

*Jubilee
Issue*

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H. M. Queen Elizabeth II



photograph by Karsh of Ottawa

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SPORT PARACHUTIST



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Vol. 14 No. 3
JUNE 1977

EDITORIAL

Welcome to the pages of our special Jubilee Issue of Sport Parachutist.

Pages 26-31 are a tribute to the free fall photographers who continually make our magazine come alive. Sincere thanks for their support.

The next issue will contain features on the Shobdon Meet, The Army Meet and the RW Nationals. In respect of the latter, congratulations to Symbiosis who cleaned up in both events.

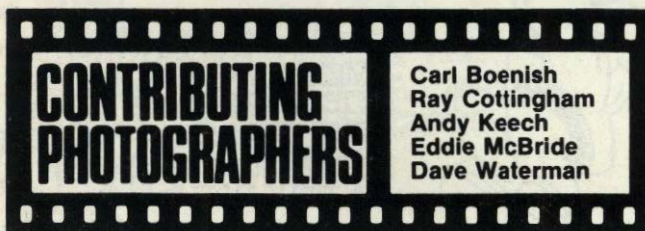
In the meantime, read on.

Blue skies and soft landings,

Charlie

Editor's Note

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



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Cover: **Exit!**

photo—Chris Lyall

THE DROP MAN

Calendar of Events

- 18-19 June '77 Shobdon Round Meet, Shobdon
 'Sunday Times' Accuracy Meet, Sibson
- 2-10 July '77 B. C. P. A. Meeting, Sibson
- 8-12 August '77 British Classic Nationals
 BPA Instructors Course/Exam 3/77, Leeds,
- 26-29 August '77 England, Scotland, Wales, Ireland
 Sequential RW Meet, Farranfore, Eire.
- 27-29 August '77 Sequential RW Meet, Netheravon.
- 1-2 October '77 Collegiate Parachute Championships, Sibson.



Star of BPA Instructors Course's cabarets, Dave Prince, with Leo the Incredible jumpmaster.

photo—Brydon Ritchie



Pete Coombe's first go at free fall photography.

□ □ □

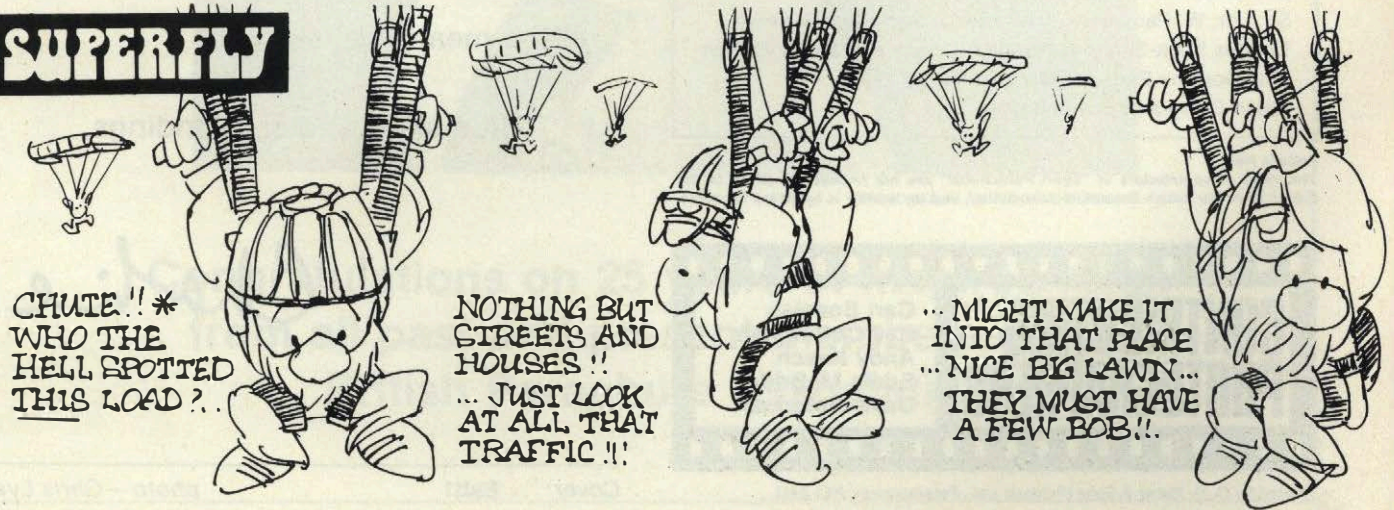
Just a thought

Why is it always fine on Mondays?
but seldom on Sundays.
It doesn't seem fair,
unless the geezer 'up there',
doesn't like us.

□ □ □

Seen the sharp new 'trendies of the sky'?,
Who said peacocks can't fly?

SUPERFLY



CHUTE!! *
WHO THE HELL SPOTTED
THIS LOAD?..

NOTHING BUT
STREETS AND
HOUSES !!
... JUST LOOK
AT ALL THAT
TRAFFIC !!

... MIGHT MAKE IT
INTO THAT PLACE
... NICE BIG LAWN...
THEY MUST HAVE
A FEW BOB!!

Overheard at Headcorn:

Pundit: "I exited at five grand, altimeter stuck at three, knew I was low, so I pulled away and the P.C. malled."

Student: "Really — what was wrong with it?"

Pundit: "It had snagged on a tree!"

□ □ □



Charlie records ex-BPA Chairman, Lawrie St. John, over Sibson (in the rain), having lost his battle to give up smoking!

□ □ □

Each time we meet, Bob Parry, he say, "When you gonna write a pome about me? . . . So,

A pome about Bob Parry

He's old,
He's bold,
He's also proud,
'Cos Cookey let him jump the 'Cloud'.
He has a 'round'
but now he's found
he prefers
squares.

Then what?, then what?, the ladies cry,
'tis none of this, the truth remains,
He's been laid low with varicose veins. URRGHH!!!

Cookey

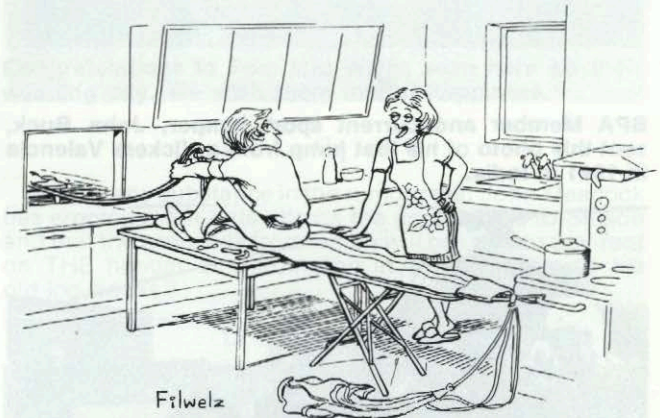
Of the 'one jump wonders', 'tis true to say,
Who do a lob then steal away,
The most famous one, our future king,
Was guilty of this very thing.

He did his lob, we all agree,
For his P.L. F. into the sea,
Was on the screen that very day.
BUT DID HE JOIN THE B.P.A.???

Did he fill in the form?,
Perform the norm?,
I suspect he did nothing at all.
Or did his Mam (H.M. Queen),
Who's the head of this scene,
Just fix it all up with Bill Paul??

Cookey.

□ □ □



Filwelz

"— and when would the intrepid birdman like his tea then?"

□ □ □

Overheard at Sibson recently:

Student to Sky God: "Why do you parachute?"

Sky God: "When I'm in free fall I'm in an adrenalin charged state, my mind becomes razor sharp, I feel very superior and can make instant decisions — trouble is, on the ground I'm such a thick bastard!"



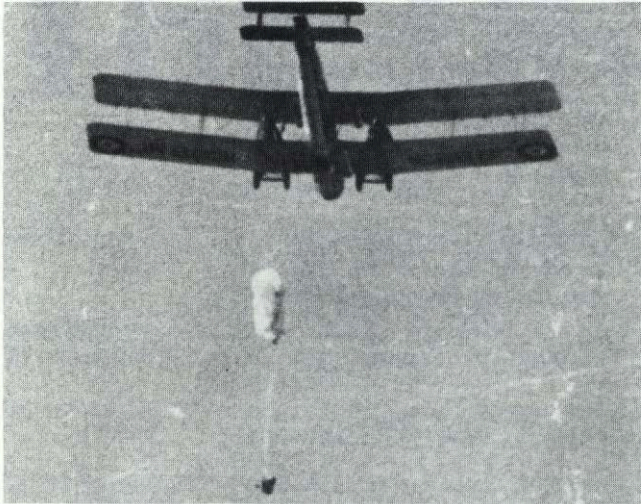
LOOKS LIKE A
GARDEN PARTY
GOING ON...
MIGHT GET A
BIT OF CAKE AND
A DISPLAY FEE!!
... A LIFT BACK TO
THE DROPZONE
MAYBE!

... IF I MIGHT SAY SO,
YOU MAKE A
VERY TASTY
CUPPA TEA
YOUR MAJESTY!

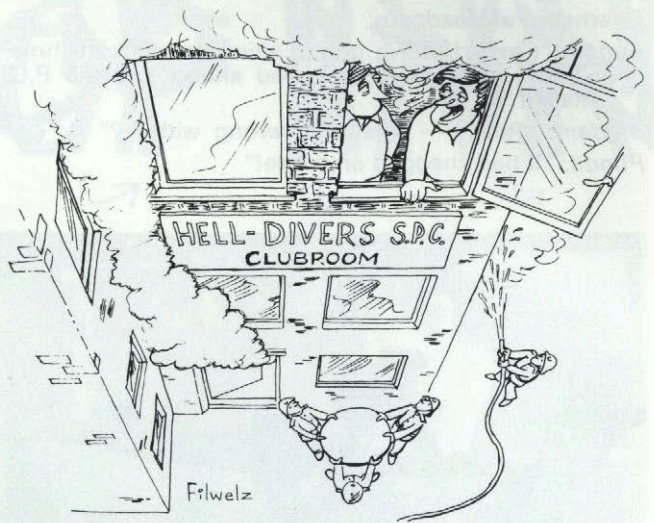


JPS.

GLIMPSE INTO THE PAST



BPA Member and current sport jumper, John Buck, sent this photo of his first jump from a Vickers Valencia in 1941 in India.



"This may be the wrong way to put it Sid, but we've got about one metre between a D.C. and a ZAP!"



Terry Crawley, who's been parachuting for 25 years, sent this photo of the 1964 Naval Air Day at Yeovilton. L. to R. — Dick Wallace, Pat Slattery, Terry, John Meacock, Ken Vos, Des Smythe, Joe Reddick and Charlie.



Farewell to a faithful friend. Gerald Stacey and engineer, Bill Cairns, with Rapide G-AIDL the day she was sold. The APA only have one Rapide left, G-AGTM, which is due to go at the end of July. It'll be a sad day.



Guess who? Circa 1966. Clue: He appeared on a recent cover of SP!



The 1977 Australian 8-Man Team. Photo sent by Team member, John Middleton.

The Bride 'O' Kirrk

A bride, scarcely more a year
She's open free and smooth
and likes her beer

Has entertained many a hundred
in Hotel, in tent
or in packing shed

She has a soft spot, and gives it
to Parachutists, their lower
appendages to fit

*(Well it DOES rhyme with pit. But there are a
few cattle about so look out. (Think).*

She enjoys good scenery, fresh air
food, tea and coffee
and laughs to spare

So, folks, it's worth the ride
up the B5305
to Kirkbride (14 West of Carlisle)

Hope to see you soon,

□ □ □

Congratulations to Pam Ayres who made her first jump at
Weston on the Green recently. Watch out Cookie!

□ □ □

BOOK REVIEW

AIRBORNE by Neil Williams

*published by Airlife Publications (Shrewsbury) Ltd.,
7 St. John's Hill, Shrewsbury SY1 1JE, Salop.
Price £4.95.*

I make no excuse for reviewing Neil Williams' book AIRBORNE in the pages of Sport Parachutist as he shows two qualities which, as parachutists, we would do well to adopt; the first is a healthy respect for the element in which he operates and the second is the resultant humility which makes him the outstanding pilot that he is.

I'm sure his name is known to many, but in case not the following are highlights of his career as a pilot. He served in the RAF where he graduated from the legendary Empire Test Pilot's School. He has been Captain of the British Aerobatic Team since 1966, in 1976 became British Aerobatic Champion for the twelfth time and was placed 4th in the World Aerobatic Championships in Kiev. In 1970 he was awarded the Queen's Commendation for Valuable Service in the Air, when he successfully crash landed a Zlin on which the wing had folded during aerobatic training — this story, related in the book, is my personal favourite and, for sheer cool appraisal and brilliant flying in a crisis, takes a lot of beating.

As Air Commodore Allen Wheeler writes in his foreward Neil Williams is not afraid to admit his mistakes and this is a rare quality, not only in pilots but in sport parachutists also. The book is a collection of 22 vividly written flying stories recounted with modesty and humour about a varied cross section of aircraft from Sopwith Pup to Spitfire, Mosquito to Canberra, Tiger Moth to Pitts Special.

Even if you don't fly aeroplanes I'm sure you'll enjoy reading this excellent book — if you don't then pass it on to your regular jump pilot; he certainly will!

G.C.P. S-S.

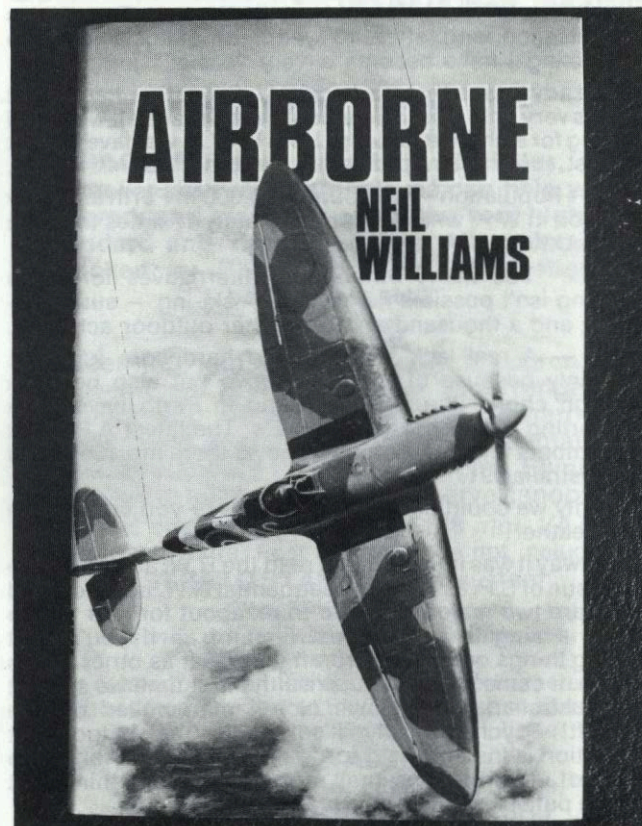


K.T. Congratulations to Pam and Wally, seen here on their wedding day. We wish them lots of happiness.

□ □ □

Is there any substance in the rumour that John Meacock has erected a toll-gate across the approaches to Sibson and that the proceeds from which will be used to pay rent on THE hangar at Cardington in which he stores his old log-books?

□ □ □



You've read the review — now read the book £4.95 plus 30p post and packing.

Airlife Publications, 7 St. John's Hill, Shrewsbury.



Perth, Western Australia.

Charlie,

With the demise of Australian Sky-Diver magazine it sure is nice to get Sport Parachutist and to hear all that's going on. Unfortunately A.S.M. was never owned or organised by the A.P.F. but was run on a private basis with the result that when the keen people ran out of time to spare, Australian jumpers lost their A.S.M.

News from this part of the world or rather the Western half is much as usual with tremendous weather and not too much jumping! "Dirty" Deakin has decided to go "walk about" and should make a long overdue visit to the U.S. after the world meet. We sold out the Western Parachutes Organisation and after 10 years of almost non-stop instructing I have become a very "casual" jumper.

One advantage that the "poor" U.K. weather has is that there's very little else to do when a jumper sits all weekend waiting for a chance to jump! Here in W.A. we have fought against three main problems over the last 4½ years. No. 1 — Population — with some 700,000 in Perth and only 1 million in W.A. which is approximately 17 times the area of the U.K.!

No. 2 — Too many other great alternatives for when jumping isn't possible i.e. sailing — ski-ing — surfing — diving and a thousand and one other outdoor activities.

No. 3 — A real lack of dedicated hard core jumpers. Certainly because of 1 and 2 above but also because through choice the jumpers living in Perth have been supporting three or even four D.Z's. The latest A.P.F. list of members for West Australia shows there are 106! Total for Australia 991.

If only we could have your numbers or you could have our weather!

Anyway it was interesting to read the R.W. articles in the last issue of S.P. as far as the sequential R.W. is concerned there are two major points to think about for 4 or 8 man teams aiming to get serious. First of all if you're not pulling things out of the aircraft you must as other teams will be. It came as a bad surprise the first time we saw (at the Australian Nationals) a nice 4 man pulled off the aircraft! Psychologically it's a killer as bingo first formation is instant, hold for 2-3 secs to steady and into second! All formations in all rounds have something that can be pulled off to give the team the edge!

Secondly, as was said before stay close in the transitions!! If you stay close the formations are very easy especially those flown as pairs rather than four loose guys. As always the basics have to be good and smooth.

It's a funny thing but even after all these years of R.W. and the level that R.W. has achieved the basics of control in the sky remain the same. Being part of a truly magic R.W. Team doesn't mean that you are a magic R.W. jumper. However a jumper that can pin anyone, any place, any time can do R.W.

It's good to see a few names that I remember in S.P. so if anyone has the time to spare, drop us a line here in Perth.

Regards,

TONY DALE, SCR 883.

Dear Charlie,

Just a short letter to let your readers know that a new club and DZ has opened at Cambridge.

The DZ is at Waterbeach Airfield, four miles north of the town on the A10. It's hazard-free, cleared for students, with an operating height up to twelve grand. Although we are a university club we are open to anyone, students or not. The basic training course costs £25. Experienced jumpers are welcome; we operate a Cessna 206 every weekend. Our policy is to keep jumping cheap and cheerful!

Because the airfield is still an active military camp, would all prospective visitors please phone Arthur Grierson (C.C.I.) — Cambridge 55294 Ext. 52 (daytime only) or Dave Stenning — Cambridge 311812 (evenings only) so that we can arrange easy access.

PETE KETTLEWELL, Secretary,
Cambridge University Free Fall Club.

Southern Counties Parachute Club.

Dear Charlie,

The SCPC has been in existence for almost nine months now. The first five months operation at Ford Airfield near Littlehampton were almost perfect what with an almost 100% record as far as weather and aircraft were concerned and the apparent friendly locals.

Then in January the crunch came, without so much as a day's notice we were told to leave by the airfield management because of the potential hassle from impending enforcement notices by the local council who had been trying to close Ford Airfield for years, and potential damage to crops.

After many miles and letters to various land owners in Sussex the club was offered land by Mr. J. F. Somerset just to the north west of Worthing. The potential DZ

proved to be two fields 550 yards by 420 yards, the land to the north was open but to the west, south and east there were a fair number of trees with open fields in between. In fact it reminded me much of Compton Abbas without the hills.

We decided that it should be OK so applied to CAA in the usual way for an exemption and arranged for the BPA NC/SO to have a look. This Charlie did along with Mr. DeFriars of the CAA and declared the site suitable for unrestricted parachuting.

The exemption arrived and the club got airborne on the 19th March.

Mr. Somerset the landowner is very much a sporting farmer, likes to shoot and also supporting a stock car club on other land a few miles away. The only proviso to the arrangement was the club should seek planning permission so as to tie up all loose ends with the council.

As soon as we did that all hell broke loose. There were immediately protests from the Local Residence Association, the Police, DOE, the local airport at Shoreham and God knows who else.

Fortunately the Worthing Planning Committee were a sporting lot and decided that the sport was something to be encouraged in the area. The same happened when the application went to the joint co-ordinating committee.

Unfortunately when it got to West Sussex County Council we ran into the problems that so many minority sports seem to face especially where aircraft are involved. The application was thrown out.

The club can operate for up to 28 days a year without planning permission and because of that we are still in position much to the annoyance of the local residents. At the moment the club is planning an appeal which may take the form of a public enquiry.

With the aid and assistance of the BPA and other bodies the club intends to fight where it stands to keep parachuting alive in Sussex.

If you have had any experience of fighting public enquiries especially where environmental considerations and country beauty are involved then please drop me or the BPA Office a line with your ideas on the subject. If not then please sign the petition form that should be circulating your club in due course and get it sent back.

Over the years there have been many clubs that have suddenly disappeared with untold numbers of people lost to the sport and several others that have had to fight to stay in business because of local pressures, Headcorn is a recent example, let's try to ensure that Worthing DZ does not fall by the wayside.

If you are in the South of England then why not drop in on us. The facilities are pretty basic, but the prices are as low as anywhere and the members friendly.

BOB SWAINSON, *Club C.C.I.*

Dear Charles,

May I attempt to revive the series "I learnt about parachuting from that"? It seemed to be a most entertaining and therefore effective way of setting jumpers thinking about the most dangerous of happenings — those so unexpected that one has not even considered the possibility let alone worked out a plan of action. My first two examples happened several years ago but are still valid.

1. Pack closure of a cutaway canopy container. Having plenty of height, I tugged the cutaway risers but to no avail. I resorted to the main, a PC in a pod, but as it inflated it was followed by the I24 which shot between the centre

lines, tore them apart and stopped inflation of the PC. Being over an airfield, I cutaway the PC and rode the I24 down safely.

a. The cutaway rig is of proved design and has never faltered with a sleeved main. Did the more solid block of the pod contribute to the top pack closure?

b. Given an I24 in good condition would anybody cut that way to use a steerable front mounted reserve? Perhaps it would depend on the surroundings.

2. My reserve handle was removed by a well placed heel during a rough docking. Despite a highish wind I would have emerged from a PLF unscathed had I not been brought to a dead stop in mid roll by a full main container. Result, bad back bruising and too winded to speak for 30 minutes.

a. What about capewelling and then at 50ft using the main handle to dump the main contents?

b. Particularly for demo's, what about mounting a steerable reserve back to front, perhaps grasping right and left toggles in left and right hands respectively? Far easier to select a back garden in normal winds, and a backwards landing would be necessary only in optimum conditions of a wind less than the canopy drive.

3. In the event of engine failure, I wonder how many recent transferees from static line to freefall would leave and merely wait for the reassuring jerk? Perhaps there is need to include this point when briefing for a first freefall.

[This is now included in the PI syllabus— Ed.]

Yours sincerely,

GEOFF HORAN, Blackpool.

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Southcrest 2348

(Correct at time of going to press)

R.N. & R.M. EASTER MEET '77

Those who know me, will, quite rightly, say, that on occasion I have been known to talk a bit. They have also said, with typical vulgarity, that I have a big mouth. Sometime last year I opened it just once too often. "Me be Meet Director? Why not?" After all, I've always known I could do it better than anyone else, so I said: "Yes, no sweat!" The NC/SO did say a bit about problems and headaches etc., but this I brushed aside. What did he know about Parachute Meets?

Some months later, after my second or third nervous breakdown, trying vainly to control my several twitches, and smiling courageously, I welcomed the teams. April the 8th, and, wonder of wonders, it all came together. Aircraft with drivers, manifestors, telemeter people, radios, pickets, streamers, etc, etc, all at the right place at the right time. We had the makings of our Easter Meet. (Must remember to thank the A.P.A. for almost lending us a Rapide.) To all who helped me get it together, my eternal thanks.

Good Friday was to be a practise day, but it dawned so good we decided to make a start at 11 a.m. (Note: I had learned — I heard advice and took it!). So, all systems "Go" and straight into the accuracy. One round complete, no disasters, the Fred's team Frog Stompers showed us all how to do it with a 4 man score of 2.74. Local heroes, Merdeka (Malayan for Independence, I throw in these snippets for the more erudite reader), totalled 12.99, followed by L. St. John's Chuting Stars 13.77. The wind got up around 15 mph, so we aborted the accuracy, put on baggy suits, assumed the guise of the Sky God and began festooning the aircraft with bodies, all shouting ritualistic mumbo-jumbo ending with "Go". (Note for NC/SO, we obeyed the rules — anyway, the Freds, who knew the rules, wouldn't have it otherwise!).

First to go were the Chuting Stars. Laurie, there is no truth in the accusation that D. Orton fixed this — though he was seen to smirk!! Fourth man (anonymous — Mike!) blew it into a 3-man in 9.99 secs. Frog Stompers, freely admitting this was not their game, next — a 4-man in 25. Not bad when you consider it was Sandy Murray's 4th Relly jump and those sexy skin-tight suits. Jungle Rules, (Ian Loutitt i/c 2-man), Peak Freaks D. Orton, (too much smirk — not enough R.W.) got nowt. Fifth to go were Merdeka, fulfilling local expectations produced a good 4-man in 11.00 secs, and last were Scratch, Les Melhuish, who equalled Peak Freaks nowt!

Second Round: Chuting Stars a 4-man in 15.05, Stompers a 4 in 16 secs, Merdeka really going well, a 4 in 14.8. Last were Scratch, who didn't get off due to cloud. But the wind had dropped so back to the accuracy. We now really pressed on. Loads, jumping, packing and jumping again, with a little chasing by your author! By the time we called it a day we'd done 1½ rounds of R.W. and 3 rounds of accuracy. The Stompers had come up to expectations — Scotty clocking up 2 D.C.'s and 0.12, with the rest of the team doing their best to keep up. The only question was on 2nd place. Merdeka, all with brand new Clouds (they are the official R.M. display team), were not as good as they told us they were. In fact, (erk, erk) the other Club team "D'you See Me", with not more than 500 jumps between the 4 of them, all on rounds, were actually beating them for 3rd place, with Chuting Stars in 2nd. So ended the first day. It was memorable for the cold, which became more unpleasant as the day wore on, the lack of food (due to a breakdown in the Meet Director's arrangements. I'll kill some bastard for that!) and least but not last, the very

pretty crocheted head-wear (I kid you not!) modelled by Laurie St. John. No, she is not doing him a handbag to match!!



Dougle Young makes a good reach under the watchful eye of Jim Petherbridge.

Second Day: With the expected good weather (I simply spoke to a good natured fairy re sunshine, etc.), we did a streamer run at 7.15 a.m. Now for those who failed to comprehend why I did the streamer run, jumped at 7,500ft, put together a nice 3-man, landed 1 metre from the disc, it was simply because — How else was I going to get off the bloody ground? — I promise you, Charlie, I won't ever do it again. Yes, you can bet your life he spoke to me!!!

So it was on with the R.W., with 4-man's coming fast and furious. Chuting Stars 21.7, Stompers, again with 20.7, Peak Freaks still not solving their problems, Merdeka staying good at 15.3, and, full of confidence, even trying sequential. The wind was now a worry, and not wishing to do anyone a mischief, at 11 a.m. we called a halt and made decision time 2 p.m. Food was served — Thank God! If I had starved Petherbridge a second time, well, you imagine it. At 2 p.m. we still had lumpy cloud and wind, but not too much of either, so on we went. But it was stop, start, stop, start, for the rest of the day. Accuracy was out of the question, but by the late evening we had finished the R.W. with Merdeka 1st and the Stompers a creditable 2nd, and only one round of accuracy to complete the programme. The memories of the day were of Les Melhuish trying to get a re-jump out of Jim Petherbridge. One suggestion was a gladiatorial contest in the pit to decide. In the event, no re-jump, sorry Les. Laurie St. John again caused hysterics by pointing out to Charlie the futility of jumping in cloud in one breath and berating his team for not being in the aircraft in the next.

Sunday arrived — usually does after Saturday — the weather again cold but O.K. for the last round of accuracy. Very quickly into it and then it happened. Geoff Lancaster, of Laurie's team, taking his Strat into the pit tried just too hard. Result, two crushed vertebrae — plaster for two



The Frog Stompers, Doughe, Sandy, Scotty and Dicky — 1st Accuracy, 2nd RW.

months, but able to jump again in four. It took the edge off things, a great guy. We are all sorry Geoff.

On again and no real surprises; the Fred's really did it well, with Chuting Stars 2nd, (so at least you got a pot, Geoff). The Marine's B finished team in 3rd place, beating the A team. Who will not be allowed to forget it for yonks! Say, who jumped the wing on the last round and had to chop it? One great chorus of "Serve him bloody right."

Colonel Peter Montgomery, R.M. presented the prizes. Scotty looked over-burdened but didn't give any back. We are grateful, Sir. It was a bleak, cold day. The mass drop (mass? 12? well, we tried) didn't go as planned, but at least they all jumped and it ended well. How did that Naval Lieutenant get in on the act with a Cheapo? So the leaping was done. I hope you all enjoyed it. I met some nice people — it was great.

In closing this screed I must cover a few extraneous details. I didn't deliberately tell Mrs. N.C. S.O. that we would finish at 5 pm and then go on till 7.30. Such an act can only be compared to insulting Mrs. GOD — wonder if that was why I spent so much time swinging your blasted propeller Charlie? Still can't think why the bloke with the "Mal" didn't chop it away, but just sent up his Reserve into it — and it worked — some are born lucky. The wonder of Loutitt's team getting their first 4 man, and keeping their grips — I always thought it was supposed to be horizontal to the ground not perpendicular.

My final remarks must be directed to those ignorantly vulgar persons who were unable to appreciate the magnificent, feminine, Teutonic heredity, at once apparent in my canine colleague. Whilst not expecting such persons to bow and scrape or stand in rapt admiration, that they should belittle, slander and, on one occasion, attempt to eat her, is totally beyond all understanding. Even allowing for the fact that possession of such scraggy, flea-bitten curs as 'Strat' and 'Boomerang', could do nothing to teach appreciation of the "Woof Woof" species, they might have granted that, though short of leg and long of body, she does have feelings — which your rotten lot greatly offended.

It only remains for me to thank all who helped. It has been said often before, but for all that, it is none the less

true — "We couldn't have done it without you." So to the B.P.A., Charlie, chief pilot, Jim, Chief Judge, to the crowd in the pit, the manifestor, Ally, our accountant Pete, the C.C.I. Brian, for everyone who helped and did so much, my thanks. Will you be O.K. for next year?

E. & O.E.

MIKE STANTON, D.1825.

photos— Anita S-S.

TEAM & INDIVIDUAL ACCURACY RESULTS

INDIVIDUAL

1st FROG STOMPERS	11.35 m
1 Milne, S.	0.12
2 Bird, D.	0.27
7 Young, D.	7.25
4 Murray, S.	3.71
2nd CHUTING STARS	55.74 m
3 Lancaster, G.	2.49
21 Fawdon	27.76
12 St. John, L.	14.68
11 O'Brien	12.81
3rd D'YOU SEE ME	59.31 m
6 Ingleton, J.	5.69
18 Ellis, R.	23.71
16 Roberts, W.	21.77
9 Leighton, P.	8.13
4th MERDEKA	70.32 m
5 Lawry, G.	5.02
13 Guest, P.	15.35
17 Guest, K.	22.94
20 Woods, S.	27.01
5th KSDS	83.25 m
23 Cameron, K.	36.20
8 Houstone, S.	07.89
22 Bell, D.	29.16
10 Treble	10.00
6th PEAK FREANS	104.75 m
19 McBride, E.	24.29
15 Saiton	20.28
14 Orton, P.	20.18
24 Kenchington	40.00

RELATIVE WORK SPEED EVENT

1st MERDEKA	4 x 4 man 52.90 secs
2nd FROG STOMPERS	4 x 4 man 78.30 secs
3rd CHUTING STARS	3 x 4 man
4th PEAK FREANS	1 x 4 man 2 x 3 man
5th JUNGLE RULES	1 x 4 man 1 x 3 man
6th SCRATCH	0

ACCURACY EVENTS

TEAM RESULTS

1st FROG STOMPERS	11.35m
2nd CHUTING STARS	55.74m
3rd D'YOU SEE ME	59.31m
4th MERDEKA	70.32m
5th KSDS	83.25m
6th PEAK FREANS	104.75m

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**THE FIRST ANNUAL ALL GIRL
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Mr. Jim "Bass North" with the contestants.



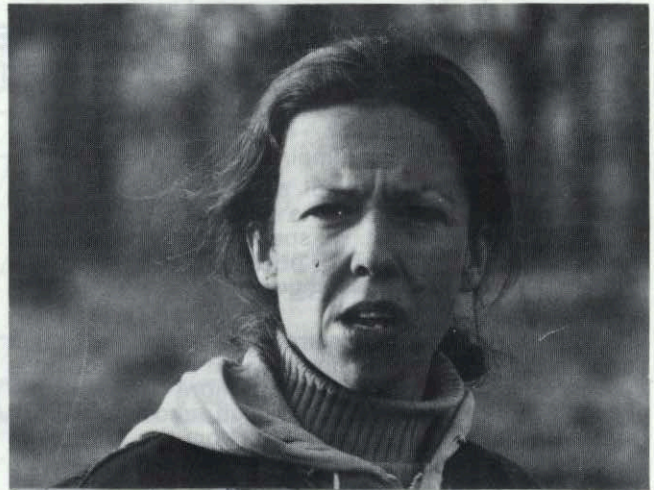
The Duck End Girls took the Team Prize...



The Press were there in force...



... whilst Scotch Missed were runners-up...



... Lesley Leader looked harassed...



... and Sally Smith won the Individual.



... and the B.P.A. Video was used for the first time.

It was a great weekend — see you for the next one at Sunderland Girls!

photo feature by C. S-S.

COLLEGIATE NEWS

One hundred and fourteen Competitors from fifteen Universities and Colleges gathered at Sibson on Friday 25th March for what was an unusual and historic meet. Not only was it the first inter-Collegiate meet, it was also the largest meet in terms of numbers ever held in this Country.

The team event with thirty three, three man teams entered, consisted mainly of Student Parachutists and was to be scored on a points system with marks awarded for exit, stability, canopy control, P.L.F's etc. The jumpers themselves just did their best as if on a normal progression jump.

The individual Style and Accuracy events had fourteen entrants, and judging from the practice rounds on Friday the standard was quite high with two D.C's, one of those on a P.C.

Saturday started early with a dawn briefing from Charlie, and then we just had to sit and wait for the cloudbase to rise. It was mid-afternoon when the jumping got underway, the first canopy in the sky brought rapturous applause from the assembled multitude, but the joy was shortlived because after only five lifts the cloudbase came down again ending jumping for the day.

Those lifts were uneventful apart from one intrepid warrior from Southampton, who on a 'double L', decided to have a crack at the pit. He spectacularly took out the windsock and an innocent helper, just missing the telemeters, but managing to shower the judges in mud — nice one Robin!

Traditionally Sunday's weather was no better, in fact adding insult to injury it rained, and it became obvious that we weren't going to get much more done, but the Competitive Spirit was far from dead, and morale was restored with a P.L.F. Competition from the fan-trainer in the hangar. Ronnie O'Brien was marking according to how far up the girls' skirts he could see. This encouraged many young ladies (and one guy) to leap off the scaffold in varying stages of undress. Debbie's mother reads this magazine and so she asked me not to mention that she jumped wearing only Split Crotch pants. So I won't. Ronnie scored her 25 out of 20 for that effort, which sewed up the Competition for Birmingham. Afterwards Ronnie said he'd like to have given her a lot more (?).

Sunday was a complete wash out and although some decided to carry the meet on to Monday, the majority of teams left. Those who stayed were only to be rewarded with snow-storms, gale force winds and driving rain.

Although it was a great disappointment that hardly any jumping was done, at least it happened, and over 100 jumpers got together, made new friends (Hi Jackie) and in most cases hopefully learned something about the sport; some people making only their second or third jumps.

From the ashes or should that be mud, of this meet rose a new Phoenix, the 'British Collegiate Parachute Association' with the single objective of promoting sport parachuting within British Universities, Polytechnics, Colleges and Schools. As usual in the formation of a new body immediately we ran into problems. We had at least fifty people trying to voice their opinions on the way in which the B.C.P.A. should be formed and run. So as a solution Raziel and Charlie invited about fourteen representatives of different institutions who had experience in the organisation of student parachuting to a meeting in the BPA Caravan.



B.C.P.A. founder members at Sibson.

There the immediate problems facing student parachuting were analysed by this group who in most cases had parachuting experience on their side, as well as student organisation and we came up with a list of 'things to be done', which in actual fact has given us a road to follow. Some of you who have read the circular enclosed in the last edition of 'Sport Parachutist' may think that we are an over ambitious group of youngsters, attempting such things as representation on the B.P.A. Council, when we haven't even got a constitution together yet! This is certainly the reaction I received at my own club, but I am proud to say that the B.C.P.A. will have a team competing in the Classic Nationals this year and that the next letter I write will be to the B.P.A. Council stating our case for representation, which I am sure is as strong, if not stronger numerically than some of the other co-opted bodies.

At our next meeting due at about the same time that this magazine is published the B.C.P.A. has a lot to sort out, the biggest matter of contention at the moment being representatives. As some people have gone to great lengths to point out the present Committee was appointed rather than elected, but honestly at this time I can see no other way of getting a good working Committee together as it is so geographically difficult to organise so many people with so little communication. This is basically why this page, to become a regular feature in 'Sport Parachutist', is so important to us, and I hope that anyone who has an opinion to voice from within the B.C.P.A. will take advantage of this, or turn up at the next meeting because I'm sure there is a vast wealth of untapped talent within the Association.

It is hoped that there will be a somewhat smaller re-meet later in the year, a decision on this will be made at the Sibson meeting later this month, and also I have just been informed that Bath, Bristol and Exeter Universities are hoping to run their own Competition at Dunkeswell, though I have no details yet.

Thank you's are due to a lot of people but, especially to Sue Meacock for putting us all up at Sibson, and cooking for 120 hungry students. Raziel and Charlie for getting the B.C.P.A. together and organising the meet. John Meacock and Lofty for donating the trophies, yet to be won. John Carter for staying up half the night doing the documentation. Ronnie who didn't give me as many marks as Debbie! Harry the Hooker, without whose farm house floor the meet would have lost all its character, and the many millions of others who turned up and helped out at Sibson.

DAVID TURNER, C2190,
NORMAN WATERHOUSE, C2198.

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RELATIVE WORK IN SLOW MOTION

"If only I could do it again, knowing what I know now!" Imagine how much easier it would be to go back through high school or a first jump course if no one knew you had already done it once. Now we have a chance to do just that. Learning canopy relative work is like learning freefall RW all over again, only in slow motion this time.

All of us who are involved in freefall RW went through some sort of time-consuming and expensive process that may or may not have involved any actual training and from which we learned how to maneuver ourselves relative to each other in the air. Every new technique learned was a step away from apprehension and ignorance and toward understanding and enjoyment, expanding our awareness and whetting the appetite for more and better flying.

We have all finished a skydive, landed and said, "If there had only been a few more seconds, we could have completed that formation!" It is common now for canopy relative workers to do a clear and pull at 9500 feet, land and say, "If we had only had a few more *minutes*, we could have gotten it together!"

It is just like freefall RW. All the elements are there: dives, swoops, no-contact flying, non-momentum docks, vertical transitions, sequential formations . . . and intensity.

Intensity—a way to maintain the peak function awareness of a skydive *after* the freefall. Now we can get several more minutes of adrenalin time for not a penny more.

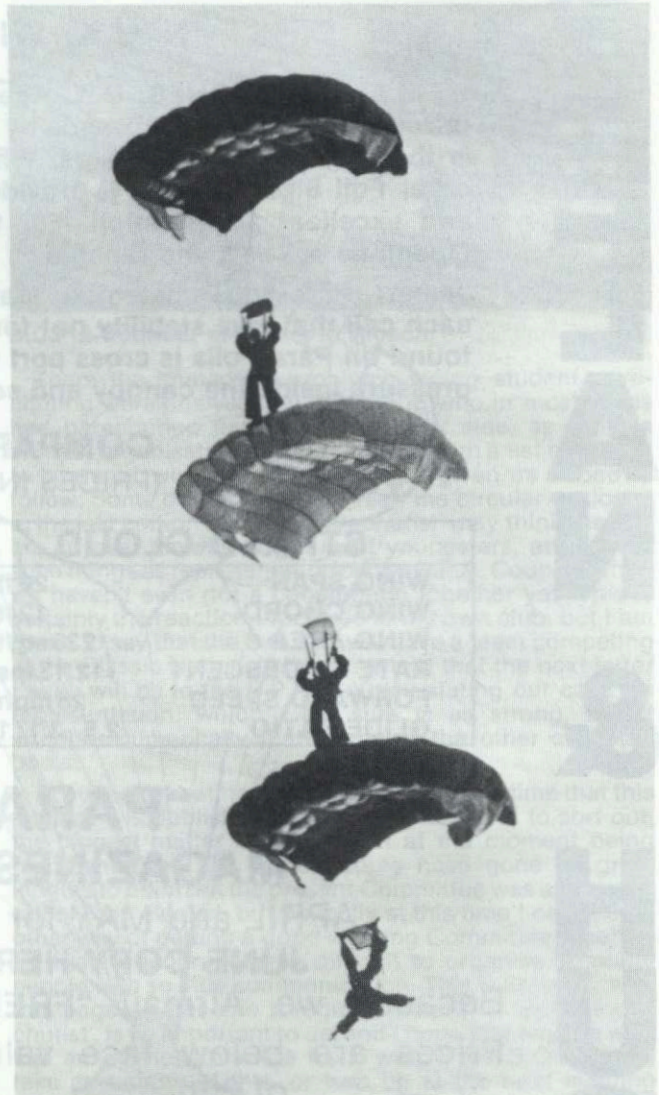
It has not been that many years since people were apprehensive about relative work, and often for good reason. When it was not very well understood (or done) there were fears of collisions, funnels, exit injuries and canopy entanglements. Most of the fears based on ignorance have been replaced by respect born of knowledge. The knowledge has come from communication, reasoned experimentation, experience, eagerness to learn and willingness to share. We certainly have not "arrived" in freefall RW, but we aren't scared of it anymore.

Now the process is just beginning for canopy RW. Step one is to get over the ignorance and fear of it while at the same time not moving so quickly into it that disasters occur and the fears again become well-founded.

So where do you start? Optimally, find someone who has done a lot of it and pick his brains. Ask for his knowledge—tap his experience—share his time. Without that opportunity, there is a way, but it ought to be done cautiously. All you need is a friend, two square canopies and mutual curiosity. It will be a safer evolution if you both have enough dives on your canopies to be really comfortable with them.

Start by learning to maneuver your canopies close together (close enough to talk to each other) with no relative motion except for whatever difference there is in the rates of descent. At some point in the process of getting together, one canopy will become the target and the other the aggressor. Although that may simply be a matter of which one is higher, it will be more efficient if your positions are known ahead of time—like in freefall RW.

Although the CRW is easily "added to" the bottom end of a freefall RW dive, it is probably best *learned* when done as the only thing on a dive, clear of the interference by other non-participating canopies and with the chance to open at a much higher altitude, giving you more time to work slowly or to do several hook-ups, or alternate roles, prior to landing (sequential anyone?).



Dave Waterman records a Symbiosis 3-Man Canopy RW Hook Up.

Unless you have made a successful hook-up and are in stable flight, it is unwise to be doing CRW below an altitude at which you could not breakaway successfully if problems develop. Like at *least* 1000 feet.

Do as much planning and discussion on the ground as you would for an involved sequential RW dive. As an exit for two people, you might consider a three second interval between exits for lateral separation, with a five second delay for the target and a clear and pull for the aggressor. When you open, get your canopy flying as soon as possible. That is a good practice on any dive.

Find each other and make whatever turns are appropriate to get into the same general airspace (see the sidebar). If the two canopies are level or if the aggressor is low, a turning front-riser descent is the most efficient way to get down. The target should stabilize with the aggressor off to one side, high, on the same heading and

inside his radius of turn, then go to 50%-60% brakes in a *very slow* turn toward the aggressor. It is called a "lead pursuit curve" and is a technique that pilots found out years ago is the most efficient way to rendezvous two airplanes, friendly or otherwise.

It has to do with the geometry of equal radius circles with offset centers, and allows the two canopies to rendezvous at equal speeds and rates of descent — something you can't do on a constant heading unless you are side-by-side to start with.

Once you have established the turn, don't do any more maneuvering unless you are asked. The aggressor has to have a steady, predictable reference point. Hold what you've got until the aggressor is hooked up and clear your ears so you can hear better.

There are two things the aggressor might ask you to do:

If he has a faster rate of descent at co-speed and gets low, he probably won't be able to get back up. In that case, and only when he asks, do a straight ahead full stall and recovery. When your canopy stabilizes, go back to half brakes.

If he has a slower rate of descent and maneuvers down to within a few feet of your canopy vertically, he may need you to move "up". When he asks, smoothly go from 50% to 75% brakes and hold it. That should move your canopy up into his hand if he is positioned properly.

It is difficult to look up at your canopy and determine exactly where it is relative to the aggressor, so be careful about making arbitrary corrections to help him when he hasn't asked. You may wind up working at odds with each other.

Once you have made several CRW dives together the need for verbal communication will diminish and you will begin to sense what needs to be done to effect the building of the formation. The need for small corrections will be obvious and the canopies will flow together with both of you moving to the same rhythm . . . like in freefall.

For the aggressor: Pretend there is a "bubble of air" around the target canopy, outside which you can make radical, dramatic changes in your heading, altitude and speed. Stall, spin, S-turn, pull front risers or whatever is necessary to get down as quickly as possible to the approach position you want at the surface of the "bubble", co-speed and co-heading. From that point on, shift to micro canopy control. Very, very slow, small and deliberate corrections to put yourself exactly where you want to be with no relative momentum so that taking a grip is almost incidental to "being there". Again, think of the analogy to freefall RW. It's all the same thing.

The target canopy should be at 50%-60% brakes so the aggressor can move forward or backward as necessary to get into position and stay there. It will pay dividends later if, for the first few attempts, you (as the aggressor) will resist the temptation to take a grip on the other canopy. Getting there is the most important thing to learn. Just fly no-contact side-by-side with your body next to his canopy. Make some very slow formation turns. Practice staying in position while the target goes slowly from full drive to 80% brakes and back to full drive. While the target remains at half brakes, experiment with a slight flare, a "pump" stall or a slow acceleration to full drive and back to half brakes. Try flying over the top from one side to the other.

Pay attention. You'll want to use these techniques later. You'll find that moving your toggles up or down briskly will cause your canopy to move vertically long before it changes speed (moves forward or backward with respect to the other canopy). A "pump" stall will move you down very nicely a few feet.

Because a square canopy moves through the air at a much shallower angle than a round, its burble is farther behind it. If you are directly over the center of the target canopy, your body will be in the burble but your canopy will not so you are still flying in "clean" air. If you move back much farther or approach from the rear so that your canopy is in his burble, it will repack itself rather handily, putting you back in freefall until your second opening shock. So whenever you want to get away from or off of the other canopy, either front-riser or fly off the front or to the side. Don't ever flare off backward.

Once you are used to having a sky full of nylon right next to you and feel comfortable flying into position and staying there, it's time to start working on docking the canopies. A hook-up is most easily manageable when the aggressor is standing up with his feet tucked *into* the center cell (either channel) of the target canopy so he can steer normally. If you are merely standing on top of the canopy, the formation has no structural integrity and if you drift back there is a danger of getting a foot tangled in the pilot chute bridle with potentially disastrous results.

A canopy in steady-state flight is in a condition of equilibrium so its velocity or relative position can be changed in *any* direction with a small force. However, large enough forces can exceed the ability of the canopy to accelerate and will cause it to distort or change its shape. Changing shape is the mechanism by which a square canopy changes its flight characteristics and is something to avoid if you want the two canopies to continue flying in unison. If you move into position on top of another canopy smoothly, it never has to support your weight at all. You will feel only very slight pressure on your feet and they may actually slide slowly up and down along the inside of the channel with no pressure at all on the upper or lower surfaces.

Hook-ups can and have been made directly to the center cell from above or ahead of the target canopy, but you will find your successes much more frequent and consistent if you take your initial grip at the corner of the target canopy.

There is only one area on a canopy that can be gripped by the aggressor with any hope of transitioning to a hook-up. That area is the *top leading edge of the upper surface*.

WARNING: Taking a grip on the tail, stabilizers, suspension lines or pilot chute bridle can result in anything from the inability to move elsewhere to a sudden, spinning, whirling mess and impending disaster.

"Anyone who has had a bull by the tail knows five or six things more than someone who hasn't." — Mark Twain.

The best grip is palm down at the leading edge seam (on top, not the side) with the fingers inside the channel. The way to get it is to maneuver in until, with no relative momentum, you can put your hand (with your toggle in it) on the canopy at the leading edge. Then release the toggle and take the grip. If you have to reach out or lunge, you will probably get mostly air (remember freefall RW). Use the other toggle in the free hand to correct any minor oscillations that occur. If the oscillations get out of hand, do the same thing with his canopy — let go. There is always enough time for another approach, even if it is on another dive.

When the two canopies are flying together, smoothly move your gripping hand behind the small of your back, release the other toggle, grip the canopy with that hand and immediately spread your hands apart along the seam. With two points of contact, you are now in *total* control of both canopies. The target can slowly release both toggles and enjoy the ride. Once he has two hands or two feet

gripping his canopy, virtually nothing he does with his toggles will have any effect at all on the flight characteristics of the formation. A full stall depression of one or both toggles will do little more than make his arms tired.

Now that you have it, what do you do with it?

Shifting one hand at a time, move to the center cell, pull the leading edge up to your butt and stick both feet in one channel. Turn your toes out and hook them into the material of the sidewalls of the channel so that the leading edge seams are across your insteps, then stand up and take your toggles in hand again. It doesn't take much leg pressure to stay there so you have to resist the temptation to exert a lot of outward leg tension. Now, using your toggles, you can steer both canopies as if they were one. Do some turns, slow down and accelerate, making all transitions as smoothly as possible. Horsing the canopies around works but it puts unnecessary strain on the seams of an expensive canopy and it has a tendency to collapse end cells.

If in the process of docking and moving over, one or more cells of the target canopy collapse, you can simply shift over to it, lift the upper surface of the cell and re-inflate it. If it is only one cell, just ignore it, unless your friend is uneasy. It won't affect the handling of his canopy at all.

WARNING: *Never* approach or exceed the stall point with docked canopies. Both canopies will probably stall simultaneously with easily imaginable results.

You can maneuver the canopies to a point landing just as you do with one if you keep in mind that you have to allow about fifteen extra feet below you for your friend, which he won't be if you drag him across a fence or into a van. We land stacked canopies in the peas regularly and have gotten a dead center when the guy on the bottom was not even steering. With a moderate wind, two jumpers could probably get the same disc from a hooked-up approach and landing.

Because of the difficulty in judging the flare point for the guy on the bottom, look down and watch his hands or have him yell out "Flare!" When he yells or starts the flare, kick out and get off. If you stay hooked-up and continue to fly to *your* flare point, you will drive him helplessly into the ground. If you flare early to let him land smoothly, you will wind up fifteen feet in the air all out of airspeed and ideas. Done properly, you can make gentle dual stand-ups even on no-wind days because of the additional speed that can be bled off in the flare. It works well to stay at full drive until the flare is initiated, but it isn't necessary.

When two or more canopies are docked, the formation has a somewhat faster (maybe 10% more) forward speed and rate of descent. The reason is that the relative wind due to the normal forward speed acts on a vertical moment arm that is twice as long. In steady-state flight, you are always tilted forward slightly (like your canopy is towing you) although you probably don't even notice it. With a hook-up, you are tilted forward even more because the wind drag on the lower person is acting on a point twice as far away from your canopy (like a longer lever). Because of the extra tilt, your canopy is in essence trimmed more nose down and therefore flies a little faster.

Which brings us to another important point. There are two types of square drivers: those who have had their canopies collapse in flight . . . and those who will. It usually happens downwind of a large obstruction or at the edge of a thermal. The "book" says to stay away from full drive or near-stall toggle settings in strong gusty winds. If the canopy is subject to dynamic collapse at full drive in a gust, it will be more susceptible if it is flying even faster.

WARNING: Don't do CRW in strong gusty winds. You can over-stress the lower canopy when the oscillations get out of phase and you are subject to having two people and two *collapsed* canopies trying to occupy the same airspace.

If you have flown with your partner enough to know that he has a slower rate of descent than you do, you can use that knowledge to your advantage in making a much "cleaner" hook-up *after* you have made enough corner docks to have a feel for what CRW is all about. Maneuver yourself *directly* over the target canopy while he holds half brakes, as usual, but without the turn. Do the same thing you would do to shoot a vertical approach to a disc in moderate wind. Look at it constantly and keep yourself smoothly centered over a point about two feet behind the leading edge at the center cell. Wait *patiently* until you sink into his canopy then drop your toggles and grip the leading edge with both hands or, if you are smooth, just stick both feet in the cells (methodically, don't kick at it) and lock in. If you manage to get only one foot locked in, you may have a directional control problem, but it should be manageable. Either reach down and grip it with both hands or just work the other foot into place.

To dock on top of a stack of two or more canopies (or a single target with a higher rate of descent) maneuver to a position below and slightly off to one side remembering that you will be moving up, relatively. Stabilize and wait patiently as the stack sinks by you. Speak to your friends as they pass. Stay as close as you can, remembering that you have to allow room for your canopy to get by the others. As the top canopy passes your canopy, make a slight heading correction toward the stack so as to be at the top corner when it is at your shoulder level. You only have one shot so do it right. Don't get anxious and try to nab it in the middle of some wild oscillation. Relate it to docking on a large formation in freefall when you know you have little to no recovery power. Once you have a grip, everything is the same. Move over and lock in.

A stack of several flies like a stack of two. You just have to allow more distance beneath you when you set up the landing approach. It is like flaring a 747 when you are used to a Cessna. People are disengaged off the bottom one at a time straight ahead.

So where are we going with this stuff? What is the goal? I sincerely hope we *can't* answer those questions. If we set a limit, we'll reach it, and that isn't worth much. It is what we do along the way that will make it worthwhile. You have accomplished little if in reaching the top of a mountain you miss the intensity of a climb taken step by step . . . the expanded awareness that comes from total mental and emotional involvement . . . and the adrenalin rush that comes from doing something requiring ability of which you were not certain.

CRW has vastly unimagined, much less unrealized, potential for all these things. And we have only just begun. Think about freefall RW. This is the same thing . . . in slow motion. The rendezvous in "2001 . . ." was done to a Strauss waltz and it made all the difference.

ROGER HULL

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BUZZ'S CANADIAN COLUMN

The 1977 CSPA AGM was held in Montreal the weekend of March 26-27. An interesting location, considering the current political climate of separatism and bilingualism and the fact the the Federation de Parachutisme de Quebec (FPQ) is now fully part of CSPA. To encourage Quebec participation, a simultaneous translation service was provided and was funded 75% by the Office of the Secretary of State.

The first item of business was the necessary constitutional amendment to provide for the admission of the FPQ and to allow them voting delegates at the meeting. Their voting allotment is one vote for each of the five executive committee members, one vote for each of the eighteen administrative regions and one vote for each of the twelve commercial centres. A possible total of 35 voting delegates, of which only ten were present. It would seem that Quebec parachutists are as apathetic as the rest.

As a contrast to meetings held a few years ago, where endless emotional wrangling was the order of the day, CSPA seems to have matured and progressed and business was conducted in a very orderly fashion. It has become an opportunity for the membership to question the BOD and Officers about their activity during the previous year, and to give general policy direction for the year ahead. Of note is the fact that our Executive Director kept our finances in hand and well in the black.

One problem that should be commented on is the fact that our government grants are being cut back (in common with other sports). We now no longer receive any funding for the National Team and this year will receive no funding for Instructor and Rigger courses. These will be funded from provincial grants where available, and where no such money is available, CSPA will administer and pay for the course. All this means that it is becoming difficult for us to properly upgrade the technical and instructional skills and knowledge across the country.

A development that concerns us all is the increasing interest and involvement of the Department of Transport. There are three areas of concern:

- i) Federal legislation to regulate parachuting.
- ii) Use of seat belts.
- iii) Class VII recreational licence.

We have been having discussions with DoT officials for several years concerning the question of legislation to regulate parachuting, and we are no nearer a solution now than we were when we started. The one basic problem, to which there seems to be no answer is that while we have the parachuting knowledge and expertise, but no funds, the DoT have the money and no knowledge. It would likely require at least one person per region to administer any parachute regulations, and since CSPA has no means of so doing, the ball in effect rests in the DoT court. If the wheels of bureaucracy turn with their customary speed it will be sometime before any action is taken.

The seat belt question has also been under discussion for some length of time and we have come up with a viable alternative to the standard seat belt system in the form of straps anchored to the frame of the aircraft, which can be hooked to the harness thereby securing the jumper. The next step is to have the system approved by the Airworthiness Section, which again may take some time.

The crux of the Class VII licence centres around the phrase "for hire and reward". Every time a parachute club uses a plane for jumping and pays the owner/pilot for

use of same then that person is operating the plane "for hire and reward" and should according to regulations be commercially registered. The statute has been there for years, but had never been enforced. As a result of a complaint about a non-CSPA commercial drop zone operating without a licence, the DoT have decided to enforce the regulations.

What it means is that to be strictly legal any parachute club may only jump from a plane that is commercially registered and all commercial drop zone operations that own their own aircraft have to get a class VII recreational flying licence and an operating certificate. It is not difficult to obtain the class VII licence—basically having to satisfy a list of requirements concerning facilities, operations etc. Once having the class VII, the next thing is to get an operating certificate. This means preparing operating and aircraft manuals in order to ensure the aircraft are properly maintained and are safe to carry "unsuspecting passengers". It also involves an inspection of the base of operations to ensure that certain minimum standards are met.

CSPA has hired legal council to investigate the possibility of being able to obtain an exemption for the club operation. Having to use commercial aircraft would push the cost of jumping even higher. The commercial drop zone operation will have to comply and in most cases should have no difficulty doing so.

As an indication that they mean business the DoT took a DZ operator to court in Ontario. As this was the first time such a case had been heard, although he found them guilty, the judge only fined the operator \$100 and the two pilots \$30 each.

All this means that parachuting in Canada is not going to be quite as free and easy as it has been in the past.

BUZZ.

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THE FALCON

(Rafous Falco Displayus Parachuticus)

This rare bird of prey, which numbers only fifteen in any one season, is much misunderstood by other birds with similar habits. What follows is a guide to recognising and understanding our strange ways.

The Falcon has various plumages which it can change many times a day. When grounded, through high winds or low clouds, these birds tend to flock round their nest which is at Royal Air Force Brize Norton. While tending their nest they wear a blue grey plumage which tends to depress the species. Much activity and coffee drinking is undertaken to counteract this situation.

When in flight it displays its bright blue plumage, with red and white stripes, this is to keep its body warm as its feathers have disappeared during its latest stage of evolution. Its head turns red as a cover to keep its hair in place. Covers are also worn over the eyes to stop make-up from running and strong booties are worn to protect its fragile ankles.

When not displaying in the air, it covers its body in blazer and slacks. It frequents public houses in groups and drinks coloured liquid, its chattering becomes slurred and it has much trouble in flying.

The Falcon only lasts for three years before it is retired, put to stud or used for training newly fledged chicks. To become a Falcon requires training as a Physical Training Instructor, then a Parachute Jumping Instructor and then there is much work to be done. After it has acquired

enough free fall jumps and there is a vacancy, the fledgling is brought into the brood for display training. He is ready to leave the nest after 3 months hard jumping.

1976 was very good year for the Falcons, who amassed some 2550 descents of which 880 were display jumps at 74 venues. However, 12 shows were not completed, three were flooded out, 2 were called off by the display organisers, 5 because of bad weather and one due to a lightning strike on the aircraft. The best display was the 12th. The team were running in on a live run when a large black patch appeared on the DZ. The patch started to spread, up came a message "Jump Cancelled". On the ground we found out that Sid Daccus (known from that day on as "Sid Fawks the DZ Fire Lighter") had been at work. Due to the parched grass, our ground flare had got loose and all and sundry were putting the fire out.

The season saw only one injury, a broken wing on our first display at Brize, when the wind went from a steady 12 knots and we were at 1000ft. We were well spread beyond the impact point and the injury was incurred avoiding a tree. The Air Officer Commanding was not impressed. Our safety record remained with no malfunctions for the third year running.

One of the most unusual happenings of the season was a fire during free fall. The author exited behind 6 jumpers who were forming a wedge, when he felt a sharp pain in his chest. He is far too young to have a heart attack, and



High altitude exit on a training jump.

photo—Chris Buchan

the pain was getting worse. At 3500ft he had had enough, after pulling, off with reserve, down with zips, lo and behold, the lead from the power pack to the camera had shorted and a fire had started. Although he put the fire out, the boss would not let him jump with a fire extinguisher on future camera runs.

In December, five birds fled from the coup, and five new Falcons arrived. After losing our pre-season emigration to the hotter climate of California we were concerned the season being only a few months away, for the training of our new arrivals. Flt Lt Simon Bales the new flock leader decided to change our habits and we became nocturnal birds of prey. Up at 0500 hrs to catch the first light and the best of the British weather. With this change the team have managed to complete their training as most early morning descents were from 12000ft.

This has brought the team up to a good pre-season standard. The display patterns have altered slightly and are as follows:

High Display 12000ft—8000ft (Bomb Burst)

First 6 leave the aircraft and form various links, then bombburst at 4000ft to make their opening point. The other 6 jumpers track away at 60 degree intervals for 25 seconds, then track turn and track to their respective opening points.

Clover Leaf 8000ft—4000ft

First 4 jumpers leave the aircraft and link whilst the remaining 8 track at 90° to aircraft heading, do an up wind turn, and track to their opening points.

Stack Pull 4000ft—2200ft

All 12 jumpers leave the aircraft in rapid succession and pull on the lowest man.

Flt Lt John Conrad is the new team manager. John has the job of arranging various aspects of the display season and liaising with display organisers to ensure things run smoothly on the day. He is the bird on the ground who calculates our release and opening points with the use of a met balloon and theodolite which has been the envy of display teams for many years. He squawks the instructions by radio to the flock leader in the C130.

He is ably assisted by Sgt Martin Daccus who helps with calculations and various aspects of safety.

Sgt Trevor Green is the team rigger and comes with us on all displays and training descents. Although not a PJI the flock tipped him out of the nest at 12000ft, and he flew stable all the way (enclosed is a picture of his first descent).

The team have been booked for 80 displays between April and September. They include jumping for Her Majesty The Queen at Finningley on the 29th of July. They will also perform in Paris, Guernsey and Jersey. Another highlight for them will be a return visit to give 6 displays at the Colchester Searchlight Tattoo.

The Falcons have other duties apart from displays. One of which is HALO (High altitude low opening) jumping and the training of pupils. This culminates in jumping from a great height at night with oxygen, 70lb burgan rucksack and other equipment. The photo shows a group of Falcons exiting a C130 in preparation for a night descent.

Sorry you cannot jump from our aircraft known as "B-1-rd".

Best wishes, blue skies and safe jumping from the Falcons.

G. D. PIERCE, D.1317.

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Strato Star— £310

Contact: P. Fox 09952-3117

MARTLESHAM HEATH — Memorial to a DZ

Martlesham Heath Airfield has finally ended its days as a drop zone, a victim of Progress. 'Progress' in this case means a rash of eggbox-style houses and a dual carriage-way or two. Indeed in the latter days space was at a premium, OK for rehearsing display jumps but marginal for the average long-suffering Double-L merchant.

So Martlesham has seen the last canopy overhead . . . over fifty-three years after the first! This Suffolk airfield, now quiet heathland, was in its day one of the most active and important in the country, the Farnborough of its time. A parachute testing section was formed there in 1924, and ten jumpers known collectively as 'the loonies' laboured to evaluate such canopies as the Potter, Irvine and Guardian Angel for later use by the RAF.

They were led by a Corporal Dobbs, who seems to have been a remarkable character. Nicknamed 'Brainy', he combined a vast knowledge of parachuting with a total inability to rise above Corporal. A mad keen jumper, he would leap out of anything airworthy at the drop of a hat. The biplanes of the day were very sensitive to trim changes, and several pilots were left in grave embarrassments after Dobbs, unscheduled, had vanished over the side on a whim. It got so that no pilot would take him as passenger unless his cockpit had been searched for any concealed rig! There was no stopping Dobbs. He built his own aircraft and promptly crashed it in the river Deben. When bored he would go belting through the camp, doing handstands on the handlebars of his motor-bike. He later left the RAF and took up the strange sport of "balloon leaping", taking giant strides aided by two balloons strapped to his shoulders. Sadly, Dobbs and his balloons got involved with some power lines near Hendon, and so perished a notable early Martlesham jumper.

Some time later, a group of sceptical pilots stood on the Heath watching a confident young inventor field-pack his freefall rig and then jump it to prove its reliability. His name was Leslie Irvine, and his company's products have had the occasional airing at Martlesham ever since.

There have been many jumps made at the airfield in grim earnest, for the demanding work of testing every aircraft intended for RAF service was done there. If they didn't work, it was found out at Martlesham. On 19th May 1933, Flt. Lt. Moir became an unwilling Martlesham jumper when his Bristol Bulldog collided with another going round a loop, practising for the Hendon Pageant. Another lucky man was Flt. Lt. Hare, who was flung bodily from the cockpit of the prototype Wellington bomber when it broke up over the Heath in 1937. His parachute saved him.

The list of aircraft tested at Martlesham in those years is incredible in scope. Most people have heard of the Sopwith Camel, Vickers Vimy, DH 89A Rapide and of course the Spitfire. But what about the Martinsyde Elephant, Westland Weasel, Handley Page Hedgehog, De Havilland Dormouse or (no joke) Gnosspelius Gull? No lack of jump aircraft then.

But our memories of the Heath are parachuting ones, and everybody who has jumped here will have his or her own . . . common to all was the sheer glory of the view from the aircraft, with the river Deben winding lazily up to Woodbridge from a flat, silver sea, through Suffolk fields. Or maybe they remember frantically toggle-bashing a Double-L, trying to escape the hungry embrace of a dreaded Martlesham gorse bush, which devoured beginners, experts and the occasional aeroplane with prickly impartiality. Students there quickly learned to tell gorse from heather when viewed from above — the difference was easily felt.



Martlesham from a jumper's viewpoint.

Memories . . . the lady parachutist who sailed majestically onto the saw-toothed roof of the largest hangar. She was rescued by grinning firemen, amused because after casually falling a mile, she was very worried about the last hundred feet on their swaying ladder . . . the GPO built a 'secret' research establishment over the road whose security compound was promptly penetrated from above by secret agents cunningly disguised as Martlesham students. Unfortunates who dropped in there were trapped behind nine-foot barbed wire, with alsatians trying to remove their overalls. We had to send deputations to ask for our property from the guard "can we have our parachutist back mister?" . . . a vivid memory of mine is of floating towards a 'disused' firing range, to see a line of intent men in earmuffs aiming pistols at my likely point of arrival. "Look up, you bastards!" And the most vivid memory of all, of squatting miserably in a Cessna over the Heath, stomach like a concrete mixer, en route to my first jump. To hell with the scenery . . . the pilot was a scruffy youth called Mike Watts, and I remember thinking him an unlikely type to be in charge of an aeroplane . . . another memory, of a student doomed to a messy tree landing, who gave us an hilarious Tarzan impersonation before vanishing into the wood . . . he was duly reprimanded for not taking up the 'proper position', after we had managed to stop laughing. And many will remember the treacherous sea breeze that came sneaking in under the prevailing Westerlies and could send a baffled jumper right back to the opening point. (remember that,



The EP9 before . . .



... and after "Bomber" Bennett had finished with it!

Bill?). Don't get me wrong, we did frequently land on the airfield, most times in fact.

The best days were those of the EP9 Prospector. What a jumpship. It had a tailgate exit at one end and a 300 horse Lycoming at the other, a sort of cross between a Beverley and a tadpole in shape. It was bloody noisy, at 12 grand it sounded like a chain saw. Out came the Law one afternoon, with our first noise complaint. "Can you change the circuit or something" said he. "OK" we said. Next weekend, plane busy elsewhere, so no jumping. Weekend after, out comes the Law again to say the locals like the new circuit, they hadn't heard a thing the weekend before!

It may seem odd to feel affection for a DZ. After all, it's just a piece of land. But Martlesham was special somehow, a place with many friendly ghosts, of pilots and parachutists going back over fifty years, over the whole history of our sport. The first canopy over Martlesham was a Guardian Angel, the last a Stratostar. I think I speak for every Martlesham jumper, of every period, when I say the place will be fondly remembered.

We have a brand new DZ now, up the road at Flixton. In time it will develop its own character, and the club's tradition of relaxed comradeship will travel with it. But Martlesham memories will remain, and for everyone who ever jumped there I can't do better then end with the words of Gordon Kinsey, who dedicated his fine book about Martlesham:

"To all those who through seasons and years faced the wind on the Heath, and especially those who lifted from it to their greatest flight."

MIKE PURVES.

GRINDALE EASTER MEET

The Easter weekend at Bridlington Aerodrome (formerly Grindale Field) saw the gathering of nine determined teams competing in the Easter meet organized by CCI George Phillips.

The Competition was to be at least one round of Accuracy and one of Relative, a four-man star changed to any other formation.

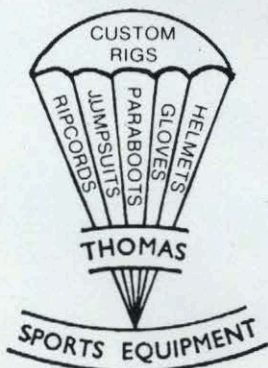
The weather on the Saturday tried hard to slow the form but lifts were squeezed in between the odd snowstorm and the everchanging winds. Two rounds of accuracy were completed but due to the winds scores were not very impressive. The Thomas Sports Equipment family team + 1 (Shirley Newby) fought a hard battle, going to such lengths as claiming a rejump on a rejump after Chris Thomas had a slight control problem on the rather impressive Jalbert Foil. But in the end the Barbed Wire Bunch led by the infamous Pete Southgate with Richard the Triangle O'Leary, Graham Vincent and Steve Knipe took the prize with a total distance of (I was asked not to mention it in the magazine, but the world record for running it is in the region of 9 seconds).

Accuracy now over so on with the Relly. Teams attempting to fly four-mans out of the door with some near successes, formations tended not to change as stated in the rules probably because everyone was waiting for the fourth man to get in after falling off the strut on the run in. Everyone learnt "something" anyway. Once again the Barbed Wire Bunch took the prize to make it the double.

The Meet was now officially closed and everyone retired to the bar for the prizegiving and disco. All in all including the Sunday and Monday's jumping, 61 lifts were squeezed in, students progressed well and everyone enjoyed themselves. Nobody had a mal (Southgate doesn't count) and nobody had any hassle. Old faces are appearing again so here's to the summer. Thanks must go to George Phillips — Meet Organiser and CCI, John and Val — new management, Jim and John — jump pilots, and everyone who turned up.

Teams entered
 Barbed Wire Bunch
 Ravens
 Bootle and Dingle
 Maroon Marauders
 TSE + 1
 Green Machine
 Penrose's Petals
 Spaghetti
 Grindale's Granny Gropers

Prizewinners
 Team Accuracy — Barbed Wire Bunch
 Relative — Barbed Wire Bunch
 Mens' Individual Accuracy —
 1st Steve Knipe
 2nd Chris Thomas
 Women's Individual Accuracy —
 1st Brenda Carroll



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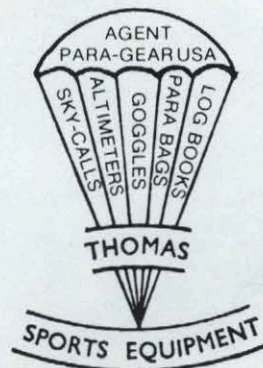
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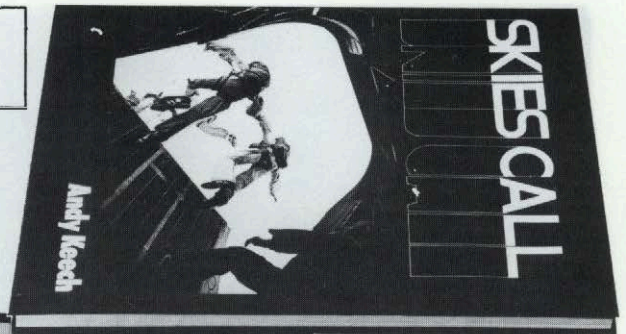
Exit by Andy Keech.

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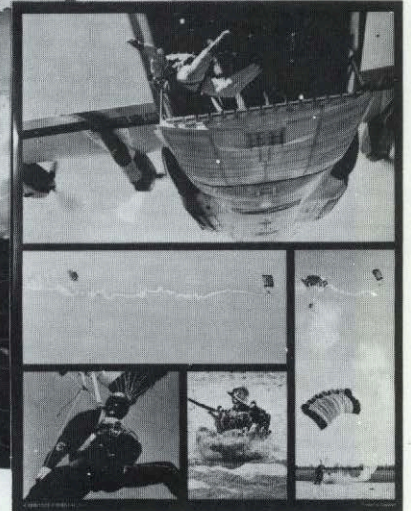
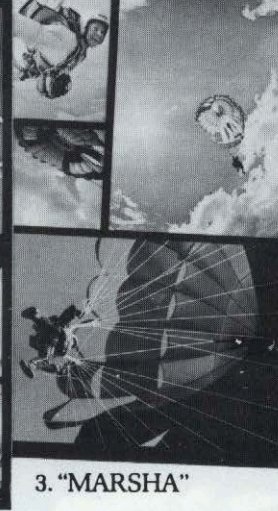
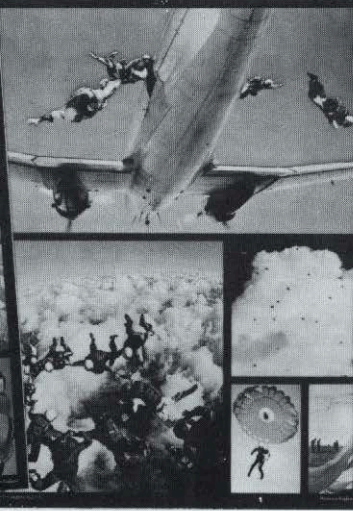
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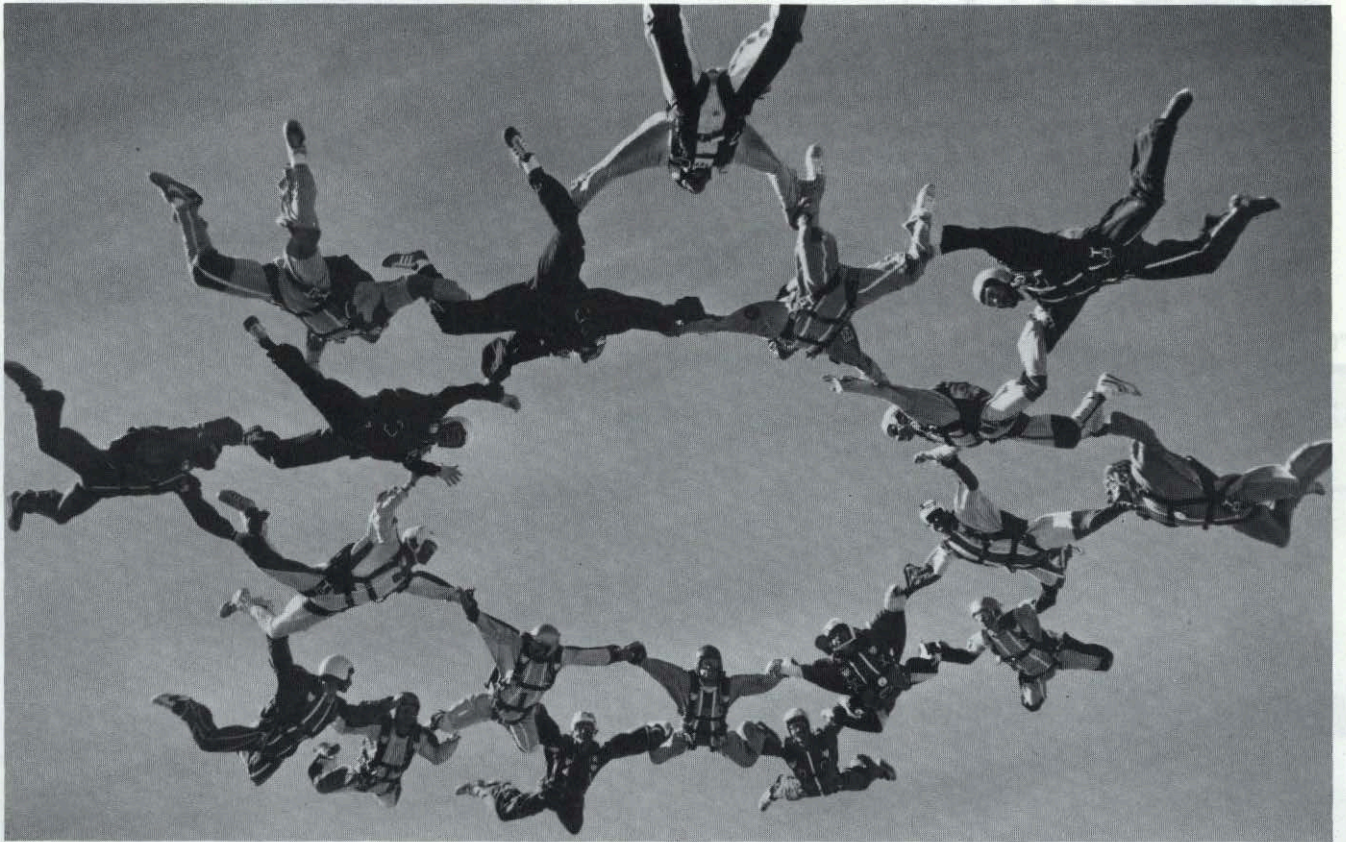


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Below— M. Anderson Jenkins.





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Andy Keech catches part of a 30-man triple wedge.

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Another "Frenchie" photo—a 5-man doughnut.

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PRESENT

W. J. Meacock— <i>Chairman</i>	J. T. Crocker
P. A. Howell	D. Howerski
M. Chapman	R. H. Swainson
D. Waterman	D. D. Orton
N. J. Petherbridge	W/O D. Peacock
D. I. Waugh	W/O J. Laing
W/O E. T. Lewington	J. L. Thomas
R. J. H. Sharples	P. J. Prior
P. G. Mitchell	I. B. Wright (<i>Co-opted</i>)
J. Norris	
Sqn Ldr N. Haggett (<i>Co-opted</i>)	
Brigadier P. I. Chiswell (<i>Co-opted</i>)	

IN ATTENDANCE

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

Item 3/77

COMMITTEE REPORTS

a. Safety and Training. Minutes of the S.T.C. Meeting of 3rd February, as distributed, were accepted by Council. The following points arose:

- (1) **Collegiate Competition** (Item 13 STC Minutes). A proposal by Mr. Meacock and seconded by W/O Peacock that the Collegiate Competition to be held at Sibson at the end of March be judged on the basis of exit, canopy handling and landing technique and not accuracy, was unanimously agreed.

- (2) **Restricted D.Z's.** Mr. Waterman referred to the Display Manual and the fact that FAI 'C' Cert Holders may give displays onto restricted DZs provided that, amongst other listed requirements,

"the aircraft is carrying a jumpmaster who is a BPA Instructor holding a 'D' Certificate."

The NC/SO pointed out that this was not a change in the rules. Mr. Waterman made the point that this precluded experienced parachutists like himself who although not qualified as BPA Instructors were, by virtue of their wide experience, fully capable of giving displays. It was agreed that Mr. Waterman's point was worthy of consideration and would be an item for the Agenda of the next STC Meeting.

b. Competitions. The Minutes of the Comp. Comm. Meeting of 26th January, as distributed, were accepted by Council. The following points arose:

- (1) **National Championships (Classic) 1977.** Confirmation of Shobdon as the venue was being held up. There seemed to be some difference of views between the Hereford Para. Club and the Aero Club over the matter of hours of operation. The Comp. Committee had agreed that it was the responsibility of the Hereford Parachute Club to resolve any problems. A meeting was being held at Hereford and the results would be communicated to Council during the course of the present meeting.

- (2) **Sports Aid Foundation.** The Comp. Committee had received applications (14) for Sports Aid Foundation Grants from Mr. D. Waterman in respect of the Symbiosis team. The Comp. Committee had accepted the applications and recommended these to Council for approval. Council agreed that the applications be put forward on a team basis.

c. Forward Planning. Mr. P. A. Howell reported that he had been trying to identify the current problem areas in the sport and listed these broadly under:

- (1) Drop Zones.
- (2) Aircraft.
- (3) National Centre.

The Sec. Gen. had suggested some form of BPA Scholarship Scheme — this would be considered within Forward Planning.

- A. **Drop Zones.** As a start an IACO Chart would be made up showing DZs under various categories. A letter had gone out to clubs on 1st February asking that BPA be informed of any

significant difficulties. It was suggested these may come under:

Town Planning Objections.
Noise, landings out or other neighbour difficulties.
Insecurity of Tenure.
Apathy on the Part of Club Members.
Physical Difficulties (e.g. Power Lines) or conflicting uses (e.g. Sunday Markets, Gliding).
Lack of facilities (e.g. aircraft).

- B. **Aircraft.** Mr. Howell felt a survey was needed to identify those clubs having their own aircraft and those hiring and those experiencing difficulty (these are normally those having to hire). Encouragement should be given to clubs to purchase their own aircraft and advice given on how to go about applying for a Sports Council grant towards such purchase.

It may be that the matter of a BPA aircraft should be looked at again since it was now understood that an Air Operators Certificate would not be a requirement. There are two lines of thought on this — one that you have an aircraft annexed to a National Centre so that it is there for a specialised purpose or that it is there initially to fill in gaps at clubs — it is a guess that maybe on any one day one third of the clubs don't operate because of an aircraft problem. This is the sort of thing that a BPA aircraft such as a 185 could fill-in on a pre-booking basis, not on a permanent basis. If for instance a club wrecks an aircraft and it's going to be some four weeks before it can get another, it could book the BPA aircraft for say four weeks. It's a possibility — there are difficulties, one for example is that the aircraft may get stuck up in the North and who would look after it. It's an area for discussion.

- C. **National Centre.** Having read the various papers submitted, Mr. Howell thought there was a great danger of a Centre competing rather than complementing the facilities offered by existing Clubs. By all means let us go for a National Centre but we ought to be clear in our own minds just precisely what we want and why we want it. A lot of the arguments put forward e.g. training P.I's and the rest, can be accommodated elsewhere. We must avoid building a hierarchy or bureaucracy or some sort of centre which is just going to be a millstone round our neck for its own sake. It may be of course that we are doing this just to bring prestige to our sport which in turn will bring more funds into our sport, or maybe we are doing it to get round the problem of a licence for the plane. What we must do is discuss exactly why we are doing this — once we know why we will have an idea how to go about it. A geographical survey of DZs as previously referred to may help because a Centre may fill a physical gap e.g. there are no civilian DZs between Bickmarsh and Thrupton. One difficulty of course will be to find a quiet rural DZ where not only will rent and rate be cheap but with the council not complaining about noise and balancing against this the need for not too difficult access by road and rail. Really what is required at this time is information on DZs and planes so that an assessment can be made of what the situation is because until we know what the problem is we can't really tackle it.

The annual returns now coming in should provide the information re aircraft at clubs and the letter sent out on 1st February to all clubs called for difficulties being experienced at DZs. On the question of finance the Sec. Gen. answered that when the matter of a National Centre was discussed some 5 years ago the financial situation so far as Sports Council grant was concerned was we could expect a 50% grant towards the total cost providing that did not exceed £20,000 and there was a 28 year lease — we would have had to find the other £20,000. The upper limit may have been increased but he believed the 50% grant was still applicable. Sec. Gen. would check the latest situation.

Mr. Waterman referred to his paper on the National Centre and pointed out that his area of concern was the lack of progression. In general terms we did not do enough at clubs to encourage and motivate people to attain say FAI 'D'

standard. He quoted figures showing some 25,000 students had gone through the BPA since 1970 and that only 458 ended up with a 'D' Certificate.

There were 12,000 renewals but we have issued only a total of 1000 certificates since 1970. There are some 200 instructors and it was his view that the ratio of instructors to the 458 who progressed to 'D' Certificate didn't reflect very well in the sport. It was his view that we fail to produce sufficient sport parachutists from the number of people who by renewing their membership signify their desire to continue in the sport. Mr. Meacock expressed the view that we can't produce sport parachutists, we can give them basic training, provide the safe supervision which the category system does and we can supply and train instructors but we can't produce sport parachutists as such — that is up to them. Mr. Waterman's view was that we can and should motivate them to progress through the system. He made the point that the group he jumps with are progressive in their outlook but there are common denominators amongst them in that they have at some stage or another (a) been to America and (b) been under instructors who at some stage of their initial training took a personal interest in them. Mr. Waterman's point that if we can increase the standard in the advanced level of instruction we will increase the number of renewals and increase the number who will progress in the sport. This would be the value of a National Centre — it could progress people without being encumbered by commercial considerations and too many students.

Mr. Waugh referred to the various papers which had been submitted on a National Centre — it was perhaps unfortunate that some lack of continuity had to be accepted with the change in Council members — obviously some good effort had gone into the papers which dealt with the "nuts and bolts" of running a National Centre but miss the fundamental point — do we actually need a National Centre! One paper had stated there was a crying need for a National Centre — where is this crying need coming from?

The NC/SO saw the reason why we need a National Centre as being simply that we need to be more professional in our outlook — one place where instructors courses, advanced training and competitions are carried out — more professionally and more efficiently. You start off in a small way on an airfield which may or may not be already established and work at it slowly and add to it. W/O Peacock endorsed this view but felt we ought to decide why we need a National Centre. Mr. Crocker stated that it was important that a National Centre be seen to be for the benefit of the sport as a whole and not to be in competition with clubs and centres — it should be a centre where club instructors can go to for refresher training or advanced courses and selected students can go for Potential Instructor Courses — in other words for everyone's benefit and seen to be an asset to the clubs. It was agreed we were now at the point where Forward Planning should consolidate the issue by deciding (a) why we want a National Centre; (b) what its tasks would be; (c) a plan of how these tasks should be implemented. Mr. Howell, Chairman of Forward Planning summarised by saying that he should finish collating the information he had started collecting and secondly that he needed ideas.

- D. **B.P.A. Scholarship Scheme.** The BPA Scholarship Scheme suggested by the Sec. Gen. was accepted as having some merit and Mr. Howell thought the idea could well be tied in with establishment of a National Centre. The Sec. Gen. suggested that the BPA Scholarship Scheme need not be tied to the establishment of a National Centre. He felt this was something which could be implemented fairly quickly if Council agreed. A suggestion was to take selected Category 8 students and progress them to Category 10 over a fixed period at a selected club with the cost of the jumps involved subsidised by the BPA. A system would have to be worked out to cover:

Aim of the Scholarship.
Selection of Students (criteria).
Programme of Training.
Venues.
Costing.

Council members were asked to consider the suggested scheme and pass any ideas on to Mr. Howell.

Item 4/77

Trust Fund

The Treasurer, P. G. Mitchell, outlined his memo on the subject of setting up a Trust Fund. He was not enthusiastic about the idea but accepted that it was within the Council's powers to set up some kind of Fund. It was his view that any form of fund should be self-financing bearing in mind that plans currently before Council could involve considerable sums of money e.g. A National Centre. He was against the Association's funds being diverted from the primary objective of promoting and encouraging of sport parachuting. It may be that the setting up of a National Centre would provide the facility for fund raising to benefit such a trust fund e.g. a fruit machine in the club house. There were suggestions that an appeal to Display Teams and the membership as a whole may produce sufficient finance to get a Fund under way.

It was emphasised that this was not to be seen as an "insurance scheme" for those who sustained injury — the original concept was that it be a fund to assist in cases of hardship. There was agreement in principle with the idea of providing assistance where possible but it was undecided whether this assistance should come from a Trust set up specifically for the purpose or simply from current BPA fund with each case decided on its merit by Council.

The matter was left for Mr. Crocker to consider and advise Council.

Item 5/77

PREVIOUS MINUTES AND MATTERS ARISING

Minutes of the Council Meeting of 30th November as distributed were approved.

Matters Arising

- Video/Telemeter/Radio.** The Sec. Gen. reported that the Sports Council had confirmed a 50% grant towards the cost of the proposed linked Video/Telemeter System and also towards the cost of purchasing and installing a transceiver in the caravan (total cost £3634). The Sports Council grant would be: **£1817** and payment would be shortly made to us. It was agreed that whilst awaiting the new telemeters from OPTAS, the telemeters now at Bickmarsh should be sent to Messrs. Optical Textiles in order that work could start on manufacturing the mount for linking the Video/Telemeter.
- Electronic Score Disc.** The NC/SO reported that Mr. E. McBride was working on this but had been on holiday.
- R.W. Championships — 1977.** The NC/SO reported that we were awaiting confirmation from Leicestershire Aero Club who were seeking approval of the owners — no difficulty was anticipated.
- Dinner/Dance.** There was agreement that this was a success and should be held again next year. There were however observations that the wine was expensive and that an effort should be made to have carafes of cheaper wines available; also that the meal was small. The Sec. Gen. would represent these views to the management and bear them in mind for next year. He confirmed that the Grand Hotel had been booked for the Dinner/Dance and AGM to be held on 6th and 7th January 1978.
- Donation from 'Chuting Stars' to N.T.F.** The Sec. Gen. confirmed that the money (£42.50) had been credited to the BPA Bank account.
- Outstanding Loans**
 - Sport Para. Centre.** Mr. Crocker reported that assets of the Grindale Parachuting Ltd. had been sold. Our claim is against the company and Mr. Crocker would be progressing this.
 - Wessex.** The Sec. Gen. reported that the contents of a recorded letter he had sent to Mr. Donovan on 20th January and to which he had not had a reply. The Sec. Gen. would attempt to contact Mr. Donovan and would pass details to Mr. Crocker.
- Leicester Leisure and Pleasure Exhibition.** The Chairman reported that he was one of four who parachuted into Victoria Park as a prelude to the Exhibition. The Sec. Gen. reported on the exhibition — it was difficult to gauge what response may be forthcoming in the form of memberships but it had P.R. value.

- h. **Mr. L. N. E. St John.** The meeting unanimously agreed that Mr. L. N. E. St. John be given a Life Membership of the Association.

Item 6/77

A.G.M. 8th JANUARY 1977—MINUTES

The meeting agreed that the minutes as distributed were a true record of the meeting and the Chairman signed the Minutes.

Item 7/77

INCOMING COUNCIL MEETING 8th JANUARY 1977—MINUTES

The meeting agreed that the Minutes as distributed were a true record of the meeting and the Chairman signed the Minutes.

W/O Peacock reported that as a result of a RAFSP Executive Committee Meeting there was to be no change to the existing arrangements for civilian members of RAFSPA.

OTHER BUSINESS

Item 8/77

Co-opted Members

- a. **Mr. A. Geraghty.** The Chairman having given background details of Mr. Geraghty, a proposal by Mr. P. J. Prior and seconded by Mr. D. Waugh that Mr. Geraghty be invited to be a co-opted member of Council was unanimously agreed.
- b. **Voting Rights for Co-opted Members.** There was considerable discussion on whether or not co-opted members of Council should be allowed to Vote at Council Meetings. A proposal by Mr. P. J. Prior seconded by Mr. D. Orton that co-opted members of Council have voting rights was defeated by 12 votes to 6.

Item 9/77

AFFILIATIONS

- a. **Sheffield School of Free Fall Parachuting**
Proposed by J. T. Crocker
Seconded by N. J. Petherbridge
Carried unanimously.
- b. **University College Cardiff Sport Parachute Club**
Proposed by J. Sharples
Seconded by J. L. Thomas
Carried unanimously.
- c. **Cambridge University Free Fall Club**
Proposed by J. T. Crocker
Seconded by W/O D. Peacock
Carried unanimously.
Subject to confirmation of availability of dummy reserve and suspended harness and meeting the minimum requirement of 10 BPA Members.

Item 10/77

PARACHUTE CANOPIES

The Sec. Gen. reported on correspondence from The RW shop Brookline, NH, USA in which C9 canopies were quoted at a cost of \$55.00 each for up to 100.

A proposal by P.A. Howell seconded by R. H. Swainson that 100 canopies be purchased for resale to clubs at cost was carried unanimously.

The Sec.Gen. reported that the local Custom and Excise Inspector had visited him to enquire about the sale of canopies to clubs and that as a result of the visit he had produced from the purchasers, certificates confirming that the canopies were in use by the Clubs. It appeared that the investigation was the result of a complaint made to the Custom and Excise. The Sec. Gen. was confident he had satisfied the Inspector that there had been no misuse of Custom and Excise requirements relating to canopies supplied by the BPA to clubs.

Mr. Crocker added that the Midland Parachute Club was also being investigated by H.M. Custom and Excise—this he believed to be the result of a complaint by a BPA member that parachutes had been imported for use by individuals and not by clubs. Mr. Crocker would be meeting HM Custom and Excise investigators on behalf of the Midland Parachute Club and would keep Council informed. He wished it placed on record that from his own preliminary investigations he was totally satisfied that the Midland Parachute Club had acted properly and can account for all equipment which has been purchased in their name and is in use at their club.

Mr. Howell asked if there was a case for the possibility of importing reserve canopies (unmodified I 24's). The Chairman replied that we cannot get I 24's from the USA—it would have to be the T 10A and this would cost \$90 each on orders less than 100. Reserve parachutes were available on the UK market at £55—£60 complete.

Item 11/77

PUBLIC RELATIONS

A paper covering PR at clubs had been sent to all Clubs and would be published in the April issue of Sport Parachutist.

Mr. Waterman stated that the proposed 'Press Kit' for use at clubs was in fact ready and the PR paper would help in that when clubs have appointed a PR representative we would have someone to whom the 'Press Kit' could be sent. Mr. Waterman was only waiting to have the 'Chairman's Letter' updated.

Item 12/77

CERTIFICATE OF MERIT

The following applications for awards of the BPA Certificate of Merit were received:

Submitted by:

- (1) Mr. Peter Bingham
- (2) Staff Yorkshire Aeroplane Leeds Bradford Free Fall Club Club
- (3) Air Traffic Controller Leeds/Bradford Airport
- (4) Pope Valley Para Ranch NC/SO

All the above applications were unanimously approved.

Item 13/77

ROYAL AERO CLUB AND FAI AWARDS—1976

The Sec. Gen. informed the meeting of the details of the various R.Ae.C. and FAI Awards and that nominations should be submitted to the R.Ae.C. by 7th March 1977. It was agreed that nominations should be notified to the Sec. Gen. It was agreed that this subject would in future be the responsibility of a sub-committee set up well in advance to consider nominations.

Item 14/77

APPLICATION FOR 'APPROVED CLUB' AWARD

The meeting received an application from the Midland Parachute Club for the award of 'Approved Club' title. The club met all the requirements as laid down and agreed by Council, except in the case of the Airfield Licence. However, the meeting was advised by the NC/SO that the necessary airfield crash equipment was available and adequately met the requirements. In accordance with Council's agreement of April 1975 (Item 26/75) whereby 'Approved Clubs' would be recognised as such for a period of two years, would be designated as such in 'Sport Parachutist' and would qualify for an annual grant of £150. It was proposed by D. Howerski and seconded by W/O Peacock that the Midland Parachute Club be awarded the designation of 'Approved Club' with such benefits as previously approved by Council. On being put to the vote the proposal was carried by 16 votes with two abstentions.

In further discussion it was agreed that future applications would be main Agenda Items with advance notification distributed to Council Members and that a visit by the NC/SO accompanied by one independent Council Member be arranged for a date prior to the Council Meeting at which the application was to be considered.

Item 15/77

NATIONAL CHAMPIONSHIP S/A 1977

W/O Peacock reported that he had just received information that the Hereford Aero Club had ruled that at the National Championships to be held at Hereford, parachuting could not commence before 07.00 hours.

The NC/SO reported that the Competition Committee has advised the Hereford Parachute Club that we were prepared to sacrifice both Sunday mornings but we were not prepared to accept a start later than 0600 hours on other mornings.

After discussion it was agreed to accept the 0700 hours start.

BOB HIATT POSTERS

The cover photograph of Bob Hiatt (December '76) is now available as an eye catching poster. **95p each—plus 5p postage.**

Attractive discounts available to Clubs and Centres

Write today to:

DOUG PEACOCK, 9 MEDLICOTT DRIVE, ABINGDON, OXON.

BRITISH PARACHUTE ASSOCIATION SAFETY AND TRAINING COMMITTEE MEETING, TUESDAY 15TH MARCH 1977 held at BPA Offices, Kimberley House, Leicester

PRESENT

J. Crocker
C. Shea-Simonds
J. Laing
A. Linley
J. Sharples
E. Lewington
I. Louttit
P. Young
M. Winwood
A. Knight
J. Meacock
D. Prince
D. Orton
D. Hickling
E. Finney
D. McCarthy
J. Barnes
B. Jones
A. Keoghlan
R. Watts

Chairman
NC/SO
JSFC (N)
BPC
MPC
PRFFT
DISC
RSA
LIFFT
Cumbria
PPC
NWPC
Halfpenny Green
Halfpenny Green
MSPC
HPC
NUPC
LBFFC
CS
LSPC

OBSERVERS

L. Melville
M. Geelan
Hanes
D. Gays
M. Harris
J. Curtis
B. Laithwaite
G. Lilly
J. Petherbridge
J. Greig
P. Fisher
Pearson

R. Harman
Goss
I. Howell
M. Wardle
S. Saunders
J. Marshall
J. Challiner
J. Boxall
A. Collingwood
J. Norris
Morosini
Dugglesby

APOLOGIES

D. Peacock
N. Law

R. Swainson

Item 1

BAG DEPLOYMENT SYSTEM

The NC/SO presented the evaluation of the Bag S/L System. The facts presented conclusively showed the superiority of this system over the sleeve deployed S/L system. It was agreed the evaluation be sent out with these minutes.

Item 2

INSTRUCTORS FORUM MATTERS

The following arose from the Forum held at the last Instructors Course:

- It was proposed that a paragraph on Blood Donors be included in the Medical Section (9) of the Regulations. It was agreed the following be added as a new paragraph 11.

Blood Donors. Sport parachutists are advised that parachut-

ing and giving blood are not compatible. Whilst the quantity of blood is quickly replaced after donation, the necessary oxygen retaining qualities required at altitude are not.

- It was proposed that a Standardised Emergency Count be taught on PI Courses and it was finally agreed that an Emergency Count be started on activation of the main ripcord handle, and that the continuous count system be discontinued.

REQUESTS FOR EXEMPTIONS

These were as follows:

- R. Ward — PI Qualification extended until the end of 1977.
- D. Schofield — PI Qualification extended until the end of 1977.
- C. Bazeley — To resit written exam and undergo a weekend of practical testing, both organised by T. Dixon and R. Burn (both Examiners). Instructors Rating to be issued on their written recommendation.
- J. Wright — It was requested he be issued with both an Advanced Rating and an Examiners Rating. It was agreed he be upgraded to Advanced Instructor, but as he had neither held this rating for 12 months nor assisted in any PI Courses he could not be considered at this time for an Examiners Rating.
- T. Leary (Hong Kong Police) — It was agreed he be issued with a BPA Approved Instructors Rating on the recommendation of one examiner only (E. Lewington). It was agreed that the NC/SO inform Chairman inform APA of the decisions at Paras 3 d and e.
- E. Lewington — requested exemption from formal PI Courses and the granting of Instructors Ratings for Messrs. Bird, Pickard and McTavish. This request was refused.

Item 4

RATINGS

The following ratings were approved:

- Examiners — D. Prince, recommended by Shea-Simonds & Sharples.
- Advanced Instructors — D. Hickling, recommended by Crocker & Shea-Simonds.
J. Petherbridge recommended by Lewington & Shea-Simonds
L. Melhuish recommended by Laing & Shea-Simonds.
R. Horman recommended by Lewington & Shea-Simonds.
S. Milne recommended by Lewington & Laing.

Item 5

PI COURSES

The Chairman reminded the meeting that no PI Course, apart from those arranged by the NC/SO, may be organised without prior approval of STC. It was agreed the NC/SO approve any such courses on behalf of STC. BPA Courses for the remainder of 1977 are as follows:

2/77 Netheravon — 6-10 June

3/77 Leeds — 8-12 August

4/77 Sibson — 31 October-4th November

Item 6

DISPLAY REGULATIONS

It was proposed by D. Waterman that it should not be necessary for a D. Certificate holder to be an Instructor when jumpmastering a display with C. Certificate holders in the team. It was agreed that the rule should *not* be changed, as it was felt that the possible removal of an Instructors Rating could be a deterrent to a wrong decision being made.

Item 7

PREVIOUS MINUTES AND MATTERS ARISING

The minutes were approved. Item 3 (the requirement for common student problems) had only provoked 3 replies. It was agreed that clubs treat this as a matter of urgency and inform the NC/SO as soon as possible of common student problems they encounter.

Item 8

BPA REGULATIONS

The NC/SO reported that the current stock had virtually run out, and it was agreed that he incorporate any agreed rule changes and rectify any obvious errors in the re-printing.

Item 9

RENEWAL OF RATINGS

It was stressed that renewal of ratings was not just a formality, and that instructors may well have to travel to examiners and demonstrate their instructional ability before the renewal signature was forthcoming. The following examiners are readily available:

Acraman	<i>Thrupton</i>	Barnes	<i>Sunderland</i>
Crocker	<i>Bickmarsh</i>	Laing	Netheravon
Lewington	<i>Aldershot</i>	O'Brien	<i>Sibson</i>
Meacock	<i>Sibson</i>	McCarthy	<i>Shobdon</i>
Melhuish	<i>S. Wales</i>	Prince	<i>Cark</i>
Peacock	<i>Weston</i>	Howerski	<i>Shobdon</i>
Sharples	<i>Bickmarsh</i>	Burn	<i>Scotland</i>
Shea-Simonds	<i>BPA</i>	Dickson	<i>Scotland</i>
Slattery	<i>Ipswich</i>		

Item 10

RESERVE CONTAINERS

It was pointed out that the T7/T10 reserve container in the sport role was far from ideal—it was loose, originally designed for use with a pilot 'chute, had unnecessary inner flaps and tended to stay closed on activation. STC endorsed this view and recommends nylon loops instead of cones, elastic pack opening bands and, ideally, a specially designed small container.

Item 11

STEERABLE RESERVES FOR STUDENTS

This had been raised as there was some confusion. It was agreed it be discussed as an agenda item at the next meeting, with views and suggestions being sent to the NC/SO in advance. As an interim measure it was recommended that students do *not* use steerable reserves.

Item 12

TOTAL MALFUNCTIONS

As it appeared there was still confusion over action to be taken on experiencing a total malfunction or pack closure the STC agreed the following procedure: IMMEDIATE OPERATION OF THE RESERVE RIPCORD HANDLE *WITHOUT* ACTIVATION OF CANOPY RELEASES BEFOREHAND.

Item 13

RIGGERS

It was brought to the attention of the meeting that Irvins had alleged to the BPA that "there have been a number of parachutes offered for sale which have been manufactured by sport parachutists, many of which we consider to be of poor design and potentially dangerous." It was agreed that this was a matter to be discussed by Irvins and the rigger concerned.

Item 14

INSTRUCTORS MANUAL

The NC/SO showed the recently completed Instructors Manual to the meeting, and explained that clubs would be informed about obtaining them as soon as costings and distribution had been agreed by Council.

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(All prices include VAT and postage)

- Various BPA Badges and Stickers
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- Ties (Turquoise, Navy, Brown or Maroon) (£1.90)
- "Sport Parachuting" (2nd Edition) — the complete text book on the sport, profusely illustrated, hard cover — by Charles Shea-Simonds (£3.75)
- New in stock — BPA sweater shirts — fleecy lined, sky blue or royal blue, all sizes, large or small BPA motif (£5.65)
- BPA Poster (55p)
- BPA Regulations (£1.75)



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

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, TUESDAY, 19th APRIL, 1977.
held at BPA Offices, Kimberley House, Leicester

PRESENT

J. Crocker	<i>Chairman</i>
C. Shea-Simonds	<i>NC/SO</i>
D. Orton	<i>Co-opted</i>
D. Peacock	<i>Co-opted</i>
R. Swainson	<i>Southern Counties</i>
E. Lewington	<i>Red Devils</i>
D. McCarthy	<i>Hereford</i>
P. Slattery	<i>E.C.P.C.</i>
E. Strawson	<i>R.G.J.</i>
J. Laing	<i>A.P.A.</i>
M. Winwood	<i>L.I.F.F.T.</i>
R. Watts	<i>L.S.P.C.</i>
J. Barnes	<i>N.U.P.C.</i>
J. Hitchen	<i>Sheffield</i>
A. Linley	<i>B.P.C.</i>
D. Prince	<i>N.W.P.C.</i>
A. Knight	<i>C.P.C.</i>
E. Finney	<i>M.S.P.C.</i>
N. Law	<i>M.F.F.C.</i>
J. Sharples	<i>M.P.C.</i>
B. Jones	<i>L.B.F.F.C.</i>

OBSERVERS:

J. Boxall	J. Norris
D. Palmer	B. Reed
G. Lilly	M. Bolton
A. Morin	P. Fisher
B. Laithwaite	A. Keoghan
R. Steel	J. Curtis
J. France	

Total: 33

APOLOGIES FOR ABSENCE:

P. Young.

Item 1

Capewell Substitutes

As a result of a query on the use of Capewell Substitutes it was emphasised that their use was restricted to 'D' Certificate Holders who are asked to report any problems experienced to S.T.C. This would be subject to review in 12 months time.

Item 2

Sidepull Reserves for Students

It was agreed to amend the rule on the use of top pull reserves as follows: "Students may use side pull reserves only if the use of an Automatic Opening Device necessitates it."

Item 3

Advanced Ratings

The following Advanced Ratings were approved:

- a. A. Morris recommended by Shea-Simonds and Prince.
- b. J. France recommended by Shea-Simonds and Peacock.

Item 4

35mm Slide Training Aids

The NC/SO gave a short demonstration of the use of 35mm Slides as training aids. It was agreed this was an excellent visual aid and STC recommends to Council that BPA produce the following:

- a. 14 Training Posters.
- b. Photographic Sequence of Bag Deployment.
- c. Photographic illustrations of canopy control.
- d. Photographic Sequence of Free Fall Deployment.
- e. Photographic illustrations of malfunctions!

To be produced by NC/SO at cost.

Item 5

Approval of Elvington D.Z.

The meeting accepted from Mr. Keoghan that this D.Z. was in accordance with BPA Regulations as an Unrestricted D.Z. and therefore did not require formal approval.

Item 6

Incidents at Elvington

- a. It was reported that Mr. Keoghan had allowed Mr. A. Munro,

a non-BPA Instructor or Potential Instructor to dispatch S/L Students. Mr. Keoghan admitted that this had been the case, informed the meeting of the circumstances and said that there would be no recurrence. The meeting considered this was a pre-meditated breach of BPA Regulations and unanimously decided the following:

- i That Mr. Keoghan lose his BPA Instructors Rating with immediate effect for the period of 1 year.
- ii Should Mr. Keoghan wish to requalify for his Instructors Rating at the end of that period he would have to undergo the full BPA Instructors Qualification System.

It was also agreed that the NC/SO write to Mr. Munro to remind him of his responsibilities with regard to student parachutists.

- b. It was reported that a student of Mr. Keoghan's had not received Sport Parachute Reserve Training before his first descent. It was agreed that, as there was a conflict of evidence, no further action should be taken in this case.

Item 7

Incident at Shobdon.

D. McCarthy reported on an incident at Shobdon where a visiting Irish parachutist received serious injuries from a landing sustained under a horseshoe malfunctioned PTCM 8 Canopy. He had been unable to cutaway as one of the pilot's chutes was around his neck and the reserve on deployment had entangled with the main. A tree landing had prevented even more serious injury. *It was pointed out that his wearing of a hard crash helmet had been instrumental in saving his life.*

Item 8

Previous Minutes and Matters Arising.

The minutes were approved. Item 11 (Steerable Reserve use by students) was carried forward until the next meeting.

Item 9

Incident at Ipswich

P. Slattery explained an incident where a S/L with a Irvin Sliding snap hook had come undone. *Clubs are advised to check all sliding snap hooks for wear as this can cause them to come undone in use.*

Item 10

High Altitude Jump

Phil Cavannah requested approval for a high altitude jump and outlined his plans. STC approval was given.

Item 11

Miscellaneous Incidents

Three incidents resulted in the following two warnings:

- a. Clubs are advised to ensure that short static lines on the TSE Bag System are sewn down to avoid the possibility of students incorrectly changing them.
- b. Clubs are advised to once again ensure that all those jumping Ram Air canopies exercise the strictest caution in their handling, particularly close to the ground.

Item 12

Pre-Training Physical Test

The NC/SO announced that the Dutch use a simple pre-training physical test to assess a students suitability. This would be discussed at the next meeting as an agenda item. Ideas, please, to the NC/SO.

Item 13

Exemption

Brian Laithwaite, a BPA Approved Instructor requested an exemption from the 100 hours P1 Rule for jump flying. He has 60 hours P1, 100 hours total with IMC and Night Ratings. This exemption was granted.

Item 14

Co-opted Members

D. Peacock requested co-option to S.T.C. This was approved and it was agreed that co-opted members have a vote.

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