



**SPORT
PARACHUTIST**

BPA CLUBS AND CENTRES

BRITISH PARACHUTE ASSOCIATION LTD FULL TIME CLUBS

Border Venture Parachute Club
Brunton, Nr. Alnwick,
Northumberland
Chief Instructor,
K. Noble,
1/2 Quayside, Blyth,
Northumberland
Tel: 06706 61225

Peterborough Parachute Centre
Sibson Airfield, Peterborough
W. J. Meacock
(at club address), Sibson Airfield
Tel: Elton 490

Eagle Sport Parachute Centre
Ashford Airport, Lympe, Kent
(Hythe 60816)
A. Black
(at club address)

The Sport Parachute Centre
Grindale Field, Bridlington, Yorkshire
R. O'Brien
(at club address)
Tel: 0262-77367

R.S.A. Parachute Club
Thrxuton Aerodrome, Andover, Hants.
Tel: Weyhill 2124
R. A. Acraman
(at club address)

WEEK-END CLUBS

British Parachute Club
Headcorn Airfield, Headcorn, Kent
The Secretary
(at club address)

Brunel University Skydiving Club
c/o Students Union
Brunel University, Uxbridge, Middx.
(Brunel Students only)
The Secretary
(at club address)

Cheshire Parachute Club
R. W. Dyson
34 Arundel Avenue, Urmston,
Manchester

Chesterfield Skydiving Club
Netherthorpe, Nr. Worksop,
Notts. (Temporary)
Miss J. Wallace
68 Gypsy Lane, Old Whittington,
Chesterfield

Dunkeswell International Skydiving Centre
Dunkeswell Airfield, Nr. Honiton,
Devon
(Tel: Luppitt 643)
I. Loutitt
(at club address)

Edinburgh University Para. Club
Glenrothes Airfield, Fife
J. Inglis
96 Marchmont Road, Edinburgh
Tel: 031.447.4555

Halfpenny Green Skydiving Club
Halfpenny Green Aerodrome,
Bobbington, Worcs.
J. Fisher
41 Cairndhu Drive, Kidderminster,
Worcs.

Hereford Parachute Club Ltd
Shobdon Aerodrome, Shobdon,
Leominster, Hereford
Tel: Kingsland 551
Miss S. Kunicks
(at club address)
Tel: Kingsland 551 — weekends only

Black Knights Skydiving Centre
Weeton, Nr. Blackpool, Lancs.
R. Parry
13 Fern Hey, Thornton, Liverpool 23

Leeds/Bradford Free Fall Club
Leeds/Bradford Airport, Leeds,
LS19 7TU
The Secretary
(at club address)

Leeds University Free Fall Club
(Leeds Students only)
The Secretary
c/o The University Union, Leeds

Lincoln Pathfinders Free Fall Club
Wickenby, Lincs.
Miss V. Cobb
'Liareggub', Gallamore Lane,
Middle Rasen, Lincs.

Manchester Free Fall Club
Tilstock D.Z., Twenlows Hall Farm,
Whitchurch, Shropshire
J. Law
148 Heaton Moor Road, Heaton Moor,
Stockport, Cheshire

Manchester Parachute Club
T. Bailey
157 Kenyon Lane, Moston, Manchester 10
Tel: 061-681 1740 (evenings)

Martlesham Heath Para. Club
Martlesham Heath Aerodrome
Nr. Ipswich, Suffolk
Mrs. L. Bennett
76 Grundisburgh Road
Woodbridge, Suffolk

Metropolitan Police Parachute Club
Headcorn Airfield, Headcorn, Kent
M. Bengall
175 Sunningvale Ave., Biggin Hill, Kent

Midland Parachute Centre
The Airfield, Bickmarsh, Worcs.
P. Connolly
(at club address)

Newcastle University Para. Club
Brunton and Grindale
P. A. Hick
c/o Students Union,
Kings Walk, Newcastle University
Tel: Newcastle 28402/3/4

North West Para Centre
Cark Airfield, Flookburgh,
Nr. Grange over Sands, Lancs.
J. D. Prince
21 The Coppice, Ingol, Preston, Lancs.,
PR2 3OL
Tel: Preston 720848

Old Warden Flying and Parachute Group
Duck End Farm, Wilstead, Beds.

Paracian Parachute Club
Glenrothes, Fife

Peak District Parachute Club

Scottish Parachute Club
Strathalan Castle, Auchterarder,
Perthshire

Scottish Sport Parachute Association

Staffordshire Sport Skydivers
c/o Stoke-on-Trent Youth and Adult
Centre, Pump Street, Stoke-on-Trent,
ST4 1NQ

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

Queen Mary College Skydiving Club

Vauxhall Skydiving Club

Wessex Parachute Club

Yorkshire F/F Club

D. I. Waugh
1 Kings Cottages, Stane Street,
Ockley, Surrey

D. C. Payne
13 Boswell Drive, Kinghorn, Fife

D. Orton
'Notwen', Main Street, Newton Solney,
Burton-on-Trent, DE15 0SJ

M. McPherson
39 Blackford Road, Paisley
Tel: 041 887 6532

D. C. Payne
13 Boswell Drive, Kinghorn, Fife

The Secretary
(at club address)

Chief Instructor
(at club address)
Tel: Boldon 7530

Students Union, Queen Mary College,
Mile End Road, London E1

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

J. C. Donovan
The Castle, Donhead St. Andrew,
Shaftesbury, Dorset
Tel: Donhead 513

E. Vine
21 Wellington Road, Bridlington,
Yorks.

SERVICE ASSOCIATION, CLUBS AND TEAMS

Army Parachute Association

Chief Instructor
J.S.P.C., Airfield Camp, Netheravon,
Wiltshire

Rhine Army Parachute Association

Captain T. E. Oxley
R.A.P.A. Centre, S.T.C. Sennelager,
B.F.P.O. 16

R.A.F. Sport Parachute Association

Hon. Sec., R.A.F.S.P.A.,
R.A.F. Abingdon, Berks.
Tel: Abingdon 288 Ext 485

Parachute Regiment Free Fall Club

Major P. O'Hara
Para Regt. Free Fall Team,
Browning Bks., Aldershot, Hants.
Tel: Aldershot 24431 Ext 2446

Royal Navy and Royal Marines Sport Parachute Association

The Secretary
R.N.R.M.S.P.A.

Cyprus Joint Service Adventurous Training Centre (CJSATC)

Chief Instructor (CCSPC)
CJSATC, Slim Barracks, BFPO 53

Intelligence Corps Depot Sport Para Club

S. Sgt. R. G. Wright, Int. Corps.,
The Intelligence Corps Depot,
Templar Barracks, Ashford,
Kent, TN23 3HH
Tel: Ashford 25251, Ext. 320

7 Parachute Regiment R.H.A. (The Black Knights)

Lt. N. D. Cooke
7 Parachute Regiment R.H.A.
Lille Bks., Aldershot, Hants.
Tel: Aldershot 24431, Ext. 3509

R.E.M.E. Free Fall Team

Capt. A. C. Dixon
7 Mount View, Church Lane W.,
Aldershot, Hants.

Royal Green Jackets Parachute Club

Sgt. R. D. M. Dowling
R.I.T. R.G. Jackets, Rifle Depot,
Winchester, Hants.

22 Special Air Service Parachute Club

Golden Lions Parachute Club

Cpl. C. Cameron
Glencorse Barracks, Milton Bridge,
Penicuik, Midlothian, Scotland

Royal Corps of Transport Parachute Club

Capt. O. Hall
65 Sqn. RCT, Bullford Camp,
Salisbury, Wilts., SP4 9LT

29 Cdo Lt Regt RA (The Buccaneers F/F Team)

Capt. N. Neame, RA
7 Cdo Lt BTY RA
c/o 45 Cdo, Condor, Arbroath,
Angus, Scotland

Hong Kong Parachute Club

Captain T. M. Macartney RCT,
31 Squadron,
The Gurkha Transport Regt.,
Sek Kong South Camp, B.F.P.O. 1

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

BPA COUNCIL

L. N. E. St. John *Chairman*
P. J. Prior *Vice-Chairman*
T. J. Morgan *Treasurer*
J. T. Crocker *Chairman Safety and Training Committee*

Other Members:

R. S. Acraman	D. Peacock
M. Batchelor	J. Petherbridge
A. Dixon	T. Ridgway
E. Lewington	G. B. Shone
W. J. Meacock	R. Swainson
B. Morgan	J. L. Thomas
M. J. O'Brien	D. Waterman

Co-opted Members

I. Wright

BPA JOURNAL

Charles Shea-Simonds *Editor*

BPA STAFF

Sqn. Ldr. W. Paul, BEM, RAF (Ret'd) *Secretary General*
Charles Shea-Simonds *National Coach and Safety Officer*
Mrs. Dorothy Paul *Assistant Secretary*
Helen Day and Susan Bates

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.



Vol. 13 No. 1
FEBRUARY 1976

EDITORIAL

As you will see from the Council Minutes reproduced in this edition of S.P., I was asked to obtain competitive quotes from other printers for the production of this magazine. I am delighted to say that none of the quotes obtained could compete with that from Fishers, our current printers. I have been editing "Sport Parachutist" for 3 years (18 issues), and have built up an excellent working relationship with Fishers which makes my job very much easier. At BPA end, apart from invoicing for advertising which Bill and Dorothy undertake, production of S.P. is a one man band, and thus I, more than anyone else, appreciate the excellent service we receive from Fishers. So I would like to say a sincere thank you on your behalf to all at G. H. Fisher and Sons for the first rate job they do on producing our magazine.

Still on the subject of the magazine I would like to thank all those who contribute regularly, and give S.P. its unique flavour; worthy of particular mention must be JPS, Unai Cotano, Tony Geraghty, Dave Waterman, Eddie McBride, Buzz Bennett and of course Lowe Puller! I would very much like to get a regular club page off the ground, but in the past this suffered from lack of support — how about it Club Secretaries? Any contribution for S.P., however small, will be most welcome.

In the meantime,

Blue skies and soft landings,

CHARLIE.

Cover — National Champion John Meacock on his UT 15
by Annie Killeen

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

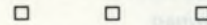
AT THE DROP INN

NYLONUS CARNIVOREUS

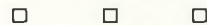


Not normally indigenous to the UK, it has become apparent that a pest newly migrated to these shores is causing havoc in the parachuting world. The cause of all this dismay is a small winged insect, so small in fact so that the following description is as if seen through a high powered microscope. The body is of an oval form with a very slight waist about two thirds back from the head, the length is between one and half to two and a half millimetres. The head is dominated by the eyes which are almost identical to the common house fly's. There is a very pronounced proboscis which is the part of the anatomy that causes all the trouble, as it has exceedingly sharp teeth on the underslung jaw. The wings are approximately the same size as the body and are four in number. Little is known of the breeding habits of this bug, one of the details that we have been able to ascertain is that nylon when kept in polythene or plastic bags provides near perfect breeding conditions.

The Latin name for this insect is *Nylonus Carnivoreus*, the damage caused by *Nylonus* is easy to recognise, it takes the form of a small ragged hole that you cannot remember being there when you last packed the canopy. Should you have the slightest doubt consult a rigger as soon as possible; and remember that students should be warned of this little pest during packing tests.



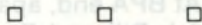
In studies at the University of Arizona, a battery of psychological test was administered to a cross-section of subjects who preferred sports of the high-risk, skydiving variety. These individuals were found to be "significantly more free than others from anxiety, phobia and depression. They were more open and lacking in defensiveness; more unconventional; more inclined to reject traditional religious beliefs; more self-confident and positive; more sociable, more inclined to act on impulse, and free from health worries." The findings of this particular study suggest that people who go in for daredevil sports figure Destiny's dice to be so heavily loaded in their favour that they couldn't lose unless they really tried.



Overheard at the BPA Office: "How much are the BPA Regulations as I want to give a copy to my husband as a Christmas present?"... Why — has he been breaking the rules darlin'?!"

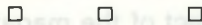
CALENDAR OF EVENTS

- 16 — 19 April 1976 Relative and Accuracy Competition, Dunkeswell. Paracian Rel/Acc Meet, Glenrothes, Scotland.
- 8/9 May 1976 Accuracy Competition, Sibson.
- 10 — 19 May 1976 Army Championships, Netheravon.
- 24 — 28 May 1976 BPA Instructors Course and Examination (2/76).
- 12 — 20 June 1976 BPA Classic National Championships.



The Canadian RW Team arrived for training at Bad Lipsprunge prior to the 1975 World Meet. Following them into the RAPA Club building was a tall long blonded haired individual wearing a sweat band around his head. A local jumper looked up from his magazine and remarked "who does he think he is... Jerry Bird?"

What was your reply Jerry?!

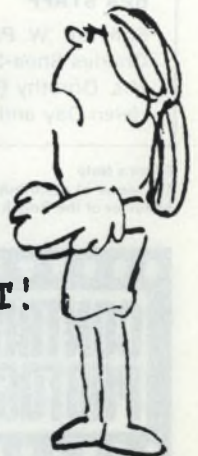


Congratulations to Chris Philp and Ray McGuire who have recently announced their engagement.

SUPERFLY



**THERE YOU GO AGAIN...
TRAINING WEEKENDS...
... TRIPS ABROAD...
COMPETITION AFTER
COMPETITION!
NOW MAKE UP YOUR MIND.
... ITS EITHER ME
OR YOUR CRUMMY SPORT!**



A PAGE OF COOKIE — POET LAUREATE OF CARK

Have you heard of Jerry Bird?,
 'Relatives' new Messiah,
 It seems absurd,
 That upon his word,
 His followers 'walk on fire'.

High priests Charlie, Dick and Jim,
 Would go out west to worship him.
 A king is born, these prophets cry,
 For there's his star up in the sky.
 They've now returned to spread the word
 Of how to do it like Jerry Bird.

You can't do 'relly' dressed like that,
 You need a pisspot for a hat.
 Headband, boogie boots, a flare or two,
 Or a wedge shaped pack might work for you.
 But don't despair, for you're not lost,
 You can buy these things at modest cost.
 So join our circle and hand in hand
 We'll descend into the promised land.

□ □ □

Brian Laithwaite, round and chubby,
 His anorak, so blue and grubby
 He would discard and that was that,
 To subjugate Dave Prince's Strat.

He would ascend to heights unknown
 And when his little mind was blown.
 He would emerge, his bell would ring,
 He'd jiggle with the bit of string
 That 'seated in' that 'droguey' thing.
 And girls would see him from afar
 Beneath this wondrous Strato Star.

Alas, the best laid plans of men
 As ever, would go wrong again
 And seconds later, the outlook bleak,
 He'd give his capewells such a tweak.
 Six thousand feet, terrain so hilly,
 Without his anorak, feeling chilly.
 Reserve deployed and slow descending,
 A somewhat ignominious ending.

But later on they heard him say
 As, having bent his knee to pray,
 "I'm going to jump again today".
 And so he did and all went well.
 Happy, smiling, Brian L.

□ □ □

Uzz pilot Ben, the foolish fella,
 Whilst very good at supping Stella,
 Will now attempt, he'll find it hard.
 At verse and worse, to beat the bard.
 On both these counts, the fact remains,
 He'll finish up with addled brains.

□ □ □

Old Jack Wood,
 If he could,
 Would like to do some relly.
 The style preferred
 Would be with a bird.
 Doing backloops, whilst belly to belly.

□ □ □

G.C.P. S.S. N.C.S.O. S.C.R. S.C.S.
 What this means I can but guess,
 For Initialese, like Cantonese,
 Is a language I do not parle.
 But one thing's for sure,
 Though his meaning's obscure,
 He sounds like a proper Charlie.

□ □ □

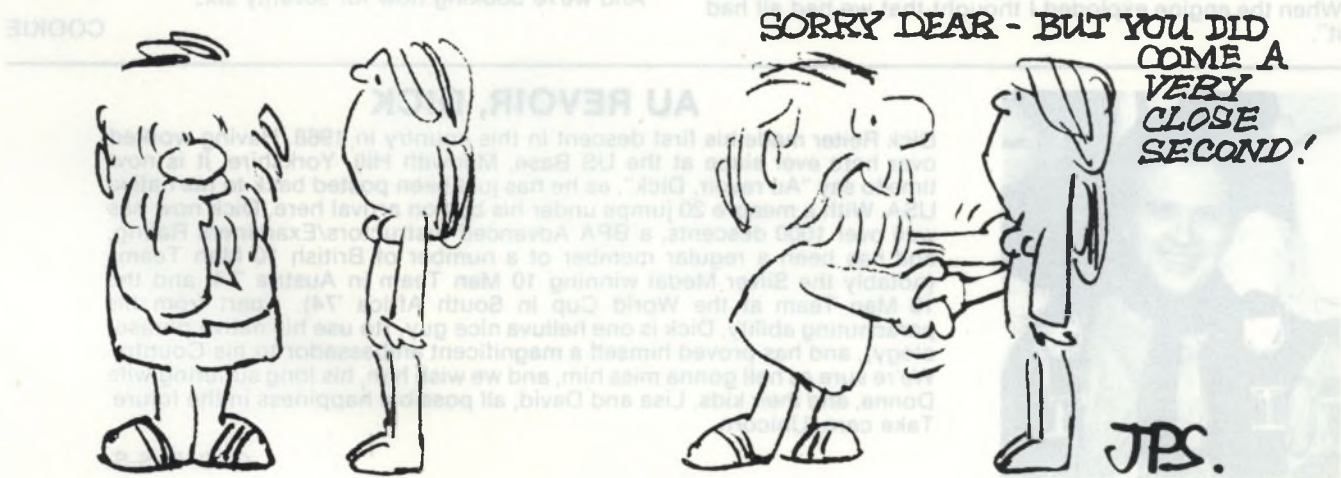
Old Chinese proverb he say;
 'Jumping in winter with trousers off,
 Makes you wheeze and sneeze and koff.
 It also makes you limp.

□ □ □

Last time out he jumped the 'Strat',
 We all know what he did with that.
 Last weekend, this innovator,
 Went and chopped his Dominator.
 Taking Jimmy Savile's tip,
 He gives it 'clunk click' every trip.

□ □ □

Sixteen stones of bone and muscle,
 Not a man with whom to tussle.
 Big Richard stands at Cookey's bar,
 His favourite tippie is Scotch, 'Glayva'.
 The word is out, he's in the soup,
 'cos that stuff causes 'boozers droop'.
 The moral's clear, this is no joke,
 if you've got the 'bends', then stick to Coke.



**PRESS RELEASE—
(AS WE SEE OURSELVES)**

Following a loss of power shortly after take off from Sibson Airfield, Peterborough, a Cessna 180 aircraft belonging to the Peterborough Parachute Centre and carrying four passengers made a forced landing on nearby farmland.

The occupants were unhurt and later the undamaged aircraft was pushed along the road back to the airfield where the engine is now undergoing inspection.



SKYMEN CHEAT DEATH — (AS OTHERS SEE US)

Spectators at Shibsom airport near Peterborough, gasped in horror as a Cessna 152 plane belonging to Peterborough Skydiving Club lost an engine on take off and disappeared from view behind some trees.

In the cockpit Captain Nick "Lucky" Cullom fought a desperate battle with the joystick to bring the crippled plane under control. Using all of his 186 hours in command to his advantage, he let the aircraft down, narrowly missing the A1, to make a pin-point touchdown on a farmers field, driving an 800 yard furrow across the ground.

The occupants clambered out of the wreckage and in true paratroop style shrugged off the attentions of ambulance men and firemen who had raced to the scene of the accident, and even helped to push the stricken plane back to Sibsem Aerodrome.

Interviewed later Captain Cullum said "There I was at 50 feet with nothing on the clock but the makers name. When the engine exploded I thought that we had all had it".

Plane mechanic Vera Lynn said: "I've never seen damage to an engine like this before; it's a miracle they survived."

Skydive Champ John Meacock who has over 300 jumps to his credit said "Who rang the f . . . ng press anyway"!!!

To cap it all Captain Lucky Nick Cullum was up in the sky again the next day, doing *night* and *instrument* flying if you please, although he did take along an experienced pilot and taxi driver Mike "Curly" Watts in case he suffered a delayed reaction to his ordeal.

□ □ □

ODE TO THE B.K.'s

There before your very eyes
In vermilion shirts and kipper ties.
Blazers crumpled, dandruff shedding,
The guard of honour at Graham's wedding.



Who are these guys, you may be asking,
Grandly, in the limelight basking.
Known to all from far and wide,
As, 'the real Black Knights' from Merseyside.
Later, when questioned by our staff reporter,
Mr. Parry, their chief retorter
Said, "Weddings, carnivals, we charge no fee,
Providing of course that the beer is free,
(Or there's a couple of birds for Cav and me.)
We are good at tall stories and playing tunes,
On any old fiddle and Lloyd's croons.
We all do free fall and Roger tracks
And for extra excitement, we'll dump on our backs.
Standups, team stacks, we know all the tricks
And we're booking now for seventy six."

COOKIE

AU REVOIR, DICK

Dick Reiter made his first descent in this country in 1968. Having worked over here ever since at the US Base, Menwith Hill, Yorkshire, it is now time to say "Au revoir, Dick", as he has just been posted back to his native USA. With a meagre 20 jumps under his belt on arrival here, Dick now has well over 1000 descents, a BPA Advanced Instructors/Examiners Rating, and has been a regular member of a number of British 10 Man Teams (notably the Silver Medal winning 10 Man Team in Austria '74, and the 10 Man Team at the World Cup in South Africa '74). Apart from his parachuting ability, Dick is one helluva nice guy, (to use his native phraseology), and has proved himself a magnificent ambassador to his Country. We're sure as hell gonna miss him, and we wish him, his long suffering wife Donna, and their kids, Lisa and David, all possible happiness in the future. Take care, Unicorn.

G. C. P. S-S.





Sentimental journey for Jim Hoskins — landing in Tatton Park 34 years after his first jump there in 1941.

□ □ □

**PILOTS EYE VIEW— OR—
(They told the pilot to jump in the Lake)**

Having completed my first time jump into Lake Coniston, out of uzz Cark 172, I can now say that I have had occasion to be (as we pilots say) on the wrong end of a parachute. Up to doing my 'Lob' into Lake Coniston, I had seen over 2000 static line P.O.D. deployments, all successful, despite some first timers going off the step sideways, backwards, between the wheel and the strut, falling off and of course strut hanging! Out of this lot two did a 'Prince Charles' and got their feet in the rigging lines! So armed with this information the idea of a Water Jump, as a first time jump appealed to me. I was put on one of the courses with the students at Cark by 'uzz C.C.I.' Then came the day; I donned a borrowed wet suit, was put on a lift with Stella who was doing her first Water Jump, along with many more experienced parachutists. I recall Dave Prince checking me out and making me go through the exit and emergency drills yet again. We climbed aboard, the pilot, Archie, who had done his first jump weeks earlier nodded. As we taxied out for take off, I mentally did the aircraft vital actions. As we climbed out towards Coniston, parts of the film 'Masters of the Sky' came to mind, the build up to a big star, zooming, in free fall. "CUT" Dave Prince's voice jolted me back to reality, "GERROUT" I did, I looked down to the lake, looked in, "GO" said the man and I went. I remember a voice far



Uzz Pilot Ben in his more usual role.

away counting and calling check canopy, so I thought I had better check mine! Then I realized it was me counting, and I had done it, below me was Coniston. 'Christ' I thought, as the silence beat my ears, 'Water jump drill' that I had practised on the D.Z. Undo one side of reserve, undo chest strap, inflate lifejacket, (it was a two cell jacket and only one side inflated under canopy though both cells worked on the D.Z.), finally, dust cover off right riser. The splashdown was quite warm, Stella followed, then we were on the recovery vessel, chatting excitedly about the jump, and Dave Prince flew back to Cark, pig sick, on account of me doing, and I quote D.P. 'A text book exit' and he couldn't shout at me for doing something wrong, as C.C.I.'s do. There is now a bet on that next October I will make a complete mess of it, when I go into Coniston for the second time. See you there folks...

UZZ PILOT BEN.



Derek Newberry supplied this answer to the thorny problem of what reserve canopy to acquire!



The Zephyrhills Thanksgiving Meet, by reputation, the biggest and best RW gathering in the world, this year perpetuated that claim with a staggering participation of 71 ten man teams! enough to jam the works you'd think — but not so. Six judges each with two helper/recorders, themselves a perfect team, headed by Si Fraser, spotting each load from the judging area. Three Lockheed Load-stars, two DC 3's and a C.47 manned by eight pilots and two standby pilots flew the 7,180 competition jumps to altitude, logging 133.4 hours of freefall time. Fun jumping, record attempting and garbage loading swelled that total to close on 10,000 jumps by the end of the meet — 20 acres of provided campsite were saturated with tents and makeshift accommodation — an Ohio farmboy I spoke to 'gestimated' 25 solid acres of cars, mobile homes and camper wagons — every motel for an hours ride around Z-hills had been booked up for a week — a mobile kitchen trailer and a confectionery tent catered for the needs of input — six 'Port-O-Lets' and two fixtures coped with the output — in total — about 2,500 jumpers, jump bums and associated issues!

While talking high numbers, Bill Ottley (wearing shades in the above picture) made his 3,000th freefall — he chose to celebrate it by making an intentional cutaway under a grand, before joining the crowd on the ground, well primed for the occasion over the PA system while his lift climbed to altitude. Ten girl jumpers had done their own priming for the event. When Bill landed as the centre of attraction round the pea-gravel pit, they exited a parked camper wagon and gave him a 'ten girl moon'. The jumpers whooped and the cameras clicked, but Bills attention mainly was on the double diamond gold wing presentation that marked the occasion for him.

A leisurely day in Palm Beach, and a jump at Poppenhagers place at Indiantown negated any chance I may have had, joining a 20 man or 16 man team. These events had registered and were jumping by the time I got to Z-hills Monday midday. Jerry Bird with six of his current team picked up four previous team jumpers and combined with the 'Slots are for Tots' — a local Deland hot team. They were the only team of 15 registered 20 man teams to complete all 20 mans through the three rounds of that event. 44.9, 45.0 and 43.8 timings with a full 60 points. Pete Grubers international team, drawn from all over Europe, and known to many of us here in the U.K., did exceptionally well to take 2nd place, scoring a 17 man, 19 man and an 18 man. The 16 man event with 14 teams, was won by the Migratory 'Bird' Refuge with timings over three rounds of 39.7, 35.1 and 40.4. 'Slots for Tots' placed second with a 36.3 second 16 man, a 15 man and a 47.8 16 man.

Wednesday was practise day for the 10 man event, heralding the start on Thursday of a massive 71 team competition. All praise and appreciation to Pete Gruber for his considerable interest and energy organising the international flavour of the meet — it would have been easy for him to join one of the 'Hot' teams and just boogie! He gave me a slot on his team comprised of the following: 3 Floaters — Rainer Rohsler (Austria), Madelaine (an Australian girl), JPS (UK), Erhart iff-Baseman (Switzerland), Alfred de Meester-Pin (Belgium), Odmar Stenhaus (Norway), Bob Smith (Canada), Marco Straziota (Venezuela), Peter Kefer (Germany-Bavaria), Pete Gruber (USA). The countdown, shouted in each members national tongue provided the only discordant note. The team didn't disgrace itself and gained tenth place with five round timings of 25.2, 30.4, 27.3, 25.3, 20.4. The first two rounds times were lengthened each by seven seconds or so waiting for a tenth man. The third round a grip was lost by Madelaine and it took seven seconds to fly it back together.

Of the the 71 teams entered, only 22 teams completed all 10 mans through five rounds. The fastest star of the meet was a 14.1 by the 'Ten-High Bunch'. 'Slots for Tots' took first place with 21.0, 16.8, 18.6, 15.8, 17.4. 'Exitus' took second with 18.3, 19.5, 16.8, 22.5, 18.6. Birds team placed third and the 'Ten High Bunch' fourth. Reading the team names is always a hoot at these meets, but to feature all 71 would be more than this article could cope with spacewise. If I had to single out one of them worth mention, it must surely be an all-girl team called 'The Cunning Stunts!' although the other girl team 'The Moon Maidens' perhaps made more impact on the crowd (certainly on Bill Ottley!).

Sequential manoeuvres following the 'ten-man', were optional extras to this event. First place, and therefore the coveted Meet Directors Award, went to the 'Migratory Bird Refuge'. Second place went to 'Exitus'. At the award ceremony 'The Gruber International Connection' got an honourable mention for completing all their sequential manoeuvres and this performance gained us sixth placing. Many of our team had never made these manoeuvres before so once again "well done Pete". Sequentially speaking, one of the more memorable fun load attempts was put together by Jerry Birds team, BJ Worth and a selection from 'Exitus' and 'Slots' (a pooling of hot jumpers!). Three ten-man wedges were to be built as an overall formation, linked centrally by their apex. On completion, each wedge would have backed off, turned, and tracked away. Unfortunately one wedge was incomplete by four, and another by two, but nevertheless it was a beautifully disciplined jump to watch.



Pete Gruber gets together the International Connection.

Sequential was a real feature of the Meet! B. J. Worth certainly has achieved his primary objective which has been to demonstrate what is possible, and convert the world of RW onto a limitless pursuit.

One of the biggest 'visual' turn-ons of the meet occurred when a 24 man load under their canopies provided an aerial foreground to a record 40 man attempt. Although a size record was not achieved, the ensuing spectacle was one of 60-70 canopies homing in from immediately over the landing area.

The jumping finale for me was Pete Gruber manifesting a record 36 man attempt. 18 internationals plus 18 Americans with an exit from the C-47 at 15,000ft, built to a 21 man before being taken out on one side. It reformed, certainly to a legal 28 man although of the 39 people in the air, ground viewing counted eight people out, including three photographers, at the final separation altitude.

At a meet like this, I s'pose someone *had* to do it — and he did . . . a sky streaker! With much whooping and hollering, his nine team members fanfared him, naked as a jaybird! into the middle of the arena. Not a wise move! — it put too much distance between him and the nearest source of seclusion. The police promptly nabbed him and it took a \$250 whip-round on the DZ to bail him out of Z-hills jail!

I was pleased to re-new my friendship with Owen Quinn, the New York Jumper whose successful hop and pop from the recently built 13,000ft Trade Towers put that building on his personal list of drop zones. It was also good to see Bill Newell, backbone of the Star Crest Awards, and editor/producer of a new magazine in circulation, 'Starcrest'. Two issues are now available and from January '76 it is Bills intention to make it a monthly publication — with parachuting historical notations and latest SCR news, it is fully embellished each issue, with letters and articles, and therefore another good way for staying in touch with USA activity — 'cos that's where it all happens! Overseas subscriptions of \$12 to P.O. Box 4277, Bakersfield, California 93307, USA, for all 12 issues. Like many others, I'd heard of Bill Newell's death in his swimming pool. The 'real' Bill Newell told me that was the 'other' Bill Newell, also a jumper, and they'd met only two days prior to the unfortunate incident.

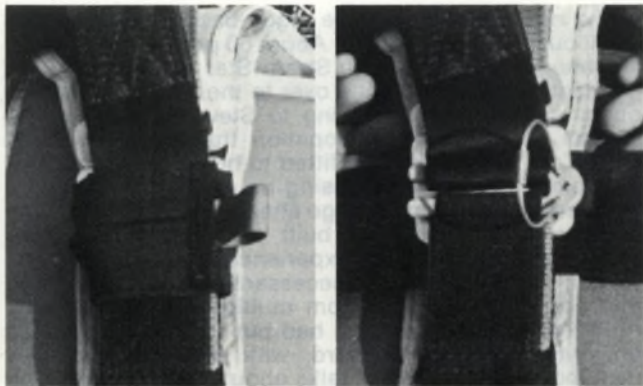
Keeping in touch with the latest gear — another good feature of Z-hills. I would estimate that at least 70 per cent

of the rigs at the meet were piggy-backs, mainly of the small custom-made variety. About 60 per cent at least of all canopies there was the Strato Star and probably 20 per cent of these had gone over to the 'Slider' system of opening deployment. Talking to Steve Snyder on this subject, he forwards the opinion that he is not 'anti sliders'. In fact he had one fitted to his own canopy, and his company were progressing an evaluation program. What he could not say was "go ahead and fit a slider". The canopy as it exists was built to withstand opening shocks greater than those experienced by the reefing line system supplied, but not necessarily up to the loading that could be expected from multiple 'slider' opening. Apparently, military testing had put in 10,000 openings on strato stars, as standard, with only one recorded malfunction. When Steve talks about a test program, he obviously has this sort of magnitude in mind, rather than the 100 jump endorsement of jumpers recently switched to the latest trend. His concern was for the long term life of the canopy, safeguarding against gumming up his production line with a backlog of repairs introduced by means not of his making! Nevertheless, the idea has a lot of merit and with certain reinforcing to the canopy, the predictions are that "it's the way to go". Whether or not an official 'Snyder Slider' comes into being will have to await the full evaluation treatment. Those making their own modifications claim a weight saving of about 4lb by the time they've shed the reefing line, the rings, the teflon, plus various other gee-whizzy refinements, and certainly from the viewpoint of simplicity, both the opening, and the packing, are more hasslefree.

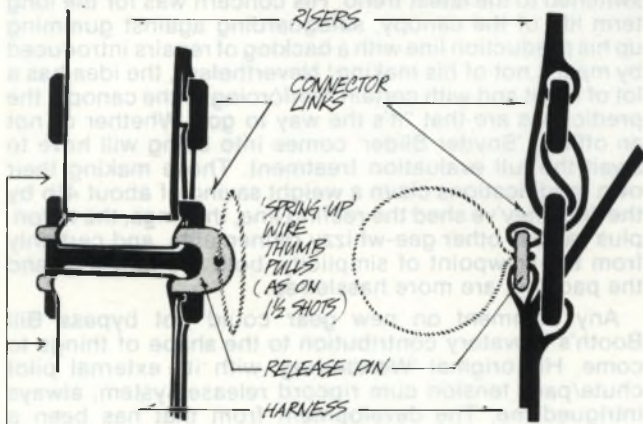
Any comment on new gear could not bypass Bill Booth's inovatory contribution to the shape of things to come. His original 'Wonderhog' with its external pilot chute/pack tension cum ripcord release system, always intrigued me. The development from that has been a custom made, fold away springless pilot chute that stows in a pocket on the bellyband. The bridle line is used as a small 'bite' through the single loop cone closure device. Hand deploying this pilot chute, therefore dispenses with a main ripcord as such, and the system seems to be very popular, certainly with the East coast jumpers. His rigs are small, and if you go the whole hog (excuse the pun) and fit a bulk reducing slider system to your strat, and jump a small packing reserve like a 26ft LoPo, available to you is a piggyback system measuring 19in x 15in x 6in thick at its bulkiest part, shaped to wafer thin streamlining on the leading edge of the reserve tray behind the neck. I understand from Andy Keech that Doc Tucker, leading Australian style jumper, currently in the States, and turning regularly in the sixes! has just had such a rig custom built to his requirement but with an overall diminutive length of 18 in.

'Clean harness' capewells are by now not a new thought, but the only ones I've seen were Bill's 'Boothwells', I enclose photographs of the stages of release and a further explanatory diagram. This is purely for interest, and is not intended as an educational job. 'Boothwells' to date are only fitted on the rigs assisting Bill in his proving and evaluating process. The first of the two fatalities at the meet could possibly have been avoided if the jumper concerned had not fitted his own version of this latest approach to the capewelling technique.

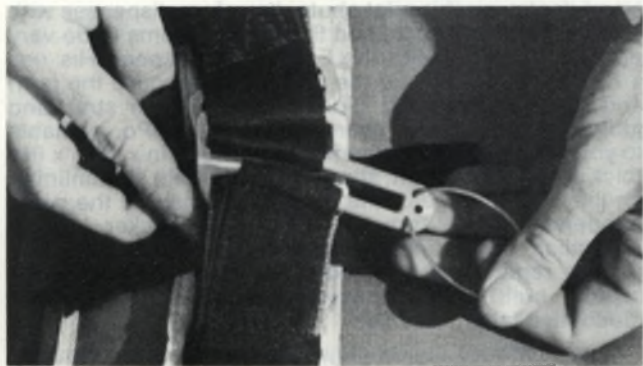
Only the day before apparently, his system had been viewed as unreliable. He dumped low, had a streamer, and was unable to cut it away. He finally deployed his reserve, which blossomed, but not at a height sufficient to prevent a fatal impact. For the dedicated all year rounders in the U.K., or countries of similar latitude, winter months freezing at altitude is to be considered with any capewell device that has been allowed to get



The "Boothwell"



THIS PART OF THE ASSEMBLY IS PROTECTED BY ELASTICATED FLAPS, 'VELCRO' CLOSING, WITH RED TAB LOCATORS



damp, but especially if the system essentially is webbing such as a 'Boothwell'. The reasons are obvious.

It was a new thought to me, from Craig Fronk, that shortage on supply of capewells as we know them, is an imminent problem — even to the point of old units being taken from obsolete rigs and fitted to contemporary gear. So, for that reason alone we must expect 'rigger made' replacements, although for a while the obvious drawback is a cramping of the versatility to switch canopies around between jumpers or rigs, without also changing risers.

In closing, let me just say that this is a Meet to be 'at' if you can possibly make it — and as mentioned, lots of people do make it! — Chet Poland being one of them (of course! with his extensive range of parachuting swag, the profits of which go to the U.S.P.A. team funds — and



Chet Poland and Smitty the Jumper.

'Smitty the jumper' (Pops 13) was there in his 77th year, putting personal effort behind the sale of his book, and demonstrating the original parachute with which he made his first jump in 1928 — but the most celebrated attenders were the good jumping — the good vibes, and the perfect weather.

One of my mementoes of the meet is a 'Million Man T Shirt' — who knows, could that be a prediction for Z-hills '76!

JPS

Throughout its 136 pages, this book features in full colour, 150 pictures covering all aspects of sport parachuting, superbly presented as a hard bound volume that is an unrivalled pictorial and verbal appreciation of the sport.

As Andy says in his foreword...



THIS BOOK IS FOR JUMPERS, ABOUT JUMPING, BY JUMPERS

£7 PER COPY (£8 EUROPE) INCLUDES POSTAGE
Send your order with money to: J. Partington Smith
DEPT 436 THE OLD PINES EPSOM SURREY UK

OUR A.G.M. 1976

Back to the Imperial Hotel for our 1976 A.G.M., which kicked off with a new item on the programme — the BPA Dinner/Dance. When proposed originally at a Council meeting this event was viewed with little enthusiasm, but a reluctant go ahead was given to Charlie and Jim to get it organised. So it was that at 8.30 on Friday 9th January about 100 BPA Members, wives and girl friends sat down to dinner. Hereford and Peterborough supported the event enough to warrant club tables, and we'd like to think that this sets a precedent for future occasions. After everyone had been suitably roast beefed, the tables were cleared and Paul White's Moonshine kicked off the dancing with their famous spirited rendering of "Masters of the Sky". Soon it was Cabaret time in the form of a competition with prizes from the cellars of Bulmers kindly donated by Peter Prior. Charlie was first into the arena with reminiscences of Uncle Henry and some magic, followed by two old chestnuts, The Gourmet Hunchback and Old MacDonald's Farm, (both which starred a well lubricated Johnny Boxall), and finishing with George Shone's 1066 and All That. Almost predictably greatest applause earned the Petherbridge/Boxall/Slater/Sutton combo first place, followed by Charlie, with Farrell/Boxall and George taking 3rd and 4th respectively. Good food, good music, plenty of booze and laughs made the Dinner/Dance a sure-fire repeat for next year. The Saturday started at 11 o'clock as usual with the Instructors Convention with 58 instructors and 7 potential instructors present, (a slight reduction on 1975). Once again Big Jake got the ball rolling with the following letter to the Chairman:

Dere Mister Corker,

Yore Instructor Conventions give me the hump so thats why I am not here but this message is.

Seein you didn't follow last years advice from me bein it was too suttle this time I'll spell it out.

Bring back the single blank for up to two hundred jumps. Double ells is too f***ing dangerous for amatoors. Dont let the daft barstids on to squares till they got a thousand in. Categry ten should be for docking upwards of forthieth in a fifty man, unsupervised.

I'm all for progress but its getting too easy them days.

Instructors oughta be all women with 500 jumps and sociale dispositions who have demonstrated an ability to s*re* in any size of aircraft in any weather with any examiner (including yore illustrious self).

Them suggestions will make the sport more interesting and give plenty material for discussion at yore convention.

Yours sincerely,

Big Jake.

The convention itself was the shortest yet with the agenda being completed by lunchtime. The following decisions were made: 1. Progression to TU be a matter for Club Chief Instructors discretion. 2. Ram-Air Qualification be Category X with C.C.I.'s written recommendation. 3. RW is adequately covered in the Category System which should remain unaltered in this respect. This was followed by a presentation on the S/L Bag Deployment System by Charlie — the precis of which appears elsewhere in this issue.

After lunch the majority started to arrive for the A.G.M. itself, and signed in with Dorothy, Helen and Sue from the BPA Office. The original (and official) notification of the AGM which appeared in the October SP, gave the time as 1600 hrs; unfortunately one or two people acted on the

misprinted time of 1800 hrs. that appeared in a follow up circular, (sent out with the Christmas SP), and thus missed most of the proceedings. But 225 members were present when shortly after 4 o'clock Lawrie started to expand on his already published report. BPA membership has now reached 7,900 and will be well over 8,000 by the end of the financial year — an increase of nearly 2,000 over 74/75. He also covered very fully the regrettable need for the subscriptions to be raised, but pointed out that even the proposed new subscriptions, (£5.78 for a full renewal), was still very good value for money. As usual Lawrie asked that well known Scottish Nationalist, Tom Dickson, to give us a run down on the activities of the SSPA. This Tom did in his usual eloquent style finishing with a promised warm welcome to any visiting Sassenach, (pointing out that the temperature is around -19° C; and that's in the Clubhouse!) Tom's address was followed by a report from Charlie on his activities as NC/SO and this covered such items as Competitions, STC Matters, Liaison with CAA and visits to clubs to mention but a few. Treasurer Mike Batchelor gave a report on the Association's finances which was accepted unanimously, but he also emphasised the need for the increase in subscriptions which was the next item on the agenda. The membership obviously understood this need and the new proposed subscriptions were approved by 216 votes to one! (I won't embarrass Tony Engbarth by announcing he was the one!). Bill then announced the names of the new Council which are published on the Editorial page of this issue — as explained in the Christmas Editorial, there were only 18 nominations therefore, for the first time in BPA history, a vote wasn't necessary. The only other business that was discussed was the selection of Auditors for the financial year 75/76, and it was agreed that this be decided by the Finance Subcommittee.

The business side of the meeting concluded it was time to make some well earned presentations. Terry Crawley (who started parachuting 25 years ago), Jim Sharples and Ian Louttit were all awarded their 1000 jump Gold Awards. Lawrie then presented the gold badge and membership card of Irvins Caterpillar Club to Ken Miller, (pilot of the 182 in the Ashbourne incident); this is the first time that membership has been awarded for an incident in sport parachuting. Lawrie then announced the impending retirement of Taff Rees from the Southern Office of the CAA, but unfortunately he wasn't present to receive the engraved tankard from BPA in appreciation of his efforts on our behalf. The final presentation was made by Charlie to Dick Reiter, who after nearly 8 years in this country is shortly to return to his native U.S.A. Many BPA members had contributed to the presentation, which consisted of a solid silver salver (suitably engraved) for Dick, and a carriage clock for his long suffering wife, Donna. Lawrie also presented Dick with his 1000 jump Gold Award.

John Murden and Chris Philp were the only two BPA members present who won prizes in the raffle which realised over £2,500 for the British Team Fund. Thanks are due to all those BPA members who worked so hard selling tickets making the raffle the most lucrative yet, and especially to the Hereford Club, Peter Prior and George Shone who all generously donated prizes.

The new Council then assembled to elect its officers. These are: Chairman — Lawrie St. John, Vice-Chairman — Peter Prior, Treasurer — Tim Morgan, Chairman STC — Jim Crocker, with Chairman of the Riggers, Finance,

Competition and Aircraft being Thomas, Morgan, O'Brien M. and Waterman respectively. The only co-option to Council was Ian Wright from Irvin Great Britain.

For the majority the most important part of the proceedings quickly gathered momentum — that of seeing old faces, swapping of outrageous jump stories and making new friends — all to the accompaniment of an incredible gallonage of alcohol. The 1976 AGM faded into history at about 3 o'clock on the Sunday morning with the thought that it'd probably be administratively much easier to hold it in a Brewery in 1977.

Story and photos by G. C. P. S-S.

PARAQUIP

Offer the French St. Christophe helmets, the most popular Skydiving helmet.

- * Light weight
- * One piece white polyester moulding
- * Black leather trim and fittings
- * Goggle retainer strap
- * Ear vents and covers
- * With or without chin cup

Still ONLY £12 + 70p for P & P and G.P.O.

compensation fee

Send large S.A.E. for the latest catalogue of all Sport Parachuting equipment, accessories and rigging services to:

STEVE TALBOT

42 Tennyson Road, Redditch, Worcestershire,
England, B97 5BJ
Phone: Redditch 64302 (evenings)

FOR SALE

Split mini-pig with risers and ripcords — £80
Pioneer 26ft steerable conical reserve — £120
Contact: Phil Burry — Livingston 36259

Crossbow complete in B4 pack and B12 harness
£140 o.n.o.
Contact: Leeds/Bradford Free Fall Club
0532-503841 weekends
or Peter Fisher 0484-40200

Jalbert Para Foil — unused — £310.00
Contact: Bob King, 205 Banbury Road, Kidlington, Oxon.
Oxford 815891.

French Pap in HB container plus risers, sleeve and
MAI pilot 'chute — £200
Contact: Ray McGuire 01-907-6878

Mini-system, 9½ para-boots, jumpsuit — all new. £135
Contact: Jon Seabright 01-500-4812

Mk I PC in blue Pioneer pack and harness —
mint condition — £250 complete ready to jump
Contact: M. Ingleheam, Bradford 881092

UT 15 plus risers, sleeve and pilot 'chute.
Contact: A. Van Buren — 071-125581 (Holland)

Wonder Hog and Jerry Bird Main Canopy (system
complete less reserve)
Contact: Chris Simpson 0252-47768

Q. WHAT PACK IS THERE FOR MY STRATOX??
A. THE ANSWER!!

A SUPER-SLIM WEDGE THE ANSWER COMES WITH THE REASON POD; WITH OR WITHOUT A HARNESS, TO ORDER

NO NEED FOR WHIPPED PIANO WIRE & SOLDERLESS NIPPLES!

CUSTOM RIPCORDS USING GENUINE HARDWARE

WE CAN NOW OFFER STRATOX REPAIRS USING MATERIALS FROM THE MANUFACTURER.

STRAT MECHAN

*** NAME TAPES 4-DAY SERVICE**

PROTECTOR REINFORCING

**GS Custom Parachutes
The Chapel Loft, Tidworth Rd
Idmiston, WILTS.
(0980) 610698**

THE STATIC LINE BAG DEPLOYMENT SYSTEM

(from a presentation by the NC/SO at the 1976 Instructors' Convention)

The aim of this article is to present the basic principles of the bag deployment system having discussed why BPA is encouraging its use. (The Military have been using it successfully for 34 years!)

All instructors who have dispatched students using the static line sleeve deployment system will have seen occasions where unstable students have either rolled into the sleeve or fouled the pilot 'chute to a greater or lesser degree. In the worst case total fouling of the pilot 'chute resulted in a malfunction, which regrettably had fatal consequences. The bag system eliminates the pilot 'chute completely and nearly halves the deployment time. It is therefore safer for the student because he has less time to get unstable, and because there is nothing for him to grab hold of to prevent successful deployment. BPA is, therefore, encouraging clubs to use this system.

An understanding of what happens during deployment of the bag contained canopy, and why, is essential to its safe operation. On exit from the aircraft the student will fall away at an angle that is dependent on his weight and the speed at which the aircraft is being flown. The heavier the student, and the slower the aircraft is being flown, the closer to the vertical will he fall away. The pack opens and the bag is plucked from it by the static line. Instantly it becomes lighter as first the lines and then the canopy are pulled from it. As the bag is subject to aerodynamic lift it will rise up during this sequence to a distance proportional to the airspeed of the aircraft, and latterly the slipstream from the propeller. When the canopy has left the bag completely and the apex tie has broken, the bag and static line fly horizontally.

From this we can draw some obvious conclusions:

a. The static line should be as long as possible so that when the bag starts to lift it is as low as possible to avoid it rising only a short distance causing the deploying canopy to strike the tail. However, Airworthiness Division CAA have laid down that the length of the static line (plus bag) will be such that it flies horizontally *short* of the tail. Some aircraft have a moving tailplane (Cherokee 6), and others alter trim with a moving tail (Cessna 180 and 185), thus there could be a nasty accident if the bag or S/L flew into the gap between tailplane and fuselage. Therefore we arrive at the first golden rule:

The external static line (plus bag) length can be defined as the distance between the trailing edge of the door and the leading edge of the tail, and will vary according to aircraft type.

b. Directly following on from para 4a we arrive at the second golden rule:

Unlike the sleeve deployed S/L system, on no account must the student be short lined. It this occurs it is once again bringing the deploying canopy closer to the tail.

c. As the lift of the bag during the deployment sequence

is proportional to the airspeed and the slipstream of the propeller we must now examine these two factors. Obviously the airspeed needs to be as low as possible (aided by flap in aircraft where it doesn't hinder the students exit e.g. Cessna 206 and 207, and PA 32). Airworthiness Division have laid down that the minimum dropping speed is to be 1.1 Vs at whatever flap configuration the aircraft is being flown. As a rough guide this is the airspeed at which the stall warner sounds; so to be on the safe side the student should only be dispatched when the instructor hears the stall warner shriek. One way of flying an aircraft slowly is to overcome drag with a fist full of power — this produces slipstream from the propeller which will not only lift the bag but can rotate it as well. So we arrive at golden rule No. 3:

At the moment of dropping the airspeed should be as low as possible with the throttle closed. We say 'at the moment of dropping' because some pilots have taken this 1.1 Vs as the run in speed which is not possible to attain without the use of the throttle to maintain height. On the command 'CUT' from the instructor, the throttle should be completely closed and the aircraft's altitude held allowing the airspeed to drop off rapidly as the student moves into the exit position. With the bigger Cessna and PA 32 the aircraft will certainly be 'mushing' down as the airspeed decays towards 1.1 Vs, therefore the jump run should be made at around 2,700 feet AGL to produce a final dropping height of 2,500 feet. This technique, and the reasons for it, should be carefully explained to jump pilots who are not familiar with it. The sound of a stall warner will give a few pilots a mild attack of apoplexy, but if they can't fly this technique they shouldn't be allowed to be in command of an aircraft from which bag students are dropping — for the safety of all concerned.

As far as the equipment itself is concerned there are a number of slightly different types in use. The basic principles remain the same. The static line length should be for a particular aircraft type. The bag should be attached securely to the S/L, should have the facility for a 100lb. apex tie and should have a mouthlock. Most of the variety in bag systems is in the container. Some are of the break tie variety (B4/12 or military), whilst some are held closed using elastic loops and the static line itself (Thomas Sports and G.S. Custom). All these are perfectly acceptable providing the three golden rules are applied and at the risk of being accused of unnecessary repetition they are:

1. Correct S/L length for aircraft type in use.
2. No short lining.
3. Airspeed as near 1.1 Vs as possible with throttle closed.

G. C. P. S-S.

TWO EASTER WEEKEND (16-19 APRIL) RW & ACCURACY COMPETITIONS DUNKESWELL GLENROTHES

Contact: Captain Bob Ward, Royal Marines
HQ Commando Forces, Royal Marines,
Hamoaze House, Mount Wise,
Devonport PL1 4LZ, Devon

(A Trainee Judges Programme is being run concurrently with this event)

Contact: Dave Payne, Paraclan,
13 Boswell Drive,
Kinghorn, Fife,
Scotland

ANNIVERSARY

The number of fine Saturdays in any British November can be counted on the fingers of one, badly mutilated hand. In spite of that the British Parachute Club — the oldest in the UK — went ahead with an ambitious birthday party on a sunny, summery November 22.

The club, based at Headcorn near Maidstone, Kent, had much to celebrate: 20 years' jumping without a fatality and 1006 descents in 1975 without injury of any kind on an allegedly 'tight' D.Z.

After some routine lifts starting around 10 a.m. two teams did some very elegant tracking and things with smoke. The first of these (BPA chairman Lawrie St. John with club members Dick Ward and Terry Fawdon) printed a neat orange diamond on a very blue sky. Not to be outdone, relly workers Jeff Lancaster, Ian Merrick and Mike O'Brien put a slow-turning (intentional) 3-man together, then opened with a nice touch of symmetry: one round PC blossoming between two square Strats. As one spectator said, "Looks like old-time dancing!"

Funny how much *more* impressive a man looks under a canopy as a result of using smoke even if — like Terry Fawdon — his canister continues to burn like a haystack long after he's landed. As a result of that episode there was hardly a dry eye in the house, even among the hard old veterans present, but no-one is sure whether this was due to an overkill of emotion or chemically-induced bronchitis.

Other happenings included an unpremeditated cutaway by Mike O'Brien from his super-shortlined Cloud (as one who's just bought a Talisman reserve, your reporter was relieved to see one actually flying) and a helicopter jump by the Club's CCI, Alec Linley, with Cherry Collins from around 4,000 ft. There's a rumour that Alec roared "Cut!" as he was getting out, but who wouldn't, in the circumstances? Both jumpers later revealed that there seemed to be much *more* gravity to be had by jumping from a stationary vehicle, while the absence of any throw-forward simplified the spotting.

Those with an appetite for "firsts" should know that this was the first parachute descent from a chopper over Headcorn. And who more aware of that than Peter Lang, a founder member of the BPA, making his first descent for two years?

In many respects, this occasion was a coming-of-age — not just of the BPC but of the sport itself in the UK. The presence of most of the sport's tribal elders bore this out. That compulsive guinea pig Major 'Dumbo' Willans, the first expert jumper to form a club open to all-comers (yes, we know odd groups preceded the BPC but they were not open to the uninitiated) was there. So was George (Bill) Sykes, the ex-fighter pilot who became one of Dumbo's first students; former jump pilot George Bottomer; (who put Lawrie St. John out on *his* first jump — free fall from 1,500 ft); former jump pilot and instructor Don Ellis and his wife Mary, a wartime ferry pilot who flew all types of RAF aircraft.

It was the Ellises who ran Sandown Airport, Isle of Wight, during the late 1950s, when it became a favourite holiday hideout for parachutists. The club itself had come into existence on a windy November 19, 1955, in a hangar at Denham when Willans and his first recruits — Bill Sykes and his wife Mary, and ex-Army pilot Jim Basnett — agreed to set up shop at the old RAF parachute room at Fairoaks Aerodrome near Woking.

All jumps, including a novice's first descent, were free-

fall, usually from 1,500 ft. "For that reason," Sykes recalls, "We had to be pretty careful about our choice of students."

None of those taking part, including the instructors, had more than a vague idea of achieving something called 'stability'. Sykes remembers having got absolutely stable on his first conscious attempt at stability (about the sixth jump) only to lose it on subsequent jumps.

"The first time was just luck; coincidence," he said. "We knew that if you went into some sort of spread you *should* get stable but exactly how, no-one was sure." The way he described it, it sounded like being visited by the Holy Ghost.

Openings were made in a "sort of head-down, bunched-up body position" and the unsleeved canopies, when they exploded open, were usually unsteerable, military X-type rigs. Those were the days when you not only identified a jumper from the shape of his nostrils (because he's always gazing skyward) but also from harness-shaped bruises on the shoulders and elsewhere. Particularly elsewhere.

During its first full season (1956) at Fairoaks the club made 109 descents and had 20 members including six women. In a club newsletter dated Christmas that year, Sykes promised: "Petrol rationing permitting" — and one member cycled 40 miles every Sunday for a single jump — "jumping, packing instruction and PT (under Mike Reilly of the Army Physical Training Corps) will continue through the winter. Permission has been obtained for night descents."

Some of the flavour of those days was later captured on film — the first he made of parachuting — by Lawrie during one of the those Isle of Wight holidays. The entertainment included flour bombs thrown from low-flying club aircraft.

When he showed the film at the BPC's 20th annual meeting, some of the free-fall frames were so jerky that they might have been shot from the deck of a storm-hit trawler off Iceland. The jumper's image hurtled through the top of the screen, out of sight, then back again through the floor.

Voice from darkened audience: "You were buffeting a bit there, Lawrie."

Instant reply: "No. He kept going up and down, that's all."

For a brief, sober spell the BPC paused on its 20th to record the successes of a vintage 1975; 27 days' jumping; 36 students trained; 1,006 jumps including 778 free fall; a year when jump fees didn't cover plane hire (jumping doesn't come cheaper than that!). . . to elect a new committee (CCI: Alec Linley; Assistant CCI: Ted Strawson; Treasurer, Peter Roberts; Secretary: Sandy Stowell; Equipment Officer, Dick Ward) and to thank its other stalwarts, airfield owner Chris Freeman, pilot Vic Beattie, and Queen of the Manifest, Anne Brooks).

Were there any questions? Yes there was one.

"What'll you have?"

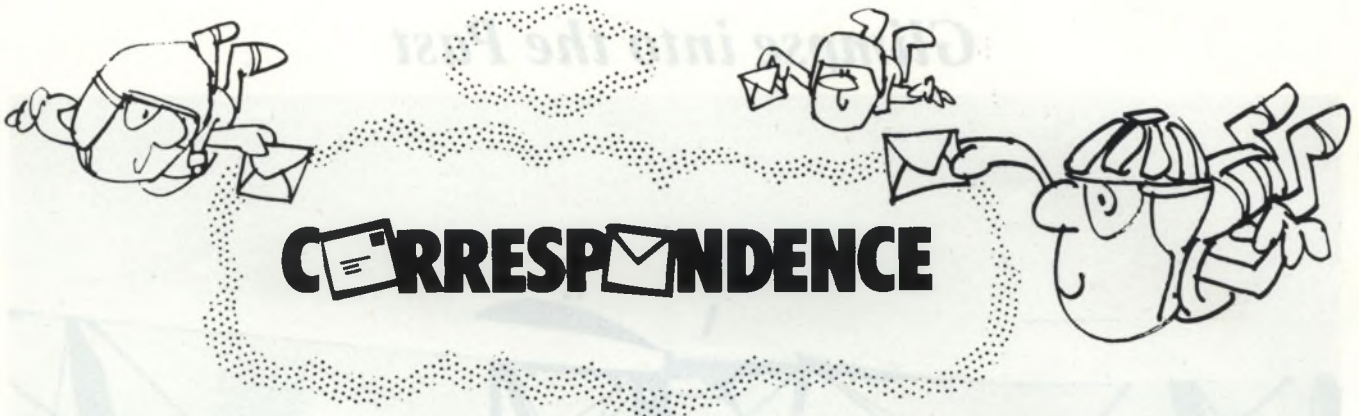
The meeting adjourned to argue about the three-man that might have been, the too-deep spot that afternoon, or maybe another, similar occasion years ago. As one wise old jumper was heard to remark: "This is the only sport where you actually *do* it for only 30 seconds, and argue about it for the next 30 years."

TONY GERAGHTY

Glimpse into the Past



"Dumbo" Willans, as BPC chief instructor, about to jump at 1,500 ft. from a Tiger Moth of Fair Oaks Aero Club flown by John Beadle during the pioneering 1950's.



Dear Charlie,

There's nothing like a broken leg, a warm, flickering fire and piles of assorted parachuting magazines, to lead a jumper into contemplation!

On reflection my involvement with British Parachuting did not reach the heights (literally) that I had planned. A summer, sailing in the Mediterranean and much travel, were contributing factors, along with low cloud, rain and wind, and a shortage of money.

There can't be many other excuses! But, as I have found everywhere, the most pleasant recollections came from meeting and talking with students and established jumpers alike, and just plain jumping, however limited that may have been.

My home D.Z. is with Canberra Skydivers, and I know you will all receive no less a welcome there, than I have had in Britain.

Many thanks to you all.

CHRIS FOWLER

Dear Charlie,

Determined not to be outdone by our American cousins please see enclosed photo of "yours truly" looking for a "patch of green" from the top of Birmingham Radio Tower.



My photographer, Roger Waldron unfortunately broke a finger whilst clambering and was unable to take any follow-up piccys of descent etc.

All the best, KEITH C. MAY

Well,

Jus' a literary note to put all de Parat Shooting Euro-peens, for whom I've a high regard fo' sittin on der packs jurrin de rainy season an singin — "God Save The Queen and Charlie Symonize," in de picture.

While all dis bin goin on we here at Paynsley Hall, hub o de shootin worl, aint bin out o' tune. We got 500 genuine English yards o' best mangrove just waitin. Emmerson Biggles, our steely eyed flyboy, give us de O.K. — along wid a few other guys.

So we here sayin' watchout! Dis parot shootin' game gonna be deployed right out o' de periferalled bag, wid us helpin you along.

Cuttin' here an leaving you,

1st Staffs Parot Shootin Company (Corps)

Tel: Home: Haywards Heath 51522
Work: Burgess Hill 43451

12 Sandy Vale,
Haywards Heath,
Sussex.

Dear Sir,

In the near future I am performing a sponsored sky dive in aid of 23 year old Alan Neve who suffered crippling injuries whilst instructing a Boys' Brigade P.T. Class at Brighton, Sussex.

It would be greatly appreciated if you would be kind enough to donate some space in your magazine to publicise this event, allowing more of your readers the chance of sponsoring me. The sky dive will be performed at Lympne, Kent at The Eagle Sports Parachute Centre in the Spring.

Yours faithfully,

J. L. TUCKER.

Dear Charlie,

This is an open letter to all the people who contributed to the beautiful silver salver that I was presented with at the AGM, and to the membership of the BPA in general. I think that it was quite obvious to those present just how moved and surprised I was. There were a lot of things that I wanted to say, but my voice wouldn't cooperate.

Having been over here for such a long time it almost feels as though I'm leaving home to go someplace else to live for a while. The times I've had, both good and bad, are experiences that I wouldn't trade for anything. And the friends I've made will never be forgotten. It's well known that there are good and bad in any sport, but I will always agree and believe that the jumpers in this country are the most open and straight forward people that I've met in jumping. I won't miss the weather when I leave, but I sure as hell will miss the people. But, who knows, I may get back over here again someday, if for no other reason than to antagonize Jim or trade sarcastic remarks with John

Meacock (always fun, but I normally end up on the losing end).

I have been proud to be on the British 10-man team and enjoyed every minute of it. A person would have to be completely insensitive not to be proud when representing such a great bunch of people.

In closing I'd like to mention that my Stateside address will be in the BPA office and anyone visiting the States should feel free to call or write me and consider my place open to any British Jumper travelling through. I'll always have floor space and a few contacts for some good jumping. It will be a pleasure to be able to repay the kindness and hospitality that I have been shown.

Again, thank you. For so many things really, but most of all for making my eight years here so enjoyable and in particular for the presentation at the AGM, surely one of the most memorable moments of my life.

DICK

Dear Charlie,

I too would like to thank everyone who contributed for the beautiful clock that Dick accepted for me at the AGM. I'm sorry I wasn't there personally, but anyone who knows me will remember that I am a very poor traveller, which has prevented me from joining Dick on his many, many jumping expeditions. Besides which, I know all jumping stories by heart, and the thought of so many jumpers congregated in one place with all their stories, too, seems almost too much to bear.

But, I really felt guilty when Dick arrived home with the clock for me. So, to ease my conscience a little I would like to confess that jumping stories don't really bore me that much!

Again thank you all very much for the permanent memento of our years spent in England, and, as Dick always says, "I've never yet met a jumper I didn't like". Thank you.

DONNA REITER

THOMAS SPORTS EQUIPMENT

Directors J. L. Thomas & G. Thomas
F A A LICENSED RIGGER No 4085459

"LOFTY'S" LOFT, THE SPORT PARACHUTE CENTRE, GRINDALE FIELD,
BRIDLINGTON, YORKS. TEL: 0262-78299

ALL SPORT PARACHUTE REQUIREMENTS

REPAIRS AND MODIFICATIONS. CUSTOM MADE PACKS AND HARNESS. FRENCH PARABOOT
SOLE U. K. AGENT FOR IRVING SPORT PARACHUTES

JUMP SUITS (Small, Medium and Large Sizes) in Blue, White, Red and Yellow
PARAWINGS BLACK DIAMOND RIGS

New Stock of FRENCH PARABOOT



The biggest number on an Instructors' Course to date, BPA Course 2/75 at Shobdon during November last.

BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, TUESDAY, 28th OCTOBER, 1975
held at Kimbley House, Leicester

PRESENT

L. N. E. St. John— <i>Chairman</i>	J. L. Thomas
J. T. Crocker	P. J. Prior
J. Petherbridge	T. J. Morgan
G. B. Shone	D. Waterman
M. J. Batchelor	M. J. O'Brien
W. J. Meacock	I. B. Wright— <i>Co-opted</i>

IN ATTENDANCE

Sqn. Ldr. W. Paul—*Sec. Gen. BPA*
G. C. P. Shea-Simonds—*NC/SO BPA*
Mr. J. Donovan
and 13 observers.

APOLOGIES FOR ABSENCE

G. A. W. Bourn
W/O E. T. Lewington
R. S. Acraman.

Item 52/75

SUB-COMMITTEE REPORTS

a. **Aircraft Purchase.** In the absence of Mr. Waterman, Mr. Shea-Simonds reported that the long awaited reply from CAA had been received. This indicated that BPA could operate only on an Air Operator's Certificate but that CAA were willing to discuss the matter further. A meeting with BPA is to be arranged by CAA. In the meantime Mr. Guy Sutton was looking into the interpretation of the Air Navigation Order as it affected aircraft operation by BPA and would assist in any subsequent representations to the CAA.

b. **Finance Sub-Committee.** The following points from the minutes of the FSC Meeting of 6th October were discussed:

(1) **Magazine.** A recent increase in printing and postal costs showed that up till the August issue a profit of 6.6p per copy was being obtained, but taking into account recent printing and postal charges the October, December and February issues would show a loss of 1.4 per copy which would have to be offset against the profit already made from the earlier issues. This situation had been anticipated when considering the magazine allocation from the proposed new increased subscription which (if approved) would provide 30p per copy with a resultant 2p per copy profit. It was the FSC's view that in the current inflationary spiral such a small profit must be considered transitory in the extreme and means of reducing cost or increasing income would be considered. The Editor pointed out that the costs to advertisers would be increased from the December issue (this would have the effect of cutting the estimated loss of 1.4p to .2p per copy and increasing the profit under the proposed new allocation to 3.2p per copy.

On the matter of reducing costs the following points were raised:

(a) **Four colour cover** — there was general support for the existing four colour cover which if possible should be retained.

(b) **Quality of Paper.** A reduction of the weight of the paper for the cover had been tried and was not successful, the inside print had shown through. The weight of paper for the inside pages was reduced earlier in the year in order to keep down postage costs. The Editor would see if a cheaper lighter weight paper was practicable

(c) **Check costs of other Printer's** — the Editor would seek quotations from other sources but emphasised that there were advantages with the present printer — an excellent relationship existed which takes time to build up, the back up service couldn't be bettered and there was the convenience of location. It was Mr. Meacock's view that the service provided by the present printer wasn't unique in the printing trade.

(d) **Back Cover Advert in Colour.** Mr. Waterman suggested that there may be a case for a four colour back cover, always providing an advertiser can be found who is prepared to pay

the price. The current booking for the back had just been confirmed for the next six issues but the Editor would check out the costing and see if there could be a buyer for a four colour back page advert.

(2) **Investment Policy.** Control overworking capital was working reasonably well.

(3) **World Championship Accounts.** There were no specific observations from the FSC but Mr. Waterman raised the matter of grant aid for overseas training which had not been accepted by the Sports Council. His view that BPA should go back to the Sports Council on the grounds that the team had to go overseas for the pre-World Championships was accepted. To his knowledge the British Ski Team got grant aid to train overseas.

(4) **Style/Accuracy National Championships Accounts.** These showed that aircraft hire costs more or less balanced out against jump bills but on the matter of general entry fees, these didn't cover overheads therefore producing the situation where in future we will either have to reduce overhead cost or increase competitor participation. Change of venue to one not requiring the same level of overhead costs would be a help. Mr. Morgan put the view that more pre-publicity via the magazine may help to increase participation. It was agreed the Competitions Sub-Committee would consider ways and means of creating increased interest in the National Championships.

(5) **Loan Application Form.** Mr. Morgan presented the draft loan application form for consideration. Mr. Crocker thought the draft form was basically good but would recommend an addition at the end of the form requiring details of the property to be charged i.e. the address, whether it is leasehold or freehold, registered or unregistered. Acceptance of the Loan Application Form was unanimously agreed subject to the addition as recommended by Mr. Crocker.

(6) **Log Books.** The meeting endorsed the FSC recommendation that the selling price of BPA Log Books remains unchanged.

(7) **Competitions Caravan.** The FSC having no details of the costs envisaged and was unable to be specific on this matter but expressed the general view that further outlays of capital should be put back till after the present financial year. The NC/SO agreed to produce costings for type of caravan envisaged and referred to the previous references to encouraging increased participation on National Championships — one way of helping this was to encourage more Club Competitions and the availability of a competitions caravan would be of considerable assistance at such club competitions.

(8) **Posters (Publicity).** The updated cost figures for posters and packaging were produced and the meeting unanimously endorsed the recommendation that the selling price of posters be 55p each (inclusive of post/packing and 04p VAT).

(9) **Training Aid Posters.** The art work for these posters was now complete and cost £101. The printing costs were awaited therefore a recommendation on order, quantity and resale value could not be put forward. The Chairman referred to what seemed to be a discrepancy in the STC Minutes where it was reported that an order for 200 had been placed — it was agreed this was incorrect.

(10) **Sweat Shirts.** The FSC had considered the costing on the suggested BPA Sweat Shirts and was of the opinion that the final profit element to BPA would be negligible but if Council considered this a worthwhile exercise it could be carried out as a service but should not be looked upon as a profit venture. Further discussion by Council produced an increased selling price and a proposal by Mr. Crocker seconded by Mr. Thomas that 200 Sweat Shirts be ordered for selling to members at £4.25 each exclusive of p/p and VAT was carried by 6 votes to 5.

(11) **Financial Report.** It was agreed that a financial report would be produced for the December issue of the Magazine.

(12) **Promotion of the BPA.** This matter, whilst outside the scope of the FSC could not be divorced from the necessity to prepare

a case for the possible increase in subscriptions and had therefore been discussed by the FSC. The promotion of the BPA to its members had been brought before Council previously and it was decided that the issue would be dealt with largely through the magazine. It seemed that this was not being done in a sufficiently direct manner and that there was a case for:

- (a) A more direct approach via an article in the magazine emphasising what the BPA does in fact do for the membership.
- (b) Council members to consider not only how best to publicise what is currently done but also to consider what more can be done for the membership.

It was agreed that Council Members would give these matters their consideration in readiness for discussion at the next meeting.

Date of next FSC Meeting — 10th November.

c. **Riggers.** At a riggers meeting held immediately prior to the meeting of Council the questions for Riggers Examination were confirmed and Mr. Ian Wright would now endeavour to arrange dates and venue for the first Examination which Messrs. Thomas, Shone and Curtis would sit. It had been agreed that all future Riggers Meetings would be at the BPA Offices and where possible would precede STC or Council Meetings.

d. **Safety and Training.** Minutes of the meeting of 23rd September were previously distributed. The only point arising was:

The GQ Protector. Mr. Prior reported that the GQ Parachute Co., RAE Farnborough and the NC/SO were now in touch with each other. There would now be no charge to BPA for the RAE investigation of the canopy sent to them. GQ Parachute Co. would be contacting Messrs. Chapman and Morgan on the matter of replacement parachutes for those returned to the company. The RAE investigation was underway but a final assessment of the parachute was not yet available.

Incident — Ashbourne Airfield. The NC/SO reported on an incident at Ashbourne Airfield on Saturday 18th October when a first jump student became 'hung up' at the wheel of a Cessna 182, due it appears from slipping forward off the wheel. Emergency 'hang up' procedure was implemented immediately but during this the student activated his reserve, the effect of which was to invert the aircraft with a resultant crash-landing. An investigation was carried out by the NC/SO accompanied by an inspector from the AIB and the NC/SO had compiled a comprehensive report. It was emphasised that the emergency 'hang-up' drill had been conducted efficiently by the jump-master and pilot but at a critical point, the student, believing he had been freed deployed his reserve.

It would be the NC/SO's recommendation to STC that all aircraft normally requiring an exit from the wheel, be equipped with and approved jump step over the wheel for all static line descents.

e. **Competitions Sub-Committee.** The Minutes of the CSC Meeting of 20th October were distributed and the following points arose:

- (1) Dates for S/A National Championships were confirmed as 12-20 June.
- (2) Dates for RW National Championships were approved as 25 Sept. to 3 Oct. — subject to notification of the dates for the S/A World Championships.
- (3) It was hoped to have bids for venues for both meets finalised by the end of November.
- (4) It had been confirmed that Sports Council Grant Aid is not available for National Championships — grant aid for Championships applies only in the case of bonafide European, Commonwealth and World Championships.
- (5) Publicity/Sponsorship/and general public interest were considered. Efforts to interest the media would be made and the public would be encouraged to attend an open day when some time would be set aside for other attractions. The NC/SO would be following up the possibility of a TV/Entertainment personality being in attendance of the Championships — it was hoped that this would create more interest within the media and attract the public.

EVENTS

Style/Accuracy Championships — as 1976 is a World Championship year, there was agreement that the Individual Accuracy Event should be extended to 10 rounds. A suggestion by Mr. J. Kemley and supported by Mr. Batchelor that an elimination process be used, whereby only those competitors attaining a

fixed base score would continue through to the later rounds was rejected. There was general agreement with the CSC view that should there be any reason to reduce the numbers in the later rounds this would be achieved through voluntary stand-down by those competitors at the lower end of the score scale.

R.W. Championships. In view of the aircraft problems relating to finding a 10 place aircraft and the fact that 1976 was not a RW World Championship year, a proposal by Mr. M. J. O'Brien seconded by Mr. Petherbridge that for 1976 an 8-man event replace the 10-man event was unanimously agreed.

Judges. The CSC would endeavour to arrange training sessions for RW and S/A Judges to be held in conjunction with the various Club Meets. This had not been costed but the CSC would include this in their planning for the 1976 Championships.

Control Staff. Every endeavour would be made to ensure that duties were more evenly spread amongst an increased number of officials.

Jury. It was agreed that a Jury Panel would be named before the start of the Championships.

Novices. It was pointed out that BPA Regulations did not permit student parachutists to jump in competition. It was agreed that the requirements for the Novice Event be referred to the S & TC.

Electronic Disc/Video Systems. The CSC would be looking into the various systems to acquire information and costs with a view to future planning and recommendations.

National Team — Officials. It was agreed that the CSC would draw up Terms of Reference/Responsibilities for officials attending the World Championships and submit recommendations for nomination as Team Coach. Council members were requested to submit names of possible nominees to the CSC. In the case of Judges, these must be submitted at FAI (CIP) Meeting in February and must be on the FAI International List.

Team Selection (Style/Accuracy). The meeting endorsed the CSC recommendation that the top six male competitors be selected as the British Team — all six would go into training and travel to the World Championships as a team of 5 plus a reserve. On the matter of a Ladies Team, it was proposed by Mr. O'Brien and seconded by Mr. Crocker that:

"if sufficient lady competitors at the National Championships attained an acceptable standard, a ladies team be entered for the World Championships, or, if there was an insufficient number to form a full team, lady competitors of an acceptable standard be entered as individuals".

carried unanimously.

It was emphasised that potential lady competitors be made aware of this as soon as possible and also that the decision based on results at the National Championships would be final.

Pre-Training Venue. Whilst Bergerac had proved ideal for the Relative Teams because of aircraft availability, there was a general view that smaller and cheaper centres were available in France; Chalon, Macon, Pau and Dijon were mentioned as possible venues. The CSC would check out the various possibilities.

Competitions Outside UK. Information on Competitions held outside UK would be published as and when information was received with the hope that British jumpers would take the opportunity of gaining more competition experience.

Suggested "Home International" Meet. The Sec.-Gen. passed to Mr. O'Brien information that the SSPA's future planning had included a suggested Home International Meet between England, Wales, Ireland and Scotland.

Item 53/75

SUGGESTED PURCHASES

a. **Telemeters.** The NC/SO suggested that a third set of Telemeters be purchased. This item is becoming very scarce but Optas of France has some available at approx. £300 per set. With more and more competitions being held there is a definite requirement for a third set and, additionally, these are an investment. It was pointed out that this matter should normally come to Council via the FSC which would next meet on 10th November. In view of the demand/supply position it was agreed there was some urgency on placing an order with Optas. On a proposal by Mr. Thomas seconded by Mr. Prio it was agreed that should the FSC support this purchase, this would be recognised as authority to purchase. Mr. Thomas made the point on remission of import duty which should be applied for through the DTI.

b. **Student Canopies.** 93 Canopies had been sold and provisional orders were held for the remaining 7. On the matter of a further supply being purchased, a quote would be got from Para Gear and the matter discussed by FSC.

Item 54/75

AFFILIATION — CHESTERFIELD SKY DIVING CLUB

On a proposal by Mr. Crocker seconded by Mr. Thomas an application by the Chesterfield Sky Diving Club was unanimously agreed.

Item 55/75

WESSEX PARACHUTE CLUB

A paper from Mr. E. McBride previously distributed to Council Members, reported circumstances at the Wessex Parachute Club which were in conflict with BPA Rules governing affiliated clubs. The Chairman welcomed Mr. Donovan, Proprietor of Wessex Para Club, who had kindly attended to answer the points raised by Mr. McBride.

The Chairman referred to the fact that the matter had already been discussed by S & TC, as reported in the minutes of the S & TC Meeting of 30 Sept., when Mr. Hounsome the CCI of the Wessex Club confirmed that *ab-initio* students had been despatched by three non-BPA Instructors between 9th August and 21st August during his absence at the World Championship.

He undertook that in future, so far as he was concerned, the club would operate strictly within BPA Regulations. The NC/SO had informed the STC Meeting that in the case of such breaches of the BPA Regulations the CAA would consider revoking a club's exemption. The STC Meeting agreed the NC/SO would write (a) to CAA explaining what had occurred at Wessex, (b) to Mr. Donovan, informing him of his obligation and (c) to Mr. McBride in answer to his letter. The STC agreed that Messrs. Ayres, Coughlin and Swainson could attend a PI Course if recommended by Mr. Hounsome. Before inviting Mr. Donovan to reply to the points in Mr. McBride's letter he informed the meeting on the content of a reply from CAA to Mr. Donovan (copied to BPA). This included information that CAA were not considering withdrawal of the exemption issued to the Wessex Club and that it was not mandatory for a person wishing to take up parachuting to have BPA permission before he can parachute.

Mr. Donovan referred to points in Mr. McBride's letter:

(a) It had never been stated that the Wessex Club was pulling out of the BPA.

(b) The situation whereby non-BPA instructors were used was created by the fact the BPA Instructors he did have had left 14 students waiting on two separate days on a week end course whilst they went off 'posing'. To relieve the situation he decided to use suitable non-BPA instructors — after all the function of

the club was to provide parachuting. Of the three instructors he used, one (Mr. Ayres) had done a P.I. Course but had not done an exam course, one (Mr. Coughlin) had done a course but walked off on the final day because he felt he didn't want to be an 'ego tripper'. He advised the NC/SO of the situation on 11 August but pointed out that the club would operate within BPA Rules except of course that relating to instructors. He had been forced into the situation because of the attitude of the approved BPA Instructors — as he saw it the larger part of BPA income came from students and these must be looked after.

(c) **Validity of Log Book Signatures.** It was his view that the signature of the non-BPA Instructors were valid and since Wessex was an affiliated Club, albeit that it had to take steps of using non-BPA Instructors, the log book signatures should be honoured.

(d) Mr. Donovan referred to the STC Meeting of 30th September and the fact that the NC/SO having previously been in contact with the CAA reported that CAA would *revoke* the Wessex Club's exemption on the recommendation of the BPA. The NC/SO pointed out that the actual wording was *would consider revoking* the club exemption. Mr. Donovan made the point that the STC minutes indicated that the reference was specific to the Wessex Club. Mr. Crocker interjected to explain that up to the time of the STC Meeting any enquiry to the CAA was of a general nature and did not refer specifically to the Wessex Club. It was regretted that the minutes as printed suggested specific reference to the Wessex Club and these minutes are to be considered as superceding those of the STC Meeting of 30th September (Item 5).

Mr. Donovan emphasised the point that his correspondence with the CAA made it clear that the authority would take notice of reports, from whatever source, of parachuting operations which indicated a violation of the terms under which an Exemption was issued — BPA was in no privileged position and it was wrong of BPA to try to perpetuate the myth that it was in such a position. The Chairman pointed out that the BPA did not claim any special position other than that it did represent the sport and was concerned that its affiliated clubs operated safely within the recognised Regulations. Also, there was no question of the BPA interfering in the internal affairs of clubs but where contravention of safety and training regulations were concerned the BPA would consider withdrawal of affiliation. Mr. Donovan asked what would happen to his members if his affiliation was withdrawn? — the Chairman replied, it was entirely up to the members concerned.

The meeting was in agreement that the matter had been thoroughly discussed and was pleased to learn that Mr. Donovan now had two BPA Approved Instructors. BPA for its part assured Mr. Donovan that in the event of any future S & T difficulties at the club and, providing a request was made for assistance, the BPA would do everything to provide such help as was possible.

THE BPA SHOP IS AT YOUR SERVICE!

(All prices include VAT and postage)

- Various BPA Badges and Stickers
- Log Book (£1.35)
- BPA Poster (55p)
- Ties (Blue, Brown or Maroon (£1.62)
- BPA Regulations (£1.75)
- "Sport Parachuting" (2nd Edition) — the complete text book on the sport, profusely illustrated, hard cover — by Charles Shea-Simonds (£3.75)
- New in stock — BPA sweater shirts — fleecy lined, sky blue or royal blue, all sizes, large or small BPA motif (£4.68)



Price list and order form available from the BPA Office
(10% discount to Affiliated Clubs on orders over £20)

BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, TUESDAY 9th DECEMBER, 1975
held at Kimberley House, Leicester

PRESENT

L. N. E. St. John— <i>Chairman</i>	M. J. Batchelor
P. J. Prior	J. Petherbridge
W. J. Meacock	J. T. Crocker
M. J. O'Brien	T. J. Morgan
G. B. Shone	

IN ATTENDANCE

Sqn. Ldr. W. Paul—*Sec-Gen BPA*
G. C. P. Shea-Simonds—*NC/SO BPA*
4 Observers

APOLOGIES FOR ABSENCE:

D. Waterman	I. B. Wright
J. L. Thomas	G. A. W. Bourn
E. T. Lewington	

Item 60/75

SUB COMMITTEE REPORTS

a. **Aircraft Purchase.** The NC/SO reported on a meeting with CAA regarding the form of operators certificate which CAA would approve in the event of the BPA purchasing and operating its own aircraft for use by Clubs and Teams. The CAA interpretation was that the aircraft would be used for hire and reward and under the ANO could only be operated as a Public Transport operation. The CAA interpretation was being looked at by legal advisors for the BPA and it may be that we may have to consider seeking advice of a Q.C.

A meeting with the Sports Council on the matter of grant aid towards the cost of purchasing a suitable aircraft has proved to be encouraging. The Sports Council representatives had given the BPA representatives a good hearing and had thoroughly examined the case. It was obvious that we must give preference to purchasing a British Aircraft, a view which the BPA representatives shared. Whilst there was unlikely to be finance available in the present financial year, and possibly not during the next, there was hope that this could be available in 1977/78. In the meantime the NC/SO would be investigating the possibility of the Fairy Britten Norman Islander aircraft being made suitable for our requirements.

Mr. Batchelor was concerned that a schedule had not yet been drawn up giving projected operating costs and method of aircraft utilisation to ensure that the operation would be financially sound and not be a drain on BPA funds. The NC/SO was of the view that the operation would be self-supporting financially—the experience of other operators would be drawn on and, having taken into account the necessary overhead costs, an hourly rate would be arrived at as is done with all the other aircraft used for parachuting. Facts and figures would be worked out when the necessary information had been accumulated.

b. **Competitions.** At a meeting of 3rd December the sub-committee considered the following:

(1) **Venue for S/A Championships 1976**—it was recommended to and agreed by Council that SHOBDON be the Venue. The sub-committee would be following up the matter of toilet, shower and accommodation back up facilities.

(2) **Venue for RW Championships 1976**—two venues, namely Leicester Aero Club and Dunkeswell were considered. Of the two locations, the sub-committee favoured Leicester but deferred a final recommendation till their next meeting to give Leicester Aero Club the opportunity to check if their administrative support could be improved. Captain John Patrick would be checking to see what army support would be forthcoming from Units in the area.

(3) **Job Specification—National Team.** The job specification relating to the Head of Delegation and Coach/RW Team Leader had been discussed. The Chairman of the sub-committee would be circulating a paper on the subject and final job specs. would be drawn up at the next meeting.

(4) **Judges Training.** The Chairman reported that Messrs. Kemley and Thomasson had agreed to assist in running a Judges

Seminar and Training week-end. This would be run in conjunction with the R.M. Meet to be held at Dunkeswell over the Easter week-end—this would include speed star and accuracy events. It is hoped too that video can be brought in as a training aid. The NC/SO would draw up a programme of training.

(5) **Sponsorship.** It had been agreed to approach Bulmers and Simon Astbury of Hereford concerning sponsorship for the Classic Nationals. David Waterman had agreed to check on the possibility of Womble, Tony Blackburn or Noel Edmonds participation.

(6) **Novice Competitors.** It was agreed the following criteria be applied to Novices entering the National Championships.

- a. Minimum qualification for entry be FAI 'B' Certificate with CCI's written recommendation.
- b. Novices to be scored to 25 metres.
- c. Separate a/c loads be manifested for Novices with an instructor as jumpmaster.

(7) **Video.** Mr. Waterman had produced details of various systems and indicated that the cost of a complete system would be not less than £1000. The advantages of such equipment in the training of judges and in competition were obvious and a number of countries had the advantage of Video equipment. The sub-committee would certainly like to look into the possibility of purchasing such equipment, but appreciate the present financial position may preclude this. It was asked if grant aid may be available for such a project. The Sec-Gen was of the view that this may be possible as a coaching project but he would have to check. He did however state that there was video equipment available on loan from the Sports Centre at Crystal Palace—he had used this equipment and whilst the basic units were suitable the problem was that there wasn't a suitable lens available for filming at style height. It may be that if the basic equipment could be secured on loan, a suitable lens camera and stand could be hired. Mr. O'Brien and the Sec-Gen would check on this.

Mr. Prior offered the Bulmers video if this was suitable and thought that 10-20 judges viewing the video would be acceptable. Mr. O'Brien thanked Mr. Prior for his kind offer which would be taken up if this was found to be suitable. However, what was really wanted was equipment which could be located at varying venues.

(8) **British Judge—1976 World S/A Championships.** The meeting endorsed the recommendation that John Kemley be nominated as the British Judge for the 1976 World S/A Championships. He would be nominated at the FAI (CIP) Meeting in Paris in February 1976.

(9) **Training Camp 1976.** The NC/SO would write to various French Para Centres with a view to finding a suitable venue for the British Team Training Camp.

(10) **Captain John Patrick—Additional Member of Competitions Sub-Committee.** Mr. O'Brien informed Council that he had invited Captain Patrick, who is the Competitions Member of the APA Committee, to become a member of the BPA Competition sub-committee. Captain Patrick had accepted and attended the last meeting and was currently checking out possible Army assistance for the National Championships. Council endorsed the decision and appreciated Captain Patrick's efforts on behalf of the BPA.

c. **Safety and Training.** The minutes of the STC Meeting of 4 November had been distributed and covered the following:

- (1) **BPA Regulations.** The reprint of these was now in stock and copies had been sent to all clubs and instructors.
- (2) **G.Q. Protector Reserve.** A meeting between G.Q.'s, BPA and RAE would be held as soon as the RAE evaluation is completed.
- (3) **RW Progression.** Instructors and clubs had been invited to give this matter consideration so that it can be fully discussed at the Instructors Convention on 10th January 1976. A paper by D. Howski would be used as a basis for discussion.

(4) *Cutaways*. This would be discussed at the BPA/CAA Meeting at Leicester on 16th December.

(5) *Clearance of A/C for S/L Parachuting*. The Airworthiness Division of the CAA was progressing this and was currently awaiting an answer from Cessna's re strong points.

(6) *Parachuting Exemptions*. The NC/SO confirmed that CAA would consider the withdrawal of a Parachuting Exemption at the request of the BPA.

(7) *Incident at Dunkeswell*. STC considered an incident at Dunkeswell and as a result withdrew Major Goldsworthy's Instructor Rating for a period of 12 months with effect from 4th October 1975.

(8) *Bag System Approach*. A system presented by S. W. Talbot was given unanimous approval. A system presented by Mr. Ward was approved subject to each item being checked by Mr. G. B. Shone until such time as a Basic Rigger Qualification was granted to Mr. Ward by the Riggers sub-committee.

(9) *Award of Approval to Jump Advanced Canopies — Hong Kong*. The STC approved a request that Captain T. M. Macartney be allowed to exercise his discretion in the issue of approvals for members in Hong Kong to jump advanced canopies.

(10) *Jump Step*. A recommendation resulting from the investigation into an incident at Ashbourne was approved i.e. that all aircraft, normally requiring an exit from the wheel, be equipped with an approved step over the wheel for all static line jumps. It was agreed that the fitting of a step would be mandatory with effect from 1st April 1976. The matter would be discussed with the Airworthiness Division of the CAA.

(11) *Student Participation in Competition*. To regularise the Novice Event at the National Championships, it was agreed that the minimum requirement be FAI 'B' Certificate plus CCI's recommendation.

d. **Riggers**. No meeting had been held. The only report was that Irvin's had kindly made arrangements for three machines to be set up for the use of BPA Riggers taking examinations. Council expressed its thanks to Mr. Gordon Eastley and Ian Wright for their help which was very much appreciated.

e. **Finance**. Mr. T. J. Morgan reported on the FSC Meeting of 10 November (Minutes previously distributed).

(1) *Student Canopies*. Subsequent to the FSC Meeting, a quote of \$70 per unmodified canopy had been received from Paragear. Taking freight costs into account, the cost would be approx. £40 per canopy. It was agreed that a circular be sent to clubs to ascertain the requirements and a bulk order be placed.

(2) *Fairy Britten Norman*. The outstanding invoice to FBN in respect of the RW Championships had now been settled by FBN.

(3) *Magazine*.

a. *Wrapping*. The possibility of using a paper wrapping as opposed to envelopes was being considered. One objection was the folding of the magazine. It would be ascertained if Fishers could in fact undertake the folding and wrapping and what saving in cost would result.

b. *Quotations from Other Printers*. The Editor reported that of four firms contacted, three had submitted quotes and all of these were far in excess of the present cost i.e. against the present cost of 17p per copy the other quotes were two at 24p and the other 28p.

c. *Weight of Paper*. The Editor explained the previous steps taken to reduce the weight of paper used in the magazine. This showed that the inner pages was now of a lighter weight paper than previously. Experiments with the cover had resulted in an unsatisfactory product with print showing through the front cover. It was pointed out that the weight factor was now not so critical since, although the postage rate had increased, the weight ranges had changed to give a wider band at a given charge.

(4) *Training Posters*. The FSC had discussed the purchase of these but were undecided as to the number that should be ordered. 100 would cost £406 and 200 would cost £533. Only if all 200 were sold would there be an obvious saving by purchasing 200. It had taken 18 months to dispose of the 200 previously purchased.

After discussion Council agreed that 100 training posters (laminated and spiral bound) be ordered and that 100 (printed only) be held in reserve since the cost of the printed only run-on

would be minimal and could easily be amended if necessary and be laminated and bound later.

(5) *Loan Application Form*. This was now finished and would be used for applications for loans.

(6) *Six Months Expenditure Comparison with Budgeted Expenditure*. After the first six months the actual expenditure was generally well up on the budgeted expenditure — an example was telephone which was considerably up. It was emphasised that calls during the mornings, when the higher charge was made, be kept to a minimum. This as far as was possible was now being done.

(7) *Suggested Economies — W. J. Meacock*. A letter submitted by Mr. Meacock and distributed to Council had been discussed by FSC. The points from Mr. Meacock were:

a. *Employment of Part Time Staff*. The Sec-Gen insisted that the work load in the office was such that the present staff were fully utilised. The non-replacement of an office junior was not relevant at this stage since no vacancy existed. It was also pointed out that a 75% Sports Council grant was received towards office salaries and any savings would be minimal.

b. *Travelling Expenses*. A proposal by Mr. Meacock seconded by Mr. Crocker that the travelling allowance for elected BPA Council members be reduced from 08p per mile to 05p, was *defeated by 6 votes to 2 with one abstention*. It was pointed out that the 08p paid by BPA was in fact subsidised. 75% by the Sports Council with the actual cost to BPA being 02p per mile. Council members agreed that discretion and restraint should be exercised with regard to travelling expenses claims — some members in fact do not claim.

c. *Financing of National Team*. Mr. Meacock submitted that British Team Members be asked to contribute towards the cost of attending World Championships. It was the view of the FSC that Team Members incurred considerable expense in reaching British Team standard and that further contributions from them should not be required. However, the FSC were agreed that a great deal more effort should be made in finding other methods of raising funds for National Team and this responsibility would initially fall on the CSC. Council Members were asked to report any ideas or connections to the CSC.

A proposal by Mr. Meacock seconded by Mr. Crocker that: "each Member of a British Team excluding officials sent by the BPA contribute the sum of £25 towards the overall cost" was *carried by 7 votes to 2*.

d. *Issues of Magazines to Provisional Members*. Mr. Meacock's suggestion that Provisional Members be issued with only one magazine had been considered by the FSC and it was recommended that Council's previous decision (subject to ratification at the AGM) whereby Provisional Members would receive only two issues of the magazine in what would be a 4 months membership period, should stand. The administration work involved in operating a system of one magazine only would be considerable. Mr. Meacock accepted this and withdrew his suggestion.

e. *Reconsideration of Proposal to Increase Provisional Membership Rates*. Mr. Meacock expressed the view that there was a danger that increasing the Provisional Membership could lead to a reduction in membership so that instead of improving our financial situation we could weaken it. He accepted Council's decision to recommend the increases but simply wanted to warn Council that should the ever increasing costs hit the sport — the cost of BPA membership may well be the first expense to be hit as an economy measure by those wishing to take part in the sport.

Item 61/75

PANEL OF EXAMINERS— CAPTAIN A. C. DIXON, REME

An application from Captain Dixon was considered and it was agreed that to conform with current rules he would have to prove himself on an Instructor's Course. Arrangements were in hand through the NC/SO for him to attend the next Instructor Course in February 1976.

Item 62/75

SPORTS AID FOUNDATION

The Chairman reported on a meeting which he and the Sec-Gen attended concerning the setting up of the Sports Aid Foundation. Copies of the Press Release and introductory information had previously been distributed to Council Members. The meeting

which was called by Mr. Peter Cadbury the then Chairman of the Sports Aid Foundation to explain the aims and function of the SAF which briefly were to make money from industry available to Sport particularly for up and coming individuals who require finance to undergo the necessary training. Teams would also be catered for where special requirements existed. It was the aim that the SAF would be completely independent.

A letter had since been received from Peter Cadbury advising that he had decided to offer his resignation as Chairman of the SAF because he cannot bring himself to be a party to what now appears to be a Civil Service Operation after he had promised that there would be no Government interference. He still hoped some form of independent foundation can be constructed.

Item 63/75

ROYAL COMMISSION ON GAMBLING

The C.C.P.R. had produced a questionnaire designed to assist the Royal Commission in its considerations of how money can be levied on various forms of gambling for the benefit of sports. Council members had been sent copies of the questionnaire. The Sec-Gen would analyse their replies and forward a consolidated reply to the CCPR by 1st January.

Item 64/75

APPLICATIONS FOR AFFILIATION

- a. **Newcastle University Para Club**
Proposed by: J. T. Crocker; Seconded by: T. J. Morgan
Unanimously approved.
- b. **Edinburgh University Para Club**
Proposed by: M. J. O'Brien; Seconded by: G. B. Shone
Unanimously approved.

Item 65/75

PREVIOUS MINUTES AND MATTERS ARISING

The Minutes of the Meeting of 28th October as distributed were accepted.

MATTERS ARISING

a. **World Championship Accounts.** The matter of grant aid for training overseas has been raised at the recent Sports Aid Foundation and Mr. Winterbottom, Chairman of the Sports Council, stated that this is normally available from the Sports Council. It was pointed out to him that in the BPA's 1975/76 bid this had been rejected. He amplified his statement by saying that this would have been due to the financial position this year. It was agreed that the Sec-Gen write to the Sports Council now giving advance notice (i.e. before the normal annual bids) of BPA's requirement to train overseas, probably in France, for the 1977 S/A World Championships at a cost of approx. £2,000.

b. **Competitions Caravan.** Costings and details of the suggested caravan were not yet available.

c. **Publicity Posters.** These had now been sent to all clubs and 188 Sports Centres and were now available on resale to members.

d. **Promotion of the BPA.** In the absence of specific ideas from other members, Mr. Morgan put forward suggestions he had gathered from BPA Members:

Concentration on the loss of students — why do they 'drop out' after one jump and why students in the 50-100 jumps bracket fail to progress beyond this point. It was Mr. Morgan's view that a specific student and programme be instituted and funds should be allocated for this purpose.

1. A specific student aid programme be instituted with funds allocated for the purpose.
2. Individuals be paid to conduct seminars.
3. Regional sports council aid to clubs.
4. Support for collegiate jumping.
5. Reconsideration of the Instructor Rating System to provide an emphasis on training beyond beginner stage.

It was pointed out that many students had no intention of going beyond the 1, 2 or 3 jump stage and that clubs depended on the week-end courses for their income.

It was agreed that the subject was of sufficient importance to warrant detailed study and a sub-committee comprising Mr. Morgan, Mr. Waterman and the NC/SO was set up to investigate and produce recommendations as to how the situation could be improved.

The matter of publicising what the BPA does for the member-

ship would be dealt with in 'Sport Parachutist' by means of an article or editorial.

e. **Electronic Disc.** The NC/SO hoped to get further information on this at the FAI Meeting in February.

f. **Style and Accuracy Championships.** Mr. Batchelor referred to the matter of competitors voluntarily standing down once it became obvious that they were not going to be in the running for honours. He felt there should be a set cut-off standard so that the competitors above this standard would have a reasonable chance of going on to complete the 10 rounds laid down as the aim. This view did not gain support and it was agreed that any competitor should be allowed to continue in as many rounds as he wished unless there was an absolute necessity for the numbers to be reduced, when voluntary standing-down would be employed.

g. **Telemeters.** The NC/SO would arrange to bring a set of telemeters back from Paris after the FAI Meeting. An order for one set would now be placed.

h. Outstanding Loans.

1. **Wessex P.C.** The Sec-Gen reported that Mr. Donovan had advised him that he (Mr. Donovan) had written to the Chairman approx. 3 weeks ago — the Chairman had not received a communication from Mr. Donovan who had asked that Council consider a further six months extension of the loan period — he had pointed out that his aircraft was currently up for C of A and this would mean an outlay of £1,000, also the club having lost its D.Z. was currently negotiating the use of another site.

The Council agreed that the loan period be extended as follows:

- a. 40% of loan to be paid within the next three months (i.e. by 29th February 1976).
- b. The remaining 60% to be paid within the following three months (i.e. by 30th May 1976).

2. **R.S.A. Para Club.** Only one £100 payment had been received from the Club since Mr. Acraman agreed on 23rd September to pay back the loan at a rate of £100 per month from that date. The Council decided that Mr. Acraman be advised of the Council's concern at his failure to act in accordance with his agreement and that payment of the outstanding £300 was expected forthwith.

j. **Dinner/Dance.** The NC/SO appealed to members to encourage their club members to support the Dinner/Dance.

j. Publicity

1. **New Cutting Book.** This was not yet located at the BPA Offices.
2. **Press Kit.** This was awaited from Mr. Waterman.
3. **Slides.** Awaited from Mr. Waterman.

OTHER BUSINESS

Item 66/75

BPA Stand Off Challenge Trophy. The Chairman presented a letter from Mr. Walter Neumark in which he outlined the history of the Stand-Off Event and the troubles encountered in attempts to stage the event. He requested Council to consider that until such time as the BPA re-introduced the event, the trophy be made available annually for the longest reported distance flight by a British National using a ram air canopy.

Mr. Neumark's request and rules as outlined were agreed. It was further agreed that the presentation would be made annually at the AGM, with notice of the award published in 'Sport Parachutist'.

Item 67/75

ATTENDANCES AT COUNCIL MEETINGS

Mr. Batchelor referred to Council's agreement to Mr. O'Brien's proposal that there should be an understanding that any Council Member failing to attend at least 50% of Meetings during the first six months of election to Council should be asked to resign from Council. In answer, it was pointed out that except in the instances where members had resigned for specific reason, no member had failed to attend 50% of the meetings held in the six months of the life of the current Council. The Editor of 'Sport Parachutist' pointed out that there in fact to be an election he would have published the attendance figures of the outgoing Council Members — he considered this was now unnecessary. It was Council's view that the attendance figures be made known and it was agreed this would be included in the Chairman's follow-up to his annual report.

Item 68/75

SUPPORT FOR PARACHUTING BY GOVERNMENTS ABROAD

Mr. Prior asked if a survey could be carried out to show what support other Governments provide for parachuting. He would find such information of value when he was occasioned to speak with Government officials. It was the Sec-Gen's view that parachuting in this country fared very well when compared with most other countries. A survey would be conducted, starting at the FAI Meeting in Paris in February 1976.

YOUR AVIATION LIBRARY IS NOT COMPLETE
IF YOU DO NOT REGULARLY RECEIVE
AND READ A COPY OF

„PARACHUTIST“

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

UNITED STATES PARACHUTE ASSOCIATION
806 15th Street, NW., Suite 444, Washington DC 20005, USA

PARA-COMMANDERS HORNETS and OTHER CANOPIES

Wide range of free-fall
equipment in stock

Fully illustrated PARACHUTES
INC CATALOGUE (send £1.00)

PARAGLIDE LTD.

2, Churwell Avenue, Heaton Mersey
Stockport, Cheshire SK4 3QE
061-432-7315

Sole U.K. agents for PIONEER and
PARACHUTES INC.

“JUMP PILOT” is a bi-monthly newsletter published by the BPA to entertain and inform your jump pilot.

To receive a free copy of this newsletter — contact Charlie at the BPA Office.



SPOTTER

AN INTERNATIONAL PARACHUTING NEWSMAGAZINE
ORIGINATING IN THE NORTHEAST USA

SUBSCRIBE NOW!

\$12 — AIRMAIL

14 Hardwick Road, Quincy,
Massachusetts 02169, USA

JUMPSUITS

Direct from Britain's largest manufacturer

STANDARD CHEQUERBOARD FLARED

SINGLE COLOURS

Black
Red
Blue
Yellow
Purple
White

TWO TONE COLOURS

Black and White
Black and Orange
Black and Red
Black and Yellow
Blue and White
Blue and Orange
Blue and Red
Blue and Yellow
Purple and White
Purple and Orange
Purple and Red
Purple and Yellow
White and Orange
White and Red

SIX SIZES

B.P.V. Jumpsuits . . . for longer lasting protection

Send or telephone for brochure and order form to:

British Para-Ventures
8 Broadfield Crescent
Fernhill Heath
Nr. Worcester

Tel. Worcester 51690

FOR SALE

2 x Pioneer Economy Twins
2 x 4 Pin Deluxe
3 x 3 Pin Deluxe
2 x PCs
6 x PAPs (French)
3 x Thunderbows

5 x Clouds
3 x Bow systems complete
6 x Short Bow continental
backpacks c/w harness
1 x Notre Dame Foil
3 x Sleds

Anyone interested in purchasing any of the above items should contact the Parachute Regiment Freefall Team, 'The Red Devils' — Aldershot 24431, ext. 600 or 699

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, THURSDAY 18th DECEMBER 1975
held at BPA Offices, Kimberley House, Leicester

PRESENT

J. Crocker	<i>Chairman</i>
C. Shea-Simonds	<i>NC/SO</i>
J. Laing	<i>APA</i>
D. Orton	<i>PDPC</i>
A. Dixon	<i>REME</i>
D. Prince	<i>NWPC</i>
J. Meacock	<i>PPC</i>
J. Curtis	<i>Lincoln</i>
I. Howell	<i>MPC</i>
D. Peacock	<i>RAFSPA</i>

OBSERVERS

K. Allen	O. Prin
P. Padley	J. Nicholls
B. Laithwaite	J. Barnes
R. Atherton	J. Sudbury
T. Hagan	

APOLOGIES FOR ABSENCE

N. Law	G. Shone
E. Finney	T. Lewington
P. Evans	D. Hickling
A. Collingwood	

Item 1

G.Q. PROTECTOR RESERVE

A meeting between BPA, GQ's and RAE arranged for 19th December 1975 had to be postponed because of the illness of Mr. F. Jones of RAE who was responsible for the RAE evaluation. The NC/SO informed the meeting that a new date would be arranged as soon as Mr. Jones was fit again.

Item 2

CAA MEETING

The NC/SO reported on a most productive meeting between BPA, Operations and Airworthiness Division of CAA on 16th December. This meeting produced the following:

- a. **Cutaways.** Operations CAA agreed they could not legislate for cutaways but asked BPA to cover this aspect in their Regulations. STC agreed the following addition to display regulation (section 21, Parachuting Displays): **Cutaways** — Cutaways should only be undertaken when wind conditions will allow the cutaway canopy to land in a safe area and away from main roads."
- b. **Article 41 of ANO.** This article is concerned with the prohibiting of passengers from climbing onto the wing or undercarriage of an aircraft in flight. It was agreed that this article was unrealistic for sport parachuting, and CAA agreed to look into this problem.
- c. **CAA List of Approved Aircraft.** Airworthiness Division reported that the bulk of the work on this list has been completed and that the list would be divided into aircraft for (a) Free Fall only and (b) Static Line use. It was hoped that this would be ready early in the New Year.
- d. **Wind Limitations.** The imposition of arbitrary surface wind limitations on Special Exemption was discussed, and it was agreed that, as this was unrealistic, it would be dispensed with in the future.
- e. **Re-write of ANO.** CAA explained the problems involved in a re-write of the ANO but agreed that parachuting should be permitted, rather than their having to issue exemptions from an article that basically prohibited it, as was the current practice. Because of re-organisation within CAA it was pointed out that this was unlikely to happen in 1976 but the CAA were well aware of its need.
- f. **Review of 1975 Parachuting.** CAA pointed out the following areas where they had noticed a deterioration in standards:
 - i. Teams applying for Special Exemptions and not giving 28 days notice.
 - ii. D.Z. plans and grid references submitted inaccurately.
 - iii. Jumping through cloud and onto the wrong D.Z.

BPA agreed to publicise these errors in order that they be remedied, whilst CAA pointed out that they would consider refusing applications in the future from those who continued not to come up to the required standard. CAA also pointed out some problems which directly concern pilots — overloading of a/c, airspace infringements and not flying the Quadrantal Rule in IFR in the FIR during parachuting operations; the NC/SO agreed to write to clubs separately on these matters.

Item 3

INSTRUCTORS CONVENTION AGENDA

The following were agreed as items for the Agenda for the Instructors Convention:

- a. RW Progression.
- b. Qualifications for Ram Air Parachutes.
- c. Presentation on Bag Deployment S/L System by NC/SO.

Item 4

PREVIOUS MINUTES

The previous minutes were approved unanimously, there were no matters arising.

Item 5

ARMY INCIDENTS

The NC/SO reported on two incidents in Army Sport Parachuting:

- a. **The Jersey Fatality.** A military team jumping onto a beach in Jersey for a display had neither used a lifejacket nor had suitable rescue boats available. Following an eight man RW attempt, the team found that they had drifted over the sea. One team member landed in the sea and drowned. As the result of an APA inquiry the following recommendations were made to STC:
 - i. L. Melville (Chief Instructor). Instructors Rating be suspended for one year. Banned from Display Parachuting for 2 years.
 - ii. C. Copeland (Team Commander). Banned from Display Parachuting or being a Team Commander for 3 years. Prohibited from applying for an Instructor Rating for 3 years.
- b. **Northern Ireland Incident.** During a display a jumper, who was not qualified to jump in the display or to jump a PC, experienced a malfunction. He failed to cutaway and landed on a church steeple which caused him serious injury. Again as a result of an APA inquiry the following recommendations were made to STC.
 - i. R. Nivens (Chief Instructor). Instructors Rating be suspended for one year. Banned from Display Parachuting for one year.
 - ii. J. Greenan (J/M). Banned from Display Parachuting for one year. Prohibited from applying for an Instructors Rating for one year.
 - iii. D. Pusey (Present, but not actively involved). Formal letter from BPA reminding him of his responsibilities as an Instructor.

STC approved these recommendations with effect from 18th December 1975.

Item 6

INSTRUCTORS COURSES

The NC/SO explained a paper that he had produced as a guide to CCI's and Clubs, sending their members on PI Courses. This paper which was approved by STC, would be distributed one to each club and one to each CCI.

Item 7

ILLEGAL DRUGS

The Chairman explained that, in anticipation of a problem in the future concerning the use of illegal drugs, BPA Regulations should provide for it in an unequivocal way. The meeting agreed unanimously with this view, and, after discussion agreed that the following be added as a new paragraph 10 to Section 9 (Medical) of BPA Regulations: "**Illegal Drugs** Possession or use of illegal drugs by a BPA Member on a Drop Zone will automatically lead to the withdrawal of his BPA Membership and all that it entails."

Item 8

INCIDENT AT LEEDS

The Airport Director of Leeds/Bradford had written to NC/SO concerning two infringements of BPA Regulations by members of the Leeds/Bradford F/F Club. LBFFC had submitted reports to the NC/SO at his request, and had informed him that disciplinary action had been taken by the club against the individuals responsible. Chairman of STC expressed his concern at these infringements and STC agreed that they would not tolerate any further infringements of BPA Regulations by the individuals responsible.

Item 9

INSTRUCTORS RATINGS

Advanced Ratings were unanimously approved for:
J. Barnes and O. Prin

After some discussion it was agreed that a BPA Instructors Rating be granted to Captain Sampson, the holder of a NZ Rating, who had been recommended by Panel Members McQueen and Mapplebeck.

Item 10

No. OF S/L STUDENTS

Following a request from APA it was agreed that 4 S/L students

could be dispatched on a single run, where a tape recorder was used as an aid to giving critiques.

Item 11

GASCO MEETING

The NC/SO reported on a recent General Aviation Safety Committee Meeting. One item of particular interest was propeller conspicuity markings. — The painting of black and white on propellers as aid to prevent accidents — it was agreed this was an inexpensive yet worthwhile exercise.

The NC/SO then explained a NATS paper on mandatory radio requirements, and various members of STC agreed to provide their comments. (The Chairman, Prince, Meacock, Sharples and Howell).

Item 12

NOVICES EVENT AT ARMY CHAMPIONSHIPS

A request from the APA to allow students of less than 'B' Certificate standard to participate in the Army Championships was discussed. The meeting finally decided that they could not grant an exemption from this Regulation which had only just been agreed after much discussion at the last STC Meeting.

BINDERS



in handsome leather cloth with gold blocked name plate on spine, to take copies of your SPORT PARACHUTIST and USPA PARACHUTIST magazines.

Copies open flat and can be removed unmarked as required.

£2.50 incl. p/p & VAT

Also available DAN POYNTERS fabulous THE PARACHUTE MANUAL

A complete encyclopaedia and Technical Manual invaluable to all Riggers Clubs and advanced technical parachutist in general.

SPORT PARA SERVICES

27 FITZROY ROAD FLEET HANTS Tel: Fleet 3793

PARAPOL PARABOOT



In Stock —

COMPETITION BOOTS
STYLE BOOTS

Black only Sizes 5-11
With Black, Blue* or
Red* Trim Sizes 5-11

Also made to order in wide or narrow fittings and other colours

Price £18.50 incl. VAT and postage

* Colour trim £1 extra

Send for details or cash with order to

POLLARD & SON

St. Michaels Road Northampton
Phone 0604 39121



THE ROYAL AERO CLUB SOCIAL MEMBERSHIP OF THE UNITED KINGDOM

Social membership of the Royal Aero Club is available to all members of the British Parachute Association — for details contact the BPA Office.

STUDENT RELATIVE PROGRESSION

INTRODUCTION

This system of progression is basically designed to take a student from category VIII to category X relatively speaking in the safest and most efficient manner.

Before embarking upon it we assume the student has already done loops and rolls.

The main limitation of this system is undoubtedly the ability of the instructor. The main factor to bear in mind being: R.C.A. Relaxed Controlled Aggression, which basically is what relative work is all about.

AIMS OF INDIVIDUAL JUMPS

JUMP I AND II

The main aim is to teach awareness of altitude, the base man's responsibilities and also the correct method of "break off" and "separation".

The secondary aims are as introductory jumps to relative work conditioning the student to:

- i. Watching the instructor to see what he can learn.
- ii. Relaxing into this type of jumping.

JUMPS III and IV

The main aim here is for the student to practice coming down vertically. The secondary aims being the student to watch how the instructor closes horizontally and the maintenance of awareness of altitude followed by correct "break off and separation".

JUMPS V and VI

The main aim here is for the student to physically practice horizontal closing and final linking.

The secondary aim is for the student to learn by observation of the instructor the varied technique of vertically closing.

JUMPS VII and VIII

The main aim is to physically practice the student in closing both vertically and horizontally and the final docking.

The second aim is to introduce the idea of controlled fluid descent combining both vertical and horizontal techniques in one movement. Although this may not be physically practised at this stage due to lack of separation on exit the idea must still be planted, and final awareness of other parachutists on opening.

JUMPS IX and X

To physically practice the student in linking with differences occurring in both the horizontal and vertical planes as a result of backlooping. To teach students more body control and allow him to practise all he has learnt.

JUMP XI

The main aim is to introduce the student to relative work with more than two jumpers.

The secondary aims are control of a two-man link, breaking in, procedure, importance of exit and finally awareness of other parachutists and break off and separation.

JUMP XII

The main aim here is to physically practise the student in exit techniques, closing 3rd, breaking in, break off and separation and awareness of other parachutists.

THE PROGRESSION SYSTEM

JUMP I

Altitude 7200 ft — Briefing — Exit. To be practised on the ground in the aircraft.

Student. Is briefed to exit in the base man's position. To remain on aircraft heading and to watch the pin man. To reduce his position if the pin man goes below him. To de-arch and make a big spread position if the pin man floats above him. *NOT* to snatch or grab either up or down during the docking phase. To watch his altimeter and be aware of altitude. To wave off at 3500 ft, do 180° turn followed by a 4 second track, flare, wave and pull.

JUMP II

Exactly the same as JUMP I.

Continuation

The student will only progress to JUMP III once he has been in two successful links as base man with good safe break offs and separation.

JUMP III

Altitude 7200 ft — Briefing — Exit. To be practised on the ground in the aircraft.

Student. Is briefed to exit in the pin man's position. Is taught delta position, braking and flaring from this position and final reduction should it be necessary. Is taught to go down and aim off to one side of the base. To level off and assume relaxed spread position on same level as base man. Is taught never to take his eyes off the base man and to watch carefully when base man closes the horizontal distance. *NOT* to snatch or grab either up or down during the "docking phase". To watch altimeter and to wave off at 3500 ft — 180° turn, 4 secs track, flare, wave and pull.

JUMP IV

Exactly the same as JUMP III

Continuation

The student will only progress to JUMP V once he has mastered vertical descent in two successful links; practising the same.

JUMP V

Altitude 7200 ft — Briefing — Exit. To be practised on the ground in the aircraft.

Student. Is briefed to exit in the base man's position, poised and on aircraft heading. To watch the pin man coming down and level off. Is briefed to close the horizontal distance on a given signal from the pin man. Is briefed to watch the pin man. Is taught how to make horizontal distance by bending arms at the elbows, palms downwards and legs straight. Is briefed on braking forward speed palms facing forwards and final closing speeds. Is taught to tuck up legs on actual moment of linking. No snatching or grabbing or reaching up or down. Is briefed for a 3500 ft wave off this time to be given by the instructor, a 180° turn 4 secs track, flare, wave and pull.

JUMP VI

Exactly the same as JUMP V.

Continuation

The student will only progress to JUMP VII after he has closed the horizontal difference successfully with a smooth link on at least two jumps.

JUMP VII

Altitude 7200 ft — Briefing — Exit. To be practised on the ground in the aircraft.

Student. Is briefed to exit as pin man. Is briefed to use both vertical and horizontal closing as taught. Is taught how to move from the delta position into a position which gives controlled horizontal movement from vertical movement in one continuous flow. Is briefed never to take his eyes off the base man. Is reminded of braking with hands and final closing speeds. No snatching or grabbing either up or down on final linking. Is reminded to tuck legs up on actual linking. Is briefed to remain aware of altitude and for a 3500 ft wave off by base man followed by 4 secs track and flare. Is briefed to check the sky around him and especially below and above prior to wave and pull.

JUMP VIII

Exactly the same as JUMP VII

Continuation

The student will only progress to JUMP IX once he has successfully pinned the base in a smooth link having closed both horizontally and vertically on two occasions.

JUMP IX

Altitude 8000 ft — Briefing — Exit. To be practised on the ground in the aircraft.

Student. Is briefed to exit as pin man, all normal points are again brought up. Is briefed to link, push off with hands and backloop out of link. Briefed to come in again for second link, bearing in mind possible reduction or de-arching required for vertical

separation. On completion of second link student will again push off and back loop. On both occasions base man will back-loop with him. On completion of second backloop student will check altimeter and give wave off at 3500 ft, 180° turn, 4 secs track, flare, check around, above and below, wave and pull.

JUMP X

Exactly the same as JUMP IX

Continuation

At this stage I would consider a Jumper as category X relatively speaking however, I would recommend the following two jumps as being the next natural progression for relative work.

JUMP XI

Altitude 7200 ft — Briefing — Exit. To be practised on the ground and in the aircraft.

Student. Is briefed as a pin man for a three man link. Emphasis is made on the exit drill and whatever initiation or countdown is used at the moment of exit. Is briefed for normal link up. Is briefed on controlling of possible rotation in the two man link, by use of a leg. On "closing it up" to lose height, or conversely flying it to gain height. Is briefed on "sliding the two man" towards a third jumper by dropping the shoulders. *NOT* to break grips until the third man has either given a shake or physically broken the grip himself. To maintain awareness of altitude. Briefed for 3500 ft wave off, 180° turn, 4 secs track, flare, check around above and below, wave and pull.

Continuation

Once the student has been inside a three man he is now ready to close third and should be progressed to the final jump: JUMP XII.

JUMP XII

Altitude 7200 ft — Briefing — Exit. Practised on the ground in the aircraft.

Student. Is briefed as third man for a three man link. Emphasis is made on exit drill and initiation or countdown. Student is briefed for normal approach towards two man and emphasis is made on final closing speeds, "breaking in" and not to forget to "tuck up" legs on actual "docking phase". No snatching or grabbing or reaching either up or down. Maintain awareness of altitude. Briefed for 3500 ft wave off, 180° turn, 4 secs track, flare check around, above and below, wave and pull.

Continuation

At this stage if category X has not been granted it surely must be now, once the student has successfully closed third. The student is now ready to move on and do unsupervised relative work. He still has much to learn and the majority of this can only be learnt in the air, by virtue of experience.

BREAKDOWN OF JUMPS

Jump	Passive	Active	Results
I	student	instructor	link-pin by instructor
II	student	instructor	link-pin by instructor
III		student/instructor	link-pin by instructor
IV		student/instructor	link-pin by instructor
V		student/instructor	link-pin by student
VI		student/instructor	link-pin by student
VII	instructor	student	link-pin by student
VIII	instructor	student	link-pin by student
IX		student/instructor	2 x link-pin by student
X		student/instructor	2 x link-pin by student
XI		student/inst./3rd man	3 man-pin by student
XII		student/inst./base man	3 man-student closes 3rd

Total number of Links for Student are 12 x 2-Man Links and 2 x 3-Man Links

Student is Pin Man in 9 Jumps and Closes 3rd in one other.

Conclusion

Reiterating the importance of the relative ability of the instructor I personally help students as much as possible throughout all descents, without actually taking the initiative away from them.

This system physically encourages the student to do the maximum amount of work possible, and the continuity of their efforts combined with that of the instructor, does produce a safe, relaxed relative worker.

The techniques taught in JUMP VII may well not be physically tried out until the student has to close third or fourth. However, I believe it a good idea to teach them at this stage.

Debriefing after each jump is of VITAL importance, if the student is to gain the maximum amount of knowledge available.

Not all jumps will go as planned and here lies the real fun in this system. A student will often learn much more from one of these jumps than from a perfect jump. The instructor must have the ability to make these jumps a success, "linkwise".

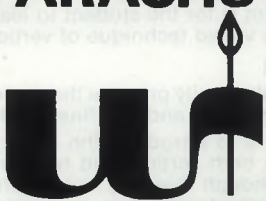
I have used this system of progression on a number of students with resounding success. It is quite possible to achieve the end result in less than twelve jumps. However, in order to cover the full spectrum of individual abilities I consider twelve is about right.

Finally, the breakdown of jumps gives a success rate which when checked with the present system compares very favourably. Check the log books of your category X jumpers and you will find in many cases it has taken between 60 and 120 jumps before achieving category X.

This system is not a pie in the sky, please give it a try and form your own opinions.

D. L. HOWERSKI, D.1027

INSURANCE FOR PARACHUTISTS



WEST MERCIA INSURANCE BROKERS

High St. Wombourne, Nr Wolverhampton WV5 9DN
Tel: Wombourne 2661/4705 (STD 090 77)

BPA INSTRUCTORS

AMENDMENTS TO LIST PUBLISHED IN SP Vol. 12, No. 6

Valid till 31.3.76:		
Prince, J. D. (A)	1880	Hitchen, J. H. 15633
Reed, M. (A)	596	Knight, A. G. 1573
Winwood, W. J.	2139	Sampson, R. A. 22972
		Sultman, G. 22319
—————		
Valid till 31.3.77:		
Charters, R.	12875	71 Instructor's Ratings
McCarthy, P. (A)(E)	949	expire on 31.3.76.
—————		
Valid till 31.3.78:		
Burn, R. K. (A)	3445	Don't forget to renew!
Crawley, T.	543	—————
Day, T.	1705	Any queries — please contact
Devone, G. F.	1850	the Sec-Gen. at the
Hartley, E.	10765	BPA Office as soon as
		possible.

BUZZ'S CANADIAN COLUMN

Although the 1st World Championships in Relative Work are now over, and the results are well known, its worth mentioning some items in connection therewith.

The training camp at Abbotsford was largely ruined by bad weather, and strange though it may seem, due to the low ceiling, many more ten man jumps were made than four man. The team was fortunate in having Jerry Bird as coach. With a Twin Otter to jump from the team was able to simulate exits very similar to those from a UHID Helicopter, even though the former had a left side door, and a right side exit was used at the meet. The change in side for the exit caused no problem.

The team was able to spend one day at the Rhine Army Parachute Centre en route to Warendorf. Many thanks to Tom Oxley and staff for their kindness and generosity in making us very welcome.

As mentioned in the last issue, the four man team was part of the ten man team. Although they had spent two months training in Florida during the spring, after their return to Canada, they became involved in the ten man team, and were not able to continue their training at the same level. This fact I felt contributed to some lack of consistency in their performance. They did however perform up to expectations — the Nationals, and in certain of the World Meet jumps. The jump that spoiled it all was in the fourth round, when they built the formation, and inexplicably one team member broke off, before the 3 second hold time was complete. This effectively put them out of the running, and the will to win was gone. This showed too in the last two rounds.

The ten man team jumped at the level they had attained in training camp, but again did not have the consistency of performance that might have put them in the medals. There was a nine second spread between their slowest and fastest star.

The ten man team, although its members had jumped together over many years, did not formally become a team until mid June. They were competing against teams, which had jumped together as a unit for up to three and four years. Canadian relative workers hope to realise that if they compete successfully in future World Championships, then the same kind of commitment will have to be made.

On a much sadder note, after such an accident free year, two fatalities occurred during September. The first was a breakaway from a slowly opening main, with immediate reserve activation, apparently with feet to earth. The reserve canopy caught on the open main canopy release just below the apex, with no further development. The

second was a pack closure on a static line jump, with no reserve activation (either manually or by an AOD). Investigation indicates that the pack opening bands were attached to the top flap, thereby keeping the container closed.

See you next time,

BUZZ.

ANNUAL DRAW PRIZEWINNERS— 10th JANUARY, 1976

Ticket No.	Prize	Name of Winner
193461	Portable Radio	Mr. Humphries
076269	Ladies' Watch	E. Greigh
071348	Hair Dryer	V. C. Johnson
099530	Electric Razor	P. Eccott
110977	Brief Case	R. A. Laughton
016090	Electric Drill	SAC. Zammit
008080	Set of Towels	Sgt. Townsley
070609	Electric Blanket	Mr. Ratcliffe
252730	Pair of Sheets	Ian Perris
249996	Travel Iron	Mrs. Rowland
144107	S/S Serving Tray	Mrs. Richards
157084	S/S Dish	P. B. Bellis
223534	Slide Projector	M. Cox
194286	Cassette Recorder	Mrs. S. Stevens
075644	Polaroid Camera	Pail Thompson
197347	6 Bottles Pomagne	Elaine Lang
126000	Bottle Brandy	S. Scott
012745	Gents Watch	Mr. D. Gardner
083469*	Electric Heat Tray	Isabel Campbell
033985	S/S Teaset	Michial Cushing
121461	Toast Rack	M. F. Dmytrenko
083246	Electric Toaster	B. Sullivan
084768	Cake Stand	A. Bramley
074958	S/P Sandwich Tray	Mr. A. Winspur
155946	Binoculars	L. Tyne
174743*	Electric Mixer	J. Murden
128354	Coffee Percolator	P. Cooper
093402	Tape Recorder	S. Acres
122305	Book—'Sport Parachuting'	P. Owen
190302*	£50 Voucher	J. Kenchington
032962	Holiday	Mrs. P. Denzey

* — Indicates prize collected at time of the draw.

The Association is most grateful to all who supported the Annual Draw which has resulted in approx. £2,590 being credited to the British National Team Fund for the 1976 World Parachuting Championships.

PARACHUTING:
**THE ART
OF
FREEFALL
RELATIVE
WORK**

PAT WORKS SCS '1



"The Art of Free Fall Relative Work"

By Pat Works

is now available from:
Spodemoor Aviation
20 Chapel Street
BRADFORD BD1 5DL

Price: £5.90

Everything that you want can be got.

Repairs and modifications.

Never too busy to help.

If you want it, I'll make it whatever the shape.

Extensive range of colours, trims and designs.

Phone and then call
round.

Elvin Skysports Ltd

51 Station Road
Snainton
Scarborough. YO13 9AP
Tel. 0723-85 578

I LEARNED ABOUT PARACHUTING FROM THAT by BOOT GRINDALL

I am a student teacher addicted to parachuting but my addiction is continually frustrated through lack of funds. However, once in a while I get enough cash together to raid Thruxton. I don't progress much because of these enforced layoffs — I did go freefall in January — but didn't jump again until one glorious week in May, so it was back on the rope. This particular week turned out to be the most enjoyable and important of my somewhat spasmodic parachuting career.

There was sunshine in abundance at Thruxton, and a lot of first-timers, but I somehow managed to get in six jumps, dummy-pulling like crazy, and trying hard to get back onto three seconds, but not impressing the jump master. My canopy handling was improving though; jump 20 was so deep that there was no way I was going to get in. Trees, roads, power-lines, cows and streams seemed to attract me by an irresistible force but I steered into a field with a few feet to spare. Jump 21 was still deep and at 200 feet I was holding, going straight down to land astride the boundary fence — no point in turning to run because of large trees in the way so at about 70 feet I hauled down hard to induce an oscillation and was swung wildly over the fence with feet to spare. (Thanks for the memory, Paul!)

The high spots of the Thruxton raid were my mate Dave's first 15 second delay and my ride with tape recorder and camera to 10 grand in the R.A.P.A. Islander. (Thank you, Pete.)

And so to Weston for the first time since my army days. A new exit from their C.206 to think about and my first bag deployment jump. It was a bit breezy and cold but there was a programme under way. Doug Peacock put me through exit drill and told me that the bag deployment system was quick and foolproof. So up we went seemingly reaching 2,500ft in nothing flat. Doug shouted something about missing the balloon which was being used by the T.A. and out I went. I made a good exit and held a good position too, nothing like as tricky as the Cherokee 6 I once exited (not so much exited but fell out facing the wrong way!). Anyway, I completed the count and tried to look up only to find my head being pressed forward. Forcing the risers apart I looked up and was horrified to see an extremely comprehensive malfunction with so

many lines over that I was getting very little support. I couldn't believe it; my position had been good but there was this "thing" flapping around above me. It was my first malfunction and I made what could have been an expensive mistake. I remember seeing a photograph in a previous S.P. of how not to throw a reserve, and thinking I would never get into that state, but I did. I held the reserve with my left hand, pulled and discarded the handle with my right and then I got it all wrong. Instead of dumping the reserve in the prescribed manner I merely flicked the apex into the direction of rotation, and the whole lot went straight up into the main wrapping around the rigging lines and providing no lift at all. The thought passed through my mind that unless that reserve inflated I wouldn't need a parachute 'cos I would have wings. So I pushed, pulled and struggled in silent, frightened fury, cursing myself for making such a stupid mistake. Then with no assistance from me a bit of the reserve inflated, untangled, and as it did so the rest deployed perfectly. Why it flew is still beyond me but there it was. I held the reserve risers well away from those of the main which still hadn't cleared itself. I wasn't rotating so quickly now so I had a look to see how and where I was going to land. I still had quite a bit of height and I could see some figures running onto the D.Z. shouting advice about feet, knees and elbows. At about 50 feet I adopted a landing position but couldn't put my head on my chest because a riser seemed to be in the way, so I took a pretty rapid forward landing with a perfect roll but monster head whip, sustaining a neck injury but nothing else.

The lessons to be learned are obvious:

1. I was complacent about malfunctions;
2. I was not, as it turned out, completely familiar with reserve deployment procedure;
3. I didn't ask anyone to refresh my memory.

I hope this experience can be of some help to a beginner who might find themselves in a similar position. My sincere thanks to Dave Parchment and John for their help, Paul and John Norris and finally to Doug Peacock for his calming words and sound advice.

Blue skies

BOOT GRINDALL
B.P.A. 18364





photo—Rande Deluca

Night 10 Man Wedge

SPORT PARA PAPA SERVICES
Before you drop in



Telephone
Meeting (02514) 3793

FOR: JUMPSUITS, PARABOOTIS, GOGGLES, GLOVES, ALTIMETERS
HELMETS etc... + CANOPIES & HARNESSSES FOR STUDENTS & EXPERTS..

SPORT PARA SERVICES, 27, FITZROY RD, FLEET, HAMPSHIRE
Weekdays 9.00am till 5.00 pm — please phone after 5.30pm and at Weekends.