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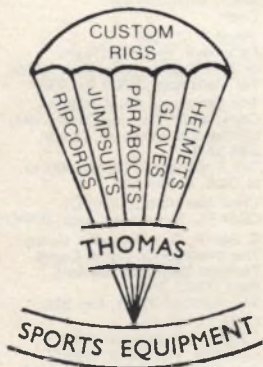
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Miss J. Wallhead  
63 Gypsy Lane, Old Whittington,  
Cheshire  
A. G. Knight,  
15 Briardale Road,  
Liverpool 18,  
Lancs.  
I. Loulitt  
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13 Fern Hey, Thornton, Liverpool 23

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# SPORT PARACHUTIST



THE JOURNAL OF THE  
BRITISH PARACHUTE  
ASSOCIATION

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W. J. Meacock *Chairman*  
D. I. Waugh *Vice-Chairman*  
J. T. Crocker *Chairman Safety and Training Committee*  
P. Mitchell *Treasurer*

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P. Prior	J. Laing
D. Orton	M. Chapman
D. Waterman	E. Lewington
D. Howerski	J. Sharples
L. Thomas	R. Swainson
J. Petherbridge	J. Norris

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I. Wright *Chairman APA & RAFSPA*

#### BPA JOURNAL

Charles Shea-Simonds *Editor*

#### BPA STAFF

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

#### Editor's Note

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



Vol. 14 No. 1  
FEBRUARY 1977

#### EDITORIAL

The newly elected BPA Council has eight new members and a new Chairman — John Meacock. Gone thankfully are the BPA Councils of the mid-60's of which half the members were non-jumpers who really didn't understand what the sport was about. Please use your present Council; if you have an idea or a problem — contact your nearest Council member for him to process the case at the next meeting. I asked the new Chairman if he had a message for the membership — this is it:

"The threatened closure of Headcorn and the recent closure of Ford has caused me considerable concern. I will be doing all I can as Chairman of BPA to prevent this wanton destruction of grass roots sport parachuting. If your club is faced with a similar problem, please let the BPA office know right away.

The new two jump membership (£1.60) to be introduced on 1st April represents surprisingly good value to involve the ab-initio student in our Association. I urge all those who do not currently insist on BPA membership for their first time students to seriously consider implementing this new membership. More than ever before we do need a strongly supported British Parachute Association and the benefits of membership are innumerable and vital."

In the meantime—

Blue skies and soft dockings,

*Charlie*



#### Cover:

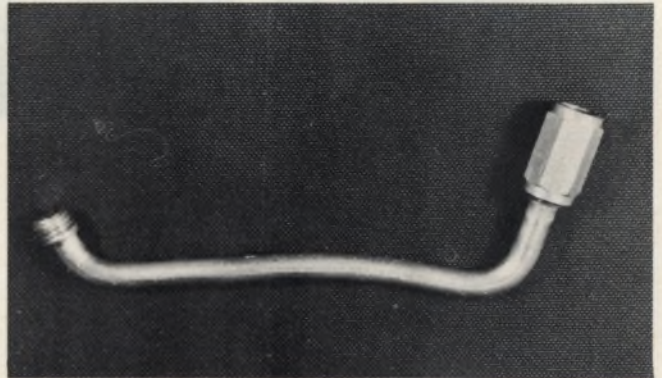
1976 Ladies' Team members— Jackie, Sally and Chrissy over Bergerac.

photo— G. C. P. S-S.

# THE DROP DOWN

Calendar of Events	
14-16 Feb '77	CIP Meeting, Zurich
21-25 Feb '77	BPA Instructors Course/Exam 1/77 Shobdon
26-27 Mar '77	Inter-Collegiate Meet, Sibson
8-11 April '77	RM & RNSPA Easter Meet, Dunkeswell
30 April- 1 May '77	All Girl Accuracy Meet, Sunderland
7/8 May '77	3rd Annual Accuracy Meet, Shobdon
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 Netheravon
2-10 July '77	British Classic Nationals.

□ □ □



This Strato Star Connector caused acute embarrassment to Len Melville. Check that the nuts are properly tightened.



Charlie records Ed Sturmer advertising over Sibson.



BPA Instructors Course—4/76 at Sibson.

## SUPERFLY

...THOUGHT I'D STAND FOR COUNCIL THIS YEAR!



... CHAIRMAN MAYBE ...  
HEAD THE COMPETITION  
SUB-COMMITTEE!  
... REPRESENT THE BPA  
AT C-I-P MEETINGS  
IN PARIS..





Congratulations to Wally Lloyd who recently married Pat Mason; lending dubious support are HPC members Les Melhuish, Simon Astbury, Neil Mathews and John Boxall.



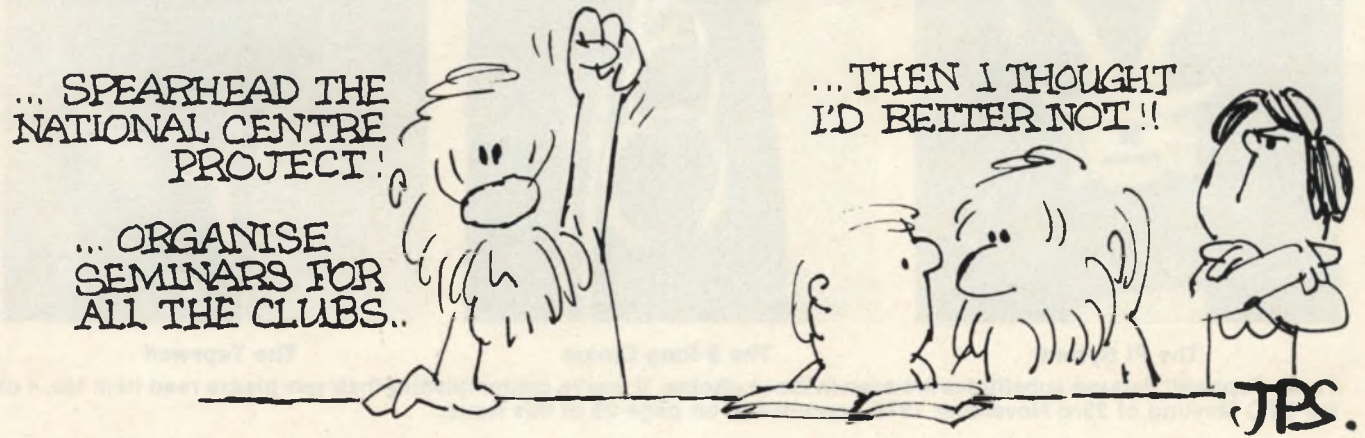
□ □ □



George Preston poses for Mike Hand over Weston.



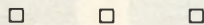
Arnold and Martin Best with their Dad at Grindale. Any more Happy Parachuting Families?





A newly introduced qualification to parachute at Duck End Farm requires members to hold an FAI 'D' Certificate and a UK Marriage Certificate. Quick to qualify recently under the new system are regular Duck Enders: Bob King and Hilary (left) and Bob Hiatt and Annie (right).

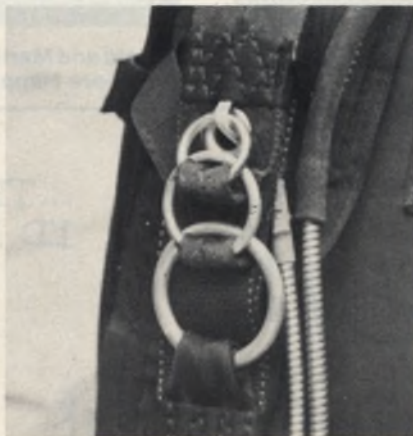
*photos—Charlie, and Dave Waterman*



### CAPEWELL RELEASE SUBSTITUTES



**The PI System**



**The 3-Ring Circus**



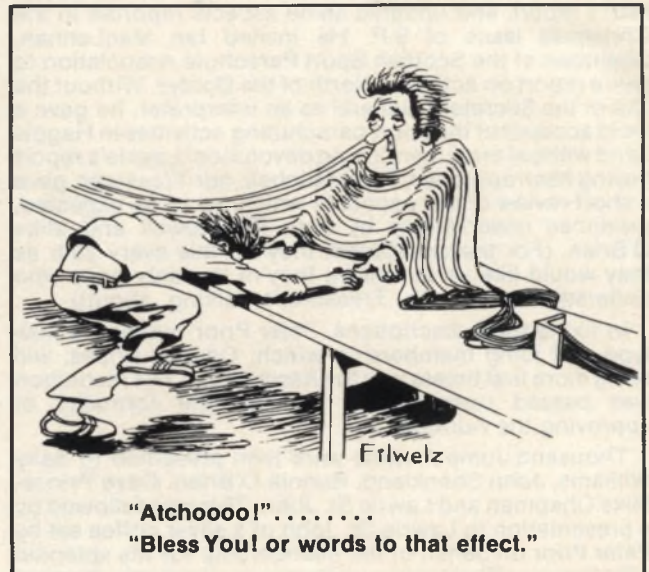
**The Tapewell**

Three Capewell Release substitutes are seen in these photos. If you're contemplating their use please read Item No. 4 of the STC Meeting of 23rd November 1976, reproduced on page 26 of this issue.





Seen during the filming of the Arnhem story "A Bridge too Far" are J.P.S. and Dave Waterman. Between them they filmed much of the action footage of the re-creation of the 1st British Airborne's Division's historic battle in September 1944. At right — a modern view from a Dakota door of the Arnhem Bridge itself, which was so gallantly held by Colonel John Frost and the 2nd Battalion, the Parachute Regiment.



# OUR ANNUAL GENERAL MEETING 1977

Thanks principally to the efforts of Bill, Dorothy, Helen and Sue, the 1977 Annual General Meeting at the Grand Hotel, Leicester must be considered the best yet. About 120 members and their ladies attended the Dinner/Dance on the Friday and this was voted a great success, even if JPS did clean up by winning 3 of the raffle prizes — (it was about the only way we could think of ensuring his Superfly contributions!). Lawrie certainly enjoyed his last evening as BPA Chairman — there is no substance in the rumours that he was practising his A.G.M. speech down the corridors of the Grand at 3.30 in the morning!

Certainly there was evidence of an evening well spent as about 60 Instructors and Potential Instructors gathered the following morning at 11 o'clock for the Annual Instructors Convention under Jim Crocker's able Chairmanship. The following items were discussed.

**Bag S/L System.** Now strongly recommended, it was agreed that the NC/SO should collate information to produce an up to date report on the Bag Systems in use.

**Category X Qualification.** This was initiated by an excellent paper presented by Dave Howerski. Subsequent discussion produced a number of different proposals and votes on qualification to jump Ram Air canopies. It was decided ultimately that the current ruling remains unchanged; i.e. Category X with CCI's recommendation. R.W. Instructions was then discussed at length. It was agreed that the Category X Qualification remain unchanged but that a RW Instructional Guide be produced for the Instructors Manual. Input for the Guide should be sent as soon as possible to the NC/SO for discussion at a future STC Meeting.

**Qualifications to attend PI Courses.** It was generally felt that these should be made more difficult. It was agreed, however, that with immediate effect the number of jumps be increased from 100 to 150. Other changes in qualifications will be discussed at STC.

The Convention finished with a presentation by the NC/SO on the new Display Exemption procedure to be introduced by the CAA on 1st April 1977. A final briefing will be held at Kimberley House at 1900 hours on 24th March 1977.

Shortly after four o'clock 268 members gathered for the A.G.M. itself. Lawrie opened the batting with his Chairman's report, and updated some aspects reported in the Christmas issue of S.P. He invited Ian MacLennan, Chairman of the Scottish Sport Parachute Association to give a report on activities North of the Border. Without the use of the Secretary General as an interpreter, he gave a lucid account of the sport parachuting activities in Haggis Land without once mentioning devolution! Lawrie's report having been approved, Peter Mitchell, our Treasurer, gave a short review of our accounts which, as to be expected, produced observations by both Pat Howell and Mike O'Brien. (For the uninitiated, they do this every year as they would like us to believe they're the only ones who understand what the Treasurer's talking about!)

In fixing the subscriptions, Peter Prior outlined a new type of 2 jump membership which, Council hopes, will bring more first timers into the Association. The resolution was passed unanimously, as was the formality of approving the Auditors.

Thousand Jump Awards were then presented to Sally Williams, John Shankland, Ronnie O'Brien, Dave Prince, Mike Chapman and Lawrie St. John. This was followed by a presentation to Lawrie St. John of a silver coffee set by Peter Prior on behalf of the membership for his splendid efforts as our Chairman — quite appropriately he received



Lawrie receives the presentation from Peter Prior.

a magnificent ovation from those present.

It was then Bill's turn to take the floor and announce the results of the Election for Council. 489 ballot papers and 6334 votes cast produced the following eighteen as the 1977 Council:

John Meacock	407	Jim Petherbridge	286
Dave Waugh	382	Pat Howell	276
Jim Crocker	372	Geordie Laing	255
Doug Peacock	327	Mike Chapman	246
Peter Prior	313	Ted Lewington	244
Derrick Orton	) 308	Jim Sharpies	236
Dave Waterman		Peter Mitchell	232
Dave Howerski	290	Bob Swainson	228
Lofty Thomas	288	John Norris	218

After the A.G.M. Council Officials were elected as follows:

<i>Chairman:</i> John Meacock	
<i>Vice-Chairman:</i> Dave Waugh	<i>Treasurer:</i> Peter Mitchell
<i>Chairman STC:</i> Jim Crocker	<i>Chairman Comp. Committee:</i> Doug Peacock
<i>Chairman Forward Planning:</i> Pat Howell	

The raffle was drawn with the following as prizewinners:

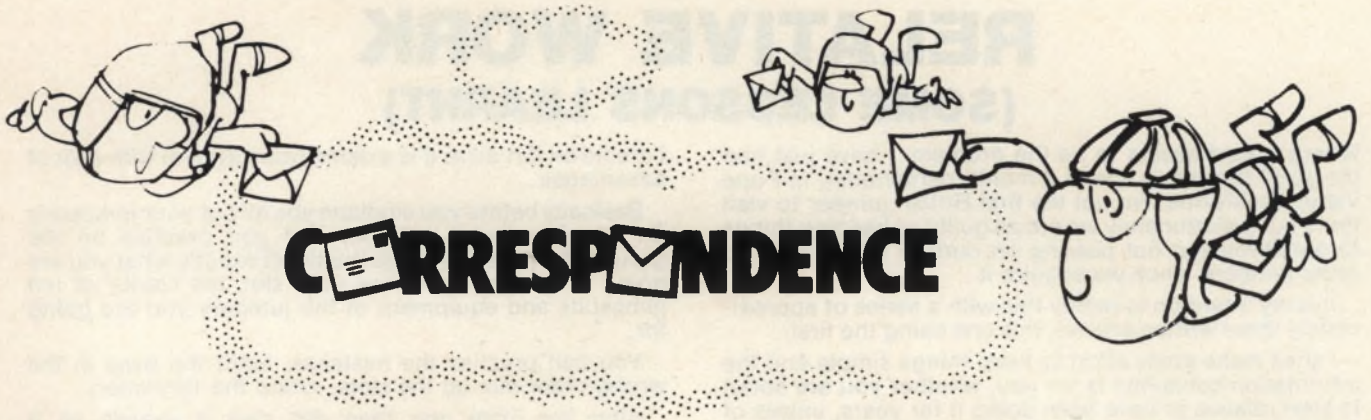
<i>Name</i>	<i>Prize</i>	<i>Name</i>	<i>Prize</i>
J. Young	Radio	B. Hawes	Camera
B. Smith	Salad Bowl	H. Morgan	Ice Pail
J. Dunstone	Sheets	D. Gays	Toaster
Pte. Farrell	Cool Bag	B. Bognar	Cassette
D. Brook	Hair Curler		Recorder
N. Melville	S/P Sandwich	S. Wilsoncroft	Electric Blanket
	Tray	B. H. Annett	£75.00
K. Cutler	S/P Sweet	M. Stanton	£100.00
	Dish	R. D. Whelan	£150.00
E. Harris	S/P Cake Tray		
K. McMillan	Musical Jewel Box		

Naturally our sincere thanks go to everyone who made this raffle the most successful yet, raising over £3,000 for the National Team Fund.

The traditional film and slide show was arranged by Dave Waterman and Robin Mills, whilst for most the passing of various liquids in one way or another became the principal occupation for the rest of the day.

It was a good get together — we look forward to a better one still in 1978 — it will also be held at The Grand Hotel, Leicester — See you then!

*Photo and words — G.C.P. S-S.*



## CORRESPONDENCE

Dear Charlie,

I have just returned from a holiday in California U.S.A.

I must tell you about "Shorty Stark" a 68 years Skydiver I met. The day I met him he did a jump 50 years after his first parachute jump in *October 1926*. He became the first Parachutist in the United States — and probably the World — to remain active in the sport for five decades.

No one knows how many jumps he has made, but estimates range between 2,000 (thought to be a very conservative figure) to well over 3,000. It is known that his first 1,000 jumps were made without a reserve-chute.

Shorty began his jumping career at the age of 18 years and travelled the country, especially in the 1930s — and '40s — with Barnstorming Airshows.

During that time he became well known and set World records for the most jumps made in one day — using the same Parachute. His last record — 30 jumps in one day — still stands.

He has jumped consistently over the years, except for a 12 years lay off between 1964 and 1976. So far this year he has made five jumps.

Shorty is a retired steelworker from Kaises Steel in Fontana and lives in Elsinore with his wife.

Yours, Jack Park.

Dear Marge,

My husband is a keen freefall parachutist — his devotion to the sport was causing our marriage to become UNSTABLE. As we hope to eventually make it a 3-MAN, we thought I should participate in his pastime. Dutifully I hurled myself from the aircraft hoping to get it all together.

RELATIVELY speaking this should have solved our problem — but alas no success. Perhaps we're on the wrong TRACK!

We can't PIN anything down as we have no BASE to work from.

We used to do things in STYLE, but now we're just drifting apart. I can DELAY no longer so please advise soonest before my husband starts to hit the BOTTLE!!\*??!

Yours RESERVEDLY, Judy Bickley.

## THE BEAUFORT SCALE – A JUMPER'S GUIDE

Force	Description	Specification for use on land	Equiv. speed in knots			
0	Calm	Calm: smoke rises vertically. Ready smiles seen on parachutists' faces.	1.			in telegraph wires; umbrellas used with difficulty. Instructors look worried.
1	Light air	Direction of wind shown by smoke drift, but not by wind vanes. Smiles seen on parachutists' faces.	1-3.	7	Near gale	Whole trees in motion; inconvenience felt when walking against wind. Square canopy jumpers look worried.
2	Light breeze	Wind felt on face: leaves rustle; ordinary vane moved by wind. Faces of parachutists' seen.	4-6.	8	Gale	Breaks twigs off trees; generally impedes progress. Round canopy jumpers stand down.
3	Gentle breeze	Leaves and small twigs in constant motion; wind extends light flag. The odd face seen.	7-10.	9	Strong gale	Slight structural damage occurs (chimney pots and slates removed). Bar opens.
4	Moderate breeze	Raises dust and loose paper small branches are moved. Students look worried.	11-16.	10	Storm	Seldom experienced inland, trees uprooted; considerable structural damage occurs. Military parachutists look worried.
5	Fresh breeze	Small trees in leaf begin to sway; crested wavelets form on inland waters. Pundits look worried.	17-21.	11	Violent storm	Very rarely experienced; accompanied by wide-spread damage.
6	Strong breeze	Large branches in motion; whistling heard	22-27.	12	Hurricane	Military parachuting delayed for further met. check!
						28-33.
						34-40.
						41-47.
						48-55.
						56-63.
						In excess of 64.

Edited by PETE COOMBE

# RELATIVE WORK

## (SOME LESSONS LEARNT)

Where a start seems to be the problem. I have just had the good fortune to spend a month parachuting in Pope Valley, California. I'm not the first British jumper to visit there but unfortunately we are all guilty of keeping things to ourselves and not passing on current information to other jumpers, once we acquire it.

It is my intention to rectify this with a series of approximately three written articles, this one being the first.

I shall make every effort to keep things simple and the information contained is for you, whether you are about to start relative or have been doing it for years, unless of course you know it all already. I could have done with at least 2 more months at Pope to learn everything I wanted to. Unfortunately I've only just scratched the surface. Let's see what has been uncovered.

### **Sequential R.W.**

What is sequential R.W.? How do you define it; the Californian definition would be different to ours. Sequential R.W. is any formation that is not a round and which has to be built in sequence. It may or may not have a series of manoeuvres or grip changes once it has been completed.

### **Completions**

A completion is when whatever you have planned for a jump is done successfully and all phases have been completed.

### **Organisation and experience**

The success of the majority of R.W. jumps starts on the ground especially the larger your load is. The organiser must have a sound knowledge of the jumpers, and the load and their capabilities. If you organise a garbage load then that's what you will get in the air.

The jump you decide on should be on a par with the experience level you have available. In England we make one classic error when organising large loads. We put the experienced guys at the back and the less experienced down the front in the bone. I have found this to be the wrong concept. The base formation must be able to get together efficiently and in the correct slots. They must possess the experience to sort out any immediate unexpected problems both on exit and while the base formation is forming. If you don't have a good flying base formation there is nothing there for the back end flyers to work on.

Closing positions and the British myth: If you can close 3rd you can close 8th and that's all there is to it!

### **Attitudes**

This tremendously important and is probably nowhere more aptly demonstrated than in America.

Firstly R.W. is fun, it is tremendously enjoyable whether or not your jump is a completion, if it is then there is a added exhilaration.

Your organiser must have the right attitude, you must have it and he must instil it into all the load. You are paying to go up there and enjoy yourself and just have a bloody good time! No pressure, no anomosity, no character clashes and no politics, all of these things will blow your jump before you get in the aircraft.

Therefore it is obvious that not only attitudes but the direct inter play of personalities can and will affect R.W. for better or worse.

### **Dirt Dives**

Briefings, practice and debriefings as we call them. Well

I'm sold on dirt dives it is a damn good system with a lot of advantages.

Basically before you emplane you all put your jumpsuits on and sometimes your kit and you practise on the ground, from the out to the break-off exactly what you are going to do, you memorise your slot, the colour of the jumpsuits and equipment of the jumpers you are going for.

You can practise the mistakes, build the base in the wrong order mix up the slots, rotate the formation.

After the jump you then dirt dive it exactly as it happened.

This is far superior to our debriefing where everyone chews a big piece out the guy who blew it. You learn more and it's good fun; and it keeps a nice atmosphere going!

### **Quadrants and Jumpsuits**

Basically quadrants are dead as far as I am concerned. But whichever system you decide to use stick to it and make sure everyone knows it. There is nothing more embarrassing than knowing half your load flying on quadrants and half on jumpsuits especially if your base formation has rotated.

I would advise that jumpsuits are used and if things rotate then everyone flies around to their jumpsuit slot. If when you get there, someone else is in then at that point the dive is obviously screwed up and it's Jungle Rules. Back out and look for a spare slot.

This should only happen very rarely, hence the need for an experienced base who can build in the correct sequence and on the correct heading.

### **No Contact R.W. and No Tension Flying**

The potential value of No Contact R.W. is as yet completely unexploited in this country. I will only cover it briefly here as I intend to devote a further separate article on the subject describing a few jumps you might like to try.

However basically once you link with someone or something you relax, the concentration goes, a big sigh of relief and "thank God" I'm in! YOU STOP FLYING and just hang on to whatever you are falling with.

No contact is not really a good description because there is contact, you should strive to fly close enough to be able to touch or tap lightly the other jumper, be able to hold part of his jumpsuit with just your thumb and forefinger if you like.

With three or four jumpers you have each other's wash and airflow to contend with. Every second of your dive you are working you are doing RW all the way, maximum effort.

As a student RW training method, it is superb, as part of the training for a 4 man sequential team it is the only way to do it.

Instead of a guy gripping your knee, you can soon acquire the skill to put it in his hand!

Eventually instead of your Normal Smash and Grab set down there and get in British RW, you can learn to fly in your slot in the burble and take your grip smoothly without distorting the formation or in any way affecting it. This also destroys the "DON'T REACH" myth, you suddenly find you can. It is also good fun.

No tension flying means exactly that, so that if you have

a grip change, the moment you let go you remain where you are. If there is tension in the formation, and once you let go a good majority of you will disappear all over the place, this is obviously to be avoided.

### **Vertical Transitions**

This is a new concept and an interesting one and it is good fun. I will not go into too much detail as again I will cover this in another article with descriptions of jumps to try it with.

You can try vertical transitions with two jumpers or more. However more on that later let us look at what we mean exactly by a vertical transition.

Jumper P is so called because he has problems. On this particular jump he was with three other jumpers setting up a No Contact Skirmish line, i.e. 4 Jumpers in a line with a couple of feet between them and all facing the same way. Jumper P was below and had to move to his lot on the opposite side of the line.

Conventionally he should have de-arched and "popped" up and then flown around to his slot. Instead he flew or side slipped laterally underneath the other three jumpers. As he passed each one he dropped them down, all four jumpers were at the same level.

On a second jump, Jumper P was high, on the end of the same formation. Once again he had to make for his slot on the other side. Conventionally, he should have dived down and flown around to his slot. Instead he side slipped and flew laterally over the top of the other three jumpers. Each time he passed through a burble he dropped a couple of feet and finally arrived at the correct height in his slot at the same level as the other three.

Obviously this is the most efficient method of overcoming problems when in the transition sequence of a sequential jump. The implications and uses of vertical transitions on an intentional basis, are quite vast.

It is however nothing new; who has not flown underneath someone before, whilst searching for a slot? Or have you seen that guy coming who was going to land on your back, what did you do? Grab more air and survive, he didn't take you out. These things have happened to us before, but we have as of yet made no attempt to use them intentionally.

There are a few basic rules to follow when doing vertical transitions, to fly over or under one person successfully without taking them out, you require about a metre, separation and lateral momentum to ease you through the burble. To fly over three or four you need a bit of height about 12 ft or so, to start with.

If you want to try it on a large formation the results can be absolutely disastrous!

Finally this stuff is not hard to do and again it is quite a lot of fun.

### **Swoop Cords and Jumpsuits**

Well I must be the last jumper to be converted but swoop cords are definitely an advantage. They will give you two abilities. Firstly that of instant recovery, should you find yourself about to become a DEAD SPIDER (going low) and secondly if you want to be a floater, they are a must.

The best type to use are those made from B4 Pack opening bands. Tie one end of the bands with 500lb cord or some other attachment to the belt loop on your jeans or have it sewn into your jumpsuit. On the other end use a length of bridle cord, this eventually to be sewn into a loop for your hand. It is better to have the loop around your hand as that will give you about two extra inches of tension as opposed to a thumb. Before sewing the final loop try on your jumpsuit and kit and hold your arms out level with your shoulders. At this point there should be just the

minimum amount of tension on the cords. Once you have found this sew the hand loops down. From that position should you raise your arms to grab air, another jumper should be able to push you off balance by using his open ended palms against your under arm wing area. Try this and test your swoop.

Jumpsuits, well there are none to my knowledge, in this country which are aerodynamically designed. There are two brands of American manufactured one which are Brand X's or a Clawsons. Either of these jumpsuits will surprise you if you have spent most of your days in home made British things. These jumpsuits really fly. Jump one and tell me different!

Cost unfortunately at current exchange rates is about £60.00 each.

### **Exits, Counts and Floaters**

The first thing here is a four place aircraft, which is what most of us are stuck with. Well I'm convinced that the 4 man RW exit I've been using for a few years and the count can definitely be improved on, here is what I would recommend.

1st man out is No. 3, he climbs out and strut hangs. The difference being that if he lets his legs go and is blown back slightly before he actually lets go. He does not do a right turn away from the base pair. He goes down the slipstream sideways and keeps his eyes on the other two throughout.

Next out, base man, he positions himself with his right hand on the strut and his LEFT HAND ON THE REAR EDGE OF THE DOOR i.e. the side of the door closest to the tail. He is therefore slightly offset to the line of flight.

Next out is the pin man, he sits up in the triangle formed by the side of the fuselage the underside of the wing and the strut. His back is toward the propeller and his feet or foot on the step!

No. 4 positions himself next to the pilot with his back facing the direction in which the aircraft is flying.

No. 4 has the most difficult exit. It is advisable for him to put his hand either behind the pin man's foot or behind his backside. No. 4 should exit cleanly keeping a light hand contact as he leaves. He should avoid either a slow exit or a forceful one which will hit either the pin or No. 3. Again No. 4 must wait as the pin man has actually to pass in front of the door which 4 is exiting, hence the reason for the light hand contact between 3 and 4.

The count for this exit is as follows. The base man looks left and right and mouths the words, "IS EVERYBODY READY-READY-GO". All three other jumpers can see him. On the second "ready" the base man hauls himself up and forward until his cheek touches the pin or his nose touches the pin man's Capewells. On the "go" the base and pin and 3 exit simultaneously closely followed by 4.

The action of the base moving forward is a clear indication to all of the state of play. Average separation between base and pin using this method is rarely more than 4 to 5 ft. 3 and 4 can be there in 6 or 7 seconds or faster.

Looking at larger aircraft it becomes more fun. How about a *no count* exit. You can do this from any clean door aircraft. The base looks at the last man and when they are both happy the last man pushes everybody out.

This is used as a method for training R.W. teams. The idea being a solid compact exit, but nice and relaxing none the less. Nobody is wound up by the count. Try it, it is quite unique.

On counts there are two schools of thought, some say a funny count distracts people and gives them too much to think about when they should be concentrating on the jump. I don't subscribe to this view point especially on a fun jump and even in competitions. It can't be that serious.

Here are a few counts that I've heard and used.

"Go Go 1 2 3 ready"

"Ready, Ready, Eat f\*\*\* Sky dive"

"Ready, Ready one banana two banana three banana four, five banana six banana get out the effing door"

If you find yourself floating down the slipstream with a silly grin on your face, let's face it, your half way there!

Floater; well this obviously applies to larger aircraft but we have various small aircraft which are suitable for floaters.

When would you use floaters and where do they close? Basically if you can use them do, it makes for a better exit all round. If you are building a formation that requires a second layer of "clusters" or "flakers" then you would make use of your floaters here. Imagine the formation being built on A/C heading. What you want to avoid is people getting out last and having to fly to the far side of the formation. Therefore your floaters would be the second layer on the far side and would just float until such time as their slots were built for them.

However if the formation was being built from the base back toward the A/C or if it was a relatively simple one then your floaters could close 3rd 4th and 5th and be part of the base. Really it is just common sense.

Types of floater; front, rear and centre. A front floater and a rear floater climb outside the A/C. The most difficult of the two is the front. He is struggling against the slipstream and may well need a shove from outside. The rear floater can use his leg to lever himself outside. In both cases if the aircraft is fitted with external handles the secret to success is the following. Get your head out first and locate the handle and then go for it. If you put your head out last you've got problems.

The centre floater is the easiest and we can certainly use this one on our A/C in this country. You turn around inside the A/C and face your back pack towards the door. You grip the inside upper sill of the door and ease your head out followed by your body. The feet are positioned on the left and right of the corners of the door and stick your bum into the slipstream. It is quite easy and fairly secure.

The only person who is likely to have problems is your front floater, I have seen this happen with very experienced jumpers on more than one occasion. Unless you can guarantee your front floater it is often wiser just to go for two. If a floater falls off prematurely, the drill is for everyone to follow and out regardless.

With current "Jungle rules" on exits it is now common to see a linked 4 or 5 man base flown straight out of the door of an A/C and into the slipstream.

### **Envelopes, Energy and Stability**

I'm only just grasping some of these concepts, I'm no mathematician and I failed physics so please bear with me.

*Positive Stability* is an arch or a good student position. Liken it to a ball placed in a bowl it will always roll to the bottom and go down. So this type of stability is no damn good for RW because it will always take you in one direction, down, believe it or not this simple fact is the cause of problems for many student RW jumps.

*Neutral stability* this is a flat relaxed position. Liken it to a ball on a flat table. Exert a force or pressure on it and it will roll in any direction even uphill slightly.

This is the position required for RW.

Energy, Total Energy, manoeuvring potential, energy manoeuvrability, these are words borrowed from those who design A/C. All of them applicable to jumpers

and RW.

RW energy is basically Newtonian as we do not have the engine of an A/C.

However we do have the ability to block air, deflect it, compress it, use friction, expand it, (aerodynamic lift) and change our own velocity by changing our body size or projected frontal area, i.e. the number of fractional acres your shadow covers on the ground, we can also change direction.

Reference Points, what are we working towards another jumper a formation. Here is an immediate external limitation on your performance, you have to adjust to it and work with it.

Jumping by ourselves we have an envelope of potential velocities and directions around us. We can move forward we can backslide, we can track we can backtrack, we can delta and we can side slip, left and side slip right, we can slow fall, "pop-up" de arch, fast fall dive etc.

Once you take to the sky with other jumpers then you have a reference point and you are working towards it.

Eventually you will reach the point where you are working on the outside edge of your own envelope of potential and this will require tremendous concentration, this is where control can easily be lost. We have all seen the jumper who falls off his track or the "dead spider" who de-araches only to flip away into instability.

In reality most of the body positions used in RW are inherently unstable and require a high degree of concentration.

What do you do when you do relative work? It is hard to describe; in mathematical terms almost impossible. What happens when your reference point, the formation, moves towards you and you are floating, you float and fall slower and backslide all at the same time.

Your envelope varies as well, in the centre you have your small minor correction, hand tracking and all the other funny little things that people do to maintain position. On the outside you have the more radical dives.

So you are either going all out, hell for leather to get there, or taking it so steady you dare not touch it. The range is vast is it not?

Judgement, total awareness, the ability to change and respond to a changing situation, thinking ahead, speed, direction and movement, and all of this contained within your own envelope.

I don't think I've expressed this concept too well, but if nothing else, we teach people to exit, go down and get in. In reality that is about 15% of their envelope or potential and not really good enough. Therefore I hope to soon start experimenting with some basic student RW jumps which will cover a higher percentage of the potential movement we all have in free fall.

### **Time and Money**

If someone had 12 hours free fall time you would consider him to be fairly experienced would you not. If 7 of those hours were spent on RW you would imagine that he should be pretty expert at it.

Sky diving must be the only sport in the world where someone will consider himself an expert after only 7 hours. So you see we are all just scratching the surface. There are new horizons, new discoveries and so much to learn.

As time is so absolutely critical then it follows that we should make the most use of it. Also free fall time costs money.

Dead time, well what do I mean by dead time. Take an average jump from 7200ft.

The first five seconds is wasted sorting things out trying to figure out where everybody is getting comfortable and then going for it. The last five seconds again is wasted again, completely devoted to "saving yourself" and getting the hell out of there. So from 30 secs you have 20 secs of "prime time" in which to do solid RW in. If you jump from 4,500ft you really have got very little prime time at all. However if you jump from 10,000ft and get a big jumpsuit you are talking about nearly 50 secs of total time and twice the prime time of 20 secs i.e. 40 secs free fall peak function RW time, and hopefully it isn't twice the price.

The other advantage is getting twice as much free fall and RW done and only packing once.

#### **The Future**

We have already decided that we are only just starting with RW and there is a long way to go, well, the future holds some interesting things:

Vertical Transitions  
Structurally Three dimensional formations  
Inverted flying  
Formation Acrobatics  
and Ram Air Jumpsuits

#### **Conclusion**

This article is a little out of sequence, but had to get it all down before I forgot it. Please don't anyone think I've become a shit hot Relative worker, I haven't. I'm still making the same catastrophic mistakes I've made before. But I am learning and there is a lot to learn.

The next article should hopefully cover some of the latest techniques for Student RW progression.

#### **Acknowledgements**

I would like to thank Roger Hull and Scratch Garrison without whom none of the information here would have been so readily available.

Both Roger and Scratch have taught RW around the world and were last year responsible for the training of the Golden Knights RW Competition Team. Nearly all the ideas in this article are originally theirs. Roger is a Jet Pilot and Mathematician and Scratch is a Mathematician formerly employed by NASA. If you get a chance to talk to either of them, don't miss it!

D. L. HOWKERSKI, D.1027.



Bryce Witherington's first free fall over Kirkbride.

photo— Roger Savage

# CUMBRIA PARACHUTE CENTRE

The Cumbria Parachute Centre is alive and well at Kirkbride Airfield near Carlisle. This, for the benefit of the ungeographical, is in England.

We have good tarmac runways and lots of grass; our own 172 which we supplement with bigger stuff when available; a packing shed (for the information of past visitors this now has lighting). Accommodation is in varying grades of cost and luxury, ranging from an hotel with bar on the airfield down to the packing shed. Tents and caravans are welcome. We cater for both the experienced and the novice parachutists. We are there every weekend come hell or high water.

Everybody is welcome; Instructors particularly to whom we may be able to offer some small payment. Good beer in the evenings. Please come and see us.

TONY KNIGHT.



Right: On the way up . . . . .



. . . . . on the way down, over Kirkbride.

photos— Roger Savage



# POINT IT UP WIND!

The following advice is meant only as a rough guide for inexperienced square canopy jumpers and the figures mentioned are not to be taken as hard and fast rules as they change with each jump.

For those people who take an interest in the overall standards of British Competition Parachuting, it must be very rewarding to witness the rather noticeable improvements made by the accuracy jumpers in this country. Whilst the style freaks remain the statutory 2 seconds behind the rest of the world and show no promise of improvement, the accuracy boys have closed the gap and I feel that given the proper training can compete with and beat anything produced by the Yanks or the Soviet Bloc, not to mention the Irish — no, we won't mention them!

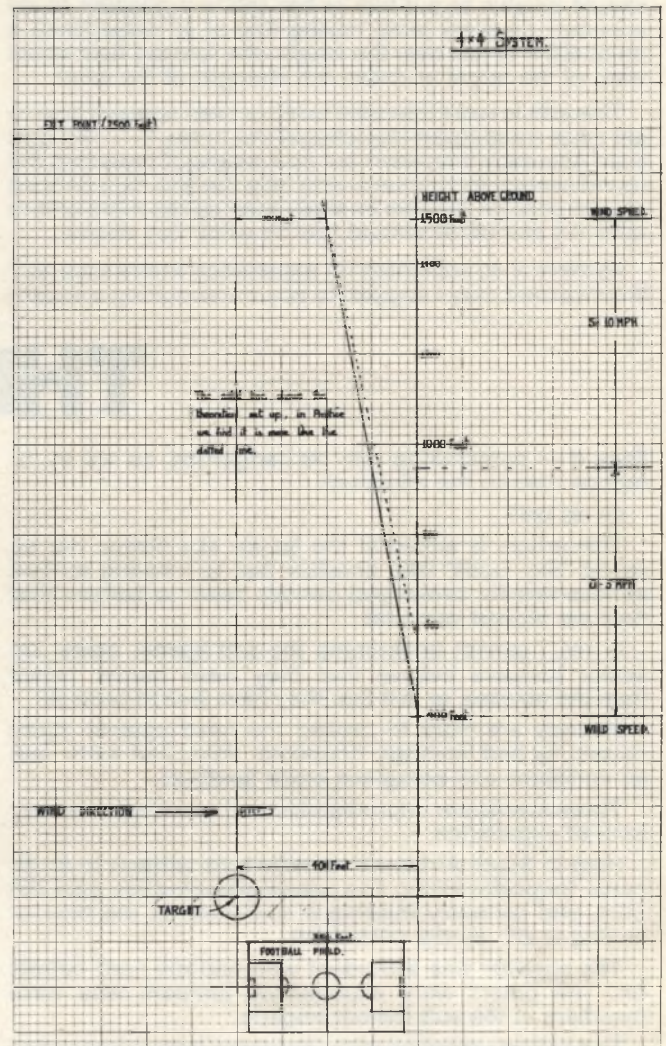
The reason for the improvement is I am sure due to two things: i) the increase in the number of competitions here in England and the number of jumpers travelling abroad; and ii) and an appreciably more important reason is of course the square canopy.

The square canopy has taken a lot of stick in its short lifetime but a lot of the earlier problems were probably due to a lack of suitable training and perhaps even the wrong type of person using them. As with all good ideas the Yanks finally developed it to the stage where it is almost safe enough for student jumpers. The best example I have seen was a guy with 125 jumps dead centre out a meet in America last year. Besides being more accurate and controllable, they are also more comfortable to land with and this I believe has helped our more mortal friends, the females, to get on even terms— witness Jackie Smith's excellent victory at Lippspringe this year beating the cream of British Manhood with five discs on the five jumps.

Unfortunately, if we take a look at the recent results one finds that the great step forward has only been taken by about perhaps a dozen or so jumpers and we still see a lot of perfect 10 metre scores from other less fortunate friends. That brings me to the real reason for this article. Having made a point of talking to a lot of jumpers with newly acquired squares it surprised me to find that in general most people do accuracy without much in the way of planning or routine. With round canopies you go out of the aircraft at a predetermined point in the centre of a thing called a wind line.

Unfortunately as squares cost so much you don't get a wind cone with them so it's back to the seat of your pants flying. As with all things there is a right way and a wrong way to do it, so I would like, with the help of some knowledge that has been passed on to me by my betters, to suggest the use of a system known as *the 4 x 4 method*. It would be better for anyone trying this system to beg, steal or borrow an altimeter to use at least until they have worked out their own glide path and attack angle etc.

The system as shown in the diagram works as follows. Spotting and exit is normal, as shown by the W.D.I. Once under the canopy and having dropped the reserve etc., turn down wind passing along the side of the pit. Do not pass over the pit as, if the need should arise and we need to turn quickly due to increased wind, it won't help if you are directly over the pit and slide off to the side during the turn (though this would only apply in high winds). If the winds aren't high — say 0 - 5 - then proceed to a point on the wind line not more than 400 feet down wind of the target and 400 feet above the ground. From this position you have a nice steady glide angle of 45 degrees to the disc. As the wind speed rises so does our height



above the ground. You need to be 100 foot higher for every one mile per hour using 5 miles per hour as the start figure.

i.e.: 0-5 mph 400 feet out and 400 ft up.  
6 mph = 400 ft out and 500 ft up.

Until we eventually arrive at the dreaded 15 mph limit and we theoretically should be 400 ft out and about 1500 ft high.

Unfortunately as people insist on being different sizes and weights and most canopies give different performance figures due to trim, amount of brake used etc., this formula is not infallible.

The most noticeable problem is in the high wind range of 10-15 mph. This is due to the fact that as our altitude increases, so does the wind speed as we lose ground friction effect. i.e.: if the wind on the ground is 12 mph; the wind at 1500 ft could be 18 to 20 mph, which means of course that the average undernourished pom would suffer a severe lack of forward motion. To counteract this we have to reduce the base 400 ft. This is something that each individual will have to work out for themselves, but most square canopies can be held in approximately the

same position over the ground by using certain amounts of brake in winds exceeding 10 mph, and should only be a matter of experimenting and practice.

By using this simple method the average jumper should be able to put him or her self in a position to do accuracy on every jump having first of all determined a point 400 ft or just over the length of a football field down wind of the target and also the strength of the wind.

This article is not intended to tell or even suggest how to get discs (read Sport Parachutist Vol. II No. 4 — The Bob Hiatt Accuracy Interview) but as a means of replacing the round canopy technique and to help the less experienced square canopy jumpers to enjoy their jumps more and to raise the standards should this be what they desire.

As there is no substitute for experience where accuracy is concerned, may I suggest to anyone acquiring a square

canopy to get hold of someone who has already achieved a degree of success! with accuracy, and make use of their already paid-for knowledge as it's far easier to learn from others mistakes and less painful. Most experienced competition jumpers are only too pleased to pass on the knowledge which has in turn been passed on to them, so ask and keep asking. Progress might be slow at first but with the help from someone watching from the pit etc. a reasonable standard can be achieved in a surprisingly short time even if it is only landing in the pit on every jump, — itself no mean feat if we cast our minds back to the number of times we faced a long walk back.

So go square and get there. Good luck,

BOBBY HULL  
(British Accuracy Champion 1976)

# THINK!

Face it — parachuting can be dangerous, so we try to reduce risks to the minimum.

Or do we?

This article is aimed at the senior sky divers, our so called "Sky Gods" who possibly due to inhaling rarified atmosphere for prolonged periods seem to believe that they are indeed immortal.

If not, I cannot understand the soft helmet craze. Do senior jumpers believe that they have harder heads than the novices, or is it that they have less to protect?

Helmets are worn to protect the head against injury caused by bad landings, connector links, bad exits, mid air collisions and **aeroplane crash landings**.

These events are unpredictable and can happen at any level of experience.

Here in South Africa we recently bore witness to an air crash tragically killing five senior parachutists plus the pilot, and seriously injuring a sixth who at the time of writing is still on the critical list.

The survivor was a Student who had his hard helmet on. The others were experienced jumpers who were members of the soft helmet brigade.

Soft helmets serve no other purposes than to keep ones hair in place. Ban them!

So once we have all got rid of our soft helmets and are seated in the plane, what else can we do to control our destiny?

The answer to that one is **THINK!**

You must realise the most critical time of any jump is the time between when the aircraft lifts off till it reaches 1,000 ft. If anything goes wrong in that time decisions have to be made **super fast** and seconds are precious. So first of all, buy some time — take off with your helmet strapped on, and see that everyone else does too.

As I write this article I know what I will do if the engine cuts or even threatens to cut on the way up. If we are below 400 ft I will stay — my helmet will be on from take off and I will prepare to crash and sit as still as possible to make the pilot's job easier.

Above 400 ft I will get out so damn fast and open my reserve you wouldn't believe. If there is a student and he is hooked up, out he goes. I have been reliably informed of an incident in England where a Student was dispatched on a static line at 400 ft and landed safely. If he's not hooked up, I'll dump his reserve for him, and out he'll go.

The pilot will be happier too with a lighter plane. In fact I believe it is the pilot's duty above 400 ft to shout — "Engine cut — **everybody out!**" or similar to get the guys moving. Indecision wastes time — fumbling with one's helmet or gear wastes time — time you haven't got.

So decide now, sitting on the ground what you will do and sitting in the aircraft don't relax until there is a decent gap between you and the ground. Once you are above 2 grand by all means take off your helmet if you want to but till then, **think**.

Still on the way up, if it's the first jump of the day, run through your cut away procedures. Use your hands and your mind — you will be amazed how often you will fumble something. When the crunch comes, your mind will be conditioned and you won't waste time wondering what's happening — you will have prepared yourself. And please, let's be clear — if you have a malfunctioned high performance canopy — get rid of it and open that nice round reserve — all that bullshit about hand deploying a reserve is just that.

When you plan a jump know who you are jumping with — don't get involved with a big load unless you know the capabilities of each jumper on it. If you don't, do a small load first and make an assessment — it could just save you getting railroaded or eating a canopy.

Altimeters — Eyeballing is fine, but in sequential relative, who has got time to look down? Relying on a member of your team who is as engrossed as you are is dumb. Wear an alti, use it, and above all don't mock its use to junior jumpers. Last year in Maseru when I didn't check my alti and relied on our alti men and found myself sitting sheepishly in my harness for the first time at 800 ft. It's just plain stupid.

Every now and then we all go down a bit low. It happens, particularly with sequential relative and it's bad. Those of us who realise it's bad, try to avoid it. But there are those amongst us, who smoke it down regularly and think they are big deals.

They are not. They are cutting down their safety margins and placing unnecessary pressures on themselves should something go wrong. With the reliable modern gear, this is unlikely, but the reliability of the gear makes their users complacent and the last thing they are thinking about come dump time is a malfunction.

And as we know failure to think wastes time and lives.

One last point — once you have waved off and checked — when you dump, watch the pilot chute off your back.

If you watch it you are buying time if it snags or hesitates you know where you are instead of losing sky fast with a fluttering pilot chute and decreasing margin of safety.

We have all done dumb things and some of us have been lucky to survive them — the important thing is to learn from these mistakes and not to repeat them.

Safe jumping!

CLIFFORD WILKEN, D88  
Area Safety Officer (Border Region)  
Republic of South Africa

[50p helmets are fine. . . for those with 50p heads — Ed.]

## DISPLAY TEAMS

### NOTE

With effect from 1st April 1977 the CAA are introducing a new Exemption system. Contact the NC/SO for details.

### — FINAL BRIEFING —

1900 hours Thursday 24th March 1977  
at BPA Offices,  
Kimberley House, Leicester.

# SEQUENTIAL RULES — O.K.

Now that the World Cup in South Africa is past and the decision has been made for sequential to be the direction in which R.W. is to travel. It is now time for us to get into a higher gear and try to improve our standards of R.W. at international competitions, with the World Meet this year as our aiming point.

By far the best means to improve standards is competition. Competition breeds competition.

The U.S.A. is a good example of this, where there are so many high quality teams entering R.W. competitions that the top teams have to push themselves past their own limits and therefore achieve greater success.

There is no reason why we couldn't produce plenty of good 4-man sequential teams in the U.K. Nearly every D.Z. has a four place ship — 180's, 182's etc.

All it needs is for 4 people to get together with the attitude that they are going to take home a medal at the Nationals this year, and then to stick together at weekends, and go up and practice, practice, practice.

Even if you only get 5 grand, go up and practise exits for instance — try exiting 4 people linked in a star or a diamond; it's being done and all the best teams this year will be doing it.

There are lots and lots of tricks to be picked up from doing 4-man work, and by persevering as a group of four it will be found that the competition sequential jumps are not as difficult as they may first look.

For those that intend to give it a go this year, I list below some of the tips I've picked up over the last year doing 4 and 8-man sequential.

### 1. Exits

Although there is no exit rule for sequential, it is still very important to get a fast, close exit.

As I've already mentioned, linked 4-man exits are the way things are going. In South Africa the American teams were taking 4-man stars and diamonds out the aircraft with great success.

You must plan your exit carefully. On the exit command the linked people must leave together.

It's good to have as many jumpers facing into the prop wash as possible. The guys diving must tuck up, so as not to go over the top, while the guys facing the prop must get big and try to float the formation up to the horizontal. Good grips are essential.

### 2. Building the formations

The most important point is to fly smoothly. I suggest the best way to practice smoothness is to do some practice jumps with "NO CONTACT" formations. You

have to fly in your slots, a few inches away, but without taking hold. You will realise how rough your flying is after you've tried some NO CONTACT formations.

We have found that the best way to build any formation is by flying directly into it, without any grip changes or pre-hook ups. For instance a four man in/out is built by two guys flying in slightly sideways and presenting their legs to a base man. The fourth guy closes the slot. Donuts, Murphys. . . etc. are built the same way, as are most of the larger 8-man formations.

It is very important to practice 'side-in' and 'back-in' dockings, because you will get to use them regularly. Formations tend to build more smoothly this way, because you maintain the 'relative feel', instead of dragging yourself and the formation all over the sky by doing magic grip changes.

### 3. Flying the formation

We have found that flying a formation properly is more difficult than building it. The secret is for everyone to fly their own air — no tension on grips, so that if you all released grips together, nobody would slide out, or go up or down, but stay exactly where they are. It just requires practice.

### 4. Double docks

Double docks are relatively easy, the important thing is to watch separation between groups. Keep turns tight and close. Always turn in towards the other group, not away from it, because you tend to slide in the direction you turn. The group not turning must stay close.

Do not release for your D/D until your first formation is steady. Caterpillars are the most difficult hook up to fly. The important thing is for the back guy to stay buoyant and not to drag the front guy down. The front guy does all the flying. With stairsteps you both fly as though you weren't linked up at all.

### 5. Random rounds

With the random rounds everybody has to let go, and then build another formation. The important thing again is not to have separation — stay close, just change positions.

Anyway there are a lot more small points you will pick up once you start training.

I hope that the above information is of some use, and that we will see a lot more new teams at the R.W. Nationals this year.

BOB COLPUS.

# THE CARK ACCURACY MEET 1976

On the 16-17th October, 1976 the Northwest Parachute Centre held its 2nd Annual Accuracy Meet, on a much larger scale than had previously been attempted. For the first time for several years the Border Shield which traditionally had been contested between the D.Z.'s of Strathallen, Northumbria and the Scottish Parachute Club on a tri-annual host basis was to be hotly competed for under a new format. The following Clubs and Centres were invited and supplied teams of 4 to take part in team accuracy, Northwest Parachute Centre, Leeds/Bradford, Brunton, Northumbria, Paraclan, Scottish Parachute Club, Wickenby, Manchester Free Fall Club and Kirkbride and Grindale.

The Cark Cup was to be awarded to the best individual performance in the team accuracy and the Elvin Novice Trophy which complete with replica had been kindly presented by Elvine Skysports Ltd for a separate novice Individual Accuracy competition, both events to be over three rounds.

The judges were Biff Burn as chief whose performance could only be described excellent, ably assisted by Wobby and Brian Laithwaite. The meet Director was Richard Atherton who kept what was probably the best and most enjoyable event of 1976 running smoothly and efficiently. (he also wrote this article! — Ed.).

The morning arrived the weather forecast was grot as usual and the competitors signed on. The jumpships, which were the Cark 182A and the A.N.T. Cherokee 6, flew in from Blackpool to be piloted by Chris Benyon, Arthur Bird and George Thornhill.

The competitors briefing was held by the chief judge and meet director in two parts. The novices were told that their competition would be of the hit and run type. After landing and removing their equipment they would run to the disc and burst a balloon, whilst being timed from impact. After being dispatched by the meet director on separate passes from 2800 ft on a delay not to exceed five secs., from the 182A over three rounds with a zap of 10 minutes. For the second part of the briefing the competitors in the team event were called into the Cark training hut resplendant with a 172 cabin section used for student training. The teams had swelled by Bootle and Dingle Free Fall Team, Wright's Rubbish and another Leeds/Bradford team called the official one which meant there were three teams not eligible for the main award. The competitors were informed that there would be three rounds from 3200ft, with a 10 metre zap and a 12 metre super zap for over delaying the 10 secs allowed. All protests to be accompanied by £5 which the meet director and chief judge would consider as non-refundable Beer money. All things considered it's not really surprising there were none.

The ritual W.D.I. run and proving the W.D.I. was at 10.00am and showed marginal winds with a long spot, and only Biff and Wobby jumped; the rest of the organisational team being intent on getting the first two teams jollied along. The teams were jumping in their drawn order which was, Leeds/Bradford, Manchester FFC, N.W.P.C., Brunton, Northumbria, Paraclan, Wickenby, Scottish P.C., B. & D. FFC., Kirkbride Parasites, Wrights R., Leeds/Bradford Official and Grindale minus one, who were unfortunately to run one short throughout the competition.

Leeds/Bradford started off the competition with Ted Hartley leading his team into the pit on his Strat making very little against the marginal winds whilst the rest

backed in on their rounds; full drive, big reach and Ted hobbled painfully from the pit to jump no more that week-end. The next team was already out, a sign of things to happen all day with their best scorer being Chris Pollett on his Pathfinder with 5.65. The home team was next in the sky with Brian Shaw going too deep and spoiling his chances on his Strato-Cloud. Peter Fox followed him in for the first disc of the day and the only one of the round. Next team in were Brunton to score one of the two max zaps of the competition by underestimating the wind. One team followed another; canopies continually straddled the pit and it was all go. Paraclan was followed by Wickenby. Alan Derbyshire hurt his ankle reaching and went off for an X-Ray; fortunately nothing broken, but only three men for the forthcoming rounds. Scottish P.C. managed to score less than Paraclan and in came Bottle and Bingle the only team with two ladies. Next ones in the sky were Kirkbride to score the least after N.W.P.C. in the first round. Leeds/Bradford Official were led by Pete Fisher with a 1.35, whilst Grindale Minus One were led by one of the heir apparents of Thomas Sports on a round. The first round was complete. At this point the organisers had intended to run the first round of the novices competition but the winds were oo high, so it was into the second round of the main competition with the meet director adjusting the intravenous drips for the pilots, whilst Joyce and Doreen fed the multitudes in the first class manner to which the Carkites have reason to be delighted.

The second round was highlighted by D.C.'s from Brian Shaw of N.W.P.C., Richard Peakin of Northumbria on his Strat, and Eric Finney flying the flag for Kirkbride Parasites; but unfortunately Tony Knight had not got the stack right and had to take avoiding action dropping his team a place in the final results. Malcombe Altringham was showing excellent form on his round canopy with a score of only 2.37 for both rounds to help Northumbria into the 2nd slot. Matty Wilson was substituted for Ted Hartley in the Leeds/Bradford team but none could be found for the empty slots in the other teams. The wind was slowly dropping at last but as it was still too high for the Novices. Maureen Wright, Sylvia Atherton and Andrew Morris who accomplished the thankless job of manifesting with such proficiency throughout the competition began to call the third round. In the lead at this time were N.W.P.C. with 14.19, second were Northumbria with 25.50 and third Kirkbride Parasites with 41.91.

Alan Hopton showed the way for Manchester Free Fall trying hard for 1.82, his and the team's best score in the competition. Then out came the leaders with a beautifully set up stack of one Strato-Cloud and three Strat's to score 0.05 for Brian, 0.87 for Peter Fox, 0.04 for Alan Morris and 1.39 for the team leader Dave Prince, a fair total of 2.35. Northumbria turned in another good score too, but it was still possible for them to be caught by the watching Kirkbride. Charlie Bazley led in Paraclan with a very respectable 1.06 on his P.C. and showed his leg had well and truly healed. Wickenby's team leader Sammy Shanks had the first disc of the round but they suffered badly from the loss of Alan Derbyshire. Kirkbride arrived at last; the 0.25 from Alec Munroe was his best result, but their total was just too much for second place. Pete Fisher made sure of his disc for the Official Leeds/Bradford team to clinch 4th overall. In the sky were the Scottish Parachute Club taking their close rivalry with Paraclan very seriously, and our friendly Mr. Plod Dave

McPherson followed in the team with 0.34 on his Pap to end this close finish in S.P.C.'s favour. Grindale Minus One brought the main part of the competition to a close with H. Morgan scoring the best result for them.

After a very short recess away climbed the 182A with the first of the Novices who had patiently waited for an opportunity to show their expertise. The spectators were treated to the crack of Lo-Po's with three canopies in the sky at once and a good accuracy with T. Raily setting the pace at 18 secs. The next lift contained the two ladies of the competition: Pat Rice unfortunately drifting away to score the only zap of the round. In the last lift came J. Nicholson from Kirkbride to score a fantastic 13 secs. and that from a club that hasn't got a pit yet. The second and half the third round of this event were completed before dark.

Sunday morning came with 20 knot winds gaining in strength by the hour and at 11.30am it was decided to

declare a contest on the completed two rounds in the Novices event. After a great deal of repartee and humour, interspersed with a rhyme or two, which had his audience rolling about the packing tables, the prizes were presented by John (Cookie) Cook, mine host of Lylac Cottage, parachutist extraordinaire. It was a tremendous competition no mals, no aggro and 187 competition jumps in about 7 hours, a must for next year.

D1508.

#### PRIZE LIST

Border Trophy and	£5	North West Parachute Centre
	£3	Northumbria
	£2	Kirkbride Parasites
Cark Cup and	£5	E. Finney
	£3	R. Peakin
	£2	P. Fox
Elvine Novice Trophy and Replica and	£5	T. Nicholson
	£3	T. Raily
	£2	M. Rennie

## THE LEEDS/BRADFORD IN-ACCURACY MEET 1976

"These accuracy meets, with 95% of the competitors flying Strats and Stomping Discs is getting to be far too clinical; what about a handicap event, with LL's TU's and PC's. Everyone who has a Strat has jumped a PC, and everyone with a PC has jumped a TU, and..." Those words were spoken by Gerry McCauley at the Charles Wells accuracy meet at Duck End last August, just before climbing into our respective 172's; from that brief conversation sprang the idea for the above event.

For those of you who are not aware of the situation, I must mention that the Leeds/Bradford DZ is not the largest in the country; we also have hassle from the farmers, the local residents and from the field mice — we also have no pit. What we do have is "The Stanton Trophy", presented to the club some three years ago by Frank Parkin, a founder member. The Trophy to be presented to the winner of a competition, which as yet had never been held, and therefore never been presented. That settled the prize.

Parachutists being predominantly rather mercenary characters, it was decided that we'd have to offer some inducement in the form of readies: £20.00 to the winner (plus the trophy), £15.00 to second, £10.00 to the best student. Our committee, being just as mercenary, elected that the money be replaced with Credit Vouchers for jumps, instead of cash.

Then the rules: The event open to all fully paid-up members of the club, Category II and above, to abide by B.P.A. Regulations; and no spitting. As simple as that. Only with one exception — everybody, repeat everybody, would be jumping a LL. It didn't matter whether a static line LL, or a free fall LL, but it did matter that it was a LL.

Entrance fee £1.00, jump height 2,500 to 3,200, rate of £2.50. One W.D.I. run per aircraft load. One completed round to call the Meet, maximum of three rounds. Start crack to noon Saturday 30th October, finish dusk Sunday. Maximum jumpable ground speed for wind to be eight knots.

A quick count of the rigs to hand; not enough, borrowed four more and kept fingers crossed. Along comes father-to-be Bob Francis — "want a Meet Director?" — sold. Crafty sod ropes in John Shankland as Chief Judge. Everyone starts applying for packing tickets on Bag Systems (at least *that* worked). Jim Keary wants to know if

he can put a strat in his reserve tray — he took the reply very well, and my bruise is going down now.

Comes Saturday. Weather terrible, Met. even worse. We retired at dusk (opening time), then a Halloween Disco, everyone blind drunk. Woke up Sunday to brilliant sunshine, no cloud, four knots and a ten/ten heache. The race is on.

Twenty of the thirty three entrants all grabbing for the four freefall rigs. Bren Jones smacks Peter Fisher in the mouth and climbs into a B4. A "Pit" radius of 60 metres and he scores an incredible Zap. Enter Fred and Jim Keary. Nice line-up 100 metres downwind, score 19.9m and 24.5m. Bobby rolling around on the ground, holding his sides, Shanks looking around for two new team members. A first-timer is on the next lift (but not in the competition) and makes a stand-up at 1.4m — embarrassing. Steve Swallow also makes a beautiful into wind stand-up — in the wrong field! Many Zaps later, and the best score round one is 8.1m (Dave Foster).

Second round sees a few more canopies falling short. Steve manages to get into the right field this time — on a TU. Says it looked like a LL. Disqualified by Bob on the grounds that he's no cigarettes on him anyway. Colin Smith set up at 200ft — looks like he might get in. Hell, that'll upset the scoring. Acting upon advice from Shanks we moved the cross 60 metres off the wind line. Zap. Last jump of the Meet. Best Dave Foster, with a combined score of 11.2m, second Chris Lyall with 29.2m, best student Peter Farrell with 65.6m on his third and fourth jumps (overall placed fourth). Last is Steve Swallow, disqualified and given the maximum of 120m.

Pack, Pack, Pack. Fish and Chips. Presentation, Photos.

A terrific day, everyone working their arse off, plenty of laughs, 80 descents in six hours including all that packing, terrific co-operation from all involved, especially the control tower staff. This was our very first Meet, but I hope it's not our last. Just goes to show, you only get out what you put in (next Meet, someone else can put in).

MALCOLM FISHER, C2086.

[I won't make the obvious comment... that they ran it in accordance with BPA Regs.; which states that the minimum qualification to enter a competition is FAI 'B' Certificate. Nasty accident! — Ed.]

# BUZZ'S CANADIAN COLUMN

First I want to correct an erroneous claim by Peter Prior, or rather by Peter Lees in the August issue, that the Pietermaritzburg Club is the "oldest parachute club in the British Commonwealth", even if South Africa were in the Commonwealth, the Pietermaritzburg club still falls short by several years. The St. Catherines Club in Ontario was founded by the late Glen Masterson (who also was a founder of the Parachute Club of Canada in 1956 — now CSPA) in 1947, and is still going strong 29 years later.

The great debate on the Basic Safety Regulations continues and is by no means over, although one might say that the last lap is now underway. At the BoD meeting held in Toronto at the end of November, a final revised version (how final a revised version can be remains to be seen) was presented by the Technical, Training and Safety Committee, and reviewed and discussed at great length. The intent is to keep to the format as outlined in my column in the August issue, and a final draft is to be ready for ratification in March at the Annual General Meeting. I am still not convinced that the people involved are totally aware of the fundamental change that is being wrought in CSPA's role in parachuting, and I am certainly not convinced that the changes that are contemplated are the answer to a basic problem that seems to be ever pervasive in western society. As an analogy, it is an easy way to lower the crime rate by removing the laws so that no one can commit an offence. Similarly by removing the BSR's our discipline and safety problem no longer is a problem, since there are no regulations to break. One is tempted to quote that "people were hung for horse stealing, not to punish them for stealing a horse, but to ensure that horse stealing would not occur". So it is in parachuting, regulations are meant to prevent people from committing idiocy, not to punish them for doing so. It seems that we are to be buried in an avalanche of "do my own thing and damn the consequences."

I would guess that not many people in the U.K. are aware of the bilingual schism that has developed in Canada in terms of the two main cultures. One being the French speaking people in Quebec, and the other the mainly English speaking people everywhere else. Whether one admits it or not, the schism is there and of course it has affected parachuting. Jumpers in Quebec would not join CSPA as they deemed it to be "too English" and a wall of mistrust was built up. About five years ago, a provincial federation was formed in Quebec to administer parachuting in that province. The Quebec Parachute Federation (QPF) would have nothing to do with CSPA, and as a result many Quebec jumpers were wholly uninformed, or worse, misinformed about CSPA and its functions. The early years were ones of suspicion and antagonism. The QPF were being funded by the Quebec government to the extent of having their own offices and a full time director — something enjoyed by no other provincial association or council. Fortunately more mature attitudes have prevailed, and in early 1976 a working affiliation has been in operation. Every QPF member is automatically a CSPA member, a \$5 fee being levied for that privilege. The QPF administers issuance of memberships, licences etc. The QPF will have the right to elect its own Director to the CSPA Board of Directors, on the same basis as the other regions. The other question to be resolved is the voting rights of Quebec jumpers at the AGM. Normally it is one vote per each member club, which has at least five members, but the QPF does not operate on a club basis, so that some other arrangement will be necessary.

Finally as a sign of the new spirit of co-operation the AGM will be held in Montreal in March and the 1977 National Championships will also be held at St. Anbine just 25 miles from Montreal. We shall see!

BUZZ.



Symbiosis Sequential

a Waterman photo

## FOR SALE

*B.P.A. does not guarantee equipment bought and sold through the medium of this journal. Purchasers are advised to use the services of approved riggers.*

**Mk. I PC — plus sleeve, pilot 'chute, etc. — £160**  
contact: Simon Astbury, 0432-4413

**Mk. III PC complete with pack, harness and reserve tray — £260**  
contact: Sean Broadbent 0462-731519

**Mk. I PC complete in Mini-System — £250** phone: 0524-413970

**Strato Star complete £250 — Super Pro Pack/Harness £70**  
contact: Sandy Murray, 27 Grove Farm, Mytchett, Surrey

**C9/TU-B12 Assembly complete, plus reserve canopy — £75**  
contact: J. Walters, Glenrothes 753732

**Netted 'X' Type TU in Pioneer Pack/Harness — £110**  
contact: Jane Houghton 01-892 3035

**Size 9 Paraboos — £12, Altimeter — £10, Jumpsuit — £10, Helmet — £8**  
contact: D. McCorkell 08677-3807

**C9/JL-B4 Assembly complete — £125** contact: Miss Nimmo 0203-25588, ext 3212



Tri-Pacer Exit

a Guest photo

**BRITISH PARACHUTE ASSOCIATION  
COUNCIL MEETING, THURSDAY 14th OCTOBER, 1976.  
held at BPA Offices, Kimberley House, Leicester**

**PRESENT**

L. N. E. St. John — *Chairman BPA*  
P. J. Prior — *Vice-Chairman BPA*  
J. L. Thomas  
W. J. Meacock  
R. H. Swainson  
D. Waterman  
W.O. E. T. Lewington  
W.O. D. Peacock  
M. J. O'Brien

**IN ATTENDANCE**

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

**APOLOGIES FOR ABSENCE**

J. T. Crocker Major T. E. Ridgway  
G. B. Shone

Item 44/76

**COMMITTEE REPORTS**

**a. Safety and Training.** Minutes of meeting of 29th September as previously distributed were discussed and the following matters arose:

- (i) **Medical Certificates.** The recent Inquiry into the fatal accident at Eagle Para Club brought to light the use of a medical certificate signed by someone other than a Doctor. In view of this it was agreed that the re-draft of the medical certificate currently under consideration would include space for the Doctor's Stamp in addition to his signature.
- (ii) **Reports on APA Incidents.** W.O. Lewington reported that reports still outstanding would be made available in due course when certain internal action had been completed.
- (iii) **Rigger Qualification — A. Sinclair.** W.O. Lewington expressed concern that he had not received a response to two letters requesting a Riggers Qualification for A. Sinclair. The Sec-Gen replied that the matter had been referred to the STC and until such time as he received STC approval or a certificate signed by two approved riggers he was not in a position to issue a Rigger's Rating Card. He pointed out that the STC meeting of 29th September (Item 3) had in fact agreed the application and a certificate would be issued.

**b. Competitions.** Minutes of the meeting of 6th October as distributed were discussed and the following matters arose:

- (i) **World Championships — 1976.** A provisional Income and Expenditure Account was presented showing a net cost of £138. It was emphasised that the approved budget had been based on estimated incomes from the Raffle and National Team Fund — those amounts were still to be realised. A request from Mr. Meacock that the £25 paid by each team member be refunded. It was pointed out that the contribution from team members had in fact not been collected but had simply been deducted from the agreed daily allowance. There was however agreement that the matter of team members' contribution and daily allowance be reviewed when planning for future World Championships. There was strong support in favour of cancelling both.

The NC/SO outlined his report as Head of Delegation and which will be published in the October 'Sport Parachutist'. A comparison of the 1976 Results with those of previous years showed considerable improvement in Accuracy but a decline in Style. The team Coach would submit a report for the information of Council.

There was a suggestion that Team Selection methods be re-considered with the possible introduction of a 'Bogey' standard. There was also the suggestion that unless there was a chance of a much higher standard from a Women's Team this ought to be re-considered. The Competitions Committee would note the various points.

Mr. O'Brien raised the matter of Video and felt this ought to be re-considered in the light of recent information on the West German system whereby the video is linked with the

telemeters. It was reported that the video at Bergerac had not provided the advantages expected... the screen image was small and after the first week the novelty wore off and team members didn't really pick up much from it. The same mistakes that were made at the beginning of the training were being made at the end. The Team Coach warned that very careful consideration be given to the matter before large expenditure was approved. Mr. Meacock was currently investigating a video system which embodied the West German system of linking the video with the telemeters and he would provide Council with details of his findings.

The possibility of building an electronic scoring disc in UK was being gone into with the help of a member. This was accepted as a useful piece of equipment and the matter would be considered when more information and costings were available.

The recommendations of the Competitions Committee that Clubs be encouraged to host Style Events as well as Accuracy and that Style Seminars be held in Spring '77 and '78 under an overseas style coach were approved. It was agreed that Fiat (England) sponsorship involvement should be continued and encouraged as much as possible. It was noted that the following topics would be given further consideration:

Evaluation of Overall Scoring System at World Champs.  
Training Camp — UK and/or Overseas using own facilities.  
Training of Judges.  
UK training and Team Coach's commitment.

- (ii) **RW Nationals.** Despite inclement weather it proved possible to complete the 4-Man Speed Event, 9 rounds of the 4-Man Sequential and 6 rounds of the 8-Man Event. A very good effort by all concerned. The decision to go ahead with the new type of events as introduced by FAI was shown to be correct. Teams showed that the various formations were within their capability, as did the judges in their handling of the events but it must be emphasised that video would have been a considerable asset in accurately judging 'the holding' of formations. Leicester had proved an admirable site and the Aero Club would be approached for its use in 1977.
- (iii) **1977 Nationals.** A bid to host both the RW and Classic National Championships had been received from Grindale. The NC/SO would write for further information and costings. Mr. O'Brien put forward the idea that the Classic and RW Nationals be brought together in two consecutive weeks — this would make economical sense in so far as the provision of back-up facilities such as aircraft, judges, accommodation and administration. Whilst there was some merit in Mr. O'Brien's idea it was agreed that as dates had already been publicised for 1977 these should remain but that the idea be considered when planning for 1978. Mr. P. J. Prior informed the meeting that Hereford Parachute Club Ltd. wished to bid to host the 1977 Classic National Championships and was of the opinion that the Company which sponsored last year would again respond to no less a scale if the bid was successful.
- (vi) **Judges Expenses.** It was agreed that reimbursement of Judges' travel expenses be at the same rate as for Council Members i.e. 08p per mile.

**c. Forward Planning.** The Chairman reported that Major Ridgway had advised that a draft of his paper on 'National Parachute Centre' would be available shortly, certainly in time for the next Council Meeting. Also his draft paper on the next subject would follow two weeks later.

Item 45/76

**FINANCES**

The Sec-Gen reported that the final draft of the Balance Sheet and Income and Expenditure Account for the year ending 31st March, 1976 was now ready and a copy had been sent to the Treasurer. The transfer to the General Fund was £2,966, some £964 more than his provisional estimate, and a considerable improvement on the £510 of the previous year.



Mr. P. G. Mitchell, BPA Treasurer, commented on the format of the Accounts as presented to the membership. His view, supported by Mr. P. J. Prior, was that the presentation be brought into line with modern practice whereby the mass of figures is reduced to a minimum but is supported by informative notes for the benefit of those interested in the details. He also suggested that a Statement of Source and Allocation of Funds be added this year since as from next year this will be mandatory. The suggested new format was agreed but it was emphasised that time was now of the essence. The Accounts must go out in the December issue of the Journal — the Accounts had to go to the printers and the galley proof from them to the Auditors for checking and returned to the printers by not later than the end of November. The treasurer was of the opinion that there was ample time for him to complete the work involved. The meeting agreed to the Chairman and Treasurer signing the existing Auditor's copy of the Accounts.

The Sec-Gen referred to the Deposit Accounts and reported that the £30,000 total quoted by him at the previous meeting had now been reduced to £25,000 because of the payment of the major expenditures connected with the World Championships.

Item 46/76

**REQUESTS FOR LOANS**

a. **Halfpenny Green Skydiving Club.** Council received a letter requesting a loan of £1,000 over a two year period for the purchase of equipment including eight C9 unmodified canopies from BPA. The matter of an acceptable form of guarantee was discussed at length and it was left to Mr. D. Orton to speak with Mr. Crocker as to the form of guarantee. The loan, proposed by Mr. O'Brien and seconded by Mr. Petherbridge was unanimously approved in principle subject to an acceptable form of guarantee being agreed between Mr. Orton, Mr. Crocker and the Sec-Gen. In order to expedite the modification of the canopies to be purchased from BPA — these would be immediately sent for modification, the cost of which would be charged to the purchaser, whether this be Halfpenny Green or some other club.

b. **Midland Para Club.** The club had now resolved the financing of their proposed purchase of an aircraft from within club membership resources. The chairman of the club thanked the BPA for kind consideration and approval of the requested loan which of course they would not now require to take up.

c. **Cheshire Para Club.** The club had now negotiated a loan from a local businessman and would not now be taking up the loan from BPA. A letter from the club complaining of the length of time taken to process their requested loan was put before Council. Allegations that Council sees more purpose in giving loans for such things as houses and motor cars rather than parachutes was dismissed by Council as inaccurate and endorsed the Sec-Gen's letter to the club in which he denied the allegations. It was however regretted that the requested loan had not been progressed as speedily as Council would have wished.

Item 47/76

**PREVIOUS MINUTES & MATTERS ARISING**

Minutes of Council Meeting 2nd September 1976 as recorded and distributed:

Proposed by P. J. Pryor: seconded by M. J. O'Brien. Unanimously agreed.

**MATTERS ARISING**

a. **The 'Thomas Trophy'** (Item 39/76b). This had been purchased and presented. Council again thanked Mr. Thomas for his kindness in providing the trophy.

b. **Dinner/Dance** (Item 40/76). The Sec-Gen reported that arrangements were well advanced and contact had been established for the booking of a band.

c. **Radio for Caravan** (Item 41/76-1). It was not yet known whether or not such a purchase would qualify for grant aid.

d. **Video Tape.** (Item 41/76-3). The existing video tape was now with the Citizen's Video Centre, Swindon. Mr. Waterman had not yet had the opportunity to check if they could reproduce the French tape but would do so as soon as possible.

e. **G.Q. 'Protector' Reserve.** (Item 41/76-2). The Sec-Gen reported on the visit of the NC/SO and himself to G.Q. Parachutes Ltd. where the situation concerning the G.Q. 'Protector' was discussed at length. A statement for publication drawn up by the Sec-Gen had been approved by the manufacturers. The text of the statement was approved but it was considered that the

preamble should indicate the statement was *issued* by the manufacturers and not simply approved. The Sec-Gen would seek the Managing Director's agreement to the suggested change.

f. **BPA Sponsorship Hand-out.** Mr. Waterman would be suggesting minor amendments to the Chairman's draft covering letter. It then only remained for a decision as to which Companies the letter and supporting material should be sent. Mr. Waterman felt that this should be sent to named Directors of Companies rather than to PR Departments where some of the impact may be lost.

g. **Donation from 'Chuting Stars'.** Mr. Waterman would check with Mr. Guy Sutton re the Team's remaining bank balance with a view to this being donated to the BPA Funds.

**h. Outstanding Loans.**

(i) **Wessex Parachute Club.** (Item 41/76 7a.). There was nothing specific about the outstanding loan but the Sec-Gen reported that Mr. Donovan had intimated his intention to discontinue parachuting activities. This decision had been brought about because of recent vandalism to his property during his absence on holiday and which he is certain was done by ex-members of the Wessex Club. Mr. Donovan had been very vociferous in his disenchantment with parachutists and parachuting and would do all in his power to prevent parachuting taking place in his area. The Sec-Gen would check with Mr. Donovan re his plans for repayment of the loan.

(ii) **Sport Parachute Centre Grindale.** There was nothing further to report. It was noted that the Centre had made a bid to host the 1977 National Championships. It was agreed that whilst the Centre could offer what appeared to be good facilities for staging the National Championships, it would be out of order to confirm acceptance of the bid unless the financial position between the club and the BPA was regularised. After consultation with Mr. Crocker, the NC/SO would write to the CCI pointing out the situation and the BPA view.

j. **Membership/Subscriptions** (Item 41/76-8). The Sec-Gen reported that 29 replies had now been received to the questionnaire sent to all clubs. The summary now showed that if a 2 Jump Provisional Membership was introduced at a cost of £1.60 clubs would respond as follows:

Question	Reply	
	Yes	No
a. Require students to take out BPA membership before first jump . . . . .	26	3
b. Support existing Full Membership system	21	8
c. Support existing Prov. Membership . . . . .	19	10
d. Support 2 Jump Prov. Membership in preference to existing Prov. Membership	10	19
e. Support issue of Block Numbers to Clubs	22	5
		(2?)

In the case of clubs currently NOT requiring students to take out BPA membership four would make the 2 Jump Prov. membership obligatory — these are Peterborough, Midland, N.W.P.C. and Eagle. Six clubs currently supporting the existing 4 months Prov. membership would change over to the 2 Jump Prov. membership. This may or may not result in a financial gain but it would certainly bring about an increase in membership. Finances apart, the Association's function is to encourage active participation in the sport and if possible, be in the position whereby it speaks for all sport parachutists in the country. The financial aspect was not really the prime concern — what mattered was, would the introduction of a 2 Jump Prov. membership be good for the sport. A proposal by Mr. P. J. Prior seconded by Mr. M. J. O'Brien that a 2 Jump Prov. membership be introduced was unanimously carried.

The Sec-Gen would draft an appropriately worded Resolution for approval by the Proposer and Seconder which would be tabled at the AGM.

★ **INSTRUCTORS** ★

(see Page 27)

If your rating expires on 31.3.77. Two members of the Panel of Examiners must sign a renewal form, available from the BPA Office, for validation of your rating.

**BRITISH PARACHUTE ASSOCIATION  
SAFETY AND TRAINING COMMITTEE MEETING, TUESDAY 23rd NOVEMBER 1976  
held at BPA Offices, Kimberley House, Leicester**

**PRESENT**

C. Shea-Simonds	<i>NC/SO and Chairman</i>
R. Swainson	<i>Sth. Counties</i>
A. Linley	<i>B.P.C.</i>
G. Shone	<i>Riggers</i>
J. Barnes	<i>N.U.P.C.</i>
D. Orton	<i>Halfpenny Green</i>
M. Purves	<i>Martlesham</i>
D. McCarthy	<i>H.P.C.</i>
P. Slattery	<i>E.C.P.C.</i>
L. Melhuish	<i>W.W.P.C.</i>
M. Berry	<i>R.C.T.</i>
J. Sharples	<i>M.P.C.</i>
K. Allen	<i>R.E.M.E.</i>
J. Meacock	<i>P.P.C.</i>
J. Laing	<i>A.P.A.</i>
M. Winwood	<i>L.I.F.F.T.</i>
D. Prince	<i>N.W.P.C.</i>
A. Knight	<i>C.P.C.</i>
J. Hitchen	<i>C.S.C.</i>
E. Finney	<i>M.S.P.C.</i>
B. Jones	<i>L.B.F.F.C.</i>

**OBSERVERS**

A. Smith	<i>S.P.C.</i>
D. Turner	<i>Halfpenny Green</i>
L. Kimm	<i>Martlesham</i>
D. Howerski	<i>H.P.C.</i>
P. Fisher	<i>L.B.F.F.C.</i>
J. Newbolt	<i>P.P.C.</i>
J. Curtis	<i>P.P.C.</i>
J. Lanchbury	<i>Halfpenny Green</i>
C. Francis	<i>E.C.P.C.</i>

**APOLOGIES**

J. Crocker	P. Corr
N. Law	T. Dixon
D. Peacock	E. Lewington.

Item 1

**REQUEST FROM APA**

With reference to two incidents, it had been requested by the APA that the Instructors Ratings of A. Price and M. Togher be suspended. So far neither Board of Inquiry findings had been forwarded to STC. It was agreed that the NC/SO write to the Chairman informing him that:

- STC could take no action in either case until the Board of Inquiry Findings had been seen and discussed.
- APA had undertaken to let BPA STC have copies of their findings of Boards of Inquiry. So far this year only the Robbins Fatality findings had been passed to STC.
- STC would respect any confidentiality requested by APA.

Item 2

**EXEMPTIONS FROM PI QUALIFICATIONS**

The following requested exemptions from the qualifications to attend PI Courses: J. Easom, P. Hick, N. Matthews, K. Toyer and M. Snook. It was agreed that these exemptions be approved. It was further agreed that any further requests for exemptions from these qualifications be presented to STC *before* the PI Course starts.

Item 3

**ITEMS FOR INSTRUCTORS CONVENTION AGENDA**

It was agreed that the following items be placed on the agenda for the Instructors Convention at the AGM.

- Mandatory requirement for the Bag S/L System for Category I students.
- Qualifications to attend PI Courses.
- Category X qualifications.

Item 4

**CAPEWELL SUBSTITUTES**

As there were a number of different Capewell substitutes becoming available it was agreed to treat each type on its merits as requests for their use were presented to STC.

It was further agreed that R. Blowers be formally permitted to use and evaluate the R2 Canopy release. The latter also being subject to evaluation by USAPT.

Item 5

**ANY OTHER BUSINESS**

- At the request of J. Laing, it was agreed that APA Clubs be exempt from the top pull on student reserve when the Sentinel A.O.D. was in use.
- The NC/SO informed the meeting of the fatality at Sibson where the student concerned (a visiting Irish soldier) making a 15 second delay on his 32nd jump had experienced a horse-shoe malfunction of the main. This had been caused by non action of the pilot 'chutes, which, when they did clear, entangled with the lines causing a severe malfunction. The student had tried to clear the malfunction and, unaware of his fast rate of descent, had activated the reserve too low for successful deployment. The Board of Inquiry had been completed, and its findings would be available after the inquest.
- The following requested Examiners Ratings:  
J. Barnes—recommended by NC/SO and R. O'Brien  
J. Sharples—recommended by NC/SO and D. Peacock  
L. Melhuish—recommended by NC/SO and D. Peacock  
These were approved unanimously.
- A Smith of SPC requested an Advanced Instructors Rating, recommended by T. Dickson and R. Burn. This was approved unanimously.
- A request by D. Orton for P. Hibberd to attend the next PI Course, i.e. 21-25 February '77, was approved.
- J. Meacock explained a pack closure he had experienced using a standard Para Flite Strato Cloud container. He had prevented its recurrence by changing to a thinner and longer closure loop and fitting larger grommets. Other similar pack closures were brought to the attention of the meeting.  
**CLUBS TAKE NOTICE PLEASE.**
- It was brought to the attention of the meeting that there was no period of validation for a P.I. Rating. After discussion it was agreed that a P.I. Rating be valid for 12 months from the date of qualification. It was also agreed that those P.I.'s who had held their ratings for more than 12 months could attend the next Examination Course (21-25 February '77) to qualify as Instructors.
- At the request of B. Jones, it was agreed that D. Delsoldato, whose Instructors Rating had lapsed, could requalify by attending and passing the next Examination Course (21-25 February '77).

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# BPA INSTRUCTORS

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

(VALID TILL 31.3.77)

Name	BPA No.	Name	BPA No.
Acraman, R. S. (A) (E)	444	Melville, L.	1016
Allen, K.	7898	Miller, I. G.	772
Ashford, M.	9118	Milne, R. A.	7523
Barson, T. J.	11331	McBride, E.	6852
Bell, R. W. S.	7571	McGuire, P.	6789
Berry, M.	3343	Noble-Nesbitt, R.	6461
Beynon, M. (A)	4983	Parkinson, H. E.	3276
Black, A.	1106	Parry, R.	2735
Bolton, M. (A)	5114	Patrick, J. M.	1781
Cameron, C.	8472	Peacock, D. (A) (E)	125
Cameron, K.	7273	Perkins, R.	7794
Cavanagh, P. (A)	2817	Price, A. J.	5849
Challinor, P.	5923	Quick, G.	7725
Charters, R.	12875	Raine, G. P. (A) (E)	2229
Chilvers, B.	9443	Reiter, R. (A) (E)	4931
Coffey, J. P.	662	Riddick, A.	5529
Corr, J. P.	1739	Ritchie, W.	6632
Crocker, J. T. (A) (E)	2060	Robertson, I. S.	7722
Cullum, N. C.	13100	Rose, A. E.	2587
Curtis, J.	1872	Rudd, P. A.	8442
Denley, P.	113	Rymer, D.	5967
Dickson, T. G. (A) (E)	472	St. John, L. N. E.	257
Dixon, A. C.	6174	Schofield, B. S. (A) (E)	2332
Douglas, G.	23122	Scott, A. (A)	6661
Ellis, G.	3432	Sharples, J. (A) (E)	1891
France, J.	16431	Shea-Simonds, G. C. P. (A) (E)	475
Fraser, P.	5548	Sherman, P. (A) (E)	143
Gardener, E. A. J. (A) (E)	178	Slattery, W. P. (A) (E)	258
Gray, I.	8374	Sparkes, J. A. (A)	1034
Harman, R. J.	6065	Steele, R. J.	10868
Hickling, D. T.	11588	Sugden, G.	5386
Howell, I. D. (Mrs.)	13573	Suttle, R. (A)	2131
Howell, P. A.	9158	Taylor, M. H.	1982
Howerski, A. (A)	6508	Thompson, B. M. W.	1117
Johnson, M.	1118	Watts, R. C.	9754
Jones, D.	6979	Williams, K.	7164
Jones, G. M.	8716	Willis, R.	5542
Kemley, J. (A)	1952	Worthing, P.	13073
Kirkham, G. F.	8145	Yeoman, K. J.	16258
Laithwaite, B.	10724	Young, P. D.	18361
Law, N.	2137		

(VALID TILL 31.3.78)

Addison, N.	2566
Ashton, A. C.	15472
Atherton, R. N.	16924
Barnes, W. J. (A) (E)	5830
Barracough, T.	20675
Beaven, D.	77739
Bennett, D. (A)	3024
Bolden, R.	7700
Bourn, G. A. W.	10795
Boxall, J. (A)	5455
Briggs, R. C.	4293

Name	BPA No.	Name	BPA No.
Burn, R. K. (A) (E)	3445	McQueen, S. (A) (E)	4318
Byrne, P. G.	9869	Nicholls, J.	6738
Card, R. G. (A)	1927	Noble, K.	4298
Carter, J.	15387	Norrie, G. C.	14409
Charlton, A. F. (A)	110	Norris, J. R. (A)	2363
Christie, I.	15311	O'Brien, N.	4378
Collingwood, A.	8544	O'Brien, R. (A) (E)	3350
Crawley, T.	543	Orton, D. D. (A)	5938
Day, T. (A)	1705	Oxley, T. H.	1442
Devine, G. F.	1805	Padley, P. A.	2641
Elliott, N. (A)	4046	Petherbridge, N. J.	7344
Ellis, G. (A)	3432	Phillips, G.	1930
Evans, P. H.	8949	Phipson, J.	8372
Featherstone, G.	27621	Pierce, G. D.	12619
Fernie, W. G. (A)	472	Poole, G. D.	18234
Finnie, E.	10937	Prin, O.	6559
Fisher, D.	2164	Prince, J. D. (A)	1880
Forster, N. J.	5783	Purves, M. G.	6882
Fowler, J.	339	Reed, M. (A)	596
Gays, R.	7625	Rigby, Q. J.	16427
Gillies, D. N. W. (A)	13441	Ritchie, D.	6634
Gray, I.	8374	Rixon, T. (Miss)	1250
Grierson, A. T.	7777	Rose, A. E.	2587
Hagan, T.	1930	Rowell, D. H.	5647
Haley, J. C.	10912	Sampson, R. A.	22972
Hartley, E.	10765	Shankland, J.	3811
Haylock, I.	6716	Sharples, W. P.	12594
Heydon, P. M.	12381	Sinclair, A.	5383
Higgins, J.	3102	Simpson, C. F.	5954
Hitchen, J. H.	15638	Smith, A. (A)	9493
Hogg, D.	7073	Smout, P. F.	15132
Horan, G.	10700	Scouter, R.	5594
Houghton, M. J.	6166	Sparkes, J. N. (A)	1034
Hunt, D.	5644	Strawson, E. W.	2316
Illidge, J.	9419	Sturmer, E. A. L.	20521
Jarrett, R.	3037	Sultman, G.	23319
Jones, A. (A)	1886	Swainson, R. H.	3234
Jones, B. D.	17713	Thomason, J.	6930
Kalinski, D.	15559	Thorne, D.	6323
Kenny, D.	6717	Tidewell, J.	12241
Keogh, A. J.	15940	Togher, M.	5077
Knight, A. G.	1573	Walmsley, J. (A)	930
Laing, J. (A) (E)	1323	Ward, M. R. L.	5742
Leefmans, R. G.	2618	Winwood, M.	2139
Long, C. I.	24089	Wright, J.	1298
Lutz, R.	9194		
Matthew, L.	10646		
Mitchell, P. C.	9490		
Morris, A.	8163		
McCaulley, G.	4416		
McIlwee, K. J.	12768		
McKinnon, A. H.	11519		
McMillan, A.	6099		
McPherson, D.	10433		

(VALID TILL 1979)

Escott, B. 7808  
Newbolt, J. 22443  
Any queries — please contact the Sec-Gen. at the BPA Office as soon as possible.

1	2	3	4	5	6	7	8
R	O	S	D	C	E	U	
	I		9	A	C	C	U
10	G	O	N	E	U	P	O
	G		T		J		11
13	T			14	S	N	O
			15	G	O	T	
16	H	L	E	A	R	S	17
				A			18
19	L	20	B	21	A	L	R
22	L	O	O	K	H	A	R
	N						23
24	R	O	D	E	R		N

## PRIZE CROSSWORD

(The first correct solution to reach the Editor wins a night out with Margaret Thatcher).

### ACROSS

- Old roman guards against falling with this nylon (9).
- Backward artist in Ordnance Survey propels the boat (4).
- Right on the disc: preciseness (8).
- Poe with gun arranged to have arisen (4, 2).
- Sounds like a colour change when expiring (2, 3).
- No wings produces lots of frozen fallers (7).
- Find in lingowhich you have (3).
- Looks like cutting off ears, but it's his clothes we share violently (2, 5).
- Tab? No. Shaken to call it relative work now (5).
- Comprehensive blush from dear pounds (3, 3).
- Stare and be a tough guy (4, 4).
- See 1 down (4).
- Amazing pig's parachute (9).

### DOWN

- Fatal agricultural real estate venture? (6, 3, 4).
- Disappointment when descending because of low cloud (5, 4).
- Anno Domini is relevant for making it suitable (7).
- Explain the bill! (7).
- Nothing after the lady for a man of great bravery — (a sky diver?) (4).
- Style manoeuvre builds up speed, and a fold in a famous friar (4).
- Ansells skydiver (9).
- Pulling after you've gone in? Pain before release... (5, 4).
- ... Save Our Skydiver (3).
- Get back up the star! Like the wings on a jump suit do (4, 3).
- Endless upward dart before ten makes contact over the airways (5).
- Sounds like fifty feet up and on your own! (4).
- Five hundred on apres-ski slide (4).

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3-MAN TEAMS & INDIVIDUAL

4 ROUNDS

7/8 MAY

Practice

Friday 6th May

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