



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
D. Gillies
(at club address)
Tel: 0262-77367

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

WEEK-END CLUBS

British Parachute Club
Headcorn Airfield, Headcorn, Kent
Mrs. S. Stowell
122 Coverts Road, Claygate,
Surrey

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. Wallhead
63 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. Kunicka
(at club address)
Tel: Kingsland 551 — weekends only

Black Knights Skydiving Centre
Weeton, Nr. Blackpool, Lancs.
(Experienced parachutists only)
R. Parry
13 Fern Hey, Thornton, Liverpool 23

Lashenden Sport Para Club
Headcorn Airfield, Nr. Maidstone,
Kent
A. Wheeler
6 Wood Lane, London, SE23
Tel: 01-693 4771

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
'Llareggub', 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.
I. D. Howell
39 Riley Road, Yardley Wood,
Birmingham 14

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

Paraclan Parachute Club
Glenrothes, Fife

Peak District Parachute Club

Scottish Parachute Club
Strathalan Castle, Auchterarder,
Perthshire

Scottish Sport Parachute Association

Spread Eagles Parachute Club
Nr. Ansty, Dorset

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. 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

Denise Allen
295a Ringwood Road, Parkstone,
Poole, Dorset, BH12 3JL

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
127 Summertree Road,
Ellesmere Port, Cheshire

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

E. Davies
2 Merchants Row,
Scarborough, Yorkshire

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, RN & RMSPA,
Commando Training Centre RM,
Lymington, Exmouth, Devon,
EX8 5AR
Tel: Topsham 3781, ext. 491 or
at Club, Luppitt 697

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, Bulford 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

JSSPA Singapore
Captain R. A. Sampson
1 RNZIR, NZFPO 5,
c/o GPO Singapore

SPORT PARACHUTIST



THE JOURNAL OF THE
BRITISH PARACHUTE
ASSOCIATION

(A company limited by guarantee)

Vol. 13 No. 2
APRIL 1976

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

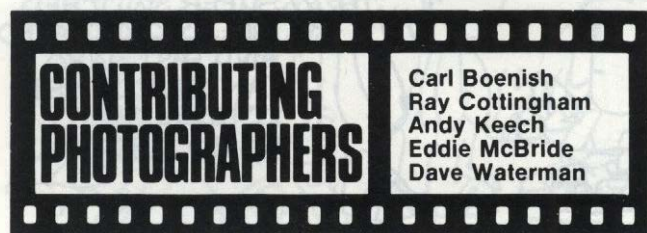
Charles Shea-Simonds *Editor*

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.



Editorial

Never, to my knowledge, has the International Parachuting Committee (CIP) of the FAI produced such a radical change in World Championship Events as it did at the Paris meeting in February. Having only been used at one World Championships (1975), and at two World Cups, the 10-Man Speed Star Event is dead and the 4-Man Event radically altered. In their place, and to be tested at a World Cup in South Africa in October, are to be 8-Man and 4-Man Sequential Events. The 8-Man Event basically consists of 4 separate manoeuvres to be completed in 40 secs of working time, and the 4-Man Event — 5 separate manoeuvres in 30 secs of working time; scoring to be on the basis of one point per manoeuvre (with no restrictions in exit mode).

I believe that many countries were influenced into voting for the new events because of the reduction from a 10 to an 8-Man Event, this easing the aircraft problem. It was agreed that the new events would be used at the 1977 World RW Championships, *only if they proved successful at the World Cup in South Africa*. This is a difficult yardstick as it does not allow much time to sort out the minor snags as they develop, or to give judges experience in the new events. The 10-Man Speed Star had 2 World Cups, 2 European Championships and a whole host of competitions going back to the late 60s in the U.S.A. from which to produce a World Championship Event. I hope we aren't being too premature.

Personally I'm sorry to see the end of the 10-Man Speed Star Event — it's given me much pleasure and satisfaction as it has for so many others. One of the major criticisms of this event (apart from the aircraft problem), has been that it is too repetitive and that it's no fun — this is an argument I find difficult to swallow. Any competitive event is going to be repetitive — you really have to work hard to be a competitive style jumper — few people have an excess of determination and self discipline and that's why there are few good style jumpers. For my money a high degree of determination and self discipline is part of the successful sportsman.

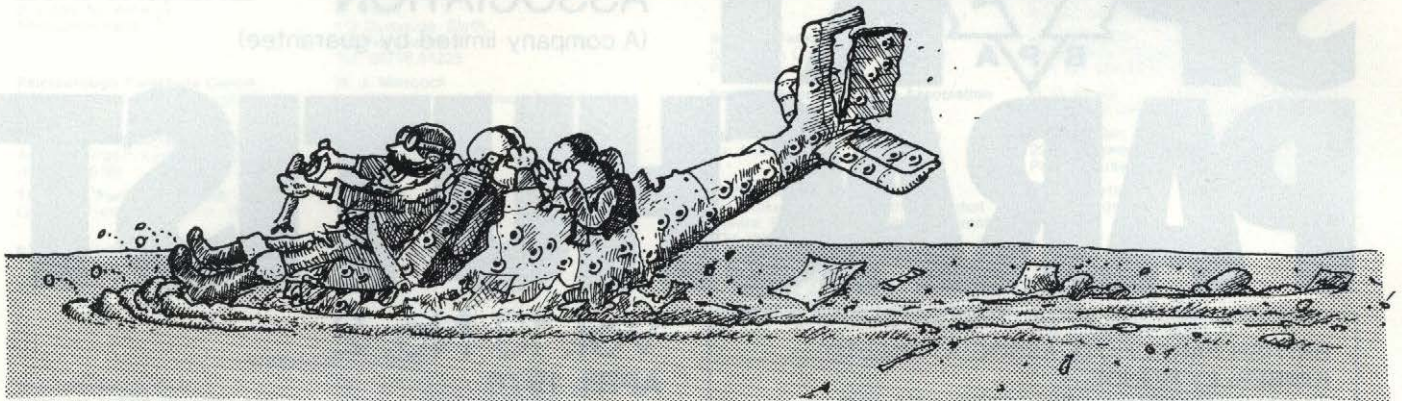
An informative article on the new events will appear in the next issue of SP, but in the meantime if anyone wants details of the new events just drop me a line at the BPA Office. Please don't be overawed by them — just have a go, and "take not thine altitude in vain"!

Blue skies, CHARLIE.

Cover — Jackie Smith, Steve Slater and Jim Coffey over Netheravon.
photo — Dane Kenny

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

AT THE DROP INN



Sensational photograph of Wing Cdr. "Lucky" Nick Cullen bringing his crippled aircraft in after being shot down over Sibson airfield, Peterborough (As reported in the last Sport Parachutist).

1976 CALENDAR OF EVENTS

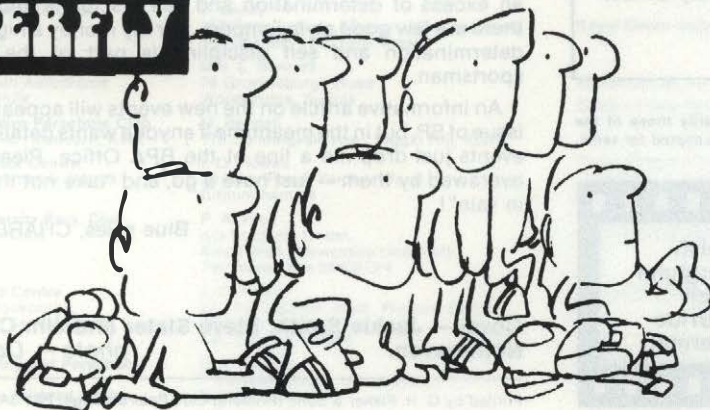
- | | |
|-----------------------------------|--|
| 16-19 April | Relative/Accuracy Meets
Dunkeswell and Glenrothes. |
| 30 April, 1/2 May,
and 7-9 May | Scottish National Championships,
Strathallan. |
| 8/9 May | Accuracy Competition, Sibson. |
| 10-19 May | Army Championships,
Netheravon. |
| 22-23 May | Accuracy Competition, Shobdon. |
| 24-28 May | BPA Instructors Course and
Examination (2/76)
(RAF Weston on the Green). |
| 12-20 June | BPA Classic National
Championships — Shobdon. |
| 26 June-4 July | Irish Parachute Club RW Week —
Farranfore. |
| 31 July-6 August | Rhine Army Championships —
Bad Lippspringe. |
| 2-6 August | BPA Instructors Course and
Examination (3/76). |
| 10-25 September | World Parachute Championships,
Guidonia, Italy. |
| 2-10 October | BPA RW National Championships
— Leicester. |
| 8-12 November | BPA Instructors Course and
Examination (4/76). |



BPA Instructors Course 1/76 at Leeds.

This month's gem of useless knowledge: Peter Padley's dog Bill is a grandson of one of HM The Queen's Corgis. (Someone forgot to tell Boomerang, who removed large quantities of fur from Bill's rear end during the recent instructors course at Leeds to the accompaniment of cries from Peter: "It's not funny — he cost me a lot of money!!")

SUPERFLY



... SO WE'LL PUT OUT OUR TWO
BEST FLOATERS.
... THEN WHAT WE
NEED MARK
IS SOMEONE
SUPER SWITCHED
ON... COORDINATED,
AND FAST WHO
CAN REALLY GET
IT TOGETHER...
TO GO THIRD.



"Hi, I'm Barbara . . . fly me . . . to 2,800 ft!"

photo — Chris Walls

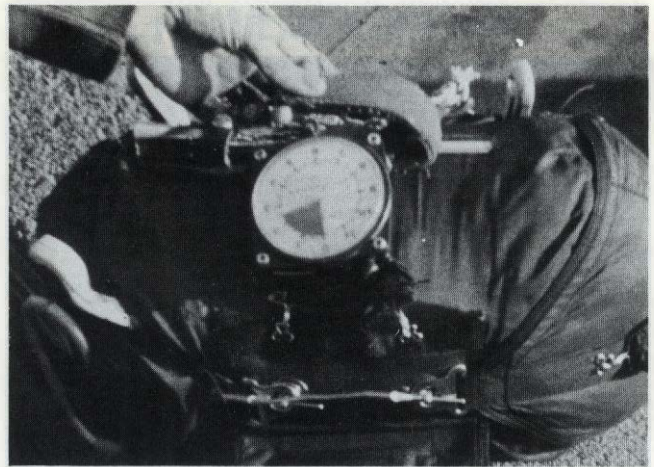
□ □ □

Ian Louttit of DISC is organising two events. First is Big Jump '76 — a mass drop of 140 on one pass and secondly a week's jumping at Land's End St. Just from 1-6 June 1976. For details contact Ian at DISC, Dunkeswell Airfield, Nr. Honiton, Devon.

□ □ □

Congratulations to Mrs. Sandy Murray of the North West Parachute Centre who is now enjoying the benefits of being awarded a Churchill Scholarship. This consists of 3 months of Competition training under the watchful eyes of Gene Paul Thacker at Raeford, Carolina. We expect great things at the Nationals in June.

□ □ □



Kevin Abraham of the Leeds club writes: "The photo shows my reserve having left it unattended with the rest of my gear for a short while. Unknown to me someone had used my knife and replaced it, but in so doing he had pushed the blade through the back of the sheath and it had penetrated the reserve. It was only by sheer luck that I spotted it." The lessons are obvious.

□ □ □

FREE FLIGHT

The wind is fierce and the cold is appalling,
Like a crucified man from the aircraft I'm falling.
I look down and see fields like a patchwork beneath,
And yet feeling apart from the rest of the earth.
To grab at another and look in his eyes,
And see both a mixture of fear and surprise.
He's trying to speak but his mouth's a grimace,
As the wind draws his lips back and claws at his face.

This man that I look at is brother to me,
We are flying together in a bid to be free.
This is no try for fortune and neither for fame,
For the world isn't looking and few know my name.
With my wings made of nylon I float to the ground,
The plane's motor roars, it's a startling sound.
As the men climb in and sit on the floor,
And the final one crouches close by the door.
I envy the few as they head for on high,
As they'll soon be inhaling the smell of the sky.

CELIA HALL

□ □ □

IN OTHER WORDS, YOU WANT ME TO GO BASE.



JBS.

GLIMPSE INTO THE PAST



John Astbury supplied this photo of 3 PARA's Involvement in the 1961 Royal Tournament.

□ □ □

We are desperately short of judges in this country. BPA are making efforts to train new judges this year, but the response has been pathetic. If you're interested in becoming a judge and making a most important and worthwhile contribution to the competition scene, please contact Charlie at the BPA Office.



Congratulations to Fred Farmer and Patricia Thomas, both members of the Royal Marines Sport Parachute Club, who recently got married at Plymouth.

□ □ □



A reefing line "whammy" that occurred recently to Peter Fisher on his Strato-Star. A "Hot Dog" seems to eliminate the problem.





Some of you may have seen this one on TV. Peter Boettgenbach records the 5 Olympic Circles over Innsbruck at the opening of the Winter Olympics. B. J. Worth organised the combined U.S./German/Austrian jump.



Exit practise at Pope Valley — photo by the other Charlie (Fisher)

□ □ □
 Congratulations to American Chuck Collingwood who last month created two new World Parachuting Records: 33 consecutive DC's by day and 37 consecutive DC's by night.

□ □ □
 Congratulations also to "Smudger" Smith of RAPA who recently married Marion. They send their sincere thanks to Tom, Jack, Jim and all the staff at RAPA for the marvellous present and reception.

H. P. BULMER and FIAT PROVIDE SPONSORSHIP

Our thanks in advance to H. P. Bulmer and Fiat (Great Britain) who are supporting BPA activities this summer.



STRONGBOW

H. P. Bulmer are sponsoring the National Championships at Shobdon from 12-20 June . . .



. . . whilst Fiat (Great Britain) are providing the 1976 British Parachute Team with transport to the World Championships in Italy . . . In the Fiat 128 3p Berlina illustrated?

We've heard of a luckless first jump student who, having signed both BPA and Club indemnities, and having screwed up the descent completely, broke a leg on landing. The student is attempting to sue the club for damages.

BPA comment: He hasn't got a leg to stand on!

□ □ □

The Blackburn lad has brought his spouse,
 To a weekend booked at Cookie's house.
 An intimate meal by candlelight,
 The lad has played his cards, just right.
 A spot of sherry in Cookie's bar,
 But wait!!!, the lad has gone too far!
 He should have made his play much sooner
 For now he's supping by the schooner
 And as he slips beyond our gaze,
 Befuddled by a purple haze,
 He's snoring!!

□ □ □

Our thanks to the APA for hosting the recent successful RW Seminar.

□ □ □

Anyone wishing to hire the RAPA Islander while it's in this country (12-19 May) should contact Tom Oxley at RAPA, BFPO 16, as soon as possible.

DISPLAY DILEMMA

It was a perfect day for a parachute display, five hundred feet cloud base, 20 Knot winds, and a promise from the met. office that it would deteriorate as the day progressed; 'YUK' those met men.

A seventy-mile drive to Ringway Airport, Manchester, southside entrance, to emplane for the display at Sheffield 'which would undoubtedly take place'. The drop was timed for 15.30, depart Leeds/Bradford Airport 12.00 Hrs. The journey to Ringway was uneventful which allowing for the events that followed seemed impossible.

On arrival at the airport terminal we made enquiries as to how to get to the Southside entrance, where our 172 was lying in wait for us, a misguided petrol pumper, misguided us, after further enquiries we ended up in a cul de sac, with a nice little Olde Worlde Pub on the corner. "Down General", we approached the licensee for further information, after acquiring such, we returned to the transit where Chris Lyall was playing imaginary golf shots on the grass verge with the gear change lever. "It came off in my hand as I was reversing", said Peter Cross — our ground controller. "That looks testicle", said the General. "Fore" shouted Chris, "Jesus" cried I, there was a glimmer of panic in the atmosphere, but after much prodding and probing with his bionic arm the General managed to replace the gear lever, gesticulating wildly he shouted, "Come on stnuc there's no reverse but it'll get us there."

Gingerly changing gears we arrived at the Southside entrance, where the gate police gave us permission to enter after he was convinced we weren't a sabotage squad.

Kit unloaded, Peter had two hours in which to get to the display arena, plenty of time — or so we thought, the time was 13.30 and with Peter on his way, we felt a little more relaxed.

Two months previously the General and I had reccied the D.Z. with the organisers, no problems, big area, overshoot on four sides.

At 15.10 we took off for the 15 minute flight to the D.Z. on arrival over the area the arena was spotted, but there was no target cross, "But wait, there's a show over there" shouted Chris, "Maybe that's it". "There's plenty of activity down there but still no signs of the ground party," said I, at this point the General spotted another show not far away, "That looks like it," he shouted, "But there's no target out, they all look the ---king same from up here.

Peter must have broken down again, let's have a closer look at the other one pilot, Jesus — what's happening in Sheffield today the war's been over thirty years, and they are still rejoicing — Where the bloody hell is Peter? a closer look at the one Chris had seen — eliminated that, it was a donkey derby, that left two. It was at this moment in time I was prompted to think of a famous story "related by the editor at various D.Z.s" of a depleted display team landing on the wrong showground, to the delight of the spectators and organisers alike.

(Have a piece of fish Charlie)

Nevertheless we couldn't hog the sky much longer, a decision had to be made. We'll try that one and hope for the best, they were only four hundred yards apart, so in the event of it being the wrong one, we could run to the other one and explain that the upper winds blew us off course — "Well it's happened before" YUK.

2.200 streamer away, 500 yards, not bad, running in 3.800, winds 9 knots (oh those wonderful met men).

Exit Chris followed by myself and the General good stack, what's this, a beautiful white cross being laid out on

the D.Z. relief flooded through my gently descending body, wait a minute Frankie boy, our targets orange day-glow not bloody white, all kinds of thoughts were flitting through the space between my ears. Was it Dusty's Pathfinders, the Black Knights or even the Red Freds or Strongbows display which we were dropping in on, we'd soon find out, in any event the spot was good, and lo and behold so was the decision to take this one — (how lucky can you get). Fortunately for us we had two members at Leeds/Bradford Free Fall Club that lived at Sheffield, and had heard on Radio Hallam that we were due to arrive at 15.30 their faces were a most welcome sight on landing, they had realised something was amiss when we were flying around from one spot to another 'more like Blue Arsed Flies, than Blue Eagles.' Using their youthful initiative they commandeered the Karate teams white suits to form a cross, a little late of course, but the thought was there, the General's promised to pay for your next jump lads — 'no kidding.' The organisers were overwhelmed with our timing and accuracy, 'Our aim is to please chorussed a red faced team.'


There was still no sign of our ground party, so after a short interview with Radio Hallam the General, using his bionic eye located the beer tent. Two hours later in walked the forlorn and bedraggled figure of our chief ground controller, Peter. What the bloody hell happened Peter? It broke down again at the bottom of the hill about a mile from here, but before that I took a wrong turning and nearly ended up in Leeds, I've tried everything I know to get it going — but it just won't go.

Hoisting all our gear on our shoulders we made the trek through the streets of Sheffield to our trusty transit, with the General muttering loudly on the way — "I bet we look a right pack of backstuds".

With the bionic man at the helm we pushed it half a mile to the nearest garage with the intention of leaving it there till the following day, but not without a tremendous effort by the half-pissed General, he must have consumed more petrol than beer, sucking and blowing up the fuel pipe, the pumps packed in, or there's a blockage somewhere, the pump attendant said why not put some petrol in it? with a sly smile. Bloody know-all seeing your letting us leave it here, we'll have two gallons out of courtesy, said General Steve (Patton) Austin with smirk. Give it one more try said Chris OK OK OK DON'T PANIC VROOM VROOM VROOM REV REV REV get in lads, big sneering grin from pumper man, tails between legs HI HO Silver Away.

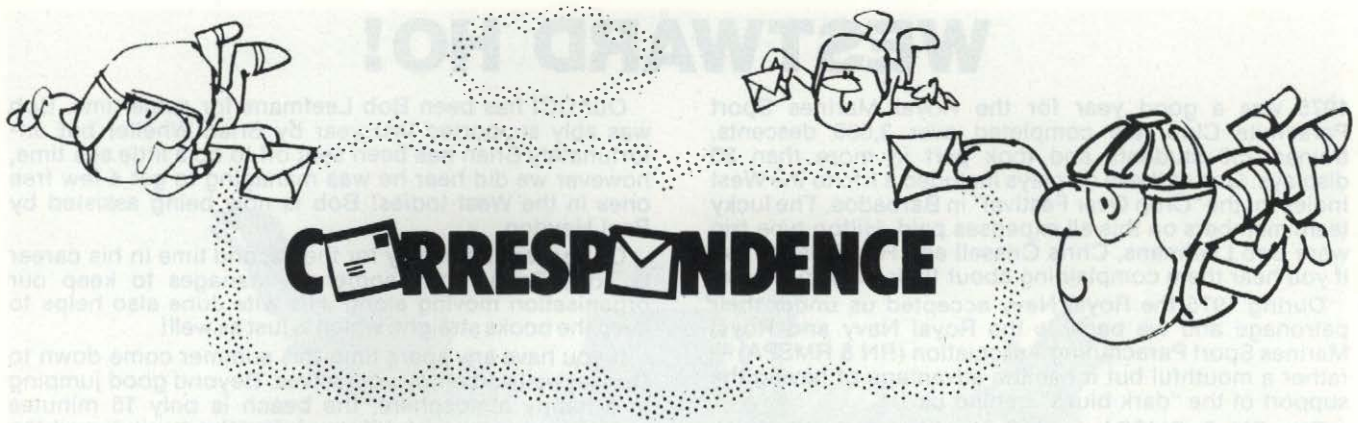
FRANK PEEL D894

INSURANCE FOR PARACHUTISTS



**WEST MERCIA
INSURANCE BROKERS**

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



Middlehurst Home for Elders.

Dear Editor,

I am writing to thank the Leeds/Bradford Free Fall Club for the lovely transistor radio they so kindly sent me at Christmas time. It is all the more wonderful that a parachute club should remember an old lady such as me in such a charitable way.

I am 80 years old and have been in this home for 16 years. We are very kindly treated but the lonely hours are hard to bear.

My room-mate Mrs. Jones has a radio, but will never let me listen to it and even switches it off when I come into the room. Well, now I have one of my very own.

My son and daughter are very nice and come to see me once a month, but I know they only visit me from a sense of duty. This is why your gift is all the more wonderful and thrilling to me as it was given out of compassion for a fellow human being. Bless you.

Today Mrs. Jones's radio went wrong and she asked me if she could listen to mine. I told her to f*** off.

Yours,

ALICE CHARLESWORTH.

□ □ □

To the Owners of GQ Protector Reserves,

1. Following a meeting between R.A.E. Farnborough, this Association and GQ Parachutes Limited on 20th January 1976 the latter in pursuance of their policy of co-operating with this Association where possible, have agreed to assist in the provision of facilities to strengthen the lower lateral band on the Protector parachute with a view to lessening the possibility of a ruptured periphery caused by searing during abnormal opening.
2. Facilities are being arranged to enable this modification to be carried out by B.P.A. Chief Riggers. As an ex gratia gesture of goodwill and without admission of any liability GQ Parachutes Limited will supply tape and thread and will contribute the sum of £3.50 towards the labour costs of carrying out each modification. This gesture is open in respect of all modifications carried out up to the 31st August 1976.
3. Any B.P.A. Chief Rigger wishing to carry out this modification should contact the secretary of the B.P.A. Sub-Committee, George Shone on 0980-610698 who will supply tape, thread and the exact specification of the modification.
4. Upon completion of each modification Chief Riggers should send an invoice to B.P.A. detailing the owners name and address, date of modification and the serial

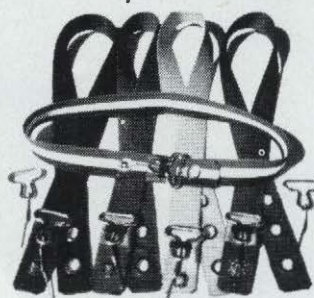
number and date of manufacture of the Protector concerned.

5. This offer will only apply to Parachutes which are in a good state of repair at the time of modification and which have not been previously modified other than by GQ Parachutes Limited.

G. C. P. SHEA-SIMONDS,
National Coach & Safety Officer.

MINI RIPCORD BELTS

by Janousek's Lincoln Parachute Loft



A great gift for the jumper or family. All colours and sizes, \$10.00 plus \$1.50 shipping.

Also complete sales and rigging service.

LINCOLN PARACHUTE LOFT

929 Furnas Avenue, Lincoln, NE 68521 U.S.A.

— FOR SALE —

Skydriver in B4 pack and harness — only 80 jumps £150
— contact Gordon Fernie, Lennoxton 312487

PC with sleeve, drogue and risers, mint condition.
Phone Barrow-in-Furness 25023

2 Altimeters and French Boots (£37 the lot!)
Phone P. Carroll — 01-359 7874

'X' Type 7TU with sleeve, risers and MAI — £40
Phone Mike Batchelor — Crawley 37130

New Skydriver in B4 pack and harness — twin MAI's
£160
Phone B. Pearson — 0274 880801

TA III (Military Dominator) — £130 o.n.o.
Pioneer 4 pin container — £30
GQ reserve container — £12
Owen Masterguard Helmet — £15
Phone Peter Prior — 0432-6411

WESTWARD HO!

1975 was a good year for the Royal Marines Sport Parachute Club. We completed over 3,000 descents, trained 250 students and took part in more than 30 displays. One of these displays included a trip to the West Indies for the "Crop Over Festival" in Barbados. The lucky team members on this all expenses paid, Hilton type trip were Bob Leefmans, Chris Crissell and Rod Boswell; so if you hear them complaining about their lot don't listen.

During 1975 the Royal Navy accepted us under their patronage and we became the Royal Navy and Royal Marines Sport Parachuting Association (RN & RMSPA) — rather a mouthful but it has the advantage of having the support of the "dark blues" behind us.

The RN & RMSPA is well provided for with bunk accommodation for 24, working facilities, kitchen, store room, packing room (3 tables), and a large ground training area. We have nearly 40 student rigs, as well as 8 advanced canopies including 2 strato stars. With a 30 metre pit, Richard Brooks new acquisition a Cessna 185 with an enormous step and a Cessna 172, the future bodes well.

Our CCI has been Bob Leefmans for some time. Bob was ably supported last year by Brian Wheller but unfortunately Brian has been sent off to do a little sea time, however we did hear he was managing to get a few free ones in the West Indies! Bob is now being assisted by Paul Heydon.

Our gallant Secretary for the second time in his career is Tony Price. Tony somehow manages to keep our organisation moving along. His wife June also helps to keep the books straight, which is just as well!

If you have any spare time this summer come down to Dunkeswell and enjoy yourselves. Beyond good jumping in a happy atmosphere, the beach is only 15 minutes away (especially useful if you bring the family), and the local pubs are excellent.

Finally one must not forget Dunkeswell Aero Club who allows us to operate, especially the manager Basil Pring who has been most accommodating in so many ways.

BOB WARD.

With photos by John Farrow



Another excellent first time exit.



The Chef in free fall before . . .



unpacking a PC . . .



. . . and landing under a Strato Star — clever lad!

REVIEWS

PARACHUTIST

by Peter Hearn

Published by Robert Hale, price — £4.00

Peter Hearn, as a junior RAF PT Officer, made his first parachute descent in 1957. In 1959 the RAF decided to become involved in free fall parachuting officially, and Peter Hearn, in company with Flying Officer John Thirtle, journeyed to the French Military Parachute School at Pau to learn the art. He returned to the Parachute Training School at Abingdon to set up the RAF Free Fall Training Programme. He was a member of the 1960 British Parachute Team at the World Championships in Bulgaria, and in 1961 founded the RAF Free Fall Parachute Display Team, later to become known as the Falcons. Having jumped in the USA, Far East, Middle East and all over Europe, Peter Hearn became the Commanding Officer of No. 1 Parachute Training School at Abingdon in 1971. It was in this job that his influence must have been keenly felt; obviously not happy with riding a desk he led from the front and participated very actively in all forms of parachuting. It was towards the end of 1974 that he reluctantly handed over command of P.T.S.

"Parachutist" is Peter Hearn's account of these, his 17 years, of parachuting. The book is very readable, well illustrated and the stories modestly told. It's a splendid insight into the pioneering days of the late 50's and early 60's, and his involvement throughout is tempered with an open-minded approach which must have come as a breath of fresh air to the RAF doctrine of that period. (I well remember a weekend spent in the early 60's hunting around the fields bordering Weston on the Green for RAF discarded sleeves; for in those days they didn't believe in sleeve retaining lines!) My own favourite chapters were his course at Pau, the delightful story of the 1960 World Championships and his encounter with the "Lady Be Good" — though parts of the book I seem to remember reading in "Sport Parachutist" years back!

"Parachutist" certainly warrants a place in my parachuting library — I thoroughly enjoyed it and I'm sure you will too.

G.C.P. S-S

THE WORLD'S WORST AIRCRAFT

by James Gilbert

Published by Michael Joseph, price — £4.95

If you're like me you never cease to be amazed that aeroplanes do in fact manage to get off the ground — when teaching flying students my lectures on theory of flight always seem most unconvincing. James Gilbert's "The World's Worst Aircraft" only endorses this lack of comprehension with a splendid record of failure by aviators with two qualities in common — little knowledge of aeronautical engineering and an endless store of optimistic enthusiasm. The Author's tongue-in-cheek approach to his subject makes for entertaining reading even for puritan sport parachutists who regard the aeroplane solely as a lift to jump altitude. My favourites are the eight-engined nine-winged Ca 90 flying boat. . . it was wrecked on its first flight — the incredible Christmas Bullet. . . only two were built: the first shed its wings on its maiden flight whilst the second flew into the side of a barn — and the saga of the fantastic Gee Bee racers, clocking nearly 300mph in 1932. . . every one built, crashed! Throughout the book the reader is aware of an unrestrained pioneering spirit and an insatiable desire to

get airborne — and let's face it this is basically why flying has progressed at the speed it has. My only criticism is a small one — I'd like to have seen a chapter on the Howard Hughes leviathan flying boat; with a sole flight of ½ mile it surely deserved a place.

"The World's Worst Aircraft" is well illustrated and delightfully written. I thoroughly recommend it, even if it's so you can answer the guy who says: "you must be crazy wanting to jump out of a perfectly serviceable aeroplane", with: "I'm better off wearing a parachute with lunatic designers dreaming up aircraft like the Tarrant Tabor or the Flying Flea!"

G.C.P. S-S

J and A SUITS

About 18 months ago I reviewed jump suits being produced by Jane Marsh — basically I said that whilst they were good value for money I looked forward to seeing her produce a jump suit in a heavier material. Well she has done just that, (apart from getting married — she's now Mrs. Jane Thurgood), and the material is a 100% polyester woven drill cloth weighing 9½ ozs per linear metre, and that's heavy! Her suits are completely custom built — I just gave her one of mine and she copied it exactly — and, at a top price of £17.65 for a two colour baggy job, must be excellent value. The zips she uses are the heaviest I've seen on a jump suit — I think they're normally used for zipping elephants draws! — but certainly they'll never break. I'm ridiculously fussy about jump suits but the one she has 'built' (the only word for one this strong!) for me cannot be faulted.

G.C.P. S-S

**WRITE NOW TO THE B.P.A. OFFICE
FOR YOUR NATIONAL
CHAMPIONSHIPS ENTRY FORM
AND RULES**

J & A SUITS

Telephone:
Stanford-le-Hope 74010
Business hours: 01-529 7563

6 Hall Close
Stanford-le-Hope
Essex

JUMPSUITS

"UNBEATABLE PRICES"

HEAVY OR MEDIUM WEIGHT CLOTHS

ALL STANDARD STYLES FLARED AND NON-FLARED

CLOUR COMBINATIONS TO SUIT YOUR CHOICE

INDIVIDUAL STYLING AND SIZES

STUDENT SUITS

RELATIVES SUITS, Etc., Etc.

Send for your Colour Brochure

WANTED URGENTLY

Instructors to work at weekends at Martlesham Heath.

Please telephone Linda Bennett
on Woodbridge 5881

SAND, SUN AND ALTITUDE

On a very cold day in December Tony Keoghan (ex Falcons) invited me to go to Dubai in the United Arab Emirates and take part in an attempt on the civilian high altitude record. As I was up to my ankles in snow at the time with big black clouds passing overhead at a great rate of knots, the prospect was very inviting and I accepted immediately.

On the eleventh of February, after a week of travelling around England with 120lbs of cameras and oxygen equipment, (which is a tale in itself), I arrived in Dubai in the company of John Easom, one of my students from Grindale. We were met by Tony Keoghan and Jim and Fred Keery where we discovered the latter was in the middle of an attack of the galloping s...s as a result of drinking the local tap water. From the airport we drove to Tony's club house, the Kwanij. The house was in its own 30 acre grounds and had its own swimming pool, the latter proved very useful as the flush in the loo didn't work and we had to use buckets filled from the pool! The rest of the jumpers were waiting at the house, led by Andy, The Sarge, Anderson ex-22 SAS. There was Mike Keoghan who was working on the rigs in the Gulf, Nate Faulkner an American also in the rigs, and, of course, Baqer Younis Baqer President of the Dubai Sport Para Association.

Tony briefed us all on the programme for the next 3 weeks; first we had to sort the kit out so that we had 2 rigs each, secondly we had to partake in a SMALL amount of physical training, (when I found out what Tony's idea of "small" was I wished I was back in the snow), and finally we had oxygen training, filming and training jumps to do.

For the first few days we were short on aircraft so we spent our time polishing the house. The Sarge, with typical S.A.S. thoroughness made an excellent job of cleaning the glass doors, too thoroughly for my liking as I didn't find out the door was shut until ½ second after I broke my nose trying to walk through it! A broken nose, ROD goggles and a camera on your helmet don't go together and I spent some very uncomfortable jumps taking piccies of the lads, (my thanks to Jim Barnes for the loan of his OM.1).

The weather for the next week was not what I had expected of the Persian Gulf; we had more rain in one night than they normally have in 8 years. Eventually the weather cleared with light winds, blue skies and a pleasant 80°. We started jumping and filming from the Police Air Wing's 182 and were eagerly looking forward to the arrival of the promised Hercules. Tony and Andy were jumping the cine cameras while I was shooting stills; how they managed with those television studios on their heads I don't know.

Everyone was looking forward to some high jumps when the news arrived that we couldn't have the Hercules due to military commitments. Long faces were now the order of the day and mumbles of "we might as well go home now" when we had the most amazing piece of luck. A fanatastic airplane with an even more fantastic crew arrived in Dubai; a De Havilland Twin Otter with three great guys on board, Alan, Phil and Ken, without whom we would have been sunk. This seemed to be the turning point and suddenly we had aircraft galore with the 182 and the 206 that had arrived from England with Dereck May at the controls, a Huey helicopter (thanks to Pete Sherman and the D.D.F.), and of course the great Twin Otter itself.

We now got down to some serious jumping — 10,500 foot jumps from the Huey, 15 granders from the Otter and some low one's, about 7000, from the 206!



Half Fred . . . & . . . Jim

During this time we were working with a film crew from England, (Julian, Bob and Dave), who kept asking us, "to do it again," until the day that they asked us to run through a practise exit into pool for the tenth time and found themselves filming four big moons!

Finally the day of the high one arrived and The Sarge had us on parade at six— I didn't know it came twice in a day! We were at the Police Air Wing and kitting up by 8.30 and even at that time in Dubai it's warm, so with our long underwear, pullovers and balaclavas we were glad to get airborne. The team for the high was Tony, Andy, Nate, Mick, Jim and myself, with Fred now over the runs but with some nose problems, (if you've seen Fred's nose you'll understand), getting out at 12000 ft.



The Sarge plus camera



The Team.

The Otter climbing like a bird had Fred at 12000 ft in just over 10 minutes and soon after Fred had left we went on to oxygen; from then on everything is in sign language. nobody suffered any of the ill effects about which we had been warned and we started our run in at 25000 ft. Head winds were higher than anticipated (130 knots) and consequently we had to release shorter than intended. This presented no problem, or so we thought, as there was only desert below and three helicopters standing by to pick us up. Tony gave the signal "2 minutes to exit", and everybody, with a definite increase in pulse rate, knelt up and moved down the aircraft. We heard Phil the pilot give the outside temperature as -36°C and altitude 29950 ft. Phil called 30000 ft and 10 seconds later Tony gave the thumbs up and led out of the door; I followed out 2nd with the rest of the team at one second intervals.

Two things hit me at once, the incredible slip stream, which never seemed to lessen during the free fall, and the equally incredible view.

All too soon the free fall, clocked by Tony at 2 mins 35 secs, was over and we went in for the pull at 3000 ft. By the time we had checked our canopies (and everybody else's) and turned off our oxygen bottles we were at 2000 ft precisely when our Hite Finder AOD's fired. A couple of minutes later six very happy jumpers were congratulating each other, but some 30 minutes later smiles were disappearing as the search aircraft kept searching the wrong piece of desert!

Something had to be done, so Andy, who had a nasty habit of volunteering me for things, suggested that he and I went for assistance. Believe me that when you're not used to the desert 2½ hours walking across sand dunes is no fun! The thing that really worried me was the sight of three camels' skeletons that we passed en route. Eventually we did reach a house, where the telephone was out of order but the owner did arrange a lift for us back to our club house and he also gave us an ice cold coke each. So having tried to suck the coke bottles inside out we climbed aboard a real bone shaker truck and set off for the Kwanij.

Once back at the club house we phoned the Police Air Wing who sent two helicopters for us and we guided them back to the rest of the team. We had jumped at 11.15 and finally got everyone back to the airport at 4.30!

It was an unbelievable day and we rounded it off in typical parachutist style — we got smashed (thanks to Dudley and Leslie).

I couldn't finish without saying thanks to all the tremendous people we met in Dubai: The Otter crew, the Police Air Wing, Peter Sherman and the D.D.F. pilots, the film crew, all the jumpers and their families, Mick and Joan, Nate and Chrystal, Pat, Kim and Wayne, Dudley and Leslie Heathcote, and Derek May — and particular thanks to Baqer, Tony, Tanya and Andy.

RON O'BRIEN, D684.

NORTH-WEST PARACHUTE COMPANY

THE LOFT, 38 ROGERSFIELD, LANGHO,
Nr. BLACKBURN, LANCS.

TELEPHONE 47964

VAT Reg. No. 174 9607 30

Prop: R. N. Atherton

EVERYTHING PARACHUTING BOUGHT & SOLD ANYTHING SUPPLIED — MOST THINGS IN STOCK

AS NEW BARGAINS

T.S.E. Sage Green split saddle style type 3 pin pack harness and reserve tray fly away risers, high D rings snap ejectors and American webbing **only £100.00**
T.S.E. Black with Red trim, similar to above **only £100.00**
P.C. Mk. I, 50 jumps. Cold Custard (Yellow) **only £210.00**

For the Big Guy (like me)

Pioneer 32ft Lo-po T.U., 45 jumps, Black and White candy stripe. Cost more than a P.C. **only £175.00**
Jumbo P.C. Mk. I, 28ft, Blue with Yellow keyhole, as used at the Nationals, 75 jumps **only £235.00**
G.Q. Dominator (the "vintage Bentley of the sport"), Black with Red tail, complete and ready to jump with original pack harness and owners manual, about 50 jumps **only £150.00**

NEW EQUIPMENT

North American Mini-System in Blue Black trim.
Strong's Stylemaster Fastback in Red Black trim.
Pioneer Super-pro in Dark Blue.
Pioneer Jerry Bird in Dark Red, Dark Blue trim.
Strong Starlite tandem in Red Black harness.
Style type 3 pin with rubber openers T.S.E. split saddle harness, Black Red trim comfort pads, etc. **only £79.00**
Relly type long 3 pin with semi-lightweight harness split saddle, Black Red trim by Elvin Skysports **only £75.00**
Strong Pop-Top reserve tray, Black Red trim.
Relly P.C. in Blue, White stabiliser panels.
P.C. Mk. I, Californian Church window.
American Paps., most colours.
Strato-stars, as they arrive.
Irvin Talisman reserves, and Pioneer Super Steerable and Tricon reserves.
St. Christof crash helmets in Red, White and Blue.

Still only £12.00

Goggles by Boogie, Rod, Bubble, Portia and Foster Grant.
French Paraboos, Jumpsuits, Altimeters, Gloves, Rippords (American), 4-Line Chops, Risers main reserve fly-away and piggy back.
Pilot 'chutes by MAI, 40" High Drag, Grabber, Hot Dog, and Square Top.
Bridal cords, detachable drogue reserve bridal cords, anti-slung devices.
Retainer lines, 1½ shot conversions, kicker plates, etc., etc.
Irvin 28ft sleeves, sleeves for P.C. and Pap., Pioneer Pods and Strong Bags.

SURPLUS EQUIPMENT

B4/12 C9 Student Free Fall assembly twin drogues ready to jump **£130.00**
I24 reserves in cotton pack, ready to jump **only £64.00**
B4/12 Packs and Harnesses **only £31.99**
B4/12 P & H, High D's and extended pack, 1½ shots **only £41.99**
C9 reserve with nylon pack fly-away risers and original O-line chop steering line system, ready to jump **only £85.00**

Prompt Personal Service — Let us fill your requirements

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, TUESDAY 10th FEBRUARY, 1976
held at Kimberley House, Leicester**

PRESENT

L. N. E. St. John— <i>Chairman</i>	
P. J. Prior— <i>Vice-Chairman</i>	
D. Waterman	R. Swainson
T. J. Morgan	J. L. Thomas
J. T. Crocker	W. J. Meacock
E. T. Lewington	D. Peacock
J. Petherbridge	G. B. Shone
A. C. Dixon	M. J. O'Brien
T. H. Ridgway	B. Morgan

IN ATTENDANCE

T. Crawley and 6 Observers
Sqn. Ldr. W. Paul—*Sec-Gen BPA*
G. C. P. Shea-Simonds—*NC/SO BPA*

APOLOGIES FOR ABSENCE

M. J. Batchelor

Item 4/76

SUB COMMITTEE REPORTS

1. **Riggers.** Nothing to report.

2. **Aircraft Purchase.** Mr. Waterman reported that operating costs for the Islander aircraft were now available and Mr. Swainson would be working out an operating cost schedule for submission to the Finance Sub-Committee.

It was pointed out that apart from the operating costs there was still the problem of the type of certificate under which the aircraft could be operated. At present the CAA ruling stands i.e. it would be a Public Transport Operation. It was appreciated that it may be some 18 months before finance could be available from the Sports Council towards the purchase of an aircraft but it was agreed that the operating cost study should be completed and that the NC/SO keep the matter of Operating Certificate under review to ascertain if or when there is likely to be any change in the ANO which could effect the present CAA ruling.

3. **COMPETITIONS** (Minutes previously distributed).

(a) **RW Nationals.** Leicester Aero Club was confirmed as the venue but an option was still being held on Dunkeswell because consideration was still being given to the matter of the cost for Army back-up support. It was hoped to resolve this at the next Sub-Committee when the answers to some specific questions on costs should be available.

(b) **Judges Training.** (Dunkeswell 16-19 April). There had been a limited response for the training session to be held at Dunkeswell — three candidates to date. Printed Judges score sheets would be available before the judges training session.

(c) **Video.** This had been considered and it was agreed that purchase of a video system was too expensive. Mr. Waterman would be investigating the cost of occasional hire. Mr. Meacock had written to Sony (UK) concerning video and a reply was awaited.

(d) **Additional Competitive Events**

(i) **Great Britain Championships** — further information was awaited from the proposer, Mr. T. C. Dickson.

(ii) **Collegiate Event** — it was agreed to hold a 4-man Team event for bonefide College and University Teams within the framework of the Classic National Championships.

(e) **World Championships — Delegation responsibilities.** Job specifications for the Head of Delegation and Team Coach were submitted for consideration.

Mr. T. J. Morgan, whilst accepting that the responsibilities listed for the Head of Delegation seemed adequate, felt that some of those listed for the Team Coach were in effect a duplication. This apart, he was of the view that a Team Coach was not necessary unless of course we were contemplating bringing in an outside expert as had been done by one country at the RW World Championships. Most participating countries in the World Championships did not have a Team Coach but relied on the Team Captain to be responsible for technical parachuting matters. Apart from the duplication with the Head of Delegations responsibilities there could be a 'clash' between a Team Coach and the Team Captain.

Mr. Waterman was of the view that a Team Coach was probably necessary in the classic Championships where the team had only recently been brought together whereas at this stage in RW it was likely that the team would have been performing as a Team for some considerable time under its own Team Captain who would be fully conversant with the training requirements of his team and each individual's potential. There was a view that a Team Coach should be available simply in a technical advisory capacity to the team captain and Head of Delegation and suggested rewording to this effect was offered.

On being put to a vote the Competition Sub-Committee's Job Specification for Head of Delegation and Team Coach was accepted as submitted by 11 votes to 5 against.

4. **SAFETY & TRAINING** (Minutes previously distributed).

The only matter arising was concerning the G.Q. Protector Reserve. A draft of a letter intended for distribution to the membership was currently with G.Q. for their approval and/or comment. Subject to their acceptance of the letter an arrangement for payment for strengthening work on G.Q. Protectors would be instituted.

5. **FINANCE** (Minutes previously distributed)

(a) **Outstanding Payments**

(i) **Mr. Brooks** (£30) this was reported as being in the post.

(ii) **Mr. Neville Hounsome** (£68.50) Invoice/Statement had been sent but to date there was no response. Sec-Gen. would try to contact by telephone.

(iii) **Raleigh Industries.** (£500— World Champs.) Mr. Waterman reported on his telephone conversation with Raleigh and understood this was paid, or at least cleared for payment. Sec. Gen. confirmed that payment has not yet been received but he would contact Raleigh to ascertain the position.

(iv) **Staff Salaries/Grading.** Confirmation had been received that the Sports Council had agreed the Staff Salaries under the Sports Council structure back-dated to 1st October. The FSC recommended that these, plus the back dated increases for the Sec. Gen. and Asst. Sec. which had been held in abeyance pending the Sports Council's decision on regrading, be accepted. The recommendation on a proposal by J. T. Crocker seconded by G. B. Shone was unanimously agreed.

Item 5/76

LOAN APPLICATIONS

(a) **British Parachute Club.** Mr. St. John informed that the club was investigating the possibility of purchasing an aircraft and, although a formal loan application had not been submitted, he now sought approval in principle from Council for an interest free loan towards the purchase. Allowing for a successful application to the Regional Sports Council he estimated the requirement as in the region of £3,500 for a period of not less than two years. It was agreed that the matter be referred to the FSC for consideration but it was also pointed out that there was a general principle involved which would have to be a matter for Council and not FSC. Mr. St. John expressed the wish for a decision at the next Council Meeting.

(b) **Cheshire Parachute Club.** A loan of £300 had been requested but the formal application was awaited. There was no objection to the loan provided an acceptable security was forthcoming.

Item 6/76

PREVIOUS MINUTES & MATTERS ARISING

Proposed: P. J. Prior; Seconded: J. T. Crocker; that minutes of 9th December 1975 be accepted. Carried.

Matters Arising

(a) **National Championships— Sponsorship.**

(i) The NC/SO would be meeting with H. P. Bulmer's representative in early March to discuss their involvement.

(ii) Mr. Waterman has been in contact with the Manager of the Wombles.

(b) Training Camp— World Championships.

The NC/SO had written to Clubs in France.

(c) Clearance for Cessna Strong points

Nothing further from CAA but this was not depriving clubs of jumping.

(d) Jump Step. Airworthiness Division of CAA had already approved a number of jump steps and would, subject to acceptance of the design, continue to approve types of jump steps.

(e) Magazine Wrapping. Two samples of wrappings were available but it was known that fold and wrap would entail extra cost compared with the present use of enveloping. On a proposal by P. J. Prior seconded by L. N. E. St. John the meeting agreed with one abstention that the present system of enveloping be continued.

(f) Financing of National Teams. No further ideas had been submitted but Mr. Waterman thought Raleigh could again be approached. Mr. Meacock suggested a booklet which could be sent to a selected list of companies seeking support for the British Team and would send a sample booklet to the BPA. The Sec. Gen. reported that he had asked members to round-up their membership renewal fee i.e. up to £6.00 for full members and £4.00 for Associate members. If last year's pattern of renewals was followed this could mean some £600 to the team fund.

(j) World Championships — Overseas Training. The Sec. Gen. reported on correspondence between BPA and the Sports Council on the matter of grant aid for overseas training. The Sports Councils reply indicated that the formal bid for aid could be treated with some flexibility. The Sports Council Application Forms were awaited.

(k) Student Loss — Study Group. Mr. Morgan reported that although the sub-committee set to investigate and recommend on the loss of students during the early stages of their training, had not formally met, a Seminar on RW had been conducted with the help of the APA at Netheravon— this had been useful and was considered a success. It was requested that APA be thanked through 'Sport Parachutist' for the excellent assistance afforded those conducting and attending the Seminar. The sub-committee would look at the various other aspects and report and advise on these in due course.

(l) Telemeters. These had been ordered and arrangements were in hand for the transfer of French Francs via Midland Bank to Optas's bank in Paris.

(m) Outstanding Loans:

- (i) *Wessex Para Club.* A reminder to be sent to the club that first 40% was due on 29 February.
- (ii) *RSA Para Club.* The outstanding amount had now been reduced to £100.
- (iii) *Sport Para Centre — Grindale.* There had been no response from the club regarding the outstanding £250 which represented half of the original loan, the other half having been paid. The original loan agreement would be forwarded to Mr. Crocker for advice on further action.

Item 7/76

OTHER BUSINESS

General Aviation Safety Committee — Annual Subscription. The NC/SO reported on his attendance at the GASC Meetings and the matter of the BPA Subscription which was currently £20. There was sufficient evidence to support our full membership of the GASC and it was the NC/SO's view that we should give more support to their limited budget. A proposal by W/O Lewington seconded by W/O Peacock that BPA pay £50 subscription was unanimously agreed.

Item 8/76

R.W. World Cup— South Africa 1976

Mr. Crocker sought Council approval for a 4-Man Team to enter the RW World Cup as a British Team — recognition by the National Governing Body was necessary if the team was to be allowed to participate. The 4-Man Team already had sponsorship and would be no cost to the BPA.

Mr. B. Morgan, whilst he saw no problem for this year, could see possible difficulties in future years when there could be conflict in getting sponsorship. The title of British Team is earned in competition at National Championships and should not be used loosely. On the question of another team also wishing to enter it was felt this would be accommodated simply by increasing the size of the British contingent. A proposal by J. L. Thomas

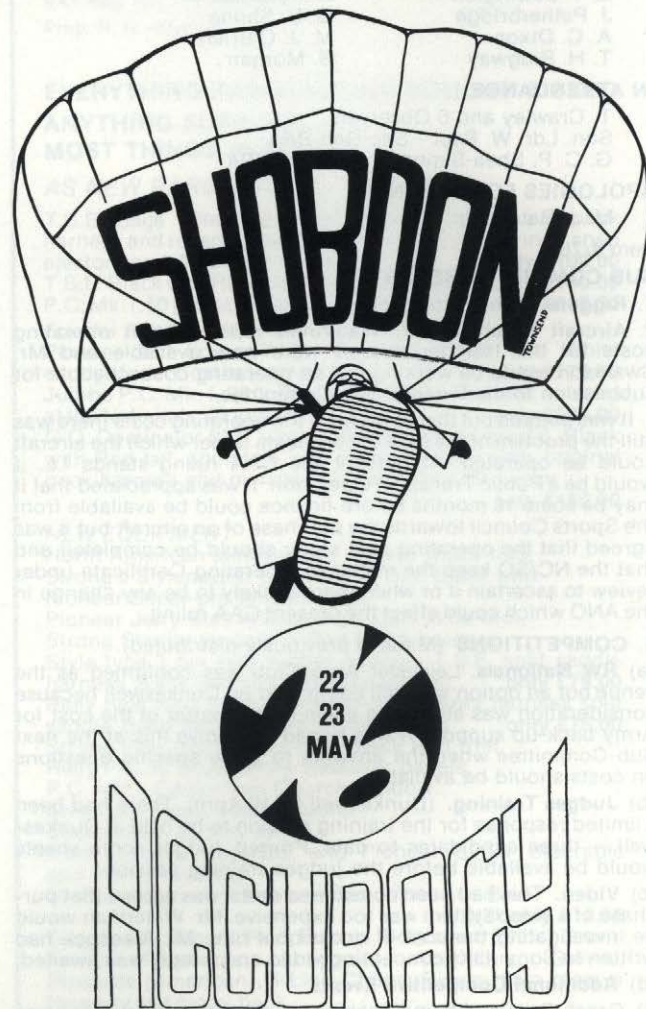
seconded by W/O Lewington that Mr. Crocker's 4-Man Team be permitted to enter the RW World Cup as a British Team was unanimously agreed.

Item 9/76

AFFILIATION—LASHENDEN SPORT PARA CLUB

An application for Affiliation proposed by W. J. Meacock and seconded by J. T. Crocker was unanimously agreed.

There was preliminary discussion on the possibility of a loan to the new club but Mr. Crawley had reservations regarding the form of guarantee and would refer the matter back to the Club Committee together with the various suggestions put forward by Council.



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, N.W., Suite 444, Washington DC 20005, USA

**BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, MONDAY 26th JANUARY 1976
held at BPA Offices, Kimberley House, Leicester**

PRESENT

J. Crocker	<i>Chairman</i>
C. Shea-Simonds	<i>NC/SO</i>
D. Prince	<i>NWPC</i>
J. Meacock	<i>PPC</i>
T. Dixon	<i>REME</i>
J. Sharples	<i>APC</i>
D. Orton	<i>PDPC</i>
J. Curtis	<i>Lincoln</i>
D. Peacock	<i>RAFSPA</i>
I. Howell	<i>Midland</i>
M. Beynon	<i>BBC</i>

OBSERVERS

A. Morris	W. Sharples
K. Allen	P. Fisher
R. Swainson	

APOLOGIES FOR ABSENCE

E. Lewington	J. Laing
A. Collingwood	

Item 1

GQ PROTECTOR RESERVE

The NC/SO reported on the meeting at RAE Farnborough with Mr. Jones (of the RAE Accident Section), Mr. Harrison and Mr. Mitchell (from GQ's) and the NC/SO, George Shone, Tony Geraghty and John Hitchin (from BPA). Basically the representatives from GQ's agreed that the breaking of the lower lateral band on John Hitchins Protector gave cause for concern and that the possibility of its recurrence could not be ruled out. George Shone explained the method he used to strengthen the lower lateral band, and Mr. Mitchell agreed that this was satisfactory and that he recommended it; he also suggested that the apex cap could be removed to reduce bulk as it served no useful purpose. Mr. Harrison agreed that GQ's would be financially responsible for this precautionary measure of strengthening the lower lateral band. A subsequent telephone conversation between NC/SO and Mr. Harrison revealed that GQ's were having reservations about this financial obligation. STC agreed that every possible measure be taken to ensure that GQ's adhere to the obligation they undertook at the Farnborough meeting, and that the NC/SO prepare detailed minutes of the Farnborough meeting for presentation to BPA Council if necessary.

Item 2

INSTRUCTORS CONVENTION

With reference to the minutes of the Instructors Convention Item 2 (Qualification to jump Ram-Air Canopies) — delete para 65 of Part III Safety Regulations, insert para 67 of part III Safety Regulations.

Item 3

EXAMINERS RATING

A request for Bob Suttle to be placed on the Panel of Examiners was supported by the NC/SO. After considerable discussion it was felt that he did not fulfil the requirement of being one of the more experienced advanced instructors and that he should present his case personally at the next STC Meeting should he wish.

Item 4

INSTRUCTORS RATINGS

Alan Morris was reinstated as a full BPA Instructor, and Derek Orton and Mike Beynon were granted BPA Advanced Instructors Ratings.

Item 5

INSTRUCTORS COURSES

The NC/SO announced that the closing date for BPA Instructors Course 1/76 (9-13 Feb. at Leeds) would be Friday 30th January. The dates for the May course would now be 24-28 May, so that it did not conflict with the Army Championships.

Item 6

INSTRUCTORS PROBATIONARY PERIOD EXEMPTION

D. Thorne requested an exemption from the 6 months probationary period as a Potential Instructor. This was carefully considered but it was agreed that no exemption could be granted in this case.

Item 7

PREVIOUS MINUTES AND MATTERS ARISING

The previous minutes were agreed. The only matter arising was that both L. Melville and J. Greenham were appealing against the decisions taken at the last meeting — these appeals were initially being examined by the APA.

Item 8

ANY OTHER BUSINESS

Jim Sharples requested on behalf of Paddy Mulvaney, a student with 170 odd static line descents that he be granted permission to jump an Advanced Canopy (PC type). This request was considered at length, but was ultimately rejected.

**MAN SMALL
WHY FALL
SKIES CALL
UNIQUE CALL
THAT'S ALL**



SKIES CALL IS ALL... and the reality of its presence on every jumpers bookshelf has been long overdue. Throughout its 136 pages, this book features 150 pictures in full colour, superbly presented as a hard bound volume that is an unrivalled pictorial and verbal appreciation of the sport.

£8 50 PER COPY (£7 EUROPE) INCLUDES POSTAGE
Send your order with money to: J. Partington Smith
DEPT 436 · THE OLD PINES · EPSOM · SURREY

**WHEN DID YOU LAST
* REPACK YOUR *
RESERVE?**

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, TUESDAY 9th MARCH 1976
held at BPA Offices, Kimberley House, Leicester

PRESENT

J. Crocker	<i>Chairman</i>
C. Shea-Simonds	<i>NC/SO</i>
D. Prince	<i>NWPC</i>
D. Peacock	<i>RAFSPA</i>
T. Dixon	<i>REME</i>
J. Curtis	<i>Lincoln</i>
P. Fisher	<i>LBFFC</i>
R. O'Brien	<i>CSC</i>
D. Orton	<i>Peak</i>
I. Howell	<i>MPC</i>
D. Gillis	<i>SPC</i>
J. Sharples	<i>HPC</i>
M. Bolton	<i>CS</i>
G. Shone	<i>Rigger</i>
L. Thomas	<i>Rigger</i>
J. Laing	<i>APA</i>
N. Law	<i>MPC</i>
J. Barnes	<i>New Univ.</i>

OBSERVERS

P. Padley	G. Sultman
R. Atherton	R. Swainson
B. Jones	S. Lear
D. Stilman	R. Steele
J. Norris	J. Guscott
G. Pierce	D. Hickling
R. Suttle	J. Hitchin
I. Taylor	S. Dyer

APOLOGIES FOR ABSENCE

J. Meacock E. Lewington

Item 1

G.Q. PROTECTOR RESERVE

The Chairman reported that, apart from minor alterations, the G.Q. Parachute Company had agreed to the draft letter produced by the NC/SO outlining the modification and financial assistance to be sent to clubs. Basically the company have agreed to provide tape and thread, together with a sum of £3.50 per canopy towards labour without accepting liability. The exact details are given in the letter to be sent to all clubs by the NC/SO, and no action should be taken until it is received.

Item 2

INSTRUCTORS COURSES

(a) The Chairman reported on the recent exam week at Leeds where a decision on three examinees had been reserved until the weekend of 6/7 March, when they were re-examined and clearly had not reached the required standard. At the request of the Chairman, STC approved the following recommendations of the NC/SO and D. Peacock:

P. Hibbard and P. Connelly — P.I. Qualification withdrawn for a 12 month period, and then to attend complete Instructors Course again if they wish to qualify for a rating.

M. McHale — Continue as Potential Instructor until recommended to attend an Exam Week by either M. Bolton, G. Jones or both.

(b) A proposal by D. Peacock was then put to the meeting:

"That all P.I. Courses be run at nominated centres with a syllabus approved by STC, and under the supervision of the NC/SO."

The Chairman made an alternative proposal:

"No P.I. Course, apart from those arranged by the NC/SO, may be organised without prior approval from the STC."

After considerable discussion the **second** proposal was carried by 11 votes to 5.

Item 3

EXAMINERS RATINGS

D. Peacock proposed the following "Members of the Panel of Examiners will be appointed by the STC from the more experienced and suitable Advanced Instructors, who must have

attended a minimum of 2 P.I./Exam Courses in an instructional capacity and held an Advanced Rating for at least 12 months. Appointment by the STC will be dependent upon an initial recommendation by two existing members of the Panel of Examiners." After discussion this was approved unanimously.

Item 4

ADVANCED INSTRUCTORS

The following were granted Advanced Ratings subject to the necessary written recommendations from 2 Examiners reaching the BPA Office:

G. Pierce and D. Gillis.

Item 5

PREVIOUS MINUTES

The previous minutes were approved and there were no matters arising.

Item 6

WATER JUMP PROCEDURES

This matter, having been placed on the agenda by E. Lewington who was not present, was adjourned until the next meeting.

Item 7

INCIDENT AT CARK

D. Prince explained a malfunction at Cark which concerned a Pioneer "Jerry Bird" main assembly. The twin MA1 pilot 'chutes had deployed on either side of the lower pack flap, and applied pressure below the stiffener plate — this prevented further deployment. There was considerable discussion on this subject and the following was agreed:

- (a) Use of twin pilot 'chutes with this system be prohibited.
- (b) It is recommended that the single pilot 'chute be of the "Grabber" or "Hot Dog" variety.
- (c) It is recommended that the crown lines are protected during deployment by the use of a sleeve, or "snake skin" if bag deployment is required.

Item 8

INCIDENT AT WICKENBY

John Curtis described a poor hand deployment of a reserve following a BP malfunction. This deployment had resulted in a thrown line on the reserve. STC decided that no action was necessary in this case.

Item 9

INCIDENT AT HALFPENNY GREEN

D. Orton described an incident where an Instructor, M. Winwood, had not hooked up a student to the approved strong point, but had used the seat belts themselves. The static line subsequently became unattached, but was spotted before the student was dispatched. After considerable discussion it was agreed that M. Winwood's rating be suspended until he attends an STC Meeting to elaborate on his actions. It was also agreed that L. Matthews, the CCI, also attend, and that the NC/SO write the necessary letters.

Item 10

REQUEST FROM DIABETIC

Mr. Guscott, a diabetic, requested approval from the committee to undergo sport parachute training. The Chairman explained that the BPA Medical Adviser, Dr. Murray-Leslie, had already given a ruling that diabetics are not an acceptable risk in sport parachuting — see minutes of the meeting of 5th August 1975, Item 7b. However it was suggested that Mr. Guscott approach Dr. Murray-Leslie should he wish. It was also agreed that the NC/SO write to R. Acraman, and point out that Mr. Guscott could have been spared his trouble and embarrassment if he had been advised that a ruling was already in existence.

Item 11

PILOT'S APPROVAL

A request for BPA approval of a jump pilot was submitted by

R. Acraman. It was agreed that, as the applicant did not have 100 hours PI, and that he obviously was not "thoroughly familiar" with the aircraft in use, the NC/SO return the form to R. Acraman requesting a CFI's countersignature. It was also understood that this pilot was now R. Acraman's full time jump pilot, and that he had already done a number of hours jump flying. It was agreed that the NC/SO seek an explanation from R. Acraman, and that a copy of the letter to sent to CAA.

Item 12

GASCO

The NC/SO reported on the recent GASCO meeting. The item that was of concern to BPA was a reported air miss between parachutists on a display and a Jet Provost in the FIR. It had been agreed at the GASCO meeting that the NC/SO encourage jump pilots to call the relevant FIR controller before any display drop outside controlled airspace in the FIR. Clubs should inform their jump pilots.

Item 13

T.10a RESERVE

A T.10a Reserve parachute was presented to the meeting by L. Thomas who had sold it to a Mr. Perks. The latter had thought the canopy suspect and L. Thomas agreed that irvins be asked to conduct a strength and porosity test. Both L. Thomas and G. Shone explained that they considered the canopy serviceable. It was agreed that the NC/SO send the canopy to Ian Wright at Irvins.

Item 14

BAG APPROVAL

Bag systems were presented to STC for approval by RAFSPA and REME. The former, which incorporated a centre base tie, was approved only for use by the RAF at Weston on the Green. The latter, incorporating a mouth lock tie was also approved. After the meeting the RAF showed some interesting film of their system.

Item 15

EXAMINERS RATINGS

J. Barnes and R. Suttle requested exemption of the new rule agreed at Item 3. After discussion it was agreed that exemption in these cases could not be granted. An Examiners Rating was granted to J. Laing, who had been on the Examiners Panel in the past.

An air-mobile medical facility, staffed by highly medically qualified and parachute trained personnel, will require experienced parachutists to work with them in a ground support role.

Intending applicants are invited to write for company employment application form + job description sheet, giving a brief resume of their personal history to date.

Written applications only please to:

The Secretary,

Para May-Day (FIELD AMBULANCE) Limited

Registered office:
478 Hornsey Road
London N19 4EF

(Company registered in London No. 1052520)

CUSTOM-MADE
made-to-measure
wedge or standard mains
flat or standard reserves

Our designs

wedge-shaped
inverted pig
twin-tricon
adjustable
step-in

Your design

CUSTOM STRATO STAR RIGS

GS **CUSTOM PARACHUTES**
"The Chapel Loft"
Tidworth Road, Idmiston
WILTS. (0980) 610698

Custom student rig
1. BAG DEPLOYMENT — for initial jumps
2. POD DEPLOYMENT — for DR.C.P.s
3. FREE FALL OPERATION

GS/BA Student Deployment Bag

ANY REPAIRS

+ a selection of
NEW & SECOND-HAND
parachuting gear
from canopies to
kicker plates

CRAZY – THE LOT OF US!

It's the 26th January, 1976.

We're climbing up for the first lift of the day.

On the ground the sock shows 8-10 knots; the earth is hard and lightly covered with snow. Cloudbase is 3-4 grand and lifting; we're on our way to 7, and when we get there there'll be blue sky all the way. But well before that, there's the WDI. I'm straining my eyes to follow the 20ft sliver of paper as it floats in the gulf below me, flitting in and out of visibility against the snowy background. The sub-zero slipstream bowls past my head to settle invisibly way behind us. And what a view down there! The ground first— whitewashed landscape to the horizon. To the East over the Fens the cover is heavier, but from below us to the West — with the A1 as the dividing line almost — there's rather less snow. Here there's detail — roads and hedges, houses and trees stand out heavily — the trees and houses casting long wind-shadows over the shining fields. Here and there a red roof adds a spot of colour to what might almost be a black and white photo. But that could never describe the sky! The sun, not direct here yet, but shining brightly on the fields 5 miles away, is lighting up the cloud. Golden mountains of vapour fringed with grey and brown. Reddish foothills, shadowed in colours hard to describe, hang all around us. Some small patches at 1000ft shine silver, and behind all that there's blue.

The spot's sorted out, and I begin to empty the plane. One out at 2½ another at 5, and then we're at 7, running in for a tracking exercise. Boe gets out, turns left and moves. I watch from the open door, and come down with the plane. Boe's going to grab another rig and I'm going out with him on the next lift.

The cloud's thickening now, and the wind's freshening. As we climb back up again it looks as though we're doomed to a clear and pull, but Nick presses on, and soon we're on the run in towards a 6000ft ceiling. The sun is a brown ball glowing through the cloud above us. Tantalizing — its not very thick, but we'll lose the ground if we venture through. We really wanted 7, but this is going to have to be it. Boe understands the revised height. We're over the spot— Cut— Get out! His expression changes as he climbs onto the step — his face is turned in to me — away from the icy slipstream. I feel it too, as I climb out next to him for the dive— the sharp stinging snow particles in the bottom of the cloud. Who will they fall on after they hit us I wonder? OK — Go! Boe leaves — I dive, arms reaching down for the Earth over a mile below. I only half see it though, for my attention is also on the stinging flakes, which I now see rushing past horizontally. As my dive levels out— and I turn to follow Boe, the direction of this high speed snowstorm changes to vertical — straight up towards me. What a demonstration of throw forward!

Then everything clears, the snow vanishes, and I see the ceiling moving upwards. Boe's off — streaking away from me in a wild sweeping track turn. The depth of the scene is immense. We both open. I can imagine shaking loose the particles of ice and water in my jumpsuit. My altis are wet, and my goggles are steamy. The freshening wind has revised the opening point a bit, but we both settle into the target area, and walk back happy, the blood pounding through the veins like it's never been there before, faces red and fingers tingling. We repack, and Boe gets on another lift for his first link. The plane comes back down covered in ice, which causes half the would-be jumpers to hide, but then the windsock settles it by trying to take off. We go for lunch, and it's there that we see the light — "We must be crazy" someone says.

Well look at it— There's snow on the ground. It's hard and slippery. The wind's freezing. We get out of a warmish plane into a snowstorm. Its seven degrees centigrade colder up there than down here (where its minus anyway) and we hang in our canopy-induced cold breeze for 2 minutes. We hit rock hard ground (and some worry about landing on roads) then trudge half a mile back to the packing shed where we'll stand and freeze for half an hour repacking.

We must be crazy. But —

"What a view!"

"Those clouds!"

"Wing opened OK" (laughter).

"What a track"

"I'm warming up again"

And then:

"Coming up again?"

"When this wind drops?"

"Yeah — sure"

"Too true we are"

"Bloody right"

Crazy — the lot of us!

JOHN NICKOLLS D823

**HAVE YOU RENEWED
* YOUR *
BPA MEMBERSHIP YET?**

**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.



Steve Eversfield records a Rapide exit over Netheravon.

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

CHEROKEE 6 FOR HIRE

Gentlemen,

1976 is now with us and everything costs more, but with some careful planning we can REDUCE the costs of your parachuting.

The more an aeroplane flies the less it costs per hour to operate, you know this and so do we, the other criteria is **speed of operation**.

The speed we can control, the hours of use are up to you, **BOOK THE AEROPLANE NOW** and enjoy the following:

STUDENT LIFTS

4 static liners to 2500ft with 4 passes PLUS a climbing pass to 4000ft. Average time 14 minutes at a cost of £7.60.

FREE FALL

Climb to 8000ft, one pass, average time 26 minutes at a cost of £13.90.

BY THE HOUR

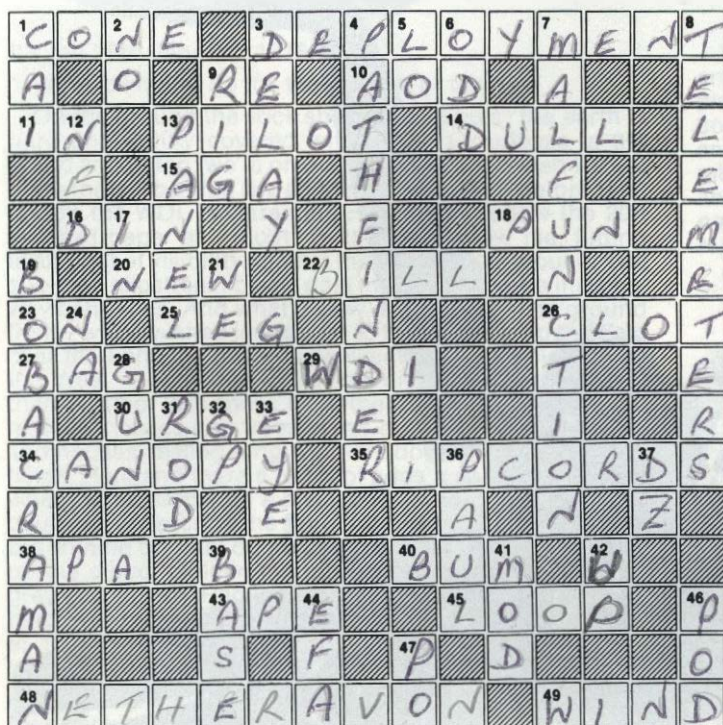
£32 per hour with approved drivers using Cherokee Six (300hp) fully equipped (no problems in controlled airspace for demos).

BY THE DAY

JUMP ALL DAY 8am to 8pm for £250.

You can book by the hour or day or we will offer contract rates as per the above examples, obviously we must have a guaranteed minimum so contact me now on Reading 883512 or at home 0734/691455 PETER BARTLETT

CROSSWORD by Jon Turner



Across

- 1 Goes with pin (4)
- 3 Opening (10)
- 9 Referred to engineers (2)
- 10 Self dumping (3)
- 11 Not out (2)
- 13 A useful man (5)
- 14 Boring (4)
- 15 Useful for cooking the books (3)
- 16 Photographic noise (3)
- 18 Like 16 across—a bad joke (3)
- 20 Not old (3)
- 22 & 36 down. A generally helpful man (4, 4)
- 23 A handy point to know (2)
- 25 Sometimes broken (3)
- 26 Bloody thick (4)
- 27 Container (3)
- 29 Streamer? (3)
- 30 Impulse (4)
- 34 Goes within sleeve (6)
- 35 Usually pulled (8)
- 38 Full of squaddies (3)
- 40 That which a tramp sits upon (3)
- 43 To imitate the astrons (3)
- 45 Stylish in its turn (4)
- 48 Geordie's joint (10)
- 49 Often a blow to jumping (4)

Down

- 1 The boss (3)
- 2 Negative (2)
- 3 Wait to open (5)
- 4 This one shows the way (10)
- 5 & 47 A canopy (2, 2)
- 6 Strange (3)
- 7 When things go wrong (11)
- 8 Used for measuring vision? (10)
- 9 Complete assembly (3)
- 12 Born to jump (3)
- 13 Part of a canopy (5)
- 17 Not out again (2)
- 19 Big noise from Thruxtton (10)
- 21 Us (2)
- 24 Riggers down under (2)
- 28 Banger (3)
- 31 A stick for looking through? (3)
- 32 Medical man (2)
- 33 Should be kept on the ground (3)
- 36 See 22 across
- 37 Jumping space (2)
- 39 Bottom man (4)
- 41 Alterations to the war office (3)
- 42 Where we go before jumping (2)
- 44 Cloud makers (3)
- 46 But not for seeds (3)
- 47 See 5 down.

FLIGHT SAFETY BULLETIN



"SAFETY THROUGH KNOWLEDGE"

Subscribe by sending £1.50 annual subscription to:
GENERAL AVIATION SAFETY COMMITTEE
 Nettlebed House, Nettlebed, Henley-on-Thames,
 Oxford, RG9 5DD

PARA CHUTE SHOP

UT-15 Original Russian Model UT-15
 from stock in various colours

Includes:

- Canopy in bright colours
- Sleeve
- Pilot chutes
- Risers
- Carrying bag
- Dutch licence

for only £232.50 CIF United Kingdom

(+ free jig-saw puzzle 11 man star!!)

Ask for our free catalogue

Para Pilot Shop - Airport - Hilversum
Netherlands

A QUESTION OF ATTITUDES

What old-timer has not been proud of himself when told that the current BPA Membership number is 25 times greater than the old GP issue number. It means that one is a daredevil, one goes through with things that are difficult to face up to: and that is a fine thing.

Very few people would actually, consciously, attempt to stop students from getting on so as to improve their own status position, or for any other reason.

However, this is exactly what does appear to happen; to digress briefly — parachutists pride themselves that status differentials disappear in our sport. They hold that whatever you are outside the club does not count, it is what you are inside that counts. Rarely would someone be rated as a better parachutist because he owns a Rolls Royce. So, conventional status-symbols and attributes have gone by the board; but, parachutists have substituted a new set of symbols of their own, important amongst which are number of jumps, degree of progression, time for series/½ series, size of star participation, different centres jumped at, competition results, D.C., type of canopy possessed, instructors rating etc.

And these characteristics count as status characteristics but do not count in larger society. In the larger society it may be a cause of excitement or resentment as to whether or not someone has a larger or more expensive car, but in parachuting status symbols spell experience, which means **survival**.

The student in parachuting is probably one of the most suggestible animals that can be found anywhere in the world. The reason being that he is in the early stages of overcoming homosapien's most primal fear, that of falling to his death, and he has not had the experience necessary to convince him that his equipment will save his life— so he doubts it. Nor does he know whether or not he is capable of doing what is necessary to save his own life when the time comes — so he doubts himself. Also he knows that he cannot gain experience slowly before making his commitments. He has either to jump or refuse; and he feels that to refuse is essentially shameful and cowardly so he is caught between the devil and the deep blue sea.

That is why the moron in the bar, who shakes his head and says loudly, "Jesus that was a hairy jump, I nearly bought a farm that time," just to watch the students turn pale, should be delivered a swift kick in the strawberries.

Students will willingly allow this loud-mouthed type to work on their fears, arousing them still further, because their feelings tell them that parachuting is dangerous. Anyway the hairy story creates more sensation than does the story of a jump that went well.

A close second to the fear arousing moron is the status-seeking moron, who uses the student to boost his own ego. His attitude is high-handed and critical. He lectures the students, warns them and finds fault with them. This moron can sap initiative and destroy the students confidence in himself very quickly.

To these two types add your own pet type; there are many.

The reason that these people can exert such a disproportionate influence is that they seem to supply most of the individual attention available to the student; this, for several reasons. Talking to students informally is a difficult and responsible business. It is necessary to be open, but not to give more information than he can assimilate at one time; one must avoid stoking the ego in response to the students hero-worship; one must avoid responding to his demand for sensation, one must instead be almost disappointing in the way one treats a jump, talking with confidence about (good) kit, explaining the appropriate techniques, all the time being objective and sober in saying why we do what we do. To lighten this rather dry discourse one can tell of one's own experiences, again soberly and always rounding off by saying what one learned from the happening. In this way the bogey men are reduced in number and degree and the student has learned how to learn from experience, others and his own.

The last point the old hands can mull on is that of being approachable, especially in the bar after jumping. Try to extend one's group to include the beginner even though their behaviour might be a bit obnoxious. Remember that they are scared and they are trying to cope with their fear, so humanise them slowly. If they go on being obnoxious then other methods have to be used, but give them a chance, the student is parachuting's tomorrow, and big timing with one's mouth or attitude, while it may provide gratification in the short term, only succeeds in raising the barriers that the student has to overcome. Rather, aid the student in clarifying his problems and help him in finding effective methods whereby he can overcome them.

L. J. POCOCK BPA 4171

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 FREDS IN THE STATES

The purpose of our 3 week trip to the USA was for competition and display training with USAPT (The Golden Knights). My particular job was to gain useful photographic material for next year's team brochure. One particular picture we were interested in was a freefall flag jump possibly for the front cover, this unfortunately or perhaps fortunately didn't work out, so we were still looking. This is really when an all Red Fred eight man seemed an interesting possibility especially after Dane Kenny and I had looked at who we actually had and from that we reckoned it would take about six jumps.

But for most of the trip this is far as it got because the only time we were able to jump together was at weekends, at one of the local DZs, in fact the opportunity only arose once but then the helicopter went US! !

The first real chance we had was at the beginning of the last week as the competition team had to finish training at RAEFORD to allow the US National Team to get on with their two weeks training session. Although they still continued competition training we did make the last jump a trial jump to see how everything worked out. We planned on using ten people but Scotty Milne contracted a sore throat (too much chatting the females up! !)

and was grounded, so nine it was to be.

We had a good brief from Dane with emphasis on get down quick, move in slow, exit was no problem as we were using the C130 tailgate and had 13,000 feet so there was no need to rush, did I say rush? I in fact took it out at 3, so I wasn't very popular for a while. We did try to reform but as it turned out we got two 3 mans and a two man.

The next day, which was Tuesday, we had another end of day attempt from 15,000 feet, tailgate again. This jump was destined to go wrong as Dane was spotting from the tailgate, giving right corrections when we were already flying two miles right of run in!! Furthermore when your the only person with one of those obsolete round parachutes, particularly after breaking the last star, you tend to think!! The jump in fact went well, building steadily to six, when the star funnelled, this was due to people entering when the star was flying badly.

Well, we'd finally arrived, the last day of jumping for us in the States so naturally it was now or never and this day we had the Major's blessing to try all day, we also had a photographer in the shape of Bill Winger (USAPT Comp Team).



Build up . . .

The first jump was from 13,000 feet using the tailgate, after reorganising the jump order we had another strict brief from Dane with a reminder that non flared jump suits haven't got good brakes. The jump gave us a lot of confidence although it still had its problems. The star built quite rapidly to a six but Jackie Smith unfortunately caught the wash and ended up on Andy Sinclair's backpack causing the star to collapse. We later found out the star was turning, so that could have been the cause.

After a quick re-pack we were off again, but this time with a few limitations. We couldn't use the tailgate, and maximum altitude was to be 10,000 feet. This was apparently because one of the aircrew had sinus trouble. We managed to get a quick practice on the door during the ascent and because of the greater exit separation we put Jackie out as float.

The exit went very well, we were clocked at 2.5 secs from 1st to 10th, I was out 6th and by the time I got out the base and pin (Dicky Bird and Deak Wright) were together, great! All of a sudden everything seemed to get crowded and in no time at all everyone was in the star except Andy Sinclair and myself. I picked my slot and moved in, but it seemed that Andy had the same idea for he beat me to it. I was left with a pair of boots in my face as the whole

side of the star compressed. I could see Dane smiling with his thumbs in the air. The eight man was there, then came the wave off.

Later on the ground everyone was quite ecstatic, 'we've finally done it', everyone was congratulating everyone, "Did you see me"? "Yeah, you was great". Then suddenly the final lift was being called, final for the day, final for the trip, so a quick brief and we were off again, this time nine members of the Freds and Bill, we were going to try an all military ten man, strangely we had our tailgate back and we're off to 16,000 feet.

By the time we got there, the aircraft had been practically sucked dry of oxygen and people were looking a little blue, but soon enough the ramp came down and once more we were stepping into space. Everything went like clockwork and in no time at all I was docking 9th and Andy 10th and we were only at 10,000 feet!!!

We flew the star to 6,000 feet because looking at the spot we were in for a very long walk, but who cared. 6 SCRs, 3 SCSs, 9 military 10 man recipients, first Red Fred eight, first Red Fred nine and a new Army Record.

CHRIS SIMPSON



... 8th man just docking.

AERO-MODEL!



As the readership of the 'Sun' might see her.



So much attention!

IN MID-JANUARY GORGEOUS DIANE WEST MADE HER FIRST PARACHUTE DESCENT WITH THE FREDS. DEKE WRIGHT TRAINED HER AND DAVE WATERMAN TOOK THE PICTURES.



Ground training . . .



... followed by the real thing, and not half bad for jump No. 1!

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

BUZZ'S CANADIAN COLUMN

While writing a regular column is a pleasant task, there remains the ever present editor, who has an annoying habit of reminding the writer of the next deadline. So it was when Charlie and I attended the FAI — CIP Meeting in Paris in February, so I hope this makes the deadline. We both found Paris to be an extremely expensive place, and while the thought of bed and breakfast in Cosby was very attractive, my selfish self got the better of me, and I opted for Zurich; so there we go next year.

As is normal during the winter months, the main parachuting activity is the migration to Florida and California, the main focal point being the annual Z-Hills meet in November.

From an administrative point of view, there have been two meetings. The Board of Directors met in Toronto at the end of November. Most of the business discussed was fairly routine. On the financial side of affairs it was noted that expenses were below those budgeted, and that the projected small deficit may well turn out to be a slight surplus. Much discussion was also held on the subject of the imposition of mandatory AOD's, and as the whole question of legal liability in such circumstances was unclear, it was decided to seek legal opinion on the problem.

Charlie has asked me to write a column on the subject and this I will do when the issue is resolved, most likely at the Annual General Meeting, which is being held in March in Ottawa.

At the end of January a so-called "Think Tank" meeting was held between the BoD, representatives from the Pro-

vincial Councils and Commercial Centre operators. The object of the meeting was to discuss the structures of CSPA and its relationship with the afore mentioned bodies.

The consensus was that while not hindering them, CSPA provides little direct help to the Commercial Centres, and that affiliation with CSPA can be a substantial financial burden to the centres. The centre operators felt that they should have a greater say in CSPA matters, as their livelihood was directly affected by any CSPA policy regulation etc.

It was generally agreed that a change in structure to a Federation of Provincial Associations may be inevitable, and that such Associations would handle all the regular administrative and membership matters, while CSPA retained its role as a liaison with government, providing Safety/Training guidelines, and organising competition at the National and International level.

It will be many years before this Federation becomes a reality, as some provinces have no allocation, and of those that have, only Quebec has an office and staff to carry out the proposed administration.

In my opinion such a Federation would be a backward step, as I feel that a strong central organisation is a much better way of running things than having ten or so decentralised bureaucracies each going their own way. I shall not expand on that topic, (it being one of my favourites), in order to keep the column relevant.

BUZZ.

WINTER OUT WEST

Instead of eating Turkey and opening presents and watching the clouds and rain last Christmas, myself and five other British jumpers namely: Will Grut, Geoff Sanders, Nige Hayter, Alan Terry and Roger Evans were jumping our butts off in the middle of the Arizona desert.

We in fact spent nearly four weeks at the Casa Grande Paracentre commonly known as The Gulch.

The Casa Grande Paracentre has been mentioned before in SP but I feel that it is well worthy of some more advertising.

Over the Christmas and New Year period I made 51 jumps from Twin Beechs and Lodestars all between 8 grand and 13500. All of us were very well accepted and made some real nice large formation jumps and smaller sequences with jumpers from all over the States and other parts of the world.

Geoff and Nigel both qualified for SCR and SCS on an eleven man hour glass load where they closed 8th and 9th. Alan also got his SCR on an eleven man load as pin man with about 70 jumps to his credit.

There was supposed to be an eight man scramble meet held over the New Year, but this just didn't come off, because only three people registered, owing to the fact that everybody really wanted to carry on with larger than eight formation work.

A lot of the International Jumpers present had just rolled down from the Z-Hills meet to spend the winter weeks at the Gulch.

Members of the USFET team lead by B. J. Worth, plus jumpers from the Seattle area put together some really hot jumps which we had the pleasure to witness.

These included a second attempt at the 30 man Tri-Wedge which JPS mentioned in the February magazine, this time only two people were off, and cameraman Ray Hara took some far out colour piccies which he developed and printed overnight in his van on the DZ.

They also build the 1st Quadra Diamond Dock, where four independent four man Diamonds are formed and then flown together at the point. Another hot jump was a 20-man Donut Diamond Flake. (see sketches).

Scratch Garrison SCR16 a well known and experienced relative worker and member of USFet, and his wife Clarise were getting into 'NO CONTACT' formation flying. This involved building Diamonds and wedges etc., but with people flying about 12 inches from their slots.

If anybody touched an arm or a knee they had to buy that jumper a beer later.

In fact Will and myself were on one of Scratch's loads, where we built a 6 man 'V' no contact, and then the head man moved back through the centre, whereby we all slowly turned 180° and formed the V facing the opposite direction, and then tracked it.

Before returning to England we did a few jumps at Elsinore — although a well known name, the place has dropped from favour with a lot of West Coast jumpers, but they have just acquired a DC3 and also own many far out

jump ships including Beech's and Howard's.

At Elsinore we met two English guys from Dunkeswell, they both had about 20 jumps a piece and had just been passed off student status, and were jumping PC's etc. They planned to move on up to Casa Grande to further their knowledge — they should do well.

I would like to wind up by giving a little information for anyone thinking of going West this year — The Casa Grande Paracentre will be moving to a new DZ near Phoenix, pretty shortly. Therefore it would be best to write to Bob Shaffer (The Boss) a line before going. (address from me).

Also the Casa Grande people go North in the summer to the Seattle area in Washington State, where the heat is more bearable and many good skydives are made. The

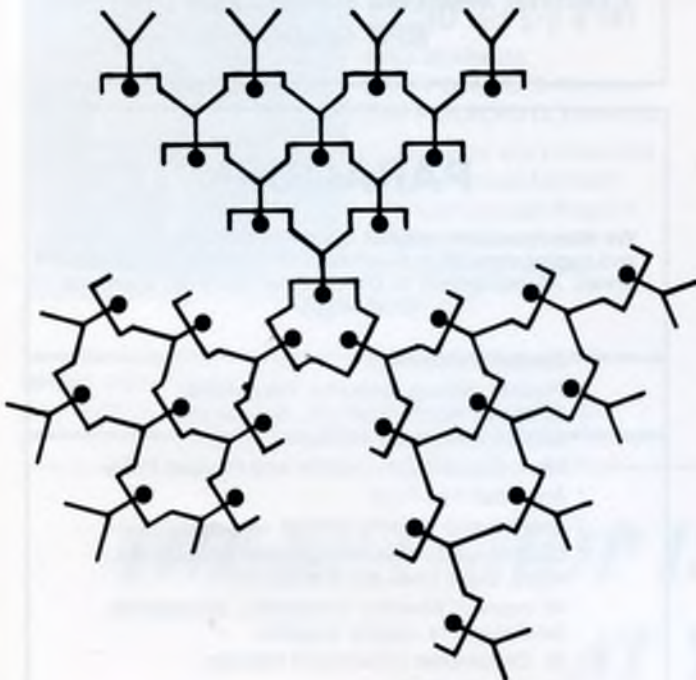
DZ's at Seattle are Isaquah and Snohomish, where they jump from a Curtis Tri-motor, Twin Otter, Beech's and the odd Lodestar.

The jump bums and derelicts are very hospitable and will take anyone under their wing, (excuse the pun) from RW student to super swoop.

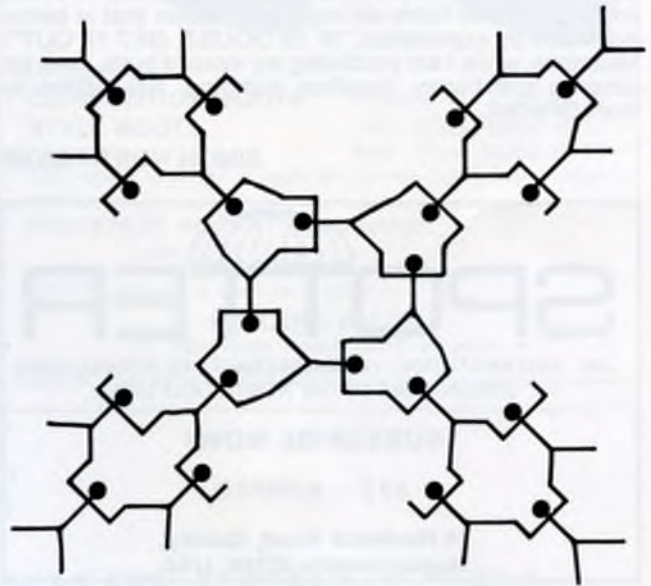
I can't ring off without giving Pope Valley a mention, situated near San Francisco, it trades in all RW, from 1st link to high powered formation stuff.

Anyway I only hope that all this waffle encourages a few more of our up and coming RW freaks to save up their pennies, sell their "Paps", buy rags and cross the Atlantic in the near future.

ROB COLPUS, SCS2162.



30 Man Tri-Wedge Attempt.



20 Man Donut Diamond Flake.

I LEARNT ABOUT PARACHUTING FROM THAT.....

On February 21st at about 3pm Ed Sturmer, 'malfunction supplier to H.M. the Queen,' put me out on my 41st jump to do alternate 360° turns on a 20 second delay from 5200 feet. The turns went well, fast and on heading, and I stabled out after about 15 seconds feeling quite pleased with myself. Relaxing, I decided to enjoy the view for the last five seconds left to me and look forward to my next jump, an unstable exit.

Perhaps I was too relaxed, I'm not sure of my motives, but after a quick glance at my trusty altimeter I came in straight away with both hands for the handle. For a few brief seconds I lost all semblance of stability and then settled back into a standard stable spread to wait for deployment. On an earlier jump I had experienced a pilot chute hesitation resulting in an 8-9 second deployment so, when after a mental count of 6 nothing had happened I was not particularly worried. Peeking over my right shoulder I saw a lump of white material and casually

assumed it to be my pilot chutes waving about in a partial vacuum. Reassured I settled back into a stable spread confident that nothing had gone wrong.


After another couple of seconds during which the ground was becoming noticeably closer than it ought, it suddenly dawned on me that something had gone wrong. Looking over my shoulder once more I was mesmerised by the sight of the lower end of my sleeved canopy with a few square inches of canopy flapping in the breeze.

At that point my training took over and I flipped on my back, left hand on reserve, right hand on the handle, pull, throw away both ripcord handles, grasp the reserve canopy, and throw to one side. I distinctly remember watching the reserve canopy race upwards brushin past the remnants of my main and imagining myself whistling in with a reserve canopy entanglement. At that point I lost consciousness. When I came to, after what can only have been a second or so, I looked up to see that

reassuring sight of a white T10 24 foot canopy above me, with some enormous holes in it. Had it been my main I would not have had any qualms in pulling my reserve. Since that was out of the question I mouthed a strange mixture of obscenities and prayers and prepared myself to face the certainty of a very hard landing. It was, but the only injuries I sustained were a bruised back and right arm.

A very angry John Meacock told me shortly afterwards that as a result of being unstable when I dumped I fouled the pilot chutes with my feet causing a horseshoe malfunction with a secondary mouth lock closure. My reserve was deployed at about six hundred feet, bringing me within 3 seconds of being his first fatality. Leaving aside my instability, for which I have still to do penance, the lesson to be learnt is obvious. If, after you've done your reserve count, you have even the slightest reason to believe that something has gone wrong, assume the worst. Two canopies are better than none. It may be a nice jingle but it also holds an important lesson that is better not learnt by experience; "IF IN DOUBT, GET IT OUT". Meantime, while I am practising my ripcord pulls, keep on jumping and happy, carefree dumping. Salutations to Boot Grindall.

SIMON NORTH B2099



SPOTTER
AN INTERNATIONAL PARACHUTING NEWSMAGAZINE
ORIGINATING IN THE NORTHEAST USA

SUBSCRIBE NOW!

\$12 — AIRMAIL

**14 Hardwick Road, Quincy,
Massachusetts 02169, USA**

JUMP AIRCRAFT DIRECTORY

The next issue of 'Sport Parachutist' will contain a directory of Jump Aircraft. It is hoped that readers and aircraft operators will contribute to make this directory as comprehensive and useful as possible.

BPA INSTRUCTORS NOTE

A large number of BPA Instructor's Ratings expired on 31st March. If yours is one of them you must have two members of the Panel of Examiners sign a renewal form.

Renewal forms and list of Panel of Examiner Members are available from the BPA Office.

PARAQUIP

We offer the widest range of Sport Parachuting equipment and rigging services to customers at the most competitive prices. All equipment is checked by a B.P.A. approved Chief Rigger.

- * Student Assemblies
- * Pioneer, Strong, Security, Parachutes, Australia, North American, Snyder and surplus equipment available
- * Mk 1, Competition, Jumbo and Russian P.C's
- * American Papillons
- * Surplus and Pioneer reserve canopies
- * Custom made sleeves; ripcords, pilot chutes, risers, static lines and jumpsuits
- * All types of personal equipment, accessories, hardware and rigging supplies
- * St. Christopher parachutist helmets
- * Used equipment
- * Pilots emergency parachutes and repacking service
- * Repair work

Send large S.A.E. for NEW catalogue to:

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



**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.

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 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)*

SPORT PARA SERVICES

Before you drop in



Telephone
James Street (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 5.00pm — please phone after 5.30pm and at Weekends.