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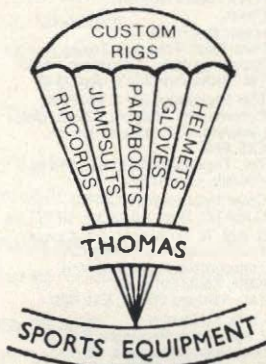
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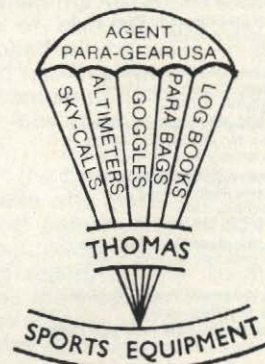
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Vol. 13 No. 6
DECEMBER 1976



Editorial



Lawrie St. John is standing down as a BPA Council member after a longer spell as an elected member than anyone else since the Association was formed; a remarkable achievement in itself. But he will be best remembered for his work as Chairman of the Council. In this capacity he has been utterly fair, quietly discerning, above any devious lobbying, and has earned the respect of all of us who have had the pleasure of working with him on Council. His efforts on our behalf will be sorely missed. I'm sure it's right that I should use this column to say a special thank you to Lawrie from all of us — his selfless dedication, a rare quality nowadays, is gratefully appreciated.

On a more personal note it's the time of year for me to say a sincere thank you to those who make this Journal the best of its kind in the sport parachuting world. No, I'm not blowing my own trumpet, 'cos all I do is collate all the contributions which keep rolling in from so many people too numerous to name individually. They know who they are, and they know I really appreciate their efforts — even if sometimes they don't appear in print — it's impossible to use it all! And, of course, I must say a warm thank you also to our printers, G. H. Fisher & Sons (Ltd) of Peterborough. Their production of Sport Parachutist makes editing it a real pleasure. My thanks to you all.

And to you, the readers, have a great Christmas and a fantastic year of sport parachuting in 1977.

Blue Skies and Soft landings,

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.

	Carl Boenish Ray Cottingham Andy Keech Eddie McBride Dave Waterman
	(Empty space for another name)



Charlie

THE DROP MAN

Student, on hearing of an American qualifying for his 12 Hour Free Fall Award — "That must have been a bloody high jump!?"

□ □ □

Calendar of Events

- 7 Jan '77 BPA Dance, Grand Hotel, Leicester.
- 8 Jan '77 BPA A.G.M. and Instructors Convention, Grand Hotel, Leicester
- 14-16 Feb '77 CIP Meeting, Zurich
- 21-25 Feb '77 BPA Instructors Course/Exam 1/77 Shobdon
- 8-11 April '77 RM & RNSPA Easter Meet, Dunkeswell
- 10-18 May '77 Army Championships (Open) Netheravon
- 21-29 May '77 British RW Nationals, Leicester
- 6-10 June '77 BPA Instructors Course/Exam 2/77 Leeds
- 2-10 July '77 British Classic Nationals.

□ □ □

"Inter-Collegiate Parachute Championship"

Judging from the number of University and College members jumping regularly throughout the country, it seems that the time is ripe for an Inter-collegiate Competition.

To start the ball rolling, and taking into account the fact that most students sit exams in the summer term, the venue has been provisionally planned for the last weekend of March, at the end of the Easter Term (Saturday 26th, Sunday 27th) at Sibson, home of the Peterborough Parachute Centre. Sue Meacock has offered to make all the arrangements without which the competition could not take place.

For further information and application forms, would all College and University parachutists, write to: Raziel, c/o Parachute p/h Sports Federation, University of Sussex, Falmer, Brighton, Sussex.

Note: Parachutists of all standards welcome.



A Gorilla over Bad Lippspringe heavily disguised as Scouse Owens of the Red Freds.

□ □ □

To be sung to "Jerusalem"

And did their feet in ancient time
Land upon Thruxton's runways green?
And were their holy parachutes
In Thruxton's clear blue skies then seen?
And did they dump their old C.9's
To Blossom in those clouded skies?
And was there then a Mecca here,
For skydivers of yesteryear?

Bring me a strat of Black and Gold,
Bring me my slider of desire.
Bring me my pod,
Oh, square unfold!

SUPERFLY



...WONDER
WHAT
SHE'S
BOUGHT
ME FOR
CHRISTMAS
THIS
YEAR ??



...SOMETHING
I'VE ALWAYS
WANTED...
...NEW
ALTIMETER?!

Take me to five grand, but no higher.
 I shall not cease from mental count,
 Nor shall my 'cord sleep in my hand;
 Until they pay five pounds a jum p,
 And I'm the richest in the land!

Wilfrid



BPA Instructors Course 3/76 at Netheravon.

□ □ □

The Nose

Subtitled: Lofticus Nostrilatium Proboscus.
 .. A nose by any other name.
 .. Nothing grows in the shadow of the nose.
 .. Tha knows. (Yorkshire only)

The nose, the nose,
 Just grows and grows,
 It's really quite a whopper.
 On winter nights
 He fits blue lights
 and rents it to a copper.

The nose, the nose,
 No longer grows,
 An unhappy sight to see,
 So they've sent it off by registered post
 For Concorde No. 3.
 Its true vocation has been found,
 It's proud and regal still,
 It's leading Britain up the hill
 At twice the speed of sound.

Cookey

(I think Lofty sold Cookey some duff kit or something — the original of this goes on for 11 bloody verses! — Ed.)



"... not too bad, although we're having to guess the wind speed at the moment; the anemometer just got struck by lightning."

□ □ □

What a grey and desolate day
 To be filled with hopes of improvement next dawn.
 Just time to waste in passing conversation,
 Reading, sleeping, eating.
 Another blown out day at another competition.
 But the sky clears
 The sun appears
 As if by magic parachuting begins
 And the world is a good place to live in.

S.L.

□ □ □

Congratulations to Mick Curry, who finally made an honest girl out of BPA Staff member, Helen Day, when they got wed on 6th November. Lots of happiness to you both.

... "500 JUMP" LOG BOOK ... COPY OF "SKIES CALL"



... PAIR OF COOPER SWOOPER GOGGLES ...



...HUH!! SOCKS!

JPS.

Whilst on the subject of weddings, similar greetings, condolences etc. to Terry Lord of the Martlesham Club who recently married Sally Davies. Ray Perkins was best man and Dave Stenning took the piccies.

□ □ □



Happy Families!

Above — families McCarthy and Prior at HPC, Shobdon.

Below — the brothers Norris at RAFSPA, Weston on the Green.



NOTICE

G.Q. 'Protector' Reserve Parachute

In response to requests from the membership for guidance in respect of the G.Q. 'Protector' Reserve Parachute, the Association has discussed the matter with representatives of the manufacturers who have issued the following statement:

1. Any reserve parachute deployed under emergency conditions can be expected to suffer some form of damage. Nevertheless, the user should rightly expect the parachute to provide a reasonable landing.
2. There is no reason to suggest that the G.Q. Protector Reserve should fall short of this expectation, providing the lower lateral band has been modified as recommended by the manufacturers, and that such modifications are carried out by an appropriately authorised BPA Approved Rigger.
3. Rumours that the Protector must be packed into a specific type of container are incorrect and the only stipulations are that the canopy be conventionally packed with a positive means of extraction and have proper rigging line stowage which will ensure positive and controlled deployment.

□ □ □

Halfpenny Green

Kitted out all set to go
 exhilaration starts to glow
 final check, reserve and main
 fitted tight to render hain

Climb aboard in single file
 seated pairs in crossleg style
 engines roar, this is it
 the time has come to do your bit

Rapide climbs stately in the sky
 rising like a bird on high
 seven freefallers, statics two
 completes the aircraft's nine man crew

Blue haze on the horizon clears
 AKIF banks and veers
 levels off and starts the run
 steady course into the sun

First lift up, the weathers fine
 dummy pulls on static line
 number one climb on the wing
 all set to take the backward fling

Second lift to seven grand
 by the door the trackers stand
 first two out on diamond track
 followed by a zig zag tack

Final lift, another four
 now we're moving to the door
 engines cut, you're on your way
 falling like a bird of prey

Ride the wind and track the skies
 DZ bound in falcons guise
 forward loops and barrel rolls
 link up stars and stable holds

Another tack, another track
 now you're falling on your back
 turn again in stable spread
 now the dial is reading red

Handle pulled, the drogue is out
 main unfolds witho ut a doubt
 check the drift, assess the height
 and hit the disc with chic side right.

Ode to the West Wind (*apologies to Shelley*)

O wild West Wind, thou breath of Autumn's being,
Thou, who blows the windsock horizontal
And makes everyone on the D.Z. freezing,
Do even the C.C.I. gruntle.
Thou condemns each jumper to the packing shed
To repack his rig a thousand times,
Whilst Sport Parachutist is once more reread.
And still the windspeed climbs.

If I had a swift, cloud I would fly with thee
And, like a strat, outstrip thy skiey speed.
But, alas, like other students I may only
Use a double L to fill my need.
So, as we're grounded on the wet tarmac,
I wish, O wretched Wind, thou wouldst be kind,
And wonder, next weekend, when we'll be back,
If a Cessna comes, can jumping be far behind?

□ □ □



Once again the Ansell's Paramen are seen getting tore into the ale; this time at Leicester Races.

— Neville Chadwick

□ □ □

On Maintaining Standards

What ho old chap, thought I'd enquire,
If a poem in what I'd term as higher
English, could fit inside your pages.
You see by all the normal gauges
Cookey's verse is far from clean.
Has a Northern ring, know what I mean?
A touch of coarseness, am I clear?
Discordant to the cultured ear.
Chap uses dreadful words like bugger
In the same damn couplet as he mentions rugger.
That sort of thing is just not on
Pity horsewhipping has gone.
Chappy doubtless ain't a cad
Just a roughish Northern lad.
Probably does it for a lark
Most of them like that at Cark.
So raise the tone, so low alas
Print a poem with a blit of class.

Dear Cookey should your wrath grow higher,
Reaching high flown peaks of ire
You want to know who steers this pen?
Then ask your darling pilot Ben
And if all at Cark think I need a thumping,
Well you're the bums who got me jumping.

The Hong Kong Crab.

Early rise on frosty morn,
Put on kit, suppressing yawn,
Clamber in that magic plane,
And soar up skyward once again.
Await the "cut" with trembly knees
(Due of course to icy breeze)
On the wing and jump on—"GO"
Five second delay, must count slow.

Those seconds absorbed in the freedom of space.
Increasing rush of the wind on your face,
The beautiful feeling that all jumpers share
Borne up on an infinite ocean of air,
Eternity fall, or so it seems,
Even on fives— it's the start of a dream.

Pull the ripcord, chute unfolds;
Suspended now, the view behold,
East horizon streaked with gold.
Illumines morning mist below,
Pale blue sky, so calm up here,
Round earth drawing slowly near.

Then comes the only part I dread
To para phrase what Newton said—
However high you choose to jump
You're bound to land -g, wadda bump!!
And when evening falls and no more sun,
Then to the bar, when packings done,
With fellow-jumpers who for sure,
All make the sport mean so much more.

So a happy parachutist I am,
And I'll reach for the clouds whenever I can,
But still if you asked I couldn't say what;
What makes us strive to be part of the sky?
... Watch a seagull in easy glide,
Wonder what secrets could he confide.

J.F.



"I suppose two-fifty a jump isn't bad, but I'd like to get in on this free-fall arrangement!"

□ □ □

Here I sit with leg in plaster,
Willing it to heal up faster,
Wonder what shall I do today?
Think I'll write to the BPA.

So began this my pome
Of "paid-thoughts" when I'm alone,
Stubbornly drifting into mind
And which I'm waiting to define.
For people sometimes ask me—Why?
To which I never can reply.
It's simply the fact that I wish I could fly
How do you explain the lure of the sky?

THE 1976 RW NATIONALS

The Nationals where everyone got a medal. The friendly nationals, memorable for the rain, the flying club bar, and Major Ken Phillips and his men from 10 Para who fed us above and beyond the call of duty; for Charlie, providing the high drama with an engine failure on the 185; and Eric the biggest scene stealer of them all.

Saturday 2nd October

A good start, wind and rain, and mud everywhere. All the admin. carried out, Team Leaders meeting, Judges meeting, and Bill Paul doing documentation. The Islander (from Northern Exec.) flown by David Waltho arrived, Charles had brought in the Cessna 185 (Fairey Britten Norman) on the Friday. At the end of the day we had two teams in each event:

8 Man Sequential



'Niblocks' led by John Williams (named after the P.O. who had been the previous owner of Steve Newton's gloves) Most amusing T shirt.



'Symbiosis' led by Dave Waterman (meaning: permanent union between organisms each of which depends for its existence on the other). Best symbolic T shirt.

4 Man Sequential



'Symbiosis' led by Willie Grut.



'R.A.F. S.P.A.' led by Ray Willis (by the end of the week they had outdone the civis and justly qualified for the scruffiest team).



4 Man Speed (Novice)

'Unipart Falcons' led by Grahame Pierce (who learnt

never to believe Charlie when he says he will not call your team for the first lift of the day).

'Aces High' led by Neville Jackson (who never once had a good spot, but learnt to walk).

Finally as evening approached, the wind dropped and Niblocks and Aces High got one practice jump each.

Sunday 3rd October

More rain and wind, a 'why on earth did I agree to come' type day. A break at 1700 hrs and Symbiosis 8, R.A.F. S.P.A., Unipart Falcons and Aces High all had practice jumps.

Monday 4th October

Awoken by Charlie at 7.00, and the weather was fine, clear sky and little wind. Perhaps it is going to be a good week. Unipart Falcons start the meet with a 4 man from the 185; by the time the rain came at mid-day we had completed 2 rounds of 4 man speed, 2½ rounds of 8 man sequential and ½ round 4 man sequential. At 1700 hrs. the rain stopped, but the Islander pilot had run out of duty hours, so we continued with the 185 and completed the first round of 4 man sequential and the 3rd round of the 4 man speed. John Sudbury (who cannot keep away from our Nationals) arrived on some pretext with the Aztec and flew 3 loads in the 185 for us. A good start with Symbiosis well ahead in both the 8 and 4 man events. Unipart Falcons just leading Aces High in the novices.

Tuesday 5th October

Again an early awakening, again Unipart Falcons start the day, followed by one round of 4 man sequential before the Islander pilot arrived, and we could finish round 3 of the 8 man. At 9.00 we had our first completed event ever in the history of the B.P.A. Relative Work Nationals, with the Novice Speed 4 Man event being won by Unipart Falcons, who beat Aces High by one point. We then went on to complete the 3rd round of 4 man sequential before the weather ended the day for us. A return to normal National's activities, like finding the local sports centre, having a swim, shower etc.

Wednesday 6th October

Raining early, but promising to clear — everyone stood by, but the high winds blew all day. At last light Symbiosis 8 took off for the one lift of the day — an incredible sunset flaming sky, even more incredible free fall drift — landed at least two miles off the airfield! As the Islander gave us a low pass before landing, everyone gathered to present David (the pilot) with a bottle of whiskey with thanks for the excellent flying he had given us.

Thursday 7th October

Early rain again, so everyone stood down to 12.30 p.m. Mr. Shurlock from the CAA paid us a visit, and the second Islander pilot arrived, Ron Wright. Chasing gaps gave us one lift of 4 man sequential, but Niblocks got an interesting ride in the Islander. At 1800 hrs. the wind dropped and Charlie took the 185 with Symbiosis 4 on board. On run in the judges were amazed to see 4 jumpers exit and start to track, however Charlie's calm voice over the radio saying, 'I have engine failure, there is oil all over the windscreen, everyone has left', gave us the reason. All landed safely, Charlie discovered that adrenalin is brown, and Ginge Urzagallo said it was 'fun'.

Friday 8th October

Early start with the 4th round of 8 man. Oddly deceptive cloud which crept slowly downward, but enabled us to complete the 6th round of the 8 man. Again Niblocks had another take off and landing trip, but not before we had

completed 7½ rounds of 4 man sequential. No further parachuting, but today Eric made the papers. Eric is a very beautiful, appealing labrador (?) puppy, team mascot for Niblocks and owned by Nick Cullum, who soon to depart to Bruce Land was trying to find a good home, for Eric. Jim's Annie, being in the know and knowing a good story when she sees one, phoned the local evening paper, who visited the airfield, and wrote an article about Eric 'Ripcord' and the parachuting and all that. Net result, good publicity for our sport and a good home for Eric.

Saturday 9th October

Low cloud/fog all day. The only day we did not jump at all. Islander left in the evening to take a Dolphin to Paris — stand down to Sunday.

Sunday 10th October

The first really good day, and no aircraft — stuck in Paris. John Meacock came to the rescue with his 180 and Mike Watts to fly it for us. We were able to complete the 9 rounds of 4 man sequential before the prize giving; by which time it was obvious that R.A.F. S.P.A. could not catch Symbiosis, so the meet was called.

Bill Paul arrived with the medals and set up the dais. Laurie St. John gave us a short speech thanking all the right people, and Mr. Turner of the Leicester Aero Club presented the medals, after thanking us for coming and using Leicester as our venue this year, and on behalf of the local residents, thanked us for going; Bill Paul presented the 10 Para guys with beer and Jim Petherbridge with Charlie's special prize, a copy of his book. Lofty Thomas was there to present for the first time, the very attractive shield he had donated as a trophy for the Novice 4 Man Speed event. With all the thank you's duly done, the meet was rounded off with four lifts of fun jumping.

This diary of events would not be complete without thanks and acknowledgement going to those who worked so hard to give us the 1976 Relative Work Nationals, Charlie, as Meet Director kept untarnished his reputation of using all available weather, despite objections (John Williams was heard to say that his team would jump when the winds dropped to 20 knots), worked hard and worried all week. Jim Petherbridge, who as Chief Judge never once lost his cool, Biff Burns, who combined keeping score with assistant to Chief Judge, John Pullin who added colour to the Judging area, Graham Windsor who was never once seen to be walking upside down, and is probably back in Ausie by now, special thanks, and Mike O'Brien who arrived late, but stayed to help. All of whom were ably assisted by Carole Windsor, John Hitchin, Dick Gays, Mary Kieth, Jim's Annie and Samantha Lear who learnt what a 'gofer' is. Many, many thanks to Major Ken Phillips and the men from 10 Para; Sgt. Bob Hughes, Cpl. Liam Harold, Cpl. Scouse McCarthy, Pte. Gary Taylor and Pte. Harry Boyd. They provided good hot food three times a day, under difficult conditions and were always cheerful. Not forgetting the pilots; good flying from them all, it is amazing how fast an Islander can get down from 11 grand. And thanks to the teams who gave us good exciting sequential to watch. Finally, thanks to the Leicester Aero Club for guesting us, and for putting up with cold, wet, parachutists taking over their bar — being the only warm dry place on the airfield, most of the time.

And so to next year; let us hope the membership in the form of both competitors and judges support the Nationals to a much greater extent, and **please** can we find an airfield with hot water to wash in.

SUSAN LEAR D1485



Dave Waterman records the RAFSPA 4 Man Team at the moment of exit from the Islander.



All competitors (and Medal Winners!) after the prize giving.

photo— G. C. P. S-S.



CORRESPONDENCE

Dear Charlie,

From time to time, an experienced jumper is mysteriously lost after leaving his reserve drills too late. I have always been as surprised as anybody when this happens, but a recent experience gave me some insight into how it can.

I pulled at 3000ft and checking the Stratostar, found all was not well. The canopy was trying hard to fly, but was held by the slider about two feet below the canopy. The slider was jammed by several line twists below it. The whole lot was rotating. I knew I had pulled high, and decided to have a quick try to sort it out. Like all 'square' users I have seen some remarkable openings which in my case have all turned into good canopies. I got the twists out, the rotation stopped. The slider stayed put, and none of the usual tricks would budge it.

I checked the altimeter, expecting to see about two grand. I had pulled high and there was quite a lot of parachute up there. I was shocked to find myself going through a thousand feet, fast. Sanity returned, sweaty hands groped at Capewells and a Talisman got its first job.

I now have printed on my mind the following points:

1. Stratostars sometimes open in strange ways, and need the occasional coaxing to get them fully flying. But until they are *fully* open they can be coming down very fast, despite appearances.
2. It is dangerously easy to get so absorbed in sorting out a partly flying canopy that you lose track of height and time. Especially square canopies where 'fiddling' can often be successful. Maybe the more 'experienced' you are, the greater the danger — the student's quick despairing upward look and hitting the reserve is healthier than the Joe Cool, 'let's give it a couple of seconds' technique.
3. Being attached to a sick parachute and too low to cut away is a wonderful cure for constipation but no good at all for general health.

This would never happen to you? You would never be caught out because you are experienced and cautious? That's funny, I thought the same myself for seven years. . .

MIKE PURVES, D951.
CCI Martlesham Heath SPC.

P.S. As soon as I cut away, the bloody slider came down. Anyone for rings and ropes?

Dear Charlie,

I went to France again this year only this time I was touring with the family but I managed to get some jumping in at various places. I jumped at La Ferte Gaucher, now run

by Monsieur Gravat, and Maubeuge — still run by Madame Violin and as last year I was received well at both places, it was great to jump with many of the same friends we made last year when I was on holiday with Danny Hillas and Chris Lyal from Leeds. Last year after jumping at these two centres we went down to Strasbourg where the "Chef" (C.C.I.) was quite adamant that we could not jump there without first becoming members of the French Parachute Federation which would have cost us about £12. As it happens the weather was far too bad to jump but at the end of our holiday none of us could have afforded that expense.

With that experience in mind I had written in advance in English to the French Parachute Federation to see if they had a temporary membership arrangement and find out if my personal insurances conform to their requirements because as you may know the B.P.A. worldwide "third-party cover" strictly speaking is not sufficient in France where all jumpers have to have personal accident cover. The Federation's reply in French made neither of these points clear so I called at the Federation offices in Paris which was to be our first planned stop anyway — to do a bit of sightseeing. After a frustrating half-hour session haggling over my documents which were passed round all the staff they somewhat reluctantly accepted my insurance and doctor's certificate but were adamant that I would have to become a member of the Federation by joining at any of the centres. They let me have a typed letter confirming that my documents were otherwise in order and so I set off for La Ferte Gaucher where the Secretary explained that since last year things have tightened up considerably regarding Federation membership and that whilst she had not the authority to relax the rules she felt embarrassed and guilty about taking my £12, urging me to ask the B.P.A. to write to the French Federation of hopefully expressing members' views that some cheaper "temporary holiday membership fee" may be negotiated.

I discussed this with several of the jumpers at La Ferte and Maubeuge and without exception everyone thought that it was a "rip-off".

We travelled across to the South West coast of France and visited Royan, quite a new centre with an old "Broussard" ex-military aircraft. The airfield is about two miles inland from the coastal resort of Royan, it is a full-time centre very well equipped with a first-class expensive looking Video camera besides the usual five or six sets of telemeters to be found at most French jump centres. At Royan they concentrate mainly on student progression with a heavy emphasis on "Vollige" (style), they have a pea gravel pit quite close to the packing area and one of the best equipped stores I have ever seen with literally

hundreds of parachutes from student assemblies to Strata-Stars, as even the majority of experienced jumpers use Club equipment generally in France, and this as with their other facilities is available only to Club members which is where the expense starts. Unlike any other French jump centre there is a strict policy at the Royan that even jumpers visiting for one or two days must "join the Club" — another sad rip-off at over £10, no "weekend membership" arrangements as we usually have here. I expected to have to hand over all my documents as "security for the jump bill" which seems to be a very effective system generally in use elsewhere in France but at Royan the procedure is that one must purchase a block of fifteen jumps in advance or otherwise pay about 25% more for "one-offs".

As we had planned to stay in Royan for about a week, with it being so close to the sand and sea for the family's enjoyment, I reluctantly paid the Club membership and bought the block of fifteen jumps on the understanding that any unused jumps would be refunded. I managed to get on a three-man relly-load the first evening but the style-freaks with their tight suits and heavy gear proved uncatchable for me in my gynormous flared suit and S.S.T. so I ended up stood on my head watching a two-man base break the sound barrier. That evening we enjoyed a superb meal with the other jumpers who bent over backwards to express their disgust at the Club officials making me pay a full year's membership.

The weather progressively deteriorated over the next three days and with the impending dockers strike then threatening our return passage from Calais we packed up to leave for the long drive back across France. The Club office were most unwilling to refund the fourteen prepaid jumps — would you believe! — and the only way round this was to get another jumper to buy them from me! Three hundred miles of continuous driving later, we heard of the postponed dockers action whilst driving through Paris still in heavy rain so we changed our minds again and went to Maubeuge where the next day I got in some good relly-loads from the Pilatus Porter — a beautiful 8-man Turbo-Prop jump ship with a very large sliding door. This fantastic machine climbs and descends at a phenomenal rate and is without doubt the most comfortable and efficient ship it has ever been my pleasure to jump from. Incidentally, the Pilatus at La Ferte Gaucher can put out two students on each of three passes between 2,500ft and 4,200ft, then climb to 7,000ft for the last two jumpers and come to rest on the ground for the next load leaving six canopies in the air — that's magic — it descends absolutely vertically with no fear of damage to the turbo-prop engine, flares at the last minute and lands within about 50ft of touch-down at an incredibly slow speed — it can even taxi backwards if it overshoots the next waiting load!

The highlight of the holiday was an attempted 8-man comprising only two Frenchmen, one Swiss, one German, two Belgians, a mad Italian and yours truly. We jumped from 12,500ft, the pilot spotted "?!?" over a 500ft thick solid cloud cover which was between 3 and 3½ grand. I closed fifth on a very stable four-man but before I could break the wrists the sixth man hit it so hard it funnelled and split irrecoverably. I opened just below the cloud and met up with some of the others who assured me we were very close to the Belgian border, I laughed and was sure they were joking but after walking at least three miles to meet up with the D.Z. van which then drove us some five miles arriving back after dark, no longer laughing, I believed them.

They are a great bunch of people at Maubeuge and there, the Secretary of the newly-formed Club at Calais invited us to her house to meet her twelve brothers and

sisters (their parents have bought a tele since). The following day we left Maubeuge calling at "Mado's" house in Calais where we were made very welcome and invited along with any other jumpers from England to attend a mass relative week at the Calais D.Z. during the first two weeks in October next year. If anyone is interested I can assure you there will be no rip-off for Club membership or Federation membership and transport is to be laid-on for those who do not take their cars over on the ferry — it sounds like a good idea, they will have a Pilatus Porter and a Cessna 182 with a possible addition of the Leeds 206 if this can be arranged.

I hope that other British jumpers planning on going to France next year will benefit financially by my unfortunate experience and think that it would be a good idea if the B.P.A. could get something worked out with the French Federation before next year's holiday season.

Yours, Peter Fisher, D.1566.

[This problem is again being discussed with FFP (for the umpteenth time!) We'll keep you advised on this one — Ed.]

R.A.P.A.

Dear Charlie,

The practice of taking photographs of students exiting the aircraft and using the Bag Deployment System developed by this Centre, has brought to light a defect which may also be affecting similar systems in use at other Centres.

The accompanying photographs opposite clearly show the problem, i.e. the canopy, leaving the bag before the rigging lines have fully deployed. The type of system we use is one which incorporates two elastic bungees passing through loops at the top edge of the mouth lock, into which the first two rigging line stows are secured. It is obvious that during the initial stage of deployment, 'canopy slump' can occur. (See photograph A). If this is severe enough, it can exert sufficient pressure on the elastic bungees to cause them to break, thus allowing the mouth lock to fall open and the canopy to drop out of the bag. (Photographs B, C, D.). Mal functions ranging from a simple BP to the total failure of the canopy to deploy may result.

The only solution to this problem is to ensure that the deployment bags are designed with a mouth lock which is positively held closed during rigging line deployment. There are various methods by which this can be attained and this will depend on the existing bag design and the resources of the Centre/Club concerned.

In view of the evidence produced by the photographs, Clubs should be aware of the problem, and take the relevant steps to remedy that problem if necessary.

Yours, Tom Oxley.

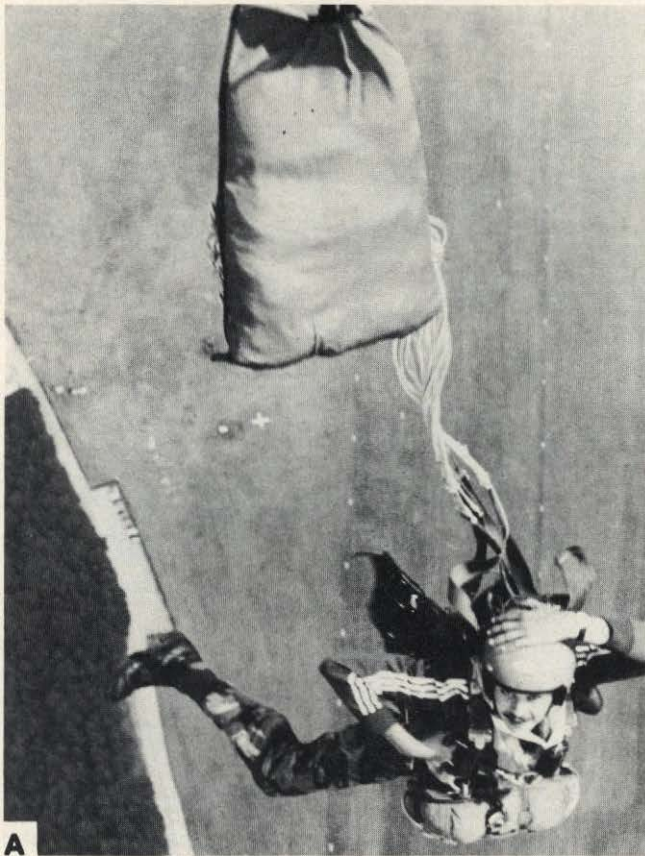
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UNITED STATES PARACHUTE ASSOCIATION
806 15th Street, N.W., Suite 444, Washington DC 20005, USA



A



B



C



D



3rd WORLD CUP IN RELATIVE WORK PARACHUTING



It was one of the American Team who announced he had a simple and foolproof idea that would make him a millionaire. Curiosity naturally provoked the question, what? The instant elimination of drought — All you have to do is organise an International R.W. Competition! Oudtshoorn, claims the brochures, boasts more sunshine than California and an annual rainfall of less than nine inches — we had all of that and more in a fortnight! And it nearly made the 3rd World Cup in R.W. the biggest non-event in parachuting this year. But with about 15 minutes to spare the bare minimum of 6 rounds in both events were completed — phew!



Rudolpho, Max, Marco & Pedro, Venezuela.

Back to the beginning, however, when competitors from 9 different nations finally arrived in Oudtshoorn on 24th October after, in almost every case, long and tiring journeys. Those who had not previously experienced the magic atmosphere generated by international competition were now meeting the old hands of competitive R.W., Charlie Baum and company from France; B. J. Worth, Dave Singer, Curt Curtis, Craig Fronk and the strong U.S. contingent; Pedro, Marco, Rudolpho and Max, the effervescent quartet from Venezuela; Lothar Lippold and his military team from Germany; Richard Charter, Don Boldley and all the warm hearted guys of the host nation; and, of course, Jim Crocker, Mike Chapman, Tony Uragallo and Bob Colpus representing Great Britain, once again thanks to the generosity of Arthur Haycox of Endrust. Rod Murphy as Meet Director had gathered virtually the same team to run the competition as at Wonderboom in '74; notable additions being that fabulous couple, Ned and Sheila Luker now permanently residing in South Africa. Lumbered with the job of Chief Judge was Charlie because of the last minute non-availability of Eilif Ness.

The combination of promised good weather and unlimited flying time on 4 DC-3s and 5 Kudus, (a South African C185/Beaver cross), seemed too good to be



The aircraft support— 4 Daks and 5 Kudus.

true— it was! Monday the 27th was scheduled as the first day of practise — the only thing that got it was the weather— low cloud and high wind prevented anything except the judges meeting. The object of the IIIrd World Cup was simply to evaluate the 4 and 8 sequential concept — if successful it would be used for the 1977 World Championships. Competitors and judges alike were keen to make it work, and it was hoped that the practise period would highlight any problem areas. Competitors finally took to the sky on the Tuesday, and one of the U.S. 4-Man Teams was quick to demonstrate the no-rules exit by launching an intact 4-Man Star out of the DC-3; confusion in the judging area! A hasty conference agreed that it was acceptable, even if a couple of the judges did take some convincing, and practise continued apace until Thursday mid-afternoon when high winds called a halt until the Saturday. Meanwhile the Team Leaders meeting had been held on the Thursday evening and it had gone remarkable smoothly — too much so perhaps as we shall see later!



Charlie and the International Panel of Judges.

The final practise was completed by mid-morning on the Saturday and from then it was straight into the competition with one round of both 8 & 4 being completed by lunch time. South African 4-Man Teams Chevrolet & Holiday Inn both protested their zero scores, which had been the result of a novel interpretation of the inter-



Devils Babies, U.S.A. — Opposed Starsteps



Pink Panthers, France— the first all girl team to appear in World RW Competition.



Valvoline — Mike, Tony, Jim and Bob

mediate requirement. The protests claimed that the method had been cleared at the Team Leaders Meeting! But, in order not to give too much away to the opposition, the question had been carefully worded and the subsequent misunderstanding by both judges and competitors was inevitable. The Panel of Judges rejected the protests, and both were subsequently presented to the Jury. The latter granted a re-jump, provided a necessary clarification to the rules and informed both teams that their original method was not acceptable. Honour was partly satisfied — it's never fully satisfied in these cases!

Saturday afternoon saw the traditional opening ceremony with march on, bands, speeches and displays. Of the latter it was generally agreed that the French stole the show with a sort of 20 man diamond flake with one of the French Pink Panthers girls at each corner; this subsequently broke into four separate groups.

Sunday was the South African Air Force day off which forced everyone else to do the same. Sightseeing was the order of the day, with the Ostriches and the Kangol Caves being the total local attractions.

Monday saw completion of 3 rounds of the 4 Man event and most of the second round of the 8 before high winds stopped play. In the 4-Man event only the German BMW Team and U.S. Gear Drive had scored the maximum 30 points; (albeit Gear Drive wasn't the "official" U.S. Team — the difference between "official" and "sanctioned" was causing some confusion in the U.S. Camp — obviously something that's got to be clarified for future World Cups if nations are allowed to send more than one team). Our own 4-Man Team, now called Valvoline, (they're the people who produce the gunge that Endrust use in their rust proofing process!), were lying in fifth place with 20 points.

Monday also saw the start of the press reaction to the saga of the dance. . . .

Parachute party girls row

From ALAN DUGGAN

ODUTSHOORN. — A row was brewing between parachutists and a local dominee here yesterday over the honour of the town's young girls.

The Rev W F Liebenberg took strong exception to advertisements calling on 300 "pretty girls" to join visiting sky-divers at a dinner-dance last week organized by the owner of an Oudtshoorn ice-rink.

Speaking from the pulpit, Mr Liebenberg exhorted the girls not to attend the dance for the sake of their principles. Later he warned a catechism class that he would refuse to confirm any girl who disobeyed and he

gave the class permission to tell others that all offenders would be censured by the church.

The parachutists reacted with anger and disbelief. Officials said the dominee's warning amounted to an insult both to the parachutists and the organizers of the event.

Championship director Mr Rod Murphy said in a statement: "The championship committee was not involved in the organization of this dance. It was organized independently by local townspeople and in fact few of the skydivers attended. If, in fact, the statements attributed to Mr Liebenberg are true, then

they must be seen as an insult not only to the contestants themselves but to the International Aviation Federation who awarded this event to South Africa."

Mr Liebenberg visited the championship headquarters at the Oudtshoorn Airport yesterday where he denied attacking the morals of the competitors. He had the highest esteem for the jumpers, he said, and it was not up to him to pass judgment on them.

He said he believed Oudtshoorn's young girls would have been "cheapened" and led into temptation by attending the dance. He did not like dancing.

Asked whether the church would take action against young girls who attended parties this week, Mr Liebenberg said this would depend on such factors as the girls' manner of dress and whether there was an abuse of liquor.

Mr Mike Genniss, a member of the United States team who attended the dance said yesterday: "The whole thing is quite amusing. What does the guy expect us to do?"

Mr Genniss said there were only about 20 parachutists at the dance and no single girls. "We went inside, had dinner and drinks, and went home. It was quite a drag."



"Did anyone lose a slipper at the parachutists' ball last night? . . . Here comes the fairy prince."

Tuesday and Wednesday were devoted to listening to the plaintive cries of the local population: ". . . But it's the worst weather we've had in thirty years!" On Wednesday evening the Mayor of Oudtshoorn, Councillor de Jager and his wife generously entertained all competitors and officials at a barbeque at his farm.

We finally got in the air again on the Thursday completing the third round of the 8-Man. U.S. favourites in this event, Cleareye Express, blew their third jump in not completing the caterpillar before breaking into the intermediate requirement. This gave a clear 6 point lead to Charlie Baum's French Icarus team, who had 30 points. By 11.30 we were Oudtshoorned again with weather problems, but not before we'd had a frightening low pull by the Icarus 4-Man Team, demonstrating the ease of getting carried away doing sequential. . . . nearly permanently. Friday dawned with thunderstorms, and the realisation that we would be hard pushed to get a six round result, never mind completing all ten. The weather did break in the afternoon to allow another round of eight man however.

The final day, Saturday 6th, gave little prospect for a result. The journey to the airfield was highlighted by

the sight of the Meet Directors Military Land Rover which had been swept down the river, during an attempted crossing of a torrential ford the previous night. Someone in high places took pity on us, however, and the weather broke dramatically in the afternoon to allow completion of 6 rounds of both events by nightfall, but it was with minutes to spare. The French were deserving winners in the 8 Man event, attaining maximum points, whilst the German Team did well to win the 4-Man event.

The success of the III World Cup was agreed at a Team Leaders and Judges Meeting held one evening towards the end of the competition. The following minutes of the meeting should be of interest to all potential R.W. competitors:

Present at the meeting were 4 C.I.P. Members (Wijnands — Netherlands; Curtis — U.S.A.; Charter — R.S.A.; Shea-Simonds — U.K.), 6 International Judges and 19 Representatives from countries competing in the Smirnoff World Parachuting Cup (III).

It was initially explained that C.I.P. had already decided in Paris in February, 1976, that if the IIIrd World Cup in R.W. was successful, that 8 and 4 sequential concept could be used for the 1977 World R.W. Championships. It was agreed that the viability of these events had been proved, and that only minor modifications were required. Various points were discussed, some at length, but the following are the agreed recommendations for discussion at the C.I.P. in February 1977:

1. *Exits. There should be no exit rules.*
2. *Scoring. The two alternatives are:*
 - a) *The system that scores the jump as a whole — (the system in use at the IIIrd World Cup)*
 - b) *The system that scores the part of the jump completed.*

The majority favoured alternative (a) with the additional recommendation that bonus points be excluded from the system.
3. *Draw. It was agreed that the draw for sequences, (both random and set), be made after practise prior to the competition itself.*
4. *Altitude. The altitude for the set sequences should remain fixed, but may be lowered for the random formation rounds in event of adverse weather.*
5. *Format. The following changes in format were agreed:*
 - a) *Extra formations should be added in the 8-Man event.*
 - b) *Rounds should alternate between set piece and random.*
 - c) *There should be a pool of set piece jumps from which the necessary number of rounds would be drawn prior to competition (see para. 3).*
 - d) *The number of random formations in each event from which to select the random rounds should be increased, and in the case of the 8-Man event made more difficult, e.g. caterpillar, donut and compressed accordian.*
 - e) *The random rounds should not start with set formations as presently set out in the rules.*

In conclusion it was requested that Team Leaders each provide Bert Wijnands with the following before departure from Oudtshoorn:

- a) *At least two new complete sequences for both events.*



Chevrolet 4 Man Team, RSA — In transillon.

- b) *At least two new formations for both events.*

It was stressed that the R.W. Sub-Committee would welcome any original input and ideas before the February C.I.P. Meeting.

The World Cup also saw some interesting equipment ideas, principally Capewell substitutes and throw away pilot chutes. But the French Team proved that it's not the kit you're wearing that produces the results, but the way you fly.

Thus ended the III World Cup in R.W. Thanks to all the organisers and workers who made it possible, particularly the South African Air Force who flew magnificently and to the Army for all their necessary ground support — without this service involvement the meet wouldn't have happened. Finally a special thanks to all those South Africans, jumpers and non-jumpers, who embarrassed us with their warm hospitality.

G.C.P. S-S.

RESULTS SMIRNOFF CUP 4-MAN EVENT

		WORLD CUP PLACINGS BY OFFICIAL TEAMS
1. Team Gear Drive	58 Pts	
2. Team B.M.W. (Germany)	56 Pts	1st
3. Team Cenobites (France)	54 Pts	2nd
4. Team Up	52 Pts	
5. Team Devil Babies (U.S.A.)	50 Pts	3rd
6. Team Chevrolet (R.S.A.)	48 Pts	4th
7. Team Capt. Ardilla's Super Creams (Venezuela)	40 Pts	5th
8. Team Scudbowl Skydivers	36 Pts	
9. Team Smirnoff 4	34 Pts	
9. Team Seagull (Italy)	34 Pts	6th
11. Team Icarus	32 Pts	
11. Team Valvoline (G.B.)	32 Pts	7th
11. Team Pink Panther	32 Pts	
14. Team Holiday Inn	28 Pts	
15. Team Dagdriverbanden (Denmark)	26 Pts	8th
16. Team Ramblers Raiders (Australia)	26 Pts	8th
17. Stellutis Alpinus Team	22 Pts	
18. Team Trek	20 Pts	

8-MAN EVENT

		WORLD CUP POINTS
1. Team Icarus (France)	40 Pts	1st 60
2. Team Cleareye Express (U.S.A.)	34 Pts	2nd 54
3. Team Baby Up	30 Pts	
4. Team Italy P.D. (Italy)	28 Pts	3rd 38
5. Team Smirnoff	20 Pts	4th 27
6. Team Cuckoos Nest	17 Pts	
7. Team Chickens & Feathers	16 Pts	
8. Team Holiday Inn	6 Pts	
9. Team Anglo Venezuelan Productions	2 Pts	

THE CHAIRMAN'S REPORT

Our 10th Annual General Meeting will be held on January 8th, 1977 at the Grand Hotel, Granby Street, Leicester. The main reason for the change of venue is that the Management of the Imperial Centre Hotel at Birmingham let us down last year by double booking, which resulted in a seating problem in the small hall we had to accept. We only found out about this after we had arrived at the Hotel.

The Grand Hotel has been checked out and I sincerely hope we have no problems this year and that a good time is had by all.

I would again remind Members attending that only they are allowed into the A.G.M. and they must produce a current Membership Card to gain entry. Wives, girlfriends, boyfriends (?) and husbands who are not Members of B.P.A. are very welcome both before and after the Meeting but cannot attend it.



THE CHAIRMAN and BIG JAKE

Our Membership has not grown as quickly as we had hoped this year, due mainly to the introduction from April 1st 1976 of a higher rate of subscription for Provisional Members.

This subject is dealt with separately in this issue of S.P. and therefore I will not go into detail in this Report except to say that Clubs and Centres response to our circular for their feelings on our suggestion of an additional shorter, cheaper Provisional Membership was, more or less, split down the middle and it could mean (assuming the proposal is accepted) that B.P.A. income is down a little over the next 12 months, but this is certainly not necessarily so. Council deemed it most important to have all parachutists under its wing and I hope you will agree with their decision.

The analysis tables below show our Membership movement over the last five years.

The 1976 figures are as at end October 1976 but final figures for the year will be given at the A.G.M.

Type of Membership	1972	1973	1974	1975	1976
Provisional	959	925	2095	3341	3313*
Full—New	2141	1811	1355	1755	1369
Full—Renewal	1140	1478	2292	2792	3080
	4240	4214	5742	7888	7762**

- * Out of this figure 248 have converted to Full Membership.
- ** Out of this total Membership we have 569 Lady Members.
- ** Out of this total Membership 252 are Scottish Members.

Membership Analysis—1976

As usual we give the following table to show you the monthly movement of Membership and for those who are reading it for the first time I would explain that the drop in numbers from March to April is due to our financial year ending and the re-registering and updating starting again in April.

MONTHLY ANALYSIS—1976

Types of Membership

Month	Pro- visional	Full	Renewals	Monthly Total	Accum. Total
January	213	77	7	297	297
February	240	82	6	32	625
March	301	57	—	358	983
April	329	321	2486	3136	4119
May	473	15	290	778	4897
June	342	156	137	635	5532
July	364	218	65	647	6179
August	181	131	46	358	6537
September	331	229	30	590	7127

October	539	83	13	635	7762
November		—	details awaited	—	—
December		—	details awaited	—	—
Totals at 31.10.76	3313	1369	3080	7762	—

New Clubs

In 1976 the following new clubs were affiliated to the B.P.A.:

- Spreadeagle Para Club
- Lashenden Para Club
- R.A.O.C. Free Fall Team
- University College North Wales Para Club
- Southern Counties Para Club
- Cumbria Para Club
- South Wales Para Club.

Although not yet affiliated, the following clubs are known to be underway and are expected to apply for affiliation in due course:

- Sheffield Para Club
- Wales and West of England Para Club
- East Coast Parachute Centre.

B.P.A. Dinner/Dance

The Dinner/Dance on the evening prior to our A.G.M. last year was a resounding success. The wine flowed well and everyone was in a suitable frame of mind when the Talent (?) Competition started — I still can't make up my mind as to whether some of the acts in fact acted or if that was their normal state (physically and mentally). I can only add if any who attended were in doubt as to how the tune "Masters of the Sky" went, they weren't when the Dance finished!!

We are not having the Talent Competition this year but can assure you of a good night out. Tickets are now available so please remember, we can't seat all the B.P.A. — GET YOUR ORDER IN EARLY.

B.P.A. Council

Your Council worked well again this year, notwithstanding the fact that during the year we lost some of them, due to resignation and of course the untimely death of Tim Morgan your B.P.A. Treasurer.

Tribute has already been made of Tim but most of you will never know of the enthusiastic work he put into the Treasurer's job, including his position as Chairman of our Financial Sub-Committee.

Being a truly sporty Accuracy and Relative man his comment and advice in Council will be sorely missed.

In no particular order now, I must firstly thank Jim Crocker for his excellent work with the Safety and Training Committee. You will see from the Minutes of their meetings in S.P. how much work they get through. Another noticeable change this year is the increase in the number of Observers at these meetings — to the extent that we had to buy a further ten chairs.

Mike O'Brien has been a real stalwart in running the Competitions Sub-Committee. With two Nationals and a World Championship in one year to get through, plus helping with other Competitions, I think his work has been outstanding.

Dave Waterman carried out a lot of initial work on the Aircraft Purchase feasibility exercise as well as organising the R.W. Seminar at Netheravon earlier in the year plus working on the B.P.A. Publicity Posters and Brochures.

Lofty Thomas chaired the Riggers Sub-Committee which did not get together very often but did finalise Riggers Qualifications.

Tom Ridgway took on the task of Chairing the Forward Planning Sub-Committee and has already supplied Council with the first study on B.P.A. Aircraft ownership, which only seems practical if we run our own National Centre. The second Report on the Establishment of a National Centre and its likely effect on Clubs/Centres is expected at our next Council Meeting with the other three Reports following fairly soon afterwards. These are: (1) — Instructors/Riggers selection, training qualifications, updating and upgrading; (2) — B.P.A. Organisation development in relation to Government, C.A.A. and Membership, including financial implications, and finally, (3) — Membership, Clubs'

and Centres' expectation from B.P.A. and how to avoid Membership loss.

I must thank Peter Prior for carrying out his duties as your Vice-Chairman and stepping into the breach as Treasurer following Tim Morgan's death. Peter met and interviewed Peter Mitchell our new Treasurer who is a fully qualified Accountant and who kindly took this job over even though he is a co-opted member with no vote.

My sincere thanks to all those on Council who turned up regularly and who have made my job a lot easier.

Your H.Q. and Staff

Bill, Dorothy, Helen and Sue have, as in previous years, run your H.Q. at Leicester in a very efficient manner.

Their work has contributed to our increased Nett Profit of £2,966 at 31st March 1976 up £2,450 on last year.

It is mainly through Bill's efforts that we are now receiving £23,834 a year in Grant Aid from the Sports Council; a further increase on last year.

National Coach/Safety Officer

This has been Charlie's first full year as your Full Time N.C./S.O. and during the year he has covered a great deal of work. He has run eight Instructors Courses and from these 39 Potential Instructors and 22 Full Instructors were passed out.

Charlie has continued his programme of keeping in touch with Clubs by regular visits which is most important in keeping his finger on the pulse of parachuting in England.

His friendly relations with the C.A.A. has continued to assist us and will do so in the future as we expect to have a meeting with the C.A.A., later this year or early in 1977.

He has acted as Meet Director at both our Nationals and was Head of Delegation for the B.P.A. Team at the World Championships in Italy.

You will be interested to know that he was invited to South Africa to assist at an Instructors Course and later be Chief Judge at the Third World R.W. Cup. Council agreed he should attend and what he learned there will be to our good advantage in training our sequential R.W. Teams in the future.

He also was responsible for all the work done on the B.P.A. Competitions Caravan, mentioned later.

Safety and Training Committee

I have already paid tribute to the work Jim Crocker has put into the S.T.C. but must also mention that the S.T.C. comprises all the C.C.'s from Affiliated Clubs and to those who take the time and trouble to go to S.T.C. Meetings (some of them travel very long distances to do so), on your behalf, I thank them. It is also good to see an increasing number of Observers attending.

Off the subject a bit, but it was nice to know that the Hang Gliding Association appreciated our gesture in inviting them along to one of our S.T.C. Meetings at a time when they were having problems and getting their own S.T.C. organised.

Some of you may not know it but we do have copies of the updated re-print of our B.P.A. Regulations available for purchase. A necessary item if you are to understand and appreciate our sport fully.

Riggers

Regrettably they have not got together as often as I would have wished but what has resulted from their Meetings is that they now have a Riggers Examination system. I sincerely hope that in 1977 these examinations are vigorously applied and apathy which seems to surround them at present is cast off. I think the Membership have a right to the confidence of being supplied by "Qualified" Riggers, after all they are literally putting their lives in the Rigger's hands. Currently there are 11 Basic Riggers and 10 Chief Riggers approved by the Association.

Fatalities

My hopes at our A.G.M. for a fatality free year were truly shattered this year. We had five fatalities which, briefly explained, were as follows:

Sgt. Robbins	A.P.A.	Malfunction of Main. Cut away but failed to activate Reserve.
Lt. Hyde	A.P.A.	As above.
Tim Morgan	In U.S.A.	Insufficient evidence available, but a low cut-away suggested.

C. Marriot	Eagle	Non B.P.A. Member. First jump student. Sleevesystem used. Student on his back at exit, grabbed extractor and prevented development of main. Reserve not activated.
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J. J. Brady In U.S.A. No detailed report received as yet.

I do not think I need spell out the lessons to be learnt from this list. As usual, a totally unnecessary loss of lives.

'Sport Parachutist'

Another year has passed with the high quality of our Journal being maintained, which speaks highly for its devoted Editor Charlie. The B.P.A. office is now taking a more active part in the preparation of the Journal which in my mind maintains its position at the top of the parachuting journal's league.

Council has increased Charlie's fee from £50 to £75 per issue which on the face of it sounds a large increase until I tell you that we had not reviewed the fee for the past five years.

Charlie still needs more articles, particularly technical ones so please try and put pen to paper in 1977.

National World Championships—Relative, Style and Accuracy

A busy year as regards competitions, we started off with the Style and Accuracy Nationals at Shobdon which resulted in Scotty Milne of the Red Devils (Parachute Regiment) being overall Men's Champion and Sandy Murray becoming the overall Women's Champion. Winning Team was the Duck End Farm Team. As you may be aware we are trying to make our Nationals self financing from entry fees etc. Council's budget for this allowed for a £55 deficit, but in fact, the nett cost to B.P.A. was £224 as against £348 in 1975.

In August/September the World Championships (classics) was held in Italy. A full report from Charlie appeared in the last issue so I will say no more except to sympathise with Scotty Milne, Bob Hiatt and Jane Waugh for their injuries and to congratulate Bob in achieving so high a position, handicapped as he was. I would point out that each Team Member contributed £25 to the funds and the actual cost to B.P.A. after taking into account Grants, National Team fund etc. was Nil as against a Nett cost to B.P.A. of £2417 in 1975.

Incidentally the request that Bill Paul made for Members to round-up their Annual Subscriptions in April brought in approx. £750 to go towards the National Team Fund. A tremendous effort and very much appreciated by Council. Thanks!

October saw the Relly Nationals at Leicester Airport which suffered from dreadful weather plus aircraft problems. Notwithstanding this, the Novices 4 man Speed Star event was completed, with 9 rounds out of 10 of the 4 man sequential and 6 out of 10 of the 8 man sequential, enough to give a result. Unipart Falcons (of RAFSPA) won the 4 man Novices speed star with Symbiosis winning the 4 and 8 man sequential. (Full Report in this issue). Loss to B.P.A. on this Nationals was £612 as against £2065 in 1975. Our budget in this case had allowed for a deficit of £185.

At the time of writing Jim Crocker is taking his 4 Man Sequential Team—Endrust to the Third World Cup of Relative Work in South Africa and we wish him a good result; I've no doubt they will learn a lot over there and bring back the latest information on R.W. Meets which will be of benefit to our own Teams.

Assistance and Clubs

I would remind Clubs of the loan facility available to them, as passed at our March Council Meeting. It is as follows:

- Funds are available from general income for qualifying loans up to a total of £2,500 per annum.
- Maximum loan per applicant or Club be £1,000.
- Maximum term of loan be 2 years.
- Loans up to £250 interest free. Above £250 carry interest at 5% per annum on whole amount.
- Any loan not paid on due date will carry a 15% interest charge.

A comprehensively laid out Application for Loan Form is available any time from B.P.A. office.

Assistance given to clubs is as follows:

Clubs	Repayments Due			Balance	
	1972	1973	1974	1975	Owing
Sports Para Centre	£500	—	—	—	£250
RSA Para Club	—	£500	—	—	—

Wessex Para Club	—	—	£600	—	—	£600
Midland Para Club	—	—	£500	—	—	—
Thames Valley	£300	—	—	—	—	£300
Manchester Free Fall Club	£100	—	—	£250	—	—
Martlesham Heath Parachute Club	—	£250	—	—	—	—

We are hopeful that the Wessex loan will soon be repaid and legal action is being taken to recover the monies owing from Sports Para Centre. The Thames Valley Club folded up and the borrower is no longer in the country — this may well be a loss. It was bad debts such as this which led to our tightening up of guarantee requirements.

Sports Aid Foundations

Our participation in this follows a meeting Bill and I attended in London. This was set up to obtain funds from industry etc. for all Sports and this year we received grants totalling £1,050 in respect of training for potential British Team Members.

In the same vein a *Royal Commission on Gambling* is to be set up and eventually we hope to receive funds from a body, yet to be named, which will in turn receive funds from levies made on gambling.

Sandy Murray applied and qualified for a *Sir Winston Churchill Scholarship* and was granted three months training at Raeford in the U.S.A. The benefit of that Training was seen at the Nationals and her subsequent selection for the British Women's Team.

Annual Raffle

Profit on last year's raffle was £2,591, some £769 up on last year. Bill is looking for a minimum of £2,800 this year. How about it?!

Each year I ask you to support our Raffle, which as you can see makes a tremendous contribution to our funds for the World Championships. Please again sell as many books as you can, it is one of the few ways the Ordinary Member can help HIS Association to help him.

Deposit Accounts—Bank and Building Society

Your Bank Deposit Account is currently standing at approx. £12,258 and the Building Society Deposit at £12,700 — a total of £24,958.

Bill Paul is still only retaining as much as is needed to run the day to day accounts of the B.P.A. in the Current Account and is transferring regularly from this to the Deposit Accounts.

C.A.A.

An even greater year for Displays has this year meant that the C.A.A. has been under considerable pressure and has had to work on a "dates of Displays" order for clearance, rather than on a "receipt of Application Forms" order. This has given a lot of cause for worry to Display Teams, but the C.A.A. are suffering from undermanning as are many other Governmental Departments and in their turn have to staff their offices to orders.

However, Stan Jones of the General Aviation Branch, C.A.A. will be getting together soon with the B.P.A. to see what can be done to alleviate the problems well before the next season starts. I met Stan on the final day of the R.W. Nationals at Leicester which he kindly visited with his charming wife and we had a long chat over a pint (or two). I am sure a conclusion beneficial to jumpers and the C.A.A. will result from our forthcoming meeting.

Thanks again C.A.A. and all the Air Traffic Controllers who have helped us perform at Displays and Club level.

Sports Council

As I have already advised, this year was another one of increased Grants from the Sports Council amounting to £23,834 for the financial year ending 31st March 1977.

Broken down, the list of apportionments is as follows:

Administration	£14,280
1976 World Championships	£5,062
Coaching	£4,492
	<hr/>
	£23,834

Without the Sports Council we could not give you an efficient organisation such as you now have. Believe me, if there was no B.P.A. I would be very surprised if any sport parachuting was now going on in this Country. The Sports Council has given us a

strong organisation and on your behalf I thank those in the Sports Council who sympathise with our sport.

Scottish Sport Parachute Association

Not much information has filtered through this year but Bill Paul did attend, on our behalf their A.G.M. last May and from this we heard that Tom Dickson who has served Scottish Parachuting so well for so many years handed over the chair to Ian McLennon.

The S.S.P.A./B.P.A. Membership is now 252. Some of these are full Members of B.P.A.

I hope Ian McLennon will be at our A.G.M. and that he can update us on the year's happenings North of the Border.

Annual Subscriptions

A new three-tier system of Membership is being proposed at the A.G.M. as laid out in the Resolution inserted into this Journal. I have already covered this in the opening section of this Report.

Council believe it is worth a try and ask you to support the proposal. Full Membership fee and the 4 month Provisional Membership fee remain unaltered in price.

Displays and Display Insurance

1976 was a record year in regard to the number of Displays performed. To give you an idea of this the C.A.A. had some 200 Displays to clear for August alone.

This year 43 teams comprising 187 jumpers used our Insurance cover at £9 per jumper per year. Remember, there is a rebate of 50% of the premium if you carry out less than 5 displays in the year.

Purchase of Equipment

A further 75 C-9 canopies were purchased to supply (unmodified) to Affiliated Clubs at £40.00 each. We bought a third set of Telemeters which now gives us sufficient to run Meets without borrowing them.

This year saw the purchase of the B.P.A. Competitions Caravan which has been used at our Championships and other Meets. It is fitted out with all the necessary stats. equipment and, most important, a radio transceiver which means that we have absolute control over aircraft aloft which enables us to speed things up during Competitions and also to save flying time (money!).

Finally, we have sent B.P.A. Publicity Posters to over 150 Sports Centres in an effort to push up our Membership.

Don't forget our Training Aid Posters which now cover the Bag Deployment System.

Council is currently looking into Video equipment and into an electronic scoring disc.

Club Annual Returns

Response to Bill's request for statistics from Clubs was better this year but six Clubs still did not return them. Please make that extra effort C.C.I.'s and Club Secretary's, it makes Bill's life that much easier if you can return these as soon as possible after receipt.

Information from the Forms we received reveal that 1975 we made approx. 90,000 jumps. The summary produced from the Returns is very much in demand by outside organisations and is very often used to the benefit of the Sport. The summary for 1976 will appear in S.P. early in the New Year.

Calendar of Events—1977

February	14th - 16th	F.A.I. (C.I.P.) Annual Meeting, Zurich.
April	8th - 11th	R.N. & R.M. SPA Meet.
May	10th - 18th	Army Championships, Netheravon.
May	21st - 29th	R.W. National Championships (venue to be decided)
July	2nd - 10th	S/A National Championships (venue to be decided)
July	Last Week (tentative)	Rhine Army Championships Sennelager.
Aug/Sept.	Dates not yet received	World R.W. Championships (venue to be decided by F.A.I.)

Instructors Courses for 1977 are still to be finalised and will be published in S.P. and all Clubs notified in due course.

Appreciations

I have already spoken of our Council, S.T.C. and the other Sub-Committees who worked so hard on your behalf this year but there are several other Organisations whom we must thank for their help during 1976.

H. P. Bulmer Ltd for their sponsorships at the Classic Nationals. *Fiat* for supplying transport and publicity for our Team and Officials at the World Championships (from the U.K. to Italy and back).

Endrust for sponsoring Jim Crocker's Team to the South African R.W. World Cup. *Hereford Parachute Club Ltd* and *Hereford Aero Club* for their considerable assistance with staging the Classic National Championships at Shobdon.

Leicester Aero Club Ltd who we had never associated with parachuting before, for their great co-operation with the staging of our R.W. National Championships at Leicester Airport.

10th Para Bn. (T.A.V.R.) for providing the marquees and first class catering at the R.W. Nationals at Leicester.

Our Co-opted Members of Council for a regular turn out— even though they have no vote.

And finally of course I would, on Council's behalf, like to thank you, our Members, for supporting our Association.

In Conclusion

The title of this section is somewhat appropriate as it is the last time I shall be writing these Reports.

Having served on Council for some 12 years, being Vice-Chairman and finally Chairman for the last 5 years I feel it is time to hand over the gavel.

There are several reasons for my decision to "retire" from office as Chairman and a Council Member. None are at the top of the list but all added together make it right in my mind to hand over.

In any organisation such as this I believe it wrong to sit in the

Chair for too long a period. It is healthy for such an organisation as ours to have a change of face every so often, even at the top.

On a personal point, I am now involved in the start of building up of several Companies which is drawing on my time at an increasing rate and I can foresee that in 1977 I shall be travelling about both at home and overseas which will make it impossible for me to efficiently carry out the job as your Chairman; a job which deserves a maximum attendance to Council Meetings, if possible, much thought and planning prior to a Meeting.

Coupled with this is the distance I live from Leicester and that each month it seems that I have to devote, more or less, a whole day for a Council Meeting and getting back home at between two and three o'clock in the morning doesn't exactly make me fresh for work the next day.

However, I have enjoyed my time on Council from the early years when the first A.G.M. was held over a pint in the front garden of a Pub at Kidlington. The work done on producing the first B.P.A. Rules and Regulations and the Meetings we held in the Officers Mess, at the Duke of York's Barracks in Chelsea. The B.P.A. Office moves from their lowly beginning at Lower Belgrave Street, London, to Artillery Mansions, London, and finally to your splendid offices at Leicester. The Incorporation of the B.P.A. as a Limited Company was in March 1966, the Memorandum and Articles of Association of which I had the honour of signing. It was in the same year that we had our first meeting with the Sports Council which resulted in the commencement of our Grants. All these things I am proud to have been involved with and am sure that the B.P.A. will go on from strength to strength.

Incidentally I am not giving up jumping so I'll still see you around the Drop Zones.

Round or Square, Jump with Care!

Sincerely,

LAWRIE St. JOHN,
Chairman.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING, THURSDAY 2nd SEPTEMBER 1976 held at BPA Offices, Kimberley House, Leicester

PRESENT

L. N. E. St. John — Chairman B.P.A.
P. J. Prior — Vice Chairman B.P.A.
W. J. Meacock
J. L. Thomas
R. Swainson
J. Petherbridge
J. T. Crocker

IN ATTENDANCE

Sqn. Ldr. W. Paul — Sec. Gen. B.P.A.
P. G. Mitchell

OBSERVERS

Major D. H. Scarfe — (Sec. A.P.A.)
C. Thomas

APOLOGIES FOR ABSENCE

Major T. H. Ridgway M. J. O'Brien
WO D. Peacock I. B. Wright

The Chairman welcomed and introduced Major D. H. Scarfe (Ret'd.) the recently appointed Secretary, Army Parachute Association.

Item 39/76

COMMITTEE REPORTS

1. Competitions

- The meeting received a letter requesting an exemption from the requirement that a non-British National has to have been a member of the BPA for at least one year prior to the date of the 1976 R.W. National Championships. The exemption was not granted.
- R.W. National Championships — Trophies* There were now three events in the R.W. Nat. Champs. but trophies were available for only two — the Bulmers Saiver for the 4-Man

Sequential and the Endrust Cup for the now 8-Man event. Mr. J. L. Thomas kindly offered to provide a trophy for the 4-Man Speed (Novice) event. The Sec. Gen. and Mr. Thomas would liaise re the purchase and title.

- FAI Sporting Licences.* In reply to a written question from Mr. M. J. O'Brien asking if it was necessary to continue with the requirement that all entrants must be in possession of a FAI Sporting Licence, the Sec. Gen. quoted from the FAI Sporting Codewhich indicated that Sporting Licences should be used for all National and International Championships. It was agreed to continue the requirement for this year. However, the matter would be checked with FAI at the next Annual Meeting (Feb. 1977).

2. Safety and Training

- Mr. Meacock acted as Chairman of the S.T.C. Meeting of 17th August (previously distributed) and the following points arose:
 - Fatal Accident — T. Morgan.* A report on the fatal accident had been received from Mr. Curtis of the Pope Valley Ranch Parachute Club, U.S.A. where the accident occurred. Much of the report was speculation as the descent had not been witnessed. In essence it had been a streamer malfunction of the main canopy followed by a low cutaway. There was no evidence to suggest that the Tapewell Canopy Release had or had not been a contributing factor.
 - Additional Seating.* The Council received a request for the purchase of additional seating and on a proposal by J. Petherbridge seconded by W. J. Meacock it was unanimously agreed to purchase 10 additional chairs of the type already in use (cost £3.70 to £4.00 per chair).

3. Finance

- The Chairman introduced Mr. Peter Mitchell and read a letter from Mr. P. J. Prior outlining Mr. Mitchell's parachuting background and professional qualifications as a Chartered

Accountant which in his view made him ideally suitable for appointment as Treasurer to the Association. Mr. Mitchell expressed his willingness to accept and on a proposal by Mr. J. L. Thomas seconded by Mr. J. T. Crocker was unanimously appointed Treasurer and a co-opted member of Council. The Sec. Gen. would arrange the necessary amendment to the Bank Mandate.

The Sec. Gen. reported there was no major change in the Association's finances, there being some £30,000 in deposit and £870 in the current account. The major expenses involved in the World Championships i.e. Entry Fees, Travel and Training at Bergerac would all be paid by Bank Transfer from the Deposit Account.

4. Forward Planning

In the absence of Major Ridgway, the Sec. Gen. informed the meeting there was nothing to report.

Item 40/76

DINNER/DANCE A.G.M.

The meeting confirmed that a Dinner/Dance be held at the Grand Hotel Leicester on Friday 7th January 1977, the evening preceding the A.G.M. It was agreed the setting-up of a Committee was unnecessary and that arrangements be made by the Sec. Gen. who had already provisionally booked the Queen's Hall, The Grand Hotel, Leicester. Mr. Crocker agreed to help with a Disc Jockey contact if this was required.

Item 41/76

PREVIOUS MINUTES AND MATTERS ARISING

Minutes of the meeting of 29th July 1976 were approved as recorded and distributed.

Matters Arising

1. *Radio for Competitions Caravan* (34/76— 1f). This had been purchased and installed and has proved successful. It was not yet known if the purchase would qualify for grant aid.

2. *G.Q. Protector* (34/76— 2a). Mr. Prior reported he had written to the Chairman of GQ's and, in addition, had a meeting with him. He in turn would be having a meeting with the Managing Director. The results would be reported to the next meeting of Council.

3. *Affiliation South Wales Para Club* (35/76— c). As a result of a visit to the club by the NCSO the affiliation had been confirmed.

4. *Video Tape* (36/76— c). The NCSO had the reproduction to British standard tape in hand but there was nothing further to report.

Mr. Meacock reported that on a demonstration of video at Sibson by the representative of a London Company. Depending on cost and suitability, Sibson, and possibly the APA would be consider-

ing purchase. Mr. Meacock agreed to keep BPA informed so the consideration can be given to a possible purchase by BPA. The Sec. Gen. would investigate the possibility of grant aid for such a purchase.

5. *Bag Deployment Systems* (36/76 — d) The Sec. Gen. produced extracts from Council Meetings of 19 March 1975 and 23 April 1975 which outlined a suggested BPA subsidy towards the cost of expenditure by clubs on adopting a bag Deployment System. However, the suggested subsidy was linked with the proviso that the adoption was made mandatory — this had not been done.

6. *BPA Brochure*. The first part supply of the order was to hand — samples were distributed. The brochure was now being sent out with the club list to all enquirers and were available for purchase by club/teams at the subsidised price of 04p per brochure.

7. *Outstanding Loans* (36/76— h).

a. *Wessex Para Club*. Nothing further to report.

b. *Sport Para Centre Grindale*. Mr. Crocker reported on action now in hand.

8. *Membership — Extra Ordinary Council Meeting* (8.7.76). The Sec. Gen. reported the result to date of his letter to clubs — 20 clubs had replied and a summary of the replies was given by the Sec. Gen. who pointed out that any suggested change in membership rates could only be introduced if carried as a resolution at a General Meeting.

The meeting agreed to await the result of replies up to the next meeting when consideration would be given as to what action would be in the best interest of the Association and, should it be decided there was a case in favour of introducing a 2 jump membership, this would be given to the membership as a recommendation for discussion at the A.G.M. Background information would be given to members in an insert in the December issue of the Journal.

Item 42/76

OTHER BUSINESS

Editors Fee 'Sport Parachutist'. The meeting considered a case for increasing the current Editor's fee (£50 per issue). A proposal by Mr. Prior seconded by Mr. Meacock that the fee be increased to £75 per issue was unanimously agreed.

Item 43/76

B.P.A. Calendar. A suggestion that a BPA Calendar be introduced was considered. Quotation received gave cost as 56p each on purchasing 1,000 or 38p each on 2,000. The meeting agreed not to introduce a calendar on the grounds of cost and the uncertainty of the speculation.

**BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, TUESDAY 29th SEPTEMBER 1976
held at BPA Offices, Kimberley House, Leicester**

PRESENT

- | | |
|-----------------|------------------------|
| J. Crocker | <i>Chairman</i> |
| C. Shea-Simonds | <i>NC/SO</i> |
| A. Dixon | <i>R.E.M.E.</i> |
| R. Swainson | <i>S.C.P.C.</i> |
| A. Linley | <i>B.P.C.</i> |
| J. Meacock | <i>P.P.C.</i> |
| D. Orton | <i>Halfpenny Green</i> |
| J. Hitchen | <i>C.S.D.C.</i> |
| L. Thomas | <i>Riggers</i> |
| M. Bolton | <i>C.S.D.</i> |
| J. Laing | <i>A.P.A.</i> |
| A. Black | <i>E.S.</i> |
| D. Hickling | <i>P.D.P.C.</i> |
| I. Howell | <i>M.P.C.</i> |
| E. Finney | <i>M.S.P.C.</i> |
| D. Prince | <i>N.W.P.C.</i> |

OBSERVERS

- | | |
|-------------|---------------|
| J. Sharples | <i>M.P.C.</i> |
| W. Sharples | |
| S. Lear | <i>R.S.A.</i> |

- | | |
|-----------------|------------------------|
| E. Strawson | <i>B.P.C.</i> |
| D. Fisher | <i>M.P.C.</i> |
| R. Moore | |
| P. Padley | <i>R.E.M.E.</i> |
| B. Reed | <i>P.P.C.</i> |
| J. Charles | <i>P.P.C.</i> |
| J. Curtis | |
| J. Petherbridge | |
| J. Lines | <i>M.P.C.</i> |
| P. Howell | |
| S. Dyer | <i>S.S.S.C.</i> |
| M. Smith | |
| P. Jones | |
| D. Cox | |
| J. Fisher | <i>Halfpenny Green</i> |
| R. Nicks | |
| D. Turner | |
| P. Hibberd | |
| T. Bailey | <i>M.S.P.C.</i> |

APOLOGIES

- | |
|--------------|
| D. Peacock |
| E. Lewington |

Item 1

EXEMPTION TO ATTEND INSTRUCTORS' COURSE

Miss B. Reed of PPC requested an exemption from the two years rule to attend a PI Course. This request was supported by J. Meacock, her CCI, and was approved unanimously.

Item 2

FATALITY REPORT

WO Laing, as Chairman of the Board of Inquiry, presented his report on the fatality at the Eagle Parachute Centre at Ashford on 4th September.

The parachutist making his first descent had exited the aircraft, and fouled the deploying pilot chute of a sleeve deployed system under his right arm. There was no deployment of the reserve parachute. The training of the student had been found to be satisfactory. The medical certificate had been forged by an associate of the deceased, and it is understood that the police are taking action. The Board recommend the use of the bag deployment system for initial S/L descents, and strongly advised clubs to check on the authenticity of medical certificates. STC approved the findings of the Board, and A. Black informed the meeting that Eagle Parachute Centre were now using the bag deployment system.

Item 3

RIGGERS RATINGS

A request for a riggers rating for A. Sinclair was received. It was agreed that he qualify under the new system.

Item 4

RIGGERS QUALIFICATION

Clarification of riggers qualification as outlined in Item 2 of the STC Meeting of 20th July was approved as follows:

BPA Chief Riggers and Basic Riggers must be examined by two current BPA Chief Riggers at one of the following permanent rigging establishments, not necessarily at the same time.:

1. Lofty's Loft, Bridlington;
2. The Chapel Loft, Idmiston;
3. P.R.F.F.T., Aldershot;
4. R.A.P.C., Bad Lippspringe.

Item 5

PREVIOUS MINUTES AND MATTERS ARISING

The previous minutes were approved and the following matters were arising:

Item 3. A letter from Curt Curtis concerning Tapewell Canopy Releases was read to the meeting. It was his opinion that the Tapewells used by Tim Morgan were not in any way responsible for his fatal accident.

Item 7a. A copy of the Board of Inquiry into the Leefmans incident was still awaited by STC. The NC/SO reported that Paraflyte had sent a draft Strato Star Incident Form which he would circulate amongst clubs for completion by those who had encountered Strato Star collapses.

Item 6

ANY OTHER BUSINESS

- a. D. Orton informed the meeting of a S/L hang up from the PA 32 at Halfpenny Green. Luckily the hang up cleared itself quickly, but had been caused by lack of control by the instructor of both the student and the static line. The meeting agreed that the action taken by D. Orton, the CCI, of reminding the instructor concerned of his responsibilities was sufficient.
- b. The REME Team reported an unusual malfunction on a display where the bag had dropped from the container prematurely — the reserve was activated successfully. It was agreed no further action was necessary.
- c. A request by P. Howell for an Advanced Instructors Rating, supported by J. Crocker and J. Meacock, was approved unanimously.
- d. The requirement for laying down a minimum qualification for night descents was raised by D. Orton. After some discussion it was agreed by 9 votes to 2 that the minimum qualification be Category VIII.
- e. It was reported to the meeting that a case of a forged log book had come to light. The log book belonged to S. Hayes, and of the 78 jumps recorded he admitted that 6 were forged. The log book had already been suitably endorsed by D. Orton and the meeting agreed that all clubs should be informed through these minutes.



Fred Ryland and Bill Robbins over Land's End

photo by Eddie McBride

CANOPY R.W.

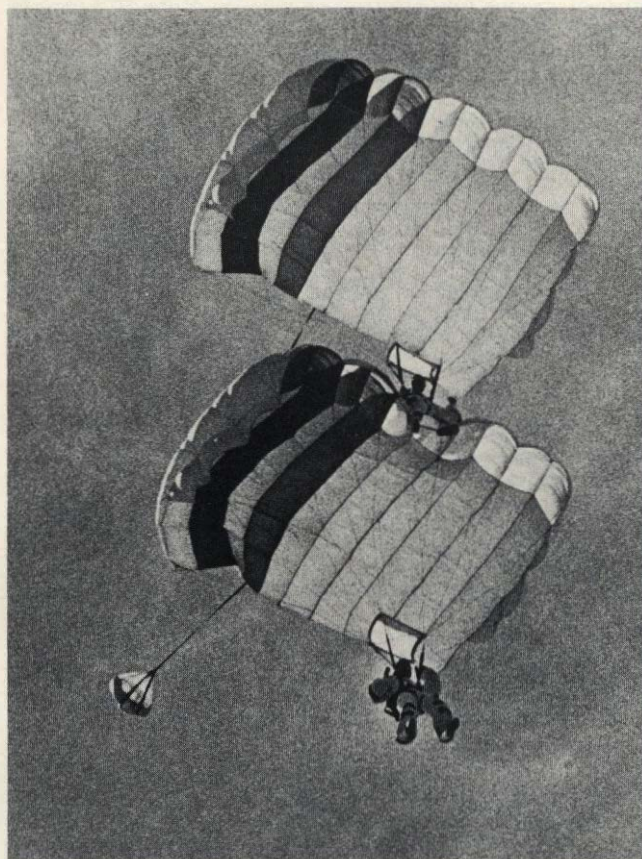
Whilst at the U.S. Nationals at Tahlequah this year, many skydivers were excited and enthused by their first glimpses of relative work performed entirely below 2000 feet. The first two guys to do it, stay hooked up until a few feet off the ground, and land in the packing area received applause from a thousand people on the drop zone as jumpers lost interest in their packing and stood up to watch. The sight of 36 man quadra-diamonds and 25 man christmas star flakes overhead paled in insignificance compared to this new feat of daring and skill performed within yards of its audience. The exponents were not, of course, still in free-fall but merely flying their Stratostars in such a way that one jumper was sitting fairly and squarely on the leading edge of the other's canopy. The lower jumper flared to land which gave a clean separation followed by the high man's landing flare.

Its called Canopy Relative Work, and it offers a whole new dimension to our sport; for many people it brings some excitement back into that boring part of the skydive — the landing bit.

What's your reaction to it? Is it: "that's neat, I'm going to do that", or "Sport Death! You won't catch me doing it," or "we must get some rules together to stop it before someone gets hurt." Whatever you think, people are doing it and discovering that it's fun, exciting, and demands a high degree of canopy control. In the beginnings of free fall relative work some ran the risk of mid air "collision" by tracking towards each other at frightening speeds considering their ignorance in the matter of stopping. It is very easy to see parallels of this nature between these two kinds of relative work, which remind one to keep an open mind about anything new which at first showing appears dangerous.

In fact it looks very easy when you see someone else do it, but when you try it yourself you find that it is not so, and small closing speeds appear horrific. You also discover how rough your canopy control has been, all along, because in aiming for a disc you controlled your approach towards only an instantaneous measure of success. In other words, in getting a D.C. you have only to be in the right place when you hit the ground, and until you actually do that, errors of many feet or yards are tolerable.

To make a canopy hook-up, you must fly in together under control and then hook-up; any crude attempts to make sudden swoops and grab hold before you lose your chance can result in the classic "canopy collision" where entanglements of various sorts can lead to loss of canopy inflation. The advent of the square canopy has really made it all possible because you can fly one square above another without getting into the turbulent spilt air which above a round canopy causes the higher chute to lose lift and drop into the lower, without control. For a Stratostar the spilt air is out behind it, close to the horizontal, L/D being 2.5 to 1 or whatever. So flying over the top and standing on the canopy of your buddy is possible, and inflation of the cells is firm enough, surprisingly, to offersome support. In a way canopy RW is more difficult than free-fall RW because vertical and horizontal movement are not independent as they can be in free-fall; if you want to go slower horizontally on the canopy (Stratostar) you necessarily must descend quicker, but if you are too quick in pulling the controls down, you will flare and go up relative to your partner, before you come down. Also you can get in the situation



where you are both applying more and more brakes in order to close, and one of you, possibly above, could still drop into the other. It depends on the sort of hook-up you're aiming for — if the high person is going to be alongside the lower and then take hold of his canopy by the front of the end-cell, probably at the top of the suspension line, then this person is going to have to let go of his steering toggle to do so, which means that both canopies must be near full flight rather than in brakes, to remain in a stable hook-up. In this form of hook-up the top person can initiate a turn where he is on the inside of it, and he holds onto the other canopy which is pulled round, by hand, in a stable manner. I have not seen anyone turn the other way successfully (initiated by the lower person of course, since the top man's steering toggle is inactive) because man and canopy seem to bump together and the top canopy surges somewhat, followed by instability. Problems with turning seem to be avoided if one person sits on the front of the leading edge of the other canopy, in the middle, since both parties keep hold of their toggles and turns are made almost about the same vertical axis.

Anyway — it's early days yet and all kinds of hook-ups will evolve with ways of doing them best, and possibly with parachutes built exclusively for maximum control in these manoeuvres.

After the Nationals at Tahlequah a lot of people had a go at this new game back at their own drop zones. Also a lot of people didn't want to know — quite understand-

ably too, after all a lot can go wrong if you're not skilled in this type of flying and there's only one way to acquire that skill! I witnessed one hair-raising incident which occurred at Pope Valley. One guy was trying to come down onto the top of the other guy's canopy (both Stratostars) but must have overdone his braking because he came down into the lower canopy too much and had one of his toggles in such a position that it got caught in the top of the twin bridled line of the lower canopy. Anyway, the top guy lets up on his toggles to get up and out of the lower canopy but the toggle gets left behind somehow, 6 feet or more below him, caught in the fork of the bridled line and obviously exerting a strong pull on the lower canopy, collapsing it completely. This made the situation worse, with all the weight of the lower guy hanging on one of the top guy's toggles which of course is at least 6 feet below his foot. So the top canopy commences a rapid spiralling descent, folded lower canopy and jumper suspended below, going through 500 feet fast. What would you do in this situation? Could you cope? The lower guy in this case made a very cool cutaway, had a nice SST deployment and landed a few seconds later. The top man was then able to regain control.

If you want to have a go at canopy relative work don't necessarily be put off by these tales of other people's follies, have a go. Don't ask an Advanced Instructor how to do it though, because he probably won't have done any and the idea of condoning your sinful self indulgence will probably cause him to behave in a most discouraging way. You could of course have a word with some of the people who have done some canopy relative work, if they happen to be around. If, however, you go into the thing raw, as it were, THINK about what you're going to do together, how you're going to do it, how you expect your canopy to behave, all the things that you can imagine could go wrong and what you would do if they did, and what you're going to control a hook-up or break away from it. Having done all this, and assuming that you can control your Strat, you will be as well equipped as anyone to do the thing, after all it is all too soon to have rules, instructors or even 8 man patches.

MARK MILLER

GRINDALE OCTOBER MEET

This Meet coincided with Hallow'een and gave us an excuse to hold a Fancy Dress Party on the Saturday night.

The Meet was a novices balloon bursting and the Experienced Individual Accuracy and a 3 man Relative/Accuracy. With 75 entrants it had the makings of a good weekend. Unfortunately the weather wasn't as kind to us as last time but Robin Mills had his B. J. Worth relly film which he showed to the delight of most of the jumpers. The Fancy Dress however on the Saturday was not marred by weather and everyone had a great time. It's not true though that the CCI wears the same gear when he goes into Bridlington, but it is true, when ducking for apples, the whole body must go into the bath!

Yahoo! Sunday morning, cloud base 5000, on with the Novice and Individual Accuracy. Chief judge Donny Gillies doing the drifter run with me cursing him for not wakening me.

1st Round completed with 6 discs tying for 1st place.

Cloud base lifting so on with the Relative Accuracy. 15 teams of 3 have entered but time and dark have caught up with us so I chopped the last 3 teams (sorry lads) to allow re-jumps and Individual Accuracy jump off. 2 discs for jump-off — 2 ties, Robin Mills and Bob H. Robin very

sportsmanlike gave it to Bob H as, he being last man to jump had 2 cars lighting up the discs;

Prizes were presented by Jane Howerski, and Sunday night drew to a close with another showing of the relly-sequentials. Both showings collected a total of £8.88 to be donated to the British Team 1977.

RESULTS

Relative/Accuracy	Points	Position
'Those who Stayed'	500	10
Bootle and Dingle	562	12
Maroon Marauders	349	6
Stop, Caution, Go	307	5
What's our Name	463	9
Knackered	500	10
Duck End	2	1
Morex	389	8
Brass Kats	355	7
Paraclan	165	3
Grindale Granny Gropers	65	2
S.N.A.F.U.	300	4

Individual Accuracy

Bob Hiatt, Duck End	1
R. Mills, Duck End	2
Bob Hull, Duck End	3
Matty Wilson—Ladies'	

Individual Accuracy—Novices

D. Rawlings, SPC Grindale	1
R. Rigden, Hull University	2
P. Roughton	3
D. Luscombe—Ladies'	

Individual Accuracy—Inter

Bob Burgess, SPC Grindale	1
S. Dyas, R.E.M.E.	2
Graham Vincent, SPC Grindale	3
J. Redfearn—Ladies'	

Discs— B. Wilson, B. Shaw, B. Charters, B. Hull, B. Hiatt, R. Mills.

There must be something in it when all those B's got a disc!

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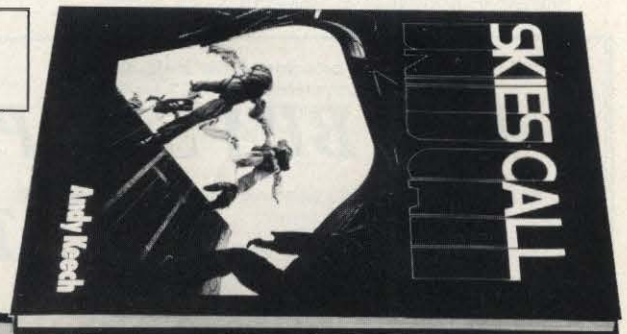
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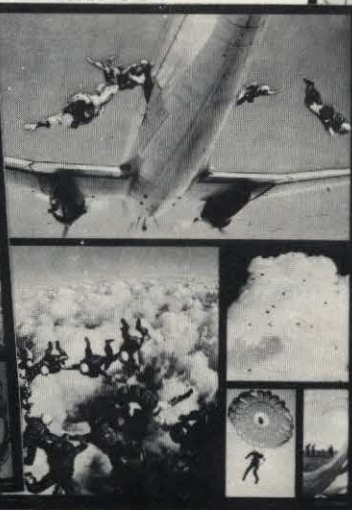
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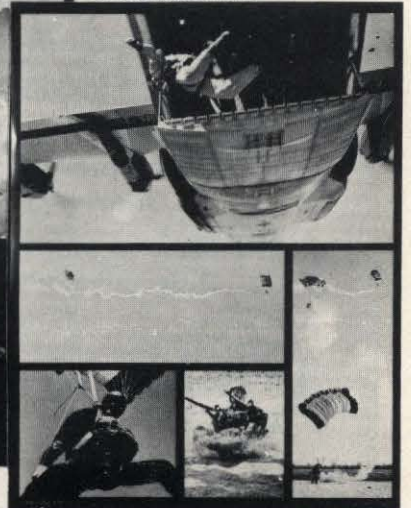
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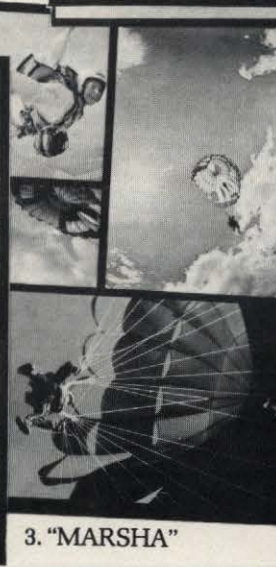
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