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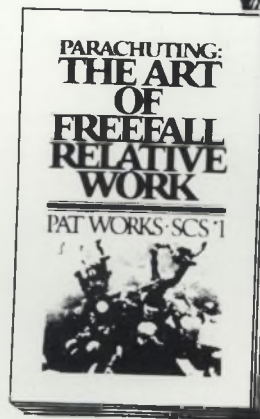


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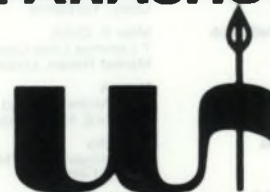
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Editor's Note

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



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FEBRUARY 1978

EDITORIAL

1978 starts with a sudden availability of three large aircraft for our sport. John Meacock has acquired the Islander previously operated by RAPA and this will be a welcome addition at the Peterborough Parachute Centre. The Army have acquired a second Islander which civilians will be able to use at Netheravon and a Dove is now available at Shobdon. Let's hope this provokes the formation of new 8-man Sequential RW Teams and healthy competition in this event at the RW Nationals.

But 1978 is a Classic Events World Championship year and it would be good to see some new faces competing for places in the British Team at the Classic Nationals which are to be held at Bridlington in July. The style event particularly requires a singular dedication and self discipline — are these qualities on the wane? It would be sad if they were.

Let's make 1978 a memorable year of safe and enjoyable sport parachuting — See you on the D.Z.

Blue skies,

Charlie

Cover — Symbiosis Exit

Dave Waterman

THE DROP MAN

Calendar of Events

- 20-24 February '78 BPA PI/Exam Course 1/78 - Shobdon
- 3-7 April '78 Relative Work Seminar
- 17-21 April '78 Classic Seminar
- 22-23 April '78 All Girl Accuracy Meet — Sunderland
- 26-28 April '78 B.C.P.A. Classic Nationals — Sibson
- 2-10 May '78 Army Championships — Netheravon
- 15-19 May '78 BPA PI/Exam Course 2/78 — Elvington
- 5-11 June '78 Scottish Championships — Arbroath
- 17-25 June '78 BPA RW National Championships — Sibson
- 8-16 July '78 BPA Classic National Championships — Bridlington
- 29 July-5 Aug '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

□ □ □

The 'Charles Wells' meet at Duck End Farm
 Arranged by friends of Woolf's
 Where all the Round's were jumped by men
 and all the 'Squares' by Poofs

A Northern 'Round man' jumped a Square'
 That Shanks had kindly lent
 With squeal of joy he stomped the disc.
 Another 'Round' gone Bent
 A 'Triangle' was jumped that day
 A guy of quite some standing
 It may take bottle to jump that thing
 But it's still an IN WIND landing.
 Have the guts then left our sport?
 Where lies the Spotters skill?
 When exit points can be down wind
 & landing speeds are nil

Be Sound, Go Round

Lloyd



"I really must get some advice on slowing these openings down a bit!"

SUPERFLY



...SO YOU JUMP - KEEP YOUR
 EYES ON THE GROUND -
 FEET AND KNEES TOGETHER
 - NICE PLF...
 AND BACK
 ON YOUR
 FEET!!



"That guy's getting dragged! He'll need help!"



Overheard on Cark D.Z. (Honest to God)

Says P.I. Harrison, in 'plummy' voice,
To distraught student, name of Joyce.
"This static line will sure deploy it,
Just lie back, relax and enjoy it!!"

(Seems to me I've heard of that piece of advice before.)

Also overheard on Cark D.Z.

Ooz Sudbury??

Old Cookey switches sports at random,
His latest trick is on a tandem.
He's giving up this jumping lark,
No more to jump his Cloud at Cark.

He's bought a bike, a fast machine,
That's big and bright and chrome and green.
He's joined the sport of sweat and toil?!?!*
Still it's only 'til he gets his 'Foil.

The downfall of Amanda
or

A fate worse than death.

Amanda roams round Cark D.Z.
With a face that's glum and a heart like lead.
The thing that makes her feelings rankle,
This contrite girl has bust her ankle.
Having disregarded the good advice
That all Mums give to daughters nice,
"Whether fighting off a roaming hand
Or simply coming in to land,
KEEP YOUR FEET AND KNEES TOGETHER"

Cookey

"Still breezy apparently. That's Barry
out there airing his new M.A.-1!"



WALLY'S WORDS OF WISDOM

Skydivers have more fun than people

Skydivers go down better

Skydivers are good to the last drop

Gravity is a myth— the Earth sucks

-NOT BAD KID! -NOT BAD
BUT YOU HAVE TO PICK
A CLEAR SPACE !!





Dear Charlie,

Parachutists Over Phorty Society. (POPS)

Several years ago you enrolled me as a member of the a/m society. I received a membership card and number, together with a list of the members at that time. This list numbered over 500 and read like the Who's Who of America.

The, then, President of the society, suggested that I get a similar scene going in the U.K. However due to the pressure of business etc., I did nothing about it. I have just realised (with a shock) that I now qualify for the Parachutists Over *Phifty* Society and unless I do something fairly soon I shall be in the Over 60's club (the other kind).

Assuming that there is reasonable response to the idea, I am prepared to do the initial work necessary to get it off the ground. I understand that the society is now very big in the States and I don't see any reason why we can't get it going here. Providing we have a light hearted approach to the idea, I can see it being a lot of fun.

We could have an annual meeting somewhere, we could have a regular spot in the mag., we could get members special terms on things like Vitamin E tablets, trusses, cosmetic surgery we might even get a sponsorship from someone like Phyllosan (seriously). Unfortunately the hairpiece job was cocked up by Jeff Orchard some time ago, still we might even be able to revive that. We could hold a 'one man' relly championship, an accuracy competition (nearest to the D.Z. wins), we might even have a female support section, Dollies Over Sixteen Society (DOSSers).

So step forward the Jackie Woods of the sport, let us be proud of our maturity, even Lover Boy Harrison can't go on for ever pretending he's only 39.

COOKEY

Dear Charlie,

At last we have done it, Scotland's first full time parachute centre, run and organised by the S.P.C. opens on February 1st, at Strathallan Airfield, Auchterarder, Perthshire.

Resident CCI is Norman Addison, but we have lots of help from our hardworking weekend instructors. Sheena Addison should gain her full rating at the end of February and two of our 10 Man Rele Team, Cathy McCormack and Billy Somerville start their P.I. course at the same time, so that's a few more on the staff at Strathallan D.Z. We have bag systems for basic students, & P.C.'s for advanced jumpers. Although we have a pea-gravel pit and telemeters, another full size competition pit is on order for the other end of the airfield, well away from the Aircraft Museum, and Hangars.

With 2 C207s and 3 pilots why not come along and try for your 10 Man (or your Scottish 8 Man patch). 8 and 9 Man links have been made but that 10 man star from 10 jumpers is only inches away — can't be long now under the expert guidance of "Biff" Burn our Rele leader. At the airfield, light snacks, tea, coffee, soup and sandwiches are available every weekend, and throughout the summer. B & B is available at nearby Auchterarder and we all meet at "The Star" (what other pub lets you take in and eat fish and chips).

Why not come up to the Scottish hills this summer, on holiday and enjoy yourselves.

Keep it Safe.
Norman D616

Dear Charlie,

Here is The Piece as promised. It is true!

One recent wintry day at Strathallan a student was dropped on his umpteenth static line jump. As was his wont he ran all the way downwind and landed in the pond in front of the castle. The D.Z. controller rushed over all distraught but came to a slithering halt while still some distance away on perceiving nought but a helmeted head sticking out of the water with the little waves gently lapping its chin. She, the D.Z. lady, then legged off at high speed in search of a rope or a ladder or even a pair of well inflated falsies in lieu of a lifebelt. When she returned with helpers the student was in the same spot but had stood up and was trying to retrieve his sodden and rapidly freezing canopy—in eighteen inches of water!

That pond seems to attract the unwary. A couple of years back another hapless wretch landed on a tiny island just big enough to accommodate his size nines in the middle of the pond and stood there wailing at the rescue party to throw him a pair of wellies because he didn't want to get his feet wet.

Yores sincerely,
It takes all kinds.
Lowe Puller

B.C.P.A. CLASSIC NATIONALS

26-28 April 1978 — Sibson

CAT VIII and above

for further information contact:

John Carter, 28 North Road, Selly Oak,
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Tel: 021-472 6867

THE AGM - 1978

It seemed no time at all since we gathered in Leicester for the 1977 AGM and, again thanks to the labours of Bill, Dorothy, Helen & Suzie (our long suffering BPA staff), the 1978 AGM was another successful get together. About 80 BPA members and their ladies gathered on the Friday evening for the Dinner/Dance. This was a lively affair made even more so by the impromptu cabarets provided principally by John Hitchen, John Boxall and Dave Howerski, Suzie was also rumoured to have enjoyed herself, but this couldn't be substantiated as she remembered nothing of it the following day!

Hung over evidence of the previous night was seen in some instances as 21 Chief Instructors, 38 Instructors and 6 Potential Instructors gathered at eleven o'clock on the Saturday for the Instructors Convention. For two hours there was lively exchange of comment on the following subjects: Qualifications to jump Ram Air Canopies, qualifications to indulge in Canopy RW, blast handles, chest straps, renewal of ratings, advanced ratings and medicals. As agreed last year no actual decisions were taken but plenty of input was forthcoming which will provide constructive agenda items for the first STC Meeting of 1978. As usual Jim Crocker as Chairman managed to keep some sort of order in spite of the efforts of Tony Rose and Phil Cavannagh to provoke a riot! Charlie concluded the convention by giving an illustrated presentation on the production and use of 35 mm slides as training aids.

Meanwhile next door the semblance of an Arab street bazaar had been set up where Geelan, Thomas, Talbot and Pollitt peddled their wares. And if this didn't appeal the bars were again open and the 1977 jump story race was on. Finally at four o'clock the AGM itself got under way with only 176 BPA members present (this number was about a hundred less than last year). The Chairman wasted no time in updating his report and he was followed in rapid succession by the Treasurer who talked BPA finance with his usual expertise. This was followed by the presentation of BPA 1000 Jump Gold Awards to Alan Morris, Ray Perkins, Dave Howerski and Dave Payne — congratulations! Then it was Raffle time and again a sincere thank you to all BPA members who worked so hard to make nearly £2600 profit for the British Team

Fund; though about £400 less than last year, it's still a very creditable amount. First prize of £150 went to poetess, Sue Whitehouse, which will no doubt help her progress at Sibson — it's the first time an active jumper has won the major prize — well done! The remaining prize winners are given below.

P. Soutar, Silver Plated Cake Stand
L.V. Ingram, Silver Plated Sandwich Tray
A. Cruise, Silver Plated Rose Bowl
S. P. Coxall, Thermos Bag
M. J. Whitehouse, Silver Plated Butter Dish
U. Cotano, Travel Rug
C. Domomy, Hoover Steam Iron
I. M. Blomley, S/Steel Kitchen Canisters
J. E. Davies, S/Steel Hors-d'oeuvres Tray
M. McLean, S/Steel Casserole Dishes
G. Tunstall, Radio/Cassette Recorder
M. Westcott, Camera
K. Skuce, £75.00
N. Coverley, £100.00
S. Jones, Book
J. Waterson, Flight Bag
Staff J. S. P. C., Electric Blanket!

As there had only been 17 nominations for the 1978 Council there was no election, so after the A.G.M. the new Council met to elect their officers. They are the same as last year i.e.:

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

The day concluded with the usual film and slide show arranged by Dave Waterman and part two of the 1977 jump story race; the latter being accompanied by a modest quaffing of ale (except for Suzie who was on the Brandy again!)

For those who haven't been to an AGM; let's see you next year — they are good value as was this one. And to those of you who don't support the dance — you don't know what you're missing! See you all next year.



The 1978 Council



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OR

“WHAT’S YOUR FAVOURITE COLOUR BLUE?”

OR

“WHAT’S YOUR NAME SHEILA?”



The story of any World Championships starts immediately after the selection of the National Teams which is usually decided from the results of the National Championships. The BPA Council finally decided (Symbiosis having won both the 4 & 8 Man Events), to have Symbiosis represent Great Britain as the 8-Man Team and RAFSPA (runners-up in the 4-Man Event), as the 4-Man Team. Lack of suitable aircraft really hampered the 8-Man Team training whilst service commitments prevented concentrated training by the RAF until September. In the end the 4-Man Team had a 10 day session at Sibson and then joined the 8-Man Team at Bergerac in early October where both teams made about thirty training jumps. Ex-U.S. “Cleareye Express” member, Craig Fronk, was enlisted as Team Coach and it wasn't long before his expertise was making itself felt on the performance of the 8-Man Team. The latter managed a further session in France at Lyons having joined forces with the Dutch and French Teams in the utilisation of a Twin Otter. So it was on 31st October that the two teams set off for Australia in an inaugural Malaysian Airline DC10 flight (free booze all the way), with Bob Burn (British Judge) and John Charles (fanatic supporter). Business commitments had regrettably forced Jim Crocker to stand down as Head of Delegation and Dave Waugh was to follow later in this capacity.

The Australian training camp was held at the Ramblers Parachute Club at Coloundra, about 60 miles north of Brisbane. The facilities at the club (some 15 miles out of town), were minimal with just a club hut and a couple of marquees in addition to the grass airstrip itself. The Delegation were fortunate enough to have excellent holiday flat accommodation in Caloundra which made up for the spartan existence at the D.Z. The routine for the next fortnight was hard work with both British and U.S. Delegations being on the drop zone from first light to last light in an effort to combat the prevalent weather conditions which were far from ideal. (It doesn't matter

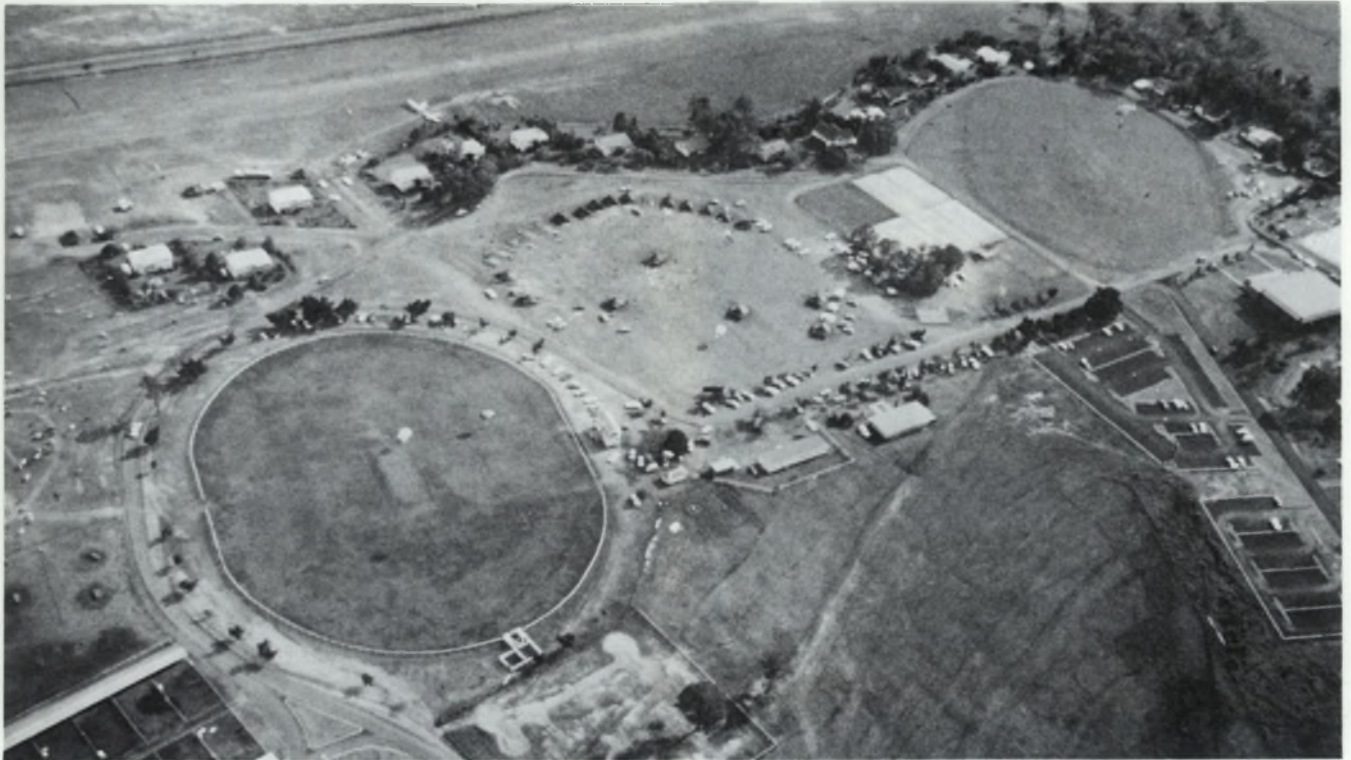
where a British Parachute Team goes in the World, you can guarantee that wherever it is it'll be the worst weather the locals have had for the last thirty years!) The aircraft was a Twin Otter from the State airline, TAA, and it was also used for the World Meet itself. The whole TAA crew did an outstanding job throughout and the actual flying by Stu, Keith and Bill (38,000 hrs between them), couldn't have been bettered. The training camp was interrupted by the Queensland Championships held over the weekend of the 12th/13th November which became a sort of mini-World Cup with all the nations at the training camp participating. By this time Charlie had arrived having been invited to be Chief Judge for this Competition, but, as the 8-Man Team discovered to their cost on their first jump when they were 'done' out of at least two points, he was only supported by three other World Meet judges. As expected the U.S. Team, Mirror Images, won the 8-Man Event with Symbiosis unlucky not to have been in the medals. The RAF Team made up for this, however, by deservedly winning the bronze medal in the 4-Man Event.



The T.A.A. Pilots and Crew



The Dutch Team Logo — the best of the Meet



The World Meet Site from the air — the airstrip is in the background

And so to Gatton, some 60 miles West of Brisbane which is the home of the Queensland Agricultural College, the venue for the World Meet itself. And as a venue it took some beating with every facility from airstrip to D.Z., accommodation to catering, swimming pool to bank, organisation to shop, all neatly contained in the college grounds. A good or bad impression of a World Meet is always formed at the initial registration of teams and in this case the efficient way it was done paved the way for the successful organisation and conclusion of the meet that followed. Ex-Brit jumper, Colin Holt, was a

leading light on the administrative side; he did a fine job and sends best wishes to all his friends in the U.K.

The practise was soon under way and the expected 100% fine weather didn't happen. The trend of early starts (first lift a 0530), jump till around ten when wind and/or cloud forced a stand down till mid-afternoon, then a couple more hours until jumping finally finished at around 1815. It was also good to see that Organiser, Donna Berthelsen, and Meet Director, Dave Millard, had the completion as their no. 1 priority; the frills of opening ceremonies, display jumping and official receptions being



19 nations represented on the International Load organised by Roger Hull (seen here on the right)



Organiser — Donna Berthelsen



Meet Director — Dave Millard

kept to a bare minimum. There was an International jump at the opening ceremony in which we had three UK reps — Bob Souter, Charlie (representing the Panel of Judges) and Dave Waterman (with camera); nineteen nations were represented and Roger Hull organised the load. It was an intended 20-Man Pentadiamond which built to about 16 — this didn't matter as it was so far away few of the crowds saw it anyway!

The Competition was soon under way. The early rounds of the 4-Man Event saw the RAF well in the running with Canada and Sweden leading the way. It was round 5 that clinched the event for Canada with a dazzling World Record jump of thirteen formations; whilst it sadly put us



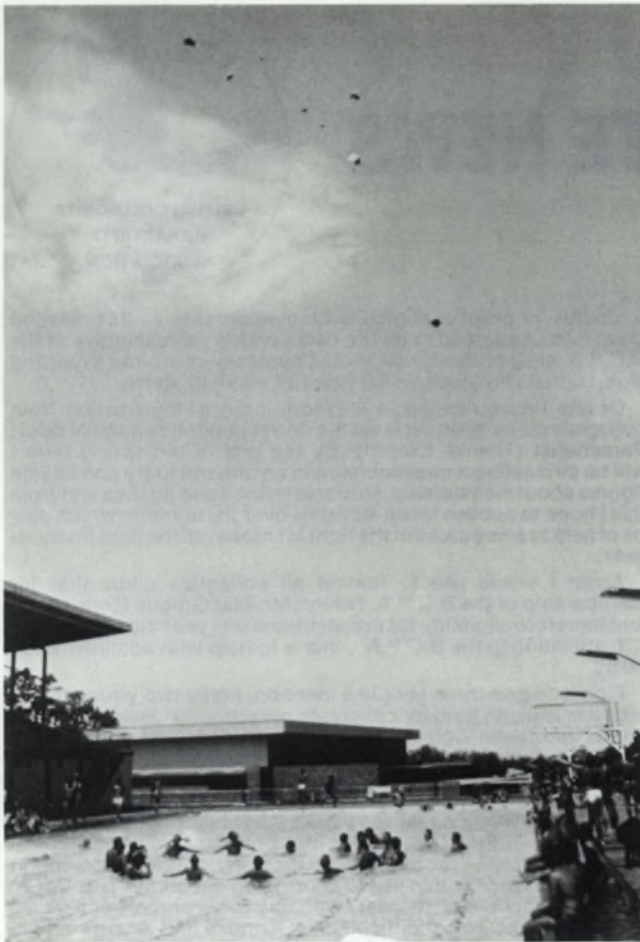
Dave Waterman records Symbiosis 2-Man Cats in transition . . .



. . . while the judges watched it from below.

out of the event when the RAF only scored three points. It is interesting to note that in this same round in the Queensland Championships the RAF had scored 8 points and Canada 3 — but that's competition. Germany, U.S.A., and Venezuela fought it out for third place but finally finished in that order.

The 8-Man Event saw a really hard fought battle between USA, Germany, France and Canada for first place with the former pair neck and neck with 38 points each as they went into the final round. With an excitement that rivalled Captain Hook's grasping of victory at Warendorf in '75 the US Team jumped first and scored 4 points in the random tenth round, whilst the Germans only managed three and finished 2nd. Our own Symbiosis



"Come on in — It's lovely . . ."

team, so well coached by Craig Fronk, jumped their hearts out and, apart from the final two rounds when they were dogged by Dave Kenny's injured hand and a lost grip, they had more than doubled their Nationals score.

Thus the competition came to an end with much credit due to both teams for not only achieving very fair results but also for proving themselves such excellent sportsmen. Credit must also be given to Bob Burn who did an outstanding job as British Judge and to Nick Cullum who worked so hard in the judging area helping to control



"... Oh . . . alright!"

the aircraft. Thanks to our supporters, Annie Kileen, who'd come all the way from New Zealand and John Charles. It was also good to see John Middleton and Ray Foster jumping in the Australian Team, as it was to have a fleeting visit from Dave Moody — they all send their greetings to U.K. friends. Finally congratulations, as stated in the last issue of S.P., to the Australian Parachute Federation for the organisation of an outstanding World Relative Work Championships.

No article on a World Championships would be complete without saying a special thank you both to the Sports Council and to all those BPA members who made our entry financially possible. We really are most grateful.

Story and photos-C. S.—S.

P.S. We've just received word from Australia that Symbiosis Team members, Willy Grut, Bob Colpus, Geoff Sanders and Tony Uragallo, have won the 4 Man Event in the Australian Nationals. They scored 46 points over 10 rounds and a further 13 in the 3 round jump off for 1st place. Well done, Lads, many congratulations.

1977 WORLD PARACHUTING CHAMPIONSHIPS

DRAW NO	COUNTRY	Rd.1	Rd.2	Rd.3	Rd.4	Rd.5	Rd.6	Rd.7	Rd.8	Rd.9	Rd.10	PLACE									
8 M A N E V E N T	SWITZERLAND	2	0	2	2	4	2	6	3	9	1	0	2	12	1	13	1	14	2	16	8
	UNITED STATES	3	4	7	5	12	4	16	5	21	5	26	5	31	4	35	3	36	4	42	1 ST
	THE NETHERLANDS	1	1	2	1	3	2	5	3	8	1	9	0	9	1	10	1	11	1	12	9
	GREAT BRITAIN	2	3	5	4	9	3	12	4	16	3	19	3	22	3	25	1	26	1	27	6
	NORWAY	2	2	4	2	6	2	8	3	11	1	12	2	14	2	16	1	17	1	18	7
	FED REP. GERMANY	4	4	8	5	13	4	17	6	23	4	27	2	29	5	34	4	35	3	41	2 ND
	AUSTRALIA	3	3	6	2	8	4	12	4	16	4	20	3	23	5	28	4	32	3	35	5
	FRANCE	4	3	7	6	13	4	17	5	22	3	25	3	28	4	32	3	35	4	39	3 RD
	NEW ZEALAND	3	1	4	1	5	1	6	1	7	0	7	2	9	1	10	1	11	0	11	10
	CANADA	4	4	8	5	13	4	17	5	22	4	26	2	28	4	32	2	34	4	38	4

The Score Board

DRAW NO	COUNTRY	Rd.1	Rd.2	Rd.3	Rd.4	Rd.5	Rd.6	Rd.7	Rd.8	Rd.9	Rd.10	PLACE									
4 M A N E V E N T	SWEDEN	9	6	4	9	7	26	10	36	7	43	7	50	6	56	8	64	7	71	2 ND	
	SWITZERLAND	3	3	3	9	5	14	3	17	1	18	6	24	2	26	4	30	5	35	11	
	AUSTRIA	4	1	2	7	3	10	3	13	4	17	4	21	5	26	5	31	4	35	11	
	UNITED STATES	7	5	12	2	14	4	16	9	27	7	34	6	40	3	43	7	50	5	55	4
	BELGIUM	2	3	5	2	7	2	9	6	15	4	19	4	23	2	25	3	28	0	28	15
	THE NETHERLANDS	3	2	5	2	7	0	7	6	13	5	18	4	22	4	26	4	30	4	34	13
	SPAIN	1	1	2	1	3	1	4	3	7	3	10	0	10	0	10	0	10	2	12	17
	GREAT BRITAIN	6	4	10	4	14	3	17	3	20	6	26	5	31	5	36	5	41	4	45	7
	VENEZUELA	7	3	10	3	14	4	17	6	23	8	31	7	38	5	43	6	49	4	53	5
	DENMARK	3	3	6	3	9	1	10	5	15	4	19	1	20	2	22	1	23	3	26	16
	ITALY	3	3	6	2	8	1	9	3	12	5	17	3	20	4	24	3	27	3	30	14
	NORWAY	5	4	8	3	12	2	14	4	18	4	22	4	26	4	30	4	34	4	38	8
	FINLAND	2	0	2	2	4	2	6	1	7	1	8	0	8	2	10	2	12	2	17	17
	FRANK. REPUBLIC GERMANY	8	5	13	5	18	5	23	8	31	5	36	6	42	4	46	7	53	5	58	3 RD
	AUSTRALIA	4	4	8	2	10	4	14	3	17	1	18	5	23	5	28	6	34	4	38	8
FRANCE	7	4	11	3	14	5	19	3	22	6	28	8	36	5	41	6	47	4	51	6	
NEW ZEALAND	7	0	7	2	9	4	13	3	16	4	20	6	26	2	28	4	32	4	36	10	
CANADA	8	6	14	4	18	6	24	13	37	9	46	8	54	7	61	7	68	5	73	1 ST	
INDONESIA	1	0	1	1	2	0	2	0	2	1	3	1	4	0	4	0	4	0	4	19	



COLLEGIATE NEWS



Here as promised are the details of this year's Relative work Competition, which will be held at Waterbeach on 19/20 August along with the novice accuracy event which again will consist of team and individual Competitions with an FAI B-Certificate Minimum entry qualification. The relative work Competition will be two man sequential and governed by the few simple rules outlined below. It will be held over four rounds from 7000', no linked exit of any kind will be allowed and the first formation to be put together must be a conventional base and pin, from this the Competition will simply be judged on the number of formations built from the random pool below. There must be a complete separation of the jumpers between each formation, and formations are completed by a grip, which is defined as a hand hold on an arm or a leg. The arm is that portion of the body or jumpsuit sleeve between the fingertip and the shoulder. The leg is that portion of the body or jumpsuit between the toes and the groin. We suggest that as category VIII and IX parachutists are involved that jumpers work to a break off height of 3500', but any parachutists still linked at the minimum break off height of 3000' will score a zap for that round, and any repeat performance will result in disqualification for the whole competition. None of the formations shown may be repeated during the same round, but mirror image formations such as stairsteps left and stairsteps right are allowed. Any other rules are as laid out in the FAI rules for international competition.

The Classic Championships are to be held at Sibson from 26-28 April. The dates have got to be finalised but the competition will involve style and accuracy and John Carter will select the team to represent the B.C.P.A. at the B.P.A. Nationals during the competition. At our meeting held during the championships on 26th November the subject of eligibility for entry to B.C.P.A. competition was discussed at great length in an attempt to define student status. It was decided that to be eligible a student must be able to prove his attendance at an educational establishment, membership of the NUS or NUSS will be sufficient

to do this, or proof of eligibility for membership. At this meeting Dave Parsons agreed to be the new London representative of the B.C.P.A. and London clubs should contact him c/o the skydiving club, Hatfield Polytechnic PO Box 109, Hatfield, Herts.

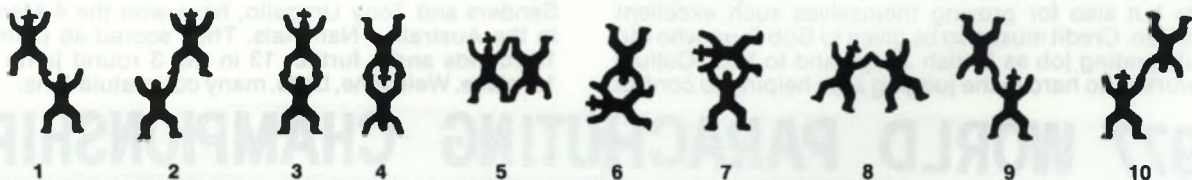
Of late I have received a lot more input of information from collegiate clubs, even if it is via the correspondence page of Sport Parachutist (Thanks Exeter!). By the end of the spring term I will be circulating a questionnaire in an attempt to try and collate figures about membership, students trained and finance and from this I hope to publish these statistics over the summer which may be of help to some clubs in the fight for money in the next financial year.

Again I would like to remind all collegiate clubs that for membership of the B.C.P.A. (which Mr. MacGregor Exeter isn't) and therefore eligibility for competitions this year clubs must pay £10 affiliation to the B.C.P.A., this is to help with administration costs.

Finally to give three people a mention, firstly two young ladies who are working hard for collegiate parachuting. Jackie Smith at Exeter and Julia Cole at Sussex — but where are the rest of collegiate parachuting's women? They were conspicuous by their absence at the championships, which definitely have a women's event, so let's see more of you in 1978. I think that everyone who knew Arthur Grieson realised what a vast amount of work he had done for collegiate parachuting not only at Cambridge, but in Scotland before — probably more than any other one person in the country, and I would like to express on behalf of the B.C.P.A. our great thanks, and deepest sympathy to his parents and family in what must be a most difficult time. Arthur's flair, energy, ability as an instructor, and most of all love for sport parachuting will be remembered for a long time to come, and certainly missed by a lot of people. I hope very much that the people at Cambridge will rally round to make a success of the drop zone at Waterbeach which without a doubt has very strong foundations.

Take Care— Dave D2190

RANDOM FORMATIONS POOL



FIRST BRITISH INTER-COLLEGIATE PARACHUTE CHAMPIONSHIPS

At last we managed to get a competition off the ground, and although the 120 original entrants in March had been reduced somewhat, and although the weather was freezing cold, a very competitive meet evolved especially in the high performance event. Unusual wind conditions were present all weekend, and in the second round a ground wind speed of 0 mph was not matched by 15+ mph at 300 ft and this caused the whole round to zap — yes even John Carter !!! At this stage John was put under immense pressure after scoring a disc on the first round he had a total of 10-00 m for the two rounds whilst Gerry Lerchbuy had a 4.63 from the first round on his P.C. and yours truly had yet to do a scoring jump after getting a re-jump for the first round. In the third round Geoff Hinsley moved temporarily into second place with another fine P.C. attempt of 3.26 m, and J.C. sewed it all up with 3 cents.

The wind conditions proved very testing for the flat circulars who even scored up the 25 m, but Dave Parsons from Hatfield Poly. excelled himself to take the novice championships with 11.56 m and the Sussex team of Julia Cole, Jul Carson and Phil Oldfield took the T.S.E. team trophy.

Many thanks as always are due to John and Sue, and Ronnie, who looks more disillusioned with us every time we turn up; to John Carter who organised the competition, and of course to Raziel, now in Canada, who thought of the idea in the first place. To chief judge Roger Flynn, he's got to be a good judge, because he's the only one I've ever known grant a re-jump!!! And to everyone else involved, especially John and Lofty for the Trophies and Medals.

BRITISH COLLEGIATE PARACHUTE ASSOCIATION D.T.

BIG JAKE'S TEN-MAN TEAM

Big Jake, likened unto a goat in one edition of this rag, asks what is Lorry Sinjins interest in male goats? And would he, Lorry, and others like to know about B.J.'s ten man team? Ten Man in these days of the Sex Discrimination Act is a misnomer because the team contains Voice & Tits B.J.'s beloved, Hairy Mary of the pointed teeth and Big Velda teenage spouse of Old Grizz the pilot. It is really a Ten Person Team (T.P.T. for short).

Who are the other seven you ask? The names of some are familiar to the long toothed set. Naturally Big Jake is the team leader, coach, fuhrer, gauleiter and asset stripper. As second in command he has chosen Yours Truly who achieved stability on his two hundredth jump last month but ranks high as B.J.'s minder, picking up the bits after B.J. has freaked out (approx. 52 times per annum). Harry the Slime strangely enough has been selected. A deadly enemy of B.J.'s, Harry features on the T.P.T. because of a quirk developed in B.J. by ill advised reading of Management Yesterday, a journal whose pages can be found in executive cludges. The article says that the hallmark of the true professional is the ability to cooperate in business with any kind of shithead who has talent regardless of whether you would introduce him/her to your Brownie leader. B.J. has no doubt that Harry the Slime is first and foremost a shithead, is probably a leading brownie but is also a skydiver of no mean ability, so Harry is in. The rubicund Quaffer Jim is a popular member of the team reinforced in his bibulous habits by Ratbag an itinerant Colonial and Eric Bolsover well known for the dexterous twist of his sinuous wrist which can throw them right over his head. The guest star is Mister Corker who has volunteered disarmingly to go base but is really there to keep an eye on things (e.g. Voice & Tits fabulous knockers) and is not averse to a quick nibble in the jugular from Hairy Mary's pointed teeth, which helps to keep his weight down and her complexion high. The ensemble is rounded off by the veteran presence of Old Grizz the pilot and his leaky biplane.

Since the start of his nuptials with Big Velda, Old Grizz has paid even less attention to his plane with the result that its wings flap like an ornithopters due to unglued joints and engines out of synch. Big Velda's ministrations have weakened Grizz to the extent that he blacks out if the climb rate exceeds 250 eff pee emm. His plane can just achieve 500 eff pee emm so a technique is devised to keep the bills down which involves the guy beside the pilot holding the stick back from the time that Old Grizz's eyeballs roll upwards until the plane levels off on the run in at which point Grizz comes back into circulation unaware of any lapse in continuity or of the fact that Velds and Quaffer Jim have been causing cee of gee problems in the little compartment in the tail.

Big Jake has assembled the Ten Person Team for a highly idiosyncratic (i.e. f...ing stupid) reason. He wants a team which will make the ten man okay but he wants it done slowly, elegantly and with precision so that the exit takes place at ten grand, nobody touches anybody until all are in position at 5 grand when it all links together simultaneously and rides down to break off. B.J. reckons he has discovered a new art form. He is encouraged in his fanaticism by Voice & Tits who sees B.J. as a latter day blend of Van Gogh and Salvador Dali destined to create surrealist pictures in the sky. As his minder I must stick with B.J. through thick, medium and thin but need not necessarily approve of his doings. This slow motion ten man stunt strikes me as ridiculous and well nigh impossible to achieve because of no base and pin. It is odds on to

make us the laughing stock of the Bee Pee Ay if not the whole European Community whichever is the greater. Then B.J. decides to make it more difficult by putting in a colour coding with the jumpsuits. We get suits with shades right through the colour spectrum and it is obvious that B.J. is aiming at a rainbow effect. He dubs us the Fine Arts Rely Team which sounds good till you get down to the initials.

The first jump is a disaster. B.J. who is pin to Mister Corker has a relapse on exit to a condition which had caused him extreme embarrassment during a visit to the U.S. of A. While at Z-hills B.J. was rushed to the intensive care unit of the local hospital suffering from an attack of Itchy Bum, which resisted treatment of salves, ointments, lotions and suppositories but gave way finally to a course of hypnosis based on the belief that the symptoms were the overt manifestation of B.J.'s repressed inclination to crap off the sill of the aircraft at ten grand. This diagnosis savours to me of perverted head shrinking knowing full well that B.J. never repressed anything in his life so had he got that inclination it would have been souwesters and gumboots on at the dee zed while it lasted and this is one of the few things that never happened.

Anyway be that as it may, the fresh eruption of itch sends Big Jake off in a series of front loops, clawing wildly at his seat strap. Mister Corker lying there all innocent as base is treated to the sight of a figure flailing down upon him from on high, does a quick 180 and tracks off to safety viewing with concern the multi-hued figure of B.J. opening up in the middle of a loop. The others seeing a Strat open up at eight grand react variably each according to his or her whim. Hairy Mary, teeth glinting in the sun, launches herself in the direction of Mister Corker intent upon what she misleadingly terms a 'kiss pass' which is more akin to the jugular attack of the ill famed vampire bat. Voice & Tits full of concern for the demented B.J. opens up beside him and enquires in a voice audible to people quietly gardening far below 'What the f... 's gotten into ya ya crazy barstid? You've blown the whole f... ing jump!'

Zelda and Quaffer Jim don't make it out of the tail compartment in time for the exit. They ride the plane back to the ground with Old Grizz fighting a displaced cee of gee all the way down and wondering at the curious tailplane flutter that has set in. Harry the Slime, quick to spot the discomfiture of his arch enemy, does a swift dive after V & T hoping for a quick grope in freefall and narrowly misses a mouthful of canopy when she opens up. Eric Bolsover thinking it is a new ploy of B.J.'s tries to formate on his tumbling figure only to be severely bitten in the neck by Hairy Mary who, having overshoot Mister Corker, docks with the nearest male in sight. We avoid a debrief.

The second attempt turns out perhaps mercifully to be the final one. Harry the Slime insists on going pin arguing convincingly that if B.J. gets another attack it is better if he is out tenth and can open as high as he likes without endangering anybody. We all want Zelda and Quaffer Jim where we can see them or it will finish up an eight instead of a ten, so Zelda goes floater and Quaffer is fourth. Eric is fifth, Hairy Mary threatened with muzzling is sixth. Ratbag is seventh. I am up at the back end with V & T and B.J. and Mister Corker who never learns is base again.

The trouble starts just after the cut. Zelda steps out on to the wing holding on to a strut. Her feet slip on the oil slick oozing out from the starboard engine and she sits down with a thump on the wing. As her feet shoot forward the surprise causes her to let go with her hands and the

upper half of her body flops back over the trailing edge of the wing. She locks her legs round the strut like it was Quaffers neck and dangles there helpless in the slipstream. Mister Corker with the alacrity of a very advanced instructor reckons he has a hang up to deal with and deftly snaps the carabiner strop on to his D ring. While he is wondering where to snap the other end on to Quaffer lunges to the aid of the damsel in distress and in so doing knocks Harry the Slime, pin extraordinaire, out of the aircraft for a solo 45 second plunge. Old Grizz viewing the commotion at the door over his shoulder thinks there is something going on in the airspace nearby and pulls into a tight turn to starboard to see what it is. This manoeuvre flattens everyone on the floor but for Quaffer who is already down hanging out the aircraft yelling reassurances to Zelda. Grizz, seeing nothing to starboard, hauls over to port gnarled knuckles white upon the wheel. He doesn't consider asking anyone what is happening because his hearing aid is away for its cee of ay. The port turn swings Zeldas arms towards the sill and Quaffer grabs her at full stretch like a trapeze artiste. At this point things really start to go wrong.

Mister Corker thinking to make the best of a bad situation sees that Veldas legs are slipping from the strut and decides to fly an unorthodox three man out the door without briefing the other participants. He leans over to assist Quaffer Jim out the door as Velda continues to slide but unbeknownst to Mister C. the dangling end of the carabiner strop lodges behind Quaffers reserve handle. The rest of us see movement out of the door and the subsiding gee allows us to follow as Old Grizz levels off. The first I see as I pile out is Quaffers reserve lifting him up through the middle of us like you see in the skydiving movies only this is no movie. Somehow or other nobody bites canopy and Quaffer is left dangling at ten grand grand wondering how the hell it all happened and where is Big Zelda? Zelda in fact is being hung on to by Mister Corker opportunist to the last. As we are far off spot he may have a plan to track off with her into the badlands for a quick session of field relative work. Eric and Ratbag swoop in from either side to make it four. Hairy Mary

grunting with the effort claws her way up Zeldas leg and tries to force in between her and Mister C. just as B.J., Voice & Tits and me all arrive around the five. B.J. is raging wild at losing two of his prime colours in Harry the Slime and Quaffer Jim so he misjudges his approach, comes in too fast and busts through from Eric's side of the group to finish up cheek by jowl with Hairy Mary. The latter, threats of muzzling totally forgotten in the excitement of the fray, clamps her jaws shut intending to get B.J. in the neck but bites his nose instead. V & T slides over docks on Hairy Marys back and starts trying to pull her helmet off to get at her hair. This unlocks Marys jaw and B.J. spins away clutching his damaged hooter. Mister Corker is waving his arms wildly to indicate that it is break off time but in the melee nobody recognises the signal. As we pass through three grand it clicks and everybody is off like ferrets down rabbit holes, last to separate being Hairy Mary and V & T, the latter with Marys helmet in her hand. The opening is the first incident free part of the jump. Mister Corker tails Zelda down into the bushes but is followed by Ratbag loudly demanding two's up or he'll tell Old Grizz.

It is a crestfallen group that gathers back at the deezed, Quaffer from two miles downwind too exhausted to remonstrate with Mister C. B.J. tries to run some kind of debrief, but the swollen nose, teethmarks and nasal intonation prove too much for all of us and there is a collapse into hysteria. Eventually B.J. sees the funny side and his attempt at laughing cracks us up again. Old Grizz stumps up to corner Zelda, sees all the gestures but can't hear the noise and thinks we are all out our minds with hypoxia.

Opening time comes and we retire to the boozier to heal our wounds. By closing time Big Jake has fully recovered his sang-froid and is planning a new venture judging by the animated movements, the hypnotic stare and the fast talk. Only the fact that he is sitting on his own while I am chatting up V & T leads me to believe that by morning it will be forgotten since he is pissed outa his mind. Or will it? I hope so. Life is tough for minders.

LOWE PULLER

THE FREDS IN HONG KONG

Well — they came and they went, and so did November — and although that should be where the story ends I can't help but think that there was a lot more to it than that. While Hong Kong tries to settle back down to its normal routine, replenishing its dwindled supply of "that real friend" San Miguel Beer, I should imagine that there were a lot of sore heads back at Aldershot on that 30th day of November.

When the Red Devils arrived in Hong Kong (and were met by San Mig and Nick O'Brien within minutes) not just a few of us at the Joint Services Parachute Centre experienced a little flutter of excitement anticipating what new wonders of the DZ would be revealed to us. Little did we know what else would be revealed during the lessons on human behaviour, aptly entitled "How much punishment the human body can take and still jump". The memorable boat race at the Pizzeria (when Andy Sinclair witnessed Bob Noble's superior beer drinking talents at first hand) initiated what was to become a month that none of us here in Hong Kong will easily forget. Perhaps when the alcohol content in our bloodstreams has had time to go down, we may remember even better and regret their departure even more.

After their unfortunate bad luck in having Dougie Young "put away" in BMH for almost the entire month with a broken ankle (and remaining so cheerful throughout), and Ken Holmes being relegated to the ranks of onlooker with a broken arm (and remaining not quite so cheerful throughout) the night jumps into the Stadium went off without a hitch. That is, of course, if you don't count those lonely streamers in the dark up there whilst listening to the "aaiyahS" of the crowd as they watch that pretty little flashing light which seems to be coming down so much faster than all the others. . . aaiyah! I must admit that I never could quite gather how "last but not least" Gerry O'Hara managed to get back up there and take at least four more "swan songs" than anticipated in one night — perhaps the Commentator, Vic Steiner, could answer that one for us!

After so many informal night's out with very informal "Freds" I was not the only one to be spellbound watching them actually march in military fashion out of the Stadium — the spell only being broken by Dick Kalinski's fairy-like exit during the dress rehearsal.

But behind the scenes they surpassed themselves (with the help of that "famous friend" again) in revealing



yet more fascinating qualities... Micky Munn making a good start as Team Captain by winning the butty juggling contest, and Ken Macklebeck winning some private contest of his own which, to the knowledgeable onlooker, could have been interpreted as a study into the intricacies of two-man back loops (no offence Marcie — I think we're all called "men" whilst parachuting!).

John Street was lucky enough to be awarded the much coveted PHUBAR award for his immaculate cutaway — marred only by the disappearance of his "rubbish" into a nearby mire (or was it something else?). Incidentally, for those not already familiar with the term, PHUBAR stands for "Probably Hashed Up Beyond All Recognition"



although some may be aware of a slight variation on that particular translation!

The famous "Beefy's" Bar was treated to the equally famous Smiley Riley and his renditions of a few "popular songs", assisted admirably by Andy's "Boom boom boom boom boom boom boom's" in his role as the evening's (or was it morning's?) Music Man.

I could go on forever. I myself will be ever grateful for my first Wessex jumps — all completed in record time (especially the 3rd descent — "*hesitation*" you called it?!). I'm not quite sure if I'm so grateful for that unstable exit Dick — but you did make up for that later! Also would like to thank Ken Macklebeck for my first three-man (for a two second delay off the side of a junk it was quite an achievement) and Jackie Smith in her absence, for prompting autograph hunters to seek *ME* out by mistake (it's wonderful what a Red Fred uniform can do for one's ego).

I was not the only sad one to see you all go — though certainly one of the saddest — but I'm sure I can speak for everyone in saying thanks for bringing just a little more spark (big flame perhaps?) to our DZ, in more ways than one. And Gerry — I apologise in advance for what could easily be a disaster of a film — thank heavens I'm better on the 'stills' and have so many memories of you to keep. This was the best way I could think of to say thank-you to every one of a super bunch of people called "Fred's" for all the good times we have shared. Hopefully, we'll meet again.

Aza, JSPC (HK)
30.11.77

THE WRONG END OF THE STICK

On the 9th May, 1970, Bob Hiatt and I found ourselves running in 7000 feet above Lebach in W. Germany.

The event was a two man baton pass followed by accuracy with marks awarded for the speed of the pass and the accuracy of the jump. The first competitor of each team to leave carried the baton whilst his team mate had to remain seated behind a line one metre from the doorway until the first competitor had left the helicopter.

I don't know whether or not 'H' was nervous, but I certainly had enough competition butterflies (dragonflies) for twelve jumpers, and I'm sure it was the vast quantities of adrenalin caused by these terrors that sent me in a blind panic head first after 'H' to make one of the fastest 'Baton snatches' in history. That is of course 'our history'.

After opening I examined the twelve inch long piece of wood to make sure that it was the baton and not 'H's' arm

(or any other part of him), then unzipped the top of my jumpsuit and very carefully stuffed the twelve inch long stick down inside, rezipping the suit up to the neck.

Next came the accuracy. Using the subtle toggle touches of a heavy handed campanologist (a technique which came naturally), I oscillated the Mk one paracmdr onto the windline and at about 150 feet turned down wind. With everything up (including my feet) I was hopelessly short, bound for the grass and a ten metres gap.

By incredible good fortune at the eleventh hour a thermal lifted me across the pit where an astonished right toe found and buried the dead centre disc!

I was ecstatic! I'm sure everyone must be with their first international dead centre, but I was more ecstatic than anyone has been or ever will be. Everything in the world

was beautifully right and if anyone had asked; I'd have written them a cheque for a million dollars.

After about my thirtieth lap of honour round the pit, I was overtaken by a judge who had been following me for the last twenty nine laps.

Finally catching me up he announced his presence by tapping me on the shoulder and blurting out something in German which I did not understand. He finished his speech by making strange motions with his hands which ended up in front of him cupped and facing each other about thirty centimetres apart.

Obviously he was congratulating my immaculate approach, but seemed to have mistaken the dead centre score for a thirty centimetre mark.

"Nein, Nein", I said using the only German I knew, 'Nein, thirty centimetres, Null Null point Null Null!"

The Judge screwed up his face and glanced at the sky, then slowly and deliberately delivered the same speech again finishing with his hands thirty centimetres apart.

I couldn't believe it!. The idiot really believed I'd got thirty centimetres. This time the "Nein, Nein, Nein" was much more forceful and the "Null, Null" bit was accompanied by an action replay of the right toe footwork.

At this point a second judge who had witnessed the events so far, intervened. He carefully and precisely repeated his colleagues message finishing again with the same gesticulations.

It was all true! Everything I'd been told about judges was true! They were all blind morons to a man. Despicable and indescribable blind morons, groping their way round pits all over the world putting in thirty centimetre fitches for perfectly good dead centres. I was angry and powerless. Tears were forming at the back of my eyes and the back of my throat was beginning to choke as I made my last and most vigorous denial after which I was too upset to speak.

One of the judges disappeared reappearing moments later with a charming young German girl. After a very careful briefing she turned to me and, making the same hand gesture, said in beautiful English "The Judge says, could he please have his *baton* back?"

A very embarrassed Bob King unzipped his jumpsuit, humbly returned the thirty centimetre baton to its owners, crawled under the brailings of the nearest tent and hid till dark.

Kingy

QUALITY versus QUANTITY

... so there are only *three* spaces for a "filler load"; ... so the 182 is the only airplane on the drop zone and it will only carry *four*;

... so the Twin Beech is down and the 206 only carries *five* people;

... so you think *six* is a weird number to make formations with.

Why even bother jumping in those circumstances? First of all, because you love it. Secondly, you may well find yourself learning as much, if not more, on dives of this size than you do on the mega-loads that are the goals (or the routine) of so many jumpers. There are some among us who have moved much too quickly into dives of the two-figure magnitude or who, despite significant talent and experience, could benefit greatly from doing smaller and better things more often.

One of the hindrances to making small group dives efficient in terms of interest and experience gained is a lack on the part of the organizer of developed innovation or knowledge of the things that *can* be done. One of the advantages, however, of groups of this size is that there doesn't really have to be an organizer — you can conceivably just get together, decide on a dive plan that suits everybody and discuss the moves during the dirt dive. With ten or more, that method usually takes hours and produces little.

The following sets of formations and manoeuvres are for groups of from three to six. The names are attached simply for the purpose of communication. They have nothing to do with the way you do them, only with how you talk or write about them.

There are a *lot* of formations for *any* number of people and when you start combining them into sequences, you could do a lot of jumping without ever repeating a dive. One thing that may help is a change in perspective. Try to become less concerned with completions and more with doing better skydiving. Concentrate on:

- refined techniques
- faster approaches with less (preferably *no*) momentum when a grip is taken

—smoother flow in a sequence

—less shaking and nodding signals and more "sensing" when a formation is completed and knowing it is time to transition.

All of these contribute to increased awareness and better flying, and, if they aren't learned here, chances are they won't be learned at all.

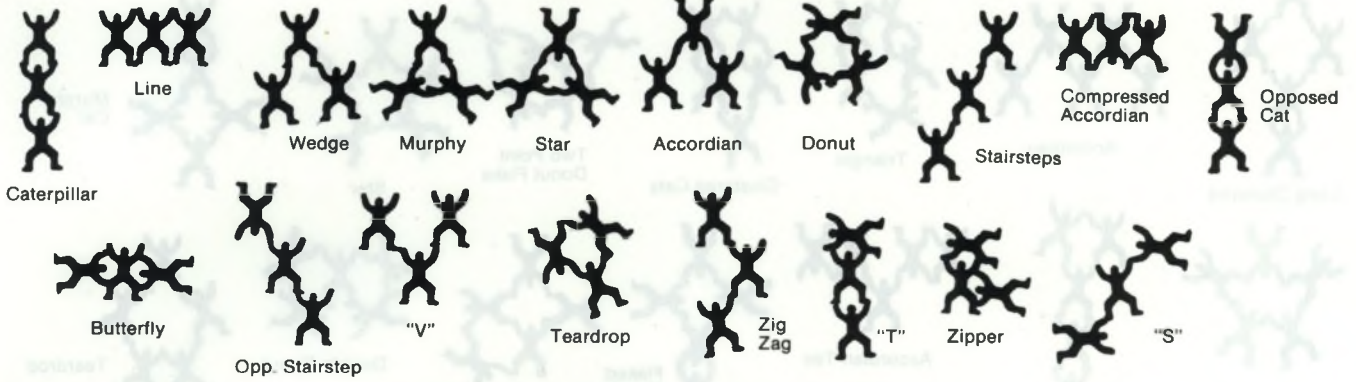
Small formations are the pieces of which larger ones are made and the techniques learned and experience gained on the "little" loads are the ones that all too often are shunned by new relative workers anxious to fly on the big formations out of the big airplanes with the "big boys". There is a lot to be said for knowing where everybody on a load is, being able to see everything that is happening, having plenty of room at break-off time, not having to spend an hour and a half organizing and dirt diving and being able to accurately re-construct a dive afterwards without chasing everybody down or listening to a dozen people talking at one time.

As you look at these formations sets, and before you dash off and try the ones you haven't seen, think about them for a while — do some innovating *before* you get the load together.

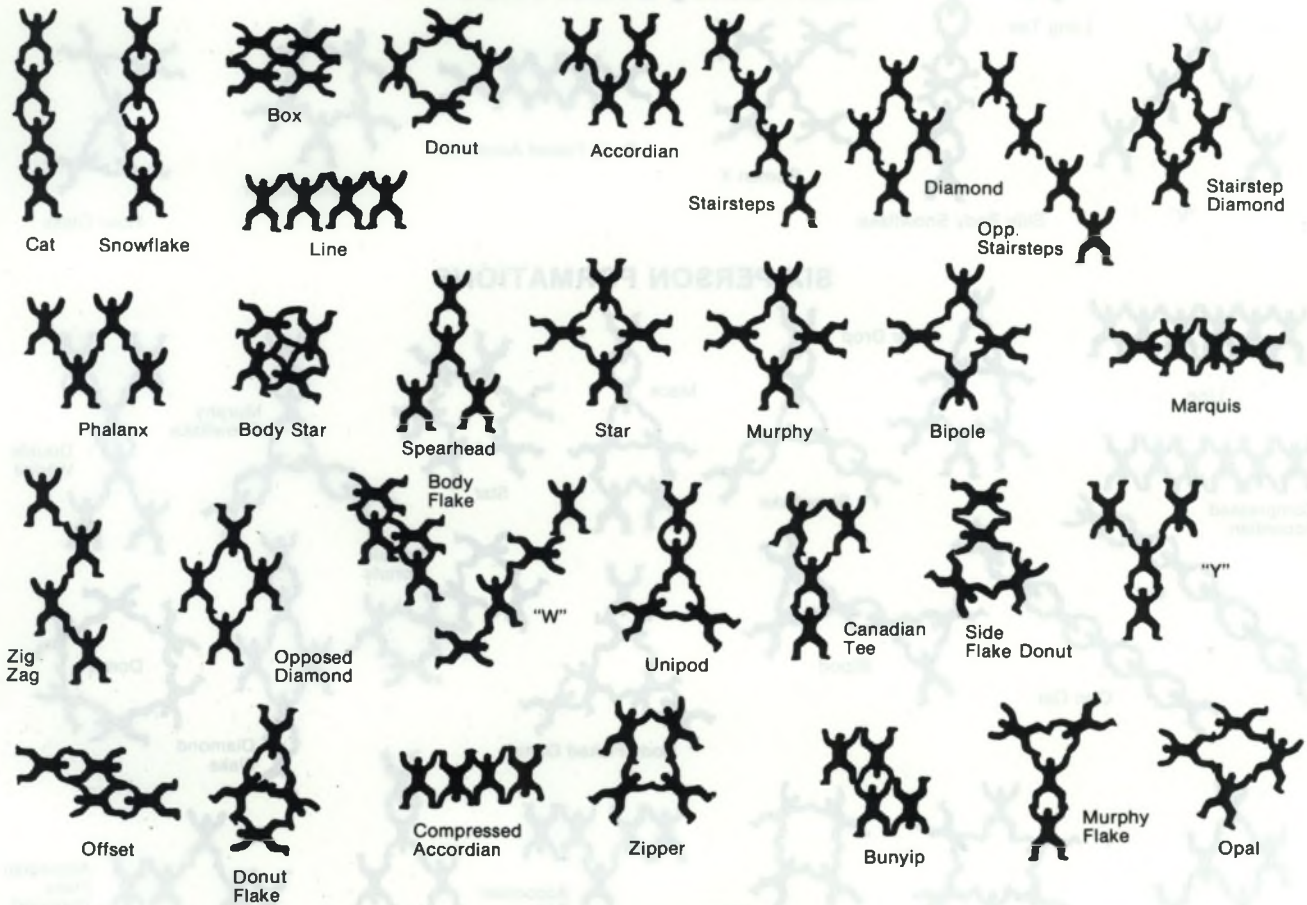
You can, for instance, look at an entire set as a "eight minute skydive", done with several interruptions to air out your rig and repack it. Like, start out by arranging them in any order you want, then dirt dive a few of them as a sequence. Make the jump and see how far you get. That point can then be the beginning of the next dive. Repeat the process until you finish the set, then reverse the order or mix them up and start again. One pass through will keep you busy for a bunch of week-ends and by that time you will probably have thought of some more yourself. You could put each formation on one index card, shuffle the deck and draw several at random, doing them in that order.

... which brings up a point of view. I have always felt that any time you finish everything you have planned for a dive and have time (feet) left over, you are wasting time that could be used for learning more — enjoying it more — unless a total completion was your primary goal. Think

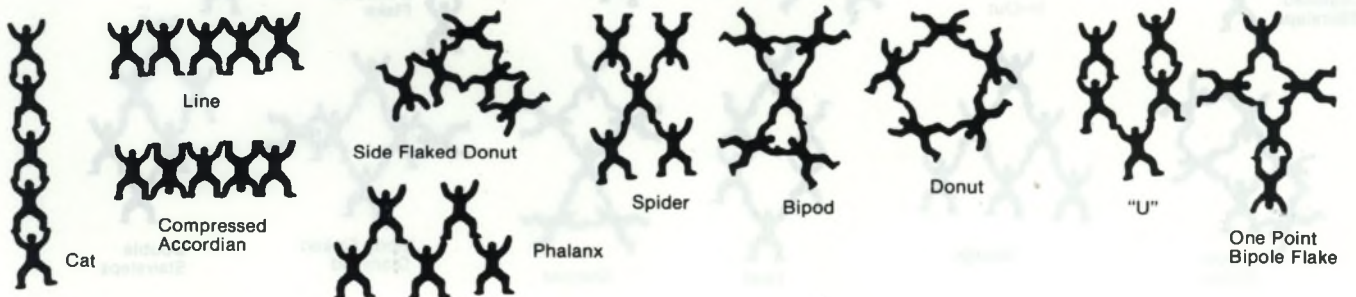
THREE-PERSON FORMATIONS

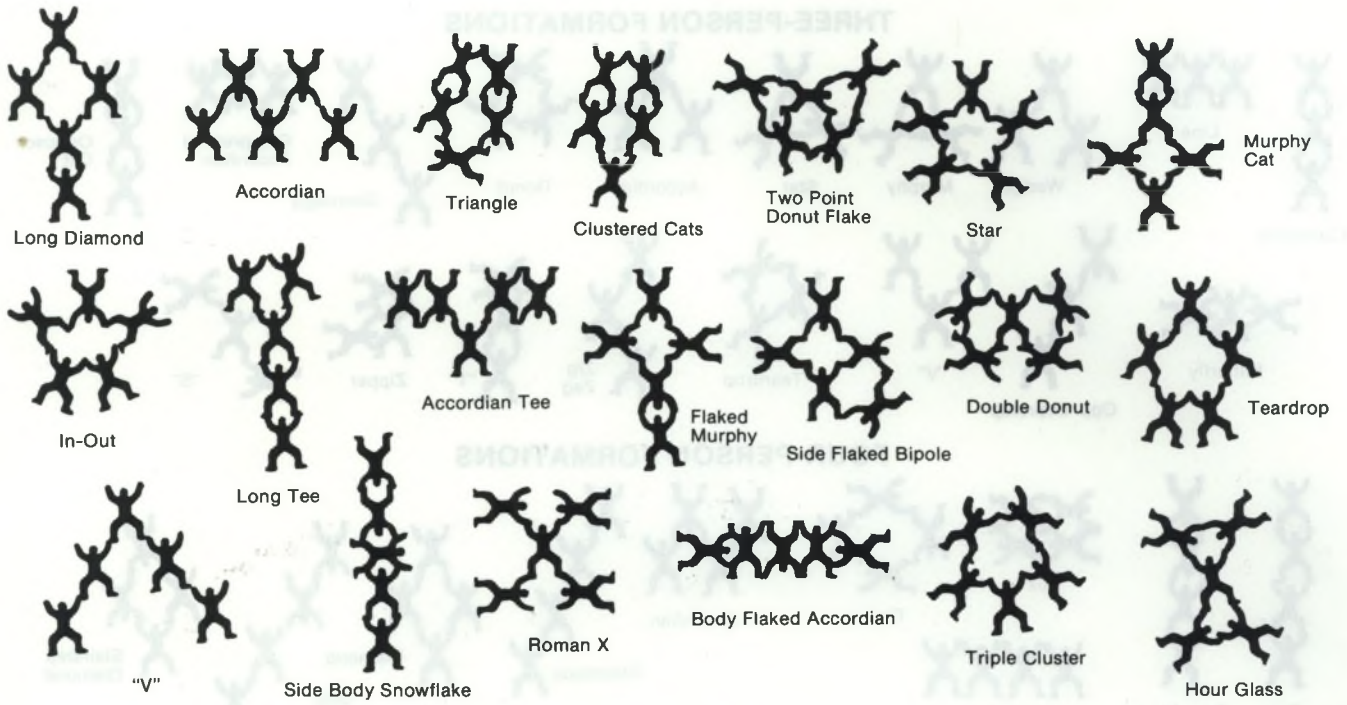


FOUR-PERSON FORMATIONS

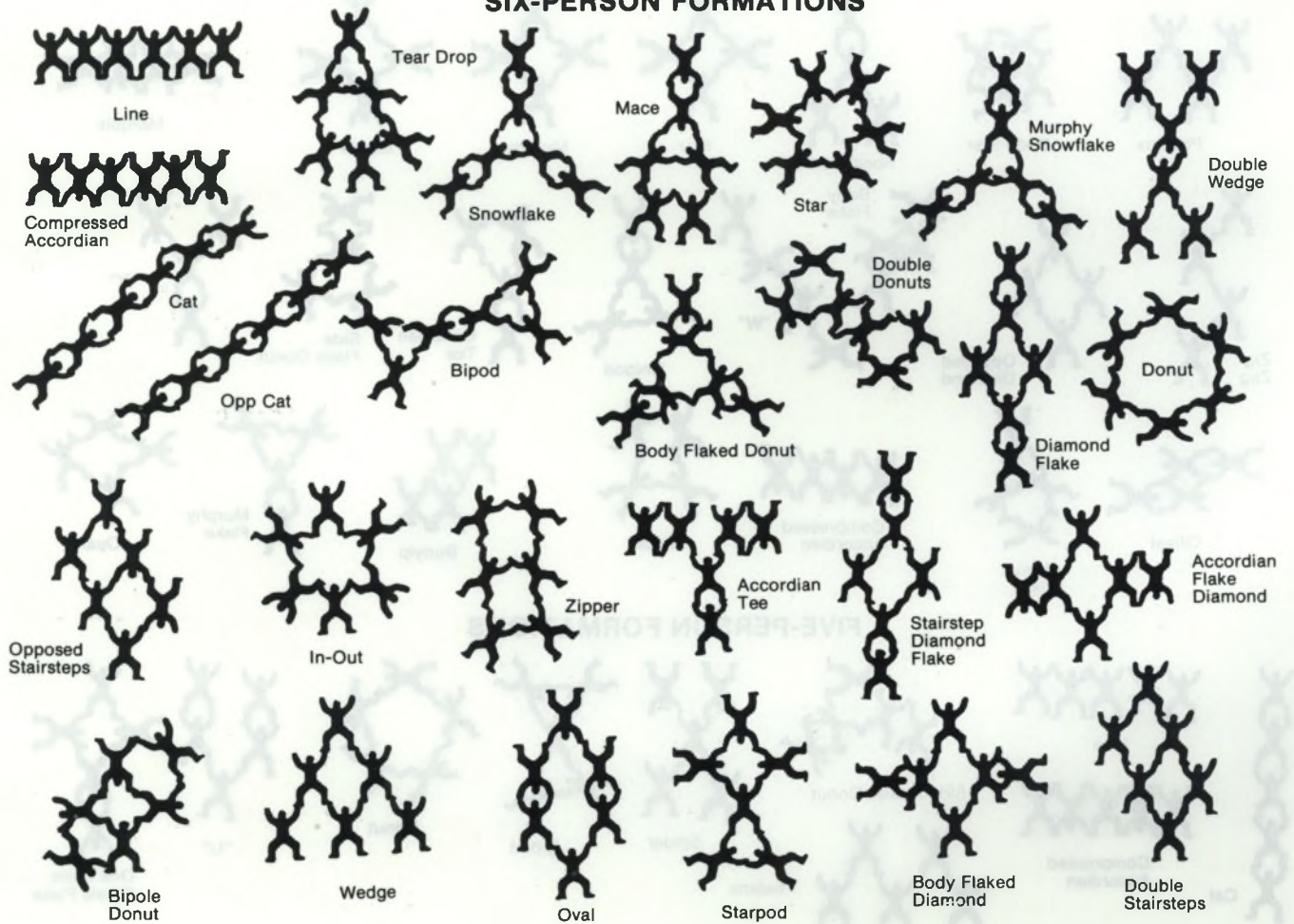


FIVE-PERSON FORMATIONS





SIX-PERSON FORMATIONS



about planning more to do than you think the group has a reasonable chance of finishing; that "guarantees" that you will do all you can. You might be surprised.

So start looking at things other than completing formations. If nothing else, you will stay in a better mood. Figure out the most efficient way to transition — grip switches or flying. Consider doing them "contact, no grip" (just fly in position and occasionally tap the knee or elbow you would otherwise be gripping). Make vertical transitions when they are appropriate. Practice stopping completely in a slot, *then* taking a grip. Work on keeping the formations on a precise heading, or turning them to a pre-selected heading. Think about taking the first formation "out the door" — build it first, then fly it off the step. All these techniques are necessary or "nice-to-have" in doing quality large static or sequential flying and small loads are where they are learned.

If you really want to get innovative, try some of the following:

- have one or more of the people in the formation fly inverted
- roll a formation
- track a formation, doing S-turns.
- mount riders on the people in a base formation.

While talking about small groups, let's spend a minute on "small" altitudes. There is for most of us a period of time after the exit during which we are performing sub-optimally: getting squared away on heading, relaxing, evaluating the exit situation (where is everybody?) and accelerating our awareness. It is after that the solid quality skydiving usually starts. Similarly, on the far end of a dive, we phase into another period of time in which peak performance RW becomes less important than altitude

awareness, leaving the area and dumping. The time in the middle is where the best RW gets done. The end times vary in length among jumpers, but for one person they are probably fairly consistent. They are translatable to distances and, more importantly, are independent of exit altitude. If that altitude is low enough, there is nothing left in the middle and peak functioning is never realized. A community average is probably around ten seconds on top and five on the bottom. That leaves only fifteen seconds on a 7200 ft leap. With increased experience and confidence and skill, the end times become shorter and better defined, perhaps even eliminated on the top end. We learn to perform better sooner out the door and the shift of attention on the lower end is delayed to an "acceptable minimum". These things also tend to lessen the variability — we can make more accurate subjective predictions of how much "dead time" will bracket the good RW.

To get to the point . . . if it takes five seconds after exit to get stable and comfortable, find everybody and figure out where to go and how fast to go, with five seconds later on devoted to "saving yourself", you will have twenty seconds of "prime time" from 7200 ft. Think about it; it takes a transition to do sequential and the first formation can easily eat up most of fifteen seconds. If you had jumped from 4500 ft, there would be virtually no prime time at all. However, from 9500 ft you get fifty seconds or more of freefall which leaves forty seconds of prime time — twice that from 7200 ft at *much* less than twice the price. More good RW for your jumping dollar! (and fewer pack jobs per freefall hour, or completed formation, or adrenalin rush . . . or whatever). So unless you are restricted by weather or "rules", consider the greater return on your investment and keep climbing.

ROG HULL.

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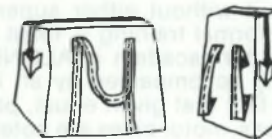
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BUZZ'S CANADIAN COLUMN

As always Charlie never gives his correspondents a rest, as the ink was hardly dry on the score sheets at Gatton, when he was asking me for another article for his infamous magazine. Dave Waugh nearly had a fit of apoplexy when I mentioned that he also had written something for "Charlie's Magazine". It appears that an outfit called BPA seems to have some proprietary interest, and who am I to argue with the Vice-Chairman of such an illustrious organisation.

The reaction in Canada following our performance at the World Championships seemed to initially be one of disbelief, followed by a gradual realisation that two gold medals, a world record and absolute Overall Champion Nation actually had happened. This performance is, of course, our best at a World Parachuting Championship, and coupled with Pierre Forand's performance in Rome in 1976, places Canada in the forefront of World parachuting.

Whether this position can be maintained is very open to question, and the reasons for this doubt are not hard to find. The main one, and by far the most important, is financial. I realise that Canada is not alone in this situation, but our success in the last two years has been achieved without any financial assistance from the Federal Government. As an aside, perhaps there is a direct connection between performance and lack of funding, as maybe one puts more into it if the money comes out of your own pocket. Interesting thought which I will not pursue.

The average direct cost to each team member of attending the competition in Gatton was some \$2500. This figure does not include the cost of training prior to the Nationals, and does not include lost wages during a six month period from the start of preparing for the Nationals to the end of the competition. The true cost is probably

four or five times higher than the figure previously given. The financial burden of representing one's country in the sport of parachuting is a high one and is one which can be borne by only a small number of people.

In order to maintain a high standard of parachuting competitive excellence one must be able to draw from a large group of people — the larger the better. We do not have that large pool to draw from. Our relative work team basically had no competition at the Nationals, and both teams won their events easily. It is all the more to their credit that they were able to bear the intense competitive pressure at a World Championship.

I cannot predict what direction competitive parachuting will take in Canada, but I know that we will find it increasingly difficult to provide financial support for our national team. Corporate sponsorship has been sought and none has been forthcoming. Our hope is that the euphoria has died down, the gold medals can be turned into lasting advantage and thereby provide some permanent benefit for the national team — preferably continuing financial support.

On a continuing pleasant note: Each year the Sports Federation of Canada, to which most amateur sports governing bodies are affiliated, offers awards in four categories; top male athlete, top female athlete, team of the year and sport media.

I have heard that we have won team of the year — the relative work team and national magazine editor — the editors of Can-Para. The awards will be presented at the Sport Federation annual meeting in January and the proceedings will be televised by C.B.C.

All in all not a bad year for parachuting in Canada, with the hope that 1978 will be equally productive.

Be with you next issue,

Buzz.

SURFACE CONSCIOUS

There is an interesting parallel to be drawn between a round parachute and a motor car as opposed to a square canopy and the motor bike. As motor bikes are generally cheaper than cars and, having obtained a bike, one may ride it without either supervision or, more regrettably, any formal training — most young people's first venture onto tarmacadam is ALONE on two wheels instead of being accompanied by an instructor on four wheels. It is a fact that given equal, particularly adverse road conditions, motor bikes are potentially less safe to their riders than cars to their drivers. Elementary logic! — four wheels being more STABLE than two as Road Traffic accident statistics amplify.

An introduction to sport parachuting is more sensibly the reverse of this situation, the progression sequence ensuring that initially the beginner must master the control of the slower, yet more docile round parachute, before progressing to the much faster, but less forgiving "square" canopy.

I was recently asked by one of my "First Time Course" students — why the magic man on the 'square' landed wide legged and on tip toes in front of the packing shed whilst the "Double 'L' Lads" obviously needed the strenuous P.L.F. training which he was himself suffering and seen demonstrated 'for real' by his compatriots from the

previous course who were landing in crumpled heaps all over the D.Z. The explanation was of course simply that in our sport we learn to walk (nothing to do with my spotting!) before we can run.

We learn to drive our stable four wheeled cars before sampling the more exciting — fast — bike — like — ride on a 'square'.

It is fair to say that most round parachute accuracy experts generally score well also, soon after their transition to a 'square'. But here the analogy backfires somewhat for although it is true to say that the surviving ex-motor bike rider generally makes a better all-round and safer "fast car driver" than one who learns from scratch on four wheels, he does so not because of his previous experience of mileage alone, but mainly because as an ex-two wheeled rider he is "SURFACE CONSCIOUS" and has to have been so to have survived unscathed.

He must have been constantly aware of the changing road surface conditions, from wet to dry, rough to smooth, these factors vitally affecting the performance, braking and stability of his machine, as they constantly change within the course of a single journey — factors often ignored by the inexperienced car driver with disastrous results. And we too must be conscious of the general surface of the ground when flying a "square".

So many parachutists think that the transition from "round" to "square" is a simple one — IT IS NOT, firstly a very thorough briefing from an experienced hand is essential, we must understand the fact that the air speed of a "square" is approximately double that of even a high performance round parachute (down wind landings are **definitely** out!) because the principle of flight of a "square" is completely different. The "square" is not a simple "Round Air Catchment device" creating mainly only DRAG, it is an aerofoil section, just as is a glider, hang glider or an aircraft wing and it is vital to understand its handling characteristics which are so very different from any round parachute.

The hollow cells of the square canopy are inflated by the air which is rammed into them as it dives, open — nose-first, towards the ground, the upper surface of the cell openings being made forward of the lower surface thus catching the air and inflating the, new rigid, aerofoil section which then develops more "lift" than drag and relies almost entirely on its forward air speed to remain inflated, retaining it rigidity and stability.

The most important thing to remember about square canopies is that they don't like turbulence which is usually caused by some obstruction upwind of your landing approach causing the air flow of the wind across the ground to "CURL-OVER" the obstruction creating "EDDIES" to disturb the square canopy's stability.

These obstructions may be buildings, trees, walls or even simple undulations in the ground itself. The higher the obstruction to the otherwise smooth air flow, the more turbulence will result, the more dense and angular the obstruction the more acute the turbulence will be. The higher the wind speed, the more the danger as the turbulent "EDDIES" will extend further down wind of the obstruction before the air flow evens out again.

Remember too that rising hot air from the ground can further complicate the situation as this mass of air is itself moving, upwards, changing your lift in relation to the ground. When you are in the warmer mass of air it gives your canopy increased lift, when you fly through it and out of the other side you will sink and if you are close to the ground a hard landing can result. Hot air rises from surfaces that retain the sun's heat such as areas of concrete or tarmac and large burbles of air will rise from such surfaces for quite some time after the general temperature of the surrounding air has reduced.

When flying in turbulent conditions you should be in no less than one-third brakes but no more than half brakes, this will put your canopy in the most suitable flight attitude — a less reactionary angle of attack than full flight and not too much drag from the tail to permit a sudden gust to induce a higher than normal stall position as can otherwise happen when in a deeper brake setting.

Most early "square" jumpers have difficulty in initiating the "Flare" or "dynamic stall" at precisely the correct moment to effect a soft landing. Having observed many beginners abortive attempts I would humbly offer the advice that the **speed at which both toggles are pulled down** has as much to do with the effectiveness of the Flare as the timing of it in relation to distance from the ground. Pulling the toggles down in one fast vicious movement, often too low to the ground, does not give the canopy time to react with full effect. Try initiating the Flare a little higher and a little slower, not too high mind you and if you start to Flare and then realise you are a few feet too high, don't let up and expect to start all over again, because you won't, the canopy will surge forwards and your later Flare will swing you in forwards but harder. Instead, if you are halfway through you Flare and realise that you are a bit too high, keep the toggles where they are and pull down to

the full Flare position that bit lower — next time, you will get the speed and timing of the Flare closer to perfection.

When flying a "square", like the motor bike rider, be "SURFACE CONSCIOUS", — something you didn't have to be too concerned about on your "round", be aware of changing surfaces as you pass over them, from grass to concrete and watch out for obstructions, expect turbulence down wind of them, particularly on demo's — when the wind is blowing from that "uninvited direction". Don't risk it into an amphitheatre (bowl-like) situation, like (at the worst example) a football arena, surrounded with stands, particularly on a windy day when the sudden apparent disappearance of the wind experienced initially — at or slightly below the upper level of the stands and the down-draft created by the ensuing turbulence can cause severe instability at best, or a complete canopy collapse at worst.

Tall buildings and thickly wooded areas of trees up wind of the target have a similar effect. Only very experienced square jumpers should tackle such situations and even then with extreme caution. Having made some 500 square descents myself, including many demo's I am still learning and can tell you it is a horrible feeling to be on half brakes over the cross, meeting turbulent, but slow moving air, — aren't brake deeper — with nowhere to go forwards, not able to make an effective Flare and piling in under a half collapsed canopy. Having to smile over the pain, signing autographs with your left hand (cos your right hand thinks it's broken and is too busy supporting your back's 3 crushed vertebrae anyway) — telling the folks you just nearly landed on — "it's all Great Fun!"

Well it's only fun if you can walk away, and you will, if you learn to respect that fickle turbulence. But you can only respect it if you expect it, and you will only expect it if you are "Surface Conscious" on every single jump.

PETER FISHER
Elvington, D 1566

WISH YOU WERE HERE — SCARBOROUGH

I did once jump straight from a plane — but I found I'd left my duty-free behind when I got to passport control. That's the only jumping from planes I intend ever doing. Of course I've met people who delight in jumping out — for fun. One of them, Frank Taylor, is an outside broadcast unit supervisor for Thames Television. During last summer I spent some time with him as we were both involved in making the ITV holiday series, 'Wish You Were Here'.

Sitting in Ostend, Belgium, I can still remember Frank proudly telling me about his hobby. He even produced his log book. To my horror — being untutored in these matters — I was staggered to see he didn't just jump out like those chaps in the war films. He baled out and didn't bother to pull his chute until he'd counted ten. Just listening to him was enough to have me feeling I'd left my stomach behind.

Two weeks after Ostend I found myself in Scarborough, and a holiday offer there is learning to free-fall. After Frank's graphic descriptions I couldn't resist seeing it for myself so off I set for Grindale. All it did was confirm my worst fears! I peered into the sunlit sky as the sound of a nightingale was drowned by the drone of the single engine plane. Then, a strange eerie quiet as the engine cut out. A dot falling and through the thousands of feet



Judith Chalmers — she didn't jump!

of air came the shout, "A thousand and one, a thousand and two". Suddenly drowned by the renewed roar of the plane.

Perhaps my greatest attribute is that I am broad minded. If people have to go to such heights to get a buzz then who am I to object. I even decided to encourage a few more to try by including it in our programme. We had great fun dressing Judith Chalmers in the gear — then watching her legs buckle under the weight. Our fake piece of her jumping also gave us a laugh. But my own personal amusement came from our Frank who did a show jump to impress the crew. He narrowly missed landing on the roof, but he didn't break his leg, which was the betting as he glided down.

By the way if you ever tire of the thrill of parachuting take a leaf out of Frank's book. He also runs with the bulls at Pamplona. Dangerous? "No, of course not," Frank tells me, "just remember to . . ."

By the way, if you decide to have a go, and you do survive to come home, don't leave your duty free on the plane!

FRANK HAYES



The Editor gets wet on an Ansells Paramen Demo

photo — A. I. S-S

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**BRITISH PARACHUTE ASSOCIATION
SAFETY & TRAINING COMMITTEE, TUESDAY, 13th DECEMBER, 1977
held at BPA Offices, Kimberley House, Leicester**

PRESENT

J. Meacock	<i>Chairman</i>
C. Shea-Simonds	<i>NC/SO</i>
R. Swainson	<i>SCPC</i>
P. Young	<i>RSA</i>
M. Winwood	<i>LIFFT</i>
J. Hitchen	<i>SOPF</i>
M. Purves	<i>MHSPC</i>
E. Lewington	<i>PRFFT</i>
J. Sharples	<i>MPC</i>
B. Jones	<i>LBFFC</i>
D. Hickling	<i>Halfpenny Green</i>
D. Orton	<i>APM</i>
E. Strawson	<i>RGJ</i>
L. Melhuish	<i>WWEPC</i>
D. McCarthy	<i>HPC</i>
A. Rose	<i>29 CDO</i>
J. Laing	<i>APA</i>
A. Knight	<i>NCPC</i>
E. Finney	

OBSERVERS

J. Curtis	D. Turner
R. Gays	P. Hibberd
A. Young	P. Fisher
D. Palmer	D. Jones
N. Perks	B. Reed
T. Dennison	S. Freedman
A. Keoghan	G. Lawry
R. Hicks	

APOLOGIES FOR ABSENCE

J. Crocker	D. Prince
N. Law	

Item 1

FATALITY REPORT

D. Orton reported on the inquiry carried out on behalf of BPA by himself, J. Crocker and J. Sharples into the death of A. Grierson at Waterbeach on Friday 18th November. The deceased, with some ten jumps of Ram Air experience, on the last lift of the day in failing light, attempted canopy RW with J. Thompson after totally inadequate briefing. Grierson's canopy collapsed, both cutaway at approximately 13-1400 ft and Thompson successfully deployed his reserve. The deceased had difficulty operating the reserve "blast" handle, which was subsequently found to have a "centre post" contrary to the Poynter Manual (6.15.1) recommendation. The reserve deployment (which was only partially completed with about half the line stows still intact) appeared to be slow, and subsequent investigation revealed that it was fitted with a diaper. The deceased had tried to pull the reserve on the ground prior to the accident but had only done so with difficulty and commented that it would be O.K. if he needed it for real. The committee discussed the incident and agreed the following:

- a. The first two recommendations of the Board are endorsed:
 - i. If a possible defect in equipment is ascertained on the ground the equipment should not be jumped prior to the defect being remedied.
 - ii. All parachutists involving themselves in canopy relative work must have reached a sufficiently high standard of proficiency on their square parachutes in order to know, without time lag for thought process, how each canopy will react under any given conditions or under any specific control from the steering toggles.
- b. The Board's third recommendation was extended:
 - iii. With effect from 1st February 1978 the use of "blast" handles is totally prohibited.
- c. Qualifications to indulge in Canopy RW will be a topic for the Instructors Convention.
- d. The NC/SO was instructed to write a strongly worded letter to the manufacturers of the equipment, the Relative Workshop of Deland, Florida, U.S.A., with copies to U.S.P.A., express-

ing concern that it incorporated a "blast" handle not modified in accordance with Poynter's Parachute Manual.

Item 2

RIGGERS COURSE

The NC/SO reported on a successful Riggers' Course run by the APA at Netheravon in October, from which had come certain recommendations for improvements in the BPA Rigging Qualifications and their implementation. It was agreed that a Riggers Meeting, chaired by the NC/SO, be held at 1830hrs on 19th January at Kimberley House to produce recommendations to S.T.C. for improvements in the system — all interested persons could attend.

J. Laing informed the meeting that APA would be running a Riggers' Course from 17-28 April 1978, and that there would be 3 civilian vacancies.

Item 3

P.I./EXAM COURSE 4/77— RESULTS

The NC/SO reported on the results of the course as follows:

- a. **Exam.** Two candidates, B. Reed and R. Ward, did not qualify as BPA Instructors but had their PI ratings extended for 12 months.
- b. **P.I. Course.** M. Pebworth had been allowed to do the course albeit she was not a Category X parachutist (see previous minutes Item 5c), but she had not been granted a PI rating. The matter was referred to STC for a decision. After some discussion it was decided that M. Pebworth had to qualify as Category X when on application to STC her course results could stand if the Cat. X qualification was within six months.
- c. As a result of a recommendation at the Course Forum it was unanimously decided to reword the BPA Instructor Renewal Form to include a certificate to be signed by the CCI stating that the applicant is currently involved in all aspects of instructing student parachutists.

Item 4

INCIDENT REPORTS

- a. D. Hickling reported on an incident at Halfpenny Green, where a female student had landed on the runway and injured her neck severely. She was now out of hospital, but she suffered from an unusual complaint which precipitated the injury and which had not been revealed during her initial medical.
- b. D. Hickling reported a second incident at Halfpenny Green where a first time student, who had refused, was being hauled back into the aircraft when the TSE Bag S/L Container prematurely opened and he was dragged out by the deploying canopy. He was knocked unconscious but landed safely under the severely damaged canopy. The aircraft suffered slight damage on the rear of the door frame. As a result of this incident and the one at Shobdon (see last minutes Item 2) the NC/SO sent out a Safety Notice on 8th November which contained the following recommendation:

Thomas Sports Equipment recommend that *at least* 6 inches of S/L Loop is pulled through the closure bungee. A modification, to make the system safer still, is to sew a small becket on the lower container flap about an inch below the grommet in order that a 50lb break tie can be fastened to the becket and the S/L loop. Exact details may be obtained from Lofty Thomas on 0262-78299.

- c. Brian Wheller reported an incident at Dunkeswell where a female student had landed on the runway and had been knocked unconscious. The incident yet again illustrated the need for the wearing of hard helmets without which this particular student would have probably suffered fatal injury.
- d. Alan Skennerton reported on the Cessna 206 crash in Dubai which had killed the pilot and severely injured the jumpers on board (all who it is believed were saved severe injury through the wearing of hard helmets). It is believed the crash was caused by the 206 being caught in the wake turbulence of a Boeing 707 which had taken off moments before.

Item 5

AIRCRAFT

- a. The NC/SO reported on the alarming growth in the number of incidents caused by either a sloppy attitude or poor flying on the part of jump pilots which were provoking comment at General Aviation Safety Committee Meetings. Additionally two aircraft incidents had been written up in the November General Aviation Safety Information bulletin. The first concerned a jump aircraft where the carpet had not been secured and it flew out of the door and wrapped around the tailplane causing severe control problems to the pilot. **SECURE ALL LOOSE OBJECTS** is the obvious message, but this is already in BPA Regulations and in most jump a/c Flight Manual Supplements. The unsatisfactory conclusions drawn from the second incident (the 182 tail strike at Shobdon) were made without reference to BPA, and the NC/SO is in the process of rectifying this with the initiating authority.
- b. **Flight Manual Supplements.** The NC/SO advised the meeting that Flight Manual Supplements issued for parachuting could well be different for each individual aircraft. Clubs are advised to check the Flight Manual Supplements for their own aircraft to ensure that they are not operating outside the limitations contained therein.
- c. **Jump Steps.** The NC/SO has cleared a Jump Step design with Airworthiness Division for Cessna 172, 175, 182 and 205. Clubs requiring full details should contact the NC/SO.
- d. **Full Harnesses.** The Chairman reminded the meeting that full harnesses are a mandatory requirement for the front seats of all aircraft with effect from 1st January 1978. If in doubt, contact your aircraft engineer.

Item 6

EXEMPTIONS

- a. Exemptions from the 6 month PI period were given unanimously to two full time military Potential Instructors: D. Palmer, LIFFT and B. McGill, RAFSPA.
- b. J. English, a lapsed BPA Advanced Instructor, was granted an immediate P.I. rating and approval was given for him to attend the next BPA Exam Course in February.

Item 7

ADVANCED RATINGS

D. Rowell and E. Finney, who had both been successfully assessed for their Advanced Ratings on BPA Course 4/77, were unanimously approved as Advanced Instructors.

Item 8

P.I. COURSE—HONG KONG

(See Item 10c of the previous minutes).

E. Lewington reported that this had been a successful course and that Messrs. Steiner, Wick and Ditchfield had qualified as Potential Instructors.

Item 9

RAM AIR MALFUNCTIONS

The NC/SO reported that limited value was coming from the evaluation of the Ram Air Malfunction Report Forms. It appeared that poor packing or rigging were responsible for about 60%.

Item 10

RAM AIR QUALIFICATIONS

A letter from D. Howerski suggested new Ram Air Qualifications. It was agreed that this be discussed as Agenda Item at the 1978 Instructors Convention.

Item 11

TRAINING SLIDES

The NC/SO showed the meeting Set No. 3 of the BPA Training Slides which illustrated a 14 slide sequence of the Bag S/L System from the jumpers viewpoint. They are now available to clubs at £2.20 a set (inclusive of V.A.T. and postage).

Item 12

INSTRUCTORS CONVENTION

The agenda for the 1978 Instructors Convention was agreed as follows:

- 1. Qualifications to jump Ram Air Canopies.
- 2. Qualifications to indulge in Canopy R.W.
- 3. Presentation by NC/SO on the production and use of 35 mm slides as Training Aids.

Item 13

PREVIOUS MINUTES AND MATTERS ARISING

The Previous Minutes were approved and the following matters were arising:

- a. **Item 10a. Medical Certificates.** This was now being processed by BPA Council.
- b. **Item 10d. Faulty Ripcord.** A Linley has reported to the NC/SO that this had been a one-off repair.

Item 14

ANY OTHER BUSINESS

- a. A. Keoghan requested the meeting reconsider their decision of the meeting of 19th April 1977 (Item 6). This was supported by E. Lewington. After considerable discussion the meeting decided that A. Keoghan could attend the February P.I. Course and thereafter carry out the full BPA Instructor Qualification System. (See BPA Regulations, Appendix B).
- b. R. Briggs requested an exemption from Jump Pilot qualification for a pilot who only had 49 hours P1. This request was denied unanimously.

SAFETY NOTICE

Eilif Ness, Norwegian Chairman of the CIP RW Sub Committee, was flying a Cessna 206 for parachuting in Norway on Sunday 11th November. The instructor on board dispatched the Static Line students and then jumped himself **WITHOUT** unhooking the Static Lines. One of the Static Lines snagged around his leg suspending him below the aircraft. There was **NO KNIFE** in the aircraft. Eilif was forced to land the aircraft with the instructor suspended beneath. Mercifully he achieved this successfully without injury to the instructor.

LESSON 1 (and it's an old one!) If you're going to jump after dispatching S/L students, **UNHOOK** the Static Lines and stow them away.

LESSON II Ensure there's a knife in your aircraft, the location of which is known to all.



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Red Lo Po TU in blue pack and harness plus reserve tray
and spare handle contact Mary Loukes, 0274-35507

American Pap complete in B12 pack and harness £220
Altimeter £12, Jumpsuit £12 contact P. Griffiths
Sunderland 43614 (H), Birtley 402241 Ext. 205 (W)

French Pap (as new) £200, TSE Mini System £120, Two
modified Protectors £100 each
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031-333 3851 (W), 031-337 2875 (H)

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124 with 4 line chop £60, 124, MA1, Altimaster, helmet,
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