

SPORT PARACHUTIST



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SPORT PARACHUTIST



THE JOURNAL OF THE
BRITISH PARACHUTE
ASSOCIATION

(A company limited by guarantee)

BRITISH PARACHUTE ASSOCIATION LTD,
KIMBERLEY HOUSE,
47 VAUGHAN WAY, LEICESTER, LE1 4SG
Phone 0533-59778/59635

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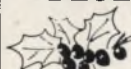
BPA JOURNAL

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Vol. 12 No. 6
DECEMBER 1975



Editorial



Amidst an air of enthusiastic indifference we are spared the necessity of voting for our 1976 BPA Council. This has come about because only 18 nominations have been received to fill the 18 places on Council — whether we, as potential voters, approve of the 18 is irrelevant as they're automatically in! Surely this is an apathetic state of affairs — can't we really come up with more than 18 candidates who are willing, and who have the ability and enthusiasm, to serve us on Council? The only consolation is that we're spared some of the egotistical manifestos and grossly exaggerated promises that have become a recent trend!

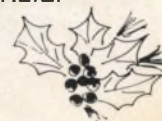
So, whether we like it or not, we've got our Council but it does depend on us, the membership, to make it work efficiently. If you have a problem, or an idea for the betterment of our sport, please contact your nearest Council Member who can present it for discussion at the next meeting. Please let's not have an 'us and them' attitude about BPA in 1976 — we are the BPA and to make it work we all have our part to play.

So amidst a fanfare of trumpets folks, here are the 1976 BPA Council:

Bob Acraman	Brian Morgan	Tom Ridgway
Jim Crocker	Tim Morgan	Laurie St. John
Tony Dixon	Mike O'Brien	George Shone
Ted Lewington	Doug Peacock	Bob Swainson
John Meacock	Jim Petherbridge	Lofty Thomas
Len Melville	Peter Prior	Dave Waterman

For all their support during 1975, how about giving the ladies a night out? The BPA Dinner and Dance on January 9th promises to be a real fun occasion. Peter Prior has generously donated some prizes for the best 6 minute cabaret. Let's have your support.

Wishing you all
Blue Skies and
Soft Landings in 1976
See you on the DZ,
CHARLIE.



Cover—Antonov Exit—by Dave Waterman

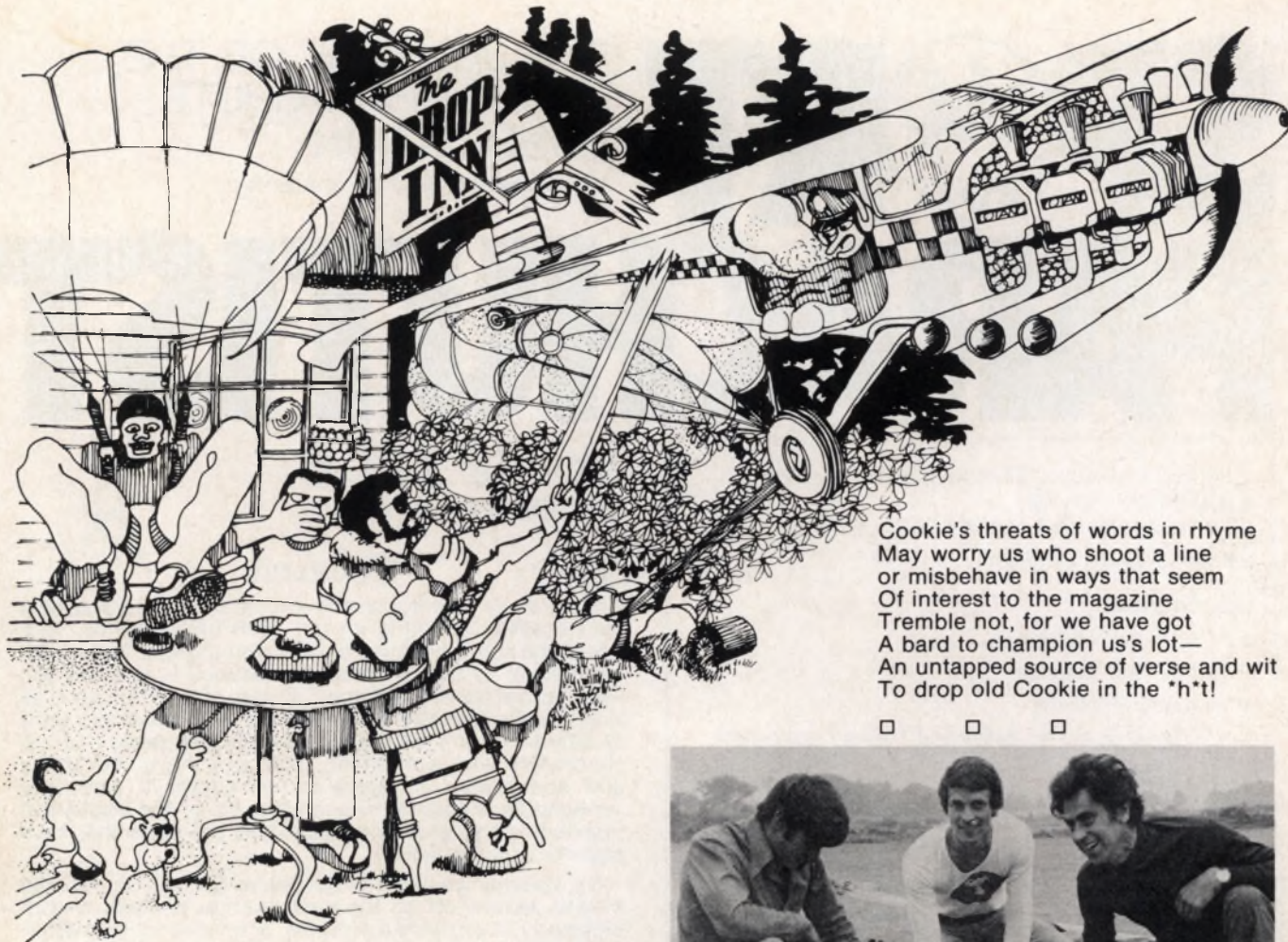
Printed by G. H. Fisher & Sons (Printers) Ltd., Peterborough, PE1 3AU

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.

CONTRIBUTING PHOTOGRAPHERS

Carl Boenish
Ray Cottingham
Andy Keech
Dave Waterman



Cookie's threats of words in rhyme
 May worry us who shoot a line
 Of interest to the magazine
 Tremble not, for we have got
 A bard to champion us's lot—
 An untapped source of verse and wit
 To drop old Cookie in the *h*t!

□ □ □



Ray Perkins, Mike Purves and Dave Stenning examine the hedgehog found after a week in a field packed rig at Martlesham.

photo—Peter Wheeler

From the article on parachuting in the Daily Telegraph colour supplement of July 18:

"... if he were unconscious the jumpmaster would have to make a hazardous descent of the static line, get the student out of his main parachute harness and send him on his way by pulling his reserve ripcord..."

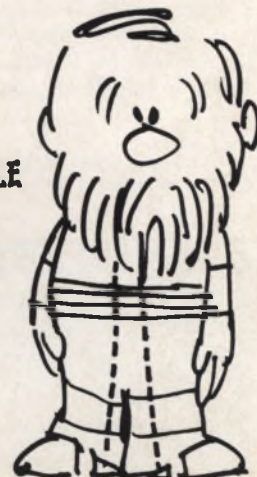
Send him on his way where???

SUPERFLY

WHAT DO YOU
 THINK OF THIS
 NEW JUMPSUIT
 MY WIFE MADE ME
 FOR XMAS?



TERRIFIC! IT'S REALLY
 VERY SMART -
 MAKES YOU LOOK
 QUITE THE
 MOST RESPECTABLE
 JUMPER ON
 THE DROPZONE.



RELLY RIG, JESUS SUIT, MAGIC BOOTS & ME!

You board the plane, you're jumping last
 The engines start you hold on fast
 I watch you go and give one last wave
 Climbing from the runway "the blue skies slave"
 There's your relly rig and your Jesus suit
 You're ready to dive with your magic boots
 Out you go into a stable spread
 Tracking to the others who are just ahead
 Meeting, touching then a good strong hold
 Wow! a four man and you feel like gold.
 A couple of seconds held just there
 Then tracking away through the clean air
 The free fall now has come to an end
 2,000 feet just round the bend
 Ripcord pulled then Pap spread out
 Adrenalin pumped and you give a shout...
 I hear you cry and I start to smile
 Even though you were up a mile
 I was with you there doing all those things
 Can't explain the joy I know it brings...
 You're floating down, ground coming up fast
 Everyone's waiting, you're the last
 Toggles pulled to break real strong
 I know now that it won't be long
 I see your Pap deflate then fill
 Helps when you're packing it so says Bill
 I know you are happy I can see you laugh
 And it seems to feel I'm your other half
 Because when I jump I know you're waiting
 To see my double L 'chute inflating
 We understand how each other feels
 And somehow it makes it all more real
 The take off, jump, tug of 'chute uncurled
 It's the only feeling in the world...
 Except the little one when I know you are down
 And you're walking towards me with no one around
 To give me a cuddle and say you're O.K.
 And we can start the packing for another day

AACH!

□ □ □

Overheard at a recent meeting of the Leeds/Bradford Airport Committee:

Committee Member, who is also a JP — "if anyone comes in front of me charged with causing a motor accident because he was watching parachuting, I shall give him a suspended sentence!"

□ □ □



Jim Munro with daughter Jackie and son David. All three were dispatched on the same load by Geordie Raine on Jackie's 16th Birthday.

CALENDAR OF EVENTS

- 9 January 1976
BPA Dinner Dance, Imperial Hotel, Birmingham.
- 10 January 1976
BPA A.G.M., Imperial Hotel, Birmingham.
- 9-13 February 1976
BPA Instructors Course and Examination (1/76).
- 16-19 April 1976
Relative and Accuracy Competition, Dunkeswell.
- 10-14 May 1976
BPA Instructors Course and Examination (2/76).
- 12-20 June 1976
BPA Classic National Parachute Championships.



The heavens about to open on John Coughlin.
photo—Eddie McBride



— I THINK YOU'RE RIGHT.
 I KNEW THERE WAS
 SOMETHING WRONG
 WITH IT ...



JPS.

... I'LL GET HER
 TO MAKE
 ANOTHER ONE.





5th ANNUAL
CHARLES WELLS
ACCURACY MEET

duck end farm
'75



An open letter to Pete Sherman, Bob Hiatt, Jim Smith and Bernie Dierker, pillars of Duck End Farm who were absent in body but not in spirit.

Dear Pete, H., Smiffy and Bernie,

The 5th Annual Charles Wells Accuracy Meet is now history and in the post-meet tranquility it's hard to believe the intensity and action of it all . . . little remains but the fact that it did happen and . . . phew . . . our annual mission was accomplished leaving a warm feeling and happy memories. I use the word history in two senses — the second being that it did in a little way, make history with its size. We knew it was making something the way all the bottles were going during the week before! Glass everywhere. Particularly in Surrey, Essex and Oxford. Each year we never believe we'll scratch a meet from our scattered resources . . . but it happens. All seemed set.



An interesting one — Tim Morgan was given a disc for it anyway. photo—Mike Wells

We had plenty of presentation discs in reserve — the bog was there from before — our standard competition gear was ready for action — it all seemed too easy. No pre-meet panics like last year's nail biting slop through the mud and the ponds. And then the light dawned! Just about everyone and his son was coming to mow the meadows and sample the farm pit dust. Boy did we feel a bit for ole Noah. We built our Ark to accommodate increased numbers, but when we reached choc-a-bloc they were still climbing aboard. (Well just cast your eyeballs over the score sheets.) Behind the glass-strewn scenes we tried to



A study in relaxed concentration. Bob King approaching on this home-modified Sled—the KC1.

photo—Dave Waterman

stem the flow just for the only reason to keep things in manageable proportions (to all the guys and teams who got panic phone calls politely trying to tell them to piddle off and stay at home . . . and who ignored us anyway — s.a.t. we had your interests at heart). So the finger in the dam number was no good and we dug in, let the tide roll on and started to think BIG. Good job we did 'cos it was big and it was with great reluctance that we still had to turn down a couple of teams on the Saturday morning. But that frightening initial feeling — like inviting a whole bunch of people to a special dinner and forgetting to buy the food — soon dissipated. The atmosphere was like a booster of adrenalin. Just so many people and a real knockout bunch. Of course the initial documenting and associated stuff was so much more cumbersome and needed more hands which were not slow to leap out of pockets. As always those established Ducks — some new Ducks and no shortage of Ducks from other nests all got stuck in. That was the thing that boomed out to us who planned . . . the togetherness and co-operation from all sides. We set the pace on the same lines as before, aiming



Hutch Kinsman, not wasting a jump, does accuracy on his conical when his Strato-Star didn't.

photo—Dave Waterman

for a compact meet with all the necessities for the weekend on hand, but so many others made it possible and got involved with all the little and big jobs that make the difference between smooth and lumpy. I may have started out by going on a bit about the feelings and aesthetics but that was *it* this year. You missed it, but you wouldn't have been unduly amazed at the way everybody just felt it was 'theirs'. Couldn't have worked any other way with those numbers . . . there wasn't a bummer in sight!

Friday's practice day fell out of bed as our aircraft radio went u/s but the many who turned up forgot their gloom at missing a good weather day by shifting bales to the pit and shoving up tents, until the arrival of Charlie Shea overhead signalled the start of practice jumps — did he but know it! A weary Chas dripped out of his 172, heavy with flu only to be bundled back aboard



John Murdon sidesteps to make way for railroading Jim Petherbridge

photo—Dave Waterman

pronto till Wayne Osbourne steamed in from Cranfield to relieve him. By this time there was a big sweat on for our marquee — the dusk mist was forming in the hollows and the pheasants were flapping to roost in the spinneys as it finally appeared. With about 30 jumpers landing their weight a marquee never went up so fast. Just as well, as that was our briefing room! Reluctantly it had become obvious that we had to forgo the cheery and now traditional Elephant and Castle fire as this year we would have had to stuff everybody down the chimney to get 'em all in. You try and listen to my briefing with soot in your ears! It's garbled enough anyway. So without planning, one little element of change was introduced which provides variety. The briefing was held in the marquee. . . and it was a fitting setting. Quite a staggering sight. Twenty nine teams with various associates (from all over the country) plus our crew from Duck End, in a tent in the middle of a Bedfordshire farm. A menu ripe for chaos. But we had a great time. The old briefing had to be fairly comprehensive and fairly strong as we had a whole bunch who were first timers to Duck End and not familiar with our pheasants and other foibles. But once all appreciated that there was no 'them' and 'us' situation . . . but it was all US . . . the business end of the briefing ticked nicely. I did the bit that Charlie would normally do as Chief Judge . . . but as he could hardly see with his flu let alone speak, it seemed right. I mean you know what he's like **NORMALLY!**



Bob Hull about to get one of his discs.

photo—Dave Waterman

We dispersed with the same basic plan as previous years — up at dawn and use every available daylight hour for the meet. With 87 competitors plus streamers this was vital and it worked. No one needed to leave the DZ and so all would be on hand as soon as conditions were kind. It still knocks us out to think of that early

morning sight — all those guys up on time in the dark and getting stuck into those handsome breakfasts masterminded by Nadia in her effusive and competent way assisted by the Duck End girls. Without particularly planning it, those breakfasts and the associated gossip shop between jumpers of all creeds and stages is a cornerstone of the meet. Saturday morning . . . it hardly dawned. Sort of threw up and left a load of grey yeuk at about 1100 ft. At least we were ready for action and we got it around mid-morning with the accompanying Mickey Mouse winds. First timers to competitions and those who were new to accuracy got their eyes opened with yet again a critical dog leg to cope with. Still, there was a lot of talent around to talk to and a golden opportunity to get experience. The crew in the 'sharp' end so to speak started on that agonising road of watching the wind in the marginal conditions . . . willing it — urging it — to abate and let our organisation show its paces but it wasn't till the evening that the wind left us alone and we could relax a bit. Once things got going and Bob Styles down at the emplaning point had a pattern established with the three aircraft, things romped along. Chief Judge Charlie together with Duck Ender Alan Layton (he drew the short straw so he stood down instead of Bob King who jumped in the Duck End Team) assisted by Johnny Pullen (yes, your eyes do not deceive you!) and John Murdon soon earned their stripes. Loyal troops. A vital bevy of enthusiastic helpers backed them up with the equally important tasks of recording, raking and canopy clearing . . . notable were Norman Addison and Bob Suttle, who stayed in the thick of it with three of the Duck End Darlin's, Sally Smith, Les and Jane who really wanted to jump but stood down voluntarily to save us from Fertiliser Road.



Ray's Rock, Sand and Gravel collect the Charles Wells Trophy and gold medals for the second year running from Oliver Wells. Brian and Tim Morgan, Tony Uragallo.
photo—Mike Wells

A Meet Director's dream. We cracked on uninterrupted with gusts causing a couple of team rejumps and Gordon Maskell kindly let us disrupt the pheasant's homecoming time to make the most of the day. That day saw three complete rounds come dusk with the associated weary, hungry but effervescent jumpers trailing across the field to the brightly lit marquee for soup, french bread and home cooked stew. A real soup kitchen feeling. Dickens would have loved it! I guess you could say it was rustic but no one complained at Nadia's magnificent effort . . . no, success, at cooking all that stew supplemented by a brew from Alan Layton's mum. No laid on entertainment was needed as the hubbub confirmed but Dave Waterman ran an excellent impromptu slide show from one of the



Peterborough Toddlers, Bronze Medal winners, Chris Philp, Annie Killeen, Colin Bruce. *photo—Mike Wells*



Woof receives a copy of Charlie's Book from Gordon Maskell. *photo—Mike Wells*

generators on the side of the marquee which kept the beer consumption down a bit . . . and kept us all up to date with the World RW meet and current techniques. About this time the eyeballs of the organising crew tended to sag a bit as we had to do the early morning dairy and baker run. The first pangs of the 04.15 surface gradually waned at the sight of that tent city which had sprung up on Friday. I think one of the nicest comments I overheard was that 'This is like a mini Zephyrhills meet'. Well I've never been, but it's got a ripper of a reputation for good jumping and a real together atmosphere. That early morning sight made up for the early morning feeling. Sunday morning we went for the same start and would you believe it — it clicked as the dawn revealed GOOD conditions. Soon after 07.15 the streamer load got to it and showed that managerial responsibilities hadn't dulled the senses as Jane pulled a disc with Al and Shanks getting close ones. Things then started to hum but we had to call a halt with two thirds of the final

round about 10 am as the wind increased. Sad, and tense as Duck End had done their fourth round jump — a good one — and they were hot on the tail of Rock, Sand and Gravel who had to maintain their high standard to keep the gold. A real shame that we missed an action packed finish as that concrete gang from Thruxton were 27th to jump out of 29. Still it gave the BBC Nationwide regional news TV unit a chance to interview John Meacock and myself to complete a really good piece of coverage which went out on the following Monday. We hung on then — but in vain as it was obvious that we weren't going to get enough good weather to complete the round.

The winds were too high to have the final 'mass' jump as last year but we did have the fly past by the meet aircraft to pay tribute to our excellent pilots Wayne Osbourne, Bob Styles, Pat Howell, Ron Burgess, John Searson and Derek Squires. So the meet moved into its final phase and practically everyone stayed to share in it and honour the winners. Oliver Wells — a keen supporter of aerial things including parachuting presented the medals and cup donated by his company. The team gold went to the well deserved winners — Rock, Sand and Gravel; team silver to Duck End Farm; team bronze to a relatively inexperienced team who were steady and consistent, Peterborough Toddlers. The individual gold,

silver and bronze were well buttoned up by Tim Morgan, Tony Uragallo and Brian Morgan who handled their Strats a treat. Well they *won* the gold but they nearly didn't get 'em as I mistakenly gave Oliver Wells the silvers to present to them. Kingy twigged it and was hissing quietly off stage. I fell in just in time to catch Hutch and Bob Hull who had no scruples and were hightailing it across the fields! Gordon Maskell again gave prizes to the first three ladies so Chris Philp, Sally Williams and Wendy Sharples stepped out to collect three leather purses. Gordon's Secretary, Cathy, also looked after the triers this year and presented two pens to the 'best effort by non-medal winners' Brenda Carroll and Lenny Mobbs.

Well, I guess that about wraps it up — each year before the meet we say 'never again' — each year after it we start making plans! So I hope you'll be around for '76. Of course in all the relief at having scrounged a meet from a bad met. — we didn't forget Oliver Wells and made sure to let him know how pleased and grateful we were for his help.

Be seeing you,

DAVE WAUGH (WOOF) D634.

P.S. Group pictures are available from Mike Wells, 34d Upper Montagu Street, London W1H 1RP at 80p each.

RESULTS

Team Pos. and Total	Team	Ind. Position	Ladies				
1st	Rays Rock Sand & Gravel						
	T. Morgan	0.00	1st				
0.31	B. Morgan	0.20	3rd				
	A. Uragallo	0.11	2nd				
2nd	Duck End						
	Hutch Kinsman	1.28	7th				
2.21	R. Hull	0.24	4th				
	R. Kingy	0.69	5th				
3rd	Peterborough Toddlers						
	C. Bruce	1.12	6th				
15.44	C. Philp	3.54	9th	1st			
	A. Kileen	10.78	25th	4th			
4th	Peterborough						
	J. Meacock	7.57	16th				
25.42	T. Rixon	15.70	43rd	5th			
	G. McCauley	2.15	8th				
5th	Brunei						
	M. Batchelor	11.39	26th				
30.76	R. McGuire	11.99	27th				
	A. Meysner	7.38	15th				
6th	Leeds Bradford Two						
	D. Hillas	14.50	36th				
31.57	P. Fisher	4.48	11th				
	S. Swallow	12.59	32nd				
7th	Minus One Plus Two						
	J. Williams	16.53	48th				
33.35	S. Williams	6.66	14th	2nd			
	R. Higgins	10.16	22nd				
8th	North East Load Show						
	R. Peakin	14.63	38th				
35.21	S. Charlton	3.92	10th				
	M. Eltringham	16.66	49th				
9th	Paraffin Lamps						
	E. Finney	15.59	42nd				
35.81	T. Finnegan	9.68	21st				
	W. Rule	10.54	24th				
10th	Northumbria						
	R. Nixon	19.22	59th				
39.79	P. Griffiths	12.54	31st				
	A. O'Neill	8.03	17th				
11th	Centaur						
	B. Robbins	5.58	12th				
40.37	F. Ryland	16.74	50th				
	S. Astbury	18.05	55th				
12th	Sky Streakers						
	D. Stenning	6.37	13th				
41.84	H. Becker	22.14	63rd				
	M. Cox	13.33	33rd				
13th	Touch of Class						
	D. Gilles	25.85	75th				
46.02	D. Hogg	8.08	18th				
	J. Petherbridge	12.09	28th				
14th	The Guillemots						
	J. Sharples	14.72	39th				
46.76	W. Sharples	8.91	19th				3rd
	T. Barson	23.13	68th				
15th	Skid Marks						
	A. Knight	9.58	20th				
48.56	B. Shaw	17.86	54th				
	M. Togher	21.12	61st				
16th	UK Flying Circus						
	J. Crocker	17.34	51st				
51.07	M. Chapman	21.26	62nd				
	R. Mills	12.47	30th				
17th	Snap Crackle and Pop						
	R. Farrer	23.25	69th				
52.12	D. Preece	14.39	34th				
	S. Broadbent	14.48	35th				
18th	Hit and Miss						
	E. Sturmer	15.79	44th				
52.85	G. Pool	20.89	60th				
	J. Newbolt	16.17	45th				
19th	Wasps Last						
	T. White	10.27	23rd				
55.75	A. Ashton	30.00	83rd Tie				
	E. Broadfield	15.48	41st				
20th	D. B. Coopers Disciples						
	N. Cullum	14.60	37th				
56.58	J. Davies	25.47	73rd				
	B. Scoular	16.51	47th				6th
21st	Stumblebums						
	K. Toyer	26.05	76th				
58.59	D. Orton	15.01	40th				
	D. Sutton	17.53	52nd				



... and that's not all! But most of them anyway!

photo—Mike Wells

Team Pos. and Total	Team	Ind. Position	Ladies
22nd	Wasps Last But One		
	R. Millard	22.40 65th	
60.08	D. Freeman	25.54 74th	
	J. Langford	12.14 29th	
23rd	Liverpool Irish Riff Raff		
	I. Howell	18.27 56th	7th
66.68	B. Carroll	18.41 57th	8th
	P. Hayes	30.00 83rd Tie	
24th	Ssh! You Know Who		
	J. Ward	22.84 66th	
69.70	C. Ward	28.40 81st	12th
	G. Hinsley	18.46 58th	
25th	T.N.Z.		
	T. Williams	24.77 72nd	
73.84	N. Howarth	22.38 64th	
	J. Kunicki	26.69 79th	
26th	Leeds Bradford One		
	B. Jones	26.56 78th	
74.13	M. Fisher	30.00 83rd Tie	
	M. Inglehern	17.57 17.57	
27th	Judge Crushers		
	L. Mobbs	30.00 83rd Tie	
74.57	P. Slaughter	16.49 46th	
	D. Parchment	28.08 80th	
28th	Short 'N' Sweet		
	J. Norris	22.92 67th	
75.37	P. Rowbotham	29.06 82nd	
	S. Addison	23.39 70th	9th
29th	Six Abreast		
	S. Lear	30.00 83rd Tie	13th
80.41	F. Kimble	26.25 77th	11th
	S. Murray	24.16 71st	10th

BINDERS



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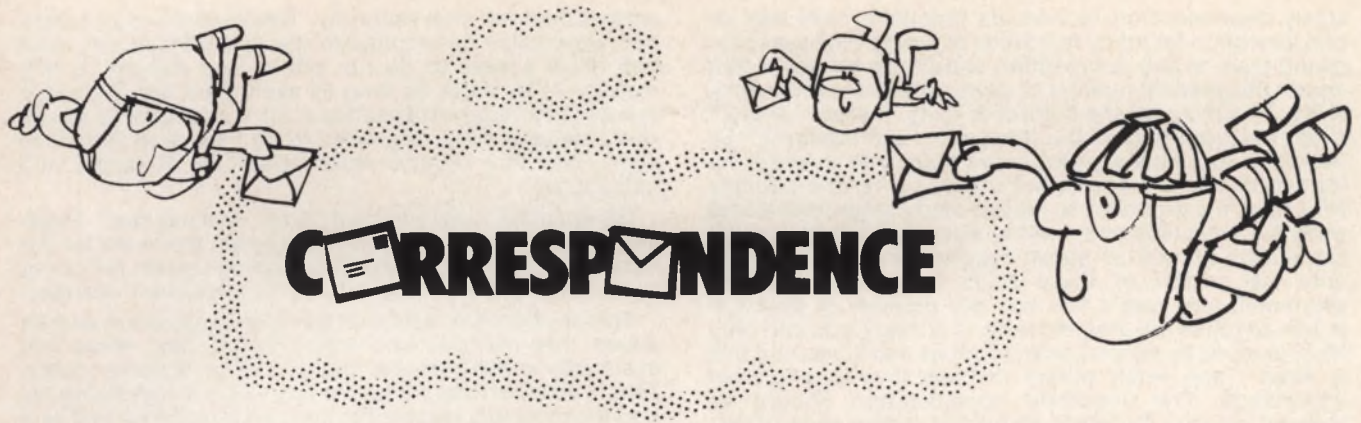
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Dear Charlie,

French paraboos are about £2 more expensive than British. Never being one to throw my money away, I decided to be patriotic. I'm glad I was.

About a year ago I bought a pair of 'Pollards' excellent boots. Since then I have unfortunately broken my leg, which has left one, slightly shorter than the other, in itself, no problem, but I thought it best to have about half an inch added to the bottom of one of the boots, before I started jumping again.

Returning them to Pollards, they agreed to make the alterations and also repair the other boot which was slightly damaged. When I collected the boots the following day, they were like new (don't anyone tell me about British workmanship) they would not take any money from me and said that it was part of their service, and any repairs would be done free of charge.

Its great to know that not everyone is ready to rip you off at the first chance they get and only goes to confirm that the people involved with our sport are a breed apart.

Yours sincerely,

TONY BUTLER, 17540

Dear Charlie,

Having been ground-bound all season due to my business, I am now negotiating for the establishment of a club on the Isle of Man. After numerous set-backs and many meetings we're now able to boast a D.Z., aircraft with pilot and students to use them. Our greatest asset however is the help and the co-operation from the Manx Aero Club. The only thing we lack is Parachute Equipment this we hope to achieve with the aid of local businessmen, so if anyone would like to visit the Island next season I would be pleased to hear from you. We also hope to take advantage of the sea around the Island and undertake as many water descents as possible, so if you are interested write to me at the "Wavecrest", Mona Terrace, Douglas. Also keep watching the mag as I hope to have a full article ready for the spring issue.

DAVE BRADY (BRUM), 'D' 1307

Dear Charlie,

This year the First World Championship of Relative Work, in Warendorf, West Germany, hosted more than the 10 man star and 4 man sequential competition. It was also a gathering grounds and exchange of new ideas, thoughts, and methods for what RW is to most of us and where and how it should progress so that it doesn't stagnate but continues to be challenge and an enjoyment at every level.

The United States Freefall Exhibition Team (USFET)

captained by B. J. Worth, came with films and ideas of an alternative to "only round, any 10 man" formations and from their overall performance and acceptance were very successful in demonstrating the versatility and imagination that our sport can draw from. From the point of demonstration and by their ability to show that this or that can be done in the air, they have given the thrill and encouragement to all of us to try copies of their dives or try new ideas ourselves.

But as is usually the case, talk of new ideas soon lead to competition and meets and suddenly the new and the exciting, the fun side of our sport that allows any of us the chance to make new challenging low key dives, the newest ideas in our sport that was started as an alternative to competition dives is suddenly given the exposure and is being discussed like 10 man stars were in our not so distant past. Talk has it that the '75 Z-Hills meet will focus more on formations, so will the Casa Grande Chute Out, and even the 3rd World Cup of Relative Work in South Africa in '76 will probably emphasize formations and sequential RW and may even base the large formations on an 8 man head count instead of the more familiar 10 man. (many nations can more easily find aircraft to support only eight jumpers). The questions that naturally arise to such plans include; how do we judge formations, how many people do we base the formation on or should the number be unlimited, what formations do we ask for or should it be, show us what you've got and we'll aesthetically decide who is the best, where do we find judges to score such meets, and most importantly does the new competition require more or less *skill* than previously exhibited by the old 10 man "O" formations for time.

To summarize as many of the discussions that I've heard about where competition "should" go shows that there is no uniform or organized clean cut direction as of yet. Many of the people argue that 10 mans haven't yet reached their potential so are in favour of no change at all. Others profess that "stars" are old hat so an immediate change to formations and sequential is in order. Both camps seem to believe their state of the art shows superior skydiving ability. Some want to eliminate the stopwatch completely, some want to eliminate the exit and the dive portion of the skydive and judge a formation only after a break from a preliminary maneuver, many want more rules restrictions and others no rules at all.

If we are to continue with competition, it should be a competition that separates the best skydiving teams from the others. That's not necessarily the team that can mass the largest formation (some areas and countries can't compete on numbers), nor is it the team that is limited to one formation or are only good performers out of one type of aircraft, nor a team where the performance of a team is

solely dependent on individuals practicing one task of one formation for many hundreds of jumps. The *best* skydiving team at any competition should be the team that shows the greatest number of skydiving and relative work skills. This includes the control of exits, the efficiency of dives, the judgement of the flare, and the precision of the transition to a final approach and entry into or onto the formation, the ability to do backloops, turns, and perhaps even rolls, the versatility to master many assignments and skills the most efficiently and to work through sequential maneuvers as well as speed requirements. Speed stars only test a few of these skills but formations and sequential only test a few too. My opinion of which, if either, requires the greatest skills is arbitrary and can only be influenced by my personal priorities and views and this is what I see when others discuss their opinions of importance. The important consideration should be focused more on the whole instead of at only parts of that whole. We have a vast number of possibilities to choose from if we can keep sight of the importance of asking ourselves to achieve more in our sport and not settle for less simply because it is difficult to master 12 second stars or difficult to master the completion of donuts or reverse or inverted entries.

One possibility is a competition of multiple formations. The possible formations can be determined well in advance, like the 4-man sequential formations, but the definite formations not finalized until the beginning of competition or practice for that competition. If it's decided that 10 relative workers are to compete, then formations like the wedge, triple diamond, eagle, star, snowflake, donut flake, sunburst, in-out maneuvers, donuts, Murphy's star, etc. could be possible (the number of competitors per team would decide the possible formations). Then to maximize the flexibility required by the teams, the meet director could draw the formations at random from two separate groups containing all the possible formations if only two formations are required for the competition. If three formations are possible then the draw would be from three pots so that each formation has an equal chance of being drawn for each round and each maneuver. An intermediate maneuver could be determined each jump like a release of grips, a backloop, a 360 degree turn or perhaps just go from one formation to the next in the most advantageous way the team wants. Again, the possibilities are numerous and these are only suggestions. An example of jumps might be a wedge, backloop to a triple diamond, or a star to a donut flake, or a sunburst, backloop to another sunburst. It's possible that the stopwatch wouldn't be the determining factor of the winner unless of course all the formations were completed and then the times from exit to the completion of the last formation wouldn't be tenths of seconds but more likely seconds, reducing the pressure of judging. A team would concentrate on completing the formation first and

worry about the time secondly. This method of competition would also de-emphasize the aircraft door and exit and allow a meet to be run out of any aircraft or any number of aircrafts, as long as each team had the same number of jumps out of each aircraft. It would allow a large percentage of skydiving skills to be used and tested on every dive and require more versatility of teams and individuals.

Competitions at national and international levels could go almost any direction or remain the same for the time being, but it's a good bet that private meets are going to be coming out with all kinds of competition changes.

This is where we must exercise our imagination and be aware that national and international new ideas will eventually come from our trial and error at these meets. This is also our chance to see what kind of skydiving we find the most fun, rewarding, and challenging as well as a chance to work out the new technical problems.

I hope we will have a chance to try a lot of new ideas and that whatever direction national and international competition decides to go, that it's soundly based on jumper trends but also with great consideration for competition that will demand better skydiving and skydivers. It's simply up to us to decide which skydiving skills are important and formulates dives that require the use of these skills. When we maximize our skydiving achievements is when we enjoy it the most and I think that is why we are always trying new and larger formations. These dives don't require hundreds of practice jumps but instead single 100% dives that demonstrate skydiving's advancement by its individuals advancements. If we could combine all the skills required for speed stars with those of sequential and formations, we'd be a lot closer to "perfect speed." Why divide our jumps if we can combine them into a single form that will be greater than the sum of all the parts?

GARRY CARTER

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THE CHAIRMAN'S REPORT

It doesn't seem as though a year has gone by since I wrote my last Report but here we are again, approaching our 9th Annual General Meeting.

Your Association has again moved forward and your staff are now fully settled in at the new Headquarters in Leicester.

As it seemed, from comments both during and after the A.G.M. at Nottingham University last year, that the hall was too large and impersonal, we are returning again to our old venue at the Imperial Centre Hotel, Birmingham. It was quite evident that the main reason for the overcrowding of the hall in 1973 was because we allowed non-BPA people, such as wives and girl friends, into the meeting. This will not be allowed this year and entry into the meeting will be only by production of your Membership Card. Wives and friends are most welcome both prior and after the meeting but we feel that it only right that Members should have precedence on seating at the meeting.



CHAIRMAN—
LAWRIE ST. JOHN

Membership has continued to grow as our analysis tables below show (Note: the 1975 figures are as at 30th November). Final figures for the year will be given as usual at the A.G.M.

Type of Membership	1971	1972	1973	1974	1975
Provisional	1136	959	925	2095	3205*
Full—New	1072	2140	1811	1355	1638
Full—Renewal	1030	1140	1478	2298	2788
	3238	4240	4214	5742	7631**

* Of this figure 374 have converted to Full Membership.

** Out of this total Membership we have 517 Lady Members.

Membership Analysis—1975

The following table shows you the month by month growth of your Association and I would again explain that the drop in numbers from March to April is due to our financial year ending and the re-registering and updating starting again in April.

MONTHLY ANALYSIS

(New Membership)

Month	Pro- visional	Full	Renewals	Total	Accum. Total
January	95	229	3	327	6,069
February	310	105	4	419	6,488
March	248	84	0	332	6,820
April	640	102	2,277	3,019	3,019
May	373	163	237	773	3,792
June	412	220	103	735	4,527
July	334	205	68	607	5,134
August	355	198	42	595	5,729
September	319	223	22	564	6,293
October	391	334	23	748	7,041
November	381	193	16	590	7,631
December					— details awaited —

New Clubs

Three new Clubs have been formed so far this year, they are as follows:

- Cheshire Parachute Club—Leeds/Bradford Airport
- Border Venture Parachute Club—Brunton, Northumberland
- Chesterfield Sky Diving Club—Netherthorpe, Worksop

I understand that the Cheshire Parachute Club are currently looking for another D.Z., nearer home.

B.P.A. Dinner/Dance

It was agreed in Council that we would arrange a Dinner/Dance on the evening of Friday 9th January (day before A.G.M.) to be held at the Imperial Centre Hotel, Birmingham.

Charlie Shea-Simonds has formed a committee to organise this function and I do hope that as many of you as possible buy tickets.

Details will appear in this issue of Sport Parachutist and if you make it a successful affair we will make it an annual event.

B.P.A. Council

As agreed by Council at the start of the year, all meetings were held at Leicester and on the whole reasonably well attended. You will see from Charlie's list of attendances those who are really working for you in Council and can draw your own conclusions as to who you should vote for — **Please do not waste votes.**

The work load has been spread, via sub committees, over a large number of members of Council. In particular, I have been most impressed by the work of Tim Morgan — a new Council Member — who, as Chairman of the Finance Sub-Committee has, together with Mike Batchelor your Treasurer and Bill Paul your Secretary-General, carried out a lot of work in planning your finances for both the present and the future — a subject which is always in our minds at Council.

Mike O'Brien as Chairman of our Competitions Sub-Committee has carried out his duties extremely well and covered a tremendous amount of work throughout the year.

At the meetings I have been unable to attend, your Vice-Chairman — Peter Prior has kindly stood in and my thanks go to him for carrying out this task so well!

Dave Waterman has continued as our Public Relations man and, where possible, has arranged publicity for our various events. He has also allowed us to use one of his photos to make up a BPA poster for which he has made all the arrangements. Each club should by now have received a free issue of this poster and in addition we are sending copies to a wide range of sports centres and other possible areas of recruitment to the sport.

Your H.Q. and Staff

Bill and Dorothy Paul are now settled in, both at their new home in Leicester and in your new H.Q. They continue their good endeavours together with Helen Day and our new young lady Sue Bates.

The move from London at the beginning of the year went smoothly and I can now report that we are receiving grant aid (75%) from the Sports Council towards the cost of rent for the whole new office area of 1,179 sq. ft. Total annual rent is £1,700.

National Coach/Safety Officer

The most important addition to our Staff is Charles Shea-Simonds who now fills this position after serving you so well for many years as a Council Member and Vice-Chairman.

Since taking up his new position in the middle of this year he has really got his teeth into the job and is I know an extremely busy man.

He has now visited and, when possible, jumped and dispatched Student Parachutists at virtually all our Centres and Clubs. This has of course meant that he can more readily appreciate the different problems that beset our D.Z.'s and act quickly when the situation arises, I know this from personal experience with our own Club.

His work has also entailed very close liaison with all Divisions of C.A.A., which on several occasions has "saved the day" and also acted as Meet Director at our Style and Accuracy Championships at Weston-on-the-Green. Following this up by travelling to Bergerac (France) and on to Warendorf (Germany) to act as Head of Delegation to our National Relative Work Teams.

I have no doubt he will be addressing you at our A.G.M. on one or two points.

Safety and Training Committee

Under the Chairmanship of Jim Crocker this committee has met fairly regularly and I am very pleased that the new updated Rules and Regulations have been printed and circulated to all Instructors. Extra copies are in stock and are available for general purchase, quite honestly I think every member should purchase a copy as a whole host of information is printed in them.

Our thanks must go to Jim and those CCI's, Instructors and Observers who take time out to go to these meetings and who try to ensure we all parachute as safely as possible.

Riggers

This committee has again been meeting throughout the year

although in the second half of the year these have tended to tail off.

I believe there is a move afoot to have all the meetings at our H.Q. in Leicester and hope this solves the venue problem.

I am hoping that 1976 will see some serious efforts being made to hold regular Rigger Examinations as the standard of some rigging I have seen is, to say the least, questionable.

Fatalities

Once again we have been unfortunate in having two fatalities this year, although both of these were avoidable — as indeed most fatalities are!

The first one a young girl who died as a result of having an incorrectly assembled Pilot Chute and Sleeve Assembly and subsequently failed to operate her Reserve.

The second a regular soldier who died from drowning as a result of jumping close to water without a life jacket — on to a beach — none of the team wore life jackets!! I do not normally go into details of fatalities but felt that this time it was necessary to remind you of the details and that quite simply, if our Rules and Regulations are followed then people needn't die as a result of carelessness.

Sport Parachutist

The standard of this great Journal has been maintained this year — under the Editorship of Charles Shea-Simonds and I hope that as well as reading items of general interest you also read the full reports of Council, STC and Riggers Meetings. These reports give you a good idea of all the voluntary work that members of these committees put in on your behalf.

Keep up the good work Charlie!

National/World Championships — Relative, Style and Accuracy

The Relative Championships were successfully held at Dunkeswell and the two winners WI/(10 Man Star) and R.A.F.S.P.A. (4-Man Sequential) went on to represent us at the World Championships at Warendorf in Germany. During training both teams made excellent progress and proved capable of top bracket World Class performance. Unfortunately this very high standard was not reflected in the actual competition jumps where our 10-Man Team came 12th out of 13. However, Ray Willis's team did better coming 9th out of 20 teams. I understand that competition was very close in the 4-Man event and that other Nations were very impressed by the performance of the R.A.F.S.P.A. Team. Well done!

Our Classic or Style and Accuracy Championships were held at Weston-on-the-Green with all rounds being completed. It was again a very happy Meet, made possible by Group Captain Maloney the Station Commander at Abingdon giving his permission for us to use Weston — thanks again!

As you will by now know John Meacock is our Overall Men's Champion and Tracy Rixon Overall Women's Champion — Congratulations again!

During the subsequent fun jumping, Allison Jones, Chris Phillip, Jackie Smith and Sally Smith put together the first British 4-Women Star. Great stuff — especially following a Style and Accuracy Competition.

Assistance to Clubs

Clubs	Repayment Due			Balance Owing
	1972	1973	1974	
Sports Para Centre	£500			£250
R.S.A. Para. Club			£500	£300
Thames Valley		£300		£300
Wessex				£600
Midland District Para Club			£500	Nil
			<u>Total:</u>	<u>£1,450</u>

Peak District Parachute Club were supported by the BPA in their legal battle against being thrown off their airfield and Council voted them £500 from funds with no repayment requirement.

Annual Raffle

Profit on last year's raffle was £1822, some £220 more than the previous year.

Once again I would repeat that your support in selling tickets

is very much needed. You only have to look at the costs of training or sending our teams overseas to see that without a good income from the raffle, our bank balance would be hard hit. Our Membership is considerably up on last year so lets see a Bumper Raffle Year. *After all it is for us!!*

Deposit Account/Building Society

The Deposit Account is currently standing at approx. £2,200 and the Building Society Deposit at £7,000.

In an effort to keep as much as possible of your money earning interest, the office is endeavouring to keep the current bank account down to maximum working level of £1,000 with any balance transferred to deposit account or building society.

Civil Aviation Authority

The Authority — through their Divisions — have again been of great help to us and I feel that the friendly relationship which has prevailed in the past has been even more cemented by the close liaison which now exists between our National Coach and Safety Officer and the three Divisions.

I was particularly pleased that Taff Rees and his wife were able to attend the Nationals at Weston-on-the-Green and to see them so obviously enjoying themselves.

Sports Council

We continue to be greatly assisted by the Sports Council with grants toward the cost of our offices, general administration and coaching and the training and sending of our teams to the World Parachuting Championships.

In the financial year ending 31st March 1975, we received grant aid amounting to £4,407 (administration/coaching) plus £2217 towards cost of the 1974 World Championships. The current financial year has seen a marked increase in grant aid whereby we will receive 75% of the cost of rent/rates, telephone, printing, stationery and all salaries. A new grading/salary structure for BPA staff is currently being considered by the Sports Council and should this go through in its suggested form the grant aid for admin/coaching in the current year should be in the order of £13,000 plus £3,400 for World Parachuting Championships — this surely is evidence of the Sports Council's support, bearing in mind that, like all of us, it also has to effect economies.

Scottish Sport Parachute Association

This year has seen a continuance of the growth of the S.S.P.A. and I again hope that Tom Dickson will attend the A.G.M. to bring us up to date.

The S.S.P.A./B.P.A. Membership is 310 — there are of course some Scottish members who are also Full Members of the B.P.A.

Annual Subscriptions

After having held our subscriptions down for several years it is now necessary to ask you to approve increases as follows:

		Incl. VAT
New Full Membership	£6.32	(£4.21)
Renewal of Full Membership	£5.78	(£3.66)
Provisional Membership	£3.71	(£2.56)
Conversion of Provisional Membership to Full	£2.61	(£1.65)
Associate Membership	£3.64	(£2.59)

These increases are now vital if we are to survive. Note: previous subscriptions in ().

Displays and Display Insurance

This year some 31 teams comprising approx. 150 jumpers used our Insurance Cover. Just a shade down on last year.

Purchase of Equipment

As agreed in Council we decided to purchase 100 C9 unmodified canopies from Para-Gear at a cost of £30 each and these are being sold at the same price to Affiliated Clubs. Unfortunately we were unsuccessful in obtaining a grant on this purchase.

The Training Posters have been re-designed where necessary and the new issue will be available early in the new year.

Club Annual Returns

The response this year was again poor. It seems little enough, to me, for us to ask Clubs and Centres to supply us with a few facts and figures which can be of great use when we are trying to prove to outside bodies and Government Departments the exact extent of our sport.

However, in 1974 we made approximately 65,000 jumps, according to the forms we received.

Appreciations

First and foremost I would, on your behalf, like to thank all those Members of Council and STC who have turned out regularly for Meetings. It is only when you attend these meetings regularly that you appreciate those who really care about our sport and who are prepared to do something constructive about it. Some of them travel a hell of a long way to improve our lot.

The intake of students has again been high this year and reflects the hard work put in by most of our Instructors.

You, our Members, have again supported us well and I trust you feel that we, in Council, are doing a worthwhile job on your behalf.

The Divisions of the C.A.A., London and Other Air Traffic Controls

I believe there has been a record year for parachute displays and on your behalf I would like to thank them for all their assistance so readily given throughout the year — incidentally, not only for displays but in many cases to enable regular weekend jumping to continue.

The Sports Council

Thanks to the Sports Council and its financial assistance in the form of grant aid, we can continue to expand. Having met them again this year, together with members of our Council, I can assure you we are well received by them. They have been particularly hard pressed for cash this year due to Government policies but remain sympathetic to our financial problems. At the time of writing we are awaiting a decision on whether, in principle, they can help us with the purchase of a BPA Aircraft suitable for 10 jumpers!

Co-opted Members of Council

Our two co-opted members, Ian Wright and Nod Bourne gave Council regular support during the year, although Nod was unable to attend some meetings due to a parachuting accident. As they have no vote on Council, it is good to see enthusiasm such as this.

H P. Bulmer, Daily Telegraph and Sunday Telegraph

The trophies presented by these organisations have been gratefully received by the winning individuals and teams at our Nationals again this year.

Raleigh Industries — Nottingham

Particular thanks goes to this company who kindly gave £500 towards the cost of training and sending our 10-Man and 4-Man Team to the World Championships at Warendorf.

In Conclusion

After a dreadful winter, when at one time our Club was unable to jump for nine weeks, the summer has not been too bad giving us a chance to build up our log books.

Let's hope the gods favour us a little better for the next few months and maybe I'll see some of you around the Drop Zones.

Happy Jumping,
(17th October, 1975)

Sincerely,
LAWRIE ST. JOHN,
Chairman.



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A REMARKABLE ESCAPE

On Saturday 18th October at Ashbourne occurred a truly incredible incident — incredible because no one was fatally injured. On the third lift of the day Cessna 182 G-ARWL took off with a student lift to be dispatched by potential instructor Derek Scofield. The first student jumped without incident. The aircraft made a second pass over the D.Z. at 2,500 feet, and the second student, Stuart Avent, was given the exit command. Whilst moving to the exit position he slipped between the strut and the starboard oleo leg. He hung vertically from the strut before letting go. The main parachute deployed at this stage and entangled around the starboard oleo leg. Derek Schofield initiated the "hang-up" procedure, ordering the pilot, Ken Miller, to climb before starting to chop the canopy away with a knife. Some 15 seconds later the student parachutist activated his reserve parachute, which deployed normally. This deployment stalled the aircraft, pulling it into an inverted nose-down position. The engine stopped and the aircraft, with the instructor, pilot and third student still aboard, descended, rotating slowly, suspended beneath the second student and his inflated reserve canopy. The aircraft struck the ground on the edge of the airfield in this position. Ken received a broken jaw in two places, Derek two broken femurs, whilst the third student, Miss Francis Ives broke both her ankles. Happily all are well on the road to recovery.

G. C. P. S-S.



How the 182 withstood its PLF.



3 parachutists, 1 pilot and Cessna 182 descending beneath an Irvin I24!
photos—Eddie McBride

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Self Critique of the First Two Descents made by the Mayor of Basingstoke, 9th October, 1975

1. First Descent

1.1. In aircraft:

- (a) maintained protection of reserve parachute handle.
- (b) ensured static line was secure and free from obstructions.
- (c) concentrated on exit position.

1.2. Exit:

- (a) moved on commands of jump master.
- (b) obeyed 'cut' and 'go' instructions.
- (c) felt exit position was O.K.
- (d) maintained visual contact with aircraft whilst falling.
- (e) **FAILED TO COUNT.**

1.3 Flight under Parachute:

- (a) controlled descent on commands from ground at higher level.
- (b) set up for landing too early.
- (c) **FAILED TO FOLLOW GROUND INSTRUCTIONS FULLY UNTIL REMINDED.**

1.4. Landing:

- (a) assumed landing position and maintained it onto ground.
- (b) **FAILED TO DETERMINE AND SET UP FOR ROLL ON LANDING.**
- (c) **LANDING VERY UNTIDY.**

1.5. General:

- (a) Jump master advised exit was good, but I failed to count and photographic evidence showed arms too far spread with feet too close together.
- (c) Lack of concentration on overall operation resulted in distraction to the extent that performance did not do credit to the amount of effort and time spent in training me for the event.
- (c) The harness was such that only two comfortable positions existed. The first being bent double for-

ward and the other being the required exit position. I cannot claim full responsibility for the good aspect of exit, the harness fixing caused the arch.

2. Second Descent

2.1. In aircraft:

- as for first descent on (a) (b) and (c).
- (d) concentrated on counting.

2.2. Exit:

- as for first descent on (a) (b) and (d)
- (c) exit position not good, feet kicking and arms moving in and out.
- (e) counted, but must have been too quick since reached 'check' before canopy opened. Immediate comment was "Christ! where's the bloody thing?", followed by delight of seeing it opening.

2.3. Flight under parachute:

- (a) obeyed instructions from ground throughout flight.
- (b) set up for landing whilst maintaining concentration on instructions from ground.

2.4. Landing:

- as for first descent on (a).
- (b) set mind for side right roll and positioned to meet this.
- (c) **FAILED TO KEEP EYES OPEN ON LANDING. IMPACTED HARD AND MADE FALL RATHER THAN ROLL.**

2.5. General:

- (a) more concentration on overall operation resulting in meeting more of training needs. Application technique bad on exit and landing.
- (b) full seat harness used this time; this harness did not create the same sense of setting into exit position.



The Mayor's first descent with the Red Devils.

SURVIVE!

You don't have to use a parachute, but it helps. Some people (not on *your* drop zone, of course) find themselves whistling in at around terminal velocity without a usable rig of any kind. Should you ever find yourself in this situation, don't despair.

A recent academic study by Dr. Richard Snyder of Michigan University's Institute of Science and Technology of free fall accidents concludes that there's no direct relationship between impact velocity and injury. Even "terminal velocity free fall impacts have been survived," he points out, "under special environmental conditions, into snow or water. . ."

The point of Snyder's study is to summarise everything known so far about man's (and woman's) ability to survive impossible falls. He has examined 30,000 free fall accidents he says, involving 5,000 deaths in France, the UK, Russia and the US. If this number seems high it is probably because Snyder's definition of "free fall" embraces not only controlled sky-diving but also suicidal jumps from San Francisco's Golden Gate Bridge and other freakish events not found in most parachute clubs, e.g. lovers falling from elopement ladders and people diving into empty swimming pools. (These are usually night jumps, or descents made by the very short-sighted).

Snyder is not being deliberately unfair to parachuting. As a cool, detached scientist he is less interested in why people find themselves hitting the ground at or near t.v., but what happens when they do. Why is it, for instance, that although 400 people have died jumping or falling about 250 ft from the Golden Gate Bridge (impact speed, 73.6 to 75 mph) four young people survived unscathed? (The answer seems to be that they hit the water feet first. To enter the water in a stable spread at that speed is bad for the health because ribs break and then penetrate the heart and lungs).

Burrowing into the history of the problem, Snyder discovers that "man has fallen from anything that he can climb throughout recorded history. . . Possibly the first free fall recorded in American history occurred in 1598 when five Spanish soldiers, besieged by 1,000 Indians, leaped from a 400 ft cliff into sand dunes at Acomas, New Mexico." Four of the soldiers survived.

Even survival isn't always the smartest thing. As the good doctor points out, "sometimes suicide attempts terminate in ironical failure, a typical example being that of the recent Englishman who leaped from the fifth floor of a Leeds hotel, landed uninjured on the roof of a car, fatally injuring its occupant, and resulting in a charge of manslaughter against the jumper."

For Snyder's study, any unimpeded fall of 10ft or more — including 57 falls from coconut trees in East Africa — qualifies as a free fall accident from which something can be learned. The first lesson is that height itself isn't necessarily the greatest risk.

'An astronaut whose 170lb body mass acquired 56 billion foot pounds of kinetic energy during a safe, 5 minute ascent into orbit more than 100 miles above the earth, was later incapacitated for months by tripping and striking his head on the edge of a bathtub, dissipating less than 560 inch-pounds of energy in less than 100th of a second.'

Some cases of survival seem to defy natural laws. 'Attempting suicide, a 36 year-old female jumped from the roof of a six-storey building roof, plunged through a sky-light of an adjacent building without touching the framework, and impacted on a concrete floor 71 ft below.

'Her impact velocity, correcting for air velocity, was 65ft/sec at 0.0004 seconds time duration. . . Except for minor lacerations, no clinical injuries were found and she had to be restrained from attempting to try again.'

In a similar case, a 40 year old man jumped from a tenement roof, barefoot, onto a granite block 44ft 5in below. 'He wandered from the scene and police at first refused to believe that he had jumped. . .'

If height is not an absolute measure of risk, nor is the fitness or otherwise of the individual. 'Man is an extremely variable animal. . . The individual's tolerance to impact may vary from day to day, or even morning to night.' Still, it helps to be in reasonable shape if you want to explore the outer limits of survival. There is good evidence that 'the greatest impact velocities survived. . . involved those professionally trained to fall such as tumblers, wrestlers, judo experts, circus acrobats, sport jumpers and former paratroopers.'

Snyder's most fascinating (and for parachutists, relevant) histories have to do with the recorded survival of jumpers into water, snow or mud. As Snyder points out, "several interesting cases of terminal velocity impacts are well documented.

"The longest free fall yet recorded without fatality is that of Soviet Air Force Lt. Col. I M Chissov. He was a lieutenant-navigator of an Ilyushin 4 that was attacked on a raid over Vyazma, Germany, in January 1942 by a flight of 12 Messerschmitts. He bailed out of the burning aircraft at 23,000ft but was afraid to open his parachute due to the enemy fighters, intending to open it at a lower altitude. However he lost consciousness before impacting and never opened his parachute.

"He was fortunate in landing at the edge of a deep ravine with 3ft of snow on the slopes and sliding to the bottom of it. He was rescued by Russian cavalry and hospitalised for 3½ months with a fractured pelvis and 'spinal concussion'. This event did not seem to discourage his jumping, as he made his 272nd parachute jump on his 70th birthday.

"Probably the most publicised case was that of an RAF rear gunner, Flight Sergeant Nicholas Alkemade, who jumped from a burning Lancaster bomber about midnight 23 March, 1944 set afire by a German night fighter after a raid over Hamburg. His parachute was stowed forward, and unable to reach it in the flames, he jumped without a parachute from about 18,000ft altitude. He impacted the snowy branches of a pine forest and landed in less than 18 inches of snow-covered brush only 20 yards from bare, open ground.

"This case was well-documented by the Germans. His only reported injuries consisted of superficial lacerations and contusions and burns received prior to the jump.

"Other snow impacts, found in Russian archives, include two paratroopers falling from 2,000 ft and a test pilot and helicopter mechanic falling from 1,060ft."

In the autumn of 1950 a French paratrooper went out on a static line during "a low level combat jump" in Vietnam. His rig failed for reasons which are not specified and he entered a rice paddy field feet first from more than 500 ft up. He was buried in the mud to the depth of about 12 inches. "Other paratroopers landing nearby spotted his floating helmet and gripped his waving arms, pulling him out of the muck with no visible injuries (except that he was reportedly reluctant to fly further missions in aircraft).

"A second case was reported during a large airborne exercise in Alaska in February, 1955 in which one paratrooper free fell 1,200 ft from a C-119 with neither main nor reserve parachute deployed. He apparently landed on his back in alternating layers of soft snow and crust. . ."

On February 20, 1964, a 26-year old US Navy pilot made an extraordinary escape after ejecting from his Douglas A4E fighter at 150 knots at tree level, in mountains north of Bishop, California. The pilot hit the ground less than 4 seconds after ejecting and the parachute did not have time to open.

"The pilot made initial buttocks-first contact on a 10-degree downslope in 21 inches of 'corn' snow, a crystalline form which. . . appears to absorb energy especially well. The initial impact crater was 12 ft x 8 ft and the pilot made a furrow 31 ft 6 ins through the snow until he struck a Lodge Pole pine tree. . . despite the terminal velocity of impact a combination of a downward slope, energy absorbing snow and a comparatively long deceleration distance resulted in only minor injury."

Later, Snyder reveals that "the impact properties of snow have suggested that dropping men from aircraft into snow under selected conditions can be successfully accomplished without parachutes. During the Russian Yukhnov airborne operations of 1942 such cases were witnessed and reported to German Intelligence by units of the German 4th Army.

"In one instance the airborne troops were placed in sacks filled with straw and dropped without parachutes into snow. During the war games of the 1930s and later during the Russo-Finnish War the Soviets had experimented with dropping troops without parachutes from

heights of 15 to 50 ft; apparently some 50 per cent of the men were dropped successfully."

If it is true that the Russians have reached a point where they write off one man in every two on these "no-parachute" drops, the statistical casualty rate is worth setting against the assessed British figure of one-in-four fatalities on modern, low-drop military operations where parachutes continue to be used. In effect, at these extremes of risk-taking, the difference achieved through the use of a parachute only doubles the likelihood of survival.

It also goes some way to explaining that the time-honoured critique of a novice's landing, by a cynical jumpmaster: "You came in like a sack of ss. . . straw," they used to tell me. Only now do I realise they were trying to be complimentary.

TONY GERAGHTY

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GLIMPSE INTO THE PAST

The Red Devils always attract a large crowd, and during the summer I had the pleasure, not only of watching their wonderful Free Fall display, but also of being introduced to them.

How I envied them their suspended animation and their guiding ropes — a skilled sport indeed. Unfortunately I was born too soon. My parachuting days date from the beginning of the century, when it was a dare-devil sport enjoyed by only a handful of men and women. The complicated harness of today did not exist — our only link with the parachute was a trapeze bar to which we clung!

The Red Devils and the balloonists at the Fete showed some interest in my escapades and I was invited to write a few words for your Magazine.

I was one of a team of eight, four men and four women, who used to tour the country to give displays — and I believe I am the only survivor. Captain August Gaudron, a Frenchman and manufacturer of balloons and parachutes, organised these displays and was our boss. He was a brave and intrepid aeronaut. He sailed his balloon, the Mammoth, to Russia in 1908, a distance of 1,117 miles. He shared the Banqueting Hall, a large hall in the grounds of the Alexandra Palace in North London, with Col. S.F. Cody (before he went to Farnborough), when Cody was busy making his kites and aeroplane. My chief haunts were the Alexandra Palace, Ashby-de-la-Zouche, Wolverhampton, Stourbridge, Rutland, Castle Douglas, and Monmouth — to name but a few.

Whether the balloon was filled with gas or hot air, the ascent was begun with feet on 'terra firma'. The parachute was stretched out on the ground, with pleats and ropes very carefully arranged! The tip of the chute was then attached under the balloon. At the bottom end of the ropes was a trapeze bar which was clasped firmly by the strong hands of the parachutist. A loose sling of webbing passed between the legs to help take the weight of the body. The gas-filled balloon was held down by sandbags until it was time to go, but in the case of the hot-air balloon, the envelope was held over a fire pit by about twenty-four sturdy men, until it was filled and ready to lift — no propane in those days! At a given signal the balloon was released, and with a characteristic whoosh, it would soar rapidly into the heavens, trailing beneath it the pleated parachute and the parachutist. The crowds in those days were less blasé than they are today, and they cheered and waved, to which I responded by waving back with a small Union Jack which always went with me. This meant, of course, that I was being carried upwards, holding on to the bar with only one hand.

That wonderful feeling of being alone in the heavens never failed to delight me, and I was often loath to pull away, which I usually did at about 4,000 feet, according to the clouds. This meant that I would have to let go of the bar with one hand and pull the rip cord. The balloon would then be pulled down by a sand bag attached on the opposite side. With both hands again firmly on the bar I would plunge earthwards for about 250 feet until the friendly plop-plop of the unfolding chute told me that it was open.

Unlike the modern parachutes, there was no guiding ropes, and we could never land in the same area as the one in which we ascended. The approximate place of landing was decided on by the wind at the time of pulling away. It was usual for someone to follow the course of the balloon for a pick-up on land-fall, as we had to return to the grounds for the crowds to have their money's worth. The bandstand was the highest elevation, so it was here

that we would show ourselves to the crowds. The balloon, by the way, would be picked up in all sorts of places and returned to us.

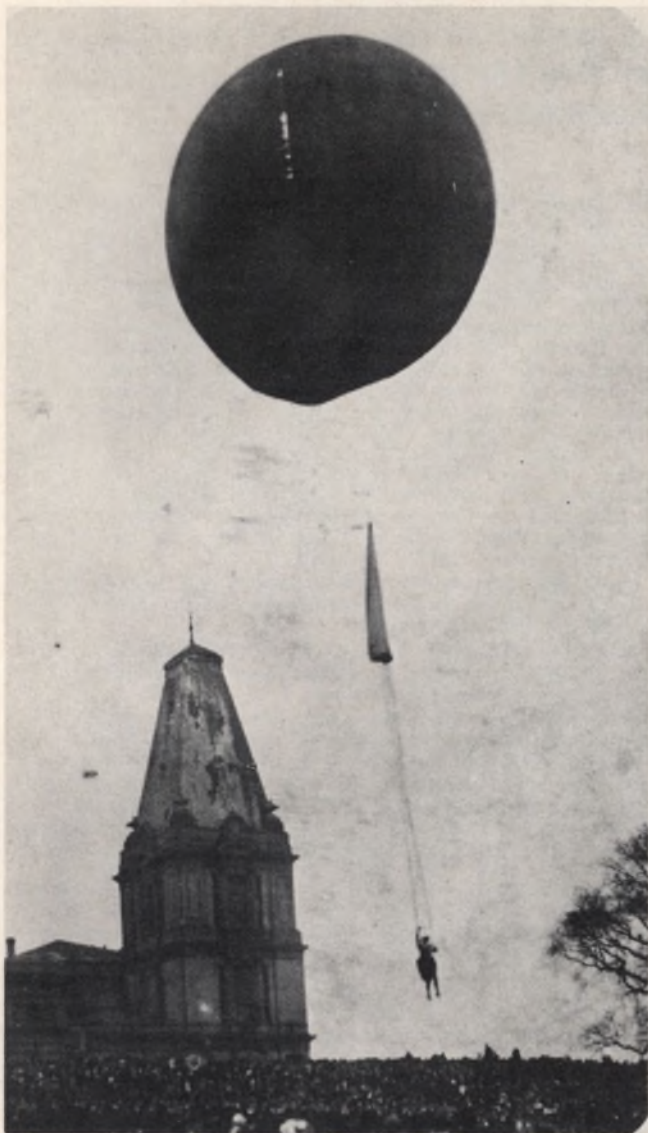
A second method of descending was by going up in the basket of a right-away balloon taking paying passengers. In the basket is strictly speaking incorrect, as the parachutist would be sitting on the edge of the basket, ready to jump off. A further method was for the parachute to be attached to the base of the basket.

All the technical knowledge which is necessary to become a parachutist today bewilders me. I knew my 'onions' as I was a professional and I believed in giving the crowds a thrill for their money, but I never took unnecessary risks. This does not mean that I had no mishaps! Once, the quick thinking of an engine driver who blew off steam (no electric trains then) saved me from falling on the train — even if I did nearly fall in the canal, at Grantham. I have landed on roofs, trees, and tomb stones, and when ascending, have been caught up in a tree, having to break a branch off to get free and take it with me, and have gone through a barbed-wire fence.

As a test of endurance, how long is it possible to 'hang on'? I don't know, but I do know that I was suspended for a period of over five hours! I went up attached to a gas-filled balloon at about six o'clock one evening, with the sun still shining. When I tried to pull away, the rip cord would not work, so of course I continued to rise. I went through the clouds, and as darkness fell, saw the stars gradually coming out. It was an unforgettable experience. As night wore on the cold became intense. I had often been told "You'll do it once too often." I thought this was it! With aching arms and almost numbed with cold and fatigue, I was about to let go when I heard the faint strains of a band



Dolly Shepherd before and



..... during the ascent.



Dolly Shepherd with the Freds.

— I was obviously gradually descending, gas was slowly leaking from the balloon. When I eventually landed, in a field, thoroughly exhausted, I lay on the ground for a considerable time. Immediately I let go, and, relieved of my weight, the balloon and parachute rose swiftly again. The following day the headlines of the papers read: "Has anyone seen a balloon and parachute?" — They were found in the North Sea three days later!

A pioneer must be of use, so what was my contribution to the world of aeronautics? I was just a very small cog in the big machine — but I did have the privilege of taking up two very young Army Officers for their first parachute descent during the Wolverhampton Air Week. As a result of this, one of them, Lieutenant (later Air Commodore) E. M. Maitland, said he could not possibly ask his men to jump without any form of safety device, and so he set about having a harness designed. Once this had been produced he became an ardent parachutist himself and would drop from airships, long before safety parachutes were used in aeroplanes.

I would like to wish the thousands of men and women now pursuing the sport good luck and happy landings.

DOLLY SHEPHERD

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BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, TUESDAY 23rd SEPTEMBER, 1975
held at Kimberley House, Leicester

PRESENT

P. J. Prior— <i>Chairman</i>	D. Hogg
J. T. Crocker	R. S. Acraman
E. T. Lewington	G. B. Shone
M. J. Batchelor	J. Petherbridge
W. J. Meacock	M. J. O'Brien
T. J. Morgan	J. L. Thomas
D. Waterman	
G. A. W. Bourn— <i>co-opted</i>	

IN ATTENDANCE

Sqn. Ldr. W. Paul— *Sec-Gen. BPA*
G. C. P. Shea-Simonds— *NCSO BPA*
11 Observers.

APOLOGIES FOR ABSENCE

L. N. E. St. John; I. B. Wright *co-opted*.

Item 49/75

SUB-COMMITTEE REPORTS

(a) **Finance.** No report. Next sub-committee meeting 29th September.

(b) **Aircraft Purchase.** The fact that the Chairman of the sub-committee (Mr. Shea-Simonds) is now an employee of the BPA was considered. Council members were satisfied that Mr. Shea-Simonds could be depended upon to conduct the committee's business in the best interest of the Association, but in fairness to him it was agreed that the sub-committee should appoint another Chairman at its next meeting and notify the Sec-Gen. A reply was still awaited from the CAA concerning the Association's request (originated November 1974) for guidance as to what type of operating Certificate would be applicable should the BPA purchase its own aircraft. It was agreed that a letter giving a full resume of the case be sent to the Head of CAA by the Chairman.

(c) **Riggers.** No report. It was hoped to finalise the outstanding points on riggers courses at a day time meeting before the next STC Meeting on 30th September.

(d) **Safety and Training.** Mr. Crocker reported:

(1) **Training Posters**— these have now been updated and would shortly be passed to the printers for quotation.

(2) **Rules and Regulations**— These have now been updated and an approved provisional issue had been sent to all clubs. There were a number of minor omissions and errors which would be corrected before being passed to the printers. Copies were issued to Council Members who were asked to notify the NCSO of any corrections they thought necessary.

(3) **Request for Exemption from Potential Instructor's Course**— Mr. R. Swainson (Wessex Para Club). An application to be exempted from attending a Potential Instructors Course on the basis of his past experience and difficulties at his Club (Wessex) was rejected. However, it was agreed that Mr. Swainson would be accepted the following day on a Potential Instructor Course which was half way through its syllabus. It was emphasised this was a unprecedented step agreed only in order to help the club. Mr. Swainson immediately telephoned the STC's decision to Mr. Donovan at Wessex. Mr. Donovan was not prepared to accept the decision which he considered unhelpful and was reported as saying that Mr. Swainson was not to attend the potential instructor course because this would be inconvenient for the club. He was also reported as saying that in view of the STC being totally unhelpful it was not to be expected that the Wessex Club would remain within the BPA.

At this point the Sec-Gen reported that certain complaints had been made concerning the Wessex Para Club and he had advised the complainants that these be put in writing for distribution to Council Members and so that Mr. Donovan could receive a copy and have the opportunity to reply, either in writing and/or by attending the Council Meeting when the complaints were discussed.

(4) **The G.Q. Protector Reserve.** STC's discussions of the Protector Reserve had been superseded by Council's decision to

send the damaged reserve from the recent incident to RAE Farnborough. Mr. Shea-Simonds reported on the latest position — RAE Farnborough was prepared to carry out an investigation of the parachute but the work involved would have to be costed and this had been reported at a minimum of £600. It was generally accepted that BPA should not be expected to meet such costs. It was also reported that a journalist was conducting an investigation into the G.Q. Reserve and this may produce information previously denied to the BPA. The Chairman expressed the view that although the information on the incident involving the Protector Reserve had gone out to clubs, a more widespread distribution was necessary. Whilst we were not yet in a position to make a categorical statement concerning the G.Q. Protector, we owed it to every member to pass on such information as was available, particularly the steps being taken by some of the more experienced members to strengthen their Protectors. It was agreed the Editor include such information in his next Editorial (October issue of 'Sport Parachutist').

It was reported that two members had sent damaged Protectors back to G.Q. some considerable time ago and to date the parachutes had not been returned.

The Chairman agreed to send a letter to the Chairman of G.Q. Parachutes Ltd., seeking his assistance in the present situation concerning the Protector Reserve.

(e) **Competitions.** Mr. O'Brien reported that because of service posting Sgt. Mapplebeck would not be available to serve on the sub-committee and it was being arranged for W/O Peacock to take over. Mr. O'Brien would be attempting to attain a balance between Style/Accuracy and RW on the Sub-committee and some degree of continuity to ensure that the experience gained in both National and World Meets were carried over into the planning for next year. It was agreed the NCSO be a member of the Sub-committee. One particular lesson from the 1975 meets was the need to set up a Judges seminar and training week-ends for judges and potential judges — these must be got underway early in the new year so that the frustration connected with finding judges for the various meets is eliminated. It was also evident that we must get into training for World Championship Meets much earlier than in past years and that more competition possibly involving EEC Countries was required. He was well aware that all this was governed by finance but ways and means must be found.

Item 50/75

REPORT ON WORLD CHAMPIONSHIPS (RW)

The Chairman expressed Council appreciation to all involved with the preparations for the 1st World Parachuting Championship in Relative Work. Particular thanks was due to Mr. Meacock for the facilities made available at Peterborough for team training, the Team Leaders Mr. Waterman (10 Man) Sgt. Willis (4 Man) and Mr. Shea-Simonds as Head of Delegation.

A report on the Championship by Mr. Shea-Simonds, a report on the 10-Man team training and competition performance by Mr. Waterman and a report on the 4-Man team training performance was made to Council, and would be available for consideration by the Competition Sub-Committee. A provisional income and expenditure account was available to Council and would be considered at the next Finance Sub-Committee Meeting (Report and Accounts previously distributed to Council and attached to these Minutes).

In answering questions from Council Sgt. Willis was of the view that training obviously should start earlier but realised that cost and other circumstances dictated how training had to be conducted. On the matter of a Coach being available, he was of the opinion that there was no requirement for a coach on the ground and that coaching was better done in the air from within the 4-Man Team. Sgt. Willis would be submitting a written report which would be passed to CSC.

Mr. Waterman outlined the report he would be submitting to the CSC and for use in 'Sport Parachutist'. In general terms, the team did extremely well during training but unfortunately the high standard attained then was not carried over to the World Cham-

ionship and no one regretted this more than he and the team members.

The Chairman was of the view that the teams had worked hard and made really excellent progress and he shared the regret that all the effort was not rewarded with better end results.

Mr. Acraman referred to what seemed to be some under current of complaint concerning the performance of the 10-Man Team in that there seemed to be no justification for them to carry out a second manoeuvre during the competition jumps. Mr. Waterman justified this on the grounds that it presented extra training time and was in fact a practice carried out by some of the leading RW Teams. It was Mr. Waterman's view that it was also useful as a morale booster for the team. He believed and still believes that the decision was a right one and the only instance when it may have had an effect on the result of a jump was possibly his fault for not providing a sufficiently adequate briefing.

Mr. Acraman made reference to rumour of friction between Mr. Waterman as leader of the 10-Man Team and Mr. Shea-Simonds as Head of Delegation. Discussion revealed that this amounted to a difference of opinion over the matter of the team executing a second manoeuvre. Mr. Shea-Simonds was adamant in his view that to perform a second manoeuvre was not in the best interest of the team's performance and therefore amounted to a misuse of the money expended on the team. It was his duty as Head of Delegation to safeguard BPA money.

The Chairman in summing up was of the opinion that there was clearly a difference of opinion over this matter but in the light of the difficulties which must have been experienced in getting the whole exercise underway, it seemed to be a fairly small matter. However, it was evident that areas of responsibility must be more closely defined and the Competitions Sub-Committee would take note for future planning.

Mr. Hogg referred to a queried score for jump No. 8 which is shown as 5 when it was believed to have been 8. Mr. Shea-Simonds replied that an unofficial score of 8 was reported but when finalised the official score was 5 — he checked with the British Judge who in turn referred to the Event Judge who confirmed the score as 5 and there seemed no point in taking the matter further since our own judge had already seen the score sheets.

Item 51/75

PREVIOUS MINUTES AND MATTERS ARISING

Proposed: J. Crocker

Seconded: J. Thomas

that minutes of 11th August be accepted — carried.

MATTERS ARISING

a. **National Championships — (Style and Accuracy).** The NCSO presented a report on the Championships together with a provisional income and expenditure account (previously distributed to Council and attached to these Minutes). These would be passed to the Competition Sub-Committee for consideration. In considering the report Council expressed its thanks to the Royal Air Force and in particular to Flt. Lt. Cooper whose enthusiastic support was much appreciated.

Council decided to fix the date for the 1976 National Championships — (Style and Accuracy) as 12th to 20th June.

Council considered three recommendations from the report and decided that:

(1) Tenders be sent out to all clubs inviting offers to host the 1976 National Championships (Style and Accuracy).

(2) The Novice Event continues to be included in the National Championships Individual Accuracy Event.

(3) The recommendation that additional rounds in both Accuracy and Style be jumped by the top 20% of competitors be referred to the Competitions Sub-Committee for consideration.

Mr. Hogg made reference to the fact that a large marquee was hired for the Championships but didn't seem to be used to any extent and seemed a waste of money. It was pointed out that this was done because of limited accommodation at Weston and was discussed and approved both in Sub-Committee and Council. The Competition Sub-Committee would note and consider Mr. Hogg's observation.

Mr. Shone expressed the view that the arrangements for presentation of Trophies and Medals should be sufficiently flexible to allow for the presentation to take place immediately following an early completion of the events. This year's prize winner had to wait for three days before the presentation could take place. The

observation was noted and would be brought to the attention of the Competitions Sub-Committee.

Mr. Shone also commented that there was a lack of publicity e.g. television and radio coverage. The Chairman asked that the PRO note the comment and that the matter be the subject of discussion at a later Council Meeting.

b. **Annual General Meeting — 10th January 1976.** The venue was confirmed as The Imperial Centre Hotel, Birmingham and Mr. Shea-Simonds would now progress arrangements for a dinner/dance to be held at the same venue on Friday, 9th January 1976.

c. **Purchases — Recording Anemometer.** (Item 42/75a). In reply to Mr. Crocker the Sec-Gen stated there was nothing to report on possible Sports Council Grant Aid towards the cost of the Recording Anemometer.

d. **Peak District Para. Club (Cost of Appeal).** The Sec-Gen reported that the Peak District P.C. had repaid the £182.60 balance and had now paid the full amount of £682.60 towards the legal costs involved. Mr. Shea-Simonds reported that a letter from the club expresses its thanks for the support given by the BPA would appear in the next issue of "Sport Parachutist".

e. **BPA Exhibition.** This was on display for Council Members to see the extent of the damage. There was general agreement that a salvage operation may be possible, but there was also agreement that the Exhibition was not sufficiently portable for the Association's needs. Mr. Waterman reported that he had the photographic work used in producing the Midland Bank Light Weight portable exhibition. He was unable to immediately put a cost on producing a similar exhibition but would complete a costing exercise and report his findings to Council. Mr. Acraman expressed doubts as to whether the exposure got from an exhibition of this nature warranted the expense. Mr. Crocker tended towards agreeing with Mr. Acraman but preferred to await the outcome of Mr. Waterman's costing exercise before expressing a firm view. It was pointed out the existing exhibition was not utilised to the full because of its weight and difficulty of transportation.

It was agreed that the existing exhibition was not suitable for the Association's requirements and should be made available to the club submitting the highest bid. Mr. Shea-Simonds would arrange for an entry in the next issue of "Sport Parachutist" giving details of the Exhibition and a closing date for bids. The Sec-Gen was authorised to accept the highest bid.

f. **Posters (Item 45/75 C).** The new posters were in stock and tubes for posting out were on order. The detailed costing covering the posters, tubes and postage, less whatever financial assistance was forthcoming from the Sports Council would be discussed at the next F.S.C. Meeting when a selling price would be fixed.

g. **Outstanding Loans (Item 48/75a).**

(1) *Wessex Para Club.* The Sec-Gen had not seen a copy of a letter to Wessex Para. Club but would check with the Chairman of BPA.

(2) *RSA Para Club.* Mr. Acraman reported to the meeting that he accepted the offer of repayment at a rate of £100 per month and would arrange for the first payment to be made.

There being no further business the Meeting closed at 20.50 hours.

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Steve Mitchell, High Wycombe 34776

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, TUESDAY 30th SEPTEMBER 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>
D. Peacock	<i>R.A.F.S.P.A.</i>
J. Curtis	<i>Lincoln</i>
G. Shone	<i>Riggers</i>
D. Orton	<i>P.D.P.C.</i>
R. Acraman	<i>R.S.A.</i>
J. Sharples	<i>H.P.C.</i>
P. Howell	<i>M.P.C.</i>
N. Bourne	<i>S.E.F.F.T.</i>
E. Finney	<i>M.S.P.C.</i>
N. Law	<i>M.F.F.C.</i>
N. Hounsome	<i>W.S.P.C.</i>
J. Meacock	<i>Peterborough</i>
E. Lewington	<i>P.R.F.F.T.</i>
T. Dixon	<i>R.E.M.E.</i>
M. Bolton	<i>Halfpenny Green</i>

OBSERVERS

J. Kemley	<i>S.S.P.A.</i>	R. Langloss	<i>P.D.P.C.</i>
R. Reiter	<i>L.B.F.F.C.</i>	N. Cullum	<i>P.P.C.</i>
P. Fisher	<i>L.B.F.F.C.</i>	P. Padley	<i>R.E.M.E.</i>
R. Steel	<i>M.F.F.C.</i>	K. Allen	<i>R.E.M.E.</i>
R. Swainson	<i>W.S.P.C.</i>	D. Howerski	<i>H.P.C.</i>
P. Jones	<i>S.S.S.C.</i>	R. Suttle	<i>P.P.C.</i>
A. Oakes	<i>S.S.S.C.</i>		

APOLOGIES FOR ABSENCE

R. O'Brien
 J. Donovan

Item 1

RULES AND REGULATIONS

The Chairman informed the meeting that the revised BPA Regulations had been distributed to all clubs. He asked that any minor changes or alterations be submitted to the NCSO by 15th October, who would in turn send the final corrected copy to the printers. P. Howell suggested that the next job was to change the format to a more readily digestible layout. This was agreed, as was the title which is now to be "BPA Sport Parachuting Regulations".

Item 2

TRAINING POSTERS

The NCSO informed the meeting that the final approved art work for the training posters was now with the printers. 200 sets have been ordered.

Item 3

G.Q. PROTECTOR RESERVE

The NCSO gave the meeting the up to date situation on the Protector Reserve. RAE Farnborough will be carrying out an evaluation, and as a result of the 'Sunday Times' investigation by Tony Garaghty it is likely to be at no cost to BPA.

Item 4

CO-OPTION TO STC

Dave Hickling requested he be co-opted onto STC in view of his regular attendance. This was approved and it was agreed that this would be as a non-voting co-opted member.

Item 5

WESSEX SPC

A letter from Mr. McBride was read to the meeting concerning the training and dispatching of *ab-initio* students at the Wessex Club by three non-BPA Instructors between 9th August and 21st September. The Chief Instructor, Neville Hounsome, explained that this was in fact the case, and that the three concerned, J. Coughlin, D. Ayres and R. Swainson, had been acting as instructors during his absence at the World Championships. He agreed that it was a totally unacceptable state of affairs and that the three concerned had been encouraged, wrongly in his

view, by the club's proprietor, Mr. Donovan. On being asked what action could be taken the NCSO informed the meeting that Mr. Shurlock of Southern Division, CAA, would strongly consider revoking the club exemption should the situation continue. N. Hounsome undertook that in future the club would operate strictly within BPA Regulations, and that there would be no recurrence of this situation. It was agreed that the NCSO write, (a) to the CAA explaining what had occurred; (b) to Mr. Donovan informing him of his obligations and (c) to Mr. McBride in answer to his letter. It was further agreed that Messrs. Ayres, Coughlin and Swainson could attend a PI Course if recommended by N. Hounsome.

Item 6

INSTRUCTOR'S RATINGS

The following were approved as BPA Advanced Instructors:

M. Bolton, R. Suttle, J. Kemley, J. Sharples.

The following had their ratings renewed:

D. Douglas, P. Denley, R. Reiter (Advanced).

Item 7

RELATIVE WORK PROGRESSION

Dave Howerski proposed a Relative Work progression for Category IX and X qualification. It was agreed that this be discussed in detail at the next meeting.

Item 8

SMOKE BRACKETS

Dave Howerski suggested that it be mandatory for smoke brackets to have a quick release system. After discussion it was agreed this was a matter of personal choice.

Item 9

CUTAWAYS

The NCSO referred to CAA Northern Division's ban on cutaways. The meeting discussed the matter at length and it was agreed that CAA be requested to permit cutaways, both in the context of displays and as a routine training procedure at clubs and centres. The Meetings did not accept that cutaways were "a cheap form of exhibitionism more appropriate to a stunt act" as referred to in the CAA letter.

Item 10

ALTIMASTER II

J. Forster had submitted a report on the Altimaster II altimeter. The Chairman requested that the NCSO write to Mr. Forster to ask him to attend the next STC Meeting to present his paper.

Item 11

INCIDENT AT THRUXTON

N. Bourne reported an incident at Thrupton where a non-BPA Instructor had dispatched a 5 second delay student. Mr. Acraman admitted that this had happened, and reported that on a number of occasions he has used his discretion and 'bent' the rules. The Committee deplored Mr. Acraman's action and sought an undertaking from him that there would be no recurrence. This was given. The Chairman reminded Mr. Acraman that there was a system whereby regulations could be changed with the individual presenting his case to the STC.

Item 12

PREVIOUS MINUTES

The previous minutes were accepted and the only matter arising was that of qualifications to jump Ram Air Canopies. The Chairman suggested that the decision taken at the last meeting may not have been truly representative, and that he proposed to place the matter on the agenda for the Instructor's Convention at the AGM.

Item 13

INSTRUCTOR'S COURSE EXEMPTION

WO Peacock, supported by NCSO, requested that Sgt. Long be exempt the 6 months probationary instructor's period, and that it be reduced to 3 months on the grounds of his permanent job as an Instructor at RAFSPA. The request was approved unanimously.

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, TUESDAY 4th NOVEMBER 1975
held at BPA Offices, Kimberley House, Leicester

PRESENT

J. Meacock	<i>Acting Chairman</i>
C. Shea-Simonds	<i>N.C.S.O.</i>
D. Peacock	<i>R.A.F.S.P.A.</i>
I. Louttit	<i>D.I.S.C.</i>
A. Linley	<i>B.P.C.</i>
A. Collingwood	<i>R.E.</i>
D. Orton	<i>Peak</i>
T. Dixon	<i>R.E.M.E.</i>
R. Leefmans	<i>R.M.</i>
J. Curtis	<i>Lincoln</i>
D. Prince	<i>N.W.P.C.</i>
N. Law	<i>Manchester</i>
E. Finney	<i>Manchester</i>
M. Bolton	<i>Halfpenny Green</i>
S. Talbot	<i>Riggers</i>
J. Sharpies	<i>Shobdon</i>

OBSERVERS

R. Willis	<i>R.A.F.S.P.A.</i>
E. Strawson	<i>B.P.C.</i>
N. Cullum	<i>P.P.C.</i>
P. Padley	<i>R.E.M.E.</i>
P. Heydon	<i>R.M.</i>
D. Preece	<i>P.P.C.</i>
R. Farrar	<i>P.P.C.</i>

APOLOGIES FOR ABSENCE

J. Crocker	<i>Chairman</i>
T. Price	<i>R.M.</i>
D. Hickling	<i>Peak</i>
T. Lewington	<i>P.R.F.F.T.</i>
N. Bourne	<i>S.E.</i>

Item 1

BPA SAFETY REGULATIONS

The NCSO informed the meeting that the printing of the Regulations would be completed by 10th November. Every Club and Instructor would receive an initial free issue.

Item 2

G.Q. PROTECTOR

The NCSO reported the latest situation on the GQ Protector Reserve. The RAE Farnborough evaluation was nearing completion and representatives from GQ had examined the canopy. It is evident that the canopy sustained a blown periphery, but GQ's latest line is that bad packing and non-use of a GQ container could be the cause! A meeting between GQ's, BPA and RAE will be held as soon as the evaluation is complete.

Item 3

RW PROGRESSION

Initiated by Dave Howerski, it was decided that as this matter could involve lengthy discussion it be placed on the agenda for the Instructors Convention at the A.G.M. Instructors and Clubs are urged to give this matter consideration before the A.G.M.

Item 4

CUTAWAYS

The NCSO reported that the matter of display cutaways would be on the agenda of a meeting to be convened by BPA early in December at which both Divisional Offices of the CAA would be represented. The extraordinary anomaly currently existed whereby the Northern Office will not permit display cutaways, but that Southern Office have no objection to their being performed!

Item 5

CLEARANCE OF A/C for S/L PARACHUTING

The NCSO reported that Airworthiness Division of CAA were progressing this matter and that for BPA's part he had undertaken all the necessary paperwork. Airworthiness Division were awaiting an answer from Cessna's about strong points, but once this was forthcoming there would be no delay.

Item 6

PREVIOUS MINUTES

In reply to a letter from the NCSO to CAA on Item 5 of the previous minutes, it is confirmed that CAA would consider the withdrawal of a Parachuting Exemption at the request of this Association.

Item 7

INCIDENT AT DUNKESWELL

Mr. Louttit reported an incident at Dunkeswell on 12th October 1975 where a second jump student had been dispatched on a static line descent with the ripcord, (acting as temporary pins), had been left in place. Mercifully the student deployed his reserve parachute and landed safely. The Acting Chairman then read a letter and report from Major J. Goldsworthy, the Jumpmaster concerned, who admitted that this was in fact the case, and that he regretted being entirely responsible for such serious oversight. The matter was discussed at some length and it was agreed that Major Goldsworthy's instructors rating be withdrawn. Seven members of the committee voted for a 12 months suspension and 5 voted for a 6 months suspension. It was agreed that the NCSO write to Major Goldsworthy and inform him that his instructors rating be withdrawn for 12 months with effect from 4th October, 1975.

Item 8

ADVANCED RATINGS

Mr. C. May had written from South Africa requesting the renewal of an Advanced Rating. It was agreed that the NCSO write to Mr. May informing him that the STC had decided his Advanced Rating could not be renewed until he returned to UK because of his apparent residence in South Africa. The granting of an Advanced Rating to R. Willis, RAFSPA was approved unanimously.

Item 9

BAG SYSTEM APPROVAL

Two bag systems were presented to the meeting for approval. Mr. Talbot's system was approved unanimously whilst it was agreed that Mr. Ward's system was approved subject to each item being checked by Mr. Shone until Mr. Ward's Basic Riggers Qualification had been granted by the Riggers Sub-Committee.

Item 10

REQUEST FROM CAPTAIN MCCARTNEY

The Acting Chairman read out a letter from Captain McCartney in Hong Kong, who requested that, because of the many overseas visitors to his club, he be allowed to exercise his discretion in the approval to jump advanced canopies. This was agreed.

Item 11

INCIDENT AT ASHBOURNE

The NCSO presented a report on the recent incident at Ashbourne. His recommendation — that all aircraft, normally requiring an exit from the wheel, be equipped with an approved jump step over the wheel for all static line descents — was agreed. It was further agreed this be mandatory with effect from 1st April 1976 in order to give clubs time to implement it. The NCSO agreed to discuss the matter with Airworthiness Division.

Item 12

STUDENT PARTICIPATION IN COMPETITION

It was pointed out that BPA had a regulation which did not allow student parachutists to enter competition. In order to regularise the Novice's Event at the National Championships it was agreed that the minimum qualification to enter competition be a 'B' Certificate with CCI's recommendation.



MISSION IMPROBABLE

"Eagle Mobile to Eagle Control," said the blonde, zippered hero beside me. "Eagle one calling Eagle two. Over." The air crackled briefly. "oh, very melodramatic Phillip," said the box wearily. "We're over by the Stable Lads' block, near the chip-van."

The scene was Market Rasen racecourse, where I had trekked across a cloudy Saturday-morning England in search, as usual, of a mirage. In extenuation, I may say that it was a very old and well-established mirage; ever since Biggles was shooting down his before-breakfast Hun and Diving Faster Than His Altimeter Could Spin, light aircraft and their pilots have had a place alongside horses and ships in our heroic mythology. Even when you tire of the bloodthirsty Algies in leather earflaps, you still have, shinningly available for worship, either the figure of Saint-Exupery the philosopher pilot, skimming across Arras towards a Death of Flame and Ice; or the more recent Nevil Shute model, with a stock of Vital Medicines tucked inside his shirt and a desertful of Aussie cacti shimmering up at his undercarriage. A fine old mirage.

And why pursue it to Market Rasen racecourse? Because, in 1975 when VAT threatens to ground our civilian Algies for good and a new surcharge hits altimeters every second week, the Knights of the Air have turned troubadour, and hawk their lives and their autogyros, gliders, balloons, parachutes, and expertise round the county shows on Saturday like the humblest funfair tat. "The fetes," said one air-ace, watching his colleagues entertaining a listless crowd with sidespins designed sixty years ago to confuse von Richthofen, "have to pay for the fun." And the crowd, mostly of children labouring under the impression that the deadly Baron was in fact defeated by a humorous American dog, gazed briefly up at the spinning miracles above them, and returned to their ice-lollies.

I was with The Astrons, an orange-clad team whose mission, most summer weekends, is to bale out of perfectly serviceable aeroplanes at four thousand feet, turn a few thoughtful somersaults, and paratroop into the waiting arena. The codeword is Impress; so you don't land too far from the paying audience, nor, on the other hand, on top of the beer tent. All the Eagle-Mobile stuff being over, they were lacing up their flying boots outside the Stable Lads' (Show Staff Temporary Accommodation) block when Ground Control and I Cortinaed in to meet them. "We're off in the chopper to the airport," said the bearded one. "Jumping 1500 hours." The huts around us grew longer and lower as the mirage returned, and fortuitously the distant Grimsby and Cleethorpes Youth Orchestra struck up *The Dambusters*. Jump master Ray zipped and unzipped several pockets quickly, and narrowed his eyes skywards. Rummaging in the boot, Michael shouted, "Where's my pyjama jacket?" and, for my benefit, "Have to have a cutaway pyjama jacket. Essential safety measure. Stops the fur getting tangled up in your quick-release mechanism."

Fur? Fur? The tank next to us turned back into a chip-van as they explained that *this* jump, due to a whim of the organisers, was to be undertaken in hired gorilla-suits. Sealed orders were to bale out, free-fall furrily through the sky, scratch and beat chests at 1,300 feet, land in front of the crowd, and kidnap the Beauty Queen in a helicopter while a troop of support apes on foot and horseback ran amok, threatening the crowd. As a manoeuvre, NATO would have been proud of it.

Out of sight of the populace, parachutes and tangled furs were bundled into the chopper and strategy discussed. They would freefall, it was decided, without masks; but for honour's sake, "get gorilla-ed up by 1,500 feet at the latest." Ground Crew and I made our way up through the trade stands to the ambulance van ("Shall we send a stretcher?" I wondered whether to warn them to bring muzzles, bananas, shears for the matted fur as well). We laid out the canvas target on the muddy racetrack and threw handfuls of grass to test the bitter wind; a child fell off its donkey, and the Personality Lady Commentator rambled inaudibly over the P.A. system. People do get killed, parachuting; but not, we told ourselves silently in the press box, not while dropping in jokey animal costumes onto a racecourse, sandwiched between the Junior Donkey Derby and the Crop Spraying Demonstration. Somewhere, up there, three Astrons were tucking the fur into their pyjama jackets and cautiously opening the doors. Onto a howling and featureless sky, and without so much as a Vital Medicine or maddened Hun to spur them on.



Gorilla on finals.

The first ape landed to a gasp of delight, bang in front of the railings. The rest of the charade was duly acted out; the support gorillas rallied round, and ten hairy figures posed, flushed and smiling (one assumed) for the press, carrying a bored beauty queen. One ersatz chimp being much like another, one couldn't at that stage single out the Few; but when the supporting cast shambled and whooped their way off to frighten the children, three baggy figures stood aloof, by the helicopter, scratching a



Team member removes 'fringe benefit' from arena.

little in the watery sunshine. Alive. *Biggles* gorillas.

Then Michael pushed back his hood and dived into the car. "Know what we *did*?" he demanded. "Forgot the bloody bananas."

That night, after the public had gone, the racecourse enclosure took on the appearance of a little Olympic village. Alsations patrolled, guarding the exhibits and the exhibitors; the caterers, pilots, stewards, parachutists,

balloonists, journalists and publicity girls. Hastily formed Escape Committees made sorties to the racegoers' pubs beyond the wire; and the Knights of the Air, off-duty, pursued birds dressed up as svelte cigarette-packets or slid, shrieking, down the helter-skelter to hit the mat in immaculate Parachute Landing Falls. Heroic reminiscences were swapped with the ballooning contingent. "Landing can be hell," said an Astron, his fine features briefly thoughtful, "especially when you come down in Brussels Sprouts. Takes bloody ages, getting your lines untangled from those little knobs." "Could miss opening time," agreed another. And together they looked at the sky, threw grass, and made for the dodgems.

The camp slept; and the next morning we walked out onto the dewy, littered site to pack the parachutes for Day Two. Gorillas again it was; but as a troop of Morris Dancers jingled past towards the arena, a fresh offensive began to take shape.

"We could jump six of us in those Morris costumes."

"With bells on."

"Tie the straw hats on top of the helmets—"

"—land with a jingle, whip out a melodeon, and start dancing."

Our chief weapon, gentlemen, is Surprise.

LIBBY PURVES.

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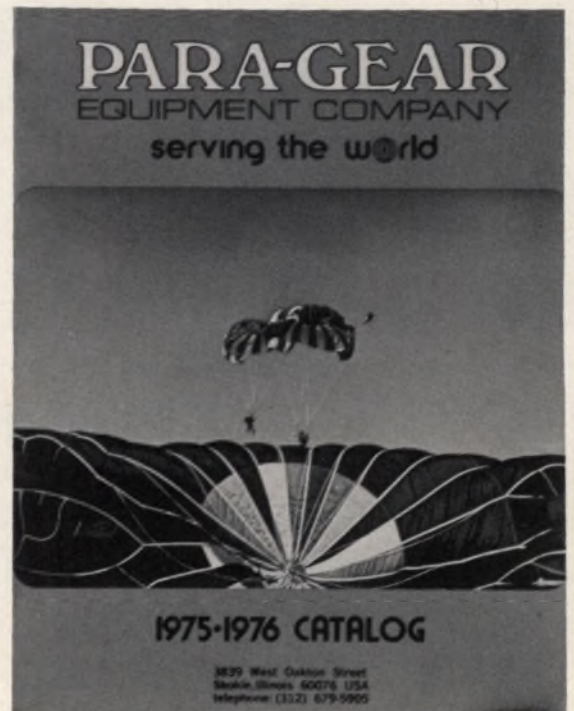
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Name	BPA No.	Name	BPA No.	Name	BPA No.
Addison, N.	2556	Sparkes, J. A.	1034	Melville, L.	1016
Barnes, W. J.	5830	Strawson, E.	2316	Miller, I. G.	772
Bourn, N.	10795	Shankland, J.	3811	Milne, R. A.	7523
Boxall, J. (A)	5455	Thomasson, J.	6930	McBride, E.	6852
Brady, D. W.	10969	Turner, J. W.	4296	McGuire, P.	6789
Burn, R. K. (A)	3445	Wright, J.	1298	Nevins, R.	3605
Collingwood, A.	8544			Noble-Nesbitt, R.	6461
Christie, I.	15311			Parkinson, H. E.	3276
Dewhurst, A. J.	7086			Parry, R.	2735
Fernie, W. G. (A)	1859			Patrick, J. M.	1781
Finney, E.	10937			Peacock, D. (A) (E)	125
Fowler, J.	339			Perkins, R.	7794
Gays, R. E.	7625			Price, A. J.	5849
Hagan, T.	1930			Quick, G.	7725
Haley, J. S.	10921			Raine, G. P. (A) (E)	2229
Halfacre, P.	11185			Reiter, R. (A) (E)	4931
Hartley, E.	10765			Riddick, A.	5529
Higgins, R.	3102			Ritchie, W.	6632
Hogg, D.	7073			Robertson, I. S.	7722
Horan, G.	396			Rose, A. E.	2587
Houghton, M. J.	6616			Rudd, P. A.	8442
Hounsome, N. (A) (E)	1598			Rymer, D.	5967
Illidge, J.	9419			St. John, L. N. E.	257
Jenney, D.	6717			Schofield, B. S. (A) (E)	2332
Laing, J. (A)	1323			Scott, A. (A)	6661
Leeffmans, P. G.	2168			Sharples, J. (A)	1891
Lutz, R.	9194			Shea-Simonds, G. C. P. (A) (E)	475
Lyall, C.	15257			Sherman, P. (A) (E)	143
Macauley, G.	4416			Slattery, W. P. (A) (E)	258
McKinnon, A. H.	11559			Sparkes, J. A.	1034
Matthews, L.	10646			Steele, R. J.	10868
McQueen, A. (A) (E)	4318			Sugden, G.	5386
Mitchell, P. G.	9490			Suttle, R. (A)	2131
Nickolls, J. R.	6738			Taylor, M. H.	1982
Norris, J.	2363			Thompson, B. M. W.	1117
O'Brien, M. J.	332			Ward, M. R. L.	5741
O'Brien, N.	4378			Watts, R. C.	9754
O'Brien, R. (A) (E)	3350			Williams, K.	7164
Orton, D. D.	5938			Willis, R.	5542
Oxley, T.	1442			Worthing, P.	13073
Partis, Q. H.	13698			Young, P. D.	18361
Patterson, J. L.	16333				
Patton, T.	7610				
Payne, D. C.	2370				
Peel, F.	7096				
Perring, M. J.	7595				
Petherbridge, N. J.	7344				
Phillips, G.	1920				
Pierce, G. D.	12619				
Phipson, J. E.	8372				
Prin, O.	6559				
Purves, M. G.	6882				
Pusey, D. C.	2598				
Riley, L. C.	9505				
Railton, K.	5932				
Reddick, J.	349				
Rixon (Miss) T.	1250				
Rowell, D. H.	5647				
Simpson, C. F.	5954				
Smith, A.	9493				
Smith, J.	3847				
Smout, P. F.	15132				

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Acraman, R. S. (A) (E)	444
Allen, K.	7898
Ashford, M.	9118
Barson, T. J.	11331
Bell, R. W. S.	7571
Bennett, D.	3024
Berry, M.	3343
Beynon, M.	4983
Black, A.	1106
Bolton, M.	5114
Cameron, C.	8472
Cameron, K.	7273
Cavannagh, P.	2817
Challinor, P.	5923
Chilvers, B.	9443
Coffeey, J. P.	662
Corr, J. P.	1739
Crocker, J. T. (A) (E)	2060
Cullum, N. C.	13100
Curtis, J.	1872
Denley, P.	113
Dickson, T. G. (A) (E)	472
Dixon, A. C.	6174
Douglas, G.	23122
Ellis, G.	3432
France, J.	16431
Fraser, P.	5548
Gardener, E. A. J. (A) (E)	178
Gray, I.	8374
Gillies, D. N. W.	13441
Harman, R. J.	6065
Hickling, D. T.	11588
Howell, (Mrs.) I. D.	13573
Howell, P. A.	9158
Howerski, A. (A)	6508
Johnson, M.	1118
Jones, D.	6979
Jones, G. M.	8716
Kemley, J. (A)	1952
Kirkham, G. F.	8145
Laitwhaite, B.	10724
Law, N.	2137
Lewington, E. T. (A) (E)	5382
Loutitt, I.	4001
Linley, A.	2490
Macartney, T. M.	5517
MacLennan, W. M.	4060
MacLennan, I. (A)	3128
Maddy, W. P.	1340
Mapplebeck, K. (A) (E)	1035
Mawdesley, R.	5468
Meacock, W. J. (A) (E)	578
Melhuish, L. D. (A)	7748

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P. H. Evans	8949
D. Hunt	5644
G. I. Long	24089
W. P. Sharples	12594

(A) — Advanced Instructor.
(E) — Examiner.

Any queries — please contact the Sec-Gen. at the BPA Office as soon as possible.



BRITISH TEAM FUND



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ABBOTSFORD INTERNATIONAL AIR SHOW

In recent years the Abbotsford International Air Show has received billing as one of the worlds best aviation displays. It is well known for the split-second programme timing which provides spectators with a non-stop six hour display of aerobatics, flight demonstrations and sky diving.

Since its inception 14 years ago, attendance has experienced a continuous growth. This year over 150,000 people witnessed the three day extravaganza, including the passengers who arrived by special charter flights and a handful at a time in private aircraft. The 1975 show welcomed over 1200 light aircraft, 700 of them for Sunday, the final day of the show. To witness the Sunday evening exodus of aircraft, performers and spectators, is a spectacular event in itself.

The RAF has been represented in the past by the "Falcon's" and the RAF Vulcan bomber. The Vulcan "aluminium overcast" has virtually become the emblem of the air show. For the 1975 show, the members of Abbotsford Sport Parachute Centre decided that it would be fitting to do a free fall "Salute to the Vulcans" for our display.

Exciting the Twin Otter, which is on hand most week-ends at ASPC, from 10,000 ft., we built a basic 10 man

wedge with two extra divers on the front to form the nose. Two more divers wearing smoke picked up each wing as a "fighter escort" and the 14 man formation was filmed from two view points by Don Freeman and Bill Hardman. At 4000 ft. the "bomber" was fragmented into mini-wedges and a diamond which were tracked away in all directions.

The appropriate PA build up of the jump went over smoothly and the 100% sky dive just blew everyone away, including the Vulcan flight crew. They invited the jumpers for a personal tour of the "real" aircraft and expressed sincere thanks for the unusual form of recognition.

As well as regular parachuting which has been established in the area since 1956, Abbotsford was the location of the first baton-pass in North America, performed at the joint USA/Canadian National Championships in 1958. National Championships were also hosted there in 1969, 1971 and 1975. The drop zone logs over 17,000 jumps annually and has set the pace in Canadian R.W., both large stars and sequential formations. Every Canadian Team since 1964 has had at least one member from Abbotsford. Two Cessna 206's, a Cessna 170 and a Twin Otter most summer weekends make for some good sky diving.

BILL HARDMAN.

EQUIPMENT FOR RELATIVE WORK

Until recently the only equipment seen around drop zones were Mini Systems Style Masters etc., with a P.C. or Pap. Now a confusing amount of different back packs, reserve trays, harnesses and canopies are appearing. The advent of competitive relative work has caused this re-think in equipment design. The vast majority of this new equipment has its origins in America. The intention of this article is to explain to relative work students why these changes have occurred and the effects they have.

The Exit

A compact line up is essential to a Fast exit, smaller equipment will obviously mean a tighter line. If each person manages to reduce the total depth of his reserve and main containers by six inches, then No. 10 will be five feet nearer the door when the exit starts. It is also good to reduce the bulk of equipment to a minimum as it makes for greater ease of movement and comfort.

In Freefall

Weight and surface area are two vital factors, when an attempt is being made to fall relative to other people. Put simply, the heavier you are and the tighter your jumpsuit, the faster you will fall. This could mean the major problem on a jump is staying on a level or above the formation, making a smooth successful docking more difficult.

Conventional equipment, apart from being very bulky, contains a lot of hardware which is largely unnecessary. A P.C. weighs around ten pounds more than a cut down cheapo, or some of the new lightweight main canopies. It might seem rather extreme, but if weight becomes a criteria in selecting helmets, boots, altimeters etc., it is surprising how much unnecessary weight it is possible to carry. Perhaps the cheapest way to lightness is that most of us carry a few extra pounds of body weight which we can do without. To save the odd pound here and there might seem pointless but the sum total of weight reductions in equipment, accessories and body weight can be very radical.

Shape

The shape of main and reserve containers plays an important role in how you fly. The most immediate choice is between piggy back and chest mounted reserve systems. This is a personal choice — do you want your reserve where you can see it, or out of harms way? No matter which type you choose, new systems have one thing in common, they are all as thin as possible.

There are several reasons for slimness, I have already mentioned the exit line up, but a slim back pack will not hit the top of the door frame on exit (nylon loops instead of metal cones are extensively used; this avoids total malfunctions caused by one of the following: bent top or bottom pins, dirt in the cones etc. Nylon loops also make shutting the tight back packs much easier.)

Flat containers generally make floating easier, swooping faster, salvaging easier and horizontal movement possible without losing altitude relative to the formation.

Jumpsuits

The choice of jumpsuit is also very important. Firstly, full length zips are a waste of time and money. It is easy and cheap to convert a pair of overalls, or get a girl friend to make up a baggy jumpsuit. It should be as baggy as it need be to ensure that everyone in the team can fly relative to each other and late fliers in particular have plenty of salvage. 'Bells' are an unnecessary design complication which do not achieve a great deal. Flare under the arms is good to a point, beyond which they are a hinderance, in that they are too sensitive and make inclose relative work more difficult.

The correct equipment for the job does not mean instant success, but does make relative work easier, and allows the student to progress more rapidly. Although the main objective is to make a team fly relatively the same, it is also a great advantage for the whole team to fly slower. This means less swooping, more time in freefall and more control. Lastly, it should always be remembered that sav-

ing weight and bulk is only good as long as safety standards are observed.

If you doubt the validity of using smaller and lighter equipment, check the equipment used by the world's top competitive and formation teams. For advice ask those who are current in international competitive relative work, your local drop zone instructor might well be a little behind the times.

BRIAN MORGAN, A.C.E. 36

CUTAWAY...

"The look of pure fear on your face— oh boy, what a bottle job!" That was just one of the comments made by instructor John Boxall after despatching me on my first deliberate cutaway over Shobdon. I tried to tell him it wasn't fear but concentration but he just laughed.

It all started when CCI Jim 'Uncle Bulgaria' Sharpies decided that I was finally capable of doing a cutaway and qualifying to jump my newly-bought PC, which everybody in the club had jumped except me.

So I happily packed it into the club cutaway rig along with the much abused 124 cutaway canopy, went through an uncomfortable period of training cutting away from the suspended harness and the final briefing from Jim: "Stable exit, dump straight away remembering that the cutaway is unsleeved and has a hell of an opening shock. Take off the dust covers and pull both rings with legs and head back so that you fall face to earth and then open the main at 2,500". Simple. Any idiot could do it!

Then it was a case of climbing into the trusty 182, desperately trying to remember which handle to pull first. Then at 4,500 feet yet another final briefing from John

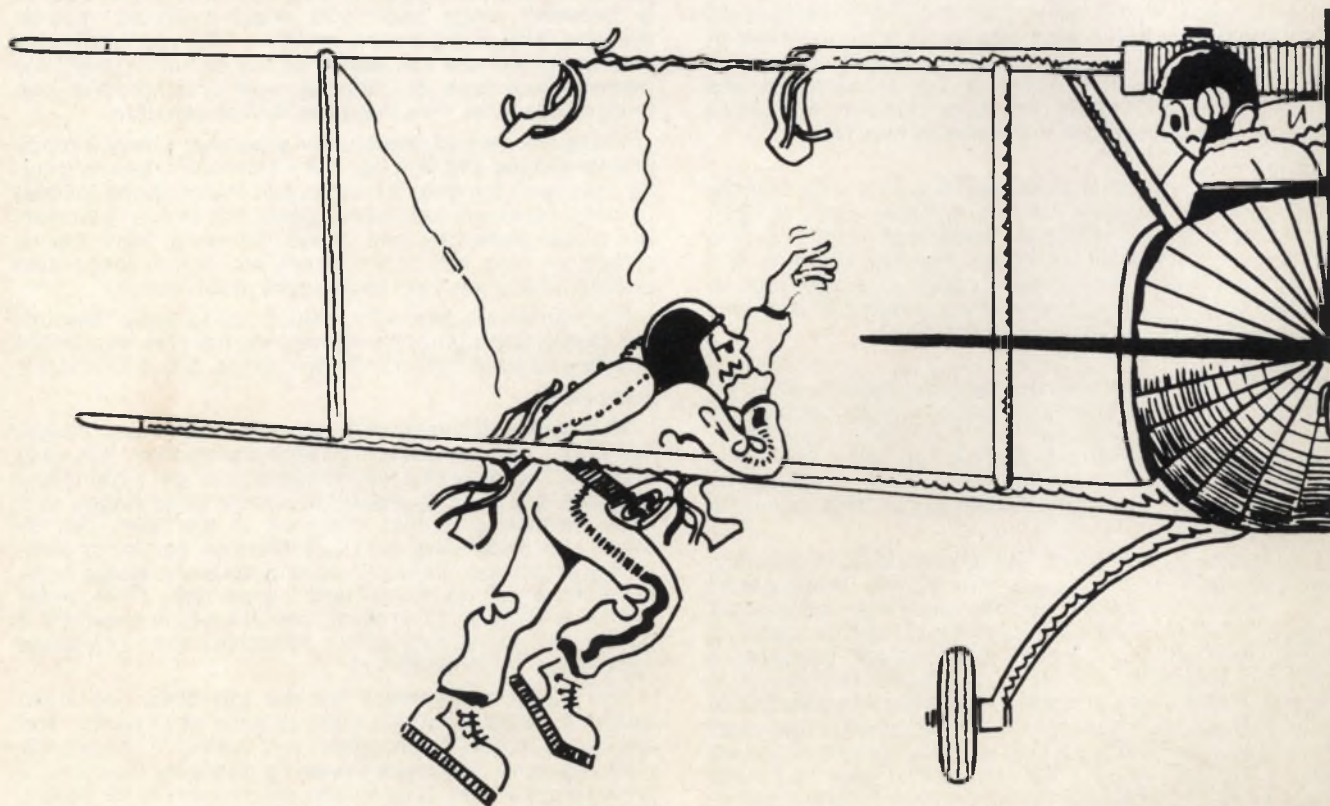
Boxall shouted above the engine noise. When he starts on the bit about dump straight away the pilot Jim Whiting begins to look a little worried — but "remember my tail-plane" is his only comment.

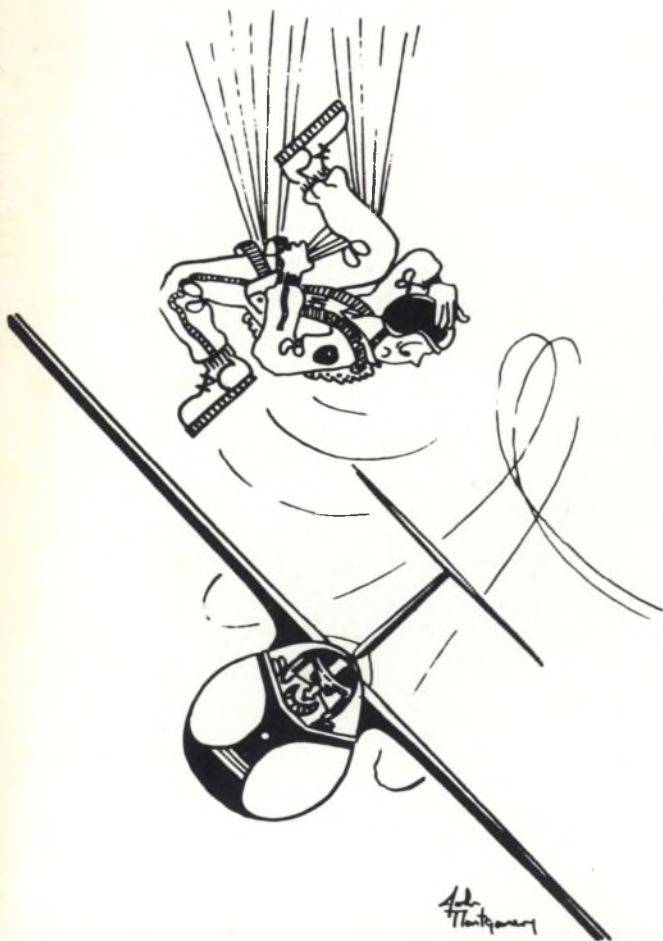
Running in and it's a mental "inboard handle first, inboard handle first". Then it's cut, jump, a quick fumble for the handle and I'm wiping my eyes under the smoke-stained, ragged cutaway canopy. For a moment I'm tempted to land on the canopy I've got — I mean, why push your luck? But looking at all the holes in it and the rate I'm getting blown downwind and it's dust-covers off, thumbs in the rings, head and legs back and pull. A moment's kicking and struggling to attain what passes for a stable position with me, check height, 180 degree turn to find the target and dump at 2,400. For a second the opened PC looks all wrong as I try and count the number of holes in it but it's a very pretty colour and after a bit of experimentation it's time to pick a nice big field to land in.

After that I thought it was all over bar being my shout in the bar that night. But worse was yet to come. Next jump, come the time to pull the handle and not only will it not shift but nothing comes out of the pack either. So breaking for the reserve handle and there's nothing there either — for the first time I'm jumping a side-pull reserve. Best estimates put the height at which the extractor finally streaked out at about 800 feet. Back on the ground the hard landing and a couple of disgusted kicks seems to have freed the pins because when Jim pulled the handle to solve the mystery out popped the extractor with no trouble at all and next jump, after a liberal helping of beeswax the handle came out perfectly.

I don't know what everybody else learned from that but I'm going to check my pins very carefully before I jump in future!

SIMON ASTBURY, C.1804.





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