

SPORT PARACHUTIST



GEELAN & HUGHES SKYDIVERS LTD.

11 WESTLAKE PLACE, SUTTON BENGER, CHIPPENHAM, WILTS.

Telephone: Seagry (0249) 720602

Re-equip for '78.

Buy yourself an American Quality made Tandem at Low Prices

THESE RIGS IN STOCK NOW—PAY US A VISIT—NO OBLIGATION TO BUY



SST (SUPER SWOOPER TANDEM)
Made by
The Jump Shack, Inc.

This well-known tandem incorporates the Pop-Top reserve design. It now features a choice of pull-out-pilot chute (POP) or standard ripcord deployment system. The Pop-Top reserve will take 24' canopies and reserves of lesser volumes, while the main container can be ordered to fit any main canopy. Nylon loops are used on both main and reserve.

Weight: 6.25 lb. Harness: Type XIII webbing with B-12 leg snaps. Choice of R-3s or 1½ shot Capewells.
Price: £160. Custom colours add £20. Matching deployment bags £12. Includes ripcords and main risers.



TOP SECRET
By the
Altitude Shop

The Top Secret is built in four sizes to accommodate any combination of modern canopies including the new Strato-Flyer. They all feature hand deployed pilot chutes as an option.

Available in 15 colours.
Ripcord: Hand Deploy:
Parapak: £179 Parapak: £189
Cordura: £199 Cordura: £204



WONDERHOG
By the
Relative Workshop

Everything you heard is true. The Wonderhog features: the Hand Deployed Pilot Chute and the Three-Ring Canopy Release. This flat container system gives you comfort and safety in a combination of sizes that will fit any reserve and main canopy.

Specify canopies.
Price is £220 complete with Three-Ring Release and Risers, Pilot Chute. Custom colours and bag at no charge.



THE SOLUTION
Made by
Rodriguez

The new, comfortable system offers a hand deployed pilot chute with velcro pack closure and a super comfortable harness.

£180 Pilot Chute and R-3 releases included. Weight: 5.2lb.



CONDOR RW Tandem
By The Chute Shop

The Condor is best known for its unique Padded Main Ripcord Handle, which incorporates a sponge rubber handle and a nylon cord to activate the one-pin main container. The reserve container is TSO'd for all standard reserves, and the main container can fit all small RW canopies with an oversize version available for PC's and larger squares.

Weight: 6.5lb; Type 13 webbing used for reinforcement in harness assembly. Protective riser flaps, padded split-saddle, floating leg pads. Two-pin reserve, nylon loops in both reserve and main.
Price: £159
Custom colours extra.
Hand Deploy: Add £20.



STARLITE TANDEM
By Strong Enterprises

The Starlite Tandem is designed for comfort, quality and performance. It will accept the Starlite Main or any other modern canopy.

Weight: less than 7.5lb.
Quick Ejectors and 1½ Capewells.
Price: £145.



EAGLE SYSTEM TANDEM
Made by
Strong Enterprises

The "Eagle" incorporates a Riser Release System that simplifies it all. Two handles incorporated into one. The results, a fast clean cut-away with near automatic reserve deployment, or clean activation of the reserve alone, or, cut-away with full control and activation of the reserve when you wish. No fumbling for a second handle.

The "Eagle" has a container system that is so clean you can hardly believe it. No external stitching to mar the aesthetic style of the container which is available in three sizes. A deployment bag and pull-out pilot chute are standard. Three colour combinations are available: solid black, blue with black trim, multi-colour with black trim.
Price: £199

ALL PRICES INCLUDE DUTY AND VAT

JUMPSUITS

Direct from Britain's largest manufacturer

STANDARD CHEQUERBOARD FLARED

SINGLE COLOURS TWO TONE COLOURS

Black
Red
Blue
Yellow
Purple
White

Black and White
Black and Orange
Black and Red
Black and Yellow
Blue and White
Blue and Orange
Blue and Red
Blue and Yellow
Purple and White
Purple and Orange
Purple and Red
Purple and Yellow
White and Orange
White and Red

SIX SIZES

B.P.V. Jumpsuits . . . for longer lasting protection

Send or telephone for brochure and order form to:

British Para-Ventures
8 Broadfield Crescent
Fernhill Heath
Nr. Worcester

Tel: Worcester 51690



SPOTTER

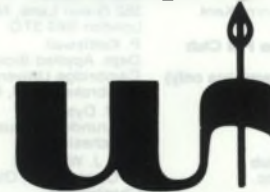
AN INTERNATIONAL PARACHUTING NEWSMAGAZINE
ORIGINATING IN THE NORTHEAST USA

SUBSCRIBE NOW!

\$12— AIRMAIL

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

INSURANCE FOR PARACHUTISTS



**WEST MERCIA
INSURANCE BROKERS**

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

TWO SPECIAL OFFERS FOR CHRISTMAS 25% OFF

BULK PURCHASES

JUMPSUITS — good quality — all sizes —
Less than £20 each

FRENCH PARABOOT — Style Model — all
leather — most sizes in stock

SPORT PARA SERVICES LTD

27 Fitzroy Road
Fleet, Hants.
Tel: Fleet 3793

*Always open but please ring
before calling to ensure
someone here.*

OTHER IDEAL PRESENTS

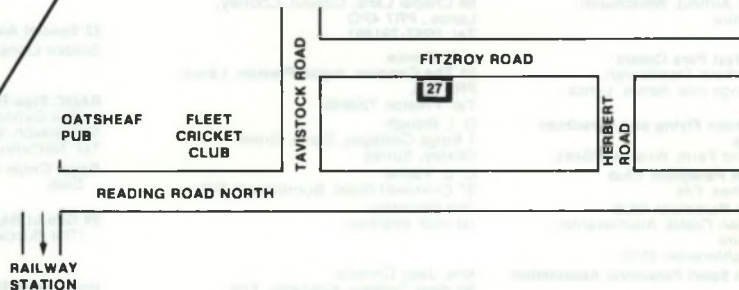
Parabags £17

Dan Poynter Manual £17

PLUS all your general requirements:
*Gloves Goggles Helmets Binders
Altimeters, etc., etc.*

Please ring for price list/catalogue

45 minutes from London



BPA CLUBS AND CENTRES

BRITISH PARACHUTE ASSOCIATION LTD FULL TIME CLUBS

Peterborough Parachute Centre
Sibson Airfield, Peterborough
W. J. Meacock
(at club address), Sibson Airfield
Tel: Elton 490

Eagle Sport Parachute Centre
Ashford Airport, Lympne, Kent
(Hythe 60816)
A. Black
(at club address)

East Coast Parachute Centre
Ipswich Airport
Ipswich, Suffolk
W. P. Slattery
(at club address)
Tel: 0473 70111, Ext. 10

Hereford Parachute Club Ltd
Shobdon Aerodrome,
Leominster, Hereford
Tel: Kingsland 551
Chief Instructor
(at club address)

The Sport Parachute Club
Bridlington Aerodrome, Bridlington,
Yorkshire
G. Phillips
(at club address)
Tel: 0262-77367

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

WEEK-END CLUBS

Border Venture Parachute Club
Brunton, Nr. Alnwick,
Northumberland
K. Noble
Windy Gyle, West Street, Belford
Northumberland, NE70 7QE
Tel: 06683-289

British Parachute Club
Headcorn Airfield, Headcorn, Kent.
Miss S. Clark
362 Green Lane, New Eitham,
London SE9 3TG

Cambridge University Free Fall Club
Waterbeach, Cambs.
Tel: Cambridge 311812 (evenings only)
P. Kettlewell
Dept. Applied Biology,
Cambridge University,
Pembroke Street, Cambridge

Cheshire Parachute Club
R. W. Dyson
34 Arundel Avenue, Urmston,
Manchester
Miss J. Wallhead
63 Gypsy Lane, Old Whittington,
Chesterfield

Chesterfield Skydiving Club
Netherthorpe, Nr. Worksop,
Notts. (Temporary)
I. Loutitt
(at club address)

Dunkeswell International Skydiving Centre
Dunkeswell Airfield, Nr. Honiton,
Devon
(Tel: Luppitt 543)
The Secretary,
(at club address)

Halfpenny Green Skydiving Club
Halfpenny Green Aerodrome,
Bobbington, Worcs.
Tel: Bobbington 293

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

Lashenden Sport Parachute Club
Headcorn Aerodrome,
Nr. Ashford, Kent.
Tel: (0622) 890226
Mrs. Cherry Collins
(at club address)

Leeds/Bradford Free Fall Club
Leeds/Bradford Airport, Leeds,
LS19 7TU
M. Fisher
54 Wrenbeck Drive
Otley, Yorkshire

Lincoln Pathfinders Free Fall Club
Wickenby, Lincs.
Miss V. Cobb
7 Lammas Leas Court,
Market Rasen, Lincs.

Manchester Free Fall Club
Tilstock D.Z., Twenlows Hall Farm,
Whitchurch, Shropshire
N. Law
9 St. Andrews Road,
Stretford, Manchester M32 9JE

Manchester Parachute Club
T. Bailey
157 Kenyon Lane, Moston, Manchester 10
Tel: 061-681 1740

Martlesham Heath Para. Club
Mrs. L. Bennett
76 Grundisburgh Road
Woodbridge, Suffolk

Metropolitan Police Parachute Club
Headcorn Airfield, Headcorn, Kent
M. Jarvis,
9 Wray House, Elystan Street,
London SW3

Midland Parachute Centre
The Airfield,
Bickmarsh, Worcs.
Penny Lines,
2 Mill Farm Cottage,
Maxstoke Lane,
Coleshill, Warks.
Tel: Coleshill 64982

Northern Counties Parachute Centre
Tilstock Airfield, Whitchurch,
Shropshire
A. G. Knight
66 Chapel Lane, Coppul, Chorley,
Lancs., PR7 4PQ
Tel: 0257-791881

North West Para Centre
Cark Airfield, Flookburgh,
Nr. Grange over Sands, Lancs.
J. D. Prince
21 The Coppice, Ingol, Preston, Lancs.
PR2 3OL
Tel: Preston 720848

Old Warden Flying and Parachute Group
Duck End Farm, Wilstead, Beds.
D. I. Waugh
1 Kings Cottages, Stane Street,
Ockley, Surrey

Paracian Parachute Club
Glenrothes, Fife
D. C. Payne
37 Cromwell Road, Burntisland, Fife

Scottish Parachute Club
Strathalan Castle, Auchterarder,
Perthshire
The Secretary
(at club address)

Scottish Sport Parachute Association
Mrs. Jean Christie,
99 West Torbain, Kirkcaldy, Fife
Tel: Kirkcaldy 200042

The School of Free Fall Parachuting
Elvington Airfield, York
Tel: 090485-515
J. Hitchin,
46 Newlands Drive,
Sheffield S12 2FS

Southern Counties Para Club
Hattingley Farm,
Medstead, Alton
Hants.
S.A.C. R. H. Swainson (270),
Range Co-ordination,
R.A.F. West Drayton,
Uxbridge, Middx.

South Wales Para Club
Duffryn-Aur Farm,
Carway.
Tel: Trimsaran 212
K. F. Williams,
Anthonys Hotel,
Station Road,
Kidwelly, Dyfed.
Tel: Kidwelly 639

Spread Eagles Parachute Club
Nr. Melcombe Bingham, Dorset
Sally Corr
24 Southlea Avenue,
Tuckton, Bournemouth
Tel: 0202 421108
The Secretary
(at club address)

Staffordshire Sport Skydivers
c/o Stoke-on-Trent Youth and Adult
Centre, Pump Street, Stoke-on-Trent,
ST4 1NQ
Chief Instructor
(at club address)
Tel: Boldon 7530

Northumbria Parachute Club
Sunderland Airport, Washington Road,
Sunderland, Co. Durham
R. Parry
127 Summertree Road,
Ellesmere Port, Cheshire

Vauxhall Skydiving Club
L. Melhuish
Copper Beeches, 7 Cardiff Road
Dinas Powis, S. Glamorgan
Tel: 0222 514100

Wales & West of England Para Club
Badminton, Avon

Yorkshire F/F Club

COLLEGIATE CLUBS

British Collegiate Parachute Association
The Secretary
The Spread Eagle,
Broad Lane, Wednesfield,
Wolverhampton

Brunei University *Hull University* *Cardiff University*
Edinburgh University *York University* *North Wales University*
Leeds University *Welbeck College* *Queen Mary College*
Newcastle University *Keele University* *Wolverhampton Polytechnic*
Abingdon College

SERVICE ASSOCIATION, CLUBS AND TEAMS

Army Parachute Association
Chief Instructor
J.S.P.C. Airfield Camp, Netheravon,
Wiltshire

Rhine Army Parachute Association
Captain T. E. Oxley
R.A.P.A. Centre, S.T.C. Sennelager,
B.F.P.O. 16

R.A.F. Sport Parachute Association
Hon. Sec., R.A.F.S.P.A.,
R.A.F. Brize Norton,
Oxon.

Parachute Regiment Free Fall Club
Major P. O'Hara
Para Regt Free Fall Team,
Browning Bks., Aldershot, Hants.
Tel: Aldershot 24431 Ext 2446

Royal Navy and Royal Marines Sport Parachute Association
The Secretary, RN & RMSPA,
Commando Training Centre RM,
Lymington, Exmouth, Devon,
EX8 5AR
Tel: Topsham 3781, ext. 491 or
at Club, Luppitt 697

Cyprus Joint Service Adventurous Training Centre (CJSATC)
Chief Instructor (CCSPC)
CJSATC Pergamos Camp, BFPO 58

Intelligence Corps Depot Sport Para Club
S. Sgt. R. G. Wright, Int. Corps.,
The Intelligence Corps Depot,
Templar Barracks, Ashford,
Kent, TN23 3HH
Tel: Ashford 25251, Ext. 320

7 Parachute Regiment R.H.A. (The Black Knights)
Lt. N. D. Cooke
7 Parachute Regiment R.H.A.
Lille Bks., Aldershot, Hants.
Tel: Aldershot 24431, Ext. 3509

REME Free Fall Team
Capt. A. C. Dixon,
REME Para Team,
Trg Bn. Depot REME,
Poperhinghe Barracks, Arborfield,
Reading, Berks.
Tel: 0734 760421, Ext. 451

Royal Green Jackets Parachute Club
Regimental Information Office,
The Royal Green Jackets,
Peninsula Barracks,
Winchester, Hants SO23 8TS

22 Special Air Service Parachute Club Golden Lions Parachute Club
Cpl. A. H. McKinnon
Glencorse Barracks, Milton Bridge,
Penuick, Midlothian, Scotland

RAOC Free Fall Display Team (The Cannonballs)
Netheravon, Wilts.
Tel: Netheravon 201 RAOC Only

Royal Corps of Transport Parachute Club
Cpl. M. Berry
HQ RCT, Buller Barracks,
Aldershot, Hants.

29 Cdo Lt Regt RA (The Buccaneers F/F Team)
Capt. N. Neame, RA
7 Cdo Lt BTY RA
c/o 45 Cdo, Condor, Arbroath,
Angus, Scotland

Hong Kong Parachute Club
Cpl. D. Wright, CCI, JSPC (HK),
Borneo Lines, Sek kong B.F.P.O. 1

JS SPA Singapore
Captain R. A. Sampson
1 RNZIRm NZFPO 5,
c/o GPO Singapore

SPORT PARACHUTIST



THE JOURNAL OF THE
BRITISH PARACHUTE
ASSOCIATION

(A company limited by guarantee)

BRITISH PARACHUTE ASSOCIATION LTD.,
KIMBERLEY HOUSE,
47 VAUGHAN WAY, LEICESTER, LE1 4SG
Phone 0533-59778/59635

BPA COUNCIL

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

Other Members:

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

Co-opted Members

I. Wright A. Geraghty D. Turner (BCPA)
Chairmen of APA and RAFSPA

BPA JOURNAL

Charles Shea-Simonds *Editor*

BPA STAFF

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

Editor's Note

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



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



Vol. 14 No. 6
DECEMBER 1977

Editorial

As you will notice from Bill's enclosed News Sheet we are spared (for the second time in our history) from the business of having an election for our Council, as only 16 nominations were received. Personally I find this sadly apathetic.

The 1977 British RW Team gave a creditable performance in Australia (see page 16), and proved themselves worthy sporting ambassadors for our country. The next issue will contain a full report.

Finally I would like to take this opportunity of saying 'thank you' on your behalf to all at G. H. Fisher and Sons, the printers of S.P., for maintaining the outstanding quality of our journal which others seek to achieve.



Wishing you all
Blue Skies and
Soft Landings in
1978

See you on the DZ,

Charlie

Cover — 'Pull Out' by Frenchie Courtois

THE DROP DOWN

Calendar of Events

6 January '78	BPA Dinner Dance
7 January '78	BPA Instructors Convention & AGM
20-24 February '78	BPA PI/Exam Course 1/78 - Shobdon
3-7 April '78	Relative Work Seminar
17-21 April '78	Classic Seminar
1-5 May '78	BPA PI/Exam Course 2/78
23-31 May '78	Army Championships
17-25 June '78	BPA Classic
	National Championships
8-16 July '78	BPA RW National Championships
29 July -	
5 August '78	Rhine Army Championships
7-11 August '78	BPA/PI/Exam Course 3/78
14-18 August '78	Student Progression Course 1/78
19-20 August '78	British Collegiate Championships
11-15 Sept '78	Student Progression Course 2/78
6-10 November '78	BPA PI/Exam Course 4/78



"I hope he's finished playing games now, that two-grand lift, to try out the Action-Man Parachutist just about knackered me!"



BPA PI/Exam Course 4/77 at Sibson.



The recent APA run Riggers Course at Netheravon was the first of its kind.

SUPERFLY



LISTEN FELLAS - IT ISN'T WHETHER YOU WON OR LOST... IT'S HOW WELL YOU JUMPED!...

It's Christmas Eve, the snow lies deep,
 As our skygod nestles down to sleep
 And as he sleeps, he has a dream
 Of things that aren't, but might have been.

He dreams that he is ten feet tall,
 With shoulders broad and a waist that's small.
 His arms are strong, his legs like trees,
 His 'ripcord' hangs down to his knees.
 And maidens rush from miles around,
 To prostrate themselves upon the ground.
 But he gives them not a second glance
 For with jutting chin and manly stance,
 His only thoughts are for the sky,
 He lives to jump, to do or die.
 He jumps from fifteen thousand feet
 With a relative style you just can't beat.
 And just as he's about to land
 His 'ripcord' firmly in his hand,
 He pulls it hard, emits a scream,
 Awakes to find it's all a dream.
 In the morning light, the visions fade
 For it's of such 'stuff', that dreams are made.

□ □ □

It's Christmas Eve and by the bed,
 Stands this old geezer dressed in red.
 I've come to fill your heart with joy,
 I've brought for you this wondrous toy,
 It's a 'foil' that's made in Red and Black
 With an outboard motor at the back.
 It has a prop' and an elastic band
 Which, when you're coming in to land
 You pull this lever, it's marked REPEAT.
 And back you go to five thousand feet.

But as you're twanging up and down
 Just like a pair of knickers.
 Permit your face to wear a frown
 Or else those city slickers,
 Will realise you like it
 And spike it.

□ □ □

Three little maids from Leeds are we,
 Slaves to 'Little Del' you see.
 We travel round, we go all over,
 To tend our diddy Casanova!!!

Cookey

Cookey

Cookey



"I hear that some whiz-kid has worked out a way to reduce jump costs to a quid a go!"

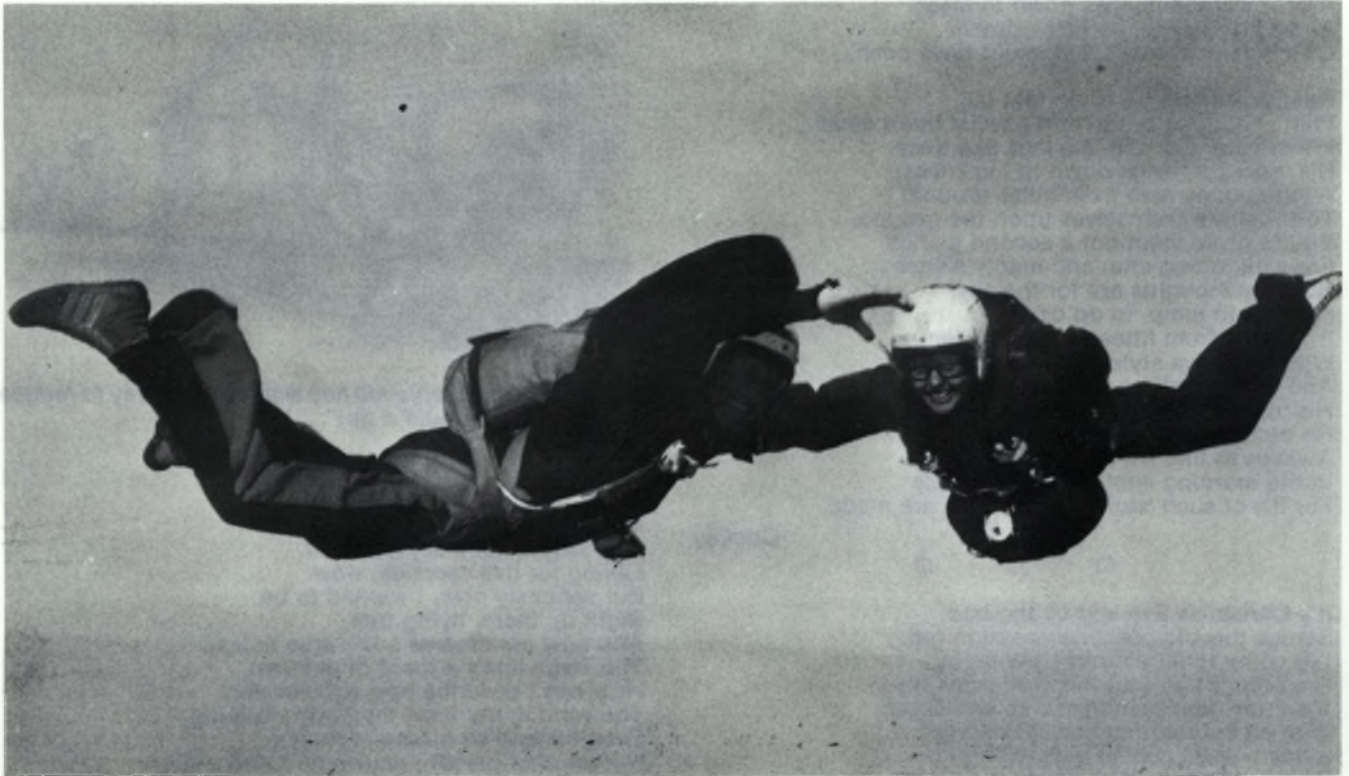
PROGRESSION

At last I've left the static line,
 My last D.P's were really fine.
 I'm really quite a sky god now,
 Falling for five seconds, wow.
 But seriously now, I wanted to be
 Right up there, flying free.
 And now my dreams come true at last,
 The static line's a thing of the past.
 How can I describe how exhilarating
 The wind in my face, my body vibrating.
 Everything is so quiet and serene,
 Not another person, anywhere to be seen.
 The ground looks so insignificantly small,
 Up there in the sky, is my call,
 Just floating around, so free at ease,
 My flying appetite, I shall never appease.
 It seems a shame to have to pull,
 Life on the ground is really quite dull.
 Eight then tens the count get longer,
 My call to fly the sky gets stronger.
 I know there's more in line for me,
 In relly work I'll no longer be
 Alone up there, but with a friend,
 As round the skies our way we wend.
 But that is all to come for me
 So flying alone I'm content to be,
 The only one for miles around,
 The envy of those, left on the ground.

SUE



... AND YOU JUMPED ROTTEN
 YOU LITTLE TOAD !!!



Congratulations to Don Sidebottom and Louise Drury who are to be married in April. They are seen here linked over Carik.

Photo by Geoff Horan

HAZARDS OF A D.Z.

I went to Sibson yesterday
 Hoping to jump the day away
 Always fearing the wind and rain
 Will make my journey all in vain.
 The weather was good, so I did hurry
 Reaching the DZ in quite a flurry.
 I donned my helmet, rig and suit,
 And into the plane I did shoot.
 I sat behind the pilot's seat,
 In all my kit, I looked quite neat.
 "I don't like that," the pilot said
 Ronnie, laying as if in bed,
 Sat up, and out of the window he looked
 Not believing his eyes, said "I'll be f.....
 No need going any higher
 Take it down, the DZ's on fire."
 Wind and rain are bad enough
 But fire makes the going tough
 I've heard of Buddhist Monks you see,
 But Buddhist Parachutists, not me.
 I don't mind a joke, at the right time,
 But bugger a bloody pontomine.
 The only way to jump that day
 Was to help the fire, on its way.
 So volunteers were called at the double,
 To help the farmer fire the stubble.
 An Indian guy, known as Beaky,
 Sat there looking rather Peaky.
 Ronnie said, "Go and help them nutt,
 You won't notice a little soot."
 He then said "Don't stand near the flame,
 We'll have trouble finding your remains.
 I had to laugh at those remarks
 Ronnie O'Brien's full of larks.

The fire eventually burned right out,
 Leaving the smoke rolling about.
 But soon the D.Z. of smoke was clear,
 So jumping resumed for one and all,
 And all for one, we had a ball.

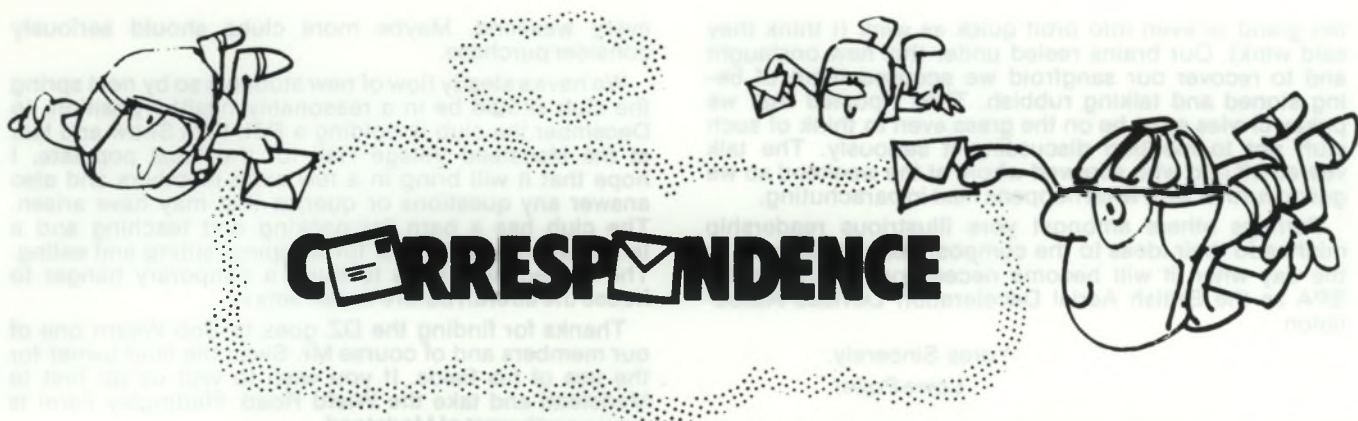
SUE

A ROUND TUIT

At long last we have a sufficient quantity for you to have your very own. Guard it with your life! These Tuits are hard to come by, especially the Round ones. It is indispensable, and will help you to become a much SAFER JUMPER.

For years we have heard people say:
 "I'll do it as soon as I get a Round tuit."

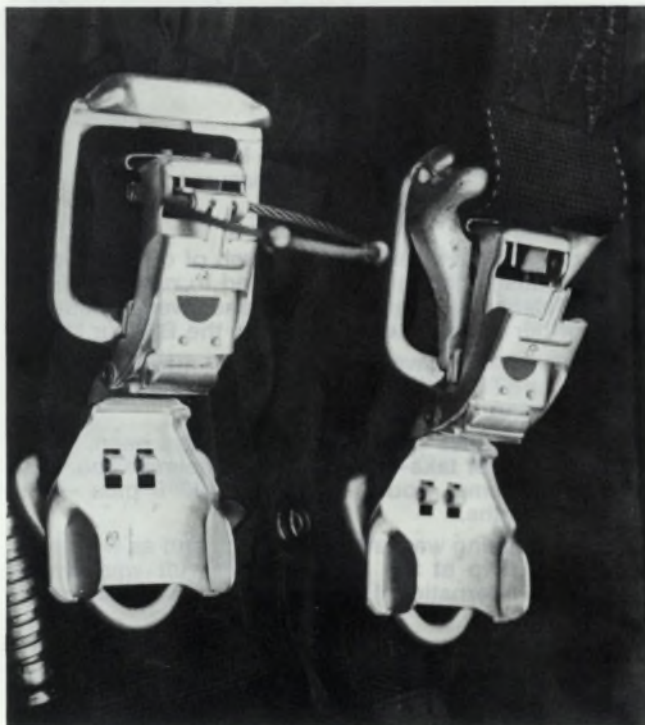
Now that you have a Round Tuit of your very own, many things that have long needed doing will get done.



CASE AGAINST THE CAPEWELL

Dear Charlie,

During the first week in October I was parachuting in the West Midlands. I exited from 5,000 ft with a Strato Cloud mounted in Pioneer Super-Pro equipment. After dumping at 2,500ft I discovered I had a very nasty rotating malfunction. With only a couple of cells inflated and the rotation increasing I decided to chop it. Covers down, thumbs in loops, pull down and out—normal procedure for 1½ shots. Very shortly afterwards I was attached to the stricken Strat by only my left riser; using my right hand to assist my left I again pulled down the wire lanyard and, to my horror it snapped off in my hand (see photo). I made a quick appraisal of my predicament, being very low and spinning faster than ever, I decided that anything from here on in was a bonus. My attempt to deploy the reserve (Tri-Con) was a failure (the rigging lines were still stowed on later inspection). Very shortly afterwards I landed in a bramble bush. Having just survived a double malfunction, sustaining only two fractured ribs, I walked from the D.Z. looking for more miracles to perform and for some toilet paper.



The moral of this story is as follows — If you jump high performance canopies you should expect high performance malfunctions.

As for Capewell releases — (quote from PI Catalogue) "Especially handy on windy days to quickly collapse the canopy and avoid being dragged".

The equipment cost £1,000 new only 10 jumps ago, however for my own peace of mind £12 spent on a pair of R3's will be money well spent — Amen.

GEOFF ELLIS, D.633.

Dear Charlie,

We was up the Abbey the other night for the weekly gaargle when some of the lads got into extrapolating about how skydiving would look in two hundred years time. The way they were putting the booze back half the daft barstids wont see the 80's never mind two hundred years but what the hell anyway.

It started with talk about the next development in squares being the inflatable square pumped up and held rigid by dinky little bottles of CO2, so as to prevent nasty cell closures at fifty feet in twenty five knot winds. This slid over into longer term speculation based on the realisation that what skydivers need in not necessarily parrychutes but deceleration devices. Fungus Macshearer came up with the notion that you could develop some kit the kiddies have for blowing up plastic balloons. It is a plastic goo that oozes outa tube. You inflate a marble sized ball of this stuff by inserting a plastic straw into it and blowing, in much the same way as a frog stomper inflates a frog prior to stomping. Skydivers of the future, opined Fungus, will wear a little gizmo on their backs which with a twitch of a switch will fart loudly at five hundred feet and your skygod of 2177 will wobble quietly down out of the sky suspended under his own personal plastic blob. Cedric Sideburns was next with the idea of retrorockets only the application was less than conventional. His scheme was to fit rockets to the earth to move it out from below the skydiver thereby cushioning his impact and permitting standup landings from freefall. This was hailed as perfectly reasonable until somebody pointed out that this was okay for yer Brits and Scot Nabs but very hard luck on the unhappy antipod who would have the whole lot accelerating towards him and finish up in the gum trees finding even a sixty foot cargo chute insufficient to slow him.

Some of the Saffron Loins Display Team sidled in with a pint in each hand and immediately led the discussion into the realm of antigravity devices that got you up to

ten grand or even into orbit quick as wink (I think they said wink). Our brains reeled under this new onslaught and to recover our sangfroid we accused them of being stoned and talking rubbish. They riposted that we pukey civvies must be on the grass even to think of such stuff not to mention discussing it seriously. The talk veered off into who screwed whom at the weekend so we got no further with what happens next in parachuting.

Perhaps others amongst yore illustrious readership might add their ideas to the compost heap leading on to the day when it will become necessary to rename the BPA as the British Aerial Deceleration Devices Association.

Yores Sincerely,
Lowe Puller.

PS Don't ask me where Big Jake is at. He nicked off with the teams life savings, rigs and homebrew supply and is persona non grata at this moment in time.

(Since this letter was received Lowe Puller has sent a further adventure of Big Jake which will appear in the next issue — Ed.)

SOUTHERN COUNTIES PARACHUTE CLUB

Dear Charlie,

Just a few words up dating you on the clubs position since leaving Worthing in July. The club has settled at Hattingley Farm Nr. Alton and to date has had a hassle free existence. The area is free of trees unlike the Worthing DZ and out in the sticks so we cannot disturb too many people.



Like so many other clubs we have suffered from the shortage of aircraft for hire and life has been one long slog. This always gave the membership a feeling of insecurity because they never knew if they would jump at the weekend. We decided to change all that by purchasing our own aircraft. The aircraft we chose was the Piper Tripacer which can take three jumpers. Now many of the old hands will shudder to think of the cramped conditions of the Tripe but a small cramped aircraft is better than no aircraft at all. It was certainly the cheapest aircraft around and it has a better short field performance than a Cessna 172. Financial help came from the BPA Council to which the club says thanks. We had a second thickness of fabric stuck to the rear fuselage behind the door to give extra protection from deployment bags and with the new step fitted people do not stumble over themselves on exit any more. The D.Z. at Hattingley has unlimited altitude but the Tripacer runs out of steam at 7000 ft. so that is about as high as we can go. Still, purchasing the aircraft was the right move; it has improved morale amongst our members who know that weather permitting there is nothing to stop them jumping

every weekend. Maybe more clubs should seriously consider purchase.

We have a steady flow of new students so by next spring the club should be in a reasonably healthy position. In December the club is holding a P.R. Film Show and talk at the Medstead Village Hall for the local populace. I hope that it will bring in a few extra members and also answer any questions or queries that may have arisen. The club has a barn for packing and teaching and a large caravan on the DZ for sleeping, sitting and eating. The immediate task is to build a temporary hangar to house the aircraft before winter sets in.

Thanks for finding the DZ goes to Bob Wearn one of our members and of course Mr. Swan the land owner for the use of his fields. If you wish to visit us go first to Medstead and take the Wield Road. Hattingley Farm is 1 mile north west of Medstead.

Bob Swainson
Club CCI D659

Dear Charlie,

Following the cover picture of a student exit in last edition of Sport Parachutist, how about giving Exeter University Sport Parachute Club a mention? Approaching 90 strong, we're not even mentioned as being a member of the Collegiate Para. Association, which we are. We jump at Dunkeswell Skydiving Centre, weather permitting of course, which isn't all that often at times of the year — wind problem! Marines Brian Wheller CCI, Stan and Sam and others keep their eye on us. Especially Sam — he was found wandering about about nearby woods in a raincoat flashing to available jumpers, before being introduced to the sport himself, or so Brian has us believe! Congrats to Alan, another instructor, and wife on their newly arrived baby.

Do please mention Jackie Smith, yes another one, who has really got the club going and acts as captain. Due to her hard work or organisation, charm, beauty etc., last year over 80 students got a jump for the first time, and more than that will probably jump this year. Alan Wayne's Secretary.

Message to Cardiff University or any other nearby University — watch out, we're ready and waiting to take you on!

Cheers,
Dave MacGregor,
Treasurer

Dear Charlie,

I know you have never heard much of our little sport club in Dubai, although we have tried to run it on BPA/USPA Safety and Training lines, and even persuaded some of our regular members to join the BPA or USPA.

Anyway, what I have to tell you now may be of some value to the STC on the discussion of wearing "Hard Hats" when jumping.

One of the rules of this club has always been, "to be fully dressed for take-off", this meant helmets too, even though the temp. would be around 100°F plus — the summer months.

All our jumping was late afternoons, and as we have a hard sand strip at the D.Z., our first lift was always from Dubai International Airport to avoid too much use of the rough strip.

Now comes the story:

On 26th September 1977, our Club Cessna 206 taxied for take-off for the first lift with 3 Jumpers on board, plus pilot (also a Parachutist).

We taxied along to about mid-section of the runway behind a couple of other small aircraft, and waited for a Boeing 707 to take-off.

For some reason we began our take-off just after the 707, and at about 60ft. got caught in the big jet turbulence, which nose-dived us left wing first into the ground.

As there is no official enquiry results, to our knowledge, as to the cause of the crash, we cannot say what the cause was. (Pilot error is strongly felt.)

The pilot was killed on impact.

The three jumpers were,

NATE FAULKNER USA—USPA 'C'

MIKE HUTCHINSON BPA

MIKE KEOGHAN BPA—D3134

and we all survived the crash.

Nate and Mike H. were sitting with their backs to the pilot and passenger seats, I myself facing forward near the door.

I remember nothing of the take-off at all, it seems I was thrown from the aircraft at some time between hitting the turbulence and the ground. I suffered an open potts fracture of lower RT leg, with dislocation of the ankle, severe concussion which has left me with double vision (now you know why the writing is bent!) and sprains and aches all over.

Nate suffered fractures of two transverse process on his spinal column, and two cracked ribs, also a black eye.

Mike H suffered a fractured collar bone and the Fibula of one leg, both he and Nate were concussed, but Mike H remembered the most about the before and after.

Anyway Charlie, the general opinion is that the equipment we were wearing saved our lives, particularly helmets, as mine is a write off.

Some people out here who have soft helmets and hockey helmets are now firm believers of the hard hat again.

I am pleased to report that Nate and Mike H, although still under Medical care, are back at work, but I am afraid I myself will be off work for 2 or 3 more months at least.

Pete Sherman and Allan Skennerton are of the same opinion of the kit saving our lives, both of whom are our very good and helpful friends.

I hope the information is of some use to you Charlie,

Regards,

Mike Keoghan

PS. Our Club is no more.

Here is part of a letter I recently received from a young English girl jumping at a D.Z. near Barcelona in Spain, which you may wish to consider for publication in the Correspondence Column of the 'mag'. After doing ten S/L jumps in Spain she came over to Sibson to do a basic first time course to fill in the gaps in her original training. She has since returned and is on free fall.

"I made my first free fall last Sunday from 1,000m, it was a 3 second delay, and I was stable — great! Wednesday was a national holiday so I went jumping again — two 5 second delays — very definitely free fall — sea, sky, mountains, sea, sky, earth all at once!! Both times I opened back-to-earth. "Don't worry" said the Spaniards, "It doesn't matter what position you're in when you open, you won't get stable until at least 10 free-falls."

There aren't any 'qualified' instructors, only people with more experience, and they all have their non-styles of doing things, so I really don't know what to do! There's a group of French people who come to our club and they're used to a more disciplined and stricter type of organisation so I tend to trust them more than the others. They say that the Spanish people in the clubs don't progress from the level they're at because they aren't aiming at anything. When people start free-fall, their first is an 8 sec delay, which I refused to do until I'd done shorter ones. Also when I practice in the harness they tell me off for doing the 'Stable Spread' saying I should be in the 'frog' position — fine, but not on my first free fall! That's probably one reason why my second and third jumps were bad, as I was trying to think of too many things. Also if I've got it in my mind before getting into the plane and when I've been practising I'm going to do a 3 sec delay, and when we've taken off the jumpmaster says — "try a 5 second delay in a frog position, oh, and by the way you've got a different type of Canopy" — it's rather disorientating!!! However you'll be pleased to hear my exits are getting better, even though with the Skywagon 207 you can't do a step poised exit. I tried doing a 'sideways sitting exit' as you showed me, but as it wasn't successful first time they said that I'd better go back to diving out! Also you'll be pleased to hear that I've been shooting the count. The first time I jumped when I got back to Spain I nearly caused a major exodus of the plane. The jumpmaster was so surprised when he heard me he nearly fell out after me, the other jumpers all leaned forward to see what had happened and the pilot jumped out of his seat".

I think the above words say a lot for the standards set by the BPA.

Best wishes,

DAVE TURNER



This is your life

Give it the right accident cover for as little as £2 per £1000

Parachute Personal Accident Scheme from as little as £2 per £1000 or £5 per £1000 for full cover including weekly benefits and a policy of particular interest to the self-employed.

We are specialist insurance brokers for parachuting and aviation and have available special schemes for Life Assurance and Permanent Health Insurance.

Write or telephone for details of your specific requirements.

GLADWELL GREENHILL (Insurance Brokers) Ltd.,
Specialist insurance brokers for parachuting and aviation
178 - 179 Piccadilly, London W1V 0QP.
Telephone : 01-409 0434.





COLLEGIATE NEWS



The third Meeting of the B.C.P.A. was held at Sibson on Saturday October 1st after several anxious days during which the Championships re-run was called off, and the Meeting was on, then off, and then finally on again when enough people found themselves in the right place at the right time. In actual fact this near disaster had come about because Jul Carson had not received enough entries to make the re-run worthwhile, the reason for this being that everyone had been away over the summer, out of postal contact with their colleges and were just returning, or in their first week back in competition week. So in typical parachutist fashion Competitors turned up at Sibson on the Friday night before the Meet without any advance notice, and not knowing that it had been cancelled. A few lessons to be learnt all round I think!

Anyway the Meeting was held with three area representatives, and several other interested parties present, and a few valuable points came out of it. Next year we are to hold separate Classic and Relative Work Championships, the Classics are to be held on 19-20 August (so now you know the date don't leave entries until the night before!) and the Accuracy Competition will be split into C9 and High Performance with again a minimum B Licence Qualification. And to give most Clubs a chance of entering the Relative Work Championships a Two-Man Sequential Event is to be held, with three manoeuvres. I think we ought to give the person who thought of this event a medal, as I don't think we will have many Four-Man Team entries for the Four-Man Sequential Event. Hopefully it will be possible to publish a set of rules for these events in the next edition of "Sport Parachutist" so that jumpers can start to train early for the R.W. Competition and hence produce a high standard for the summer.

The first All-Collegiate Display (to my knowledge) took place on the afternoon of 26th October, when John Carter's team from Birmingham University, plus yours truly as a guest, jumped into the Campus of the University itself as part of the Autumn Term Carnival Celebrations. In typical Carter fashion we were airborne and totally captive in the aircraft when he produced a rather long, complicated legal document which we were forced to sign indemnifying the University from just about everything — INCLUDING HYPOXIA — and that's one thing we weren't going to get on that particular afternoon with a cloudbase of no more than 2,200 ft, or thereabouts. Anyway, all canopies safely open by 1,500ft, and I was amazed to see the other jumpers heading for the same spot in the arena, so I decided to spread the display along the crowd line. Have you ever noticed how parachutists are attracted to cameras like flies to a flypaper? Yes, you might have guessed, come the six o'clock local news programme ATV Today there were super shots of everyone except me, and my mum wouldn't even believe that I'd been on the demo at all!!! Anyway, on landing we were

met by a bevy of beautiful young ladies armed with cans of "Newcastle Brown" — the sign of a truly well organised Display. I know that John has got one hell of a lot of students at Birmingham and I'm sure that providing a live parachute display produces a lot more interest than the showing of "Masters" or "Wings" because people can relate more easily with jumpers when they see them on the ground, packing or walking around after the demo — something for the richer clubs to think about. Aircraft time only costs somewhere in the region of £30 — £40 for a demo from a four or five place Cessna, and think of the beneficial effect it could have on a Sports Federation or a Union Finance Committee when they are shown that men really do jump out of aeroplanes and this is the end product of their Capital Outlay — a professional display!

Anyway whilst on the subject of finance I have had very encouraging reports from several establishments notably on the University Scene, Manchester who seem to have got £600 from U.M.I.S.T and £800 from Manchester University and on the Poly Scene from Hatfield who are getting large course subsidies, subsidies towards jumps bills and a £2 refund per member for B.P.A. Membership!!! On the other hand Wolverhampton Polytechnic are having to struggle along on their annual grant of £112, which works out at about £1.80 per member, and with instructions not to spend it all at once, there won't be a great deal of union financed activity this year. In actual fact two Courses have been run already this term with more planned before Christmas, all self financed.

It would help if more information was forthcoming from Clubs concerning subsidies and Course arrangements for this academic year, as when Clubs write asking for help I could be more constructive if I had more factual information to offer. Some clubs I have not heard from at all this year, so I'll take this opportunity to remind them that if members wish to take part in Collegiate Competitions next year they must register as a Collegiate Club as soon as possible in the new year.

B.C.P.A. Sweat Shirts orders are now being taken by Jul Carson, c/o University of Sussex Skydiving Club, The Union, University of Sussex, Brighton at a cost of £5.50 — so get them in as soon as possible!

Finally I would like to wish all Student Parachutists a very Merry Christmas and good jumping in the second year of the B.C.P.A. Plans for next year already include an attempted S.C.R. weekend when we will try and put the first British Collegiate Eight-man together. Will anyone who is Category X, with a reasonable amount of three and four-man experience who wishes to take part write and let me know.

Have fun,

DAVE, D2190.

BUZZ'S CANADIAN COLUMN

As Charlie has asked me to get this column to him before October 15th, in order to put it in the magazine before he departs for Australia, I thought I would write something about our participation in the coming World Meet.

The Canadian Parachute Team is chosen each year at the National Championships, which are usually held during the last week in July. For Style and Accuracy the team is composed of the top five men and women in the overall standings, provided they are also Canadian citizens, and for Relative Work, the first placed teams in the four and eight man events, with the same requirements regarding citizenship.

This year there were, realistically only two four man teams, who, before the Nationals, showed that they were serious contenders to represent Canada. Both were composed of Vancouver/Abbotsford jumpers, but included only three of the team that went to Warendorf in 1975. As far as eight man competition went, it seemed that there were no teams serious enough about competition to train other than at weekends, and so it was.

The two four man teams went their separate ways to train; Sundance to Florida, and Terminal Eyes to a drop zone in Southern Ontario. They both did two to three months training for the four man event and by previous agreement got together to jump as an eight man for a week or two before the Nationals. From all reports it seemed as if the four man event would be a real battle between the two teams. Then a week before, two of Sundance got tangled up while doing canopy relative work, the result was a cracked pelvis for one and for the other a broken nose and strained ribs. That meant that they had to bring in their alternate, who, although he was a very good relative worker, was not as sharp as the injured jumper, so that their training and speed was a little off.

The results of the Nationals went as predicted with the two teams placing first and second in the four man (66 and 55 points respectively for ten rounds) and combining for first place in the eight man event. It is worthy of note that Sundance scored nine points on one round — a world class performance by any standards.

The four man team has already left Vancouver for training in Arizona, and as I write, the rest of the eight man group are preparing to leave. They plan to make 150 — 200 four man jumps and 100 eight man jumps, with a week or ten days in Australia at Caloundra.

One of the perennial problems we have is financing our participation — especially in terms of travel costs. Up to and including 1975, we received federal government funding to cover travel and training camp accommodation costs. We no longer receive any money from federal sources.

C.S.P.A. maintains a team fund to which donations are made. Fortunately we are registered with Revenue Canada, which allows the donor to deduct the amount of the donation in calculating taxable income each year. This advantage can be a definite factor in encouraging people to make donations. Nonetheless the team fund only goes a short way to covering the costs of sending a team to the World Meet in Australia. For a twelve person delegation the probable costs will be:

	\$(Can.)
Entry Fees	4,000
Travel	16,200
Training Jumps	11,200
Accommodation	6,300
Clothing (formal)	1,400

Equipment—Jumpsuits	1,000
Parachutes	3,600
Miscellaneous	500
	<hr/>
	44,200
Less CSPA Team Fund	11,200
	<hr/>
Shortfall	33,000

Therefore in effect the team members have to pay about \$3000 each out of their own pocket to compete. Parachuting is not an "elite" Olympic Sport, and does not therefore qualify for support from our bureaucrats, who seem not to recognise the fact that all sports deserve help. The financial burden of representing one's country can be high, and fortunately our 1977 team is quite prepared to bear the burden and win some medals in the process.

Gatton, watch out!

BUZZ.

COLLISION!

The jump planned was to form a 5-man star and change to a spider. The RW went well and came 3500 ft, five bodies tracked clear of each other and on a quick look around after what seemed like a reasonable track I dumped. After first checking my borrowed strato-star I looked for the other guys, one of whom was close in front and above to my right heading in my direction. He did not see me as he was either checking his canopy and or releasing brakes.

At first I thought he was going to pass above and to my right, but due to the fact that his canopy and mine was still oscillating from the opening our resultant course was directly at each other. At this stage I still felt that he would pass directly over me with a few feet to spare and nothing more would come of it. The next thing I knew I heard a muffled thud and whoosh, followed by a stifled, "WHAT THE... WHO THE... WHERE THE HELL AM I!!!" as said parachutist collided with the top left of my canopy and took it with him. After several anxious moments of watching my canopy dive wildly downwards to my left the parachute freed itself, or the parachutist freed himself. Quite how the entangled became untangled I don't know, but my canopy quickly recovered from the collision and I then proceeded to check the canopy, release the brakes and land intact.

At this point I think it fair to say that this was my ninth square jump and my first square jump on an RW load. In the account of the above incident it may appear that I had plenty of time to react to the situation and maybe with experience of square that could be true, but it happened so fast that I obviously did not react as I should have done and the situation that developed was potentially lethal.

Points to be learned from my experience:

1. Track well clear of other individuals in the group, have a good look around and wave off before dumping.
2. The first thing to do once you have checked the canopy is to locate and steer away from anyone that could be heading in your direction. Forget about releasing the brakes and steer to avoid with the risers, don't think to yourself, "I'll just release the brakes, gain full control and then steer," this is just the time when a collision of this nature is going to occur.

I feel that a necessary exercise for a beginner on squares, once familiar with the normal techniques of steering, is to learn how to steer to avoid by using the risers when the canopy is still on half brakes.

DAVE STEPHENS, D.1897.

**7th ANNUAL
CHARLES WELLS
ACCURACY MEET**

**duck end farm
77**



A record 37 teams entered this year's legendary Duck End Meet — here they are with pilots, judges, helpers and friends. Our thanks to all who made it possible.



Sponsor for all seven Meets to date, Oliver Wells, presents First Team Prize to Peterborough members Alan Ashton, Colin Bruce and Steve Eversfield.



Phil Cavanagh failed to win a prize for exhibiting his famous 'Nose of Red' . . .



... whilst team mate, Roger Marsden, won the individual bronze ...



... Scotty Milne took the gold ...



... Derrick Orton the silver ... Charlie took the photos and ...



... whilst Greg Robinson managed to shift the pit a good six feet! See you all next year.



2nd WORLD PARACHUTING CHAMPIONSHIPS IN RELATIVE WORK

21-30 NOVEMBER 1977 - GATTON, AUSTRALIA
(A PHOTOGRAPHIC REPORT)



The British Delegation

Bob Burn, Dave Waterman, Joe France, Ray Willis, Mark Miller, Dane Kenny, Bob Colpus, Geoff Sanders, Bob Hiatt, Robin Mills, Fred Keery, Tony Uragallo, Will Grut, Jackie Smith, Craig Fronk, Ty Barraclough, Dave Waugh.



Annie Swinbourne and Jackie Smith with the former's baby kangaroo.



The International panel of judges, GB being represented by Charlie, Biff and Nick Cullum.



Organised by the Australian Parachute Federation, the 1977 World Meet must be rated an outstanding success. Congratulations to all A.P.F. members concerned but particularly Claude Gillard (President, A.P.F.), Donna Berthelsen (Organiser, *par excellence*), Dave Millard (Meet Director), Colin Holt, Mike Tonks, Andy Kerr (Principal Administrators).



Beauty and the Beast! Rosa and Hannibal from Venezuela.



Symbiosis 8-man team prior to emplaning at Gatton. Much credit is due to Craig Fronk (second on left) for all the assistance he gave as team coach.



U.S. 8-man team, Mirror Images, winners of the 8-man event, dirt dive a practice jump at Caloundra.



The RAFSPA 4-man team prior to winning the bronze medals at the Queensland Championships at Caloundra.



The Twin Otter taking off at Gatton. The first time only one aircraft has been used at a World Meet; and it finished with a day and a half to spare!



Popular favourites to win the 4-man were Sweden, but they were narrowly beaten by Canada.

2nd WORLD PARACHUTING CHAMPIONSHIPS IN RELATIVE WORK OFFICIAL RESULTS

8-MAN EVENT

Country	Place	1	2	3	4	5	6	7	8	9	10	Total
U.S.A.	1	3	4	5	4	5	5	5	4	3	4	42
Germany F.R.	2	4	4	5	4	6	4	2	5	4	3	41
France	3	4	3	6	4	5	3	3	4	3	4	39
Canada	4	4	4	5	4	5	4	2	4	2	4	38
Australia	5	3	3	2	4	4	4	3	5	4	3	35
Great Britain	6	2	3	4	3	4	3	3	3	1	1	27
Norway	7	2	2	2	2	3	1	2	2	1	1	18
Switzerland	8	2	0	2	2	3	1	2	1	1	2	16
Netherlands	9	1	1	1	2	3	1	0	1	1	1	12
New Zealand	10	3	1	1	1	1	0	2	1	1	0	11

4-MAN EVENT

Country	Place	1	2	3	4	5	6	7	8	9	10	Total
Canada	1	8	6	4	6	13	9	8	7	7	5	73
Sweden	2	9	6	4	7	10	7	7	6	8	7	71
Germany F.R.	3	8	5	5	5	8	5	6	4	7	5	58
U.S.A.	4	7	5	2	4	9	7	6	3	7	5	55
Venezuela	5	7	3	3	4	6	8	7	5	6	4	53
France	6	7	4	3	5	3	6	8	5	6	4	51
Great Britain	7	6	4	4	3	3	6	5	5	5	4	45
Norway	8=	5	4	3	2	4	4	4	4	4	4	38
Australia	8=	4	4	2	4	3	1	5	5	6	4	38
New Zealand	10	7	0	2	4	3	4	6	2	4	4	36
Switzerland	11=	3	3	3	5	3	1	6	2	4	5	35
Austria	11=	4	1	2	3	3	4	4	5	5	4	35
Netherlands	13	3	2	2	0	6	5	4	4	4	4	34
Italy	14	3	3	2	1	3	5	3	4	3	3	30
Belgium	15	2	3	2	2	6	4	4	2	3	0	28
Denmark	16	3	3	3	1	5	4	1	2	1	3	26
Finland	17=	2	0	2	2	1	1	0	0	2	2	12
Spain	17=	1	1	1	1	3	3	0	0	0	2	12
Indonesia	19	1	0	1	0	0	1	1	0	0	0	4

OVERALL CHAMPIONSHIP

Place	Country	Total of Placings	
1	Canada	5	38 + 73 = 111
2	Germany F.R.	5	41 + 58 = 99
3	U.S.A.	5	42 + 55 = 97
4	France	9	39 + 51 = 90
5	Australia	13	35 + 38 = 73
6	Great Britain	13	27 + 45 = 72
7	Norway	15	18 + 38 = 56
8	Switzerland	19	16 + 35 = 51
9	New Zealand	20	11 + 36 = 47
10	Netherlands	22	12 + 34 = 46

Report by C. S-S

The next issue of S.P. will contain a full article on the World Meet illustrated with yet more photographs.

southern skydiver

Full coverage of the
Southern African Sky-diving Scene.

Overseas airmail (4 copies per year)

R 10-00

P.O. BOX 33077, JEPPESTOWN,
TRANSVAAL 2043, South Africa.

Subscribe to...

FREE FALL KIWI

FFK Offers More!

- * News
- * Articles
- * Interviews
- * One full Colour Issue Every Year

Subscription Rates:

New Zealand: \$6
Overseas Surface: \$10
Overseas Airmail: \$12

ADVERTISING AND EDITORIAL OFFICES:
P.O. Box 3603, Wellington,
New Zealand

NORTH-WEST PARACHUTE COMPANY

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

Telephone
47964

VAT Reg. No. 174 9607 30

Proprietor:
R. N. Atherton

Student Equipment, Adidas Boots, Strato Stars and Clouds
Uragallo Jumpsuits, Altimasters, Cebe Helmets, Lightweight Pigs

Everything Parachuting—Bought and Sold
Please Ring Evenings Only

Everything that you want can be got.
Repairs and modifications.
Never too busy to help.
If you want it, I'll make it whatever the shape.
Extensive range of colours, trims and designs.

Phone and then call
round.

Old Tower
Elvington Airfield
York
Tel. 090485-500

Elvin Skysports Ltd

YOUR AVIATION LIBRARY IS NOT COMPLETE
IF YOU DO NOT REGULARLY RECEIVE
AND READ A COPY OF

„PARACHUTIST“

the world's largest monthly parachuting magazine and the official publication of the United States Parachute Association. First in the field with news of parachuting activities skydiving equipment and techniques, safety procedures, advance notice of meets and results of competition jumping. Be up to date, know about the latest advancements in professional and recreational parachuting in the U.S.A. and around the world. Enjoy seeing prize winning photographs of parachutists in action. All this and more. Send check or money order for \$8 for a year's subscription (\$20 for air rates).

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

GEELAN & HUGHES SKYDIVERS LTD.

11 WESTLAKE PLACE, SUTTON BINGER
CHIPPENHAM, WILTSHIRE
Telephone SEAGRY (0249) 720602

PRICE CORRECTIONS—

To October Mini Catalogue Price List
Altimeter III Velcro Hand Mount £1.50
Gloves £3.00
U.S.P.A. Calendar £3.00

SKIES CALL

£7 EACH COPY
INCLUDING
POSTAGE

Andy Keech has expressed the art, poetry and sheer beauty of parachuting as a sport. 150 of his photographs feature within the hard covers of a volume that captures the riotous colour and excitement of a unique experience.

With all the impact of the book, the sensation of SKIES CALL is echoed in a selection of posters. Each poster measures 22" x 17," and all four together make a glorious display.



1. "CHINOOK"



2. "WAY OUT"



4. "HERCULES"



3. "MARSHA"



POSTERS 85p EACH, INCLUDING POSTAGE OR | SEND TO: SKIES CALL, DEPT. 436, THE OLD PINES,
THE SET OF 1,2,3 AND 4 FOR ONLY £3 | EPSOM, SURREY, ENGLAND (CHEQUES MADE PAYABLE TO | PARTINGTON SMITH)

SEX!

Even in a sport as reserved and staid as parachuting the unmentionable—SEX—occasionally rears its ugly head. But in this case a television company actually wanted to film two BPA members engaged in a sex battle even Lord Porn would approve of, which is how, early next year, a few camera hoppers will be gracing your tv screens.

Southern Television on behalf of the huge Trans World International had decided to include parachuting in its new season of "Challenge of the Sexes" programmes and approached the BPA for likely contenders.

The obvious choice was to keep it in the family with Scotty (British overall male champ) versus Sandy (British overall ladies champ). Of course it wasn't so simple. Although Sandy could compete Scotty was thousands of miles away in the States training with the Golden Knights. A quick check on the location of the 1976 Men's team members revealed more problems as Ken Mapplebeck and Dickie Bird were both in Germany and Bob Hiatt was in Dubai. Finally Robin Mills was located and agreed to take part.

Deciding on the DZ wasn't the simplest matter either.

"Netheravon" suggested the BPA. Telemeters, pit, plane.

"Hurne Airport" said STV.

"Where" said the BPA.

"Hurne airport, Bournemouth" they repeated.

"But there's not pit there" said the BPA.

"No problem. We'll find one" they replied.

Eventually Hurne Airport was agreed on and two days were set aside for the filming with Geordie Laing, Jim Petherbridge and I judging, Dave Waterman doing aerial photography and Major Stacey flying the Netheravon 206.

Typically day one was cloudy and windy. The camera crew were already set up on a grassy section between the car park, the runway and an electricity sub-station.

"Where's the pit?" asked Sandy.

"We-el it will be there" said producer Anthony Howard pointing to a small wooden stake in the ground.

"What do you mean will be" said Sandy, not surprisingly a little confused.

"Well we've ordered it but it hasn't arrived yet. Don't worry it will be" he reassured.

Thoroughly confused we set off for refreshments waiting for the wind to drop and Robin to arrive.

As the weather slowly improved and Robin still hadn't arrived the producer asked with controlled panic whether there was anyone else who could uphold male honour. Jim hadn't got a canopy and Dave was needed for the filming so poor Geordie was nominated.

Fortunately with a screech of brakes and profuse apologies about massive traffic queues Robin arrived together with more judges and spectators—Jackie, Dane, Tony, Bob Culpus and Venezuelans, Pedro and Hannibal.

To make up for his late arrival he did oblige with a quick strip in the centre of the imaginary pit, which I don't think he realised was being recorded for posterity.

Finally after masses of shots of Sandy and Robin getting kitted up, and Sandy and Robin walking to the plane, and Sandy and Robin climbing in the plane they took off.

As we watched it climbing a huge lorry drew up.

"Where'd you wannit?" shouted the driver.

Totally blank looks all round.

"This pit thing" he said, jerking his thumb behind him towards his load of gravel obviously thinking all the leaping through the air and bouncing back to earth had loosened a few screws.

Realisation dawned. The much heralded pit had arrived. With military precision Geordie supervised the laying of protective plastic sheets (well STV did promise the airport manager they would leave things as they found them and if that meant taking the pit up again after filming, then they'd take it up). So when Robin and Sandy landed there was a rather puny five metre pit, about two feet high.

The actual jumping was a bit of an anti-climax. Shooting schedules meant there would be only two style and two accuracy jumps.

Robin, after months of strict rele jumping proved to be the star of the show winning both the accuracy (two discs) and the style with an average time of 9.00., compared with Sandy's 10.00 style average and total of 2.94 accuracy. But she did prove a great success with the camera crews—lots of lingering shots, and with the sound recordists ferreting in her track suit top to make sure the microphone for mid-air commentary was secure.

Highlights of the day were the closure of the runway after a plane—rumoured to be carrying Amin—burst a tyre on landing, and some candid shots of Jackie crouching behind some parked cars because she couldn't make it to the loos in the main departure lounge.

ANNE FUSSELL

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

custom student rig
1. BAG DEPLOYMENT — for initial jumps
2. POD DEPLOYMENT — for D.R.C.P.'s.
3. FREE FALL OPERATION



MO WORDS O WISSERDOM

Doo to de lack o r'sponse to de las artycul A writ, A d'cided to elbow de Bee Pee Ay mag an its followa's as a bunch o ungrateful onkys. Be sein as dis letter plopped on de dor mat o de Pres Rezidenz f'om de chief nob Shave Zimmons, grovelin fo mo words f'om de masterful pen, an how dat de hole membership rippin open de pages o each mag in anticipation, A d'cided dat as dis bein de seizon o goodwill to mos men, A'd get de ol Olivetti out an ben to pubberlick presha an whack out Idi's Chrissermas messedge. An A warns yo if de prez doan start printin me in mo favrable light, dis am de las yo get.

Well A s'pose yo wants t'ear wot bin appenin over ere in de nub o de parachootin worl. Fust an fourmost de openin ov too noo Dee Zee's mus be big noos. De fust which is bout an hours ostrich ride f'om Entebbe called Z. Hills de zee standin o cors fo Zamanga as de centa is jus on de foot o de Zamanga Hills. Bad spotters pay fo mistakes ere by coppin de eyeful o mountain at five gees, dis now provin t'be de ot axracy Dee Zee. De otha centre called Deland, dis named after fummas Ugandan xplorer nounced on findin it da dis am De Land, De Land fo not e neva sed, but de name stick. But a gettin bak to de fred o wot a woz sayin dis am de place fo de ot snoops, de place where such flicks as 'Dis am a Spot' an de classick 'Martyrs od de Sky's' woz shot. As A woz sayin to me teams captin a cupla weeks ago 'Bee Jay', sez (B.J. o cors bein de shortnin o is name Bwana Jusu) dis place ave de po tential t'be de worls noo Dope Valy, orl A needs is a coon Burt Curtiz an in no time orde's o de worls jumpas will be rockin ere. Stil dat orl de pork pi in de sky fo now.

Now de fings dats on orl yo mines a waygwe, is where woz de funds ot cooky swoopa—star ov 'Wings o Entebbe' at dis years worl meet, evbody rippin open kanz ov vorsters an breevin de sy o r'leaf, as de nummer one team not a showinup. Well A tells yo. Ma team az bin de coors o much art rendin an greef doo to fey pissin orf not two weeks befo de comp. De ungrateful bugga's claimin dat A is a tyre ant an usin in ma trainin cam not enoff carot an to much stik, or in dis case sledge ammer. Wot A sez is yo soon stops losin de grips afta avin de pinkys flattened a coupla times. A even nocked up some noo ot shot quipment fo dem, A be de fust to mit dat de fro way pilot shoots woz de dizmal failure, but ow woz A to no dey meant to be tyd to de canopea. But 50 pa cent sucksess can be claimed fo de Ugandan version o de Billy Smart Cirkus, cutway sistem. Dese markitied unner do modist name of 'Idiwells' dis worl shatterin ideam corprates de use of 2 'Han Grenades' where de ol trash use t'be; on seein dat de mane rag ainta opratin propa yo jus slips de fumbs in de rings, pul an four secs later de manky shoot am blown away levin de sirable fect o no metal on de arness: unfortunately it alzo ave de side e'fect o leavin no flesh on de uppa alf 'o' de body. But stil no pusson kan say I don lern ba ma miztakes, afta 2 doz tez jum's A ad dem removed an dey now only on de cutaway rig fo de bad boys on speshal demos fo de forin diggernatorys.

Sein as orl ma temps to get de Ugandan Para Geer Indstry of de groun woz de prise cock up, a relented to de fum basmin f'om ma team an got in de reel items f'om de States. Namely de noo Stratus Flya an a pig wog a can't talk bout as itz Top Secrit. In riturn fo diz genruz favor ma team promizd t'beat de Botswanan Champuns de 'Mandingo Flya's' in de pre Oz worm up meat, wiv a big s'prize fo dere b&lovd leada A de gn. Troo to dere word dey scrubbed de flor wiv de oppo sition, doo to sum miner

gameship, like gettin de a lot to run in a 250 nots, an pushin de sten guns in de ear oles o unbribable Eff Ay Eye judges, jus to mak sure dey sore de rite fings. But de ungratful buggas en ov meat s'prize woz t'get owt at fifteen gees orl open an dizpear in de erection o de Borda. Now dere fanks fo yo A thinks. Afta orl A dun fo dem.

Stil dat sho biz, dere am always nex year A s'pose alreddy, ma stile boys am burnin de ot times, lit rally. Ma mefods may be rude but dey sho do work; by settin fire to de bum prior to kickin de willin conscript out de times is down in de low No A's not gonna tell yo, jus wait an see, we's a keepin de lips sealed. An de fust pusson to say 'an dats a lotta lip' gonna fine isself starin up de barrel 'o' de trusty Webberly 45

DE EN.

Prez Idi Amin USCR 1
USCS 1

A FLOATING POCKET

McCarthy was in his usual mood, cursed his daughter, struck his son around the back of the ear, stuck his cigar in his mouth and off we went. Bob Cole was looking nice and relaxed. I was jumping a club T.U. with front mounted standard "I 24" reserve. It was a student relative jump but a simple one from 7000ft, normal two man with one grip change to an opposed stairstep.

Before emplaning McCarthy gave me the usual ribbing about jumping club kit and I was quite content with what I had on.

Exit went O.K. and so did the two man on the grip change. Bob flipped away into oblivion, oh well you can't win them all, so I watched him for a few seconds and then decided to hump away a bit. Come opening time and I've got a problem. The stitching on one end of the pocket has come undone and no way is this handle going to come out. There is no leverage and nothing to pull against as the bottom end of the pocket is free from the harness.

On third attempt which took about 1/10th of a second all told, with white knuckles and grinding teeth I decide it's time for another bloody "I 24 ride"; I really hate those things.

Anyway "I 24" deploys nicely, (watched it through my legs from my usual hot controlled reserve deployment position) and as usual it scrambles my brains when IT lands ME!

Three attempts on the ground by stronger men than me fail to move the handle.

It's an unusual one, worth looking for, so check your pockets on your club kit or if you've got any sense, jump your own kit.

Dave Howerski, D.1027.

THE CHAIRMAN'S REPORT

To the 11th Annual General Meeting of The British Parachute Association Limited

Membership

I am pleased to report that membership of the Association continues to grow. The growth during the past year was helped by the introduction of the 2-Jump Provisional Membership which enabled almost every club to enrol more new members into the BPA with the consequent recovery from the reduction in membership in 1976. Progress to date indicates that our 1977 figures should be an improvement on our previous all time high of 8,966 members in 1975. A summary of our membership situation is provided in the following tables:

Annual Membership Comparisons

Type of Membership	1973	1974	1975	1976	1977
Provisional (4 Months)	925	2095	3994	3576	1798*
Provisional (2-Jumps)	—	—	—	—	2635
Full	1811	1355	2173	1788	1281
Renewals	1478	2292	2799	3095	2948
	4214	5742	8966	8460	8662**

Notes: * of this figure 644 have converted to full membership.
** of this figure 473 are lady members and 419 are Scottish members.

The 1977 figures are as at 31st October and will be updated at the AGM.

MONTHLY MEMBERSHIP ANALYSIS—1977

	Types of Membership				Totals	
	4 Mths	2-Jump	Full	Renewal	M'thly	Accum've
January	114	—	38	5	157	157
February	214	—	85	—	299	456
March	332	—	51	—	383	839
April	124	269	252	2411	3056	3859
May	135	530	175	289	1129	5024
June	212	354	76	100	742	5766
July	151	381	180	63	775	6541
August	44	394	125	32	595	7136
September	164	394	172	31	761	7897
October	308	313	127	17	765	8662
November	Details to be provided					
December	Details to be provided					
Totals	1798	2635	1281	2948	8662	

New Clubs

During 1977 the following new clubs were affiliated to the BPA:

Cambridge University Parachute Club
Sheffield School of Free Fall Parachuting
The Free Fall Club—Langar
Tyne and Wear Parachute Club
University College Cardiff Parachute Club
Wales & West of England Parachute Club

In addition, the Council was pleased to affiliate the newly formed British Collegiate Parachute Association which under the energetic leadership of Dave Turner, who was co-opted on to the BPA Council, has already held one Collegiate Competition.

Approved Club Status

The following were awarded Approved Club Status:

Midland Parachute Centre
Hereford Parachute Club

New Instructors

The Association organised eight instructor courses during the year, i.e. four Potential Instructor courses with a total of 41 candidates and four Examination Courses with a total of 35 candidates. The actual running of these courses is the responsibility of Charles Shea-Simonds, a responsibility he

fulfills in the same way as he does everything else, with complete professionalism and enthusiasm. Charlie is greatly helped on Instructor Courses by voluntary help from BPA Instructors/Examiners of which the following have our collective thanks:

Dave Prince, John (Paddy) Long, John Laing, Dave Howerski, John (The Mighty Midget) Hitchen, Dave Hickling, Doug Peacock, Les Melhuish, Jim Cornelius Sharples Esq, and Jim Barnes.

From these Instructor Courses 33 of the candidates qualified as Approved BPA Instructors.

B.P.A. Council

The 1977 Council has been a very good one, having a good balance of business and parachuting expertise and a healthy representation from Instructors and Clubs. Some very useful work was done and attendances throughout the year have been quite good. The various Committees continue to operate within the Council. Peter Mitchell does an excellent job as Treasurer in addition to his work on the now abandoned National Centre project. Jim Crocker continues his good work as Chairman of the Safety and Training Committee, whose meetings are universally well attended by Club Chief Instructors, many of whom travel long distances to attend the meetings at Leicester. Doug Peacock gives to the Competition Sub-Committee the experience of years of judging and coaching, and Pat Howell runs the forward planning committee.

B.P.A. Head Office Staff

Secretary-General Bill Paul, his wife Dorothy and Helen and Sue of the office continue to keep things running smoothly at Leicester. The Head Office is efficiently run and Bill Paul's enthusiasm appears undiminished after ten years as Secretary-General.

National Coach/Safety Officer

Another name could be 'National Everything'. Charlie's energy and efforts have reached into: Instructors Courses, both potential and final, running both National Championships, visiting clubs, liaison with the Civil Aviation Authority and its various sections, frequent involvement with week-end club competitions as both pilot and or judge, and as recognition of the respect in which he is held in international parachuting circles he was invited to be Chief Judge at this years World Relative Work Championships in Australia. A remarkable man.

Riggers

The BPA now has registered 23 Basic Riggers and 18 Chief Riggers.

'Sport Parachutist'

On our Journal 'Sport Parachutist' I can only say that this continues to be the best Parachute Magazine in the World.

British National and World Championships

The British Style and Accuracy Championships were held at Shobdon by kind permission of the Hereford Parachute Club and the Herefordshire Aero Club. Our grateful thanks to H.P. Bulmer Ltd., who donated the extremely generous £750. The mens overall position went, for the second year running, to Scotty Milne. Scotty won in great form and in the style event averaged 7.3 seconds, reflecting a great deal of hard work and dedication, Sandy Murray won the ladies championship, again for the second consecutive year. Our heartiest congratulations to them.

The Relative Work Championships were again held at Leicester by kind permission of the Leicestershire Aero Club. 'Symbiosis' won both the eight-man and four-man events, understandably so in the eight-man event, as they were the only team entered!! It must be stressed that they not only entered but had taken the trouble and considerable expense to train in the United States. As it was not possible for Britain to be represented in the coming World Relative Work Championships with both the eight-man and

four-man teams drawn from 'Symbiosis' it was decided to send the 'Symbiosis' eight to Australia and invite the runners-up in the four-man to accompany them — the RAF team became the British four-man Team.

National Centre

The Council spent a lot of time, and Peter Mitchell a lot of effort, studying proposals to operate Bickmarsh for a trial period of one year as the National Centre. Problems with planning permission meant we had to postpone the idea.

B.P.A. Support for Clubs

As the BPA receives so much support from the clubs, so we feel a responsibility to do all we can to help clubs who may be in difficulties. I have listed separately the financial help we have given to clubs. In addition we have supplied expert witnesses for the Headcorn Airfield Public Enquiry and professional guidance in the case of an injunction brought against the Cheshire Parachute Club. Also, the BPA has provided at cost C9 canopies, training posters, training slides, suspended harnesses (with supporting frames at no cost).

B.P.A. Use of Joint Service Facilities

The use of the facilities of Netheravon, Weston-on-the-Green, and for those members of the Association who travel on the Continent, Bad Lippspringes, is appreciated by Council and members. On your behalf I should like to express thanks to Major Stacey, W.O. Laing and the staff of Netheravon, Major Oxley, W.O. McQueen and the staff of the Rhine Army Parachute Centre and Wing Commander White, Sgt. Willis and the staff of Weston-on-the-Green.

Financial Assistance to Clubs

The BPA continues to give loans at very low interest rates to affiliated clubs who can provide acceptable guarantees against repayment. The following received financial support during the year:

Southern Counties Parachute Club—£1,000. loan

Annual Draw

Again this year the Annual Draw is in aid of our National Team Fund and I ask that you please make every effort to sell your Draw tickets. Head office can always supply more books.

Deposit Account/Bulding Society

Our combined accounts stand at £18,804. i.e.
Bank Deposit — £5,565.
Building Society — £13,239.

We are currently seeking guidance on more profitable forms of investment.

Civil Aviation Authority

We continue to enjoy a cordial relationship with the various sections and divisions of the C.A.A. and as Chairman of the BPA Council I am most grateful for all their assistance and co-operation during the past year.

The Sports Council

The Sports Council continues to be of considerable help to the BPA. In the year ended 31st March 1977 we received grant aid amounting to £27,476 to be utilised as follows:

Administration	16,105
Coaching	4,492
World Championships (1976)	5,062
Special Projects (Video/Radio)	1,817
	<hr/>
	£27,476

Display Teams

The total number of Display Teams registered in the current financial year is 88 and of these 77 have taken advantage of the BPA Club Annual Returns. Resist the temptation to calculate the figure for descents done by thinking of a number . . . then doubling it!!

Appreciations

As Chairman of the BPA Council I am most appreciative of all

PARADACTYLS PARA-COMMANDERS PARA-FOILS STRATO-STARS

23' TRICONICALS
26' SUPERSTEERABLES
MINISYSTEMS
ALTIMASTERS, etc.
and all PIONEER equipment.

*Illustrated PARACHUTES INC.
Catalogue (send £1.00)*

PARAGLIDE LTD.

2 Churwell Avenue, Heaton Mersey
Stockport, Cheshire, SK4 3QE
061-432-7315

Sole U.K. agents for PIONEER and
PARACHUTES INC.

FOR SALE Cessna 180C.

Engine 570 hours S.M.O.H. prop. 1370
S.M.O.H. Radios Narco Mk.12 Nav/Com.
Narco ADF 31A both newly overhauled. Notice
75 on the prop newly done.

Stripped, corrosion-proofed and re-painted in
1976. Fitted CAA approved large wooden step
and In-Flight door. New General Purpose two
year C. of A. Interior stripped and metal lined.

The aircraft comes with four zero life,
re-chromed cylinders, complete with new
valve guides, rings and pistons.

Offers to the

Peterborough Parachute Centre

the help given to me during my year in office and would make special mention of the following:

Council Members, who give of their time and effort for the Sport.

Civil Aviation Authority for their co-operation and in the majority of cases, their understanding.

The Sports Council for their financial support and continued help in many directions.

The Joint Service Parachute Centres for a year of excellent co-operation.

H.P. Bulmer Ltd. for their financial support of the Nationals.

and
Parachute Instructors who give so much of their time to train students, and whose efforts and insistence upon BPA membership have put the BPA in its present commanding position.

November 1977

John Meacock

FLIGHT SAFETY BULLETIN



"SAFETY THROUGH KNOWLEDGE"

Subscribe by sending £1.50 annual subscription to:
GENERAL AVIATION SAFETY COMMITTEE,
33 Church Street, Henley-on-Thames,
RG9 1SE

STARMAKERS JUMPSUITS

All standard and flared styles

Plus the new
SUPER-FLOATER
— a really huge RW suit

Five styles and six colours
in any combination

Many standard styles in a variety
of colours in stock for
immediate delivery

Please send for
your Colour Brochure to:

Mrs. JANE THURGOOD
6 HALL CLOSE
STANFORD-LE-HOPE, ESSEX

CLASSIFIED ADS

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

FOR SALE

French Pap. Black, Green and White Chequer Board
includes sleeve and risers £140

C9 LL. 30 Jumps only, plus MA1 Extractor
sleeve and risers £65

Jane Pogue, phone: 01-242 8111 (day), 01-592 4646 (evening)

PTCH-8 I24 Reserve — 4 Line Chop — MA1

Elvin 3-pin main container S/S harness and reserve tray — will
separate or ready to jump £270

Howard Collins, phone: Biggin Hill 74507 (business)
Farnborough (Kent) 54603 (home)

**Two C9 Canopies — One Double-Blank and One Double-L
B4 Back Pack and Harness.** The lot £75

Mrs. C. Blackwell, phone: Weedon 41431

**Mk. 1 PC in new Mini System plus Matching Reserve Tray —
plus I24 and Extras** £300 ono

Ed Green, phone: Chelmsford 67039

**Mini-System — £125 French Pap — £140
System plus Pap — £250**

C. Pearce, 24 Greenacres, Preston Park Ave., Brighton, BN1 6HR

**1972 Mk. 1 PC — Short Sleeve and Extractor — 3 Pin Pack and
Harness with Matching Reserve Tray — Offers**

G. P. Vincent, phone: 0642-590264 (home)
0642-553601 (business)

**Main Canopy T10 Full Mods fitted B12 Pack Harness and 2 Square
Top Drogues. Reserve — Irvin Tallman Steerable.
Rig Complete — as new — £200**

H. E. Tyrell, phone: Woolton Bassett (079370) 2994 (after 6 p.m.)

Strato Star, Protector in P.A. System — Complete £400

Jim Barnes, phone: Durham 65315

One Tallman Reserve — £130

C. Belchers, phone: Winkfield Row (03447) 5093

C9 TU in B4 Pack and Harness, MA1's and Reserve Tray — £100
Brian Mason, phone: 01-602 1601 (home), 01-580 4468, ext. 4786
(business)

**One Pair Jump Boots (size 10) — One Large Jumpsuit — 2 3-Pin
Ripcords — Offers around £20**

M. McCormick, phone: Bradford 630733

Mk. 1 PC and I24 in Jerry Bird System plus 2 MA1s — £250 the lot

T. Bird, 01-789 3007 or 0823 473077

American Pap, Sleeve and MA1 — £170

T. Savage, 0243 527802

**Lo Po TU plus Pack and Harness, Paraboos, Altimeter, Helmet, etc.
— £175 ono**

P. Clare, 0252 311644

C9 TU in TSE pack and B4 harness — £120 ono

K. Foster, 0483 71212, ext. 222

Olympus OM1, Motor Drive, 400mm Lens, etc., £450 ono

B. Thomas, 01-854 2424, ext. 541 (after 5 p.m.)

Mk. 1 PC, 2 MA1's plus pack and harness — £220

D. Waddington, 0772 47276

Mk. 1 PC complete with pack and harness, ready to jump — £195

P. Howell, 078988 2606 or 021-643 5203

Strato Star (Spirit of '76) — £275

T. Crawley, 01-237 0455

WANTED — Back Issues of Sport Parachutist. 1968 — Vol. 5 No. 2 & 4; 1969 — Vol. 6 No. 1, 2, 3; 1971 — Vol. 8 No. 1; 1972 — Vol. 9 No. 1; 1975 — Vol. 12 No. 5; 1976 — Vol. 13, No. 2 & 4.
FFI Mike Horan, 115 N. 13th St., Richmond, Indiana, USA 47374

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, THURSDAY 15th SEPTEMBER, 1977.
held at BPA Offices, Kimberley House, Leicester**

PRESENT:

W. J. Meacock— <i>Chairman</i>	E. T. Lewington
M. Chapman	P. G. Mitchell
J. T. Crocker	J. Norris
P. Howell	D. Orton
D. Howerski	D. Peacock
J. Petherbridge	J. Sharples
R. H. Swainson	J. L. Thomas
D. Waterman	D. Turner (<i>Co-opted</i>)

IN ATTENDANCE:

Sqn. Ldr. W. Paul—*Sec. Gen.*
R. Willis
Mrs. H. Mitchell

APOLOGIES FOR ABSENCE:

I. Wright
D. Waugh
J. Laing
P. Prior

Item 50/77

COMMITTEE REPORTS

a. **Safety & Training.** There were no comments arising from the minutes of the last S.T.C. Meeting.

The Chairman made reference to the recent incident at Shobdon, when a bag deployment system in use had caused severe damage to the tail of the aircraft at Shobdon, and warned Council that the repercussion of this incident might prove far reaching. It was noted that the damage to the tail of the aircraft was caused by the top of the canopy striking the tail on deployment. The main features and merits of types of bag deployment systems were briefly discussed.

b. **Competitions Sub-Committee.** D. Waterman regretted that the Video System had not been available for the RAF team training at Sibson the previous week-end: he had only been informed of the requirement two days beforehand. He reminded Council of decisions taken at previous Council Meetings and reported that in accordance with instructions, he has now arranged suitable packaging for the Video System. The Secretary-General was asked to ensure that the Video is fully covered by the BPA insurance policy.

c. **Forward Planning.** Mr. Howell raised the matter of establishing a liaison with the Department of the Environment so that BPA can put forward at the highest possible level, a case re-planning permissions, requirements for sport parachuting, etc. The Sec-Gen would progress this initially through the CCPR and Sports Council liaison officers. He would be attending a CCPR meeting on 28th September and if it proves possible that the matter could be raised, the Chairman would also attend the meeting.

Mr. Howell also referred to Grant Aid for clubs and suggested that the BPA provide some form of memorandum for the guidance of clubs applying to the Regional Councils for Sport and Recreation for grant aid. It was agreed that such a memorandum be a joint product between Mr. Howell and the Sec-Gen.

d. **National Centre.** P. G. Mitchell Chairman of the National Centre Sub-Committee reported that he had received a copy of a report from L. Messer a partner of Guy Sutton, and the following salient points were summarised from that report:

"It is vital for the BPA to show that the various uses which they wish to include in the Centre either have planning permission or have the benefit of established use certificates or would not be subject to enforcement proceedings".

"The Secretary of State has held that parachuting for sport cannot be regarded as incidental or ancillary to the normal use of an airfield, and he is most unlikely to change his mind unless the courts were to hold a contrary view".

P. Howell had reported that the Wychavon District Council had written to him saying that the Planning Permission relating to Bickmarsh is specific and authorises the use of the area as a gliding site only, and since the use of the site for parachuting purposes is a material change in use for which planning

permission will be required, that parachuting should cease at Bickmarsh forthwith. Mr. Howell is of course appealing against this ruling, but in the meantime feels that the time scale which the Council originally set has now become unrealistic, and that unless the BPA wish to give Bickmarsh a trial run just to test the viability of the notion of a National Centre, then the project should be shelved for the time being.

P. Mitchell reminded the Meeting that in previous discussions, it had been decided that it was Council's intentions not merely to put to the test the concept of a National Centre, but to try out a National Centre at a specific location. The Meeting therefore decided that no further action should be taken with regard to a National Centre at Bickmarsh.

As a result of this decision, it will be necessary to put into reverse arrangements already made to acquire various pieces of equipment which Mr. Prior has obtained, or is obtaining, on behalf of the BPA National Centre.

Item 51/77

LOAN APPLICATION—SOUTHERN COUNTIES PARACHUTE CLUB.

An application has been received from the Southern Counties Parachute Club to borrow £1,000 in order to purchase an aircraft. The financial standing of the Club, its income and profitability were reported in detail by R. Swainson, and the Club's own contribution out of ready cash and alternative sources of finance were discussed. As regards a loan from the BPA it was a major source of discussion as to the type of security for the loan which would be considered adequate.

It was proposed by J. Crocker and seconded by D. Waterman that the Association advance £1,000 to Southern Counties Parachute Club to be secured on the Club's parachuting equipment and aircraft: the equipment to be properly valued and comprehensively insured and R. Swainson undertook to give his personal guarantee for the whole amount advanced.

The resolution was carried unanimously, R. Swainson abstaining as an interested party.

Item 52/77

LOAN APPLICATION—MARTLESHAM HEATH PARACHUTE CLUB.

An application for an advance from the Association of £1,000 has been received from Martlesham Heath Parachute Club to partly finance the purchase of a Cessna 182.

In the absence of any member of the Club to give Council the necessary details, it was decided that the application was not sufficiently detailed for Council to authorise this advance at this time, and that a Representative of the Club be requested to attend and to put the Martlesham Heath case to Council in person.

Item 53/77

CERTIFICATE OF MERIT—OLD WARDEN PARACHUTE CLUB.

It was unanimously agreed that a Certificate of Merit be awarded to Mr. Gordon Maskell of the Old Warden Parachute Club.

Item 54/77

ACCOUNTS 1976/77.

The Treasurer gave Council a brief report on the draft audited accounts for the year ended 31st March 1977, which show a surplus for the period of £16,740 compared with £2,966 for the previous year. Most of this surplus has been generated by the change in subscriptions and the Secretary-General was able to present Council with the break-down as to the reason for this 'once for all' increase in the Associations' subscription income.

The Treasurer commented on the outstanding loan accounts and the bad debt situation: at the present time only one debt remains outstanding, which is not covered by a provision for doubtful debts, and that is the £600 advanced to the Wessex Parachute Club.

It was noted that the debt due from the Sport Parachute Centre of £250 which is fully provided against, has in fact been received

and that the provision of £250 is therefore surplus to requirements.

The Chairman commented to the Meeting in the light of this bad debt situation that it was most important for Council always to bear in mind their responsibility to the Membership when making advances to Clubs.

The Treasurer drew the attention of the Meeting to the sum now standing to the Association's credit with banks and building societies of £36,835 and suggested that sums of this size might well be invested more profitably in large deposits under special terms with Clearing Banks. It was not envisaged that any aggressive investment policy should be followed, but the Treasurer agreed to correspond with J. Crocker on the possibilities of more lucrative investment of the Association's funds. J. Crocker suggested that the Association might consider extending one of its financial years so that by the time the accounts were reported to the Membership in January that this would not constitute a report on accounts nine months old. The Secretary-General reminded Mr. Crocker that under the provisions of the 1976 Companies Act it will, next year, be mandatory to hold the Annual General Meeting no later than October, i.e. 6 months after the year end. Council briefly considered the possibility of moving the year end, and keeping the Annual General Meeting fixed in January, but decided against such a move, and unless any decision is now taken to the contrary, the year end will remain the same and from 1978 Annual General Meetings will be held in October. Council was reminded that at the last A.G.M. the Treasurer undertook that having presented the annual accounts, an updated financial position would also be reported to the Membership to counteract the time lag.

Item 55/77

APPROVED CLUB APPLICATION—HEREFORD PARACHUTE CLUB.

It was unanimously resolved, having received the application from the Club that, subject to the usual inspection by the National Coach & Safety Officer and the Secretary General, that the Hereford Parachute Club receive the status of approved club and the Association grant that goes with that status.

Item 56/77

PUBLICITY—ITV WORLD OF SPORT.

The Chairman of the BPA specifically asked the Secretary General to put this item on the Agenda and the Secretary General outlined the background as follows:

In early March the Secretary General has received a telephone call from Mr. David Scott regarding the refilming of the title sequence of ITV's Saturday afternoon programme "World of Sport", replacing the present flying sequence with a free-fall parachute sequence with the banners "World of Sport".

Mr. Scott subsequently came to the Association's office and met the N.C.S.O. and Secretary General to discuss the feasibility of shooting such a sequence. It was suggested to Mr. Scott at the time that the project was quite feasible and that filming might be done at Sibson. Mr. Scott was warned at the time that there could be problems with Union recognition, Union Labour etc. and Mr. Scott undertook to solve all the problems in that respect.

Part of the filming subsequently took place at Sibson with C. Shea-Simonds doing the camera work and the jumping being carried out by J. Meacock, R. O'Brien and A.N. Other: the project came to a halt after intervention by Equity and the A.C.T.T. and it is now understood that the project has finally been dropped.

The Chairman outlined his personal involvement in the matter by informing the Meeting that having been briefed by Bill Paul as to the requirements, he quoted a minimal cost for the hire of the aircraft and the jumpers, no fees to be paid for the jumpers, and of course no fee would be payable in respect of the services of C. Shea-Simonds as a BPA employee. A 'Facility Fee' payment of £500 would be made to the BPA. After successful completion of the practice jumps J. Meacock suffered an injury and a replacement was brought into the team at no extra cost, although the replacement had taken off a week from work in order to fill the gap.

After the necessary practice jumps and successful air-to-air filming had been completed, the Union intervention stopped further progress and prevented the continuing of the live jumping and Mr. Scott reported to J. Meacock that he had received a telephone call from D. Waterman pointing out that he (D. Waterman) was a Union member and his Company a professional aerial filming company and that he and his company were in a better position to fulfill the requirements of the script now being shot.

The Chairman of the BPA invited D. Waterman to comment on his part in the affair. In reply D. Waterman made the following observations.

1. As far back as 1975 his Company had been consulted on the feasibility of shooting this sequence.
2. The Television Company had stated that had they known of the existence of D. Waterman and his Company they would certainly have made them first choice for this project, preferring to work with professional technicians.
3. The filming has not been stopped by the A.C.T.T. (D. Waterman's own professional Association) but by Equity and this he maintains will be borne out by the Television people.
4. D. Waterman only became involved as a result of his association the A.C.T.T. contacting him and asking if he was available to do this work. It is the normal practice for the television companies to report new projects and for the A.C.T.T. to check the availability of their members to fulfill the requirements of the television companies.
5. D. Waterman has endeavoured at all times to ensure that this filming should not be wasted in the sense that it would be a great loss to the BPA should this sequence not appear regularly on television.
6. He feels that having read the detailed script provided by the television company, the television authorities were badly advised to undertake shooting of this sequence in England on a low budget.
7. That the project is of such major importance from the point of view of publicity, that the Council should have been consulted prior to any recommendations being made to the television authorities.

Lengthy discussions took place as to all the various reasons why this project had folded.

It was proposed by J. Norris and seconded by P. G. Mitchell that further major publicity with long term implications should come before Council before any decisions are taken.

See Addendum Carried unanimously—D. Peacock, D. Waterman and W. J. Meacock abstaining.

Item 57/77

PREVIOUS MINUTES AND MATTERS ARISING.

It was noted that the Minutes of the previous Meeting did not show P. Howell attending the Council Meeting and the Minutes should be amended to reflect his presence.

- a. **Safety & Training:** The new medical certificate has been worded so that parachutists with one eye are covered by the requirements.
- b. **Parachuting Scholarship Scheme:** The Secretary-General laid before the meeting a draft proposal as to eligibility of candidates, aim of the scholarship course, duration of course and costs involved.
Council Members were requested to consider the draft and present their comments at the next Meeting.
It was noted that due to recent developments the name of S. Schneider should be removed from the circulation list.
- c. **World Championship Team Training.** D. Peacock reported that the training had been curtailed due to (a) bad weather, and (b) the lack of an 8-place aircraft, and D. Waterman has now produced a proposal that the team training be transferred to Bergerac while keeping the costs within the original budget.

D. Waterman has discovered that the French have a training camp at Lyon using the same type of aircraft as will be used for the World Championships, i.e. a Twin-Otter, and his feasibility study for overseas training includes the

possibility of also training at Lyon in order to take advantage of this situation.

He outlined a budget for training in France which showed no increase in the original accounts allocated by Council. He was authorised to arrange training in Bergerac and Lyon for the 8-man and 4-man teams in accordance with the proposed budget.

D. Waterman's team have expressed the desire to obtain some form of coaching prior to the World Championships, and had arranged to obtain the services of Craig Fronk who is the team leader of Clear Eye Express. Craig has agreed to the proposition provided that he is able to get to Australia, as a result of giving these services and Mr. Waterman's team have agreed between themselves to under-write the cost to whatever extent is necessary.

Mr. Waterman requested that the Secretary-General investigate if there is any possibility that the Sports Council would under-write a proportion of such costs, for example 75%, and undertook that his team will pay the remaining 25% and if no arrangement can be reached in this regard, then the team will under-write 100% of Craig Fronk's expenses, which are estimated at £1,500.

The Secretary-General agreed to apply to the Sports Council for a coaching grant in respect of the services of Craig Fronk for the 8-man and 4-man teams.

The Secretary-General reported the following arrangements for entry into the World Championships:

Head of Delegation—J. Crocker

Judge: R. Burn (F.A.I. Appointed).

Team Leader: D. Waterman

Chief Judge: C. Shea-Simonds (F.A.I. Appointed).

8 man event: Grut, Saunders, Colpus, Uragallo, Kenny, Smith, Mills, Hiatt.

4 man event: Willis, Souter, Barraclough, France.

Alternate: J. Crocker

In addition to the delegation as listed there is one spectator accompanying the teams to Australia, and he is Mr. Charles of Leicester.

It was noted that if Craig Fronk is entered on the application form as Coach, it will cost the BPA 250\$ as an entry fee for him to be an official part of the British delegation.

The Secretary-General agreed to amend the application form to include Mr. Fronk as coach to the teams and in making his bid to the Sports Council for the special coaching grant he will ensure that all of Mr. Fronk's expenses, including accommodation and entry fee are included for consideration by Sports Council.

As regard the alternate for the RAF 4-man team, subsequent to the choice of Mr. Crocker who now fulfills a dual role, i.e. that of alternate to the 4-man team and also head of delegation, it has been decided that another alternate should be chosen: someone who is more readily available to train with the RAF Team. R. Willis who was present at the meeting has suggested that the alternate will be either of the Keary brothers. The entry form should be amended to reflect a Mr. Keary as the alternate and in total two extra places will now be needed on the aircraft going to Australia, one for the team coach Mr. Fronk and one for the new alternate for the 4-man team.

d. **Travel arrangements for the Delegation:** The party will depart on the 31st October with the exceptions of C. Shea-Simonds, W. Grut and J. Crocker who will leave within a week of the rest of the delegation.

The Secretary-General has made arrangements with the transporting airline so that some members of the delegation will remain in Australia until the summer of 1978.

The airline that the Association will be using is Malaysian Airways. The extra cost in providing for prolonged stays in Australia will be under-written by the team members who wish to stay.

Each team member will, in due course, receive a bulletin from the Secretary-General regarding the travel arrangements including notification of the fact that a re-fueling stop will take place in Kuwait and that the Kuwaiti authorities will allow no one in transit who has Israeli connections or Israeli visas stamped on their passports.

It was agreed that the optimum team accommodation

during the championships should be in caravans, and that they should not be overcrowded: the Secretary-General was authorised to telephone Australia to make suitable arrangements with Mr. McEvoy.

e. **Cheshire Parachute Club.** P. Howell reported that there had been little progress since the last Meeting. The plaintiffs are now in default of one of the procedural aspects of the action, and P. Howell is pressing that unless the plaintiffs give the details required, that the claim they are making should be "struck-out".

P. Howell reports that the allocation by the Council of £250 toward further costs is substantially intact for the moment.

f. **Wessex Parachute Club:** Loan—J. Crocker is now suing for recovery of this debt.

g. **Staff Salaries.** The Secretary-General reported that in his recent dealings with the Sports Council it was as yet undecided as to the whether they will grant aid toward the increase in the salaries of the Sen-Gen and NCSO. The salary scales for Coaches is currently under review by the Sports Council.

It was decided that Council should express to the Sports Council their strong feeling on the subject of the recent increases given to the Secretary-General and to the National Coach and that such increases had not been given lightly, but only after the lengthiest discussions.

The Secretary-General is urged to persuade the Sports Council that the correct decision has been taken by the BPA Council and to urge them to recognise the new approved salaries as acceptable for grant aid purposes.

Proposed by Mr. Crocker and seconded by Mr. Petherbridge that the Minutes of the previous Meeting be adopted as a true record.

Carried unanimously

OTHER BUSINESS

Item 58/77

1. **Application by T. Sawyer for BPA Membership.** Council reminded itself of previous decisions taken in the case of Mr. Sawyer's application for membership, and briefly discussed known information since the date of the last application.

Mr. Sawyer was invited to join the Meeting and to discuss with Council any reasons why Council should consider that matters had changed since their last decision on his membership.

Mr. Sawyer then withdrew from the Meeting, and Council voted on Mr. Sawyer's application.

On a vote regarding his application for BPA membership, the results were as follows:

1 in favour: 12 against: 1 abstention.

Mr. Sawyer was recalled to the Meeting and informed of the result of Council's vote.

Item 59/77

2. **Collegiate Meet—United States of America.** Mr. D. Turner (co-opted to Council) has requested Council to endorse an application to enter the American inter-collegiate meet as representatives of British University sky-diving. The British Collegiate Parachute Association will in due course be seeking aid from the Sports Aid Foundation and in the meantime have requested that the BPA endorse their application since there is a possibility that Laker Airways will provide free transport to the Collegiate team should it be seen truly to represent British interests.

Council agreed that the application should be endorsed so that Laker Airways might be encouraged to provide free transport for the team to compete in the American Collegiate Meet.

Carried unanimously

Item 60/77

3. The Secretary-General reported that the parachutes authorised for purchase in a previous meeting were now at London Airport, and should be in the BPA office within a matter of days.

Item 61/77

4. The Chairman reported that a letter had been received from Para-Flite Inc. demanding the retraction of an article by the Editor of Sport Parachutist regarding the deployment system of the

**BRITISH PARACHUTE ASSOCIATION
SAFETY & TRAINING COMMITTEE, TUESDAY 18th OCTOBER 1977
held at BPA Offices, Kimberley House, Leicester**

PRESENT:

J. Meacock	<i>Chairman</i>
C. Shea-Simonds	<i>NCSO</i>
R. Swainson	<i>SCPC</i>
J. Hitchen	<i>SFFP</i>
N. Addison	<i>SSPA</i>
D. Hickling	<i>Halfpenny Green</i>
L. Melhuish	<i>WWEPC</i>
E. Lewington	<i>PRFFT</i>
J. Sharpies	<i>MPC</i>
D. Orton	<i>Halfpenny Green</i>
P. Young	<i>RSA</i>
J. Barnes	<i>TWPC</i>
D. Gillies	<i>SPC</i>
D. MacCarthy	<i>HPC</i>
A. Grierson	<i>CUPC</i>
R. Willis	<i>RAFSPA</i>
J. Laing	<i>APA</i>

OBSERVERS:

M. Pebworth	R. Gays
B. Hill	A. Young
D. Rowell	D. Turner

APOLOGIES

J. Crocker	D. Prince
A. Knight	T. Strawson
M. Winwood	

Item

1. **Cessna 205 Incident.** The Chairman read a letter from the pilot, J. Searson, which outlined the incident whereby the Cessna 205 with 5 jumpers on board got into a spin. J. Searson arrived during the discussion, and was asked for his comments. He emphasised that in his opinion the spin was turbulence induced. The meeting felt that, whilst turbulence may have been a contributory factor, the aircraft had been mishandled. The Chairman explained this to J. Searson, emphasising that the meeting was solely concerned for the safety of the parachutists on board.
2. **Tail Strike at Shobdon.** D. McCarthy explained the incident whereby the 182, flown by himself, had sustained severe damage as a result of a Bag S/L tail strike. He explained that the aircraft was being flown at the correct speed, but that the Potential Instructor dispatching, Miss P. Reed, had not seen anything which could have caused premature opening of the container or bag, the latter being the likely cause. There was considerable discussion on the subject. J. Meacock explained the Irvin Bag & Centre Base Tie System as used by RAFSPA that he was adopting. The NCSO commented that the TSE System, which relied on a single loop of the S/L to hold the container closed, was an excellent system providing the pilot & instructor both did their jobs correctly. He also commented that the Centre Base Tie System certainly pulled the Bag down during deployment, but that it did rely on the packing checks being meticulously carried out to avoid a streamer malfunction. D. Rowell suggested velcro tabs on the outside of the bag and on the inside of the container to hold the former in place until lifted off by the S/L.
3. **Cessna 206 Loadings.** The NCSO pointed out that whilst the Cessna 206 could, dependent on fuel, carry 6 parachutists within the All Up Weight of 3300 lbs, it is almost certain that it would be outside the C of G envelope. Clubs using the 206 should check this carefully.
4. **Display Meeting with C.A.A.** The NCSO reported on a constructive meeting he had had with the GA(R) Branch of C.A.A. to review the 1977 Display Season and make amendments to the Display Manual. All concerned agreed that the implementation of the new System had been a success. C.A.A. pointed out that ATC clearance is only applicable for the particular controlled airspace, and not for the uncontrolled airspace beneath it if relevant, which could have aircraft flying under normal VMC conditions. Basic

changes in the Display Manual, amended October 1977, (now available from the BPA Office but being sent automatically to all BPA Registered Display Teams) are:

- a. Request for Controlled Airspace Clearance to be in writing. There is an amended application form at Appendix D.
- b. The Notification Form (Appendix E), which has some small amendments, should reach CAA if possible three weeks in advance of the Display in case Notam action is required.
5. **Exemptions** The following were requested:
 - a. Extension of the PI Period (for 6 months) for B. Hill (recommended by J. Nickolls), M. Hare (recommended by L. Melhuish) and G. Dunn (recommended by A. Black) were all approved unanimously.
 - b. Exemption from carrying out full 6 months as PI, having already been qualified previously for T. Stanley (recommended by J. Hitchen) was approved.
 - c. Exemption from 150 jump rule to attend PI Course for M. Pebworth (only 125 total and recommended by L. Melhuish) approved subject to her being a Category X parachutist (there was some doubt on this).
 - d. Exemption from 100 hours PI for jump pilot qualification for K. Ward (recommended by D. Gillies) was approved.
6. **Helmets.** After discussion it was agreed that BPA Regulations, Section 8, Equipment, Para. 9b be amended to read as follows:

"A hard protective helmet without a peak approved by the British Standard Institute or equivalent foreign organisation. FAI 'D' Certificate holders only may use the following types instead:

 - (1) The French 'ribbed' leather helmet.
 - (2) The Cebe Ski Helmet.

FAI 'D' Certificate holders may only use other types of helmet if cleared to do so by STC."
7. **Ram Air Malfunctions.** The NCSO reported that he had so far received 97 Ram Air Malfunction Report Forms and that he will have an evaluation of them prepared for the next meeting.
8. **Instructors Convention.** Possible items for the agenda of the 1978 Instructors Convention, (Grand Hotel, Leicester 1100 hrs Saturday 8th January), should be sent to the NCSO for discussion at the next STC Meeting.
9. **Previous Minutes and Matters Arising.** The previous minutes were approved and the following matter was arising:
 - a. The RAPA Instructors Course (Item 18). E. Lewington reported that this had now been cancelled.
10. **Any Other Business**
 - a. **Medical Certificates.** D. McCarthy suggested it was time to do away with medical certificates altogether (until 40 years of age) and that the jumper should simply sign a form certifying that he had not suffered from any of the listed infirmities or diseases. Those under 18 years of age would obviously require parent's or guardian's signature. The committee agreed this concept was excellent, and that the NCSO contact Dr. C. Murray-Leslie to invite him to attend the next Council Meeting on 27th October to give his opinion as BPA Medical Adviser.
 - b. **Capewell Malfunction.** The NCSO reported an incident in which the ring of a 1½ Capewell Release had broken away during an attempted cutaway by C. Ellis. A photo and report would be appearing in the December issue of Sport Parachutist. The meeting agreed that the incident prompted the change to Capewell substitutes, but that no further action was necessary.
 - c. **P.I. Course—Hong Kong** A letter from APA requesting approval for the Red Devils to run a PI Course in Hong Kong with E. Lewington and K. Mapplebeck as examiners was read to the meeting. It was approved.
 - d. **Faulty Ripcord.** A ripcord produced by A. Linley had recently broken. It was agreed that the NCSO write to A. Linley for full details.



FLYER

DIMENSIONS :

- 2½ in Thick at Top
- 4½ in Thick at Bottom
- 18 in Long
- 14 in Wide

This is the smallest Flyer System in the World

**NEW STRATO FLYER'S
FROM STOCK £344-00**



THE TSE SLIPSTREAM

- Whether it's a Flyer or a Cloud, a Strong's 26ft Lo Po or an I24, we can make it to fit any Combination.
- No more Small, Medium or Large Harnesses. We make them custom built, so you get the ultimate in comfort and positioning of containers.
- COLOUR FEATURES — 9 colours to choose from: Black, Light Blue, Dark Blue, Kelly Green, Sage Green, White, Red, Orange and Gold. We have 8 Trim colours too. Buying a Custom Rig means you can have any or all the specialities, Double edging tape, Solid colours, Block colours (Reserve Flap and Raisers different colour). Reserve one colour, main another. We can even make a Multi-coloured Rig.
- SAFETY FEATURES
Risers and Housings covered by Protective Flap.
Panic Cord, standard.
Buffer Pads on all metalwork to save your harness.
Front Routed Reserve Risers.

All equipment made to F.A.A., T.S.O. requirements and inspected on departure by F.A.A. Licensed Master Rigger No. 4085459.

TSE SLIPSTREAM

- With Main Ripcord and 1½ Shots£150.00
- With Main Ripcord and R2's or R3's£160.00
- With Throw Away Pilot and R2's or R3's£180.00

THOMAS SPORTS EQUIPMENT, LOFTY'S LOFT

Directors: J. L. Thomas & G. Thomas

**TOP FLOOR, 102-104 ST. JOHN STREET
BRIDLINGTON,
NORTH HUMBERSIDE**

Telephone: 0262-78299

F.A.A. Licensed Master Rigger No. 4085459

CLOUD

DIMENSIONS:

- 2½ in Thick at Top
- 6½ in Thick at Bottom
- 21 in Long
- 14 in Wide

We think this System is much smaller than comparable systems (measure yours and see!)





**HAPPY CHRISTMAS
TO ALL OUR
CUSTOMERS AT HOME
AND ABROAD**

**'CONCORDE' Tandem
shown containing
Strato Star and
Strong 26 ft Lo Po**

(knife and altimeter extra)



Paraquip 'CONCORDE' R.W. Tandem

- Smooth Streamlined and Wedge Shaped.
- Super Lightweight.
- Much Smaller than Comparable Systems.
- Protected Risers and Ripcord Housings for Added Safety.
- Built-in Panic Cord.
- Highest Standards of Workmanship.
- Split Saddle Harness Fully Padded for Comfort.
- Available in Four Sizes to suit your Main/ Reserve Combination.
- Up to Seven Colour Custom Design at no extra cost.
- Price only £146 incl. 8% VAT.

**NEW STRATO STAR (canopy and risers) PURCHASED WITH
STANDARD 'CONCORDE' R.W. TANDEM — ONLY £487**

- PARAQUIP are main agents for PARAFILITE INC. and normally hold stocks of the latest specification STRATO STARS, CLOUDS and the revolutionary STRATO FLYER for 'off the shelf' delivery at the most competitive prices.
- We also offer a full back up rigging service to all our customers.

For full information and catalogue on all parachuting equipment send large S.A.E.

*Phone for new **Low, Low Prices** on STRATO STARS and CLOUDS*

Personal loans available — Dealer enquiries Welcomed

NEW TANDEM with Throw Away Pilot Chute designed for STRATO FLYER available January 1978

STEVE TALBOT (B.P.A. Chief Rigger)

42 Tennyson Road, Redditch, Worcestershire, B97 5BJ Phone Redditch 43869 or 42348

(Correct at time of going to press — offer for limited period only)

Marathon



Harlem 211607.



PARAQUIP
are pleased to be able
to offer the much sought
after range of
PATRICK
sports footwear for
Sky Diving

STRATO-FLYER

Choice of the 1977 G.B. RW Team
Choice of the 1977 U.S. RW Team



Yellow



Blue



Black



Orange



Rainbow



Strato-Flyer... the newest, smallest, lightest ram-air parachute yet, as supplied to the British RW Team for the World Championships by Geelan & Hughes is in stock now.

Strato-Flyer... released only two months ago, already an outstanding success.

Forward speed	20-30 mph
Rate of descent	12-16 fps
Canopy weight (w/risers, bag and slider)	9.3 lb

Colours: Geelan & Hughes are stocking the 5 patterns shown plus green/white and violet/white.

Price: Strato-Flyer canopy, slider, risers and bag

£344

Available through

GEELAN & HUGHES SKYDIVERS LTD.

11 Westlake Place, Sutton Benger, Chippenham, Wilts. Tel: Seagry (0249) 720602

Distributed by

NATIONAL PARACHUTE SUPPLY, INC.

R.D. 6, Fairview Drive, Flemington, N.J. 08822 • Phone 201-782-1646