

SPORT PARACHUTIST



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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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OCTOBER 1975

Editorial

The Safety and Training Committee is a sub-committee of our Council. Its function is to advise Council on all matters relating to safety within our sport, and to the training of student parachutists. It is made up of the Club Chief Instructor of every club and centre in the country; should he care to attend. It meets about ten times a year, and the work it does is directly proportional to the enthusiasm or otherwise of those who attend or don't bother. To the uninformed outsider, the STC often appears as the faceless body who introduce unpopular and unreasonable regulations. Nothing could be further from the truth as anyone, who attends the meetings regularly, will tell you. Of course regulations occasionally need updating as our sport is still very young, but the answer to the problem is not to moan about it during bad weather spells on the DZ, or to go one's own sweet way and bend the regulations as it suits. The answer is to present reasoned argument for change to the STC, either through your CCI or personally, and experienced discussion will democratically produce the right answer for all our benefit.

See you on the DZ,
Blue Skies,

CHARLIE

Cover — Tony Dale records a 3-man over Western Australia.

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

AT THE DROP INN



Owen Quinn departs the 1300 ft roof of the World Trade Center, N.Y., on July 22, 1975.

photo—Mike Sergio

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Calendar of Events

- 10—14 November 1975 BPA Instructors Course and Examination at Shobdon (2/75).
- 10 January 1976 BPA A.G.M., Imperial Centre Hotel, Birmingham.
- 9—13 February 1976 BPA Instructor's Course and Examination (1/76).
- 12—20 June 1976 BPA Classic National Championships.

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The BPA is offering for sale its mobile exhibition. Consisting of ten panels (6 ft x 3 ft) and depicting our sport with dramatic photos; the exhibition was subject to slight damage from flooding in the basement where it had been stored. The exhibition can be seen at the BPA Office, and sealed bids will be accepted by Bill Paul up to 30th November.

Congratulations to Pete Dickerson who recently gained his SCR in an unusual way. Jumping as a member of a scratch team at the Roland Serois Memorial Scrambles Meet at Turner Falls, Massachusetts, Pete not only gained his SCR but his team won the Meet. Correspondent Rick Murphy reports a Twin Otter operation at Turner Falls, (13 miles W. of Orange), on alternate weekends with prices of £3.75 for 15,000 feet!

□ □ □

Yorkshire parachutist moaning after another bum spot: "I've been in every bloody field round here... Chesterfield, Wakefield, Huddersfield, Sheffield...!"

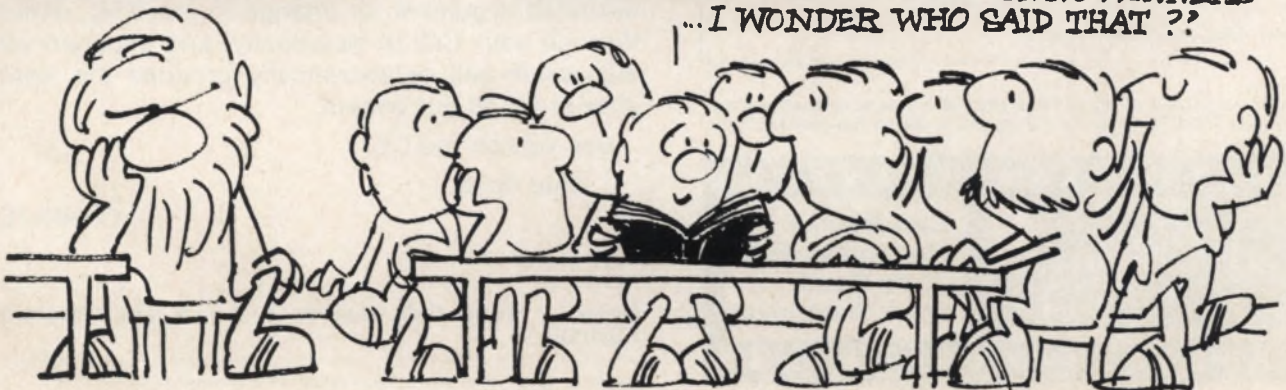
□ □ □



Sheila and Ned Luker having both been presented with their South African 1000 jump Gold Wings.

SUPERFLY

... LISTEN TO THIS!
 - LOSERS ARE IMPORTANT -
 WITHOUT THEM THERE WOULD BE NO WINNERS
 ... I WONDER WHO SAID THAT ??



A WARNING!!!

Take care of what you say or do,
Or Cookey may take note of you.
Don't raise a brow or drop a hint
Or your secrets may appear in print.
He will describe what he has seen
And send it to the magazine.
He'll tell them all and what is worse,
He'll probably send you up, in verse.

□ □ □



We think this is a first in UK: — Congratulations to Wendy Lee and her son Simon, who parachuted together at Grindale on 25th August.

□ □ □

Did you hear the one about the Green Jackets display recently? It was to be an evening drop at a village fete. They flew over the DZ a little late, to the surprise of no target cross! "Never mind — we'll go ahead anyway." After a WDI run, and climb to altitude, our dauntless team leapt. Only one catch folks — it's the wrong fete! Meanwhile, about four miles away at the right fete the crowd waited... and waited...

□ □ □



Andy Rackham, Air Traffic Controller at Leeds, makes his first free fall descent over Lands End, St. Just.

photo — Bob Ward

□ □ □

Nervous student to instructor: "I think I'm going to hurt myself on this jump."

Instructor: "That's not the attitude, lad; think positive."

Student: Alright then — I'm positive I'm going to hurt myself on this jump!"

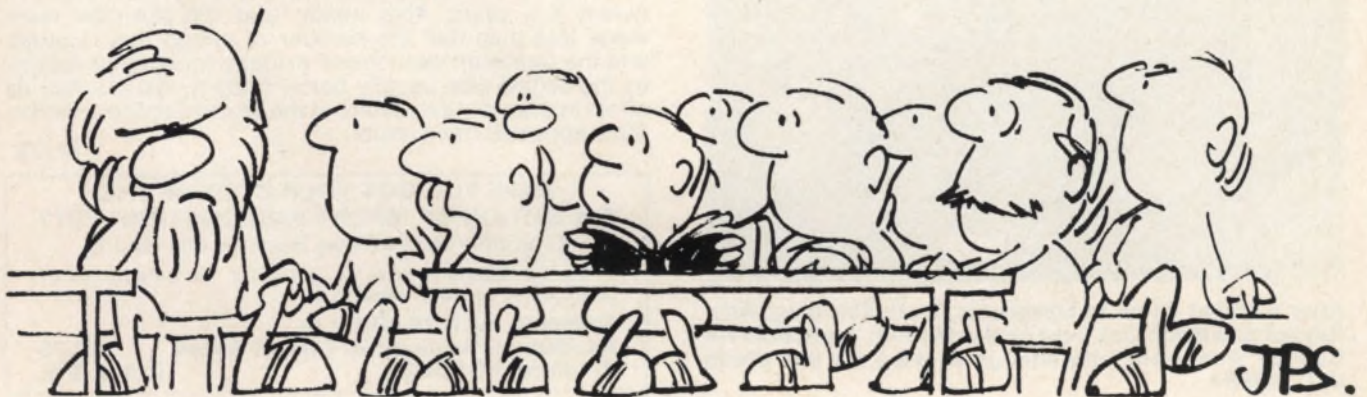
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REVIEW

"The Art of Freefall Relative Work", as the title suggests, is a book entirely devoted to RW, by the Editor of RW underground, Pat Works. Its paper back presentation of 150 odd pages is well illustrated with photographs and diagrams. This book must eventually become the Relative Workers bible, for no matter what your experience it has much to offer from early stages, theory of human free fall flight, big stars, competition and formation RW. It is completely up to date, and although seemingly on the expensive side at £5.90 (including postage and packing) it contains a wealth of sound advice on all aspects of RW. It is available from Spodemoor Aviation, 20 Chapel Street, Bradford, BD1 5DL. Unfortunately there will be a slight delay as copies have yet to be imported.

□ □ □

A LOSER !



CARK CAPERS

John D. Prince, uzz C.C.I.
 Fearless master of the sky.
 With much ado, on Sunday last
 Would give his brand new 'Strat' a blast.
 Would demonstrate. No more disputes,
 The death knell of round parachutes.

There was he at three plus grand
 With shiny clover leaf in hand,
 But though he struggled, pulled and yelled
 The bridal cord was firmly held.
 A plaintive cry was heard around,
 'The bloody thing's not square, it's round.'

His handle's gone, it's not his day,
 To hang about or cut away?
 Uzz pilot Ben on pass quite low
 With a hollow laugh and a Ho Ho Ho.

Reserve descent to Cookey's field
 And later, secret thoughts revealed
 In Cookey's bar, the talk's profound,
PARACHUTES AREN'T SQUARE, THEY'RE ROUND!!!

COOKIE

□ □ □



After a recent demo at Upminster, Dave Stenning, Alan Riddick and Mitch Cox were presented with 'yer school FA Cup' by West Ham long enough to pose for this photo by C. Jelliffe.

BUZZ'S CANADIAN COLUMN

The Canadian National Championships were held at Abbotsford Sport Parachute Centre from July 26 — August 1 1975. Being a relative work year, from the standpoint of a World Championship, entries in the style and accuracy events were much less than normal, being 23 and 51 respectively. There were however eight ten-man teams, and thirteen four-man teams entered for the relative work events.

It is interesting to note that Ram-Air canopies (Strato-Star, Clouds and Parafoil) took places one thru' fourteen in the accuracy event. The winning total, over ten jumps, was seven centimetres (7 discs, 1 cm, 1 cm, 5 cm), and second place was third nine centimetres (9 discs). Such results would seem to indicate that round canopies are not only dead, but well buried.

A Twin Otter was used for the ten-man event, and this allowed quick exits, and a short turn around time. The event promised to be a confrontation between the St. Ardre Ten-Pins, who won the event in 1974, and Skydive, a team from Abbotsford. The confrontation ended in the second round when the Ten-Pins blew their "cool", and ended up with a 38 second ten-man. Skydive were never pushed, and averaged only 21+ seconds. The Ten-Pins averaged approximately 25 seconds, with Maple Leaf Jam from Simcoe, Ontario in third place with a 28+ second average. Jerry Bird, fresh from the U.S. Nationals, brought his team, and while not eligible for medals or a placing, showed everyone the way home with a 14.9 second average. These were the only teams to make ten mans in each round.

Weather problems curtailed the sixth and last round. Fortunately "Skydive" made their jump, albeit from 9000 ft. (the stipulated altitude being 10,500 ft.) before the ceiling came down; equally fortunate they built another fast ten-man thereby precluding the possibility of any other team taking first place.

First and second places in the four-man event were taken by Joint Venture Inc., and Skydive all of whom were members of the Skydive ten-man team, thereby giving Abbotsford jumpers a clean sweep in relative work. JVI, averaged 5.9 seconds for the six rounds (somewhat faster than the U.S. National Champions), which reflected the amount of training they had done before the meet. The Canadian Parachute Team for 1975 comprises the winning teams in the ten-man and four-man events at the Nationals. Hence we had a situation where the four-man team was part of the ten-man team. This would cause problems in training camp and at the World Championships in terms of concentration of effort.

The training camp was centred at Abbotsford, home drop zone of the team. Normally August weather is beautiful, but this year it turned out to be the wettest in twenty-five years. This meant that the ten-man team made less than half the number of jumps they wanted, and the four-man team made virtually no practice jumps, as the ceiling was usually below 7000 ft. All this had its effect in the eventual results of the World Championships. More about that next issue.

BUZZ.

**HAVE YOU GOT YOUR COPY OF THE
 2nd EDITION OF "SPORT PARACHUTING" YET?
 (The only British Text Book on the Sport)**

"I highly recommend it as good for all categories of parachutist!" — John Meacock

**Orders to the BPA Office or
 Spodemoor Aviation, 20 Chapel Street £3.75
 Bradford, BD1 5DL incl p. & p.**

SCOTTISH SPORT PARACHUTING ASSOCIATION CHAMPIONSHIPS

The SSPA Championships were held at Strathallan Airfield, Auchterarder on the 5th and 6th July, 1975.

The competition was held up for three hours at the start awaiting the arrival of participants from the North and East who were expected to arrive late due to work commitments.

When the decision to start was taken things were quickly organised and we went straight into the Style Rounds. As there were only three lifts of style the jumpers had some furious packing to do and the event soon came to a close with Scotty Milne leading, Ken Mapplebeck second and a new lad to style, Clark Lerch, third.

Team accuracy was the next priority and as the weather was still holding a round was completed with the RAFSPA in the lead.

On the Sunday, blessed with good weather we completed the four rounds of individual accuracy and two more of the team event.

It was decided that as there was only one round of individual and one round of style still to do that we should call the results so far as a meet.

With a few keen helpers whose efforts were tremendous we managed to get the scores sorted out in record time.

The conclusion from the scores were as follows:

Individual Overall Competitor:	Ken Mapplebeck (The Roberts Trophy)
Runner Up:	Peter Smout
Individual Style:	Scotty Milne
Individual Accuracy:	Peter Smout
Individual Overall SSPA:	Clark Lerch USA (The Chandy Trophy)
Individual Lady:	Mary Keith
Individual Novice:	Archie McDiarmid
Overall Team:	RAFSPA
Runners Up:	Golden Lions

Team Accuracy:
Team Accuracy SSPA:

RAFSPA
Golden Lions (The Chandy Bowl).

Our special thanks go to Charles Shea-Simonds for donating his book "Sport Parachuting" which was won by Ken Mapplebeck, John Partington-Smith who gave a donation of his book "Skies Call" this was awarded to Clark Lerch the SSPA overall individual and thanks also to Lefty Thomas who donated a pair of para boots which went to the runner up of the SSPA, Dan McKinnon.

I would like to thank everyone who made the competition such a success.

Firstly Lady Roberts for the donation of the Roberts Trophy and allowing us to use the airfield, also for being so kind as to present the prizes:

The judges, Doug Peacock, Bob Thompson and Biff Burn for their patience and splendid efforts, Sandy for being so helpful with the manifesting, without whose efforts the competition would not have got off the ground. Also the pilots who did such a marvellous job of catering to the competitors every whim, the airfield manager and his good lady, the girls who assisted in the Stats Centre and with the score sheets and last but not least the competitors who made the whole meet possible.

Unfortunately due to the late hour that everything was finalised we were unable to have a fling and many people had a long way to travel.

It was a great pleasure to see Ken Mapplebeck, Scotty Milne and the other jumpers from down south put on such a display of accuracy during the practice jumps. For those who hadn't seen such a high standard before they were spellbound and this was also true of the style jumps. It was great having them all.

With thanks to all,

J.K.

THE BRITISH PARACHUTE ASSOCIATION LIMITED ANNUAL GENERAL MEETING

Notice is hereby given that the Ninth Annual General Meeting of the Association will be held at:

IMPERIAL CENTRE HOTEL, TEMPLE STREET, BIRMINGHAM

on

SATURDAY, 10th JANUARY, 1976 at 16.00 hours

AGENDA

1. To consider, and adopt if approved, the Report of the Council.
2. To consider, and adopt if approved, the Accounts and Balance Sheet for the Year Ending 31st March, 1975.
3. To fix subscriptions payable by members for the ensuing year.
4. To appoint auditors for the ensuing year and fix their remuneration.
5. To discuss any Special Business.
6. To Elect the Council.

October, 1975

W. PAUL,
Secretary-General

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



1st WORLD RELATIVE WORK CHAMPIONSHIPS



The progress of the British Relative Work Delegation up to the 1st World Relative Work Championships falls into three distinct phases; the training in U.K., the training in France and the World Meet itself. The four man team remained exactly as it had appeared at the Nationals with Ray Willis, Bob Souter, Joe France, Ty Barraclough and Henry McDonald as reserve. Dave Waterman, however, recruited new blood onto his Nationals winning "W1" Team, with Tim Morgan, Brian Morgan and Tony Uragallo joining Dave, Johnny Pullan, Jim Crocker, Mike Chapman, Neville Hounsome, Mark Miller, Geoff Lancaster, Lenny Melville, JPS and Robin Mills. The latter started their U.K. training at Sibson during weekends in July and August using John Meacock's 180 and 185 flying in formation — with a maximum of nine on each load — not the most desirable situation. Initially time was spent in sorting out equipment and jump suits so that the team were compatible in the air, and the team were encouraged to go for speed from the start using three floaters. After some 40 nine-man jumps at Sibson the team were working well together, and the fastest nine-man time of 17 secs was indicative of their potential. The four man team concentrated their U.K. training into the first two weeks in August, also at Sibson; and in 46 jumps lowered their average time from 13.00 seconds to 9.82 seconds for their slowest manoeuvre (the 'caterpillar'), and from 7.63 seconds to 6.13 seconds for their fastest manoeuvre (the 'snowflake'). During the U.K. training period John Meacock, and his staff at Sibson, went out of their way to give all possible assistance to both teams, and we are very grateful.



The British Delegation at Bergerac with M. Prik.

On 22nd August the British Delegation, (less Head of Delegation Charlie and Judge Thommo), left by road for Bergerac, a full time centre in the Dordoyne area of France east of Bordeaux. The Chief Instructor here, M. Prik, is one of the characters of French parachuting, and both he and his staff couldn't have been more helpful. Both the Antonov AN-2 and the Broussard were used, though it took some time for the teams to trust the French pilots doing the spotting. Which, in fact, was remarkably accurate. Tragedy of the Bergerac training camp was Jim Crocker breaking his arm, which precluded any chances of his jumping at Warendorf; but in spite of



The Four-Man Team at Bergerac plus reserve Henry McDonald.

this he gave both teams valuable support thereafter. The four man team made 43 jumps at Bergerac speeding up the 'caterpillar' to 9.58 seconds, and the 'murphy star' (which was now the fastest manoeuvre) to 6.95 secs. The Ten Man Team, using three floaters hanging precariously to the outside of the Antonov, started the Bergerac session with a 26 second Ten Man. The average time for the first dozen or so jumps was about 20 seconds, but the team really began to show their potential at the 30 jump mark with three stars around the 13 seconds. (The fastest being timed by the French judges at 12.6 seconds).



The Ten-Man Team at Warendorf.



Charlie records the 10-Man Team (plus reserves) above, and the 4-Man Team (in a 'diamond') below.



Charlie and Thommo, who had been with the team for their last four days at Bergerac, set off as advance party for Warendorf on 1st September. On arrival next morning they found a very untidy administrative organisation with the major problem of the British Delegation being accommodated some 17 miles out of town! It was also learned at this stage that only the bare minimum of 3 training jumps per team per event would be given, in spite of the previously unpublished right hand exit from the Bell HU 1D, the helicopter to be used for the meet. The remainder of the British Delegation arrived at Warendorf on the 3rd, and the pre-meet nausea of registration and innumerable briefings got under way. Chief Judge, Franz Lorber, was given a particularly hard time during his briefing by the Australians on the hassle over the use of the right hand door. Having explained that it was out of his control and that the pilots would not reverse their decision, he finally made the following announcement: "All teams will use the right hand door, except the Australians who may use the left hand door — but it will be closed!"

The practise jumping started on the Thursday and there were a number of small problems because of the pilots never having flown for parachuting. It was during this indoctrination period that, on being opened, the door of one of the Hueys disappeared into the slip-stream, damaging the stabilizer on its rearward journey — if it had been the left hand door it might have removed the tail rotor!



The judges in action.

Saturday was the day of the official opening, and first item on the agenda was a display into down-town Warendorf by an International Team. Charlie represented GB and, in company with nine others gullible ambassadors, on the pilots command "exit, exit, exit!" did just that from 10,000 feet, having not been allowed the benefit of a WDI! The Huey, in fairness, did fly round afterwards and pick everyone up from all the back gardens, allotments and the like into which they had descended, but none of the Warendorfians on the display DZ saw anything! The official opening saw the first of many 'oom-pah-pah' bands that accompanied various functions throughout the week, and they provided doubtful musical support for the march past and drowning of the usual speeches. Three Hueys then flew over and a representative from each nation stepped out trailing his national flag. Tommo escorted the Union Jack. The US Free Fall Exhibition Team then put together a 16-man Diamond formation which broke at 4,000 as four 4-man diamonds and tracked away to the cardinal points of the compass — very impressive.



Airborne in the HUI-D.



Robin Mills got to jumping P.I.'s Hornet.



Brit. Spectators of the Great Frisbe Tournament!



Andy Keech was there — collecting material for a follow-up to "Skies Call"?

The competition was now officially under way with favourites being the French and USA in the 10-Man and 4-Man Events respectively. As usual the score sheets do not record all the dramas, but for GB the second round for both events proved to be the disasters. In the 10-Man event one of the less experienced members of the team went below, and committed the cardinal sin of coming up from underneath and into the star thus destroying it. So after some promising times in training the 10-Man Team hopes were destroyed on one jump. The 4-Man team's second competition jump was a 'Canadian Tee' which, although successfully put together, was only held for 2.7 seconds instead of 3. The resultant 3-Man caused bitter disappointment for, irrespective of time, had it been held for 3 seconds the 4-Man Team would have finished in fourth position. Both teams had to endure a further eight rounds knowing that they had no chance of achieving a respectable placing.



Rudiger Wenzel records the winning "Rainbow Flyers" right over the Warendorf DZ.

The Four Man Event ran true to expected form with South African World Cup winners "The Rainbow Flyers" consolidating their first position round by round to finish nearly seven seconds ahead of the French. The Ten Man Event will probably never be bettered for excitement again. At the end of the third round the French had a 2 second lead over the Australians whilst Captain Hook's Team trailed in 5th position eight seconds behind the leaders. The French held this lead until the 9th round when the dogged and spirited determination of the US 10-Man Team pulled them into first place after a sizzling World Record time of 12.13 seconds. The Australians showed a consistency never before associated with their National 10-Man Teams, and did very well to come second. The Jerry Bird coached Canadian Team were unlucky to lose 4th place to 'Walters Vogel' by one hundredth of a second over 10 jumps!



French Head of Delegation, Jacques Rode, congratulates Captain Hook.

The practical running of the competition ended as a personal triumph for Herbert Dressler who, as Meet Director, used every available spell of jumpable weather and finished the scheduled 10 rounds of both events with literally minutes to spare. It was a shame that the administrative organisation doesn't warrant the same praise — their efforts were summed up beautifully in the organisation of the final banquet which was the biggest fiasco since the "Gunpowder Plot" — the winning US Delegation didn't get a thing to eat!



Apart from all this there was a host of memories: the incredible displays of the US Free Fall Exhibition Team, their films, which were shown on a number of occasions, the Tee Shirt Craze, (as Ted Strong was heard to say "This Tee Shirt thing's gone bananas!"), the magnificent support given by many BPA members who travelled great distances and, last but not least, the comradeship of RW, the old faces you haven't seen since the last time, all the new faces and looking forward to seeing everyone again the next time — finally a heartfelt "thank you" to all BPA members who made it all possible.

G. C. P. S-S.

FIRST WORLD RW CHAMPIONSHIPS - RESULTS

10 MAN RESULTS

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	Total
1. USA	10/20.04	10/16.34	10/21.67	10/16.98	10/18.24	10/14.05	10/15.64	10/14.05	10/12.13	10/14.71	100/163.85
2. AUS	10/16.99	10/17.91	10/16.33	10/16.31	10/16-78	10/21.91	10/17.86	10/18.96	10/16.13	10/15.97	100/175.15
3. FRA	10/16.70	10/15.46	10/17.80	10/16.61	10/16.93	10/15.22	10/18.27	10/17.51	10/17.06	10/26.19	100/177.75
4. GER	10/16.34	10/19.45	10/18.00	10/22.82	10/16.54	10/16.49	10/18.69	10/15.46	10/19.53	10/16.69	100/180.03
5. CAN	10/20.66	10/16.14	10/16.99	10/23.82	10/14.82	10/17.67	10/15.71	10/20.44	10/14.15	10/19.64	100/180.04
6. ZAF	10/22.86	10/24.01	10/24.27	10/21.61	10/26.17	10/23.73	10/20.37	10/19.03	10/23.65	10/21.59	100/227.29
7. SWE	10/22.77	10/25.66	10/21.92	10/23.38	10/19.22	10/27.65	10/30.80	10/23.89	10/21.12	10/24.61	100/241.02
8. SUI	10/25.58	10/23.40	10/24.72	10/30.43	10/27.35	10/31.85	10/21.90	10/22.59	10/20.99	10/23.48	100/252.29
9. HOL	10/25.37	10/29.00	10/25.08	10/24.04	10/24.08	10/26.67	10/24.28	10/23.53	10/27.01	10/23.74	100/252.80
10. NOR	/	10/33.42	8/	10/32.75	10/33.17	10/32.00	10/32.45	10/31.73	10/35.11	10/24.68	97/255.31
11. ITA	10/32.02	10/26.89	10/34.08	9/	10/26.59	10/27.63	6/	10/30.16	10/31.93	8/	93/209.30
12. FIN	10/29.50	8/	10/31.89	9/	9/	7/	10/31.88	10/30.27	10/33.54	10/32.05	93/189.13
13. AUT	5/	7/	9/	9/	10/27.01	9/	10/25.40	10/25.96	10/25.13	10/26.21	89/129.71
14. GBR	10/26.22	4/	9/	10/28.21	10/21.69	10/27.12	10/23.20	5/	10/26.46	10/25.66	88/178.56
15. ISR	6/	5/	6/	6/	6/	4/	2/	4/	3/	5/	47/

4 MAN RESULTS

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	Total
1. USA	4/ 5.09	4/ 4.27	4/ 4.86	4/ 4.94	4/ 5.47	4/ 4.62	4/ 5.04	4/ 5.15	4/ 6.26	4/ 4.22	40/ 49.92
2. FRA	4/ 7.56	4/ 5.01	4/ 6.32	4/ 4.91	4/ 6.01	4/ 6.18	4/ 4.27	4/ 5.55	4/ 6.21	4/ 4.67	40/ 56.69
3. GER	4/ 4.84	4/ 6.73	4/ 8.45	4/20.56	4/ 5.90	4/ 5.07	4/ 5.49	4/ 4.39	4/ 5.98	4/ 5.42	40/ 72.83
4. ITA	4/ 9.08	4/ 8.15	4/15.30	4/ 9.69	4/ 8.81	4/10.66	4/ 8.57	4/ 8.57	4/11.08	4/ 8.46	40/ 98.37
5. HOL	4/ 8.75	4/14.58	4/10.73	4/ 9.20	4/12.81	4/10.03	4/12.08	4/12.20	4/15.33	4/11.53	40/117.24
6. AUT	4/13.54	4/13.42	4/11.98	4/10.56	4/14.41	4/16.19	4/12.06	4/11.28	4/21.30	4/13.63	40/138.37
7. SWE	4/ 5.59	4/ 5.36	4/ 6.08	4/ 7.23	4/ 8.58	4/ 5.71	4/ 7.73	3/	4/ 7.80	4/ 5.54	39/ 59.62
8. POL	4/ 8.12	4/10.32	4/ 4.64	4/ 8.04	4/ 8.84	4/ 7.04	4/ 6.81	4/10.79	3/	4/ 5.88	39/ 70.48
9. GBR	4/ 5.75	3/	4/ 7.22	4/10.10	4/11.53	4/ 5.56	4/ 5.10	4/ 8.64	4/ 9.71	4/ 7.36	39/ 70.97
10. ZAF	4/ 5.53	4/ 7.40	4/ 7.13	4/ 7.62	3/	4/ 7.29	4/13.78	4/ 6.15	4/10.57	4/11.14	39/ 76.61
11. NZL	4/ 7.16	3/	4/ 6.54	4/ 8.48	4/11.04	4/ 7.43	4/ 8.18	4/ 9.99	4/12.18	4/ 7.46	39/ 78.46
12. AUS	4/ 9.25	4/ 8.23	4/11.56	4/11.34	4/ 9.50	3/	4/ 7.57	4/ 8.29	3/	4/ 6.61	38/ 72.35
13. SUI	3/	4/11.12	4/ 8.83	4/11.13	3/	4/10.13	4/10.30	4/ 9.60	4/17.44	4/10.62	38/ 88.57
14. CAN	4/ 9.32	4/ 5.81	4/ 5.07	3/	4/ 5.49	4/ 5.60	4/ 5.25	4/ 5.44	3/	3/	37/ 41.98
15. DEN	4/12.70	3/	4/13.19	4/10.87	3/	4/12.40	4/11.13	3/	4/12.10	4/12.47	37/ 84.86
16. BEL	2/	4/ 8.96	3/	4/13.30	4/16.82	4/12.55	4/15.04	4/ 7.95	3/	4/12.22	36/ 86.84
17. NOR	3/	4/ 9.48	4/18.16	4/12.40	3/	4/10.32	4/12.83	3/	3/	4/14.17	36/ 77.36
18. VEN	4/13.41	0/	3/	3/	0/	0/	3/	4/15.32	0/	0/	19/ 28.73
19. ESP	0/	2/	0/	2/	0/	0/	2/	2/	0/	3/	11/
20. IRL	0/	0/	0/	0/	0/	0/	0/	0/	0/	0/	0/

OVERALL RESULTS

	Combined Position	4 Man	10 Man
1. USA	0	40	100
2. FRA	3	40	100
3. GER	5	40	100
4. HOL	12	40	100
5. SWE	12	39	100
6. AUS	12	38	100
7. ITA	13	40	93
8. ZAF	14	39	100
9. CAN	17	37	100
10. AUT	17	40	89
11. SUI	19	38	100
12. GBR	21	39	88
13. NOR	25	36	97



About £4,000 worth of helmet mounted cameras, before the proposed 10-Man Cameraman Star at Warendorf, which didn't actually happen because of bad weather!

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THE CAPTAIN HOOK INTERVIEW

Captain Hook and the Sky Pirates got together as a 10-Man Team in 1972 in California. They average about 1200 jumps a man, 400 of which have been team jumps together. Their average age is 26. Their leader is Al Krueger, who lost his left arm in Vietnam and subsequently started sport parachuting in 1968. I interviewed him at Warendorf just after the conclusion of the 10-Man Event. He is a delightful personality, completely humble and totally dedicated to his team. The interview proved to be a remarkable insight into the workings of Captain Hook and Sky Pirates.

G. C. P. S-S.

Sport Parachutist: First, Captain Hook, very many congratulations on becoming World 10-Man Star Champions. When you first formed the team 3½ years ago, was the World Meet your ultimate objective?

Al Krueger (Captain Hook): No, far from it. We were a team that jumped together as a fun thing; and we entered competitions more for the party afterwards, and not with the idea of collecting any gold.

S.P.: At that stage then you hadn't even considered the U.S. Nationals?

A.K.: No we hadn't — we were a third or fourth rate team. We had a lot of people that were much better, and a lot more experienced than us, and we knew it would be a long time before any of them asked any of us individually onto the good hot teams. So we decided to form our own or not go at all!

S.P.: When, therefore, was it that you entered a competition and realised that it was going together for you?

A.K.: We got a third place in a meet in early '73 and we thought you know it wouldn't take a whole lot of practice. This was because the big teams didn't practice like they do now — it was the idea then that the best relative workers chose up sides and entered a meet, maybe with a little practice the weekend before. We thought we had a better idea; start practising in February for a meet in June, which was unheard of in '73! we became quite competitive when we entered the Nationals in '73, but our second round 9-Man put us out of the competition and we finished in tenth place.

S.P.: So the first time it really looked international for you was prior to the World Cup in South Africa in 1974?

A.K.: That's correct and not before!

S.P.: Now to discuss this competition — after four rounds you were some 8½ seconds behind the French, and at the sixth round stage there was little change. When did you think you had a chance of pulling it off?

A.K.: O.K. — we recognised the potential was always there but the problem was, with our limited practise in right door, big door, low airspeed aircraft, whether or not we could be competitive prior to the end of the competition as we were learning each round. After the 3rd, 4th, 5th and 6th rounds it looked very bad but each time we came down and discussed it. For example after the 8.62 second difference at the end of the sixth round, we figured our average and the French average, and we recognised the fact that, should the French keep up their present average, we would have to build a 14.3 second star for the next four rounds. All of us recognised it as being well within our potential based on our Twin Beech performance. Things seemed to be ready to go out of the helicopter, but it was little minor things that were causing the time problems. So we realised our potential but the

question was whether or not we could reach it before the end of the meet.

S.P.: This leads me onto my next question. There has been criticism levelled at your team, in that they're Twin Beech specialists. Do you think this fair comment and, if so, how much did it affect you in early stages of the competition?

A.K.: O.K. — it has to be fair because it's true! My answer to it that we are a product of our environment. To win the U.S. Nationals, that is going to be held out of Twin Beech Aircraft, is such a mountain. It is a long hard climb. You must know a Twin engine Beechcraft like the back of your hand. You must know the size of the door, the dimension of your team mates, how they're going through the door — in fact everything! It's got to be a total 100% personality commitment. Something short of that and you won't have a chance to operate out of a big door in an international competition. That was our Nationals and we had no choice. We went for 2 years out of Twin Beeches. I venture to say that we have around 360 jumps out of Twin Beeches just running full bore, just as hard as we can, knowing that at the Nationals we're going to come up against the best there is. And the best there is in the United States is Jerry Bird and his team, the "Wings of Orange". So fair comment that we're twin engine Beech freaks has to be correct, but, what we did was read the rules, and move accordingly. That's what it took to win!



Captain Hook at the moment of victory.

S.P.: When you started jumping from the Huey, and you had the big door for the first time, was there a temptation to crush everybody up with that big door; or did you try to make the exit as near single file as possible, so as to be similar to that you had been using from the Twin Beech?

A.K.: O.K. — there was an incentive to make use of that huge door, and we did what we laughingly called the "Clump Exit", where people just pile out! Yes, you're very

close and so there's no distance to be covered, which was always a factor in our times out of Beechcraft. But half the team are not facing the correct direction and, of course, for 10-Man speed stars, the five man, when all the slots are open for the back five, is a very important time. Therefore that five man, when you have three of them on their backs, or two of them on top of each other falling out of the sky, makes for a disastrous ten man time; the slots have to be open.

S.P.: So during practise you fell into that temptation?

A.K.: Yes, we did. Actually we were fortunate enough to be able to steal 13 Huey jumps from our Government. I don't know who's going to pay the dues when we get back as officially they said we could not jump out of military aircraft! but we did get 13 jumps, all left door, and after the eleventh jump it was obvious that we were coming down in something that was completely foreign to us—we didn't know the whys and wherea's of what was going on. It was an uncontrolled situation, it seemed to be a different person, or different two people, each time. It was nothing that we could actually determine, discuss or find out about. So after the eleventh jump, knowing that we only had three or four more practice jumps before the meet, we made a major change— unheard of for this team! We don't make changes within a month of a meet ever. We agreed that there was no way that we could improve on this 'clump' exit so we decided then to go for a single file exit. We did that on the 12th and 13th jump by lining 4 in the door but those four people had their hands behind the man to their right, ensuring that the man to their right was in front of them and had air on exit. They then made the turn for their air, so each of the front four in the helicopter had air, and there was a single file exit from there. It wasn't really working, but the one thing we could do when we came down was recognise the problem, make a small change to compensate for that problem, then go up and do it again. The problem was that we only had the 12th and 13th jump in the USA, (not really competitive times), and we came to Warendorf to the surprise— right hand door! So we snivelled as most relative workers do about any change like that and made our first practise jump from right hand door shortly after arrival. It was a disaster— 20.2 second star. We then did our alternate formation, which was the enjoyable part of the jump, and came down really recognising the problem. We were told we only received two more practise jumps and then we entered competition. So we discussed this controlled situation, we still had something to discuss and we recognised some of the problems, and moved accordingly. One was that it was like a mirror from left side to right side, we were on the opposite side of the person we were following. One thing we decided not to do was to change our entrance order to the star because we have so many jumps together, and we know each other so well it's just like brothers on each side of you in that star. This meant that we had to make this cross over manoeuvre in the air, and we decided on this to save the integrity of our original building sequence. The next jump was not seen from the ground, so we kind of quessed by altitude and we think it was in the fifteens or low sixteens. So we recognised there was potential, we had a fairly smooth exit but the problems were with the floaters— we were still on the four floater system here. Our last jump prior to the competition was seen from the ground and was also a disaster— a 21 something. Whilst it was a controlled situation, we had one floater on top of another on exit and it put them low, about 15 feet. We had a fairly quick eight man but the two floaters paid the dues coming back up. We entered the competition with this system using four floaters and making the most out of a single file exit. The first round of competition was a 20.04 second star. We realised we were still learning but we had this controlled situation to discuss which we

did. What happened was that the base and pin were in trouble from the door, they fell off and didn't get the lift the base man needs when he turns. The nine man was quick but one of the floaters who was 10th man, had fallen off also and it lost us probably three seconds. So we made just minor foot changes for that floater, and the pin and base, to give the latter a strong turn from the door to gain the necessary lift. The second World Meet jump we had an excellent base and pin, everything went well, we had a fast nine man and our fourth floater was late again at 16.34. We came down recognising that the floater was still having problems. We made one minor change in the exit and went up for our third jump, which was the disaster for us of the meet. What happened was that the base and pin got excellent lift and were together in two and a half seconds, and the floaters did not get lift. Therefore, because of the fast base and pin, they went low, and, because of the fast building sequence at the back of the load, were not able to gain altitude like they're normally used to. In fact the floaters entered in reverse order from leaving the aircraft in 21.67. We came down knowing that we were in fifth or sixth or some outrageous place, and in real trouble in the competition. This is easy to talk about now but it was a heavy load to go to our meeting recognising that we had a situation we could not control. We made what was probably the most major change of our careers— we went to three floaters and we did it right in the middle of the meet! We put the floater behind the third to the base and pin, and told time to go over the star, make his turn and drop into his slot in the normal building sequence. So he's still really a floater but leaving at the back of the load. With the quick helicopter exit it was no problem to pass over the star high, early, and then make the 180° turn. There's none of this sliding retro-rocket technique to try and get over as you don't have any momentum going past the star. We went up for the fourth round and found that we all had air on exit which was excellent. The base and pin fell off, they had a quick one but they were vertical. This put the floaters high and they were diving as were the back of the load, but it built fairly smoothly and we got a 16.98. Not much of an improvement but we could see it coming— the door was ready to be opened! After the fifth round we thought we were ready but it wasn't showing on the scoreboard. Then on the sixth round it happened— we got a 14.05 second star. It was an excellent jump. We had two people unstable on exit; the first floater to the base/pin, and the floater we had going over the top. But the base and pin fell just enough to allow them to do that, and it built in the normal sequence. Now we were in third place as the French and the Aussies had slipped back a little. On the seventh round jump we had a very quick nine man— something in the twelves; but we has one man late at 15.64. That put us in second place, 5.99 seconds out of first with three rounds to go. This meant we had to make up 2 seconds a round— still a questionable place to be in international competition! The next day we made our 8th jump— we had the quickest 9 man of the meet, (in the low elevens) but our 10th man was late. The helicopter lifted during unloading, and the sill caught our tenth man already in the dive, flipped him end over end and he took a while to get squared away before entering last at 14.05. We knew we had arrived, we knew we were there; but whether or not we could maintain this consistency was a question. This was all very new, we had only 5 jumps using this new system. We were still in 2nd place now but had moved to within 2.53 of the French. The ninth round, of course, is the one that's easiest to remember as it's the New World Record (12.13 seconds). I remember entering the star, (I enter sixth). I'm used to opening up my slot, checking for level and watching the last man approach. This time I opened up, it was barely level, the star was still tipped from relative wind from the forward speed of the helicopter, and everybody was in!

S.P.: It was incredible to watch — I saw it three or four times on the video when we were discussing it from the World Record point of view, and it really was fantastic. Have you seen it on video?

A.K.: I haven't yet, I've been invited but it seems I've got too many bases to visit in one day! But the star in the air was just excellent, it was just a real pleasure to be in the air with the team mates that were able to provide that. It was like every person had a perfect flight, everyone did his excellent job, his normal approach in the same building sequence. It just flowed so smoothly, it was never rough, it was just like... the perfect star! For win or lose this meet, having that star under our belts... we had arrived!



Sky Pirates' exit practice.

At this stage the Canadians and South Africans were down a couple of rounds and this round wouldn't be complete until they had jumped. We were quite concerned whether or not the round would be completed because of the weather situation. We had rain and thunderstorms, and we went up and we went down, as did the South Africans and the Canadians. Finally the ninth round was completed and we were officially in first place — by a couple of seconds. This couple of seconds now had turned the tables and we were, as the French had been, in the cruise position. We could cut some slack, and going up on the 10th round, recognising that if the French matched their fastest star of the meet (15.22), we didn't even have to do a 17 flat.

Everybody had to make a very smooth approach, build the star smoothly not looking for any quickness at all. So we went out with a smooth exit and everyone had a smooth approach, and we came down to a 14.71 star.

S.P.: You've probably heard the drama that occurred on the ground with the French jumping first instead of yourselves. Everyone could see it was going wrong for them and amongst your nearby ground support about 20 hearts all stopped beating at the same time — until the canopies opened and the World went mad! It was an incredible drama with which to end the competition.

A.K.: I had the feeling under canopy that's what had happened because I looked and saw the French canopies just landing and I thought: "Oh... the French jumped first and they were to jump second — I bet we stopped some hearts on the ground!" There was certainly a heavier load on the ground than in the air!

S.P.: Well that concludes the saga of the World 10-Man Competition. To the outside your team appears to be a very

close knit unit — what particular efforts have you made yourself in this direction?

A.K.: First I must say that this was a fun-oriented team in the beginning, and we had no good people, by present day standards, in '73. Because of that there was no incentive programme like, "You made a mistake in the air," or "That was a terrible approach; where did you learn to fly like that". If anyone was having trouble, we dissected the problem and many times we simply agreed the individual needed more experience in the slot and we went up and did it again. Whereas in hot teams of the day, if there was a problem there were plenty of people in the Elsinore area to choose from and they would just make a replacement. This team has always enjoyed a situation whereby no one has ever been asked off for performance, and if someone has a problem we discuss it at length. We wear it out actually, and nerves and personalities and feelings all tumble off the cliff as we have a disastrous team meeting! But always after these meetings, we all get in the same aeroplane, we all go out in the same air and we all build the same star. Then we come down and discuss it — if it was better we find out the whys, and if it was worse we find out the whys. Then we go up and do it again. After all these years we've only ever had one change in the team and that was through a job commitment. After the '74 Nationals we replaced Hal Hurley with one of the Sky Gods. We asked Ron Haun, previous Captain of the All Stars, if he would consider jumping on our team. We had a very stringent list of requirements for him to say 'yes'. As we realised he was from the old school of star building where performance was everything — ground, personality and other problems be damned! We were a team that brought ourselves up by our boot straps, we solved our own problems, and here we are asking a gentleman onto our team with over 1000 10 Mans, (he now has 1200 10 Mans and 1900 jumps and he was probably the best man in the All Stars); a complete change of environment. Liken our team to brothers — they have the fisticuffs at home, they call each other names and so on; but they go on the street and they're the brothers. One gets into trouble and the others are there to help. This team is much the same way — our team meetings are disasters but in the air we're the brothers.

S.P.: So the discipline on your team is self imposed?

A.K.: Only self imposed. To be team captain of this team when it was a second rate outfit was mainly expiditer. It was kinda job nobody else wanted and I kinda got saddled with it. When we came to entering our Nationals, the team captain became more than just running round organising the manifest and collecting the money, as we had to change our team name, (the original was such a foul mouthed thing!); and they came up with this "Captain Hook and the Sky Pirates" idea. It seemed embarrassing at the beginning because we were a second rate team but I struggled along with it. It was only when we became a winning team that pressure started to fall on the team captain. So the team captain becomes more than just expiditer — you have to accomplish a whole lot of things that you had no idea about when you took the job on!

S.P.: At a meeting the other night I felt your team were being sniped at for indulging in what was described as repetitive unimaginative relative work. What are your feelings on this?

A.K.: O.K. I can see why someone would say that because seemingly it now does take the 100% personality commitment to win in 10 Man competition. I remember back in '71/'72 as a fun relative worker looking at a style and accuracy person that maybe had 1500 style jumps as something just this side of an idiot! It was no fun, he work-

ed hard and his one fun was entering a short lived competition — maybe he won or maybe he didn't — it was an outrageous consideration. So I'll just remain a fun jumper! There were a lot of people who felt this way and who then started asking: "why can't we have a competition in relative work? — it seems easy — we'll have fun and maybe we'll win something." Now the tables are turned — now 10 Man Relative Competition takes the 100% personality commitment to win and hundreds of jumps together as a team. The result is that people in other facets looking at this commitment say, "Gosh to do that 300 times a year to practise for the Nationals, these guys have got to be something short of idiots!"

S.P.: Finally what is the future of Captain Hook and the World 10-Man Star Champions?

A.K.: Always until now I could say that as long as the team were be winning they would stay together, and this team has gone through everything on that same thought. We've been down to our last penny with six days practise left when from the heavens money fell in the form of sponsorship. (It costs \$330 a day to keep our team in the air). We had been from this kind of situation to team mates being so damaged in the '74 Nationals that two couldn't walk to the aeroplane without help, three had shoulder separations at the clavical, we had broken thumbs and every kind of bruise on the left side of the body imaginable. We've been through that kind of situation — we had one member of the team whose knees were both so bad that neither could take any weight and he couldn't land on them. So he would suspend his body horizontally and take the shock of landing from head to toe — he went through

six rounds of competition like that in '74, being carried to the aircraft each time! But the team was winning and they could put up with that kind of trauma and those kind of problems. So we've come a long way and just won a world competition. Prior to this I would say, yes this team will still be together and will be looking forward to future competition as a team. But now there's a question that I've not brought before my team. I refuse to be the Jerry Bird personality that keeps replacing team members, keeps moving on with the Jerry Bird Team. I am a team captain not to win 10-Man meets, I am a team captain not to be a Head Honcho in my sport, but I am a team captain of this team. This team elected me team captain and I've only done anything I've ever done with this team and for this team. Now we're faced with a situation where we've run the full race, we've attained the goal and now what do we do? Do we go with our families, do we go skiing? We've been through the trauma and hardship — now what are we going to do? Well we have a voting situation on our team — so when we discuss this back in the States a 7 — 5 vote to break this team up will mean that I am no longer a team captain and this team disperses. But if seven votes we carry on to compete in future competition, then this team will be intact and I'll still be team captain!


S.P.: Al Krueger, Captain Hook, thank you very much and we hope sincerely to see you and your team at the 1977 World Meet.

A.K.: Thank you.

G. C. P. S-S.

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THE CLASSIC BRITISH NATIONALS 1975

"Well, that's that over for this year" said the 1975 British Champion as he walked past the manifest area after his last style jump. And it was, the 1975 Classic Nationals at Weston-on-the-Green ended three days before schedule, having been well run, well judged and enjoyed by all. General comments from competitors after the meet, were 'good relaxed no hassle meet' and those who had entered for the first time said they would be back next year.

After a first day of bad weather, and an unhappy met. for the rest of the week, Charlie Shea-Simonds, as Meet Director made a wise decision to utilise the good weather we got to its utmost, with the result that after the second and third day 4 rounds of Team Accuracy, 4 rounds of Individual Accuracy and 3 rounds of Style had been jumped — giving enough to call the meet if necessary. To achieve this credit must be given to excellent ground organisation, to super flying from the five pilots, John Sudbury, Bob Mearwood, Mike Watts, John Hardy and Charlie who kept the three aircraft in the air in a constant stream, to Annie Kileen as manifest — always a smile, knowing everyone by name, never flustered, re-arranging lifts as aircraft went to refuel, adjusting loads as fuel loads lightened, and to the judges and their assistants who left for the pit at dawn and reappeared from the centre of the airfield at dusk.

The weather then deteriorated and a further three days were spent taking the good weather when we could to complete the last 2 rounds of accuracy and style; but at 8.30 Friday evening when Paddy Byrne rejumped his last style jump the meet was over.

John Kemley as Chief Judge did an excellent job in difficult circumstances as his team of judges, with one



Bob Hull plants the disc . . .



. . . while Donny Gillies kicks it away!

exception, Bob Burn, were trainee judges Mike Batchelor, Brian Jackel, Iris Howell, Les Melhuish and Chris Murray-Leslie who doubled as meet doctor and trainee judge. All the competitors were aware of the lack of experience of the judges, and were happy with the judging they received, the few protests there were, were allowed.

Special thanks should go to Fl. Lt. Stan Cooper and his staff, who did everything to make us welcome at Weston-on-the-Green, produced excellent food four times a day, and ran a good bar in the evenings. Roger Moore kept the results posted to date giving us good full coverage on the stats as the meet progressed.

Our thanks too, to the pilots, without whom none of this could have happened, John Sudbury (who took a weeks holiday from work to fly at our Nationals) with the Cherokee 6 from Air Navigation and Trading Co., Blackpool — Bob Mearwood (with special thanks from me for smiling whilst I harangued him) with the Cessna 210 from Wickenby Flying Club, and Mike Watts and John Hardy who flew the Cessna 185 from Britain Norman Air Services, Bembridge — and Charlie who flew them all, when he could — especially at 5.30 a.m. to get us all up! What an alarm clock!

Final thanks to Group Captain Malone, Station Commander R.A.F. Abingdon, who gave us our venue, and stepped in at the last minute to present cups and medals on the Monday.

There should be a medal for 'Man of the Meet', if there had been, it would have gone to a girl Chris Philp in her first year in open competition, won the first year style award, the first time ever this has gone to a girl, and came third overall of the women — and on the Saturday was in the first British 4-girl star with Alison Jones, Jackie Smith and Sally Smith. This year also saw the first all girl team in the team accuracy event. Congratulations should also go to George Simmons who won the novice class, beating many of the competitors in the open.

Criticisms, a few made to me by competitors and judges; the novices run as a separate event, as last year,

with a 25 m ZAP, with only 9 novices this could not be too difficult to arrange. Rotation of jump order, again this does put a strain on the manifest, but we had such an outstanding one at this meet, it should have been possible. More washing facilities, particularly a shower — next year, please. Finally I am told the language of some competitors as they come into the pit is an education the judges could do without.

Statistics:

No. of descents	637
D.C.'s	47
Flying Hours	80
Reserve deployments	0
Injuries (released from hospital after 3 days)	1
Pints of Bitter Sold	462
Pints of Carlsberg (the bar ran out of lager 3 times and had to borrow from the local pub)	770
Tojs of shorts	256
Bags of Crisps	672
Cigarettes sold	4,500

Finally, recognition and thanks to Charlie Shea-Simonds, this meet was his first as Meet Director and he showed us how it should be done. The administration and ground organisation were excellent — the right decisions were made regarding the weather and he proved to be an



Mrs. Malone presents the 'Daily Telegraph' Trophy to National Champion John Meacock.

ideal intermediary between competitors and judges, somehow keeping both sides happy. Happy landings Charlie.

SUSAN LEAR, C.1485.



Group Captain and Mrs. Malone with the prize winners.

photos by John Sudbury and C. S-S

RESULTS

INDIVIDUAL STYLE

Helmet No.	Name	Club	1.	2.	3.	4.	5.	Total	Avg.	Pos.
1	Meacock	Peterboro 'A'	8.8	8.0	9.2	8.3	8.5	42.8	8.56	1
2	Milne	Peterboro 'A'	9.5	8.7	8.8	9.6	9.4	46.0	9.2	4
3 (W)	Rixon	Peterboro 'A'	12.7	10.1	13.3	11.6	11.5	59.2	11.84	14
4	McCauley	Peterboro 'A'	10.6	10.4	10.4	12.0	16.0	59.4	11.88	15
5	Uragallo	Peterboro 'A'	11.4	9.8	10.0	11.3	16.0	58.5	11.7	13
6	McGuire	Peterboro 'B'	12.9	11.9	14.2	16.0	13.0	68.0	13.6	18
7 (W)	Philp	Peterboro 'B'	14.1	11.7	16.0	11.9	13.4	67.1	13.42	17
8	Meysner	Peterboro 'B'	16.0	16.0	16.0	16.0	16.0	80.0	16.0	29
9	Bruce	Peterboro 'B'	14.1	13.8	13.2	15.3	16.0	72.4	14.48	21
10	Prince	N.W.P.C.	13.7	14.5	14.5	15.1	16.0	73.8	14.76	23
11	Ritchie	N.W.P.C.	16.0	16.0	14.9	16.0	16.0	78.9	15.78	28
12	Knight	N.W.P.C.	16.0	16.0	16.0	16.0	16.0	80.0	16.0	28
13	Murray P.	N.W.P.C.	16.0	16.0	16.0	16.0	16.0	80.0	16.0	29
14	Atherton	N.W.P.C.	16.0	16.0	16.0	16.0	16.0	80.0	16.0	29
16	Noble	Northumbria	16.0	16.0	16.0	16.0	16.0	80.0	16.0	29
20	Cullum	Peterboro 'C'	16.0	16.0	14.0	16.0	14.7	76.7	15.34	26
23	Hinsley	Peterboro 'C'	14.1	16.0	13.6	16.0	13.6	73.5	14.7	22
25	Gillies	S.S.P.A.	13.6	13.0	12.7	16.0	15.7	71.0	14.2	20
28	McPherson	S.S.P.A.	16.0	16.0	16.0	16.0	16.0	80.0	16.0	29
29	Crosby	S.S.P.A.	14.0	16.0	15.1	16.0	16.0	77.1	15.42	27
30	Peacock	RAFSPA	10.8	10.7	9.1	9.8	10.6	51.0	10.2	6
31	Mapplebeck	RAFSPA	8.8	8.4	9.0	8.8	10.4	45.4	9.08	2
32	Smout	RAFSPA	10.6	11.1	10.9	10.3	12.4	55.3	11.06	11
33	Bennett	RAFSPA	11.8	10.3	10.8	9.9	10.8	53.6	10.72	9
34	Byrne	RAFSPA	9.6	11.1	10.5	9.5	11.4	52.1	10.42	7
38 (W)	Murray S.	Eight Abreast	15.5	13.3	16.0	16.0	14.5	75.3	15.06	25
40 (W)	Smith S.	Duck End 'B'	12.0	11.9	16.0	13.9	12.5	66.3	13.26	16
41	Slaughter	Duck End 'B'	13.7	13.5	13.8	13.0	15.2	69.2	13.84	19
43	King	Duck End 'A'	12.2	10.8	10.0	13.6	9.9	56.5	11.3	12
44	Hiatt	Duck End 'A'	9.0	8.6	8.8	9.6	9.4	45.4	9.08	2
45	Layton	Duck End 'A'	9.2	10.3	11.1	12.3	12.3	55.2	11.04	10
46 (W)	Smith J.	Duck End 'A'	10.6	10.5	11.0	10.7	10.5	53.3	10.66	8
52	Hull	Old Warden	10.1	10.4	10.7	9.8	9.6	50.6	10.12	5
54 (W)	Keith	S.S.P.A.	16.0	16.0	16.0	16.0	16.0	80.0	16.0	29
62	Haley	RAFSPA	13.7	14.4	14.0	16.0	16.0	74.1	14.82	24

†—Injured

*—7 (W) Philp—1st Year Style Winner

INDIVIDUAL ACCURACY

Helmet No.	Name	Club	1.	2.	3.	4.	5.	6.	Total	Avg.	Pos.
1	Meacock	Peterboro 'A'	0.00	0.02	0.10	0.31	0.00	0.09	0.52	0.09	2
2	Milne	Peterboro 'A'	0.00	0.18	0.18	0.63	0.00	1.16	2.15	0.36	7
3 (W)	Rixon	Peterboro 'A'	3.42	0.29	0.58	0.42	1.40	1.57	7.68	1.28	11
4	McCauley	Peterboro 'A'	1.45	0.20	0.25	0.10	0.99	10.00	12.99	2.17	21
5	Uragallo	Peterboro 'A'	0.00	0.09	0.08	0.14	0.41	0.00	0.72	0.12	3
6	McGuire	Peterboro 'B'	2.00	3.55	0.12	0.08	0.00	0.09	5.84	0.97	9
7 (W)	Philp	Peterboro 'B'	2.40	2.21	1.09	0.76	1.51	1.90	9.87	1.65	14
8	Meysner	Peterboro 'B'	0.86	10.00	1.98	1.12	10.00	1.93	25.89	4.32	32
9	Bruce	Peterboro 'B'	1.00	2.83	0.22	5.36	8.48	5.78	23.68	3.95	31
10	Prince	N.W.P.C.	1.40	2.81	1.93	0.32	0.00	0.04	3.90	0.65	8
11	Ritchie	N.W.P.C.	0.77	2.42	0.51	1.24	3.81	1.66	10.71	1.79	17
12	Knight	N.W.P.C.	4.36	4.16	10.00	0.91	3.73	6.00	29.16	4.86	35
13	Murray P.	N.W.P.C.	6.83	10.00	1.97	3.61	0.58	7.05	30.04	5.01	36
14	Atherton	N.W.P.C.	2.86	10.00	0.42	6.11	4.50	10.00	33.89	5.65	37
16	Noble	Northumbria	2.73	0.83	1.64	0.98	1.46	1.71	9.35	1.56	13
20	Cullum	Northumbria	4.92	10.00	10.00	10.00	10.00	10.00	54.92	9.15	53
23	Hinsley	Northumbria	10.00	5.47	2.27	0.05	6.93	10.00	34.72	5.79	38
25	Gillies	Northumbria	0.28	0.47	0.96	0.42	1.36	2.37	5.86	0.98	10
28	McPherson	Northumbria	8.72	10.00	1.54	5.85	1.68	10.00	37.89	6.32	44
29	Crosby	Peterboro 'C'	3.17	10.00	6.28	10.00	1.14	5.31	35.90	5.98	40
30	Peacock	Peterboro 'C'	10.00	5.81	5.90	4.90	1.37	8.98	36.96	6.16	41
31	Mapplebeck	Peterboro 'C'	0.44	2.11	10.00	3.31	0.45	1.33	17.64	2.94	25
32	Smout	Peterboro 'C'	0.37	0.68	0.00	0.00	0.21	0.00	1.26	0.21	4
33	Bennett	S.S.P.A.	6.42	10.00	2.99	3.71	10.00	10.00	43.12	7.19	47
34	Byrne	S.S.P.A.	2.99	10.00	1.32	1.50	10.00	10.00	35.81	5.97	39
38 (W)	Murray S.	S.S.P.A.	1.63	0.00	0.76	1.52	0.91	0.64	11.71	1.95	20
40 (W)	Smith S.	S.S.P.A.	0.95	10.00	10.00	3.96	0.03	1.40	27.02	4.50	33
41	Slaughter	RAFSPA	0.91	0.00	0.00	0.44	10.00	0.28	15.73	2.62	23
43	King	RAFSPA	0.11	0.00	0.40	0.00	1.18	0.11	1.80	0.30	5
44	Hiatt	RAFSPA	1.18	1.16	9.05	2.56	0.30	0.13	14.38	2.40	22
45	Layton	RAFSPA	3.09	0.81	1.80	1.71	1.77	1.47	10.65	1.78	16
46 (W)	Hull	RAFSPA	0.52	5.59	5.52	3.95	2.16	2.50	20.24	3.37	27
48	Charles (N)	Eight Abreast	5.23	10.00	10.00	10.00	10.00	10.00	55.23	9.21	54
49	Dowling P. (N)	Eight Abreast	9.44	6.29	2.07	4.92	4.80	0.16	27.68	4.61	34
50	Hague (N)	Eight Abreast	10.00	10.00	10.00	10.00	10.00	10.00	60.00	10.00	56
51	Hague (N)	Duck End 'B'	10.00	10.00	1.01	10.00	6.93	10.00	47.94	7.99	49
52	Hull	Duck End 'B'	6.73	0.80	3.18	0.76	1.01	10.00	22.66	3.78	30
53 (Z)	Jones	Duck End 'B'	2.86	10.00	2.18	0.75	0.76	3.93	20.48	3.41	28
54 (W)	Keith	Duck End 'B'	4.02	0.56	4.86	1.14	5.28	2.87	18.73	3.12	26
55	McDiarmid (N)	Duck End 'B'	0.36	0.47	10.00	3.15	4.80	2.88	21.66	3.61	29
56	Page	Duck End 'A'	0.04	4.68	0.25	0.30	0.05	3.49	8.81	1.47	12
57	Parchmont (N)	Duck End 'A'	0.00	0.10	0.00	0.32	0.00	0.06	0.48	0.08	1
58	Simmons (N)	Duck End 'A'	1.62	4.94	0.60	0.03	1.39	1.48	10.06	1.68	15
59	Treble	R.A.P.A.	0.00	0.00	10.00	1.01	0.10	0.15	11.26	1.88	19
60	Waterhouse (N)	R.A.P.A.	10.00	10.00	10.00	4.31	10.00	10.00	54.31	9.05	52
61	Young	R.A.P.A.	10.00	7.28	10.00	10.00	10.00	10.00	57.28	9.55	55
62	Keoghán A.	RAFSPA	10.00	10.00	10.00	10.00	3.25	6.99	50.24	8.37	50
63	Keoghán M.	Dubai	0.00	1.42	0.46	0.07	0.00	0.00	1.95	0.33	6
64	Keoghán M.	Dubai	1.14	10.00	8.65	4.40	4.12	8.80	37.11	6.19	42
			1.83	10.00	6.93	7.68	7.06	8.56	42.06	7.01	46
			3.14	7.59	0.04	0.00	0.30	0.00	11.07	1.85	18
			10.00	10.00	10.00	10.00	1.91	10.00	51.91	8.65	51
			1.53	10.00	3.94	3.82	10.00	10.00	39.29	6.55	45
			10.00	10.00	5.67	10.00	1.76	10.00	47.43	7.91	48
			2.08	10.00	1.49	0.97	0.24	1.07	15.85	2.64	24
			1.87	1.70	10.00	3.92	10.00	10.00	37.49	6.25	13

†—Injured.

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TEAM ACCURACY

Team	Name	Average Score	Team A Average	Position
Duck End 'A'	King	0.01	0.27	1st
	Hiatt	0.62		
	Layton	0.42		
	Hull	0.06		
RAFSPA	Peacock	0.45	0.71	2nd
	Mapplebeck	0.41		
	Smout	0.58		
	Byrne	1.42		
Peterborough 'A'	Meacock	0.00	1.58	3rd
	Milne	0.05		
	Rixon/McCauley	4.41		
	McCauley/Uragallo	1.88		
S.S.P.A.	Gillies	0.96	1.65	4th
	McKinnon	1.19		
	Charters/Crosby	3.00		
	McPherson	1.47		
Peterborough 'B'	McGuire	1.29	2.12	5th
	Philp	2.47		
	Meysner	2.52		
	Bruce	2.21		
Duck End 'B'	Smith J.	1.18	2.90	6th
	Smith S. (Mrs.)	2.53		
	Smith J. (Miss)	5.21		
	Slaughter	2.71		
N.W.P.C.	Prince	3.89	3.38	7th
	Ritchie	1.45		
	Knight	2.71		
	Murray/Atherton	5.47		
Northumbria	Peakin	2.54	3.44	8th
	Noble	5.45		
	Rowell	4.88		
	Charlton	0.92		
Peterborough 'C'	Cullum	2.80	3.71	9th
	Ward J.	2.30		
	Ward C.	5.60		
	Hinsley	4.14		
'Eight Abreast'	Lear	8.41	6.03	10th
	McLean	4.99		
	Kimble	6.33		
	Murray	4.42		

TEAM OVERALL

Team	Overall Score	Position
Duck End 'A'	25.44	1st
Peterborough 'A'	28.84	2
RAFSPA	30.49	3
Peterborough 'B'	48.13	4
North West P.C.	57.74	5



Tracy Rixon collects the Lady Quilter Trophy.

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FIRST SHOBBDON ACCURACY MEET

In the past there have been waterlogged, aircraftless, foodless and drinkless accuracy meets— all this appeared to have been allowed for at Shobdon when the Hereford Parachute Club held its first accuracy competition. In fact there was a surfeit of aircraft, tents, food and drink and a distinct lack of water.

The only thing that hadn't been allowed for was inflation which cut down the number of rounds in the contest from the advertised five jumps to four. But judging from the way some jumpers were limping out of the pit by the end of the fourth round that might have been a blessing in disguise.

The event itself officially got under way late on the Friday evening with the briefing by the meet organiser Les Melhuish and judges Dave Waugh and Charlie Shea-Simonds.

At that stage there were only about 40 jumpers registered, but by the early hours of the next morning this had increased to 44 in eleven teams competing for a £250 prize fund donated by the contest's sponsors, the Oakleigh Group of Companies.

The first round was hit by marginal winds and had to be stopped eventually when the ground winds went over the limit. The stand down went on until about 5 p.m. with many an envious eye being cast, mainly by Bob "The Human Fly" Price, at the non-competitors quaffing lunch-time pints.

As the evening drew on however patience was rewarded and the second round quickly got under way with lifts hurtling into the air with monotonous regularity in the twin, holding two four man teams and the 182. The still high winds sent some unwary competitors backwards across the pit at high altitude to land in the surrounding countryside. As the evening wore on however the winds gradually dropped away to the gentlest breeze by the time round three ended and a halt to jumping was called.



Bob King set up for a DC on his extra-celled Sled.

The day concluded with a bob in the aero club bar to the sounds of local para club member Paul White's band, Stan the Bat, at which the most popular item proved to be their rendering of Masters of the Sky.

The second day kicked off with only one round to go and with Duck End 'A' firmly established at the top of the score list. But there was keen competition between the second placed team HPC and Oh Dear, What a Shame. Unfortunately the local team of instructors were hampered by being one man down after Terry Barson cracked a knee cap after colliding with Les Melhuish's canopy just over the pit. They were finally pushed back into third place when an uncharacteristic bad spot left them with enough work to do just getting into the pit, without picking up any DCs.

Also in the running was another local team the Odds and Sods, who had jumped the first round with only three members, completed rounds two and three with a full team and on the final day jumped with only two members but still managed to finish fifth largely thanks to Bill Robbins, who also picked up the prize for the best individual score by a Hereford club member.

The final round was completed in steadily improving weather conditions by early afternoon with the only mishap affecting Andy Mann whose Cloud mal'ed leaving him to land his Protector in a field of corn belonging to the farmer who was to present the prizes at the meet. In



Wendy Sharpies over the top on her short lined "Pap".

spite of that Mr. Hector Morris still came along to dole out the prizes into eager hands.

After the prize giving the meet was brought to an end with an eight man attempt from the twin organised by Charlie, which resulted in a quick five man which fell apart as the sixth man docked. It also prompted one of the most amusing spectacles of the whole weekend when the pre-jump briefing attracted almost as big a crowd as the competition itself.

Before the results special thanks from the jumpers and the people who helped organise the meet should go to Mr. George Jackson of the Oakleigh Group, who provided the cash without which the whole thing could never have taken place, Les for putting the whole thing together, Frank Mulvey, for a lot of hard work on the ground, the pilots, Percy and Wyn for the catering, and the jumpers for coming.



Sally Smith drops short and to the right.



Meet Director, Les Melhuish, receives the Judges' prize from Dave Waugh and the National Coach.



Simon Astbury wrote the words — Mike Bateman took the photos

TEAM RESULTS AND TOTAL SCORES

1. Duck End 'A'	31.88m	6. Valenta	94.07m
2. Oh Dear, What a Shame, Never Mind	72.45m	7. Yeadon White Rose	97.34m
3. Hereford Parachute Club	83.92m	8. Billy Cogan Bog Trotters	106.53m
4. Edenderry Precision Ball Co.	86.79m	9. Duck End Ladies'	118.63m
5. Odds 'n' Sods	92.36m	10. Lot 37	121.69m
		11. Anzio	129.51m

INDIVIDUAL RESULTS:

1. A. Layton
2. G. Page
3. M. Batchelor
4. P. Slaughter

INDIVIDUAL LADIES RESULTS:

1. C. Philp
2. W. Sharples
3. J. Waugh
4. I. Howell

INDIVIDUAL H.P.C. RESULTS:

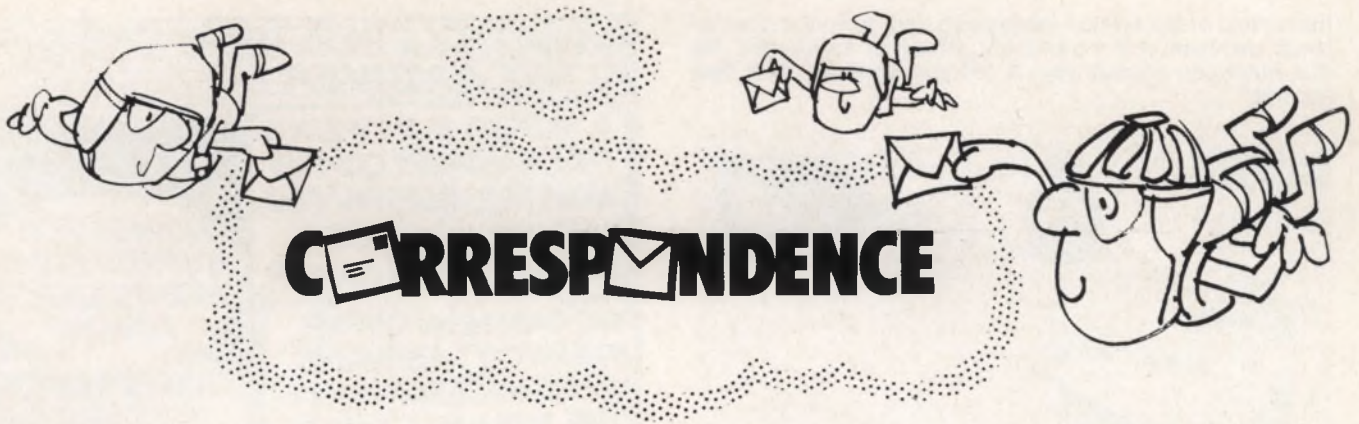
1. Bill Robbins
2. Jim Sharples
2. Jim Sharples
3. Terry Barson

INDIVIDUAL FINAL PLACINGS AND TOTAL SCORES

1. A. Layton	3.42m	22. S. Swallow	23.56m
2. G. Page	4.62m	23. R. Farr	23.75m
3. M. Batchelor	8.66m	24. I. Howell (L)	23.83m
4. P. Slaughter	8.82m	25. D. Preece	26.30m
5. Bob King	10.98m	26. S. Smith (L)	26.47m
6. Chris Philp (L)	11.31m	27. J. Bassett	26.65m
7. W. Robbins	11.47m	28. P. Fisher	26.80m
8. J. Sharples	13.31m	29. J. Kunicki	27.49m
9. O. Dessey	16.50m	30. C. Claridge	28.53m
10. N. Dannay	16.61m	31. L. Melhuish	29.31m
11. R. McGuire	16.94m	32. S. Broadbent	29.83m
12. C. McAnally	17.42m	33. T. Rixon (L)	30.33m
13. A. Meysner	17.90m	34. A. Mann	30.36m
14. J. Norris	19.35m	35. R. Nixon	32.08m
15. W. Sharples (L)	19.45m	36. F. Ryland	33.62m
16. J. O'Keefe	19.63m	37. R. Price	34.01m
17. M. O'Leary	20.25m	38. N. Birily	36.26m
18. R. Farrer	20.98m	39. J. Tidewell	38.90m
19. T. Barson	21.85m	40. L. Leader (L)	39.19m
20. S. Astbury	22.64m	41. T. Williams	40.00m
20. J. Waugh (L)	22.64m	41. M. Dowling (L)	40.00m
21. D. Hillas	23.15m	41. Neville	40.00m



Hector Morris congratulates first place winners, Duck End 'A' Team.



Dear Charlie,
 Until the last year or so the Peak District Parachute Club was, I suspect, in line with a lot of other clubs, not too convinced that the B.P.A. Council always had all the clubs interests at heart. Yes, most of us understood the need for Council, and yes, we all reckoned that any committee would invariably come up with a compromise on most major issues, but I am sure we all thought, what the heck could the B.P.A. do for us as a Club or as an individual.

Well, by giving the Peak District Club the support both financial and moral the Council enabled this Club to fight an order compelling it to stop parachuting at the Ashbourne Airfield, the Council said that they would back us with cash to help finance our appeal in the courts. They directed us to the best 'legal firm' to fight our case, and what's more, their moral support enabled the Club to direct its resources (some £1,200 of Club funds and countless hours from members over the last 12 months) to fight its case. I feel that all B.P.A. members should know that here is an example of real practical support being given to a Club that really needed the help.

On behalf of the Club I would like to thank the Council in total and members like John Meacock, Peter Prior and Major Schofield, who gave up their own time and at their own expense came and spoke for us during our 5 day court appearance.

Two further points in closing, despite the appeal being heard in March this year we still don't know the results, and finally, the Peak District Club has paid back the agreed sum it borrowed off the B.P.A. in the agreed time (just!).

Yours sincerely,

D. T. HICKLING,
 Secretary — P.D.P.C.

Dear Chas.,

I have known for some time that sunlight rots nylon, but on browsing through Dan Poynters Parachute Manual I came across the following passage. It may be of interest and it certainly made me sit up and take note — so "Gera-loada-this".

"The ultra-violet rays of the sun will damage nylon and will ruin a parachute in short time. The angle of the sun's rays, the position of the material in relation to the sun, the time of the year and the time of day, screening factors of glass, etc. all determine the extent of the damage. Glass absorbs some of the ultraviolet rays, but it does not screen them out entirely. Fluorescent lights work on nylon only half as fast when in close proximity, which is bad enough. Incandescent lights are relatively safe.

Type 1 Fabric		Per cent Breaking Strength in lbs. lost	
Outdoors, summer sun:		Outdoors, summer sun, behind glass:	
One week	52%	One week	40%
Two weeks	71%	Two weeks	61%
Three weeks	85%	Three weeks	85%

As demonstrated in the above chart, the sun's rays deteriorate the nylon quite rapidly and glass slows the process but little. The parachute's exposure to the sun must be kept to a minimum. Tests indicate that once nylon is exposed to the sun, the damage is done; it will not regain its strength if then stored out of the sun. Some new nylon yarns have been developed which resist damage by ultra-violet rays and they do not deteriorate quite as rapidly. The thinner the material, the quicker the damage; thick materials screen the sun from the inner fibres.

It is interesting to note that many sport parachutists pack outside in the sun and that if we assume that their canopies are exposed 15 minutes each time, then after 280 jumps, the assembly has been in the sun an equivalent of seven 10-hour days which is probably enough to lower the strength 50% and this does not count the two minutes per jump when the entire parachute is exposed".

So, like Shanks' legs, cover it up!
 Keep on dumping,

TED HARTLEY, D.1146.

Dear Sir,

Below is an account of an event that may prove of interest to your readers. The philatelic covers issued by the RAF Museum, Hendon, commemorated the 30th anniversary of Operation 'Varsity'.

I took part in The Rhine Crossing although on that occasion I travelled by glider.

I am enclosing one of the philatelic covers which we have been selling at £2 each and are still selling, in case you may wish to reproduce it.

What was I doing sitting in a Cessna flying over the Romney Marsh with the freezing September slipstream blowing up my trouser leg, facing my 13th jump?

Admittedly my 12th had been from the comparative comfort of a Halifax some 28 years before whilst in Palestine — wasn't I old enough to know better?

However out I clambered and in due course landed just outside the perimeter in the stubble. The next day was better — after landing on the main concrete runway (not

the softest of landings) I managed a 'red' from the control tower because of the imminent arrival of an aircraft. As our American friends say, 'I did not shift my butt fast enough'.

**No 48 SQUADRON
ROYAL AIR FORCE**

30th Anniversary of
'Operation Varsity'
24th March 1975



In readiness for the Aldershot drop I was provided with a TU type for the next descent.

At last came the day, 24th March — Alex Black, Neil Sharp another Eagle Sports member and I drove from Lympe to Biggin Hill. We took off in a Cessna 172 and arrived at Blackbushe about mid morning. A driver from the Paras was waiting and we reached Browning Barracks soon after.

We then commenced waiting for the wind to drop — we were still waiting at 6 p.m. when we called it a day and sought a hotel.

The next morning we were up at 6 a.m. and at 6.30 Bob Harman of The Red Devils collected us in the transport and we arrived at Blackbushe at 7 a.m. Whilst Alex removed the door I kitted up and we took off soon after.

Within minutes we were over the Queens Avenue DZ and after following the able direction of Bob Harman, out I went. Under the keen eyes of Ted Lewington and Neil Sharp who were waiting to receive me a reasonable landing was made.

Back to the barracks for the signing of the philatelic covers, then a return to Lympe via Blackbushe and Biggin Hill arriving home for breakfast at about 11 a.m. -

The foregoing will I trust explain why I will not be renewing my membership of the BPA. This event was a once only fund raising project.

I've read copies of Sport Parachutist with interest although I must admit that I've felt rather Rip Van Winklish whilst doing so.

Best wishes to the BPA and its members for future activities.

In conclusion I wish to place on record my thanks and appreciation to Major General E. L. Bols, CB, DSO, Major B.S. Schofield, WO Ted Lewington, Cpl. Bob Harman and other members of The Red Devils and The Parachute Regiment, also Captain Alex Black and Neil Sharp of Eagle Sports Centre and also Group Captain W. S. O. Randle, CBE, AFC, DFM, MBIM, RAF (Ret'd) of the Royal Air Force Museum, Hendon. Without their help and assistance this event would not have been possible.

Yours sincerely,

BOB MORTIMER.

155 Dolphins Road,
Folkestone, Kent.

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STATIC LINE BAG DEPLOYMENT

The need for an S/L operated bag deployment system for beginners in the sport, has long been felt by the Safety and Training Committee.

The conventional sleeve/drogue/S/L system, as Doug Peacock quite rightly pointed out, was introduced more than 15 years ago, as a short term temporary solution to the problem of making people, with no experience of parachuting, do S/L descents before going on to free fall. This system works fine, PROVIDING the student is stable. If the student, on releasing the A/C is unstable, then there is a chance that the deployment of the parachute could be interfered with — e.g. rolling into the sleeve or even grabbing hold of the pilot 'chute.

Over the years, a number of student fatalities have highlighted this problem, and most instructors I have talked to can relate at least one "hairy" incident of this nature.

The bag deployment completely eliminates this problem. No matter what the student does on releasing the A/C he must have a canopy over his head.

Several clubs now operate a bag deployment system; we, at the N.W.P.C. have operated a bag deployment system for well over 18 months now, and all static line descents are made using this system. The instructors who despatch students regularly on bags are adamant; they would never go back to using sleeves and extractors. All agreed it is a far safer system and I strongly urge every club/centre to introduce it, but HOLD IT RIGHT THERE, before you rush out and buy a bag system, a thorough understanding of the deployment sequence and the critical factors involved is absolutely essential.

The purpose of this article is to try to explain this —

The major consideration is the A/C tail. The position of the bag both during and after deployment relative to the tail is of paramount importance, this is governed by the static line, so our first critical factor is the static line length. Our second critical factor is the A/C airspeed at release and if we examine the deployment sequence in detail we shall see why both these factors are critical.

When the backpack is opened and the deployment sequence starts, the bag is immediately subjected to a force; this force is the airflow. The bag is travelling through the air at the same speed as the A/C, the effect of this force is to lift the bag; the greater the airspeed of the A/C (and therefore the bag) the quicker the bag will lift. The bag continues to lift right throughout the deployment sequence.

If the airspeed of the A/C at release is very high then the bag can be in close proximity to the tail before the canopy has cleared the bag.

The rigging lines and canopy deploy very fast due to the bag being attached to the A/C but they are also affected by the airflow and the deploying assembly takes up a curved shape.

In order to stop the canopy emerging from the bag in a "lump" an apex break tie is essential. The apex tie also tensions the deploying assembly immediately prior to inflation of the canopy, this greatly reduces the chance of a malfunction. The optimum strength of this break tie is still the subject of much speculation. Irvin's recommend 150 lb., but to my knowledge 50 lb., 100 lb. and 150 lb. break ties are in everyday use at different Centres throughout the country, so the strength of the tie does not appear to be as critical as some people think.

At the N.W.P.C. we used to use a 150 lb break tie, we



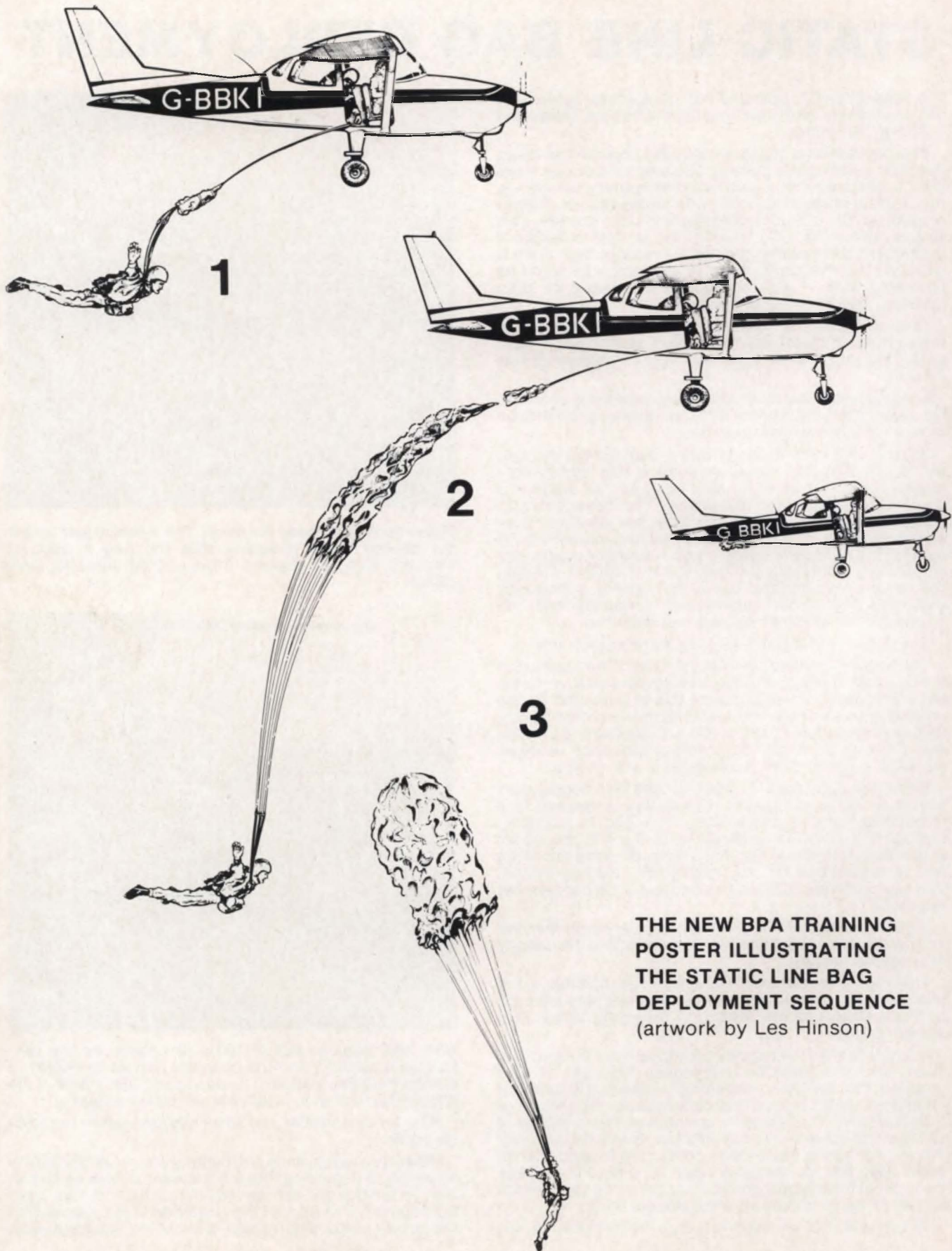
The dropping airspeed is critical. The moment just before the canopy parts company with the bag at (above) 60 m.p.h. IAS, and (below) 70 m.p.h. IAS from the Cark C.172.



have now reduced this to 100lb (it's easier on the despatcher's wrists!!) and the canopies appear to deploy in exactly the same manner. I hasten to add that I think, if the airspeed is high then a 150lb break tie is necessary.

Now let us consider just what happens when the apex tie breaks.

When the rigging lines and canopy are at full stretch the assembly is deploying into a horizontal airflow and when the tie breaks the canopy which up to now has been held above but *in front* of the suspended load, moves with the airflow to a position above and *behind* the suspended



**THE NEW BPA TRAINING
POSTER ILLUSTRATING
THE STATIC LINE BAG
DEPLOYMENT SEQUENCE**
(artwork by Les Hinson)

load, this occurs very quickly indeed (the same speed as the airflow). Although the assembly is being pulled in a vertical direction by the suspended load, the canopy moves behind the load so fast that the apex actually lifts whilst traversing an arc, the canopy then deploys in the normal manner.

The static line should be long enough therefore to position the bag well just short of the tail.

Another aspect to the bag deployment system is how to integrate it into the Club. As it is quite a major change in packing, this needs constant supervision and retraining, especially at first. My advice to any Club switching to a bag deployment system is to make a large scale drawing of each step in the packing sequence and pin them up on the wall of the packing area. Also make up a list of the packing checks and pin that alongside. Get these items ready before you introduce the system.

So in conclusion I would like to stress the points already raised by summarising them below:

1. Get the static line length right, remember, the shorter the static line the less distance the bag has to lift before coming into the same horizontal place as the A/C tail, but the bag must be kept clear of the tail to avoid fouling it.
2. Keep the A/C airspeed as low as possible; the higher the airspeed the higher the bag will lift.
3. Under no circumstances must an unstable student be "short lined" by the instructor; this was common practice on the sleeve-drogue, S/L system, there is no need to do this with a bag, to do so will reduce the effective length of the S/L and reposition the bag well forward of the tail (a potentially dangerous situation).
4. Make sure the pilot knows how it works and just why the airspeed is critical, he will then cutback the speed almost to the stall, (he won't want the tail damaged).

I once again urge every Club/Centre to get a bag deployment system BUT GET IT RIGHT.

DAVE PRINCE.

THOMAS SPORTS EQUIPMENT

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BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING, WEDNESDAY 2nd JULY, 1975 Held at BPA Offices, Kimberley House, Leicester

PRESENT

P. J. Prior
G. B. Shone
M. J. O'Brien
D. Waterman
T. J. Morgan
W. J. Meacock

K. Mapplebeck
J. T. Crocker
L. J. Thomas
J. Petherbridge
G. A. W. Bourn—*co-opted*
I. B. Wright—*co-opted*

IN ATTENDANCE

Sqn. Ldr. W. Paul—*Sec-Gen. B.P.A.*

APOLOGIES FOR ABSENCE

L. N. E. St. John
M. J. Batchelor

Item 32/75

SUB-COMMITTEE REPORTS

a. **Competitions.** A meeting of the Leaders for the World Championships Teams (10-man and 4-man), members of the sub-committee and Mr. Morgan (Finance Sub-Committee) had been held and a budget had been agreed. The four man team (RAF) would jump train mid-week at Weston-on-the-Green. For the 10-man team, efforts to get information on the possible use of an A/C from Netheravon had been unsuccessful — the Nat. Coach would follow up with Netheravon. The idea was to use the APA Rapide at Weston. Mr. Waterman would be checking with Shorts re the Skyvan and with E. Ness re European Team Training. The 10-Man team hopes to train for 3 weekends in every four and the 4-Man team every week — the aim was to get 50 jumps per team before the Championships.

The competition sub-committee also met at Weston-on-the-Green on Friday 27th June. Permission has been given for the Style and Accuracy Nationals to be held at Weston. The Sec-Gen to arrange for licence from Defence Land Agent. Six caravans had been booked for officials; showers were adequate, toilets were adequate i.e. mobile toilets on site — 3 for men, 2 for ladies and hot and cold water; mid-day meals would be provided by the RAF at 60p per meal (ration abatement certificates not acceptable) in a marquee provided by the RAF. Sandwiches and coffee will be available early morning and in the evening. Two firemen will be provided by the RAF on repayment (£60 for period of Championships). Individual tents and caravans will be permitted. A large marquee would be hired by the BPA for sleeping accommodation for those not having their own tent or caravan.

Aircraft booking would be done by the Nat. Coach — two aircraft at approx. £22 per hour were provisionally booked (a Cherokee 6 and a 210). A reserve a/c either the RAFSPA 206 (if available) or an aircraft from Peterborough would be arranged.

Meet Director would be the Nat. Coach and he would arrange for judges and training Judges.

A recording anemometer would be arranged, either by purchase (depending on cost) or hired.

Contact would be made to ascertain if Dr. Murray-Leslie would be available as the Meet Doctor.

The RAF will provide a 'Disco' and curry supper on Saturday 23rd August (£50 for 100 people).

Target 'DC Discs' would be presented at the pit.

Invitations to guests to include Minister for Sport, AOC Group H.Q., OCRAF Abingdon, OC IPTJ, Director Sports Council, CAA H.Q. and Divisions.

Rules were amended and would be passed to Sec-Gen for reproduction and distribution.

A budget would be made out when the various costs were known and the fact that the Nationals were to be self supporting would be taken into account. The entry fee would be advised to the Sec-Gen as soon as possible.

b. **Finance.** An outline budget and projected funds flow statement for the year had previously been distributed to council members. Mr. Morgan, Chairman Finance Sub-Committee drew attention to the fact that income was up approx. £1,000 on last year and expenditure after Sports Council grant aid was £3,000. These figures speak for themselves and indicated that care will have to be exercised. The two expenditures which stand out are salaries and competitions — we can't do much about salaries but com-

petition expenditure will require close scrutiny and we must aim for all future competitions to break even. We must try to increase our income and this means basically subscriptions, and will be discussed at the next Finance Sub-Committee Meeting. The meeting unanimously accepted the budget as presented and the Chairman thanked Mr. Morgan for the presentation.

The suggested budget for the RW World Championships was presented and discussed. Mr. Morgan pointed out that the travel cost had been based on the assumption that a vehicle would be available from Mercedes-Benz. Mr. Waterman pointed out that no provision had been made for a possible £500 from Raleigh Industries — he would be asking the Chairman of BPA Council to write to the Chairman of Raleigh Industries. Mr. Waterman advised on discussion with Fleet Air Arm personnel and as a result the meeting agreed that W/O Lewington write to the appropriate authority requesting use of helicopters for team training and Championships.

c. **Aircraft Purchase.** Mr. Shea-Simonds reported that he had written to CAA requesting an answer to BPA's question of an operating certificate. A meeting with the Sports Council had been arranged for 12 July but in view of Mr. Waterman not being available on that date the Sec-Gen would arrange another date, 14, 15 or 16th July.

The Chairman reported that the Hereford Club had been offered an Aero Commander from Glos. Air at £18,000. The Hereford club could not afford to purchase but he now passed the information on. It was agreed the aircraft was not suitable for BPA requirements.

The Sec-Gen reported on contact made with Mann Helicopters as a result of information from Mr. Shone. The aircraft in question was a Single Otter but this was being crated for sending to Mexico — there would be a further two or three Single Otters available towards the end of the year but again, this aircraft was not considered suitable (previous report by sub-committee).

The agent for the Antonov had advised the Sec-Gen that there was a possibility that the company may well be prepared to meet the certification costs of getting the aircraft on the British Register.

d. **Safety and Training.** Mr. Crocker reported that the previous meeting of the S & TC was held on 10th June and the next meeting would be on 8th July.

a. **Leeds/Bradford Club — Fatal Accident.** This was fully reported and the following recommendations made by the B or I and agreed by the STC were submitted for Council's approval:

1. Parachute Packing Tests should include the assembly by candidate of the individual components of the complete main parachute.
2. Check No. 2 or No. 3 during the parachute packing sequence to include inspection of the bridle cord and sleeve retaining line and how these are connected.
3. Bridle cord attachments which are knotted, i.e. those not on the proper bridle cord with two loops should be sewn down at the knot. On a proposal by Mr. Crocker seconded by W/O Lewington, Council unanimously approved the foregoing three recommendations as formal requirements.

b. **Incident Cessna 206 — RAFSPA.** The sub-committee was advised of the incident which resulted in damage to the aircraft tail. On being advised of the incident by RAFSPA, the CAA immediately banned *all* parachuting from Cessna 206. This obviously created difficulties which, but for intervention by himself and Mr. Shea-Simonds, would have been aggravated further by a Telegram which CAA was about to send all Cessna aircraft owners stating that parachuting was not to take place from *any* Cessna aircraft. After discussions the telegram was not sent and an undertaking was given that in future any such action concerning parachuting would be taken only after consultation with BPA.

The fact that this incident involved a Bag Deployment System had a bearing on the rewrite of the Parachuting Regulations and the STC considered that any reference to Bag Deployment Systems should be held in abeyance until the matter was

resolved. It was the STC's recommendation that the Regulations (excluding Bag Deployment Systems) should be finalised. Council agreed and Mr. Crocker would be arranging for the final check of the already cut stencils to be completed.

c. **Training Aid Posters.** Council agreed a suggestion from STC that Mr. Hinton who did the original art work for the training aid posters be asked to attend BPA offices to carry out the necessary amendments to the original art work and such work as was required for any new posters necessary to up-date the training aid. Payment of travelling expenses for Mr. Hinton was also agreed.

d. **Riggers.** There had not been a meeting of the Riggers sub-committee but Mr. Thomas reported that trials on his bag system were to be arranged by W/O Lewington.

Item 33/75

CONTROL OF SUB-COMMITTEE'S STRUCTURE

A paper by Mr. Morgan covering sub-committee structure, previously distributed to Council Members, was discussed and the following agreed:

1. Layout of Council Minutes to include an Action Column.
2. Matters for sub-committees not to be discussed at length in Council but referred to the appropriate sub-committee.
3. The frequency of sub-committee meetings, whilst in principle should be monthly, would be at the discretion of the respective sub-committee chairman who would be required to report at each Council meeting on such business as may have been conducted.
4. All recommendations of sub-committees must be submitted to Council for ratification and discussion.

A suggestion that an Executive sub-committee be formed with the prime function of making decisions on business requiring immediate attention between Council meetings was not accepted but it was agreed that in an emergency situation the Sec-Gen would pose the problem to a few Council members then communicate the problem and views of those members contacted to all Council members by post requesting that they immediately communicate their decision to him.

A suggestion by the Sec-Gen that Council Meetings be at six-week intervals instead of the present four was put forward by Mr. Shone as a proposal and seconded by Mr. Meacock. The proposal was defeated by 6 votes to 3 with one abstention.

Item 34/75

CLUB AFFILIATIONS

Applications for affiliation in respect of the following clubs were approved:

Cheshire Parachute Club
Border Venture Parachute Club.

Item 35/75

REQUEST FOR GROUP MEMBERSHIP

The Sec-Gen reported on correspondence between the OC 5 R.I.D.G. Free Fall Club on the matter of Group membership at reduced rates. The Sec-Gen's view as expressed in the correspondence i.e. that a reduced rate was not likely, was endorsed by the Council. The Sec-Gen would reply on behalf of Council regretting reduced rates was not possible but express Council's desire to assist in any way possible.

Item 36/75

SUB-COMMITTEE TRAVELLING EXPENSES

W/O Lewington expressed the view that members of all sub-committees be eligible to claim travelling expenses for attendance at meetings, e.g. Riggers and S & TC. Mr. Crocker opposed the suggestion on the grounds that sub-committees such as Finance, Competitions and Aircraft Purchase comprised named individuals elected to Council and appointed by Council to conduct business on its behalf. The members of Rigger & S & TC. Committees are not elected members appointed by Council and in a considerable number of instances, individuals attend only such meetings as they choose when there is something of particular interest to themselves.

Mr. Meacock suggested there may be a case for a reduced rate of re-imbursment to those attending Riggers and S & TC. Meetings both of which contribute useful work to the benefit of the Sport. The meeting agreed that the Chairman of the Riggers and the S & T Committees submit to the Chairman of the Finance Sub-

committee estimated attendance figures at their meetings in order that an estimated costing can be prepared.

Item 37/75

PREVIOUS MINUTES AND MATTERS ARISING

Proposed: Mr. Crocker; Seconded: Mr. Morgan, that Minutes of 4 June be accepted.

Carried.

Matters Arising

- a. **Parachute Canopies.** It was confirmed that Exemption from Duty had been confirmed. Mr. Morgan reported the Finance sub-committees recommendation that the canopies be sold to Affiliated Clubs at cost i.e. £30 per Canopy. Should a situation arise whereby the Canopies had to be sold to other than affiliated clubs the cost would be the full market price including the duty which would have to be paid to the Dept. of T & I. Council approved the recommendation and the Sec-Gen was authorised to distribute his letter and proforma as outlined to Council.
- b. **Recommended Sub Price of Posters.** The price would be fixed when final cost was known. The order would be for 1250 posters with 250 overprinted and 1000 plain for resale.
- c. **Ex-M.O.D. Canopies.** Mr. Prior reported on his meeting with representatives of M.O.D. at which he was accompanied by Mr. Shone. It would seem that the outcome of the BPA's representation to M.O.D. has resulted in a possible extension of the "life" of Service parachutes and that such canopies as were "life expired" would be used within the Services for ground training.
It would seem the only result BPA's representations have achieved is a saving of public money — that at least is something.
- d. **Publicity Films.** Mr. Shone reported that B.B.C TV had shown a film which in his view would be of value in that it puts over student training very well. Mr. Prior reported that ITV has just completed a parachuting film at Hereford as part of their series 'Sport in Action'. The Chairman suggested that Mr. Waterman follows them up to see if it is possible for BPA to obtain copies. Mr. Shea-Simonds informed the meeting of a film made by Mr. R. Nicholaides whom he had contacted re the possibility of obtaining copies.

Item 38/75

OTHER BUSINESS


Mr. Morgan referred to Item 25/75 which had been discussed in camera and asked if there was any further report. Mr. Crocker reported that some progress had been made in certain aspects of the matter and he would be reporting further when other aspects had been followed through.

Item 39/75

BPA EXHIBITION

Mr. Waterman presented slides showing damage to the BPA Exhibition Boards. It was his view that the boards were beyond economical repair and should be replaced with a smaller type of Exhibition. The meeting decided to have the Boards brought from the present location (Netheravon) to the BPA Offices where Council members could see them at the next meeting when the matter would be discussed further.

There being no further business the meeting closed at 21.25.



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**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, MONDAY 11th AUGUST, 1975
held at Kimberley House, Leicester**

PRESENT

L. N. E. St. John — *Chairman*
J. L. Thomas
D. Waterman
J. T. Crocker
M. J. Batchelor
T. J. Morgan

IN ATTENDANCE

Sqn. Ldr. W. Paul — *Sec-Gen BPA*
G. C. P. Shea-Simonds — *NC/SO BPA*
D. Orton — *Peak District Para. Club*
D. T. Hickling — *Peak District Para. Club*

OBSERVERS

Miss E. Taylor, B. Morgan.

APOLOGIES FOR ABSENCE

G. A. W. Bourn, I. B. Wright, M. J. O'Brien, P. J. Prior,
W. J. Meacock, W/O. E. Lewington, G. B. Shone.

Item 40/75

SUB-COMMITTEE REPORTS

a. **Competitors.** A report submitted by Mr. O'Brien was read in his absence by the Chairman of Council.

(1) **National Championship (S/A).** It was agreed the General Entrance Fee be £7.00 and that, whereas the sub-committee had suggested jump fees of £3.50 for Style and £2.00 for Accuracy, the jump fees would be based on the flying cost of the aircraft — this should bring jump fees to below those suggested.

The aircraft for the Championships would be: Cessna 210 at £26 per hour; Cherokee 6 at £23 per hour.

Neither the RAFSP or the Peterborough aircraft would be available but the NC/SO was arranging for another aircraft as stand-by.

The sub-committee strongly recommend that future National Championships be declared open events — this, apart from making for more interesting competition, will with entries from abroad qualify for grant aid from the Sports Council. The Sec-Gen could not be certain that grant aid would be available but would check on the requirements.

Insurance cover (Previous) for the Championships had been quoted at: Individual Accuracy — 9%; Style — 10½%; Team Accuracy — 9%, with BPA carrying the first 20% of any loss. It was agreed that, since there was no requirement of a guaranteed number of flying hours, the question of taking insurance against weather did not arise. The broker would be advised.

(2) **World Championships.** Mr. Waterman reported that training was going very well — the results achieved were most gratifying and were certainly giving the team confidence. He expressed the team's gratitude to the BPA for the training being provided. The Chairman thanked John Meacock for making the Peterborough facilities available. The necessary back-up arrangements for training at Bergerac were well in hand.

b. **Aircraft Purchase.** The Chairman reported on a meeting with the Sports Council. Whilst there was nothing definite to report at this stage, the case has been well received and additional information sought by the Sports Council had since been forwarded. Although it seemed unlikely there would be an offer of grant this year, it was not entirely ruled out.

The Sec-Gen reported that an answer was still awaited from C.A.A. on the matter of the form of Operation Certificate. No correspondence had been acknowledged and a firm answer verbally promised. The NC/SO would follow up again at higher level.

It had been suggested that the Aircraft Museum at Duxford may be a reasonable contact for help with an aircraft for R.W. — the suggestion would be followed up.

It was reported that W/O Lewington had tried to get Royal Navy helicopters for team training and had learned that tasking for these was to be changed with the likelihood of helicopters being

based at Arbroath. It may be that we could consider putting a case for R.N. support for the 1976 R.W. Championships if we staged these at Arbroath, leading to the possibility of this country hosting a World Relative Championships with helicopter support. The meeting expressed its thanks to W/O Lewington for his efforts in trying to secure helicopters for team training.

c. **Finance.** The Minutes of the Finance Sub-Committee of 28th July (previously distributed) were outlined by Mr. Morgan:

(1) **Discount on Purchases.** It was agreed the maximum discount on orders over £20.00 remain at 10%.

(2) **Accounts R.W. Nat. Championships.** These showed an overall deficit of £1,902 compared with the budget figure of £2,000. Quite obviously the Competition Sub-Committee must find means of making Nat. Championships self supporting and investigate the possibility of conducting the Championship in a manner which would justify Sports Council grant aid.

(3) **Budget Comparison (First Quarter).** Indications from 1st Quarter are that we should come within the estimated Budget for the year.

(4) **Possible Savings**

(a) **Travel Expenses.** A recommendation from the F.S.C. put forward as a proposal by T. J. Morgan and seconded by M. J. Batchelor that the travel expenses allowance be cut from 08p to 05p per mile was defeated by 3 votes to 2 with one abstention.

(b) **Championships.** It was agreed that future Nat. Championships should be self supporting and that any entertainment provided be a charge on the participants.

(c) **BPA Office.** The office was already exercising all possible economy on postage and telephone calls. Only in cases of particular urgency would first class mail be used.

(d) **'Sport Parachutist'.** The Chairman of the F.S.C. would discuss with the Editor what savings, if any, could be effected and if it was possible to increase the income.

(e) **Investments.** It was agreed that the balance on the current account would be kept to a minimum with any surplus transferred to the Bank Deposit Account or the Building Society Account. The Sec-Gen would from 1st August operate at a £1,000 level in the current account.

Mr. Morgan sought the views of Council with regard to investment policy. Higher interest rates could obviously be obtained where money is tied up for longer periods. A factor effecting any immediate transfer of money to long term investment was the possible purchase of an aircraft when money may be required at fairly short notice — Mr. Morgan made the point that it was cheaper to use our capital rather than borrow money at a high rate of interest. It was agreed to await the outcome of the bid concerning purchase of an Aircraft before tying up present money in long term investment. Council members were asked to consider possible long term investments and pass their ideas to the F.S.C.

(5) **Membership Subscription Rates.** Recommendation for increase in Membership Subscription Rates as presented by the F.S.C. were agreed and would be recommended to the membership at the next A.G.M. The suggested rates are:

(a) **New Full Membership. £6.32 (including 32p VAT)** — after 30th September, i.e. for second half of the financial year, **£4.78 (including 28p VAT).**

** (b) **Renewal of Full Membership. £5.70 (including 20p VAT)** — after 30th September, i.e. for second half of the financial year, **£4.78 (including 28p VAT).**

(c) **Provisional Membership. £3.71 (including 21p VAT)** — available to persons who have not before parachuted to cover for the first three jumps or for 4 months whichever is the sooner. *Note:* Four months is interpreted as being to the last day of the third full month after that of joining and to include 2 issues of the Journal.

(d) **Conversion of Provisional Membership to Full. £2.61 (including 11p VAT)** — after 30th September, i.e. for the second half of the financial year, **£1.68 (including 08p VAT).**

(e) *Associate Membership. £3.64 (including 14p VAT)* — after 30th September, i.e. for second half of the financial year, **£2.61 (including 14p VAT)**.

** A Full Membership not renewed before 1st July will be considered to have lapsed and will be renewable at the rates for New Full Membership.

(6) **Staff Salaries.** It was pointed out that the annual salary increases for the Sec-Gen and Asst. Sec. which were due 1st April had not in fact been implemented pending the outcome of the Grading/Salary structure currently being considered by the Sports Council.

d. **Riggers.** Mr. Thomas reported that he was trying to finalise the list of Rigger Exam questions which had been submitted (some 500 questions). These would be submitted to Irvins for them to produce test papers.

It was being arranged for Riggers Sub-Committee Meetings to be held at BPA Office preceding either a Council or STC Meeting.

e. **Safety and Training.** Mr. Crocker reported on the S & TC Meeting of 5th August:

(1) **Training Aid Posters** had been updated for reprinting.

(2) **Rules and Regulations** had been completely reviewed and were now ready for printing — it was now a matter of Council deciding how these were to be presented. Mr. Morgan raised a point of order that the work of Sub-Committees should come up for ratification. It was explained that the review of the Rules & Regulations was in the main a matter of collating the various amendments which had previously been approved by Council over the years and from these updating the Rules & Regulations accordingly. It was agreed that a copy of the Rules & Regulations would be made available to each Council member. Sufficient copies had been duplicated to send one to each C.C.I. and it was now a question of deciding what form the final presentation should be. It was agreed that in the interest of economy the sheets should be printed which being punch-held or indexed — individuals could do this to suit themselves. The NC/SO would liaise with Fishers of Peterborough concerning the printing of 400 copies.

(3) **Medical — (Diabetics).** The question of Diabetics taking part in sport parachuting had again recently been raised and the Medical Adviser had given a definite rejection of an application.

(4) **Ram Air Parachutes.** The matter of qualification to jump Ram Air Parachutes was raised and a suggestion that the qualifications be lowered was turned down — the qualification remains as Holder of 'D' Certificate and with C.C.I.'s recommendation.

(5) **Cessna 172 Loading.** It has now been proved that a Cessna 172 is technically over weight with three parachutists on board. A letter stating the loading factors for the Cessna 172 was going out to all clubs.

(6) **Mr. P. Cavanagh.** A report from Mr. P. Cavanagh that he had been banned from North West Para. Club had been brought to STC but had been ruled as not admissible business for that committee. Mr. Crocker presented the facts as known to him and Council decided this was a matter on which Council could not dictate and was for the club concerned. Council supported the Chairman of STC in his action.

(7) **Incident (7 RHA — Jersey).** Bdr. Binns of 7 RHA had been drowned when jumping with his unit at Jersey. All that was known was from newspaper reports and a verbal report from Capt. Arthur, 7 RHA stating that an inquiry was to be held. The D.Z. was on the beach with exiting done over the sea — it appears that life jackets were not worn by the jumpers.

(8) **Sport Para. Centre.** A report had just been received of an incident involving a Stratostar on 8th August. The jumper, a potential instructor with 225 jumps and 'D' Certificate holder, failed to locate ripcord handle and after some 5 seconds rolled on to his back and deployed his reserve, a G.Q. Protector, which was 'demolished' on deployment and proved to be useless. The jumper then activated his main parachute which deployed to approx 1/3 of normal configuration and landed in a feet towards earth rotating position. He suffered a broken pelvis and serious internal injuries. The reserve parachute is now with the BPA and will be passed to RAE Farnborough for investigation. The G.Q. Co. has been informed. Mr. Thomas emphasised that the canopy had been released to BPA with the proviso from the wife of the jumper concerned that it was not to be released to the manufacturer but could be used by BPA for investigation purposes.

It was agreed there was insufficient evidence for BPA to make

a categorical statement concerning the G.Q. Protector Reserve Parachute but that information on the recent incident should be communicated to clubs and display teams.

Messrs. Thomas and O'Brien were thanked for the speed with which they got their report to Council.

Item 41/75

ANNUAL GENERAL MEETING

It was agreed that the AGM be held in Birmingham on Saturday, 10th January, 1976, at either the Imperial Centre Hotel or the Holiday Inn, Birmingham. It was known that the Imperial Centre Hotel was available on the date required but the Sec-Gen would check with the Holiday Inn and, if available at reasonable cost, was authorised to finalise the venue.

A proposal by Mr. Thomas seconded by Mr. Morgan that a Dinner/Dance be held at the same venue as the AGM on Friday, 9th January, was unanimously agreed. Mr. Shea-Simonds agreed to form a committee to organise the dinner/dance. Mr. Crocker offered his services and would undertake to arrange the band.

A proposal by Mr. Waterman seconded by Mr. Morgan that Seminars be held over the AGM week-end was defeated by 4 votes to 3, (the Chairman having exercised his Casting Vote). It was agreed that Mr. Waterman's idea for Seminars covering Ram Air Parachutes, Relative Work and other aspects of the sport was worth following up and every effort should be made to arrange these.

Item 42/75

PURCHASES

a. **Recording Anemometers.** The meeting ratified the decision to purchase a recording anemometer (previously agreed by telephone votes from Messrs. Meacock, Lewington, Crocker, Morgan, St. John, Waterman, O'Brien, Shone, Thomas and Prior) at a cost of £639 (exclusive of VAT) from Messrs. R. W. Munro Ltd.

Mr. Crocker suggested there may be case for seeking Sports Council grant aid towards the purchase — the Sec-Gen would make the necessary approach.

b. **Film Sky High.** A proposal by Mr. Crocker seconded by Mr. Morgan that a copy of the film 'Sky High' by Mr. Nicholaides be purchased at a cost of approx. £90 was carried unanimously. Mr. Morgan added a rider that the cost if possible should be set against training/coaching for grant aid purposes.

Item 43/75

PEAK DISTRICT PARACHUTE CLUB (COST OF APPEAL)

The Sec-Gen reported that the total cost of the appeal in respect of the Peak District Para. Club was £1,182.60. Mr. Hickling outlined the additional costs totalling over £1,000 already met by the club in support of the appeal.

In accordance with previous discussions in Council it was confirmed that BPA agreed to meet up to 50% of a total cost of £1,000. The club had in fact already paid the sum of £500 to BPA and now sought Council's indulgence until 1st September for the balance of £182.60.

A proposal by Mr. St. John seconded by Mr. Crocker that BPA meet the first £500 of the costs and that payment date for the balance due from the club (£182.60) be extended to 1st September, was carried unanimously.

The meeting heartily endorsed the Chairman's remarks that the club should be complimented for the efficient manner in which it had discharged its responsibilities during what had undoubtedly been a most difficult period.

Item 44/75

B.P.A. EXHIBITION

Discussion on this was held over due to the Exhibition being still located at APA Netheravon. Transportation had proved to be a problem and the Sec-Gen would again try to make an arrangement with APA.

Item 45/75

PREVIOUS MINUTES AND MATTERS ARISING

Proposed: J. Crocker

Seconded: J. Thomas

that minutes of 2nd July be accepted — carried.

MATTERS ARISING

- a. **Raleigh Industries Support.** The arrangement for the £500 from Raleigh Industries in support of the World Championship was now that BPA would raise an invoice for the £500.
- b. **S.T.C. Minutes.** It was agreed that dates of future STC Meetings would be so arranged that minutes can be available to Council members in good time for the following Council Meeting. It was pointed out that the next STC Meeting was scheduled for one week after the next Council Meeting but from then on the pattern would be adjusted.
- c. **Posters.** Mr. Waterman presented two samples of the new poster (one with black and one with blue overprinting) — an error in the telephone number was noted. It was agreed the overprinting be in blue. Mr. Waterman estimated delivery in about 10 days.
- d. **Parachute Canopies.** Orders had been received for 76 of the 100 purchased. The refund of duty had not yet been received but it was understood to take anything from 2 to 3 months.
- e. **Publicity Films.** Mr. Waterman had made contact re the parachuting films made by ITV and B.B.C. The ITV film had not yet been shown so this could not yet be progressed. He had spoken with B.B.C. TV Sales Department and learned that copies were only made for sale to another TV Company. There seemed to be no way in which we could buy a copy and, should B.B.C. TV be prepared to make a copy, this would be a free issue. Mr. Waterman will be contacting B.B.C. TV again on the matter.
- f. **Finance.** An observation by Mr. Morgan that in Item 37/75 b. the text . . . "expenditure after Sports Council Grant Aid was £3,000" should be amended to read ". . . expenditure after Sports Council Grant Aid, was increased by £3,000" was noted.

OTHER BUSINESS

Item 46/75

APPROVED CLUBS

The Chairman referred to Item 26/74 (Minutes of 23rd April, 1975) and proposed, with Mr. Crocker seconding, that a requirements for the title of Approved Clubs include that the club facilitates the progression of its members beyond student level, i.e. to Category VIII — Carried unanimously.

Item 47/75

PRESS CUTTING SERVICES

Mr. Waterman confirmed that the Press Cutting Service was now operating. A recent publicity exercise on the teams for the World Championships (RW) had been very successful in that at least one of the local papers in each member's home area used the information and/or photographs.

Item 48/75

OUTSTANDING LOANS

a. **Wessex Para. Club — (£600).** A request from Mr. Donovan for an extension of the repayment date (originally due 1st July, 1975) was considered and it was unanimously agreed to extend the date until 1st October and that the Chairman would write to Mr. Donovan.

b. **R.S.A. Para. Club — (£400).** A request from Mr. Acraman for a further one year extension of the loan period (originally due 1st February 1974) was considered and it was agreed by five votes to nil (with one abstention) to request repayment at a rate of £100 per month starting September 1975.

BRITISH PARACHUTE ASSOCIATION SAFETY AND TRAINING COMMITTEE MEETING TUESDAY 8th JULY, 1975 held at B.P.A. Offices, Kimberley House, Leicester

PRESENT

J. Crocker	<i>Chairman</i>
C. Shea-Simonds	<i>N.S.C.O.</i>
WO.II E. Lewington	<i>P.R.F.F.C.</i>
Capt. T. Dixon	<i>R.E.M.E.</i>
D. Prince	<i>N.W.P.C.</i>
D. Orton	<i>Peak</i>
N. Bourn	<i>Wessex</i>
J. Curtis	<i>Lincoln</i>
N. Law	<i>Manchester F.F.C.</i>
E. Finney	<i>Manchester S.P.C.</i>
E. Hartley	<i>L.B.F.F.C.</i>
J. Meacock	<i>P.P.C.</i>
J. Sharples	<i>Hereford</i>
M. Bolton	<i>Halfpenny Green</i>

OBSERVERS

B. Laithwaite	<i>N.W.P.C.</i>
T. Barson	<i>Hereford</i>
D. Hickling	<i>Peak</i>
P. Fisher	<i>L.B.F.F.C.</i>
S. Talbot	<i>Halfpenny Green</i>

APOLOGIES FOR ABSENCE

I. Louttit
F. Peel
D. Peacock

Item 1

RELATIVE WORK INSTRUCTION

There were anomalies in the present system whereby only Advanced Instructors could teach Relative Work. It was agreed unanimously that a Category X parachutist, approved by the CCI, may instruct Relative Work to Category IX and Category X parachutists.

Item 2

F.A.I. CERTIFICATE REQUIREMENTS

It was agreed unanimously that requirements for F.A.I. Certificates be amended as follow:

- 'A' Certificate— Category III 10 jumps
'B' Certificate— Category V 25 jumps to include 10 jumps landing within 50m of the target.

- 'C' Certificate— Category VIII 50 jumps to include 20 jumps landing within 20m of the target.
'D' Certificate— Category X 200 free fall jumps to include 20 jumps landing within 15m of the target.

The Chairman reminded the meeting that 'C' Certificate with a minimum of 100 jumps was the minimum display requirement.

Item 3

INSTRUCTORS RATINGS

The following instructors ratings were renewed:
J. Meacock, I. Louttit, R. Suttle.

Item 4

PREVIOUS MINUTES

These were approved. Proposed by J. Sharples, seconded by E. Lewington, carried unanimously.

Item 5

PACKING CARDS

After some discussion a new BPA Packing Card was approved unanimously.

Item 6

PACKING CHECKS

It was agreed unanimously that the bridle cord and sleeve retaining line attachments check be part of Check III in the packing sequence.

Item 7

DIABETIC

It was agreed that Dr. Murray Leslie be approached concerning a diabetic who wishes to undergo sport parachute training at NWPC.

Item 8

BPA TRAINING POSTERS

The meeting agreed on a number of alterations to be incorporated in the reprint, and that Les Hinson be approached to produce these alterations for the next meeting.

Item 9

PACK CLOSURES

J. Meacock emphasised that, in the event of a pack closure malfunction, the reserve be activated immediately, and **NOT** that the main be cutaway first. Agreed unanimously.

Item 10

FOOTWEAR AND HEADGEAR

This was discussed the result of a letter from N. Bourn. The Chairman pointed out the existing rating that Category X jumpers may select their own footwear. It was agreed that headgear for Category IX and X be a matter of personal choice, but the CCI's were responsible for their own DZ, and could enforce such ratings that they felt necessary.

Item 11

PARAPLEGIC

A letter was produced by N. Bourn which concerned a paraplegic who wished to undergo sport parachute training. After considerable discussion it was agreed unanimously that this request be rejected and that the NCSO write to the man concerned.

Item 12

PACKING CERTIFICATE

N. Bourn requested that a 13 year old associate member of the BPA be issued with a packing certificate. This request was not approved in the light of the Coroners remarks at the inquest concerning the recent fatality at Leeds.

Item 13

BAG DEPLOYMENT

S. Talbot, seconded by M. Bolton, proposed that a sum of money be allocated by Council for the testing of various bag systems in order that a standard operating procedure be produced for each system in every aircraft. It was agreed that, whilst this was the ideal, the BPA couldn't afford the sort of project Mr. Talbot had in mind. The proposal was rejected by 11 votes to 3. The Chairman pointed out that work was being done in this direction already. The NCSO explained photographs that had been taken of the system in use at NWPC, and that he would be progressing investigations of this matter. It was agreed that current progress was satisfactory. E. Lewington offered to test any bag system in use from the Parachute Regiment Islander.

Item 14

EXEMPTION (Jump Pilot)

The Chairman requested an exemption from the 100 hours jump pilot rule. M. Bolton, proposed, seconded by D. Orton, that this request be approved. The proposal was carried by 7 votes to 4.

Item 15

RULES AND REGULATIONS

The Chairman reported that the Rules and Regulations would be finally collated by him and the NCSO. E. Lewington agreed to send all the relevant stencils to the BPA Office.

**BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, TUESDAY 5th AUGUST 1975
held at BPA Offices, Kimberley House, Leicester**

PRESENT

J. Crocker	<i>Chairman</i>
C. Shea-Simonds	<i>N.C.S.O.</i>
I. Louttit	<i>D.I.S.C.</i>
E. Finney	<i>M.S.P.C.</i>
J. Sharples	<i>Hereford</i>
D. Orton	<i>P.D.P.C.</i>
L. Matthews	<i>Halfpenny Green</i>
P. Cavannah	<i>B.K.</i>
R. O'Brien	<i>S.P.C.</i>
L. Thomas	<i>Riggers</i>
B. Laithwaite	<i>N.W.P.C.</i>

OBSERVERS

T. Barson	<i>Hereford</i>
D. Howerski	<i>Hereford</i>
P. Worsley	<i>Hereford</i>
M. Bateman	<i>Hereford</i>
G. Henderson	<i>Hereford</i>
B. Walters	<i>Strongbow</i>
B. Swainson	<i>Wessex</i>
Cpl. Collingwood	<i>R.E.</i>
P. Mann	<i>Hereford</i>
J. Illidge	<i>B.K.</i>
L. Melhuish	<i>Hereford</i>
N. Matthews	<i>Hereford</i>

APOLOGIES FOR ABSENCE

J. Meacock
N. Bourne
D. Peacock
N. Law
T. Patton
W. Elliott

Item 1

BAG DEPLOYMENT SYSTEM

The NCSO gave a report on the bag deployment system with particular reference to a recent meeting at RAF Weston-on-the-Green. The RAFSPA will be carrying out trials at Weston with

emphasis on flying the C206 at different airspeeds. Clubs using the bag deployment should ensure that the aircraft in use are being flown with as low a jump airspeed as possible.

Item 2

NCSO VISITS TO CAA

The NCSO then gave a report on his visits to the various divisions of the CAA. Points of note from visits to Northern and Southern Divisions are as follows:

- a. When applying for Special Exemptions, it should be made clear whether the map reference is on the old 1" to 1 mile scale (1:63,360), or the new metric scale (1:50,000).
- b. In a number of cases recently drop zone plans have been inadequate. They should be as accurate as possible with 'North' clearly annotated.
- c. There is an increased tendency for applications for Special Exemption being submitted at the last minute. As much notice as possible should be given, and this will ease the workload in their issuing.
- d. It is requested that application forms show from which police approval has been obtained.
- e. The CAA are aware that a number of teams are not carrying out the necessary DZ recce before displays. This should be rectified immediately if applicable.
- f. As far as the Airworthiness Division are concerned, they are working in conjunction with the NCSO to produce the necessary supplements to flight manuals to show static line requirements for aircraft not so far cleared.

Item 3

INSTRUCTORS RATINGS

The following were granted Advanced Instructors Ratings:

I. Louttit; D. Howerski; L. Melhuish.

Item 4

TRAINING POSTERS

Amendments to the Training Posters produced by Les Hinson were presented to the meeting. With 3 minor corrections, the amended posters will be produced as soon as possible.

Item 5

RULES AND REGULATIONS

The Chairman informed the meeting that he and the NCSO have collated the updated Rules and Regulations, and that they will be presented to the next Council Meeting for a final decision on publication.

Item 6

PREVIOUS MINUTES

The Previous Minutes were proposed by D. Orton, seconded by I. Louttit and approved unanimously.

Item 7

MATTERS ARISING

- a. The amended packing cards are in the process of being printed by G. H. Fisher and Sons, and will be available in the near future.
- b. A letter from BPA medical Advisor, Dr. C. Murray Leslie, confirmed that diabetics were not an acceptable risk in sport parachuting.
- c. At the request of Mr. Gray, a paraplegic, his application to be exempt from normal BPA medical requirements was again discussed at length. It was rejected unanimously and the NCSO was asked to write a sympathetic letter to Mr. Gray informing him of the decision.

Item 8

CONTAMINATION

The NCSO read out a letter from RAE concerning the possible contamination of nylon parachutes from sea marker dye from life jackets.

Item 9

FAREWELL

A letter of farewell from Peter Schofield was read to the meeting. The STC wish him well in South Africa.

Item 10

EXEMPTION FROM P.I. COURSE

Bob Swainson of the Wessex Club requested an exemption from attending a P.I. Course on the grounds of his experience. This request was rejected unanimously but it was agreed that he could attend the last three days of the P.I. Course currently running at Sibson, in the hope that he could thus qualify for the 6 month probationary period. After a subsequent telephone conversation with John Donovan, however, he said he was required back at the Wessex Club as a pilot, and could not go to Sibson. He then said he would attend the November course.

Item 11

QUALIFICATION FOR RAM AIR CANOPIES

The minimum qualification for jumping Ram Air Canopies, (including Wings), was discussed at length. It was finally decided by 6 votes to 1 that the minimum requirement would be a 'D' Certificate with CCI's recommendation.

Item 12

CROSS CHANNEL JUMP

Bob Walters presented to the meeting his plans for a Cross Channel Jump and Lofty Thomas explained the equipment to be used. The meeting approved the equipment and the jump, providing the latter is carried out in accordance with BPA Safety Regulations.

Item 13

CESSNA 172 LOADING

The NCSO informed the meeting of an incident at Leeds which involved a Cessna 172 being used for parachuting which was subsequently found to be overloaded. It was agreed that the NCSO write a letter to clubs pointing out the relevant weight limitations, and that pilots are responsible for the loading of jump aircraft.

Item 14

P. CAVANNAH

Phil Cavanaugh informed the meeting that he had been banned from Cark, presumably as a result of having reported a recent incident there to the STC. The Chairman said that it was not a matter of safety and that he would seek direction from Council.

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