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# BPA CLUBS AND CENTRES

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<b>Eagle Sport Parachute Centre</b> Ashford Airport, Lympe, Kent (Hythe 60816)	A. Black (at club address)
<b>The Sport Parachute Centre</b> Grindale Field, Bridlington, Yorkshire	D. Gillies (at club address) Tel: 0262-77367
<b>R.S.A. Parachute Club</b> Thrupton Aerodrome, Andover, Hants Tel: Weyhill 2124	R. A. Acraman (at club address)

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<b>Hereford Parachute Club Ltd</b> Shobdon Aerodrome, Shobdon, Leominster, Hereford Tel: Kingsland 551	Miss S. Kunicka (at club address) Tel: Kingsland 551 — weekends only
<b>Black Knights Skydiving Centre</b> Weeton, Nr. Blackpool, Lancs. (Experienced parachutists only)	R. Parry 13 Fern Hey, Thornton, Liverpool 23
<b>Lashenden Sport Para Club</b> Headcorn Airfield, Nr. Maidstone, Kent	A. Wheeler 6 Wood Lane, London, SE23 Tel: 01-693 4771
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# SPORT PARACHUTIST



THE JOURNAL OF THE  
BRITISH PARACHUTE  
ASSOCIATION

(A company limited by guarantee)

Vol. 13 No. 3

JUNE 1976

## Editorial

It's fair to say that, not since the revolutionary introduction of the Mk. 1 Para-Commander in 1964, has any new canopy made such an impact on the sport as the Para-Flite Strato-Star. Any further comparison between the two canopies is hardly worth the effort. A new Mk. 1 PC purchased in 1976 will be identical to one purchased 12 years ago — its introduction having been preceded by exhaustive tests. What about the Strato-Star? In this case the sport parachuting public at large may have unwittingly been guinea pigs, and this has provided a test programme producing additional information. This has produced the following changes to the canopy, all in under two years: a new type of reefing line, the addition of a plastic reefing line lock, the introduction of the Hot Dog pilot 'chute, a new brake release system, the removal of holes on the vertical walls between the cells (a patent problem we understand), the strengthening of the trailing edge, and, most radical of all, the introduction of the 'slider' at manufacture. None of these changes have been announced to those who have already purchased a Strato-Star.

So if you purchase a Strato-Star now it arrives complete with a Para Flite manufactured and fitted slider. This has eliminated the 60 odd feet of reefing line, virtually all the rings, the buffer pad and grommets, the teflon line coverings and the red line, in fact all the time consuming details of manufacture. But will this give you a price reduction? Not bloody likely Pal! What if you're like me and wish to convert your Strato-Star from reefing line to slider? I waited till Para-Flite approved the slider, and bought one from them at the same time writing for instructions as to how to fit it — I quote the following from the Para-Flite reply:

"To convert a Strato Star from the standard reefing to slider requires considerable expertise in working with ram air parachutes. Because of the complexity of this conversion, we do not think that adequate instructions can be provided by mail to perform the conversion safely."

So the answer is you're on your own, and you do what Strato-Star jumpers everywhere are doing — you fit it yourself or get a rigger to do it; if he knows how or if Para-Flite have let him into their confidence. So we have Strato-Stars all over the world with sliders of different sizes that have been fitted with varying degrees of skill — Food for thought Mr. Snyder?

If all that isn't enough two BPA Advanced Instructors are currently in Intensive Care at Tidworth and Stoke Mandeville as a result of jumping Strato-Stars in turbulent conditions. OK, so the new Strato-Star manual warns "Gust induced stall or momentary deflation of the canopy is possible due to gusts" — an alternative is offered — *In turbulent hot conditions a Strato-Star may well collapse altogether.*

By the time this appears in print the whole Strato-Star saga will have been discussed in STC. But in the meantime, whilst it's accepted it's a fabulous parachute when all goes well, it is strongly urged that its purchase and/or its operation are viewed with considerable caution, particularly by Instructors who may in some way be responsible.

Blue skies, CHARLIE

Cover — Tim Morgan, an exercise in concentration at Duck End Farm.  
photo — Dave Waterman

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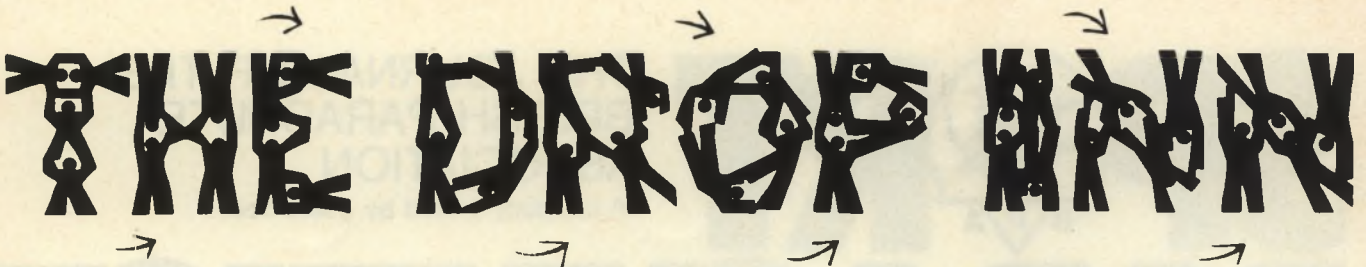
### Editor's Note

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

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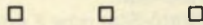




**The Bard**

To write such poetry as he can  
 He sure must be a feeling man  
 Of gentle nature and sensitive mind  
 A man of the arts. You know the kind?  
 But now at last some doubt is shed.  
 Upon that rhyming fountain-head.  
 And though Old Coakie will not show it  
 He'd rather be a soldier than a poet.  
 He's a military man right thro' and thro'  
 From his monocle down to his hob-nailed shoe.  
 To prove this theory we must look  
 To Remembrance Sunday just been took  
 At 10.45 the plane left ground.  
 'Us Pilot Ben was flying round.  
 To help the Bard with feat of daring  
 With the cockpit radio fiercely glaring.  
 Whilst spotting Cookie shows his flair.  
 "Keep it there—Up in the air"  
 Such concise orders force 'Us Ben  
 To have to take it round again.  
 At 11 o'clock it's time to go  
 While LAST POST sounds on the radio  
 Our hero left and Pringy reckons.  
 Cookie fell to attention for sixty seconds.  
 Now if that doesn't show a military bent.  
 I'll give up jumping over Lent.

LLOYDY.

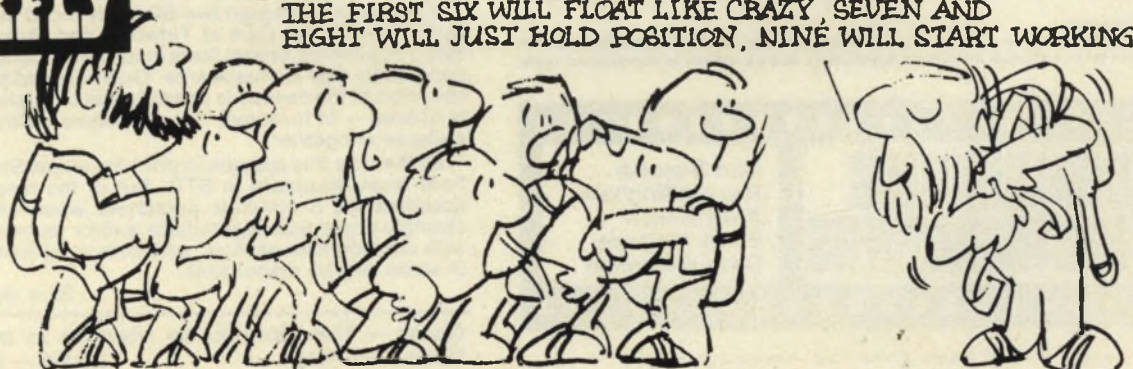


**Following In Father's Footsteps...**

Mike O'Brien busily engaged in this and that, hears a knock at the front door and emerges from within to find his five-year-old son Simon surprisingly on the doorstep. As he's no business there he gets a paternal clout in the earhole and is dragged inside. Quite a bit later Simon's girlfriend innocently (?) gives away the fact that her amour has made a daring descent from the top bedroom window (albeit sans parachute!) and, what's more, has had a successful landing, (ie he's walked away!) Worse is to follow. Mike coming all over the heavy and responsible parent, tells erring offspring of the danger and warns him he will, if not careful, end up in large plaster like Dad did, But Simon is thrilled to bits at the prospect, which leads to partial if not complete collapse of Dad, not to mention Mum!!

**SUPERFLY**

"OKAY! - NOW AS I SEE IT, THAT'S THE EXIT ORDER...  
 THE FIRST SIX WILL FLOAT LIKE CRAZY, SEVEN AND  
 EIGHT WILL JUST HOLD POSITION, NINE WILL START WORKING..."

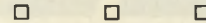


**Quote of the month:**

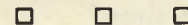
"Our greatest glory consists not in never falling, but in rising every time we fall."

*Oliver Goldsmith*

... we assume he was talking about P.L.F.s.

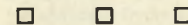


**Happy Ray and Chrissy McGuire at their recent wedding.**

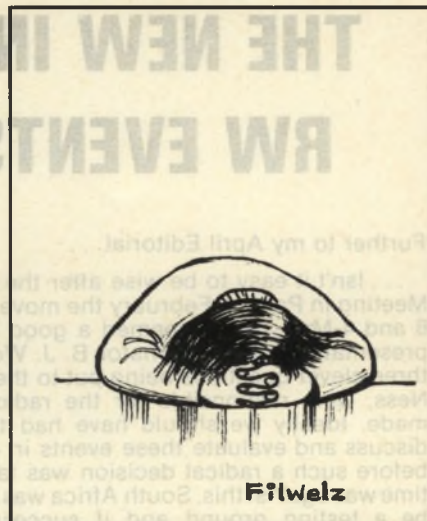
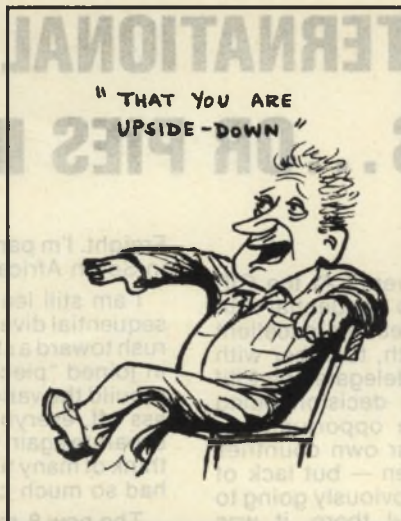


Did you hear the tragic story of the Irishman who recently took up skydiving?

His flippers and snorkel failed to open!



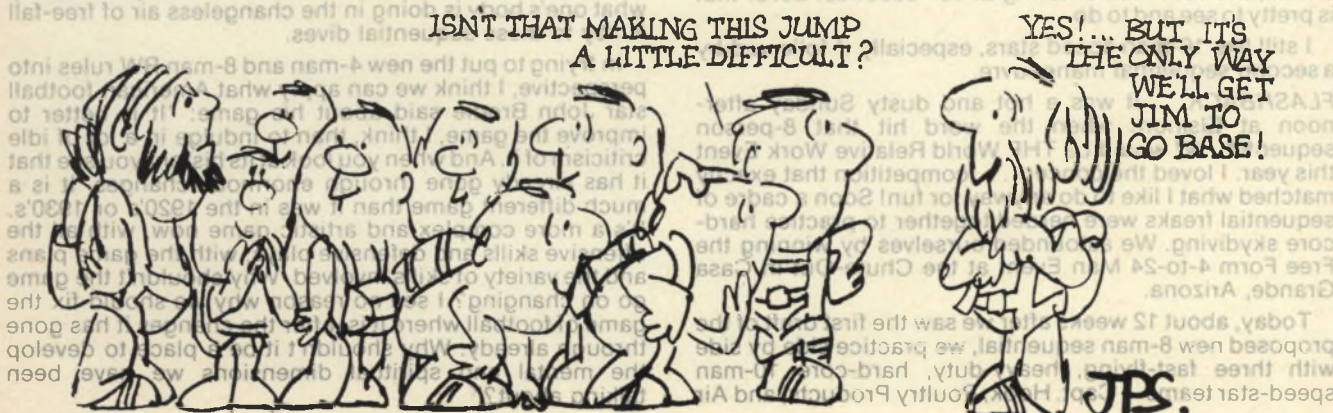




Tony Rose encountered this Strato Star Bag malfunction over Netheravon. Like many he's now converted to a slider.



Geoff Horan records Terry Hall height watching over Cark.





# THE NEW INTERNATIONAL SEQUENTIAL RW EVENTS...OR PIES IN THE SKY?

Further to my April Editorial...

... Isn't it easy to be wise after the event? At the CIP Meeting in Paris in February the move to Sequential with 8 and 4-Man Teams seemed a good idea. An excellent presentation by its originator B. J. Worth, together with three clever questions being put to the delegates by Eilif Ness, were responsible for the radical decision being made. Ideally we should have had the opportunity to discuss and evaluate these events in our own countries before such a radical decision was taken — but lack of time was against this. South Africa was obviously going to be a testing ground and if successful there, it was reckoned to be a retrograde step not to use the new events at the World Meet in '77. But why the hurry? It wouldn't have been too difficult to produce a compromise event for 1977 based on 4 and 8-Man teams — with, for instance, the retention of speed for the 8-Man event but using a different one of the new formations each round. Another interesting thought which I haven't heard voiced is "spectator appeal". Now this was something the 10-Man Speed event most certainly did have — it was simple to understand and the crowd could easily appreciate a fast star compared to a slow one. We've seen this admirably demonstrated at Innsbruck, Wonderboom and Warendorf. If competitors are currently having difficulty assimilating the new events, the spectators have no chance!

Another first reaction to the event is: "They'll produce a few fatalities — people will get carried away"... The 'working time' rule precludes the possibility of a posthumous victor, and I'm sure we've got past the days of "getting carried away".

Time will tell, however, and it may be that my post-natal reservations of the new events are completely without justification — I hope so.

## Some thoughts by Pat Works—SCS 1.

"You mean they just *eliminated* 10-man??!?"... "How can they do that?"... "What are 'they', anyway?" sez my buddy.

I remember the many 10-man teams I've jumped with — fun, high-energy dives. And I remember watching Capt. Hook and the Sky Pirates — very together — an energy flow that effortlessly and cleanly built an 11-second 9-man, the 10th man entering at 13+ seconds. Lord! that is pretty to see and to do.

I still like 10-man speed stars, especially if followed by a second sequential manoeuvre.

**FLASHBACK...** It was a hot and dusty Sunday afternoon at Elsinore when the word hit that 8-person sequential RW would be THE World Relative Work Event this year. I loved the concept... competition that exactly matched what I like to do anyway for fun! Soon a cadre of sequential freaks were herded together to practice hard-core skydiving. We astounded ourselves by winning the Free Form 4-to-24 Man Event at the Chute-Out in Casa Grande, Arizona.

Today, about 12 weeks after we saw the first draft of the proposed new 8-man sequential, we practice side by side with three fast-flying, heavy-duty, hard-core 10-man speed-star teams — Capt. Hook, Poultry Products, and Air

Freight. I'm part of the Element of Chance. We plan to be in South Africa in October.

I am still learning just how difficult these new 8-man sequential dives are. They start from a fast exit and a mad rush toward a stable platform. Then the transition — flying in joined "pieces" and then flying alone to redock and rebuild the various stages of the manoeuvre. You fly your ass off, everybody expending maximum energy as you separate again for more glorious moments of flight. I can't think of many times in the last 15 years of jumping that I've had so much continuous fun.

The new 8-man event does appear to be judgeable. At the Chute-Out, both judges and meet participants cast ballots. A comparison of the jumper/judge ratings showed that both groups agreed on who was the winner.

I do not bemoan the loss of the stopwatch; rather, I like it. After all, the idea behind a relative work jump is to do RW. When our collective skills merit it, the stopwatch will return.

The new 4-man event also looks refreshingly exciting. It seems to have evolved from within the RW community to be a true test of a team's individual and combined RW skill. Contrasted with the present, or "old" 4-man, the new 4-man event is superior.

The old 4-man used a 4-star as a base for all second manoeuvres. This itself represented a big change from the original 4-man event which had, as I recall, six different base manoeuvres and six different second manoeuvres. In 1972 at the U.S. National Parachuting Championships, this event was changed so it would be easier. The result was the seed for the FAI 4-man event which, with the new changes, seems to be more demanding again. Looking at the team scores for 4-man at Warendorf, it certainly seems that a change was due.

Even though I've jumped on some reasonably good 4-man teams, I do not think the backloop is a necessary part of good 4-man jumps. While I like to do backloops, right now I like more to fly backward and dock, to fly into a formation sideways and on time, to fly myself with the formation as we catch a team-mate in another piece of the formation.

I wonder if the new rules won't give the countries which have been previously strong in individual style a competitive edge. After all, superior awareness of just exactly what one's body is doing in the changeless air of free-fall is key to these sequential dives.

In trying to put the new 4-man and 8-man RW rules into perspective, I think we can apply what American football star John Brodie said about his game: "It is better to improve the game, I think, than to indulge in a lot of idle criticism of it. And when you look at its history you see that it has already gone through enormous changes. It is a much different game than it was in the 1920's or 1930's. It's a more complex and artistic game now, with all the offensive skills and defensive plays, with the game plans and the variety of skills involved. Why shouldn't the game go on changing? I see no reason why we should fix the game of football where it is, after the changes it has gone through already. Why shouldn't it be a place to develop the mental and spiritual dimensions we have been talking about?"



## RULES FOR THE EVENTS

**1.1. General.** The basic rules shall follow the F.A.I. Sporting Code. Rules for Relative Work (Sporting Code Section 5 Chapter 4) with exceptions as outlined below.

- i) **Qualification.** Each NAC will certify that the competing team is competent and safe to compete.
- ii) **Definition of 8-Man Test.** The test is the completion of a predetermined group of formations in a specified sequence. Scoring is based on points only for each completed formation. Time is not used for scoring. The maximum working time shall be fifty seconds. Working time will commence when the first jumper has visible separation from the aircraft. The jump altitude shall be 3000m (11000ft).

A formation is defined as a group of 8 jumpers linked grip to grip in a predetermined manner as illustrated in the appendixes. A grip is defined as a hand hold on an arm or a leg. The arm is that portion of the body or jumpsuit sleeve between the fingertip and the shoulder. The leg is that portion of the body or jumpsuit sleeve between the toes and groin.

It is a requirement that the formation is executed in such a manner which clearly demonstrates to the judges on the ground that the required performance has been achieved. The formation need not be perfectly symmetrical. There is no requirement to hold any formation for any specified time.

If the majority of the judges have the impression that the performance has not been executed correctly, they will score as such. It is the responsibility of each team to ensure that the formation is made and held in such a manner as to be clearly visible from the ground.

**1.2. Number of Jumps.** The event consists of 10 jumps, all to be scored and counted to determine standings. A minimum of six (6) jumps must be made to declare a valid event.

**1.3. Team Size and Team Captain.** The team jumping at any one time shall consist of 8 competitors including the Team Captain who must be designated. The team captain is responsible for all communication between his team and the pilot of the aircraft, the Judges, Manifest Officer and all other Operative Personnel.

**1.4. Aircraft.** The aircraft to be used shall be suitable for the execution of an 8 Man quick exit. If more than one configuration of aircraft is provided, each team shall make an equal number of jumps from each aircraft and this shall be so organised that at the end of the sixth round, each team will have made equal jumps from each type of aircraft in order to declare a valid meet.

**1.5. Exit Altitude.** This shall be 3250m (11000ft) MAXIMUM above ground level. A variance not to exceed plus 50m (150ft) is permitted at the pilots' discretion.

**1.6. Aircraft Runs and Exits.** The Flight Directions and the Orbit Patterns will be controlled by the Judges via ground to air radio and the teams will exit upon radio command from the judges. A team may abort a jump for any pertinent reason such as excessive cold or number of run-ins, lack of oxygen, etc., but this must be advised by the Team Captain to the Judges.

**1.7. Exit Mode.** There are no exit rules.

**1.8. Aircraft Speed.** The speed of the jump aircraft at time of exit shall be plus or minus 10 knots of the airspeed fixed by the Organisers. During exits, the engine settings will be the same for all teams. The indicated airspeed for the Dakota (DC-3) (C-47) will be 90 knots with both engines at the same power setting. There will be no power cut (throttle back).

**1.9. Formations to be made.** Rounds 1 to 4 shall consist of the predetermined sequences as shown in the appendix A, B, C, D. Rounds 5 - 10 shall consist of three formations per jump, where the first formation to be completed is predetermined and the remaining two shall be drawn from the list of formations in the appendix E prior to the start of practice. After completion of each formation the jumpers shall separate completely.

**1.10. Scoring: 8-Man Rounds 1-4.** Teams shall score two points per formation completed correctly. Teams that complete the whole sequence for the jump correctly shall earn a bonus of two points (Maximum points per Round 10). Points may only be scored within the working time (— fifty seconds).

Omission of a formation or incorrect completion of a formation or incorrect transition manoeuvre or incorrect formation according to the sequence shall stop the scoring. Teams may continue scoring by continuing with the correct sequence from their last correctly completed manoeuvre.

**1.11. 8-Man Sequential Relative Work: Explanation of Sequences Rounds 1-4.** The first four rounds of competition require the completion of a predetermined sequence of four formations per round. Each sequence has one required intermediate step involving two or more jumpers flying together as a group. These indicated flying groups must remain intact as a group from the break of the previous formation, until completion of the new formation. Should such a sub-group inadvertently separate, they must reform in the required configuration before proceeding with the next formation. These specific intermediate steps are indicated in the diagram relating to each round along with a verbal explanation of this requirement. The failure to follow these requirements will stop the scoring.

Between each formation where jumpers are *not* required to separate into sub-groups, (i.e. on intermediate manoeuvre), then the team may use any method to complete the next formation. This need not involve complete separation between jumper.

**ROUND 1: Description of Intermediate Requirement.** The two indicated 3-man groups must turn 360° in either direction after the break-up of formation B. The two remaining jumpers must form a hook-up prior to contact from either 3-man groups. Both 3-man groups must form a 3-man wedge as indicated prior to docking and dock on the hook-up to form the indicated formation C.

**ROUND 2: Description of Intermediate Requirement.** Formation A must break into four 2-man stairsteps. These stairsteps must dock in pairs of two as indicated to form two new 4-man diamonds. These two independent 4-man diamonds constitute formation B.

**ROUND 3: Description of Intermediate Requirement.** Formation C the Caterpillar must break into four 2-man caterpillars. The point-men of these caterpillars must dock together to form a snowflake as indicated.

**ROUND 3: Description of Intermediate Requirement.** The stairstep formation A must break into two 4-man left handed stairsteps. These stairsteps must dock together to form opposed stairsteps as indicated, formation B.

**ROUNDS 5 — 10.** Each round will consist of a sequence of three formations. The first formation of each round is predetermined and the remaining two formations for each round will be drawn prior to commencement of practice from the list of formations in the appendix F. Any formation which is drawn twice (i.e. for two rounds) will be discarded from future draws. The formations must be completed in the order drawn and there must be complete separation of the jumpers between each formation.

**ROUNDS 5 and 8.** These will commence with a Star as shown in the appendix E. Any formation drawn in round 5 will be left out of the draw for round 8.

**ROUNDS 6 and 9.** These will commence with a Snowflake as shown in the appendix E. Any formation drawn in round 6 will be left out of the draw for Round 9.

**ROUNDS 7 and 10.** These commence with a Double Murphy, as shown in the appendix E. Any formation drawn in round 7 will be left out of the draw for Round 10.

**1.12. Scoring: 8-Man.** The team shall score two points for the first formation correctly completed, three points for the second formation and three points for the first formation correctly completed. A bonus of two points shall be earned by correct completion of the whole sequence. Points may only be scored within the working time (— fifty seconds). Maximum points per round—10.

### 1.13. Definitions:

- i) **Hook-up.** Two or more jumpers facing each other connected at two points right arm to left arm.
- ii) **Left-handed Stairstep.** Two or more jumpers facing the same direction connected at one point with the rear man's left arm holding the lead man's right leg.
- iii) **Right-handed Stairstep.** Two or more jumpers facing the same direction connected at one point with the rear man's right arm holding the lead man's left leg.
- iv) **Caterpillar.** Two or more jumpers facing the same direction connected at two points with the rear man's arms holding the lead man's legs.

## RULES FOR THE 4-MAN EVENT

**2.1. Definition of 4-Man Test.** The test is the completion of a predetermined group of formations in a specified sequence.



Scoring is based on points only for each completed formation. Time is not used for scoring. The maximum working time shall be 35 seconds. The jump altitude shall be 2500m (8 250ft).

A formation is defined as a group of four jumpers linked grip to grip in a predetermined manner as illustrated in the appendixes. A grip is defined as a hand hold on an arm or a leg. The arm is that portion of the body or jumpsuit sleeve between the fingertip and the shoulder. The leg is that portion of the body or jumpsuit sleeve between the toes and the groin.

It is a requirement that the formation is executed in such a manner which clearly demonstrates to the judges on the ground that the required performance has been achieved. The formation need not be perfectly symmetrical. There is no requirement to hold any formation for any specified time. If the majority of the judges has the impression that the performance has not been executed correctly, they will score as such. It is the responsibility of each team to ensure that the formation is made and held in such a manner as to be clearly visible from the ground.

**2.2. Number of Jumps.** The event consists of 10 jumps, all to be scored and counted to determine standings. A minimum of six (6) jumps must be made to declare a valid event.

**2.3. Team Size and Team Captain.** The team jumping at any one time shall consist of four competitors including the team captain who must be designated. The team is responsible for all captain who must be designated. The team captain is responsible for all communication between his team and the pilot of the aircraft, the judges, manifest officer and all other operative personnel.

**2.4. Aircraft.** The aircraft to be used shall be suitable for the execution of a four man quick exit. If more than one configuration of aircraft is provided each team shall make an equal number of jumps from each aircraft and this shall be so organised that at the end of the sixth round, each team will have made equal jumps from each type of aircraft in order to declare a valid meet.

**2.5. Exit Altitude.** This shall be 2500m (8250ft) MAXIMUM above ground level. A variance not to exceed plus 50m (150ft) is permitted at the pilot's discretion.

**2.6. Aircraft Runs and Exits.** The flight direction and the orbit patterns will be controlled by the Judges via ground to air radio and the teams will exit upon radio command from the judges. A team may abort a jump for any pertinent reason such as excessive cold or number of run-ins, lack of oxygen, etc., but this must be advised by the team captain to the judges.

**2.7. Exit Mode.** There are no exit rules.

**2.8. Aircraft Speed.** The speed of the jump aircraft at time of exit shall be plus or minus 10 knots of the airspeed fixed by the organisers. During exits, the engine settings will be the same for all teams.

**2.9. Formations to be made.** Rounds 1 to 4 shall consist of the pre-determined sequences as shown in the appendix G, H, I, J. Rounds 5 to 10 shall consist of 5 formations per jump, where the first formation to be completed is predetermined and the remaining four shall be drawn from the list of formations in the appendix L prior to the start of practice. After completion of each formation the jumpers shall separate completely.

**2.10. Scoring 4-Man Rounds: 1-10.** Teams shall score two points per formation completed correctly. Points may only be scored within the working time (35 seconds). Maximum points per round—10.

**2.11. 4-Man Sequential Relative Work: Explanation of Sequences Rounds 1—4.** The first 4 rounds of competition require the completion of a predetermined sequence of 5 formations per round. Between each formation there is an intermediate requirement involving individual and sub-group flying. These indicated flying groups must remain intact as a group from the break of the previous formation until the completion of the new formation. Should such a sub-group inadvertently separate, they must reform in the required configuration before proceeding with the next formation. These specific intermediate steps are indicated in the diagram relating to each round along with a verbal explanation of this requirement. The failure to follow these requirements will stop the scoring.

**ROUND 1.** A 3-man wedge with one person out must be flown between formations A and B, and formations C and E. A 3-man Canadian-T with one man out must be flown between formations B and C. A 2-man caterpillar with two separated persons must be flown between formations C and D.

**ROUND 2.** Two simultaneous, independent left-hand stairsteps,

must be flown between formations A and B, and formations C and D. Simultaneous independent right-hand stairsteps must be flown between formations C and D, and formations D and E.

**ROUND 3.** Two simultaneous, independent 2-man caterpillars must be flown between each formation.

**ROUND 4.** Two simultaneous independent left-hand stairsteps must be flown between formations A and B. Two independent simultaneous 2-man skirmish lines, must be flown between formations B and C. Two simultaneous independent 2-man caterpillars must be flown between formations C and D, and D and E.

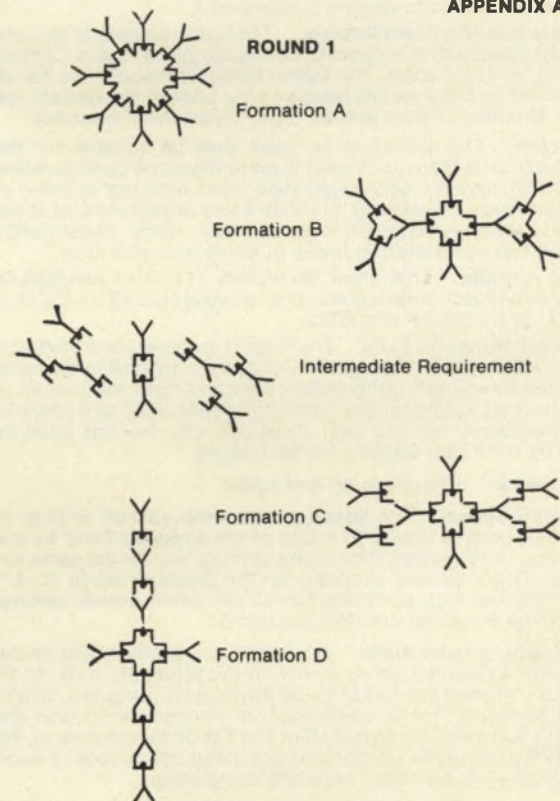
**2.12. ROUNDS 5 to 10.** Each round will consist of a sequence of five formations. The first formation of each round is predetermined as shown on appendix L and the remaining four formations for each round will be drawn prior to the commencement of practice, from the list of formations in the appendix L. The formations must be completed in the order drawn. There must be complete separation of the jumpers between each formation. Any formation which is drawn three times (i.e. for three rounds) will be discarded from future draws.

**ROUNDS 5 and 8.** These will commence with a star as shown in the appendix K. Any formation drawn in round 5 will be left out of the draw for round 8.

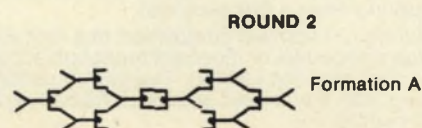
**ROUNDS 6 and 9.** These will commence with a Snowflake as shown in the appendix K. Any formation drawn in round 6 will be left out of the draw for round 9.

**ROUNDS 7 and 10.** These will commence with a Murphy star as shown in the appendix K. Any formation drawn for round 7 will be left out for round 10.

#### APPENDIX A



#### APPENDIX B

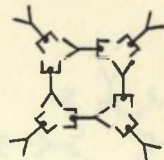




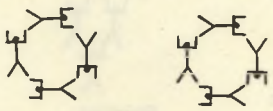
APPENDIX D

ROUND 4

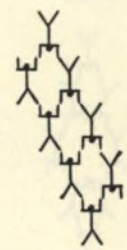
Formation A



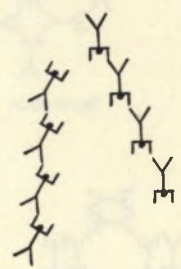
Formation B



Formation C



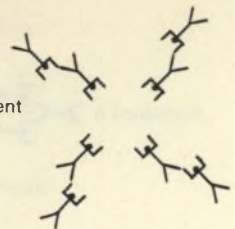
Intermediate Requirement



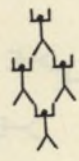
Formation D



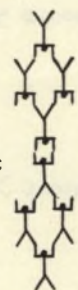
Intermediate Requirement



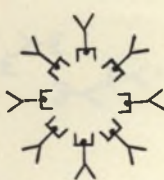
Formation B



Formation C



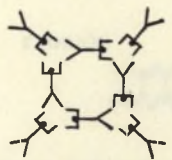
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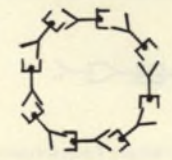
APPENDIX C

ROUND 3

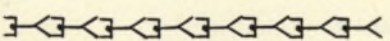
Formation A



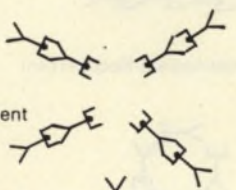
Formation B



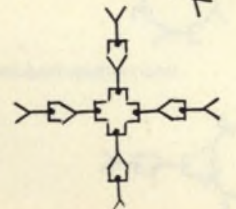
Formation C



Intermediate Requirement



Formation D

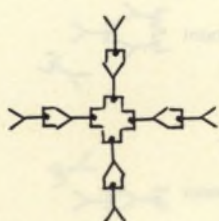


APPENDIX E

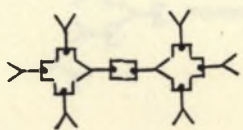
"Star" Formation A  
Rounds 5 and 8.



"Snowflake" Formation A  
Rounds 6 and 9.



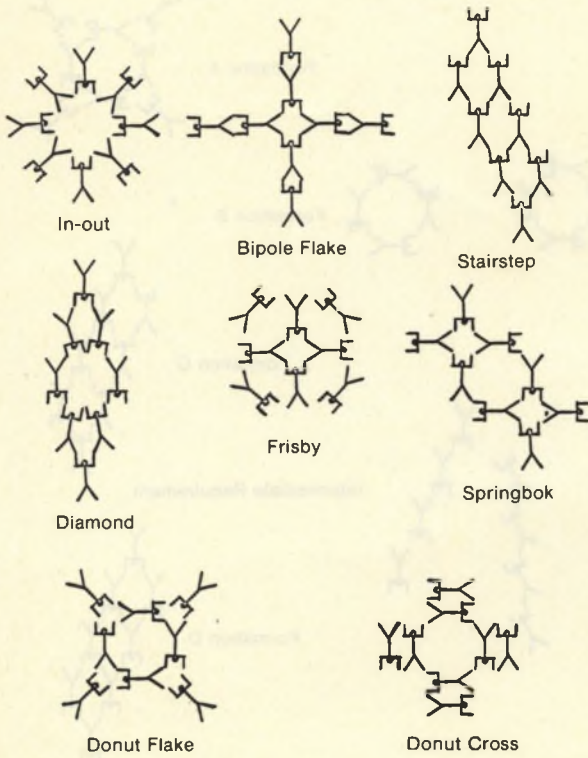
"Double Murphy" Formation A  
Rounds 7 and 10.



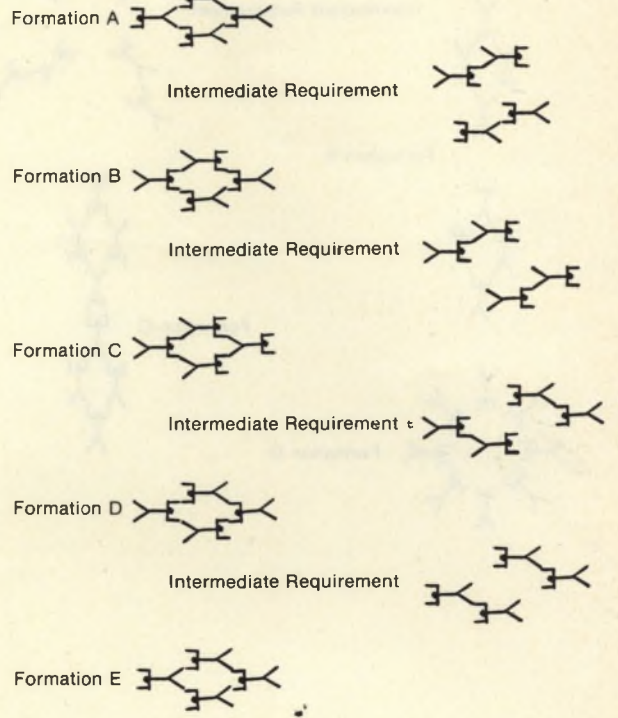


**APPENDIX F**

**APPENDIX H**



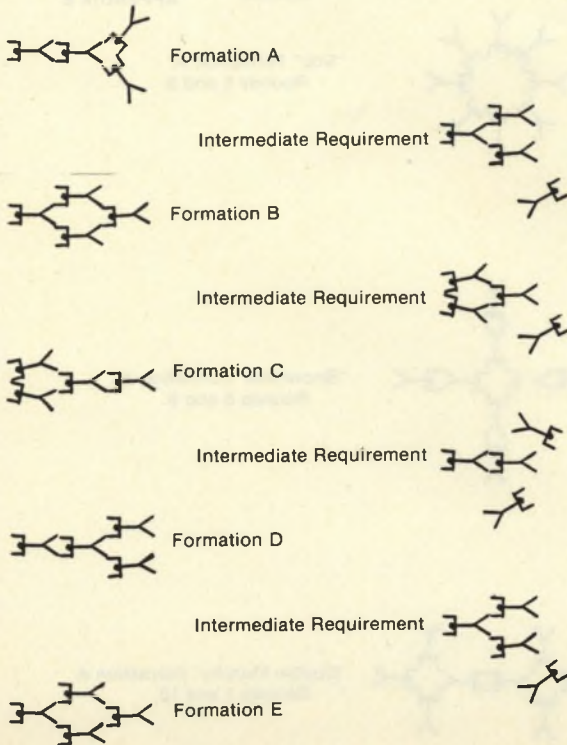
**ROUND 2**



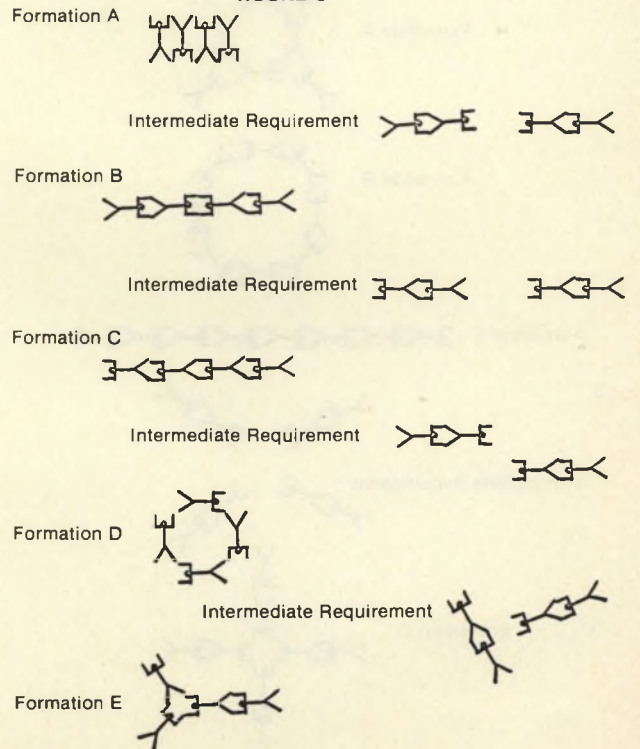
**APPENDIX G**

**APPENDIX I**

**ROUND 1**



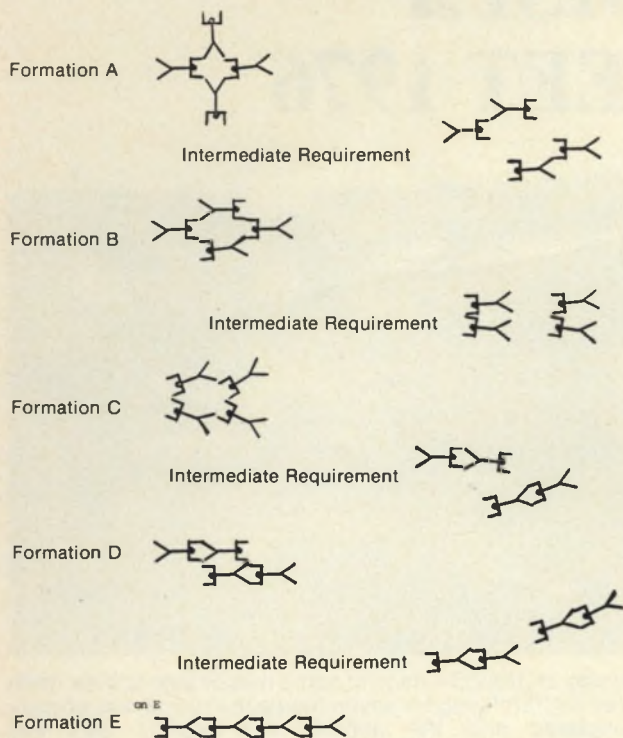
**ROUND 3**



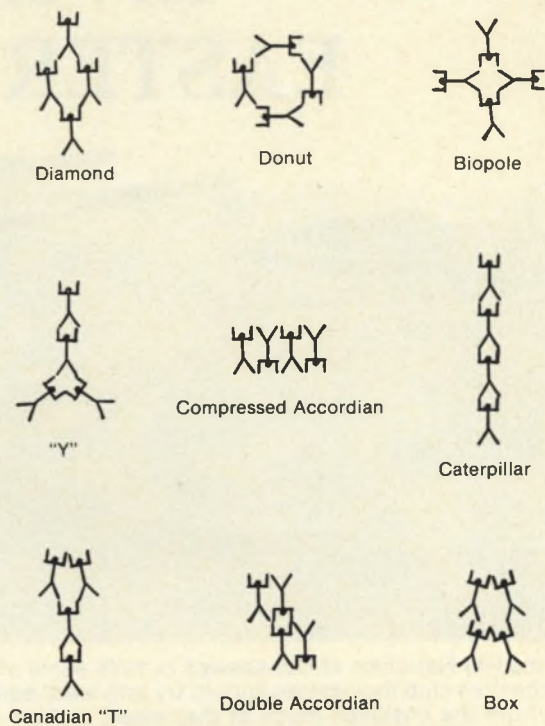


APPENDIX J

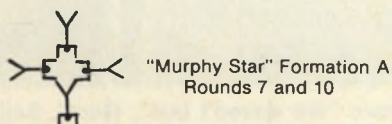
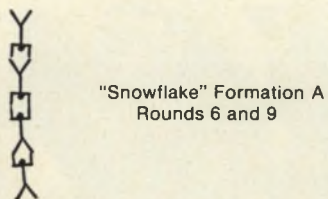
ROUND 4



APPENDIX L



APPENDIX K



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# RN & RMSPA EASTER MEET 1976



After the RW Nationals at Dunkeswell in 1975 some of us from the host club thought we should try and learn something from the mistakes made at that meet; and so the idea of the RN & RMSPA Easter Meet '76 was born. A committee was formed and the whole thing started to roll. Aircraft were booked, judges obtained, telemeters and all the rest of it organised. All we could pray for was the weather and that the competitors would turn up.

At 1500 hours on Thursday 15th April Charlie Shea-Simonds arrived with Britten-Norman's C-185 (G-AYNN) to join our own C-185 (G-BBEX). (*note to Editor:* It was nice to see a double NN on the airfield again — the last one was of course the Brown Bomber G-AKNN which ended its days at Dunkeswell). John Sudbury was due to arrive early the next morning with Air Navigation's Cherokee Six (G-AWCY).

At 0700 hours on Friday 16th April the Team Leaders assembled in the briefing room. The weather was hazy but it looked as though it would clear. It was apparent from the start that everybody was after a "harslefree meet", and the rules and regulations with some minor alterations were quickly accepted. The only problem of real note was the change in the exit rule in the speed event due to the use of a Cherokee 6 and two C-185s. After a little discussion it was agreed that the exit rule would be a two man complete show with the third man allowed to show but with his feet inside the aircraft door sill. It can be seen from the results that this evened things out with each team making three jumps from the C-185's and one jump each from the Cherokee when even the better teams took longer to get it together.

John Kemley agreed to be Chief Judge for both events as "Thommo" could not make it due to a back injury. John was assisted throughout by trainee judges Jim and Anne Petherbridge, and Tony Price. Eventually just before midday the haze cleared and the streamer run went up with a steady ten knots coming through. The competition then got underway with team accuracy as visibility was not good. Conditions during the first round were not ideal, however the Peterborough Team and Peak Freak showed

the way on their Strats with some reasonable scores. With three aircraft flying for seven teams the round was quickly completed and the second one started with the competitors getting no breathing space at all. As the first lift of the third round of team accuracy got underway the skies finally cleared and the wind started to kick up. It was then decided to switch to the speed event but only one round of this was completed as visibility became so bad again the judges could not have carried out their tasks competently. So the final team accuracy jumps were completed, and at 2015 hours the Meet Director called it a day with Peak Freaks winning the accuracy competition. However, the Meet Director was not worry free as the met. for Saturday was dreadful but it was still decided to go for an early start. So after a few beers most people got an early night.



**Charlie assists "We weren't last", Geoff, Sally, Hig and Willy — winners of the 4-man RW event.**



At 0530 hours it was obvious that it was going to be another scorcher but it was still misty and we decided to have another look at 0630 hours. Unfortunately the Meet Director overslept and did not have a look until nearly 0700 hours. A quick consultation and it was decided to go ahead. However with a hard day behind them it was not until just after 0900 hours that we got the wheels off the ground. Three rounds of speed were the order of the day and were completed by 1430 hours with "We Weren't Last (Bob Higgins, Jeff Lancaster, Sally and John Williams) slightly ahead of "Roller Ball" (Mike O'Brien, Lawrie St. John, Dave Waterman and Terry Fawdon).

While the results were being computed a ten man attempt was made from the two C-185's but they did not make it. At 1700 hours all three aircraft took off for a mass drop from 4,500 ft to get the prize giving underway. Sixteen canopies trying to get into the pit at the same time was quite a sight with Chief Judge reminding the jumpers to replace the disc as they scored!

The Chairman of the RN & RMSPA, Lieutenant Colonel Peter Ferguson, Royal Marines then did the honours and presented the prizes — and so the meet was wrapped up bar the celebrations that evening. It would be impossible to thank everybody for all they did to make the meet run smoothly and remain "hasslefree". But our thanks must go to John Kemley and the judges, the three pilots Chas, John and Richard Brooks, the manifesters Mark Bentinck and Sally Ruffett and the lads who manned the radios. Also our thanks go to Ali who did a bit of everything and without whom we would never have made it, and of course Basil Pring who kindly allowed us to use the Aero Club facilities. Finally our grateful thanks to Barclays Bank for putting up £100 towards the prizes. To the competitors thanks for coming and we hope to see you all again next year — plus a few more teams — we've already booked the aircraft.

MR. HASSLEFREE,  
Meet Director, D.834.



Lawrie St. John, Mike O'Brien and Terry Fawdon practise exits.



Judges lunch.

**RESULTS— TEAM ACCURACY**

Team Pos. and Total Team Ind. Score

**1st PEAK FREAKS**

29.81	D. Orton	3.27
	E. McBride	7.88
	D. Howerski	1.54
	(Individual Winner) (1 DC)	
	D. Sutton	17.12

**2nd GONE WITH THE WIND**

43.51	R. McGuire	1.79
	(2 DC's)	
	C. McGuire	11.18
	C. Bruce	24.60
	N. Cullum	5.94

**3rd ROLLER BALL**

59.17	M. O'Brien	13.84
	L. St. John	18.80
	T. Fawdon	10.48
	D. Waterman	16.05

Team Pos. and Total Team Ind. Score

**4th WE WEREN'T LAST**

70.49	B. Higgins	11.52
	S. Williams	21.32
	J. Williams	30.00
	J. Lancaster	7.65

**5th BOOTNECK SPEED**

86.07	G. Lawry	20.17
	R. Boswell	18.34
	R. Leefmans	7.56
	(RN & RMSPA Individual Winner)	
	G. Robinson	40.00
	(Wooden Spoon!)	

Team Pos. and Total Team Ind. Score

**6th PARA BOLICS**

87.14	K. Allen	26.43
	P. Orton	18.98
	P. Heydon	29.83
	R. Swainson	11.90

**7th THREE HITS AND A MISS**

118.70	J. Knight	28.96
	C. Pollet	33.29
	F. Ryland	32.09
	A. Derbyshire	24.06

**SPEED EVENT**

POS.	Team Name	1st	2nd	3rd	4th	TOTAL
1st	WE WEREN'T LAST	4/14.1(EX)	4/12.76(NN)	4/18.90(CY)	4/16.9(EX)	80/62.66
2nd	ROLLER BALL	3/18.3(NN)	4/24.2(CY)	4/14.80(EX)	4/15.5(NN)	80/72.3
3rd	GONE WITH THE WIND	4/14.5(EX)	4/25.0(NN)	4/20.9(CY)	4/21.25(EX)	79/81.65
4th	PEAK FREAKS	3/25.5(EX)	4/21.95(CY)	4/18.90(NN)	4/23.5(EX)	75 pts.
5th	BOOTNECK SPEED	2/22.25(NN)	4/23.0(CY)	4/24.0(EX)	2/4.0(EX)	59 pts.
6th	RUBBER DUCK	2/13.75(CY)	4/25.0(EX)	2/5.1(NN)	2/51.85(EX)	50 pts.
7th	PARA BOLICS	2/14.25(CY)	3/18.75(EX)	ZAP	2/23.5(EX)	35 pts.

**COMPETITION STATISTICS**

Total Descents in Competition 238 Malfunctions 2 DC's 3 4-Mans 18





Individual winner, Dave Howerski, about to score a disc.



Peak Freaks collect 1st prize in the Team Accuracy event.  
*photo — Jane Kenchington*



Bob Ward — he organised the Meet, wrote the article and took the photos — small wonder he's looking harassed!





Dear Charles,

I have recently become aware of an area not covered by B.P.A. Regulations, namely the standardisation and classification of Whuffos. I have therefore drawn up the following table, showing my proposed System of Whuffo Classification. It should be noted that this system shows the minimum progression for an average Whuffo, and in no circumstances should be accelerated or encouraged.

**Category I**

Has read an article about parachuting, and is ready to ask first stupid question.

**Category II**

- a) Has asked a minimum of three absolutely pointless questions.
- b) Has annoyed at least one student.

**Category III**

Has helpfully picked up a reserve by the shiny handle, on at least three occasions, apologising afterwards.

**Category IV**

- a) Has told at least five friends the exact location of the DZ.
- b) Has remained on the DZ during a thunderstorm.
- c) Has apologised before picking up a reserve by the shiny handle.
- d) Has been thrown out of the packing shed on at least two occasions.

**Category V**

- a) Has asked the same question at least five times in one afternoon, being perfectly serious throughout.
- b) Has followed a jumper out to the aircraft, asking questions throughout.

**Category VI**

- a) Has asked the following questions on at least three DZ's in the following sequence.
  - 1) What happens if I pull this handle?
  - 2) What happens if your chute doesn't open?
- b) After successful completion of a) — has asked: "Have you ever been killed parachuting?"

**Category VII**

- a) Has stood with 25m of centre of target on a minimum of five occasions, distracting jumpers throughout.
- b) Has demonstrated his ability to return to the DZ within one week of being told to piss off.
- c) Has brought family with him.

**Category VIII**

- a) Has stood within five metres of aircraft propeller on a minimum of three occasions.

- b) Can describe how to perform a track turn, exaggerating throughout.
- c) Has been cleared to annoy P.I.'s.

*Note* — On completion of Category VIII, the Whuffo should be advised by the CCI to take up flying.

**Category IX**

- a) Has demonstrated to an instructor in the bar that he is fully in control of his movements, is aware of other parahoochutartists around him, and is capable of taking avoiding action.
- b) Can demonstrate all aerial manoeuvres to students (on the ground).
- c) Has been cleared to annoy BPA approved instructors.

**Category X**

- a) Has driven a CCI insane, and has been banned from DZ by assistant CCI.
- b) Has been cleared to walk through aircraft propellers.

*Note* — Up to and including Category VI a Whuffo must be avoided by all instructors. On successful completion of Category X he may be approved for parachute training (at another DZ).

This system is only provisional and can be improved upon or cancelled altogether as required.

FLY ME, B2083

(with technical assistance from John Nickolls)

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**'B' CERTIFICATE HOLDERS ACCURACY MEET**

21/22 August, Dunkeswell — write to Ian Louttit, Dunkeswell International Skydiving Centre, Dunkeswell, Honiton, Devon, for all details.



# THE SIBSON MEET 1976



Half past seven on a May morning and at Sibson, John Meacock is brooding over the weather like a becalmed sailing boat skipper wanting after the great white whale. Meacock has two serviceable aircraft; a dormitory of pilots; plus 76 'C' and 'D' licence holders in teams of four. All he needs now is a repetition of the previous day's sunshine to burn off dense morning mist.

At last, after two hours, the magic begins to happen and the first accuracy meet since Sibson set up business as Peterborough Parachute Centre over five years and 40,000 jumps ago, is about to start. Already the T-shirts are telling the good news: this is called the Times Newspapers Parachute Competition because of sponsorship from an organisation thoroughly subverted by a sympathetic parachute freak. There's also a substantial contribution to the loot from Sibson's landlord, William Shelton.

The bad news follows the good in quick order. John Murden, the Master Builder responsible for the new packing shed and one of a team imaginatively-named Erection Ltd. — *limited*?! — has lobbed out on a 10-second delay and his reefed Stratostar has a built-in rotation. Cunning stuff. But bad for the health if it

**Jackie Smith on her way to a DC** photo — Oli Prin

becomes a habit and ruinous for accuracy. John cuts away, rides down on his super-steerable and gets a rejump. (And before the weekend is over, large numbers of Stratostar reef-artists are doing amazing things to their canopies to convert them into "slider" deployment systems).

Meanwhile, from the same pass — the first of the meet — Dave Higson's belly-band comes adrift and he zaps spectacularly, inspiring rumours of a broken ankle. These later prove unfounded but for the moment, it is a time of bad vibes.

AND THEN, for the rest of that golden day, the bad vibes evaporated as totally as the mist. A two-day programme of 291 jumps (including rejump) was accomplished in one day in an atmosphere free from all aggro. This was also a day when history was made in British sport parachuting as a result of an epic tussle for the individual title between 'Dicky' Bird of the Freds and Tony Uragallo, the London bricklayer whose form this year makes him a man to watch at the Nationals.



In practice, the day before the meet, Uragallo had scored four successive DC's. Jumping for an ad hoc team in the competition proper the next day, he repeated this performance: a blindingly consistent eight consecutive DC's. Yet it wasn't enough to win the title.

Bird joined the Freds in January of last year, having made 185 sport para descents during the preceding three years. During the next 15 months, having joined the display team, he was able to increase this to 560 by the time he arrived at the Sibson meet. (Uragallo, by comparison, had 790 jumps).

During practice Bird also turned in four successive DC's, proving that anything Tony could do with a Stratostar, Bird could equal it with the larger Stratocloud.

By later afternoon on the day of the meet itself, Bird had accomplished four more successive DC's in team jumps with fellow Red Devils Scotty Milne, Deak Wright and Jim Coffey. Uragallo, to whoops of delight in the pit, matched this on behalf of an instant team called "Me and the Lads", so-named in honour of Jackie Smith. (The other lads were Steve Eversfield of the Freds and Dane Kenny, ex-Freds).

Bird drew his own conclusion from the fact that he and Uragallo now had four DC's each. "I really thought it was all over," he said later, "and that the judges would declare a tie. I was completely relaxed and unwound. I went over to shake hands with Tony Uragallo when Chief Judge, Charlie Shea-Simonds, said 'Don't bother with that now. Go and get packed again. We're having a jump-off.'"

The rules had long provided a theoretical solution for what had been, so far, a theoretical situation. Bird and Uragallo now found that they were putting life into the rule book.

Bird ran the half mile or so back to the packing shed. He knew that if he could only pull off another dead centre and land swiftly enough for Tony to know about it before Uragallo made his own rejump, then Uragallo might be under enough extra psychological pressure to swing the situation decisively in Bird's favour.



**Les Leader over the top for 12 centimetres.**

*photo — Oli Prin*

For the additional descent, Bird hitched a ride with the Duck End team led by Bob King, which had not yet completed its quota of competition team jumps. In spite of that an obliging Bob King "squashed his people into the back of the aircraft so that I could go first."

From a clear-'n'-pull at 2,000 ft, Bird curled around the pit and drove his Strat upwind on the final approach. About 150ft from the pit, rocked by a thermal, his canopy bucked. Bird recovered the position and drove on down

relentlessly to an emphatic right-footed strike which no judge could argue with.

"I didn't see anyone around the pit, although it was quite crowded," he said later. "I only saw people in the pit and the disc. And at about 150ft I even forgot about the people in the pit including the judges. All I could see was that disc."

Now it was Uragallo's shot. He, too, approached upwind, a serene, assured, elegant silhouette against the sun. The day had lost its fierce heat and Uragallo seemed as though he were being drawn smoothly down onto a magnetised disc, a sort of personalised Ura-beacon. Yet at the last millisecond his concentration softened and — to the disbelief of everyone except the judges and Uragallo himself — he struck short and missed the disc by a mere 3cm. With typical good sense he blamed himself for narrowly missing a ninth consecutive DC, and carried on jumping.

The team results produced victory for the Freds with an aggregate total of 3.36m over 16 individual descents. 'Me and the Lads' — an honorary Freds' team plus Uragallo — were second with 11.59 and Duck End (Bob King; Paul Slaughter; Hutch Kinsman and Robin Mills) third with 21.57.

Do the Freds *always* have to win? No, of course not. But the variety of their recent jump experience was certainly a factor in this contest. The meet day was unseasonably hot and thermals were rising from the pit like indigestion at the Greasy Spoon. The result was that many jumpers were getting lift at the pit and overshooting the disc.

The Freds have had much experience of hot weather parachuting during their recent tours of the US and of West Germany. Many of their civilian rivals at Sibson, having converted to Stratostars during the winter, were experiencing the eery weightlessness of thermal conditions for the first time.

An equally interesting trend was the continued movement away from round canopies in competition. Only one entrant, Joe Kunicki of Shobdon, scored a DC using a round Russian PC.

Other individual DC's were scored by resident pilot/jump instructor "Lucky" Nick Cullum (a text-book, feet-together landing right on the button); by Will Grut of Symbiosis, whose two DC's proved that shorts are no disadvantage in thermal conditions; by Duck End's Bob King and Hutch Kinsman, and Derek Orton of Centaur (all one each). Bob, jumping a newly acquired Parafoil, had not got his eye in.

Memorable moments included Paul Slaughter's answer to someone who was surprised by a particularly fast down-wind landing. The dialogue went something like this:

"You were really motoring!"

"Not really. I was only in third gear."

Chris Walls attempted to smother a specially erected anemometer tower with his PC and lived to tell the tale.

Dave Higson, whose day this was not, landed on an absorbed Jim Sharples.

Someone else landed on Tracey Rixon as she bent her judge's back in the pit. Tracey refused several offers of the kiss of life. (For a bump in the ribs?)

Meet organiser Colin Bruce had the satisfaction of seeing it all go according to plan and meet director and host John Meacock lived happily ever after. . . Well, for a little while, anyway, along with judges CSS and "Woof."

TONY GERAGHTY





The one that cost Tony Uragallo the Individual Trophy

photo — Oli Prin

SIBSON—ACCURACY RESULTS

Name	ROUND				Ind. Total	Team Name Team Total	Ind. Position	Team Pos.
	1	2	3	4				
Deak Wright	00.00	00.00	00.06	00.30	00.36		3rd	
Jim Coffey	01.40	00.10	00.00	00.00	01.50	RED	4	
Scotty Milne	00.16	01.34	00.00	00.00	01.50	DEVILS	4	
Dicky Bird	00.00	00.00	00.00	00.00	00.00	3.36	1st	1st
Jackie Smith	00.02	07.27	00.20	00.00	07.49		18/1st W	
Tony Uragallo	00.00	00.00	00.00	00.00	00.00	ME AND THE	2nd	
Dane Kenny	01.50	00.00	00.26	00.00	01.76	LADS	6	
Steve Eversfield	00.00	00.00	02.34	00.00	02.34	11.59	7	2nd
Bob King	00.00	01.50	00.38	00.72	02.60		8	
Paul Slaughter	00.85	10.00	00.04	01.90	12.79	DUCK END	29	
Hutch Kinsman	00.12	02.51	00.64	00.00	03.91		11	
Robin Mills	01.77	00.40	00.74	00.20	03.11	21.57	9	3rd
Collin Bruce	05.12	01.38	00.43	03.27	10.20		22	
Nick Cullum	00.89	01.95	01.31	00.00	04.15	SIBSON S.S.	13	
Ray McGuire	02.24	00.05	00.35	02.33	04.97		14	
Chris McGuire	00.74	01.07	05.52	01.03	08.36	27.68	20/3rd W	4th
Will Grut	01.30	00.00	02.69	00.00	03.99		12	
Bob Colpus	01.47	03.17	01.29	01.36	07.29	SYMBIOSIS	17	
Jeff Sanders	02.18	02.78	05.37	00.70	11.83		27	
Alan Terry	02.71	01.40	02.54	04.27	10.92	34.23	23	5th
Sally Smith	00.50	04.40	00.05	02.68	07.63	DUCK END	19/2nd W.	
Jane Waugh	03.08	04.46	02.32	01.20	11.06	PERNOT	25/5th W.	
Les Leader	10.00	06.64	00.12	00.98	17.74	TEAM	39/7th W.	
Anne Maclean	10.00	10.00	08.11	00.48	28.59	65.02	58/11th W.	6th
Fred Ryland	04.47	08.07	10.00	01.57	24.11		51	
Astbury	06.46	00.44	10.00	03.13	20.03	CENTAUR	43	
Bill Robbins	04.79	02.46	10.00	00.53	17.78		40	
Derek Orton	00.90	10.00	00.11	00.00	11.01	73.13	24	7



Barby Scoular models the latest off the shoulder Capewells. photo — Oli Prin



John Newbolt	03.18	08.54	00.51	02.23	14.46				
Geoff Poole	05.08	10.00	00.42	02.93	18.43				
Pat Hodgson	09.86	06.72	04.25	04.79	25.62				
Ed Sturmer	04.05	04.09	02.75	04.47	15.36				
John Nickolls	02.37	03.97	00.36	00.24	06.94				
Brian Batter	10.00	04.58	02.98	00.30	17.86				
Eric Taylor	10.00	06.07	09.45	02.70	28.22				
Sean Broadbent	02.07	09.96	10.00	01.58	23.61				
Norman Addison	10.00	10.00	10.00	04.15	34.15				
Sheena Addison	01.75	01.99	00.63	05.54	09.91				
S. Charlton	00.18	00.15	00.08	02.77	03.18				
Peter Rowbottom	10.00	01.78	07.27	10.00	29.65				
John Shankland	02.67	00.22	00.26	02.32	05.47				
Stephen Swallow	08.11	07.64	10.00	02.14	27.89				
Tony Knight	02.18	01.87	00.12	10.00	14.17				
Peter Fisher	10.00	10.00	01.12	10.00	31.12				
Jim Sharples	05.22	01.93	00.92	07.77	15.84				
Wendy Sharples	10.00	01.46	10.00	01.79	23.25				
Lin Broadbridge	10.00	10.00	10.00	09.76	39.76				
Joe Kunicki	05.86	00.00	02.83	02.85	11.54				
John Davis	09.79	03.90	08.42	02.61	24.72				
Barbie Scoular	02.81	03.42	03.69	02.84	12.79				
Graham Robinson	10.00	10.00	05.79	04.49	20.28				
Steve Newton	10.00	10.00	02.98	02.49	25.47				
Jeff Ward	10.00	00.89	10.00	06.63	27.52				
Andy Meysner	04.48	01.90	03.70	01.81	11.89				
Annie Kileen	03.09	04.56	04.28	10.00	21.93				
Allan Freeman	10.00	07.80	10.00	10.00	37.80				
Roger Mason	04.00	07.16	08.70	10.00	29.86				
Rosemary Hickcocks	01.77	10.00	04.86	06.55	23.18				
Jean Francois	01.13	02.20	04.28	05.55	13.16				
Chris Walls	10.00	10.00	03.07	10.00	33.07				
Bob Higgins + Sub.	03.79	06.86	04.89	00.01	15.55				
John Murden	00.10	06.11	01.76	06.19	14.16				
Dik Sutton	10.00	10.00	10.00	10.00	40.00				
M. Murray	10.00	04.95	10.00	10.00	34.15				
Peter Hanfield	08.51	10.00	10.00	05.56	34.07				
Mick Platt	07.54	10.00	01.11	01.11	21.98				
Peter Watkins	00.84	10.00	10.00	00.56	21.43				
John Creasy	10.00	10.00	07.01	02.65	29.66				
John Charles	10.00	07.43	10.00	06.10	33.53				
John Curtis	10.00	10.00	10.00	10.00	40.00				
Dave Higgon	10.00	10.00	10.00	10.00	40.00				
Ricky Briggs	07.33	04.04	03.04	00.10	14.51				
HIT AND									34
MISS									42
73.87									54
									36
WING NUTS									16
76.63									41
									57
									50
MICKEY									66
MOUSE MOB									21/4th W.
78.29									10
									59
TRANS PENINE									15
TOGGLE									56
TOUCHERS									33
78.65									62
									11
ANYTHING									38
BUT...									49/10th W.
90.39									69
									26
WHAT DO YOU									52
THINK OF IT									29/6th W.
SO FAR?									44
93.69									53
									13
									55
PARAPHENALIA									28
99.14									46/8th W.
									68
									14
BITS AND									61
P.C's									48/9th W.
99.27									31
									63
									15
ERECTION LTD.									37
103.76									32
									70
									66
									16
FLY BY NITES									65
104.92									47
									45
									60
									17
PLAY THE									64
WHITE MAN									70
129.04									70
									35
									18



Bob King stomps the disc.  
— another by Oli Prin

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**BRITISH PARACHUTE ASSOCIATION**  
**COUNCIL MEETING, THURSDAY 18th MARCH, 1976**  
**held at Kimberley House, Leicester**

**PRESENT**

L. N. E. St. John—*Chairman*  
P. J. Prior—*Vice-Chairman*  
M. J. O'Brien  
M. J. Batchelor  
R. H. Swainson  
T. H. Ridgway  
T. J. Morgan  
J. T. Crocker  
D. Waterman  
B. Morgan  
J. L. Thomas  
J. Petherbridge  
T. E. Lewington  
D. Peacock  
G. B. Shone

**IN ATTENDANCE**

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

**APOLOGIES**

R. S. Acraman  
I. B. Wright

Item 10/76

**SUB COMMITTEE REPORTS**

1. **Riggers.** No meeting held. Examination Papers for Riggers were awaited — the Secretary of the Riggers Sub-Committee would check with Ian Wright.

2. **Aircraft Purchase.** The matter of aircraft purchase would be considered as a responsibility of a Forward Planning Committee, should this be formed. Mr. Waterman felt there was still a case for BPA purchasing an aircraft, despite the alteration to World Championship RW events (i.e. 8-Man instead of 10-Man teams). The Sec. Gen. would check with the Sports Council re their deliberation on aid towards the purchase. The operating cost schedule had been considered (see F.S.C. Report).

The CAA ruling re operating certificate remains unchanged and there was no reason to believe that operating the aircraft at a National Centre would affect the CAA ruling.

3. **Competitions** (Meeting: 2 March '76)

3.1 *National Champs RW*: Dates now 2-10 October 1976.

*Change of Events:* Sub-Committee had considered the new events for the World Cup in S.A. and recommended that Nat. Championships RW events be the same. There was opposition to this and Mr. Morgan supported by Mr. Waterman suggested that changing over to the new events as drawn up for the World Cup may, because of their advanced nature have the effect of frightening away possible participants if there is not a speed event. Mr. O'Brien made the point that it would be unfair to have speed event participants waiting around, as had happened last year, whilst priority was rightly being given to the main events. Mr. Prior was of the opinion that a lot depended on 'selling' the Nationals and encouraging entry — entrants could only gain from the experience. Mr. Waterman emphasised that he was passing on views of others he had spoken with and since we have a Novice Event in the Classic Nationals, we should cater for the not so advanced in R.W.

The recommendation of the competitions Sub-Committee that the National R.W. Events follows the pattern of those agreed for the World Cup in S.A. was approved and that these be supplemented by, as proposed by Mr. Waterman, seconded by Mr. B. Morgan and carried by 7 votes to 5, an event which will encourage 'Novices' in R.W. to enter the Championships. Council agreed to a proviso that those entering the 'Novice' event(s) would not be eligible for the main events. Mr. B. Morgan emphasised the requirement for a programme of training for the new events and judges who fully understood these events. The Competition S.C. would consider this at its next meeting on 6th April.

Fairey Britten Norman had advised that they could not provide an Islander for the R.W. Nationals. The NC/SO had written to five other sources and replies were awaited. The chairman understood a Rapide from Jersey was to be available at Headcorn over the Easter weekend and a check with Mr. Freeman of Headcorn should provide details.

There was still only three trainee judges for the Dunkeswell

weekend. There would be a drive via the magazine and clubs for more members or other interested persons, e.g. wives and girl friends.

Classic Championship Budget was discussed and the provisional budget as submitted by the C.S.C. was accepted. Mr. Crocker however observed on the fact that we were bringing a foreign Chief Judge but the general view that the cost involved was well worth it to have a high standard of judging and to learn from an expert. Negotiations were in hand with Fiat but, should these be unproductive, Mr. O'Brien had arranged that Overseas Cars would provide two Cortina Estates. A letter from Mr. O'Brien outlining the requirements was held by the Sec-Gen and a decision would be passed to Mr. O'Brien by mid May at the latest.

4. **Safety & Training** (Meeting: 9 March '76)

4.1 *G.Q. Protector Reserve* — all clubs will be informed of the decision of G.Q. to provide tape and thread, together with a sum of £3.50 per canopy towards labour costs without accepting liability.

4.2 *T10 Reserve* — it was reported that tests by Irvin GB Ltd on a T10 reserve sold by Mr. Thomas and considered suspect by the purchaser, had shown the canopy to be completely serviceable for jumping.

5. **Finance.** (Meeting: 23 February '76).

5.1 *World R.W. Championships.* Payment was still awaited from Mr. Hounsome. Mr. Crocker would be contacting him.

5.2 *Student Canopies.* Demand had increased and it was agreed to increase the order to 50.

5.3 *Competition Caravan.* It was confirmed there is a requirement for a competition caravan. A proposal by Mr. Prior seconded by Mr. Crocker that the Sec-Gen and the NC/SO be authorised to negotiate for the purchase of a suitable caravan at a cost not exceeding £300.00 was carried by 8 votes to NIL with 7 abstentions.

5.4 *Auditors.* Mr. Morgan recommended that we remain with our present Auditors for at least another year and, on the basis that BPA was doing more work towards audit preparation, we should seek a reduction in the suggested fee for the current year.

5.5 *Aircraft Purchase.* Up dated operating costs were submitted by Mr. Morgan and on the figures available it seemed that operating an Islander was financially viable. W/O Lewington undertook to contrast the figures with those applicable to the Para Regt Islander and advise the next Meeting of Council as to his findings.

5.6 *Financial Policy 76/77.* The FSC reported that whilst preparation of budgets was a great step forward, these were obviously not sufficient in themselves unless control and policies were effected. As a general policy it was felt that the reserves of the Association should continue to be built up on an annual basis for future development in the way of aeroplane, equipment, national and regional centres or unforeseeable emergencies such as reduction in Government support etc. The projected annual surplus of funds (if applicable) would then be allocated to the various revenue expenditure headings and these would be more closely analysed when the budget for next year is prepared in April.

It was agreed that a loan policy be laid down. It was proposed by Mr. T. J. Morgan and seconded by W/O Lewington that:

- a) Funds be made available from general income for qualifying loans up to £2,500 per annum.
- b) Maximum loan per applicant or club be £1,000.
- c) Maximum term of loan be two years.
- d) Loans up to £250 be made on an interest free basis and loans above £250 carry interest at a rate of 5% per annum on the whole loan.
- e) Any loan not repaid on the due date will immediately carry a 15% interest charge.

Carried Unanimously.

5.7 *Applications for Finance:*

- a) *British Parachute Club.* FSC was prepared to recommend a



maximum loan of £1,000 over two years, subject to loan application details being satisfactory. Mr. St. John would report details of loan policy back to the B.P.C.

- b) *Cheshire Parachute Club*. A letter of guarantee by an individual had been received to support the application for a loan of £300. It was agreed this was insufficient as security and that a more tangible security was necessary.
- c) *Lashenden Sport Para Club*. The club had withdrawn its application for a loan and in so doing thanked Council for its consideration and stated that the club felt the BPA requirements for a loan to be fair.
- d) *Mr. Shea-Simonds*. A request for a loan of £500 towards the purchase of a car for use in his capacity as NC/SO was considered at length. Proposed by W/O Lewington and seconded by J. T. Crocker that a loan of £500 be made to Mr. Shea-Simonds towards the purchase of a car for use in his capacity as NC/SO and that repayments including 5% interest charge be made at a rate of £25 per month for a period of 21 months. A form of agreement between the BPA and Mr. Shea-Simonds would be drawn up by the Sec-Gen

Item 11/76

#### **P. R. REPORT (D. Waterman)**

1. **Press Hand Out** — was ready but has now to be updated because of the very recent changes in R.W. World Championship events. This would be submitted for vetting by Sec-Gen — NC/SO.
2. **Brochure** — this was being up dated with new colour, data and pictures. Three printers would be quoting for the work in quantities from 10,000 to 25,000.
3. **Publicity Folder** — would be prepared containing press hand out, brochure and detailed club list.
4. **Other Publicity**. Daily Telegraph Colour Supplement in April will feature Jackie Smith. Also, to coincide with the World Championship, would be a feature on parachute design "From Round to Ram Air".
5. **Exhibition**. Mr. Waterman produced sample art work for the proposed new exhibition. The estimated cost for 10 panels was given as £220 — to this would have to be added the cost of the connecting and supporting framework. Information would be passed to the F.S.C. for consideration.
6. **Sport For All Day — 12 September**, Mr. Waterman reported on a meeting with Sports Council representatives at which plans were outlined for the 'Sport For All Day' to be run in conjunction with the various Regional Sports Councils and support from Governing Bodies of Sport. 'Sport for All' events would be run simultaneously in such places as Manchester, London, Norwich, Durham, Nottingham, Leeds, Bath, Oxford and Birmingham and the Sports Council was anxious that parachuting plays a part. It was emphasised that there was no budget for these events other than a small one for London and the South East. Mr. Waterman put it to Council that perhaps BPA could become involved centrally and the various clubs regionally in providing a parachute jumping display at the various locations. Emphasis had been placed on the London event (Hyde Park) and Mr. Waterman had pointed out the problems involved in getting permission from the LATC to parachute into Hyde Park. Helicopters from a Service source may of course make this possible but there was general agreement that any Service team jumping should jump as a BPA team and not as a specific Service team. Mr. Waterman would be preparing a letter to go out to Clubs/Teams in the specific areas seeking their support for the Sport For All Day. It may well be that clubs/teams could find local sponsorship for a display jump. Mr. Waterman would be reporting back to Sports Council once he had ascertained the degree of support we could offer.

Item 12/76

#### **F.A.I. (CIP) MEETING**

The NC/SO reported on the CIP Meeting. The Report, previously distributed to Council Members, was accepted. The draft Official Rules for the XIIIth World Parachuting were received but the new rules for RW World Championships were awaited.

In reply to Mr. B. Morgan it was stated that it was not intended to establish a World Para-Ski Championships but there would continue to be Para-Ski Championships for such countries as wish to participate.

Item 13/76

#### **FORWARD PLANNING**

Mr. O'Brien put forward a case for establishing a Forward Planning Committee tasked with the responsibility of considering and reporting on specific aims for the future of the sport e.g. Aircraft purchase, National Centre and Membership potential etc. As a Council we owed it to the membership to be more professional in our approach to future planning.

Major Ridgway undertook to be Chairman of a Forward Planning Committee to which he would co-opt as and when required, such members of the BPA whose ability and experience he deemed would be of value to the consideration of particular aspects of the Forward Planning.

Item 14/76

#### **AFFILIATION—SPREADEAGLE PARACHUTE CLUB**

Our application for Affiliation of the Spreadeagle Parachute Club was received and considered and on a proposal by Mr. Crocker seconded by Mr. Petherbridge was unanimously approved.

Item 15/76

#### **FINANCING OF NATIONAL TEAMS**

Mr. Waterman referred to the sample booklet kindly passed on by Mr. Meacock — he felt that the booklet didn't really suit our purpose of trying to find sponsorship by sending publicity material out to a selected list of companies. Mr. Waterman produced the visual presentation he had previously prepared and suggested that a miniaturised version of the presentation would be more appropriate. It was agreed that Mr. Waterman produce costing of a brochure based on his presentation.

The Sec-Gen reported that his appeal for members to round-up their renewal subscription was being well received, and he estimated an 80% response.

Mr. B. Morgan was of the opinion that we should extend our efforts to bring in money for the N.T.F. by evolving schemes not only to interest the membership but also others outside the sport. It was emphasised that the membership had responded very well to the raffle and the Sec-Gen's appeal and we must be careful not to overplay appeals to the membership. Appeals outside the sport would be considered.

Item 16/76

#### **OUTSTANDING LOANS**

1. **Wessex Parachute Club**. The Sec-Gen reported on his discussion with Mr. Donovan and conveyed Mr. Donovan's request to Council that an extension of the time for the first 40% payment. Mr. Donovan expressed his sincerity in wishing to settle the loan debt but expanded on the financial situation of the club. A recent considerable increase in the cost of the C of A for the club aircraft had seriously disrupted his financial planning and wishing to be honest with Council, he could not see himself being able to pay off the 40% instalment before June at the earliest. Council accepted Mr. Donovan's request but agreed he must be advised of Council's policy of interest having to be paid on outstanding loans from 1st April 1976.

2. **R.S.A. Parachute Club**. The Sec. Gen. reported that Mr. Acraman had advised him that he was arranging for the final £100 to be handed over at the present meeting via Mr. Shone — this had not been done. It was agreed that Mr. Acraman be advised as to Council's policy for interest to be payable on outstanding loans.

3. **Sport Para Centre**. The Sec. Gen. reported on a recent telephone conversation with Mr. Ian McDonald concerning the outstanding balance of the loan (£250) plus invoices for sales (£1.04). Mr. McDonald acknowledged receipt of invoices, statements and recorded delivery letter to which he had not responded. He alluded to payments due from BPA in respect of Instructors Courses run at Sport Para Centre Grindale and stated that when these were paid he would settle his debt. The Sec-Gen pointed out that no claim of any kind had been submitted to BPA and there was certainly no agreement to support any such payments. The Sec-Gen handed over the papers concerning the loan and purchases for such action as was deemed appropriate by the Solicitors.



Item 17/76

#### OTHER BUSINESS

##### Mr. M. J. Batchelor

The Chairman informed the meeting that Mr. Batchelor would soon be going overseas and therefore would be resigning from Council. The Chairman's expression of thanks to Mr. Batchelor for his enthusiastic support in Council and his work as BPA Treasurer was wholeheartedly endorsed by all Council Members. Council expressed its good wishes for success in his new appointment overseas.

Item 18/76

##### A.G.M. 1977

The meeting authorised the Sec-Gen to negotiate for the A.G.M. to be held in Leicester on either the 8th or 15th January 1977 (preference to be given to 15th January).

Item 19/76

##### Mr. T. J. Morgan

Mr. Morgan reported that he would be out of the country from mid-April till September. Mr. Peter Prior had agreed to stand in as Treasurer and to assist where necessary on finance planning.

## BRITISH PARACHUTE ASSOCIATION SAFETY & TRAINING COMMITTEE MEETING, TUESDAY, 13th APRIL 1976 held at BPA Offices, Kimberley House, Leicester

#### PRESENT

J. Crocker	<i>Chairman</i>
C. Shea-Simonds	<i>NC/SO</i>
J. Laing	<i>APA</i>
A. Collingwood	<i>RE</i>
E. Strawson	<i>BPC</i>
D. Prince	<i>NWPC</i>
E. Finney	<i>Manchester</i>
D. Orton	<i>Peak</i>
N. Law	<i>MPC</i>
R. Leefmans	<i>RM</i>
J. Curtis	<i>Lincoln</i>
R. O'Brien	<i>OBFFC</i>
D. Hickling	<i>Peak</i>
M. Bolton	<i>CSC</i>
G. Jones	<i>Halfpenny Green</i>
P. Cavannagh	<i>Black Knights</i>

#### OBSERVERS

R. Steele	G. Illidge
R. Boswell	M. Wardle
P. Farmer	E. Hartley
P. Ferris	J. Hartley
J. Hitchin	P. Fisher
J. Newbold	B. Jones
P. Hibberd	R. Swainson
M. Winwood	

#### APOLOGIES FOR ABSENCE

D. Gillies	I. Howell
R. Watts	L. Matthews
E. Lewington	I. Louttit

Item 1

#### WATER JUMP PROCEDURE

As WO Lewington was again not present this matter was adjourned until the next meeting.

Item 2

#### INCIDENT AT NETHERAVON

J. Laing explained a Strato Star malfunction at Netheravon which was basically a reefing line knot causing only partial inflation of the canopy. In this particular case the jumper had been so carried away with trying to inflate the canopy that he had lost track of altitude. He had not cutaway but had landed with the malfunction and suffered severe injury. It was agreed that an important lesson was emphasised in this case, and that malfunction drills should be carried out promptly and correctly.

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

Item 3

#### INCIDENT AT DUNKESWELL

The NC/SO informed the meeting that he had learnt of an incident at Dunkeswell on 15th February where a jumper had been only a few seconds under a reserve following a malfunction. He had written to Ian Louttit asking for an incident report which had not yet arrived. The meeting agreed unanimously that a full incident report was required in this case.

Item 4

#### C.A.A. LETTER

The meeting then discussed the CAA letter of 22nd March which requested guidance on overshoot areas on displays and a possible "look out" regulation.

The meeting agreed that it was almost impossible to lay down dimensions for overshoot areas and that it would be unrealistic to introduce regulations in this case. It was agreed that, as the NC/SO had established a liaison with the Heston Office of the CAA, they could always contact him on overshoot areas of doubt.

On the subject of "look out" the meeting felt that this was a question of "good airmanship", and therefore should not be included in the regulations. In the case in question of the Jet Provost, it is now known that a "good look out" would not have prevented what happened, which was the JP making several deliberate passes at the jump aircraft.

It was agreed that the NC/SO write to the CAA and elaborate on these two issues.

Item 5

#### EXEMPTION FROM JUMP STEP RULE

The NC/SO informed the meeting of a signal received from Hong Kong requesting a one month's exemption from the jump step rule, (i.e. until 30th April 1976), because of a delay in obtaining approval from the Hong Kong Aviation Authority. The NC/SO explained that he had discussed this matter with the Chairman of STC, and that they had approved the request subject to ratification at the meeting. The meeting unanimously approved this exemption.

Item 6

#### PREVIOUS MINUTES

These were approved unanimously.

Item 7

#### MATTERS ARISING

a. **Incident at Halfpenny Green.** The Chairman described the incident referred to at Item 9 of the previous minutes. M. Winwood then explained how he had hooked the student's static line to the seat belts as he had assumed that this was the system in use. Just before dispatching the student he had checked the static line which had "given". The student was brought back into the



aircraft, hooked up correctly and dispatched on a second pass. Considerable discussion followed as to the course of action to be taken. M. Winwood's instructor's rating was re-instated and he was strongly reminded of his responsibilities by the meeting. The meeting then agreed that the NC/SO write to the club, (copy to L. Matthews, current CCI), reminding them that the CCI was ultimately responsible for all that happened on his drop zone, and that it was insufficient just to have a CCI in name only. Also mentioned was the fact that a fatality at Halfpenny Green in late 1974 had prompted a recommendation by the Board of Inquiry that a CCI be appointed to be responsible for all parachuting activities at Halfpenny Green.

b. **Diabetic.** With reference to Item 10 of the previous minutes, the NC/SO informed the meeting that Dr. Chris Murray had re-iterated his previous ruling that diabetics were an unacceptable risk in sport parachuting.

c. **Pilot's Approval.** With reference to Item 11 of the previous minutes, the meeting agreed that the NC/SO request R. Acraman to submit a properly completed Jump Pilot's Approval Form in respect of Mr. D. J. Moxon.

d. With reference to Item 13 of the previous minutes, the NC/SO informed the meeting that he had received a very comprehensive report on the T10A Reserve supplied by L. Thomas to N. Parker, and the findings were that the parachute was completely airworthy. The report was available for the meeting to see.

## BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING, TUESDAY, 27th APRIL 1976 held at BPA Offices, Kimberley House, Leicester

### PRESENT

L. N. E. St. John— <i>Chairman</i>	
P. J. Prior— <i>Vice-Chairman</i>	
M. J. O'Brien	G. B. Shone
R. H. Swainson	T. E. Lewington
J. Petherbridge	I. B. Wright ( <i>co-opted</i> )
W. J. Meacock	

### IN ATTENDANCE

Sqn. Ldr. W. Paul—*Secretary-General BPA*

### APOLOGIES

J. T. Crocker	T. H. Ridgway
T. J. Morgan	J. L. Thomas
B. Morgan	C. Shea-Simonds
D. Peacock	

Item 20/76

### SUB-COMMITTEE REPORTS

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

2. **Aircraft Purchase.** Now the concern of the Forward Planning Committee which would be examining the project in due course, taking account of recent information from Mr. Swainson and W/O Lewington.

3. **Safety & Training.** Minutes of Meeting (13th April) previously distributed were considered and accepted. It was not known if the report requested on the Dunkeswell incident of 15th February had been received.

4. **Competitions.** Minutes of meeting 6th April previously distributed and Mr. O'Brien commented on the following points:

4.1 **Judges Training.** Only three trainee judges reported for training at the Easter weekend Meet at RN & RMSPA Dunkeswell. This was a disappointing number and well down on what the committee expected, and in fact required, if we were to build up a sufficiently strong body of judges for the various meets. An article would be published in the June issue of the magazine through which it was hoped to encourage females associated with the sport to play an active part by training as judges.

4.2 **National Classic Championships**

a. **Judges.** It was reported that Mr. J. Kemley would not now be available for the Championship — he expressed his regret but this was due to change in employment. W/O Lewington mentioned that an American judge was coming over for the Army Championships and that it may be worthwhile checking if he can be available. Mr. O'Brien stated that other than the Chief Judge, the judges had not yet been named — letters would be sent to individuals.

Item 8

### ANY OTHER BUSINESS

a. **G.S. Custom Ripcords.** The NC/SO reminded the meeting of the letter sent out by G.S. Custom Parachutes warning that it is possible that a number of ripcords supplied by them were suspect. Anyone who has recently purchased such a ripcord should check with G.S. Custom Parachutes as a matter of urgency.

b. **Exemption Request.** John Newbold requested an exemption to the rule of being 2 years in the sport before attending a PI Course. He informed the meeting that he had only been involved for 16 months. R. O'Brien supported this request which was approved unanimously.

c. **Advanced Rating.** A. Collingwood submitted a request, countersigned by Messrs. Card and Lewington, for an Advanced Instructor's Rating — this was approved unanimously.

d. **Regulations.** The NC/SO informed the meeting that the original batch of Revised BPA Regulations was nearly exhausted, and that he had ordered another 200 (amended) copies. Extra copies of the amendments would also be available.

e. **Strong Points.** The meeting discussed the possible need for the standardisation of Static Line Strong Points, and their possible colour identification. It was agreed that this be placed on the agenda for the next meeting to give members time to collate ideas on this subject.

b. **Altitude for Individual and Team Accuracy.** W/O Lewington asked if consideration had been given to changing the altitude rules for the Accuracy events to allow for the different types of canopies. Mr. O'Brien reported this had been considered and the rules provided for changes in altitude to be at the discretion of the Meet Director.

On a proposal by Mr. Meacock seconded by Mr. O'Brien it was unanimously agreed that the rules be changed to provide for a specific altitude sufficient to satisfy all types of canopies and also that a compensating longer delay be allowed.

Council's decision would be passed to the Competitions Sub-Committee.

4.3 **National R.W. Championships**

a. **Rules.** After due consideration it has been agreed that the new Rules to be used at the World Cup RW in S.A. would be used for the National R.W. Championships, taking account of the experience gained by the organiser of the S.A. Meeting and the F.A.I. Council confirmed the use of the new Rules.

b. **Military Support.** The NC/SO had been in communication with Lt. Col. Kingston who had offered support. Further details awaited.

4.4 **World Championships — Overseas Training.** It was confirmed there would be nothing gained by going to Spain. Negotiations were in hand for the team to go to France

4.5 **Video Tape.** The video tape of Style purchased from France was a 1 in tape and difficulty had been experienced in hiring the necessary play-back equipment. Mr. Meacock would provide Mr. O'Brien with details of the contact at Sony so that this could be followed up. The Sec-Gen was also working on a contact.

5. **Finance.** Minutes of Meeting (5th April) previously distributed were considered.

5.1 **Student Canopies.** 75 ordered and payment transferred to Para Gear.

5.2 **Jump Pilot Badge.** The recommendation for the introduction of a jump pilot badge with the cost (£75) written off as a promotion cost was considered and was rejected on a unanimously supported proposal by Mr. St. John seconded by Mr. Meacock.

5.3 **Budget of Income & Expenditure/Funds Flow Statement 1976/77.** This was accepted as a reasonable basis for the 1976/77 Finance Planning.

Item 21/76

### P.R. REPORT

The Chairman informed the meeting that Mr. Waterman had written to say that he wished to resign as P.R.O. He regretted hav-



ing to take this decision but pressure of business, domestic requirements and his own parachuting activities were making increasing demands, allowing him insufficient time to carry out P.R. responsibilities in the manner he would like. In expressing his thanks to Mr. Waterman for his work on behalf of the BPA, the Chairman announced that Mr. Waterman would continue as a member of Council.

In the light of the new situation it was agreed that P.R. would be the responsibility of the BPA Office with areas of responsibility agreed between the Sec-Gen and NC/SO.

**Press Release — National Championships Classic.** The Chairman presented a draft Press Release as prepared by the NC/SO for release by Bulmers.

**Bulmer Support** — a letter from Bulmer's referred to the "Strongbow British Championships". This title was disputed and discussion resulted in a suggested compromise which Mr. Porter would put to Bulmers and discuss with the NC/SO.

Item 22/76

#### **AFFILIATIONS**

##### **a. RAOC Free-Fall Display Team**

Proposed: J. Petherbridge; Seconded J. Meacock — Carried by 7 votes to Nil with one abstention.

##### **b. University College North Wales Skydiving Club**

Proposed: J. Meacock; Seconded: J. Petherbridge — Carried unanimously.

Item 23/76

#### **LEGAL COSTS**

Council received correspondence from a BPA member requesting BPA assistance with possible legal costs. The member had applied for legal aid but at this time no specific cost figures were available. Council discussed various aspects of the case but would await further information from the Solicitor, the member and others who had undertaken to look into the matter. In the meantime it was agreed that Council supports the applicant in principle pending receipt of the further information.

Item 24/76

#### **OTHER BUSINESS**

##### **Rights of Sub-Committees**

Mr. Swainson referred to the right of Sub-Committees to sit in camera and referred in particular to the Safety and Training Committee when observers were asked to leave the meeting during discussion of particular subjects. In reply it was pointed out that the Chairman of any sub-committee set by the BPA Council was within his rights to conduct Association business in camera if, having duly considered the implications and nature of discussions, he believed this to be in the best interest of the Association and individuals concerned.

Item 25/76

#### **MILEAGE RATE—BPA FULL TIME EMPLOYEES**

A paper submitted by Mr. O'Brien was read by the Chairman. The Council accepted the details which indicated that the current car running payment of 08p per mile to full time employees was far below the recognised rate (AA) which is currently 11.5p per mile.

Proposed by Mr. Prior by J. Petherbridge that car mileage allowance for BPA employees be paid at the rate of 11.5p per mile and be adjusted automatically in accordance with AA rates as and when these are produced.

Carried unanimously.

Item 26/76

#### **USE OF DRUGS**

A letter from Messrs. Skennerton, Reiter, Card and Rose concerning the use of drugs in sport parachuting was read by the Chairman. It was pointed out that the matter of drugs had been thoroughly discussed in STC and had resulted in a suitable amendment to BPA Regulations. A reminder would be published in the magazine.

Item 27/76

#### **BRITISH TEAMS—FINANCING/SELECTION/TRAINING**

A letter from Messrs. Skennerton and Reiter concerning the above was read by the Chairman. The points made were:

1. Every effort be made for sponsorship.
2. Separate Account for team support.

3. NC/SO be responsible for team training and supervision.
4. Final team selection be sole responsibility of NC/SO.

The Chairman pointed out that Item 1 was already Council's policy, Item 2 had been in effect for a number of years and Item 3 and 4 had already been discussed at length in Competition Sub-Committee and Council and responsibilities had been defined in the Job Specification drawn up by the Competition Sub-Committee and endorsed by Council. The Chairman would reply.

Item 28/76

#### **PREVIOUS MINUTES AND MATTERS ARISING**

Proposed: L. N. E. St. John; Seconded: E. T. Lewington. Minutes of 18th March be accepted. Unanimous.

#### **Matters Arising**

1. *National R.W. Championships — Judges and New Rules.* The matter of judges being trained on the new Rules was considered by the Competition Sub-Committee. Arrangements would be made for full discussion on the new Rules with the Judges who will operate at the National R.W. Championships.

2. *Rapide Aircraft — Jersey.* Nothing further but check would be made with NC/SO on his return.

3. *Islander Aircraft — Glos-Air.* Letter received from Glos-Air (David Miles) indicated that he would do his best to provide an Islander or suitable alternative for us at the National R.W. Championships.

4. *Competition Caravan* — no progress to report.

5. *Public Relations.* The following information had been received from Mr. Waterman:

5.1 *Brochure.* Best quotation was:

10,000 Copies —	£713.00
15,000 Copies —	£934.00
20,000 Copies —	£1144.00
25,000 Copies —	£1348.00

plus a charge of £15 — £20 for reprinting photographs.

The Sec-Gen gave his view that the 15,000 quantity would be the appropriate amount to last 2½ to 3 years. It was proposed by Mr. Shone and seconded by Mr. Petherbridge that 15,000 brochures be purchased subject to Council being given a sight of and accepting the proposed brochure. Unanimously agreed. Proposed by Mr. St. John and seconded by Mr. Swainson that the brochure be made available to clubs on resale at 50% cost.

5.2 *Press Hand Out Kit.* Mr. Waterman reported that he was changing his original concept to take account of changes in R.W. Rules and changes we may expect in the sport during the next two years. Up dating information was requested by Mr. Waterman — Sec-Gen would provide.

5.3 *National Team Fund Appeal.* Mr. Waterman would like to include an introductory letter from the Chairman outlining costs involved in training a British Team and why we are writing to Industry.

5.4 *'Sport-For-All Day'.* No further information available. Sec-Gen would check with Mr. Waterman and Sports Council Liaison Officer.

6. *Forward Planning Committee (FPC).* A letter from Major Ridgway was read. As Chairman of the FPC Major Ridgway outlined his choice of subjects to be covered during the current year:

- a. Aircraft Ownership — Feasibility Study.
- b. Establishment of National Centre and likely effect on Clubs/Centres.
- c. Instructor — Riggers — Selection, training qualification, updating and upgrading.
- d. BPA Organisation — development in relation to Government, CAA and Membership, including financial implications.
- e. Membership Clubs and Centres expectation from BPA and how to avoid membership loss.

Council accepted Major Ridgway's programme. The choice of subjects for discussion and consideration was in keeping with the already expressed views of individual members of Council.

7. *Outstanding Loans.*

- a. *Wessex Parachute Club* — nothing further to report.
- b. *R.S.A. Parachute Club* — final £100 still outstanding.
- c. *Sport Parachute Centre* — all papers in hands of Mr. Crocker.
8. *A.G.M. Grand Hotel, Leicester* on Saturday 8th January 1977.



Item 21/76

It has since been confirmed that Mr. D. Waterman had also resigned from Council.

Item 28/76— (7a)

The outstanding £100 has since been paid.

**CANDIDATES FOR BPA INSTRUCTORS COURSE  
(PI x Examination) 3/76, 2-6 AUGUST, AT NETHER-  
AVON, SHOULD BID FOR PLACES TO THE NCSO  
BY 15 JULY 1976.**

# THE REMOVAL OF A STAR

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. . . contact high and hard . . .



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. . . and away it goes!



# BUZZ'S CANADIAN COLUMN

At the CSPA Annual General Meeting in March 1975, the following motion was passed by a vote of thirty seven to one, with two abstentions (one of which was your correspondent).

"Whereas, there have been fourteen fatalities in the past two years, and whereas, twelve of these have been students, and whereas, in the words of the National Accident Investigator, there is a reasonable certainty that reserve AoD's could have saved the lives of four students in 1974, and whereas, the saving of only one life would more than justify the difficulties involved in implementing the motion, Be it resolved that by May 1, 1976, or sooner if possible, all CSPA clubs and centres be required to outfit all student jumpers with a proficient, functional reserve parachute automatic opening device."

The definition of student was taken to mean all parachutists without a licence (certificate of proficiency).

The motion had been preceded by considerable emotional debate, generally along the lines of "safety before dollars" and "we must prevent fatalities", and other such high sounding clichés, all of which seemed to assume that CSPA had the power to legislate against death.

It is understandable that certain members of the Association should demonstrate such concern for the welfare of student parachutists, as the statistics for 1973 and 1974 show seven fatalities in each year, of which maybe half could possibly have been prevented by the use of an AoD, which functioned properly, and assuming the reserve parachute deployed without problem.

While it is easy to look upon an AoD as the cure for the disease, it would be also shortsighted not to consider the causes behind the alarming statistic. In other words, prevent the disease from occurring rather than waiting for it to appear, and then react.

Prior to 1973, Canada's fatality record had been (if I may be permitted to describe it so) excellent. In 1972 there were two fatalities, both to very experienced jumpers, and both for reasons, which were completely explainable, and had nothing to do with non-observance of regulations. I think that 1971 was fatality free, while in 1970, one death of an experienced jumper occurred, again for fully explainable reasons. Around this time there was a student drowning in a river, due to lack of canopy control, but I cannot recall the exact date. Prior to 1970 several years were fatality free.

One thing is clear; that before 1973 fatalities concerning student parachutists were few, and it is significant to note that at that time, most student instructing was done by the clubs, and by club members, other than at Abbotsford and St. Anbine, (Quebec), the two "commercial centres". Both centres have had an excellent student training record. As the sport became more popular, the commercial possibilities increased, and in Ontario and Quebec, several other commercial student training organisations started up, some full time, some weekend only. This development also coincided with the full flowering of the permissive society, the anti establishment movement, the "rules are made to be broken — don't tell me what to do" attitude.

While I can produce as evidence to link this general change in society with parachuting fatalities, I am convinced that the seven fatalities in 1973, the seven fatalities in 1974, and the five fatalities in 1975, all of which occurred in Ontario and Quebec, are connected with shift in student training from the club milieu, with its more personal

atmosphere, to the commercial centre, where the object is to train as many as you can, for the least amount of overhead, and make as much money as you can. Human nature being what it is, corners are cut, maybe less attention is paid to certain aspects of the training and a student who is slower at learning does not get the attention he requires. All these factors contribute to what, I believe, is the real cause of the alarming statistic, that is, the standard of student instruction in certain parts of Canada is below par.

The mandatory use of AoD's will not change that, and in my opinion will tend to aggravate the problem.

In any event, once the 1975 meeting was complete, the emotional fervour gave way to more practical considerations, and the following questions were being asked.

- i) Why only student jumpers.
- ii) How to enforce the requirement.
- iii) What action to be taken in the event of non compliance.
- iv) The reliability of available units.
- v) What clubs could afford to buy the necessary equipment.
- vi) How to ensure that all units were maintained in good working order.
- vii) The make and model to be used, or would any model be acceptable.
- viii) In the event of a fatality, in spite of compliance with the requirement, what legal liability might arrive to the Association, its officers, instructors etc.

Throughout 1975 the debate continued, and it became clear that there were two schools of thought, — those who favoured mandatory use of the AoD's and those who were opposed, and that neither group was likely to ever agree with the other's point of view. It should be made clear that those opposed were only opposed to the *mandatory* requirement — they were (and are) not opposed to the use of AoD's as such, in fact it could be said that almost every parachutist in the country would recommend the use of AoD's for student and experienced jumpers, provided the AoD is viewed as no substitute for proper and adequate instruction, but rather as a last resort. In other words the jumper must be fully capable of handling emergency situations by himself, with the AoD or the last second miracle, so to speak.

It also became equally clear that no satisfactory answers could be found for the eight questions posed above, and while the membership delegates had, by virtue of the resolution at the general meeting, made its wishes clear, the implementation of that resolution would be exceedingly difficult. It was also very doubtful whether the membership at large would accept the mandatory requirement.

The topic was thoroughly discussed at the January planning session, and there the tide of opinion was generally opposed to the *mandatory* use of AoD's. It was also obvious that the subject would have to be resolved one way or the other at the 1976 annual meeting.

Long and emotional discussion was held at the Safety and Training Seminar, and again during the main meeting, and it was still abundantly clear that virtually no one was opposed to the use of AoD's per se, but the division of opinion came from the use of "mandatory". If the participants had addressed themselves to that question, a considerable amount of time could have been saved.



Finally the resolution was brought to the floor and carried by a close vote of 23 to 17, that "AoD's for student jumpers would be strongly recommended, and not be made mandatory, and CSPA would initiate a strong programme of education and promotion".

Formally the issue is settled, but I suspect that the current of feeling will run strongly for some time to come.

It is also interesting to note that two years ago the USPA Safety and Training Committee decided that they could not endorse the mandatory use of AoD's because of the very problems mentioned above.

In conclusion, I would suggest that if BPA ever considers the mandatory use of AoD's, you can save yourself a lot of trouble by remembering that both USPA and CSPA have already rejected the idea.

BUZZ

*Note:* I would like to add emphasis to one of Buzz's points: **There is no substitute for the thorough and systematic training of students and for careful control throughout their progression.** — *Editor.*

## THE TENTH

Assuming you are putting together some notes from 'around the clubs' perhaps we could advertise the progress of our newly-formed club in the 10th Battalion, The Parachute Regiment. (For non-military readers it must suffice to say we trace our lineage direct from ARNHEM, through post-war reorganisation to the Volunteer Parachute unit we are today based around SE England. Our HQ is at WHITE CITY 01-749-2257/8). So much for the recruiting!

The idea to form a club took shape in December '75 when Mike Beynan (D), turned up from the B.B.C. TV studios next door, looking for a place to train a prospective B.B.C. club he was planning. We therefore combined to form two clubs where 10 PARA supplied the Training Centre and Mike, the Instruction. By 1 April '76 10 PARA has run two courses at the White City and one at Aldershot, to produce thirty students to CAT I. These are now progressing up the Category ladder.

Our instruction has been well provided by Mike Beynan, assisted by Sgt. George Long (APA) and Sgt. Tony Jones (D?). We have also had a lot of good help and advice from the Freds (Our Club is technically a subordinate offspring of the Parachute Regiment Free Fall Club). Robin Bolden (to us — Private Bolden, to the world — British Head of Delegation at the Relative Championships in South Africa '74) attended the Potential Instructors course at Leeds in February '76. So we should have another instructor by August.

All our jumping has been done through the excellent arrangements of Major Gerald Stacey and Warrant Officer Geordie Lang, at the APA Centre, Netheravon.

We don't intend to buy any kit since that involves capital expenditure, accounting and maintenance problems. The hire charges at the APA Centre are very reasonable.

So if there are any interested BPA members (or even potential members) within striking distance of London, who want to jump, here's a club! The fact that you will have to join the TAVR Parachute Regiment and jump from 800 feet, as well, shouldn't put you off!

CHRIS KEEBLE

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# VIVA ESPANA!

Ned Luker's articles were outstanding help for the European visitor that wants to jump over here, but Spain does exist and jumping is an up and coming sport. There are several weekend and a couple of full-time clubs on the Iberian Peninsula. The weather in Spain is almost always good and here in Seville we only miss a few weekends a year of jumping. Henry Higgins was wrong. "The rain in Spain stays mainly on the plain". There is no rain in Spain. This article will try to give the English speaking parachutist a short guide to the Spanish culture, language, and most important, the center or centres (for you Brits) here in Spain.

Parachuting in Spain is organized on the club level. There is a national club, but as of now it does nothing but issue insurance to each parachutist. A few of the words in Spain are, starting from the most important, "una cana", which is "beer", or "vino" which is "wine" — depending on your taste. "Paracaidismo" is the sport and "Club de Paracaidismo" is where we do it. "Soy paracaidista deportivo" means "I am a sport parachutist". With these phrases and your Berlitz Phrase book on the Spanish language you should be able to navigate your way around the Spanish parachute clubs.

The only club that Ned Luker mentioned was the one in Madrid and that information is still current, but for you people that missed that issue of *Parachutist* or *Sport Parachutist* the man that you want to call is Sr. Cardenas. The club is located about 2½ miles outside of the city and is less than \$2 by cab. It is called "Cuatro Vientos".

Many of the "Madrilenos" jump at the Para-Club of Avila which is located about 60 miles from Madrid on highway N-433 at a small town named Sanchidrian. If one continues driving away from Madrid on N-433, about another 50 miles North of Sanchidrian is Valladolid, a sleepy little town that has one of the finest universities in Spain. Valladolid is also where the most perfect Spanish, "Castellano", is spoken. Manuel Blanco is the person to get in contact with:

Manuel Blanco, Aero Club de Valladolid, Aerodromo de Villamubla.

Valencia has just bought a "206" so they should be jumping every weekend at Liria, about 20 miles outside of the city. The club is young and inexperienced, but the people are wonderful. As in all of Spain, if you come, try to be here in the Spring. Around the middle of March the "Valencianos" celebrate "Las Fallas". A little bit like the 4th of July or Guy Fawkes. Partying in the streets and nobody goes to bed until the sun comes up. "Paella Valenciana" is a rice dish filled with fish of all different types. It is a *must* to try while in Valencia. Write:

Francisco Cardona Arnau, Para-Club de Valencia, Aero Club de Liria.

Many of the French jump at Gerona. It is half way between Barcelona and the French border. The club jumps only on the weekends.

Joaquin Densalat, Real Para-Club de Gerona, Aero Club de Ampuria Brava (Gerona).

In the north near Vitoria there is a full time club run by:

Jesus Fernandez Gonzales, C/San Prudencio, 24, Vitoria.

Jesus is an outstanding jumper with over 1500 jumps, probably the most experienced in Spain. He speaks very good English. (Jesus and I and two other parachutists tied the Spanish record for relative work with a 4-man star — Whoopity-doo.)

Zaragoza is another growing drop zone. Some say that it is the best in Spain because they have just bought a Pilatas Porter. If you get to Spain, give them a try.

Jesus Quintana Martinez, Coso 34-4°, Zaragoza.

Now down to the South of Spain, the land of Gypsy women playing their castanets and dancing Flamenco; guitars and sherry. Andalucia is the land of lovers, wine, and good weather for parachuting. It is by far the most lively part of Spain. During the April Fair, which is celebrated all through the South, the partying and the sherry drinking never stop. (Some of the best sherry is made only a few miles outside of Seville.) In most bars in Seville a glass of wine or beer only costs 3-5 pesetas. Seville, during the "Feria de Abril" is almost a fairyland city. Everyone rides through the streets mounted on horseback and they go from one bar to another drinking sherry. Enough on the drinking and on to the jumping.

Sport Parachuting can be found in Murcia, an army airborne base. Write:

Rafael Contreas, Paraclub de Murcia/Base Aerea de Alcantarilla (Murcia).

My wife and I live in Seville and to me the jumping is best here. We use a Dornier 27 on the weekends and jump almost all day. (Five years a club in Spain that made more than three or four lifts in one day was considered to be very active. And they only jump one or two weekends a month.) If you plan on coming to Seville, drop Anne and I a line, in advance:

Huber C. Hughes, C/Fray Serafin de Ausejo, Torre 2a-3°D, Seville 6, Tel: 64-0321.

The phone is the neighbors' and they don't speak English so you have to ask for "Juan, El Americano".

If for some unforeseen reason I have left during the night in a hurry, you can contact Jose Antonio Martinez or Rafa Manas. They both speak good English and can be located at the club.

Para Club de Sevilla, Base Aerea de Tablada, Sevilla, Tel: 45 12 67 or 45 34 79.

As you have the addresses of the clubs and not the homes of the jumpers here in Spain it would be wise to write well in advance before showing up. It is not normal to be invited into the house of a Spaniard but as far as hospitality goes they are one of the best. They will find you a nice inexpensive hostel to sleep in and take you with them when they go "en la calle" (Bar Hopping). My wife and I have a couple of extra bedrooms and they are always open to fellow jumpers. Please write before you come.

If you come to Europe, by all means, come to Spain. Make your first stop Seville and Anne and I will point you in the right direction for the rest of your trip.

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## CALLING THE LADIES

My first reaction when Charlie suggested that I should go on a trainee judges weekend at Dunkeswell was to immediately refuse. His point was that there are a number of wives and girlfriends of jumpers who regularly go along to competitions and who could quite easily be acting as judges rather than just sitting watching, a system which apparently operates successfully at several competitions in America.

But as my experience in parachuting isn't exactly extensive — one landing on the club house roof at Grindale doesn't really indicate an expert at accuracy — I could foresee the situation where if it came to making a controversial decision the jumper could retaliate with a "well what does she know, she doesn't even jump."

Eventually I did agree. Partly because Jim was going so I would have been spending the weekend there anyway. Partly because Charlie hadn't exactly been snowed under with applications from people wanting to go; and partly because looking back over some decisions made at a few previous meets, with the proper training I didn't think I could do any worse.

As it turned out I wasn't the only woman involved as Jane Howerski (whose husband Dave quite coincidentally won first prize in the accuracy competition) and several other girls were seconded as recorders.

In the absence of Thommo, John Kemley took over as Chief Judge in both the accuracy and relative events. His briefings are both thorough and dogmatic, and his confidence is infectious. He was able to give us a fair idea of what was expected of us as judges, and what we could expect from the jumpers. His self-trying theory that during competitions jumpers will try all sorts of devious tricks to catch the judges off balance put us at an advantage, and sure enough some of the tactics he warned us about did show up.

Looking round the DZ at Dunkeswell, and later at Netheravon during a spur-of-the-moment fun meet, there were a number of girls who could quite easily have been judging rather than just watching, releasing the people who would probably prefer to be taking part in the competition rather than judging it.

ANNE FUSSELL, 16108

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