

SPORT PARACHUTIST

10th ANNIVERSARY ISSUE





Rear view of PATHFINDER assembly - manuals containing packing instructions supplied with each canopy.

PROTECTOR 17ft Steerable Reserve. Conical shaped nil porosity steerable canopy. Rate of descent $17\frac{1}{2}$ ft per second with 220 lbs., forward speed of 6-7 miles per hour and rate of turn 360° in 7 - 8 seconds. Canopy in 1oz. ripstop nil porosity fabric with the blank gores of nylon net for additional safety during deployment.

Front view of PATHFINDER Harness with the RFD-GQ PROTECTOR Reserve parachute assembly fitted.

PATHFINDER Nil porosity 1.6 oz. fabric canopy with forward speed of 10-12 miles per hour, a descent rate of 15ft per second and a rate of turn of approximately 4 seconds per 360° . The stall action of the canopy - an essential part of the performance of any competition or advanced display canopy - is extremely stable and recovery after the stall is immediate with minimum 'surge' and instability.

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SPORT PARACHUTIST



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BRITISH PARACHUTE
ASSOCIATION

(A company limited by guarantee)

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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.

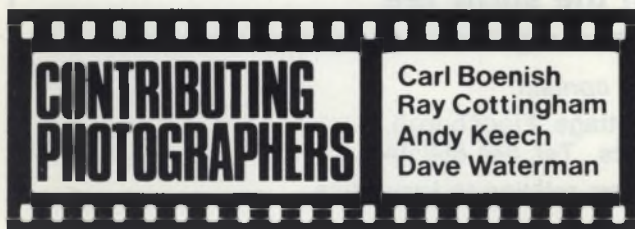
EDITORIAL

Welcome to the pages of the 10th Anniversary Issue of Sport Parachutist! Our journal has matured greatly since the first struggling issues under the enthusiastic editorship of David Pierson, but the Chairman's message in Volume 1 No. 1, (reproduced over the page), is as apt now as it was then. I would like to say a sincere thank you to all of you who have taken the trouble to contribute so much material; and especially to photographers Carl Boenish, Peter Boettgenbach, Ray Cottingham, Jerry Irwin, Andy Keech, Dave Waterman and Rudiger Wenzel, all whose work makes the magazine come alive. The results of John Partington Smith's efforts to bring a new look to the magazine are seen on this page, and in the introduction of 'Superfly' on page 8 — he assures me it's only the beginning folks!

On a more sombre note, it has come to my notice that some terrifying conclusions have been reached from research into parachuting from altitude, (above 5,000 ft), with a hangover. It takes the human system about 48 hours to get rid of alcohol from the bloodstream, and the effects of lack of oxygen are intensified while it is present. I will try to produce an article on this subject, but meanwhile I urge you all to think carefully before drinking **at all** on nights preceding parachuting — especially if you're participating in RW.

Until the next issue then,
Blue Skies and Soft Landings,

CHARLES SHEA-SIMONDS



Cover — Build up to the World Record 29-man

photo — Andy Keech

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A MILESTONE

By the Chairman

(Reproduced from *Sport Parachutist*, Vol. 1, No. 1, 1964)

Every great sport has its milestones. We who choose to parachute for sport think that ours is one of the greatest, and those who have had any part to play in the birth of *Sport Parachutist* believe that it will represent an important contribution. For some years the news and views of the British Parachute Association have been confined to a periodical newsletter. It has served its purpose well, and those who have edited, printed and circulated it deserve all our thanks. But as many of us have agreed, something more ambitious is long overdue.

In the first issue I should like to contribute three thoughts. Firstly, a great amount of hard work has already been involved, and without a great deal of effort on the part of a few individuals this magazine would not have gone further than a resolution accepted at the B.P.A.'s last Annual General Meeting. It is one thing to agree on what ought to be done; it is quite another to achieve it.

So much for the start, but in the long run it is the sustained effort to keep a magazine in circulation that provides the greatest challenge. To meet this it must be kept progressive, constructive and interesting, and the editors will be looking for many contributors. I am sure they will be forthcoming, because in parachuting there is no lack of new ideas.

Secondly, since ours is a young sport many of the rules, practices and techniques connected with it are subject to change, as we learn more about it. In the absence of firmly established standards and methods there is a natural tendency for different Services, Clubs and Schools to follow their own courses. The more firmly these become accepted within the organisations which have produced them the harder it will become to get one code universally accepted. To do so will require much effort on the part of those best qualified to show the way, and a willingness to co-operate by all others in positions of responsibility.

In parachuting one mistake can have fatal consequences; safety is of paramount importance. This is a plain fact which must surely be accepted by all. Unnecessary risks should be avoided, instructions should be based on solid experience, sound judgment and undoubted reliability.

Equipment should be unquestionably serviceable, and where any element of doubt exists expert opinion should be sought. We must learn to accept the disagreeable fact that, like many other things made by man, parachutes wear out. When this happens they should be condemned.



If we fail to take all aspects of safety seriously we are inviting disaster. There are enough natural risks to make the game what it is without adding unnecessarily to them.

Thirdly, let no one who wishes to see the sport flourish lightly dismiss the importance of presenting a united front on all major issues. We have faced difficulties in the past and I believe we shall again; the possibility of restrictive legislation can be clearly seen by all who do not deliberately wish to ignore it.

If British parachutists are ever called upon to defend their interests against serious opposition, from any quarter, they must be able to speak with one voice.

This voice, surely, is the British Parachute Association. If it is to command respect and authority it must be supported by all for whom it speaks.

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RESERVE DEPLOYMENT DRILL



1. Look and reach for ripcord handle.

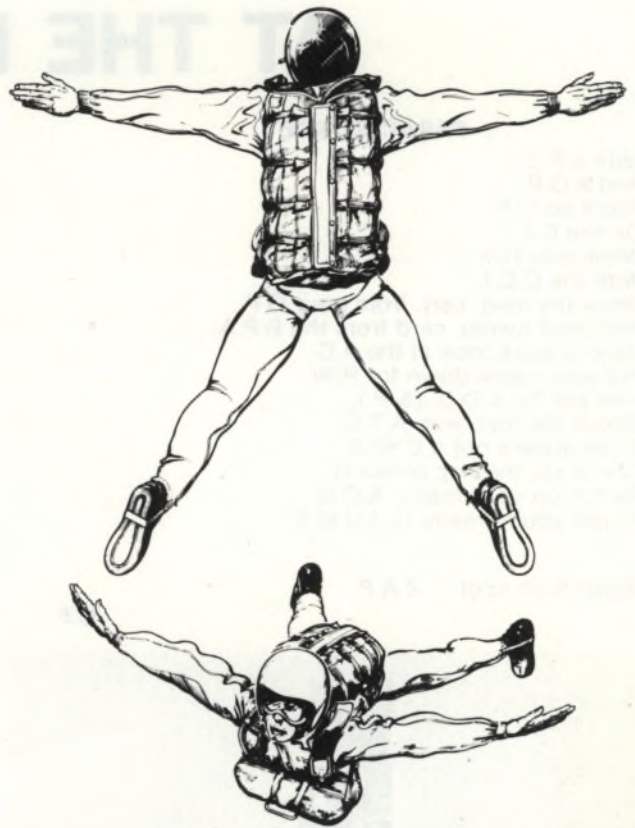


2. "Pull" and recover.

PULLING THE RIPCORD

Training Posters are now available from the B.P.A. office to affiliated clubs.

Illustrated here are four examples from the set of thirteen — artwork by Les Hinson.



STABLE SPREAD POSITION



- * ELBOWS 'IN'
- * CHIN ON CHEST
- * FEET AND KNEES TOGETHER

BASIC LANDING POSITION

AT THE DROP INN

PARACHUTESE

With a P.C.
 And a G.P.
 You'll be O.K.
 On the D.Z.
 When you R.V.
 With the C.C.I.,
 Show the med. cert. from your G.P.,
 And your memb. card from the B.P.A.
 Have a quick look at the A.C.
 Put your name down for R.W.
 Visit bar for a D.D. (& P.),
 Check the met. with A.T.C.
 If the plane's got a C of A
 Check kit, then up to ten G.,
 Switch on your magic A.O.D.
 At last you're ready to J.U.M.P.

Blast! Bum spot. Z.A.P.

C.F.



Tony Dale records this patriotic jump over his new DZ in Western Australia

□ □ □

Barry Draycott writes from the Staffordshire Sport Skydivers to say that they now have nearly 100 members and that they are in the process of obtaining BPA affiliation. They meet during the week at the London Road Tavern, London Road, Newcastle under Lyme, Staffs. It looks as though they have obtained favourable terms for a personal accident policy — we look forward to hearing more about this.

□ □ □

Overheard at a BPA Council Meeting:

One council member to another, "When I ask for your opinion I expect you to agree with me!"

□ □ □



Left, left, steady, right, steady . . . NOW!

Congratulations to the offspring of senior citizen jumper Pat Keely of the Wessex Parachute Club. His twin son and daughter, and another daughter all made their first descents on Easter Monday — this must be some kind of record!

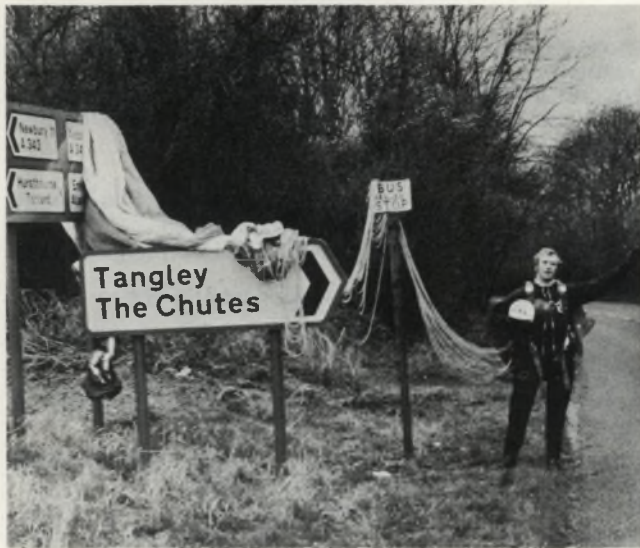
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Whilst with the Wessex Parachute Club, Bob Swainson writes to say that they have bought their own aircraft — a Cessna 182 which they are now operating. Wedding congratulations to John Speight who pinned Leslie, and to Jenny who went base for Dave Aires.

□ □ □



The only 'in flight' door in the country having just been fitted to John Meacock's Cessna 180 at Sibson — warm flights and fast climbs are the result. photo Nick Cullum



Having obeyed the sign, Ian Kingsford of RSA, tries to bum a ride back to Thruxton *photo—Joe Pletts*

□ □ □

We've received numerous reports of nude parachuting, bare-arsed stars and the like: "Is that what they call an air-strip Brian?"

□ □ □

In the news recently we've had:
 Alex Black on Jimmy Savile's TV Show 'Clunk-Click'
 Jackie Smith on 'What's My Line'
 Bob Acraman in 'This is Your Life' on Sheila Scott
 Cathy Burrows in the Guardian
 John Meacock in the Sunday Times
 Well done People — it's all good for our sport.

□ □ □



Portrait of Andy Keech

photo—Jerry Irwin

Also in the news recently was Geoff Webster who was quoted in a local paper as saying: 'There were a number of gusts of up to 110 knots which carried him off target...'
 Sounds like typical 1/2d Green student weather Geoff!

□ □ □

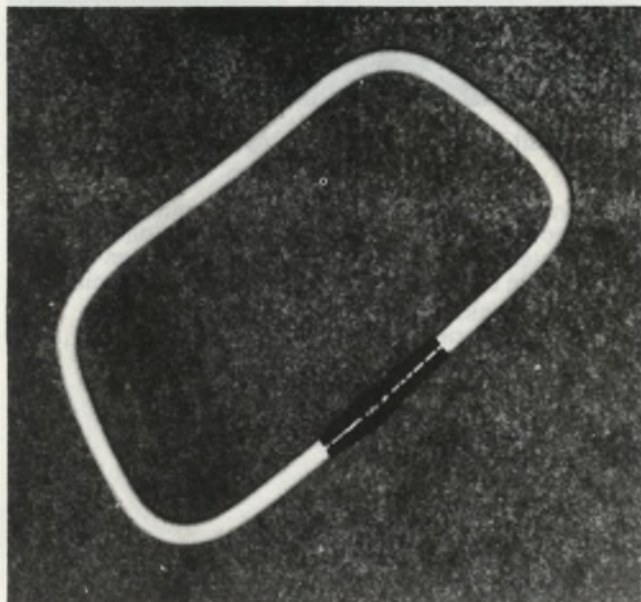
JUMP

Out of the door, with the slipstream tearing
 Onto the step, and the wing strut holding.
 The jumpmaster shouts, and it's jump and start counting
 Two thousand feet and half of nothing.
 At a time like this the student's heart
 Is a streamer; half a mile high in the wind.

A.M.

□ □ □

The Instructor was walking away from the aircraft having dispatched the umpteenth static line lift.
 One old lady whuffo to another: "See that lad in the yellow boiler suit carrying those ropes? Well that's the seventh time he's been up and the seventh time he's chickened out!"



This Irish ripcord was recently received by the Safety and Training Committee for approval!

□ □ □

What about the new Irish parachute that opens on impact?
 ... And how about the Irish parachutist who was spotting for the first time and missed the World?

□ □ □

"A group of us, parachutists and collectors from around the world, have formed a special interest group for the study and collection of philatelic parachute material. If you know of anyone who shares this interest I would appreciate having their name and address so that I might send them our Newsletter and invite them to join us.

Thank you for any assistance you can give me."

Dr. Charles E. Pugh
 623 S. Henderson
 Fort Worth
 Texas 76104
 USA.

□ □ □



Self portrait

by Peter Boettgenbach

□ □ □

This rendering was inspired by a grim photograph that appeared recently in one of our national dailies of an electrocuted parachutist still hanging with an inflated canopy from some high tension cables in California.

Your massive macabre
 Your humour most grim,
 Demands a reply
 To your black humour'd whim.
 My next descent,
 Numbered just ninety nine,
 Will certainly not
 Be on a C9.
 You'll doubtless observe,
 Though the mods you can't see,
 That the canopy drive
 Is rated C3.
 The moral is this:
 If good spotting's not tried,
 Never trust that a gust
 Will not cook you 'til fried!

N.Y.

RIG

Those portions of a parachute which cause some jumpers raptures
 Are constructed with considerable care
 And what appears to you to be a thing of holes and apertures
 Is really an elaborate affair.

There are risers and extractors and the jolly little canopy
 Which will give you many comfortable rides,
 There are also little toggles which will do things to your sanity
 And rigging lines, and God knows what besides

There are packs and gores and panels, links, hemstitched periferes
 Even one shot capewells in a favoured few,
 Some butterflies and risers, and inverted looking apexes,
 And lots more things mysterious to you.

What a pity then it is, that when we vulgar fellows chatter
 Of the mysteries to which I have referred;
 For such a delicate and complicated matter
 We use such a very short and unattractive word.

N.W.S.Y.

(With apologies to the late A.P.H.)

□ □ □

ODE TO PHIL CAVANAGH'S ONE AND ONLY ATTEMPT AT HANG GLIDING

Liverpool bred with nose of red,
 He's heard a Kite could beat his 'sled'.
 'Where Eagles Dare', we made our way
 Where thrusting currents move all day.
 Much to everyone's delight
 P.C. fitted on the kite;
 Nervous jitters
 Suppressed titters,
 He struck a pose
 And raised the nose
 And filled the sheet
 Up forty feet!
 As he soars
 Loud guffaws.
 When facing wind the kite works fine,
 But P.C. turns it on wind line.
 Would you believe his speed increases,
 Helpless 'oppos' left in creases.
 Instead of the expected hop
 He ups and clears the mountain top,
 Ram air speed plus tailing blow,
 You should have seen old P.C. go.

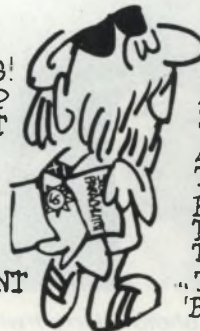
SUPERFLY



BEING IN A
 RELLY GROUP
 IS REAL FUN
 -A GOOD
 MEASURE
 OF 'BON AMI'
 THAT'S WHAT
 I LIKE OUT
 OF LIFE !!



LOTS OF NEWS
 AND GOOD VIBES!
 COMPANIONSHIP
 THAT'S WHAT
 IT'S ALL
 ABOUT
 THE
 SELELESS
 GROUP
 INVOLVEMENT
 THING !!



... ALL
 CARING
 ABOUT THE
 SAME CAUSE!
 A REASURING
 TEAM SPIRIT!
 BEING ABLE
 TO RELY ON
 TEAM-MATES!
 .. THE GOOD OLD
 'ESPRIT DE CORPS'



About a mile
Complete with smile,
A little strained,
Or is it pained?
P.C. wants the world to know—
"I've had my go!"

□ □ □

Randy Knutson, writing in a recent letter to the BPA from Arizona, sends best wishes to all the guys at the Martlesham Heath Sport Parachute Club.

□ □ □

Wife to parachutist: "I want a black nightie for my birthday."
Parachutist: "Which one do you want— Bob Parry or Phil Cavanagh?!"

□ □ □

'Truth News Trend' (TNT) is a fortnightly parachuting newspaper (currently 4 pages), published by Parachutes Incorporated, PO Box 400, Orange, Mass. 01364. USA. The Airmail subscription rate is \$17.



10 man demo over dedication of London Bridge in Arizona— (actually they thought they'd bought Tower Bridge!)
photo—Ray Cottingham



THE JOHN MEACOCK STYLE INTERVIEW

As most readers probably know, John Meacock has been National Style Champion on a number of occasions and a regular member of the British Style and Accuracy Team. This interview was taped at Sibson where John runs his Centre.

Sport Parachutist: John apart from a parachutist's actual parachuting ability, what other qualities does he require to be a good style jumper?

John Meacock: I think the principal quality is an interest and a determination to win because style is a purely academic series of manoeuvres.

S.P.: Style is such an individual event and you're competing against yourself all the time; how do you manage to keep up your enthusiasm?

J.M.: By competing with your own times. The difficulty is getting someone who can watch you and time you, so that you can keep a detailed record of your own progress.

S.P.: Would you like to run through a style jump as you would do it from the moment you leave the aeroplane?

J.M.: I've made the mistake over the last 5 years of trying several techniques, because I think there is more than one way of turning a fast set. I believe that anyone starting style should establish himself with one of the ways of turning style, then stick to it.

The photographs that you took of me for the 'Sunday Times' illustrate an interesting fault in my control. I don't believe now that it is necessary **AT THIS STAGE** to use the dive before the turn, and the pictures of me completing a



Grim determination by John Meacock at the start of a back loop

photo G.C.P.S-S.

turn show a fault in the transition. By that I mean of course shifting from one turn to the next or from the turn to the loop or the loop to turn.

When I start training again seriously this season I shall go to 7000 ft. and I shall start to try the typical Soviet technique. That is out of the aircraft into the big spread position with the arms thrown forward to reduce the projection to a minimum.

S.P.: Why do you want to reduce the projection to a minimum.

J.M.: Because you don't want to go forward, you want to go down and this is important to build up speed. As I said earlier this is only one way of doing it and a lot of very good style jumpers don't think it's necessary. When I think I am going fast enough I shall move into the fast fall or 'tuck' position, holding that for a minimum period as I will now be decelerating, before breaking for the first turn.

S.P.: Would like to explain the 'tuck' position?

J.M.: Yes, basically it's the feet and knees brought together and thighs brought up against the chest mounted reserve; the body being stabilised by the head and by the arms. The arms are brought in to the side of the body, not too close for you to lose your heading, but close enough to keep the body flat and falling fast. You can modify this slightly by extending the arms down, but the further they are extended the more difficult it is to maintain stability and heading. Hopefully the legs will be locked into position for most of the series. During the first turn, which should be very fast, it is important to keep control of the legs. The problem then is to stop it before the next turn, and on heading.

S.P.: How do you stop the turn and go into the loop or do you try and put the two together?

J.M.: A half decent style jumper should be able to do the first two turns in about three seconds and it really is a problem shifting into the loop. I think it's done by anticipation and training and by following the turn with an energetic break for the back loop. If the legs are under

control it is especially important to make powerful use of the arms and head.

S.P.: Where do you hope to cut down on your style times during the coming summer?

J.M.: Firstly, I feel, in the transition from the turn to the loop and secondly I've found that my best times have been when I have lost any inhibitions about trying to do everything precisely. In a recent visit to Lille to use the video I found that, in common with those who went with me, I was tending to turn individual manoeuvre style: turn, stop, turn, stop backloop — it was relatively accurate style but slow. So this year I hope to speed up my style by trying to be more aggressive and going for it to produce a positive rhythm. It could end disastrously but I reckon it's worth a try.

S.P.: I have found in relative work that control of the legs is something that produces problems, especially in the early days — is this true in style?

J.M.: Theoretically it should be true as an overall tighter position should produce faster turns, but in practice I've noticed that fast style can be turned with relatively ropery leg control particularly among the Czechs. The secret is that if you feel you're losing control of the legs, tuck them in, but above all keep going.

S.P.: As a matter of interest how much have your own style times improved over the last few years?

J.M.: At the 1969 Nationals I think I averaged 9.5, and in 1973 I averaged about 8.8; very slow and not really a very encouraging improvement.

S.P.: How much of this is due to your adopting new positions, and how much due to constant practice?

J.M.: I think I've tried too many things instead of finding a technique and sticking with it. As a generalisation, I think that to be a good style parachutist, a jumper should not be overweight, he should be as fit as possible with good strong legs; not only does this reduce the possibility of injury, it also allows him to keep up a rigorous training programme. Above all he must concentrate and really go for producing an energetic jump with a good critique afterwards.

S.P.: How is video going to help in style?

J.M.: Of course the judging will be more accurate as it gives the jumper a second chance. At Lille we witnessed re-runs of the French Championships and particularly Ossipov of the Soviet Team, (who averaged 7.8 over 5 jumps at the '72 World Meet). It could be seen on video that he had superb leg control so much so that his leg movement during the turn gave a strange impression that he was on his side. Now, without video it is quite possible that Ossipov would have been penalised but a re-run of the video in slow motion proved that it was a clean set. I think video is a good thing and, of course, it means that the dirty jumpers won't get away with it!

S.P.: What particular target have you set for yourself in the coming season?

J.M.: I never set myself targets, but it would be nice to average in the low 8's and I'd like, of course, to go with the British Team to the '74 World Meet.

S.P.: What is the most important advice you can offer a budding style jumper?

J.M.: Well, of course, he must jump at a drop zone where he can get a good critique, either through telemeters or binoculars from someone who knows what they're talking about. If he has a bad jump he should re-pack right away and go and rectify his mistakes immediately on another jump. Only a good critique will make this possible. But as I said originally he must have the determination to progress.

S.P.: John, thank you very much.



"For Zeus' sake, son, pull your reserve!"

ALPINE ENDRUST – IT'S A SILVER!

Having supported the 10-man Meet at Innsbruck in 1973, it was natural that the Endrust Team should enter the FAI Approved European 10-man star championships held there in 1974. The BPA gave its blessing and Arthur Haycox, Managing Director of Endrust, once again did us proud by sponsoring us to the tune of our air fares and transport. After an anxious hour at London Airport getting Dick's passport down from Leeds, we finally got away via Swissair and welcome help from our Team-sorter-outer-at-Heathrow: Robin Bolden. Late on the 10th April the team were gathered at the Gasthaus Tiger in Innsbruck — Jim Crocker, Dick Reiter, Charlie Shea-Simonds, Mike Chapman, Bob Higgins, Neville Hounsome, Alan Skennerton, John Pullan and our two welcome additions from the Save the Children Team, John Partington Smith and Jeff Lancaster, who were gallantly standing in for Sally and Willy, ('cos they were getting married the same weekend). Lending their moral? support were Jim's Barbara and JPS's Shirley — their assistance as Team Gopha's * was much appreciated!

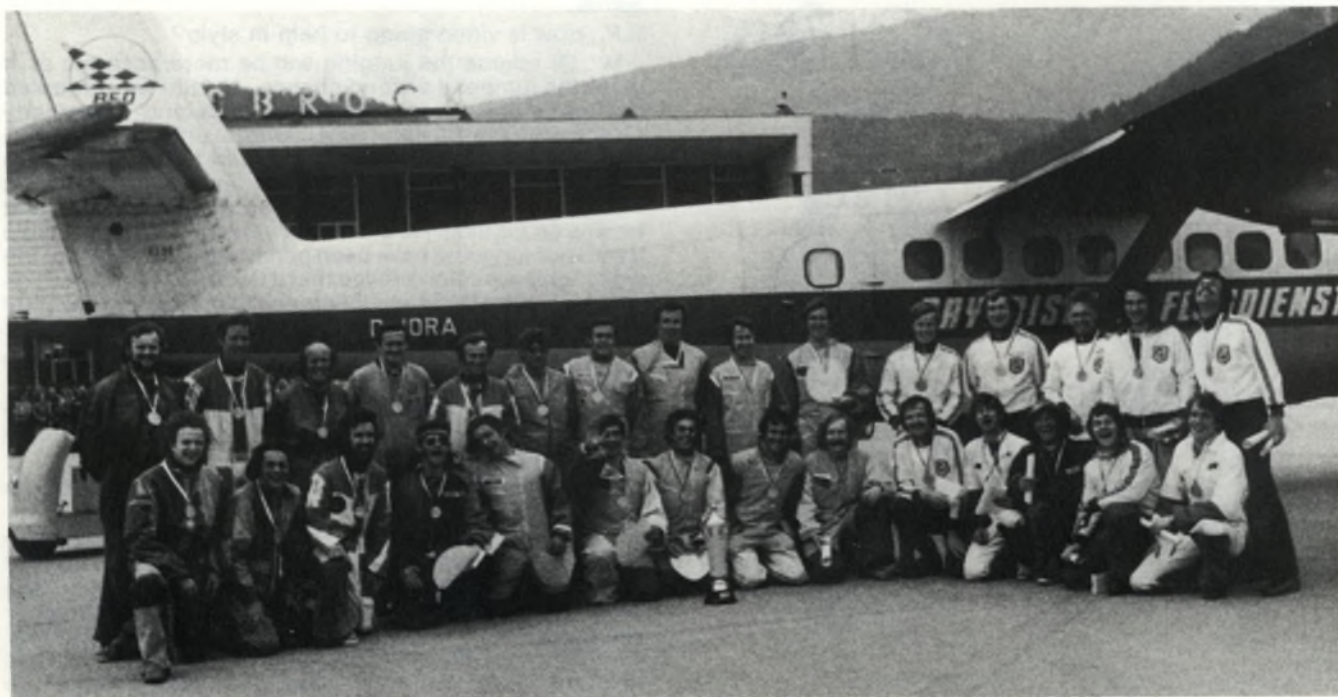
Thursday, 11th April dawned clear blue skies and Earwig Hedgehog, (Marvig Herzog — Meet Organiser), held the first of his many briefings — this one was to decide the time for the next one! Our first training jump followed from the Twin Otter and we made a 31 sec 10-man — a fair start. But the next two jumps were not so promising — two nine-mans with problems in the numbers 3 and 4 positions. Later in the day it was announced that a DC3 would be arriving and that practice jumps should be made from it — "Not if the competition is to be run using the Twin Otter," say the competitors — another meeting followed! To provide utilization for the Dak. the competitors all agreed to make at least one practice jump from it — this didn't suit the French Team, however, as they were using three floaters (who were standing side by side on exit in the

Twin Otter's huge door).

On the Friday we tried Jim's new order, (a radical change so close to the meet), with Neville and Charlie moving forward to 3 and 4, in an effort to provide a positive 4-man base. Our next three jumps were 10-mans (the first from the DC3) in 33.5, 36 and 30 secs respectively. Thus ended our training jumps six 10-man attempts at Innsbruck, and the half a dozen or so 8-mans, courtesy the RAPA Rapide and the hospitality of Ken Mapplebeck — nowhere near as many as we would have liked. The French were undoubtedly favourites, with the majority of their team having attended the World meet. Led by Franco/Yank Danny Hupert, they had put together four 10-mans and two 9-mans in practice, (one of the latter having been from the DC3). Also very much in the running were Walter Eichorn's Team "Walter's Vogel", (our principal rivals in 1973), who had made two 10-mans and three 9-mans in practice.

Saturday morning the competition finally started after another briefing by Earwig, and FAI Chief Judge Franz (sorry — I — didn't — see — your — exit) Lorber. Ten teams were entered — 5 from Germany, one English, one French, one Scandinavian, one Austrian and one International. During the afternoon, the winds increased after only a round and a half had been completed. Our first jump was a fair 33.3 second 10-man, with 4 other teams having made 10-mans in the first round. Dave Waterman had meantime arrived and fixed himself up as a member of Sargeiter Munchen, a German Team who scored a 6-man in this round. Also present as supporters were Alan Johnson and family, (taking time off from a ski-ing holiday), Gaynor Avery, Linda Duriez and John Holland; the latter three having hitch-hiked from Munich for the Meet — your enthusiastic interest in our efforts was much appreciated.

* As in "Go fer this" and "Go fer that"!



Medal winners left to right — Endrust Skydivers, Silver; Icarus Team, Gold; Viking Relative Team, Bronze

A low mist hung over the airfield on Sunday morning and the hazy conditions that followed caused the judges to miss a number of jumps, one of which was our second. The three man lost a grip but flew back together for a scrappy 10-man in about 35 seconds. Naturally it was disappointing that it hadn't been seen, for in the meantime the excessive wind had caused an early halt again, with our only having scored one round in two days. In the second round Walters Vogel had destroyed any chances they may have had, when it "went down the pipe", and only scored an 8-man.

The competition now dragged on into Monday with the huge crowd of spectators getting bored with the inactivity. Our 2nd round re-jump resulted in a 35 second 10-man, which gave us and the French the only two 10-mans in this round. The third round finally got under way and Mike Chapman had the misfortune to dock a bit hard, and slide below as he let go; we flew the 9-man as tight as possible for what seemed an age, but he just didn't get back in. However, our efforts were enough to give us second place to the French.

The whole of Monday has been planned as a "Big Star" day, but regrettably there wasn't now much left of it! The French had been deserving winners with a splendid team spirit and we were delighted when they agreed to try for a big one with us. After a magic briefing by their trainer, Charlie Baum, the weather again turned sour, so we got airborne for a French Connection attempt by the French, and a Snowflake attempt by us. We exited at about 7,500 feet and our intended snowflake actually resulted in more of a hailstone!

Meanwhile the winds had got up considerably and we found ourselves over the river, multitudinous power cables, and the main road and railway; 10% of the team, who prefers to remain anonymous! took the river, cape-welled, and dragged himself from the icy water; his canopy disappearing in the swirling flow. He was whisked off to the hospital for a quick thaw out, but was soon back with us. The prize giving was the next event. The French collected the trophy and gold medals, we the silver, and the bronze went to the Scandinavian Team led by Elif Ness, who put together their first 10-man in the competi-

tion itself! Credit must be given here to the organisers for a well laid out competition in which we thoroughly enjoyed competing.

The weather now really took a turn for the worse with low cloud and rain; and half the team, together with the help of Rainer Rohsler and 'Danny' Helzl of the Austrian Team, trooped off to the river to try and find the missing canopy. Our efforts were in vain, however, so it was back to the hotel to sort everything out before the whole team, in company with the Austrians, had a most enjoyable meal in Innsbruck itself.

The return journey was a saga in itself, but marked the end of Innsbruck 1974 for us. It was an excellent 'meet' in the truest sense of the word and we made many new friends, to whom all we can say is: "see you again next year."

G.C.P. S-S.

EUROPEAN 10-MAN STAR CHAMPIONSHIPS

INNSBRUCK 11-15 APRIL 1974

TEAM	COUNTRY	Round 1	Round 2	Round 3	Fastest Star	Average 10 Man Time	Final Placing
Icarus Team	France	10	10	10	25.13	27.91	1st
Endrust Skydivers	Great Britain	10	10	9	33.35	34.38	2nd
Viking Relative Team	Norway/Sweden	10	9	10	37.5	38.66	3rd
Walters Vogel	Germany	10	8	10	26.52	28.54	4th
Boogie Woogie Blindflug	Germany	10	7	8	34.83	34.83	5th
Sternklopper Sudwest	Germany	7	9	9	—	—	6th
FSC 100	Germany	7	6	7	—	—	7th
Sargeiter Munchen Team	Germany	6	5	7	—	—	8th
Osterreich International	Austria International	7	3	4	—	—	9th
		5	3	3	—	—	10th

CROSSWORD



CLUES ACROSS

- Free Fall workers.
- Heavenly body.
- Gravel.
- Tedious but necessary part of parachuting.
- To let go.
- M.A.1.
- It's boosted after a good descent.
- Most teams give them.
- Record.
- The tallest stories are told here.
- Part of A/L radio.
- The best ones are made on the ground.
- Student canopy.
- It would help to enclose one when writing to the B.P.A.
- You might land on one some day.
- A lot is used on static chutes.
- Essential for displays, but tastes awful.

CLUES DOWN

- Keep that sleeve!
- Aerobatic manoeuvre.
- Happens at 3,500 ft.
- Part of style series.
- Handle.
- Stop engines!
- Neville?
- Slang for main.
- Charlie's mate is a devil.
- Back.
- All 'stars' begin with this number.
- Barometric?
- Steering device.
- Last command.
- Competition gathering.
- Size 12 — possibly?
- Style is against the clock.
- Mr. Average's description of a parachutist.

C. COX

BIG JAKE'S OIL RIG JUMP... by Lowe Puller

B.J. is suffering from divine discontent one fine spring day. "I am - - - - ing bored," states he. Now those of you with experience of Big Jake, and I don't just mean the ladies, will realise that such a statement from him may well signal the onset of some deviation from the norm.

The last time it happened the local council tried to have B.J. declared a disaster area and fenced off, but were prevented from doing so by the resolute action of V & T who validated the lot of them in the council chambers in front of a horrified group of pressmen.

B.J. has long held the ambition to be first guy on to the deck of an oil rig under a pee cee. It is to these thoughts he returns as the days lengthen and the waves subside to their usual 100-foot swell.

The problem is sponsorship, as much folding money is required to obtain the services of a long range chopper to transport the Bee Jays to the scene and back again. Letters to the Oil Rig Owners Association and the Save the Lobster Fund are of no avail. Nobody wants to sponsor some nut jumping on to an oil rig in this day and age and anyway their budgets are already committed for the year ahead.

Finally after an article in the local rag regarding our intent, the council which previously tried to have B.J. condemned is the very one that comes up with the money for the jump. Perhaps they are subtle long range strategists who like a safe two-way bet. We succeed and the fame accruing to their sponsorship gets the pipeline in to the local refinery toot sweet. We fail and B.J.'s name comes off the housing list and the money saved on the return flight pays for the burial at sea with full naval honours including a line of 41 roustabouts peeing in unison over the side of the rig; downwind that is, to leeward. (This bizarre act is symbolic of the pee in pee cee. Such rites were unknown before the advent of the high performance canopy).

The bunce allows us to hire a mighty chopper which will transport us from east coast airfield to the rig and back again. The great day arrives and we roll up to the helicopter base. On the question of dress B.J. has to be dissuaded from wearing a deep sea divers outfit which he has acquired to blend in with the oil-rig scenery and as a safeguard in case he misses the deck. He finally agrees that the lead boots will cause him to go feet first in freefall then straight to the bottom should he enter the drink. The beautiful Voice and Tits favours a wet suit but finds it impossible to obtain one spacious enough to accommodate her heaving bazoom. Finally we all decide to wear our normal Bee Jay jumpsuits as an indication of our confidence in hitting the rig. Big Jake and I wear flotation gear but V & T has hers built in and decides she does not need extra buoyancy.

The chopper winds up and we are off across the harbour over the fishing boats and out to sea. The met. is favourable with blue skies and a ten-knot wind. A press aircraft has been chartered and formates to starboard; boozy faces leer out the windows at us and B.J. salutes them in his fashion.

B.J. has decided that I must spot this one to boost my confidence, not to mention getting him off the hook if the job is blown. He goes so far as to say that I have developed an eagle eye under his expert guidance. (Actually what he says is "You've got eyes like a shitehawk Lowe" but I have construed this as eagle to build up my image and avoid offence to the reader).

Spotting this one is going to be less easy than some, with briny oggin extending 360 degrees around the rig. The plan is that there will be a smoke pot on the rig and a

speed boat will put a flare down where the drifter hits.

We see the orange smoke start up on the rig and get the radio signal to come in on the drifter run. Clutching a pair of drifters in my mitt, I slide the door open and lean out. It is a good run in and there is the rig dead ahead; we are on line with the smoke. This pilot knows the game.

In we go overhead the rig. Drifters away and the chopper pilot starts to bring her round to follow the drifters down. The twin drifters are shimmering red and yellow in the sun. The chopper swings on round, a bit too tight. I lean further out the door to keep sight of the drifters, gripping tight on the door frame. B.J. who is nervous and fidgety decides at this point to lurch over to view the drifters. He knocks my backpack and my hands slip.

The bang on the backpack and the hand slip combined with leaning out the door cause my balance to deteriorate. No sweat to the hardened skydiver — a hard grip, a heave back and all is well. But not this time. Blue sky, streaked chopper belly and briny oggin heave into view in rapid succession. A quick twitch on the ripcord and there I am open at 1500 ft. four hundred metres downwind and chagrined up to the eyeballs; also scared, confused and beginning to feel slightly demented. A furrow is cleaving the water below. The speedboat is zeroing in. A mighty splash, green water and in no time into the boat.

But what of Big Jake and Voice and Tits? Is it likely that B.J. has recovered in time to see the drifters splash? A second boat has marked the spot and there is the flare sparking and sizzling. The chopper comes round on what looks like a run-in. Over the rig it goes and out on a heading in line with the drifter. Two bodies appear in free-fall then the canopies whap open, both pee cees, Big Jake under the red one. V & T under the green one — port and starboard, which is symbolic of V & T's fabled knockers or B.J.'s equally renowned endowment which you can identify if you change one of the vowels in knockers.

The pee cees swing down. The spot appears to be good. Both of them seem set to make it. V & T is the low one, B.J. is higher up. Yes, sure enough there goes V & T down on to the chopper pad on the rig which is the target. B.J. who is on the same flight line suddenly veers off, slides over the rig on to the leeward side which is downwind, loses all his lift and goes straight down the funnel of the supply boat moored alongside. Luckily the boilers are not lit.

From a distance all we can see is a figure slowly and painfully emerge from the top of the funnel looking more like Rastus than B.J. The capewelled pee cee hangs down the side of the funnel and twitches now again in the breeze.

What happened is as follows: when V & T hit the flight deck she took the precaution of doing a pee ell eff instead of her usual standup, because of the breeze and a desire to relax. As she rolled to a stop and lay still for a brief moment the crew of the rig to the last man concluded that she was in need of artificial respiration and rushed in to assist causing B.J. to do a swift stall turn and down the funnel. V & T has to be rescued from the mob of roustabouts and bilge rats by officers and gentlemen wielding bullwhips and tarry ropes.

It all ends as it should do with the captain of the rig shaking B.J.'s sooty hand, the first mate goggling at V & T's cleavage and yours truly legging it round the flight deck to avoid the attentions of the oil rig's fairy cook.

The chopper comes in to spirit us back to shore and our feet have scarcely touched mother earth before B.J. is putting the bite on me to scribe out this account and send it to Charlie Shea. So here it is Charlie, another first for Big Jake.



Chopper exit

photo Peter Boettgenbach

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<i>Essex</i> Cessna 207	(£26)	Educational Air Services, Southend Airport 0702-547167.	<i>Yorkshire</i> Cessna 172		Yorkshire Flying Services, Leeds/ Bradford Airport—097-37-3840. A. Moore—0723-882589. Sport Parachute Centre— 0262-77367.
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<i>Hereford</i> Cessna 185 Cessna 172	(£18) (£10)	D. Corbett—Kingsland 351. J. Hitching, Shobden Airfield.	<i>Scotland</i> Cessna 172	(£12)	Edinburgh Flying Club, Edinburgh Airport 031-334-4990.
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<i>Somerset</i> Cessna 172	(£12)	R. G. Brooks, Summerfield Road, Chard.			

This list will be published again from time to time — additions gratefully received. — Ed.

ADDICTION

My name is Susan Lear, I made my first parachute descent on 29th July, and I am a parachutist.

I thought of starting this with WARNING—PARACHUTING IS ADDICTIVE, but felt a parody of the A.A.'s statement would be more appropriate—alcoholism seems to be a risk side-effect of parachuting.

I have heard students warned of the risk of financial disaster should they take up the sport—I should warn them to be prepared for their lives to be altered totally.

I left Tunbridge Wells on July 27th to do a weekend course at Thruxton. I had a good life; socially I had a full diary, I had a job that paid well and I loved doing—a good career; a house I had fought to get and I was proud of—created as an extension of myself. I left all this on that Friday to satisfy a secret desire held for 8 years—to parachute: knowing I would like it but thinking it would be fun to do the odd Sunday when there was nothing else on and the weather was good.

I would say the addiction has a rapid progression. The first week I was high on my two jumps (I was lucky that first weekend) and looked forward to the drive to Thruxton on the Friday night. The second week I was frustrated (unbearable I'm told), the weather had been bad and I'd only got in one jump. The third week I noticed my friends eyes took on a glazed look whenever they hesitatingly asked how my weekend had gone, and my secretary complained she had dreamt of making a parachute descent—why should she worry, I was dreaming about it every night.

From then on things went downhill. My dates stopped. I was no longer around at the weekend, and who wants to take out a bird who really has only one topic of conversation. Conversely who wants to go out with a man who fails to understand the importance of "I've been cleared for 10 sec.". Besides I'm sick of being told 'you must be brave'—I'm not brave, just addicted. My job became constrictive, why was I sitting in an office on a beautiful jumping day, particularly if the weather had been bad at the weekend. It became harder to leave the warmth and good company of the RSA club on a Sunday evening for the drive home, and so I'd stay and get up early on Monday to drive to the office, consequently being of little use to anyone by 2 p.m. My beautiful house became somewhere to sleep for the four nights I was not at Thruxton. I was living and partly living.

And so I made a personal decision. I've given up my job, and sold my house. If I live frugally and manage carefully I can live eat and sleep parachuting for a year—after that who knows, but I shall no longer be living and partly living, I shall be LIVING. My friends who have survived my metamorphosis are worried, but they need not be, like a true addict I have given in to my addiction and I feel free. I only regret that I cannot get them to share my addiction.

I know I am not unique, ask any parachutist whether he or she (there are too few of us) is prepared to stand up and say "My name is . . . and I am a parachutist" and I am sure they will.

SUSAN LEAR.



“Lets down more people than any other aeroplane”

It seems the cost of getting down is going up— no, we mean the cost of going up is going down; yes, that's it— Or, is it the going up cost is on the way down?

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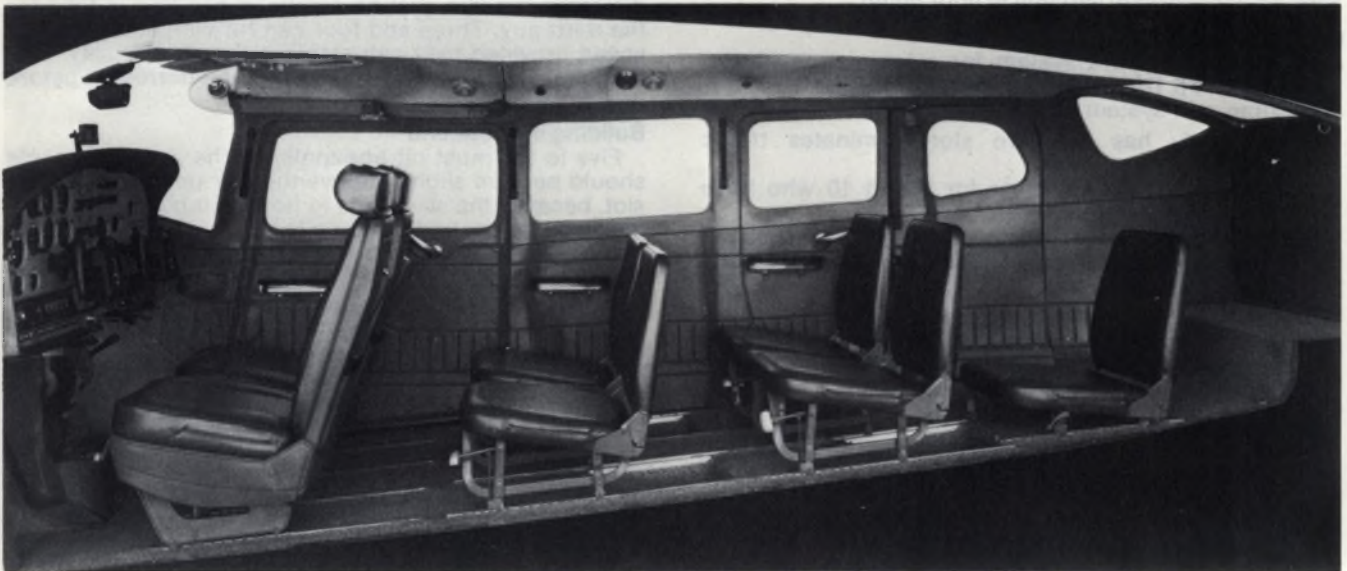
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1974 Cessna Skywagon 207

STARMAKERS JOIN HERE

This article is directed toward people learning to build 10-man stars. The emphasis is on *learning*—the techniques recommended for most rapid learning are sometimes different to those used by experienced people.

Most of the material presented is generally accepted by relative workers, some of it may not be. I will be happy to reply to any correspondent who wishes to disagree or enlarge upon any opinion expressed here.

Equipment

Good relative work can be done with any sort of gear. With the right gear it can be done better and learned easier.

Jumpsuits—the jumpsuit is your main contact with the air, plenty of slack in sleeves, legs and underarms permits a slower fall, more control and more stopping power: in other words, more “flyability”. Big sleeves and ropes sewn on the sleeves also permit better grips, and grips are all that hold the star together. Jumpsuits should be extra long in the legs to allow for the shortening effect of wearing a harness. Most people who have tried bells discarded them, although they probably have some value on the legs.

Gloves—if worn, should be thin and not too small.

Boots—preferably lightweight for greater agility on exit and in the sky.

Harness, containers—theoretically, thin gear makes tight exits easier but with a well-organised exit the container system is not much of a problem.

Canopy—a ten-man can *possibly* be safely made by ten paraglider jumpers who are all:

1. experienced relative workers
2. experienced paraglider flyers
3. used to working together

The less these criteria are met, the less safe the load will be.

General—keep watches and altimeters off the arms, sleeves worn beneath jumpsuits should be rolled up above the elbows.

Get the right gear then stick with it, changing gear just adds an unnecessary variable to your flying.

Quadrant System

Jerrybird's quadrant system for a ten-man is shown in Figures 1 to 5. It has three big advantages over the enter-at-random non-system:

1. everybody has his own slot—eliminates traffic problems.
2. the near side is left clear for 9 and 10 who have furthest to travel.
3. Nos. 4, 5, 6 break in together and 7, 8, 9, 10 break in together—the star consequently flies more solidly for everybody entering.

The *direction* of the approach and entry controls—if the star turns, don't try to follow the slot around. There are many possible variations of this system, the fundamental point is that every jump should be planned.

Planning a Jump

When a load consists of people with varying degrees of experience, the object is presumably for as many people to learn as much as possible. It is, fairly obvious that nobody learns very much unless a good stable base is formed reasonably quickly. Therefore your best man should be pin with a base man he can work with confidently. The more experienced guys should be near the front, the aim being to maintain a star flying throughout

the descent so that there is always something for everybody else to work on.

Weight is also an important factor. Heavy guys fall faster, are stronger and fly a more solid star so should preferably be in the star early. Light guys having less momentum can decelerate easier and so have an advantage at the back. (“Weight” really means weight relative to size. A guy who weighs 170lb. may be a tall, skinny lightweight, a short fat guy may weigh only 140 lb. and be a heavy.)

All the relevant factors to be considered are not necessarily consistent and compromises usually have to be made.

Briefing and Debriefing

A relative drop takes about 50 seconds of freefall. The amount learned from each drop can be increased many times by utilizing briefings, debriefings, practice exits and simulated build-up of the star on the ground. A thorough briefing can involve a repetition of what is required of each participant during the jump, and emphasis of any points learned from previous jumps.

The purpose of the debrief is to analyse the progress of the jump, particularly anything that went wrong. Learn from mistakes but avoid apportioning blame. Everybody blows stars so why worry about it.

Spotting

Spotting is not important. The guy nearest the door can spot, everybody else forget about it.

Exit

A fast exit makes the air work easier and faster. Getting close to the star quicker leaves more time to approach and enter the slot, which is the hardest part to learn. Exits should be planned and practised. Listen to any advice you can get, the exit can always be planned better and executed faster. A three-second count-down, with the whole load rocking in time, makes sure everybody moves together.

Building the front end

Pin and base work together. Be aggressive. Hit in any direction you like, just be stable on heading in time for the third guy. Three and four can hit with some vertical speed provided they can stabilize the star quickly. Any tendency for the star to turn should be corrected before it even starts.

Building the back end

Five to ten must hit horizontally. The approach angle should be from slightly above the star until entering the slot, because the star tends to float as it builds and staying above leaves some margin for error—it is easier to get down than to get back up. It is also the fastest way in. The best line to take from the exit depends on where you are in the exit order and on the speed of aircraft, base and exit.

The inexperienced back man should aim to descend slowly and decelerate early — it is difficult to judge the speed at which you are approaching the star. For safety, aim to one side of the star so that an error of judgement takes you past the star instead of through it. Concentrate on staying above the star at all times, going below is a waste of a jump. Before attempting to enter the star, stop all movement relative to the star about 30 feet away and 6 or 8 feet above. From this position it is easier to judge the speed and direction of your entry. With more experience, stopping will become unnecessary. Entry to the slot should be made with reasonable speed, horizontally, level with the star and directly into the slot, hitting both

FIG. 1 BASE FORMED

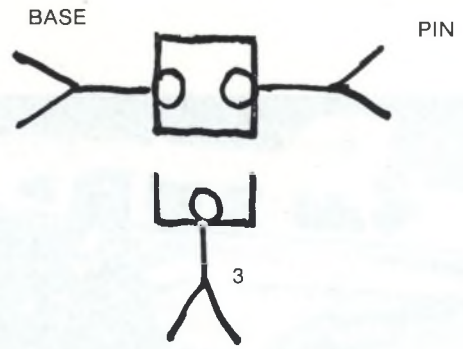
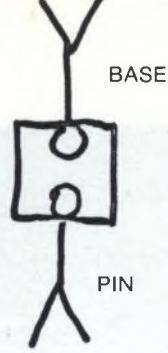


FIG. 2 BASE TURNS, 3 STRAIGHT IN

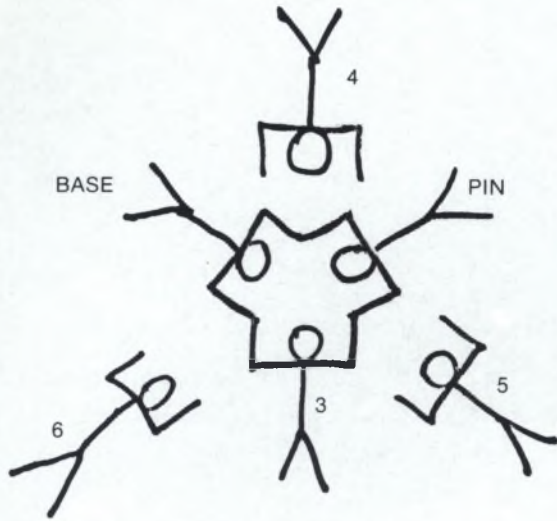


FIG. 3 No. 4 CLOSSES FROM BEHIND, ABOUT THE SAME TIME AS 5 AND 6.

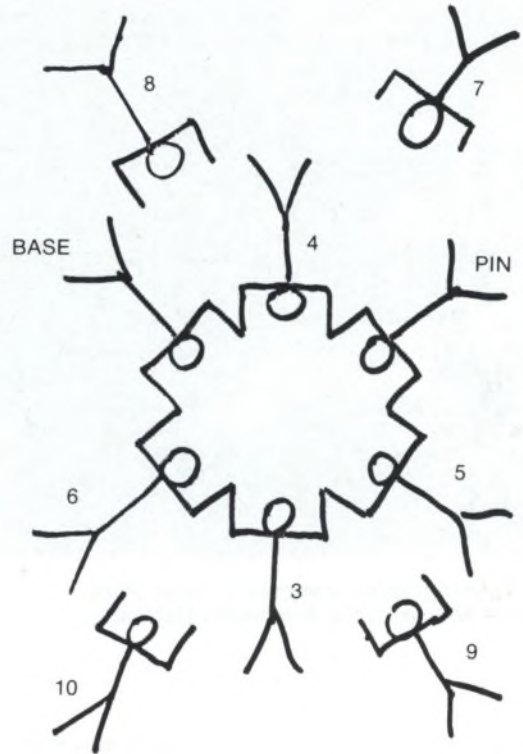


FIG. 4 7 AND 8 CLOSE FROM BEHIND, 9 AND 10 STRAIGHT IN.

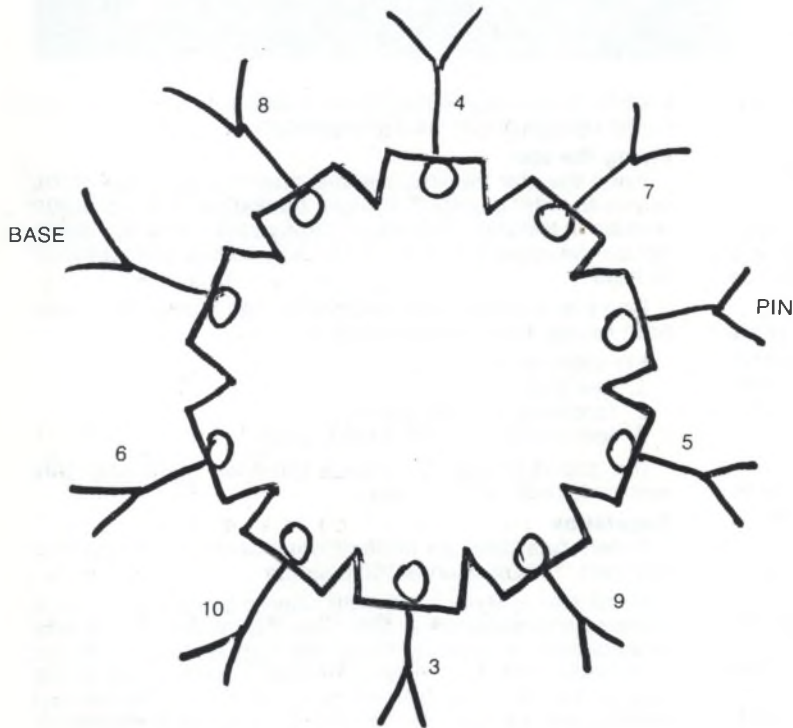


FIG. 5 IT'S A BEWDY!





A 'Sun' photographer catches a 'Star Pact' exit from a Navajo at the Australian Nationals

arms low down simultaneously and preferably getting a jumpsuit grip on initial impact. The last men need to break in quickly so don't worry if the grip is high, there is nobody behind and you don't have to fly the star for very long.

Impact with any vertical speed pulls down the star and even if it keeps flying, the approaches of other people are upset. Impact with any sideways speed increases the tension on grips and causes the star to turn.

No attempt is made here to discuss different body positions to achieve the various manoeuvres required. To a great extent everybody has to work out the best positions for himself—refer to the Kama Sutra for inspiration. It also helps to talk to the guys who know.

Last resort techniques

Until you can get into the star the right way, it is better to get in the wrong way than not at all. Here are a couple of wrong ways.

Going below is a common mistake. The reverse arch can get you out of it. The arms and legs should be outstretched and pointed down with the whole body arched forward. The important thing is to keep the head well down looking at the feet, this accentuates the position of the body. Avoid coming up directly under the star. An effective reverse arch can gain 50 feet in about 3 seconds.

If you get stuck in a slot with no forward speed, flare

slightly to gain some height then take a dive at the arms. Climb up legs and arms if you need to.

Flying the star

Keep the star level by sinking down to the level of the opposite side. Maintain a slight backslide to keep some tension in the star. This helps it to fly stable and to absorb horizontal impact. Too much tension makes grips difficult to hold.

Don't let anyone break in until he has a good grip with both hands, look if necessary.

Fly slots wide for easier entry:

1. low grips.
2. forearms out, elbows in
3. feet close together, knees apart.

If a grip is broken, fly it back together. If the star gets bombed, keep flying anyway.

Separation

Safety has been an implicit consideration in previous sections. This section is 100% safety.

If the star is flying well with nearly everybody in, it is quite safe to separate at 3000 feet. There is only one way to separate—everybody turns 180 degrees and *tracks* for 5 seconds, looking around continually, particularly to the side and below. It is difficult to see effectively above and behind, you just have to trust the guy above. Dumping too high can be dangerous.

Gain control of the canopy immediately and locate all the other canopies. When a canopy collision occurs it is not always necessary to cut away but if there is any doubt, the bottom guy should cut away first.

Vertical separation should only be used for emergencies—it is sometimes safer to go low than to open beside somebody.

The most dangerous situations occur when the star is not successful, either the star goes down the mine or most people just didn't make it in. Bodies are at various levels at various distances from the star and in various degrees of instability. In these situations, commence tracking at about 4000 feet and keep tracking down to 2000 feet. Anybody below a star should always start tracking at 4000 feet. You are not going to get in the star anyway.

When under canopy, the only objective should be to land intact. It is not physically possible for ten canopies open at more or less the same height to land in a 10 metre target area at the same time. Too many people have been hurt trying.

Cloud

Cloud is dangerous. Between 1500 feet and 4000 feet it is most dangerous. Stick to the regulations and avoid it.

Organising a team

There is no guaranteed formula for organising a work-

able team, but here are a few observations.

The objectives of the team must be agreed more or less unanimously. Every person should be prepared to fill whichever slot suits the team, not everybody can fly tenth. In fact the exit order soon ceases to be a problem when everyone appreciates the particular skills required of each slot—the task of the base man is just as exacting as any other.

Management of a team is particularly difficult, parachutists being such individualistic, egotistical bastards. The dictatorship system can only work when an experienced organiser sets out to build a team from inexperienced jumpers. Otherwise some sort of consensus is needed and frequent team meetings help a lot.

When selecting a team, compatibility and enthusiasm are probably more important than initial R.W. ability.

Don't waste jumps by putting up 10-man loads before you can get a consistent 4-man in about 20 seconds.

Conclusion

Good RW is the nearest to real flying that man has ever achieved. Learning RW takes more effort, money and dedication than most people want to believe. In the sky it requires *controlled aggression*. The half-hearted are wasting their time.

JOHN MIDDLETON



Lost Grip!

photo — Rudiger Wenzel

'EVEN THE BIRDS STOP SINGING ...'

Unashamedly reproduced from Sport Parachutist — Vol. 6, No. 2, 1969



It is a warm, sunny afternoon in late spring, the wind has dropped and the first-time students are waiting to be checked out. They are milling anxiously about in front of the aircraft uttering little whimpering cries of despair and peering nervously towards the windsock which is hanging vertically in the still air. They are dressed in a bewildering variety of clothing and headgear and one of them, who is wearing wellingtons and an old dressing gown, is escorted gently away from the aircraft, blinking shortsightedly in the bright sunlight. A group of visiting instructors stand nearby watching in stunned disbelief. They are all stripped to the waist and are wearing very brief shorts and paraboos. They are very relaxed so as not to make their muscles ripple too much and all of them are smoking each others' cigarettes because none of them has any of his own. One of them has a foot-high tattoo on his chest of the burning dagger of the Special Air Service and all have thickened welts and ridges of scar tissue on their backs and shoulders from the snatch forces of thousands of P.C. openings.

From inside the packing shed across the way can be heard strange chantings and moanings as another doomed batch begins to practise its exits and emergency drills. Soon this sound will be replaced by regular muffled

thuds and cries as head after head whips back with sickening violence against the mats during PLF training.

The students on the tarmac sense a crisis and huddle more closely together, tugging pathetically at each others' equipment and bleating with fear. So far only one of them has managed to pop his reserve and he is now attempting furtively to stuff the canopy down the front of his overall.

The jumpmaster appears round the hangar and a sudden hush descends. Even the birds stop singing. The students make a terrified effort to shuffle into some kind of line but not all of them are facing the same way and no two of them are even approximately the same height. Webbing is hanging everywhere.

The jumpmaster is about seven or eight feet tall and wearing a hand-tailored black mohair overall with a simple embroidered badge on it which shows him to be an honorary instructor to the USSR national team. He is rumoured to have made over 6,000 descents, many of them using nothing more than a sleeve and extractor. The following brief dialogue takes place as checking begins.



HARGREAVES

Jumpmaster (to first student): "You have stopped counting and have checked a perfectly deployed canopy in flying configuration. Unfortunately, your left Capewell has flown open and the only thing which is preventing the hem from streaming is the fact that your left ankle has become entangled in the rigging lines. It feels to be broken. A passing vulture has become trapped under the deploying canopy and is jammed in the high pressure zone with its head stuck through the apex hole. What is your procedure?"

Student (remembering Albert's training): "I throw my reserve, quickly, but with dignity and composure. After this I wipe my helmet."

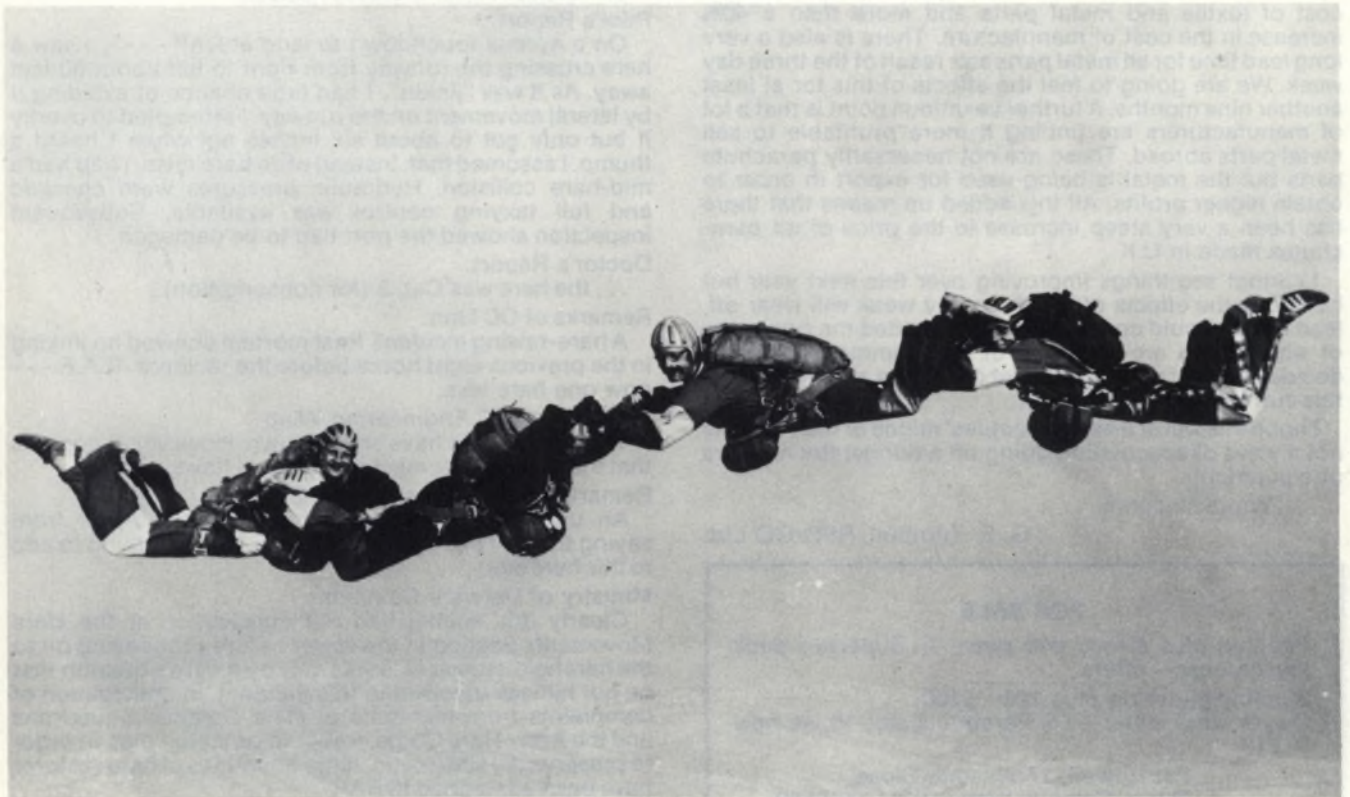
The students emplane, two of them having to be winched bodily into the aircraft, and a quarter of an hour later the Rapide drones into view at 2,800. The incredulous watchers on the ground stare in fascination as tiny figures tumble kaleidoscopically from the aircraft, gibbering with terror, counting backwards, praying, all of them thrashing and kicking on the end of the static lines like gaffed salmon.

Soon the sky is filled with brightly coloured canopies and the rapt spectators can hear the thin, piping voices of the students as they call helplessly for their mothers and nannies, promising never to do it again. Their parachutes are pointing in all directions to the wind-line quite at random. Many of them have not even begun to look for their toggles. In less than a minute they will be down. There will be no PLFs, no parachuting position, no holding off. After field packing there will be dandelion heads, stones, live worms inside the sleeve. But they have all done it, that is the point. They have *survived*. Tonight they will walk into the bar modestly but *lithely*. Another generation of aces is born...

ROD McLOUGHLIN



© 1984 by Rod McLoughlin



The German 4-man RW Team

photo — Rudiger Wenzel

CORRESPONDENCE

Dear Charlie,

Don't faint! Yes, it's Tommo. It really does take a lot to make me put pen to paper.

The reason I write now is: Last week-end (20th/21st April), I went down to Shobdon, the home of the Hereford Parachute Club. As you know, I have been involved with team work for some time, and I would like to say that I was overwhelmed at the reception I was given, and at the team work I saw in running this centre.

Later, that day (Saturday), Jim Crocker arrived. He was shown around the Centre, as I was, his documents were checked, as mine were.

In the evening, Jim and I were discussing the centre, and the days events. We were both amazed at the way everything at the centre was set out.

It was great to see that the C.C.I. J. Boxhall and his assistant, Jim Sharples, had a team to run the centre, second to none. With guys like this in the sport, both from the safety, and the enjoyment of Sport Parachuting, it must only succeed, to be the top sport in the country.

Yours,

'TOMMO' (D.827).

Dear Charles,

I have just received a letter from Penny Schofield worrying about Protectors and Sport Para Services, the allegation being that they are starving the market in order to put up the price.

I must state quite clearly and categorically that this is not the fact. The ghastly position is that over the last six months there has been more than a 30% increase in the cost of textile and metal parts and more than a 40% increase in the cost of manufacture. There is also a very long lead time for all metal parts as a result of the three day week. We are going to feel the effects of this for at least another nine months. A further vexatious point is that a lot of manufacturers are finding it more profitable to sell metal parts abroad. These are not necessarily parachute parts but the metal is being used for export in order to obtain higher profits. All this added up means that there has been a very steep increase in the price of all parachutes made in U.K.

I cannot see things improving over this next year but hopefully the effects of the three day week will wear off, lead times should come down and provided the nonsense of whether we are in or out of the Common Market is decided at least we ought to get down to a stabilisation of this current crazy price spiral.

I hope this will at least set peoples' minds at rest, there is not a wave of speculation going on amongst the retailers of equipment.

Yours sincerely,

G. F. Turnbull, RFD-GQ Ltd.

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Dear Charles,

The following story may be of use to you.

Having made a twot of myself at Shobdon all sorts of threats were uttered by its regulars if I didn't write to you and own up.

During January I washed my piggy rig and Para Plane, carefully re-rigging the Protector, and Para Plane into its clean piggy. On Saturday the 23rd February I agreed to help the hard working John Boxall at Shobdon, and after a student obs. dumped, when to my amazement I saw the pilot chutes sticking out in front!!

Immediately I realised it was back to front (the Para Plane I mean!) 'cos I could see the open bits facing backwards!

Well, a Para Plane landing in still air is most all I can manage the right way round, so I was pleased to walk away from this one. When I walked back to the packing area the punch lines came:

Mine: I have just washed my Para Plane and can't do a thing with it.

Theirs: Shobdon may be a "queer" place but you don't have to back into it.

Happy jumping,

JOHN NORRIS

A HAIRY INCIDENT HIN THE HAIR FORCE

From a recent RAF Incident Report:

Pilot's Report:

On a normal touchdown to land at RAF ----, I saw a hare crossing the runway from right to left about 60 feet away. As it was "jinkin", I had little chance of avoiding it by lateral movement on the runway. I attempted to overfly it but only got to about six inches agl when I heard a thump. I assumed that, instead of an hare miss, I had had a mid-hare collision. Hydraulic pressures were checked and full taxying control was available. Subsequent inspection showed the port flap to be damaged.

Doctor's Report:

... the hare was Cat. 5 (for consumption).

Remarks of OC Unit:

A hare-raising incident. Post mortem showed no jinking in the previous eight hours before the incident. R.A.F. --- now one hare less.

Remarks of OC Engineering Wing:

The pilot should have shot it down. However, it appears that the hare trigger mechanism must have jammed.

Remarks of RAF Station Commander:

An unusual happening to put it mildly. Apart from saying that the pilot acted correctly, I have nothing to add to this hare story.

Ministry of Defence Comment:

Clearly this animal had not checked in at the Hare Movements Section in the tower before proceeding on to the harefield. However, it was only by a hare's breadth that he got himself involved in this incident. In anticipation of complaints from members of Hare Defence Squadrons and the Army Hare Corps, it should be stated that, in order to preserve the status quo, large quantities of hare restorer have been consigned to RAF ----!

Reproduced by courtesy

General Aviation Safety Committee

BUZZ'S CANADIAN COLUMN

I would like to correct a misstatement of fact by Mark Miller in his article in *Sport Parachutist*, Vol. 10, no. 5. He asserted that "the first even baton pass was made at Sicily DZ, Fort Bragg". The baton pass he refers to was actually the first *in the U.S.*, made in 1958 by Steven Snyder and Charles Hilliard. The first baton pass in North America was made a month or two earlier at Abbotsford, B.C. by Lyle Hoffman and Jim Pearson, two jumpers from Seattle, Washington. They were attending the joint US-Canadian team tryouts for that year. Quite why the U.S. team tryouts were held on the West coast of Canada is something I have never figured out. It is open to conjecture as to whether this baton pass was also the first in the world. One would probably be fairly safe in making that claim, but lacking information or history from other countries, especially the Communist bloc, an element of doubt remains.

The second weekend in March, the Annual General Meeting of CSPA was held in Toronto. It has become a four to five day affair, starting with a Director's meeting, followed by a day long Safety and Training Seminar, then the General Meeting, followed by yet another Director's meeting, this time for the incoming Board.

Thanks to the expertise of Kathy Fox, who was elected President for a third time, the General Meeting took only one day to complete — the first time this has happened. This is also due, partly to the fact that the decision making, discussion and study is being put onto the Committees and the Board, while the General meeting is being used

for presentation of Committee reports, and ratification of actions taken and decisions made.

Of major importance is the fact that we have been informed by the Ministry of Transport that Parachuting regulations are in the making. They do not however, give us any indication of the content and format of the regulations. Naturally it is our wish that any such regulations should at least incorporate the standards required by our licensing system, instructor ratings, rigger ratings and jumpmaster ratings. We have so far been allowed to make no input into the formulation of any such regulations. From this attitude one concludes that the political significance of the introduction of any regulations may be greater than anyone presently imagines.

Another change in CSPA in recent weeks is new Editorship of the magazine "Canadian Parachutist". After nearly four years of producing a first class quality magazine, the pressure of his work as Executive Director of CSPA has forced John Smyth to relinquish his post as Editor. Into his place, step three conscientious CSPA members, Robin Summerley, Bob Swent and Kjeld Bech. The magazine is to be published eleven times a year, and its format will change to being primarily that of news and comment, the prime purpose being that of keeping the Canadian jumper informed as to what is happening in parachuting.

See you next issue.

BUZZ



Through the hoop

photo—Jerry Irwin

GERMAN PARA-SKI CHAMPIONSHIPS

A very popular version of sport parachuting in the countries around the Alps is the Para-Ski Competition. It is a combination of two rounds giant slalom under FIS rules and eight rounds accuracy in the mountains. The altitude of the target area, mostly a simple declined snow-field, should be at least 1500 m (5000 ft.) above sea level.

The aim is to find out that man who is capable to master both his skis and his parachute perfectly under difficult and tricky conditions. So, it is not surprising that the idea to make this combination a contest is believed to be born in the heads of alpine-rescue personnel. Sometimes, if an aeroplane cannot land on a glacier, it is possible for parachutists exclusively (who earlier have dropped their skis), to perform a rescue expedition.



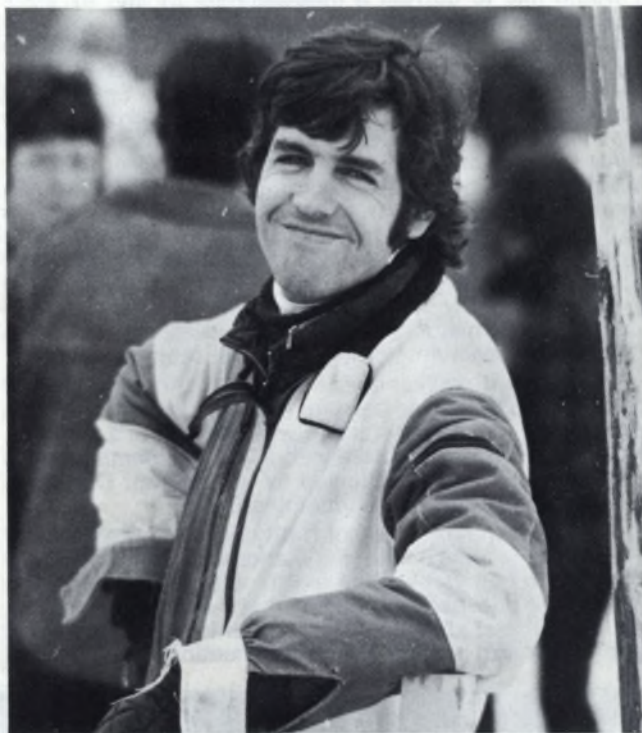
Alpine Accuracy

photos—Rudiger Wenzel

The recent German Para-Ski-Championships in Pfronten, Bavaria (31.10.—3.11.74) suffered the problem of too much wind at the target area high on the slopes of the Breitenberg. So the accuracy jumps had to be performed in the valley. But the wind conditions stayed difficult enough. Dr. Karl Kopp won both the giant slalom and the overall score. Second overall was Eddy Bay, who won the accuracy event.

The three winners (overall) will represent the German Federal Republic as the First Team, and the second three as the Second Team in the World Cup this year at Rohrmoos, Austria, 3rd—10th of March, 1974.

RUDIGER WENZEL.



German Para-Ski Champion—Karl Kopp

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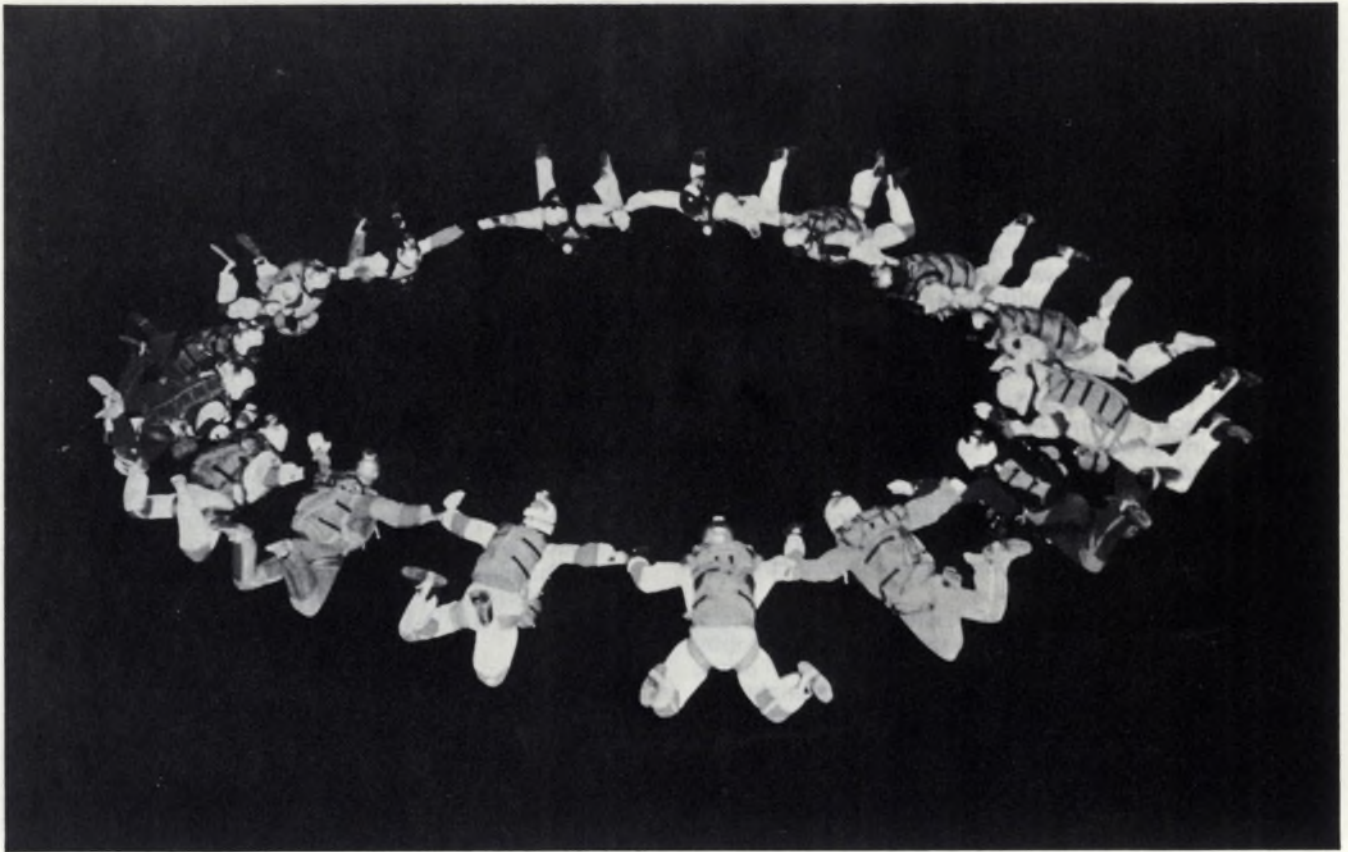
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Night 16-man

photo — M. Anderson Jenkins

SHAKESPEARE ON SPORT PARACHUTING

(Reproduced from *Sport Parachutist* Vol. 5, No. 3, 1968)

In view of the fact that Leonardo da Vinci invented the parachute some seventy years before Shakespeare was born, it is not surprising to find some references to skydiving in the plays. Here are only a few of the allusions he makes to certain aspects of the sport.

Canopies

This most excellent canopy. *Hamlet*, II, ii, 311

A good old Commander. *Henry V*, IV, i, 97

... thy Cross-bow
Will scare the herd. *Henry VI*, Part 3, III, i, 6

A canopy most fatal. *Julius Caesar*, V, i, 88

Competition

Our fortune lies
Upon this jump. *Anthony and Cleopatra*, III, viii, 6

Cutaways

Let us be keen, and rather cut a little,
Than fall, and bruise to death. *Measure for Measure*, II, i, 6

In the Saddle

Like a demigod here sit I in the sky
Love's Labour's Lost, IV, ii, 79

Low Pulls

Delays have dangerous ends. *Henry IV*, Part 1, III, ii, 33

Mass Jump

They fell together all, as by consent;
They dropt. *The Tempest*, II, i, 203

PLF's

"Yea", quoth he, "dost thou fall upon thy face?
Thou wilt fall backward when thou hast more wit."
Romeo and Juliet, I, iii, 41

Spotting

A fine spot, in good faith. *Coriolanus*, I, iii, 56

Damned spot!
Macbeth, V, i, 35

Relative Worker (E-certificated)

I will not jump with common spirits.
Merchant of Venice, II, viii, 32

Whuffos

... the white upturned wondering eyes
Of mortals that fall back to gaze on him
When he bestrides the lazy pacing clouds
And sails upon the bosom of the air.
Romeo and Juliet, II, ii, 32

Last Jump

"'Tis time, I think, to trudge, pack and be gone.
Comedy of Errors, III, ii, 158

THE SCOTTISH 8-MAN

After visiting Strathallen in Scotland several weeks before Easter and being told that they would have two 207's for parachuting, it was obvious that stars were destined to fly over Scotland. Word went out that R.W. people to be shanghaied, dragged or whatever, there for the Easter weekend.

After an overnight drive with Phil Cavanagh we arrived on the D.Z. at 10.30 to diabolical weather, so Friday was spent getting acquainted with jumpers and pilots. Saturday dawned to ideal weather and most of the morning was spent by Bobby Francis, Biff Burns and John Shankland on how to tackle the problems of formation flying of the aircraft, who to use, and in what order.

The first jump consisted of Bobby Francis (base), George Quick (pin), Shanks, Howard, McKenzie, Jeff Illidge in the lead aircraft; Grayham Kirkham, John Mollenski? (camera), Dickie Dodd, Phil Cavanagh and Biff in the trail aircraft. The jump itself was what was expected. . . Rubbish! The base pair had problems and it turned into a short lived 3-man. So it was back to the drawing board and no more jumps were made by the star group that day.

Sunday, another beautiful day with certain changes and a lot of ground practice. The second jump was Bobby (base), Shanks (pin), George, Jeff and Gordon Fernie, (who replaced Ski because he was still womanizing!!), in the lead aircraft. Chris (Pleb) Bebb (who replaced Howard), Grayham, Dickie, Phil and Biff in the trail. The jump was another load of rubbish, so back to the proverbial board.

The changes for the third jump included order and docking pattern, the new order was Shanks (base), Grayham (pin), Jeff, Bobby, Gordon in the lead, Chris, George,

Dickie, Phil and Biff in the trail. The base went together smooth Bobby docked 3, Jeff 4, and Chris 5, then Dickie hit it hard and took it out fairly high.

The fourth jump George dropped out because of lack of bread and milk, Bolton was there to replace him. The lead aircraft remained unchanged, but the trail order was altered to Chris, Phil, Dickie, Micky Bow and Biff. The exit was good and close. The base went together smoothly. Bobby docked 3rd (badly), Jeff 4th, Chris 5th on Jeff before he had broken in. Jeff opened 3rd, Chris and Bobby together to give us a nice 5-man. Micky Bow docked 6th, Phil 7th, all nice dockings, then Biff trained in 8th which rattled the star but it survived. Then came the mind blowing session. We had exited at 9,200 and had it 5,000 which made it about 26 secs, and in it were 4 new S.C.R's and one new S.C.S!

After the jumping up and down and congratulations on the ground, it was back to the Tomoken (a boozer), where we set about trying to drink all his beer and we did!

Finally, I would like to thank all the haggis jumpers, the airfield manager Geoff, and a special thanks to David and Eric, the drivers, for their brilliant flying. As Batsy put it—"FAR OUT—OUTA SIGHT".

Bobby Francis.

REVIEW - PARAPOLL PARABOOT

It's good to see an English firm stepping into the sport parachuting scene with a really top quality product. Pollard and Son, boot manufacturers from Northampton, who for some years have been the only firm making the RAF flying boot, have now started to produce paraboots. The result is not unlike their French counterpart to look at, but they are slightly lighter, less expensive and superbly made. I have been using a pair of their style boots for a number of weeks now and am delighted with them. I asked for a size 9 and without any special measurement of my feet, they are a perfect fit and comfortable to wear. The trend is for a lighter boot and for those who shun the 'sneaker' footwear and require solid ankle support, the Parapoll Style boot is an obvious answer.



The price for both types is £16.00 including V.A.T. plus 40p post and packing. The basic boot is black but red or blue trim available on both types for an extra £1.00 per pair.

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3-man over the Alps

photo — Carl Boenish

I LEARNED ABOUT PARACHUTING FROM THAT

Towards the end of a stunningly beautiful parachuting day . . . and a nervous first-timer, all kitted up, asks me to check his harness. I assure the poor chap that he'll be fine, that the webbing is umpteen times stronger than need be, etc., etc. This draws a bl--- cynical comment from another jumper: "You'd be surprised — there's hundreds of ways you can fall out of a harness. . ."

The student is carefully checked out, but is still obviously terrified. Up he goes anyway, 2500 feet, engine quits, and he's out. And all that can be seen of his C9 is a bit of sleeve flapping about.

Down . . . down . . . and all hearts stop. Oh, please, no! 1000 feet, up goes the canopy, and the reserve is fluttering around as well. The main suspension lines are twisted together about ten feet or so above the jumper. He lands O.K. What happened? He hooked his arm around the sleeve as it came past his shoulder, because . . . he thought it was his harness slipping off!

Conclusion: Ban those morbid "jokes"; they are unkind — and dangerous.

Happy jumps, all!

FRANCIS HOLMES, BPA.16063

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INCIDENT AT JUMKIN RANCH

One day, me 'n' Stevie is down at 'The Farm', we's in the sal-oon freshenin' ouselves up a little, 'n' chewin' the fat. Well, I'll tell yew, it's not bin a good year, the aircraft's got colic and the drout's been s'bad that there ain't a blade a'grass showin' clear across the dee zee. HB ain't had nutthin' t' eat morena cupla tinsa shirtlifters in a week, and now when he turns sideways-on, he kinda disappears.

Anyways-up, HB's s'close to death his mind goes 'n' he gets some-one ter rit ter the magazine fer him ter sell his parryshute. Not the one he made, but the ol' sport para 200 tepee he filched frum t'injuns that time over on t' reservation at Netheravon when all the instructors wuz drinkin' aviation fuel and whoopin' an' a hollerin' an' havin' themselves one helluva good time. Till Brum Bradley's braces bust, and his bags fell down round his boits an' he showed his bare bum . . . anyways, that's another story . . .

So, there we woz, a standin' at the sal-oon bar, when HB runs in wiv a pieca paper in his hand. Well, he don't reely run in, sorta crawls 'n' drags hisself in, croakin'.

"I got me a mail letter", says he.

"So wot's all the fussin'?" we wants ter know, "Watsit say?"

"I dunno", says HB, "I ain't ritley opened it yit."

"So, open it", says we.

HB's big horney fingers grope round the virgin white paper till HB's got wotsleft ov a tattered sheet in his hand.

"Oi'm s'weak, I cain't read it", says he, holding it upside down.

Stevie grabs it 'n' clears hiz froat very important like.

"It's a litter", says Stevie, "Frum back East". When Stevie reads he follers the line wiv hiz finger 'n' moves hiz lips, it's

real pruddy, him havin' schoolin' 'n' all, he shoodabina preacher or a sawbones or sumthin' like thet. Well, preddy soon Stevie nose wat it's all about — "Feller wants ter buy yer parryshute, comming down terday he is, 'n' says he wants ter jump it".

"Good thing he wants ter jump it", says I, "U couldn't, yer s'weak, when y' fart, ya falls down".

HB's eyes go greedy 'n' he sidles along the bar t'wards m'beer, kinda droolin' like. He's reechin out fer it when I say, "Leave m'beer alone HB, or I'll blow a hole in ya big enuf ter keep yer reserve in!"

"Aw, c'mon Mike", says he, "Gimmeea swig — I'll pay yer bak ternite".

"Wat wiv fella?" Says Stevie, "Break-cord or elastics?" Then Stevie rolls around on the bar a laffin an' damn near chokes on hiz quid. Says HB, "When t'dude gets in frum back East 'n' buys m'parryshute, I'll have me a big fat roll 'n' then I'll get yer a hole buncha beers — cumon, gimmea drink".

"Big fat roll", says Stevie, "there ain't enuf good material in that parryshute a'yorn ter make a shroud like which the dude is gonna need ifen he's dumb enuf ter try 'n' jump the thing!"

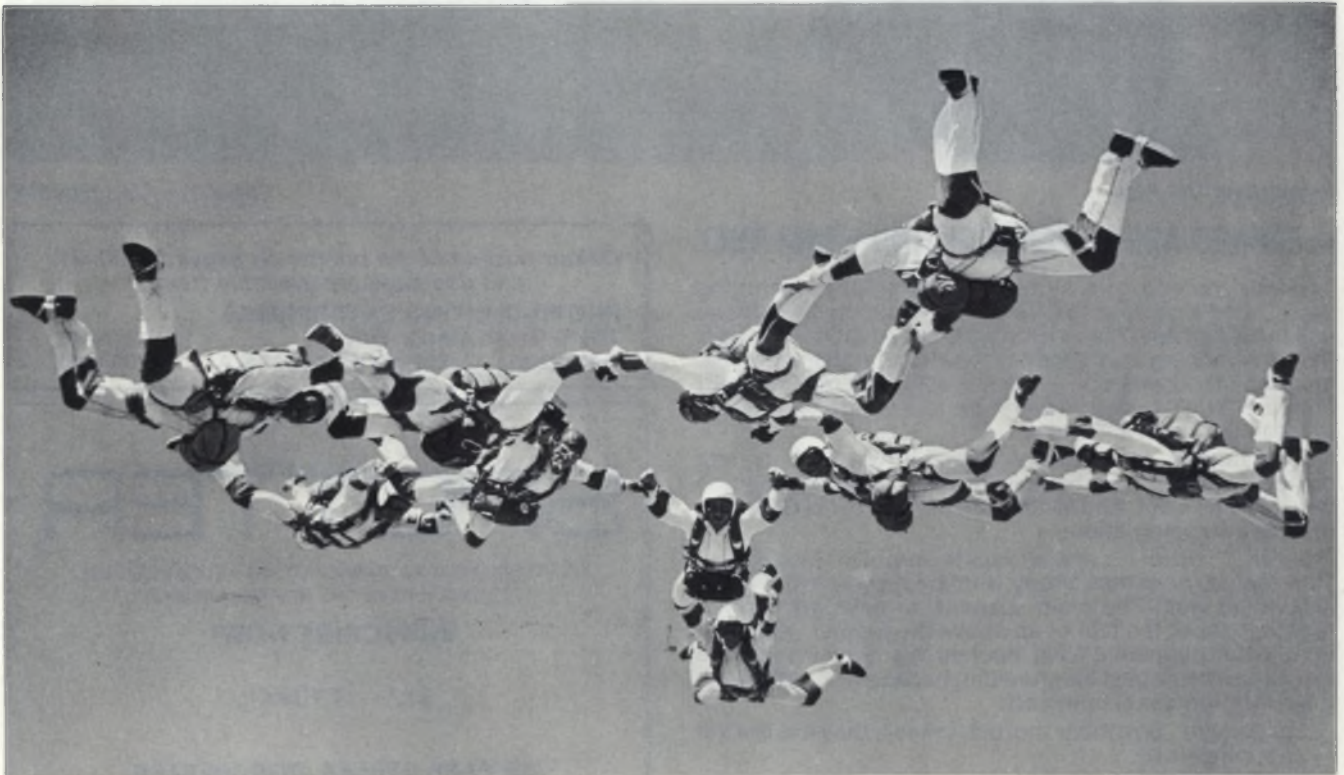
"How muchaya askin'?" says I.

"A hunered an' sixty", says he.

Stevie stops laffin s'suddenly he starts a hiccupin' he tries ter get words owt 'n' stands there wiv hiz chin a'hingin' down then he says — "A hunered an' sixty?!"

"Aye, 'n' twenny fer the harness 'n' pack", says HB.

" 'n' twenny fer the harness 'n' hic?" Says Stevie, disbelievin'.



10-man snowflake

photo — Carl Boenish



An 11-man Accordion

"S'rite," says HB, trying t' be all unconcerned. I swill m'cool, clear beer around in m'glass 'n' it makes a sorta easy gluggin' sound. Then I pour a little inter m'mouth, tilt, 'n' bounce the adams apple on it. HB's dribblin'.

"Well", says I to no-one, thinkin' a hunnered and sixty 'n' twenny, that's too hunnered green backs, or is it two hunnered an' twenty. It don't madder, it's a lotta green-backs.

"Well", says I, "Sheet, but it's hottern' hell 'n' here. Man could sweat ter death s'fast he wouldn't notice". I do the swirlin' an' bouncin' routine, HB's eyes is follerin' m'every move.

"Wadda ya think, HB", says I.

"Wadda ya mean, waddo I think?", says HB still all unknowin'.

"Thet new fangled wrist type altimeter", says I.

"Oh no", says HB, "I ain't buying that", Well he don't reely say it, 'cos helf way thru' he neerly drown in hiz own juices.

I swill beer some more an' say nuthin'.

"Ya mean, low-down ornary..." says HB, eyes glued t'm glass.

"Say y'll take it 'n' gimme ten green fer it ternite 'n' I'll give ya three beers now fer t'borra it back for a week".

"Bartender, three cold, clear beers, with pure white froth a top 'ov em anna little beer runnin' down t'outside a the glass".

Bartender pulls 'em and plonks 'em down.

"Now, about that altemeter, HB," Says I to HB, who's inchin t'wards the beers wiv shinin' eyes.

photo—Ray Cottingham

"Keep yer 'ans offa the beer til ya agree", says I. He kinda crawls 'n' drags hissself around the floor. An' me 'n' Stevie jest stand quiet. Five minutes crawlin' round the room 'n' he crawls 'n' drags hissself back, 'n' hiz hand reaches up to shake, "OK", says he, "Y'mean low down, ornary..."

I shake 'n' say, "There's yer beer, HB".

He drags hissself up the bar 'n' wipes hiz hands on hiz pants 'n' licks hiz lips the first beer disappears s'fast it don't tuch t'sides ont' way down. HB closes hiz eyes, prayer like.

"Sheet", says he.

"Didn't know loco weed grew in the big cities back East", says Stevie.

"How's thet?" Says I.

"The Dude", says Stevie, "Must be loco or bin outina sun too long!"

"Yup", says I, "Dude's is funny folks".

Jest then one o' them new auteomobiles reins in outside 'n' a kinda pink fella gets outa it 'n' pushes inter the sal-oon. We turn around 'n' leans our backs on th'bar 'n' watch 'im. He's kinda puffy, 'n' pink 'n' well fed. I seed a catalogue wunce wen I wuz back East 'n' it hed all kinda funny outfits in it. . . . thet wuz t'time I went up fer the parry-shuting sorta barn dance in Whitcombe Street.

Me'n Stevie wuz up there. He cum coz they sed Johnny waz a going 'n' Stevie said he'd go jest so's thet he could wait till Johnny wuz asleep then he'd spit terbacca inter hiz eye. But Johnny didn't show, so he hed ter spit terbacca juices in Pete's eye 'stead, only it neerly woke up the gal Pete wuz wiv Y'shudda seen wot went on at thet party, why I kind remember bein' in a bedroom when. . . but thet's another story. . . .

Anyways, this pink fella don't wear boots, hez got sorta black moccasans on, they call em 'shuze' back East, an they gotta funny shine on 'em. 'n' he's got a pieca womman's blouse tied around hiz neck, they call 'em 'Kre-vats'. Wen he comes up close he smells kinda funny, too, like hez bin washed all over wiv soap.

"Dude?" says I.

"Yup, sure fire City Slikker", says Stevie.

"Howdy, Dude", says I, "Wt's yer pleasure?" 'n' he sorta gives a funny smile 'n' says,

"Helloo, I'm lookin' fer a Mister Howard Becker, could you direct me pleeze?"

Stevie spits on a fly, looks around, all confuzed 'n' says, "Who 'n' Wot?"

"Never herd eva Howard Becker", says I, "Watzee look like?"

"Heeze sellin' his parryshute", says the Dude.

"Oh, might be ole HB", says Stevie, "he's sellin' his parryshute, wonder ifin it's anythin' related".

The Dude's face sorta clouds over — it's pruddy hot in there for strangers.

"Where iz he?" says the Dude.

"There! says Stevie, a pointin' down at HB, whoze lyin' on the floor, snorin'. Stevie kicks HB in the head, so's he don't hurt him.

HB pulls open a eyelid 'n' sayze "Piss-Off!"

Stevie sing t' him, "The Dude's her ter by yer parrchute". HB's on hiz feet in a flash.

"Howdy mister, I wuz lookin' fer termites", HB explains 'n' sticks out hiz hand, "M' name's HB". The Dude shakes, "Mine's Poey Lowcock", funny kinda name ferra fella. HB drags him way to a table 'n' starts tellin' him hairraisin' stories t' impress him, the dude's buyin'. HB sits by him fer two hours while the beer supply runs down. He sticks closer 'n' a Chief Instructor to a guy thet's just pulled low. Which reminds me ev the time I pulled a little low over the injun reservation just after I'd had a big dose ev caster-oil. 'cos ev m'belly achin 'n' big Bill Elliot made me jump agin from five grand wiv him sittin' on m'ma main 'n' tellin' me if I pull an inch lower 'n' two two, hiz goin' ter use m'balls fer book-ends. I tried to explain about the caster-oil, but he don't listen, so we go owta the door at five, and oh boy, is he mad specially as he's wearing Gus's yellor jump suit at the time, I woz laffin s'hard that m' portias misted up an . . . anyways, thet's another story . . .

HB energized by the smell of the Dude's wallet 'n' the closeness of the available money, is shakin a driver.

"Wake-up, we wanna take off," says HB.

"Shove it", says the driver.

"I gotta Dude wants t' try m' parryshute, so be gettin' up ooffa yer ass an fly," says HB in a rare excitement.

"Plane's got colic, says the driver.

"I don't care ifin it's foalin", says HB, "Git it up".

"Planes don't foal", syas the driver.

"I don't care a coyote's (pr**) what they do", says HB, "Git it up".

"S'outa gas", says the driver.

"Fillit", says HB.

"I ain't feelin' s'good in m'self", says the driver.

"Then 'ave a drink", says HB.

"Not while I'm flying", says the driver.

"Milk", says HB, "So's ya kin fly".

"Don't like milk", says the driver.

"I'll pay yer five green backs", says HB.

"Ready in ten minutes", says the driver.

The Dude pussy foots out ter his automobile 'n' climbs inter a jump suit while me 'n' Stevie build cigareets 'n' wonder where t'burry him. That ol' Sport 200 haz stopped s'many hearts thet Boot Hill's looking like a real estate plot. Talkin' about boots, reminds me a the time Billy was drivin' down at the Abbey an' the cloud cleggs right down after we wuz up, and we cain't see nutthin'. Billy's arguin with this city slikker who's spotting 'n' bothe ov 'em is holding each other's hands 'n' sayin, "Ain't it terrible", 'n' "It didn't orta be allowed", 'n' such-like, when of a sudden the Dude looses hiz head 'n' shout "Cuut", so owt we goes.

I sees the clouds under me but before I can get down there a herd of heffalumps and rin-oscerouses comes trackin-in, chucking house bricks well they smashed m'altimeter an' pull m'boits off. So's when I go inter cloud I can't see where the Hell I am. I delay pulling the coz I don't wanna miss the spot, when suddenly I's goin' thru' the top branches uv the trees. Time ter pull, thinks I. I lands but I'm bare foot, so' I can't walk none. I get t a road fer a lift an' who comes along but pruddy little Sal-An, no fella wiv her, well. I can tell you inside ten minutes. . . but she's cortin' now, so thet's another story. . .

Anyways, the Dude's in the plane wearin' HB's tepee, 'n' HB's spottin' so Christ knows where they'll end up. We mosey on outside t' watch, 'n' a coupla girls are there with spy glasses.

They run in a five grand and over they go, there ain't no wind, and Stevie syas "Must be goin' round agin".

But HB's squint don't let us down, 'n' we hear t'engine cut, out goes the Dude 'n' down he comes.

Stevie says, "Weheel we git the flowers frum?"

"Make do wiv a reafh," says I.

The Dude gets bigger 'n' the girls is jumpin' up 'n' down. At about three grand, the Dude gets it out and the girls start screamin' the Dude puts it away an pulls his ripcord 'stead.

An' miracle. . . it opens!

The Dude don't have ter unpack his reserve 'n' change hiz underpants like most everyone else jumpin' the ol' tepee. He cruises round a while and lands.

"I'll take it", he tells HB in the sal-oon afterward, 'n' most straight way heads back East.

HB eats all day 'n' nite, 'n' we git smashed on whiskey. He pays me m'ten greens an' I give him the wrist-type altimeter.

"Good buy", says I.

"You mean, low down, ornary. . ." says HB.

The driver's a snorin' in the corner.

"I'll hev another whiskey", says I to HB.

Then me 'n' Stevie writ a letter ter the magazine should attrakt a hole corral fulla Dude's down 'n' me 'n' Stevie's goin' ter take away their pants till they buy the airfield ofn us, going ter clean up which is more 'n' HB's done in a long time. Heez asleep on the floor agin, snorin'.

APACHE SCOUT
BPA No. 1.

FOR SALE

GQ Dominator — 110 jumps approx. — Complete with pack and harness—£80.00.

Tony Dixon,
Army Apprentices College,
Arborfield Camp, Reading RG2 9NJ

THE THINGS PEOPLE DO

All the seven parachutists had been checked prior to emplanement, student parachutists briefed as to what was required of them and log cards for their main and reserve parachutes checked by themselves and staff instructors. I was not Jumpmaster on this particular lift so agreed with the Jumpmaster to aerial critique a parachutist carrying out a tracking exercise on the third pass at 7,000 ft, using his own rig, that he had used on our D.Z. many times before.

The brief was for a double cut on the third pass to allow a style merchant do his thing or whatever style merchants do, and then power for 10 seconds, cut, out with the tracker and myself following, all eyes and criticism.

All went according to plan and I found myself watching a reasonable tracking exhibition. He flared with height to spare, so we were still a bit deep, but no sweat, I dumped on his pilot chutes about 100 ft higher and 60 metres to one side. What looked like a streamer with the sleeve still on the canopy and 4 ft of rigging line resulted. I extended my safety count under the canopy and as he was becoming difficult to observe at around 10 seconds, an I24 emerged to my sigh of relief and I imagine his too!

Because we were deep of the opening point when we dumped, and because he continued down to below 1000 ft before getting his reserve flying, it was obvious he was not going to make the D.Z.; but as we were surrounded by fields no problem. I elected to hold and land beside him so as to see what had caused the streamer. When we had made a safe landing I began to yell to him not to disturb his

main parachute and landed 50 metres away. He walked over and was understandably, pleased and shocked in that order. I asked him why the 10 seconds to get his reserve flying, and he said "I couldn't get the pack open to get hold of the canopy", and then I noticed he had both ripcords in his hand. I pointed out it would be a good idea to drop them if he ever had to use his reserve again, and give himself two free hands.

The I24 had collapsed over the streamer and as we removed it I saw not a knotted sleeve or mouth lock problem but a "field packed parachute" complete with daisy-chained rigging lines!!! The mouth lock had been included in the chained rigging lines so there was very little chance of the sleeve lifting off, and even if it had, normal deployment of a "field packed" canopy was very unlikely.

It seemed that the guy had had his car stolen about a month before and the parachutes opened by whoever stole the car. The detail of just how he then field packed and closed the pack neatly enough to use the ripcord boggles my imagination.

What is quite clear is that a streamer needs prompt deployment of the reserve, because streamers consume a lot of height quickly. Also it is basic safety and common sense to leave sleeve and extractors showing on a field packed rig and never, never, close anything but a serviceable rig with a ripcord, PLEASE.

J. R. NORRIS, D.523



World 4-man sequential RW champions—Greene County Team

photo Peter Boettgenbach

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

held at Artillery Mansions, London, on Thursday, 21st February, 1974

PRESENT

L. N. E. St. John—*Chairman BPA*
R. S. Acraman
P. J. Prior
N. J. Forster
M. J. O'Brien
W. J. Meacock
K. Mapplebeck
W. G. Boot
L. J. Thomas
M. J. Batchelor
J. T. Crocker
G. C. P. Shea-Simonds

IN ATTENDANCE

Sqn. Ldr. W. Paul—Sec. Gen. BPA
and 15 BPA members

APOLOGIES

A. J. N. Cole, R. O'Brien and D. Waterman

Item 7

PREVIOUS MINUTES AND MATTERS ARISING

Proposed by: J. T. Crocker
Seconded by: L. J. Thomas

Minutes of 12th December be accepted—Agreed.

Proposed by: G. C. P. Shea-Simonds
Seconded by: J. T. Crocker

Minutes of AGM and of 19th January be accepted—Agreed.

Matters Arising (Minutes of 12th December)

a. **Training Aid Posters.** There had been no further information from the printers. Delivery was now a few days overdue on the quoted date and the Sec-Gen would follow up with the printers.

b. **World Cup Relative Results—1973.** The official results by rounds and events were now to hand. Copies would be sent to each club.

c. **National Coach/Safety Officer.** Copies of the amended qualifications and job function for the proposed National Coach/Safety Officer had been sent to all CCI's with a request to promulgate for the attention of all instructors at their clubs.

d. **Instructor Rating—Mr. N. Law.** The Chairman stated that in a letter to Mr. Shea-Simonds allegations were made by Mr. Evans and Mr. Buckley to the effect that false entries had been made by them in Mr. N. Law's jump log book to ensure that he was accepted for a final Instructors Course as a result of which he had been granted a BPA Approved Instructor Rating. The Chairman invited Mr. Shea-Simonds to read the relevant extract from the letter concerned:

"It was at our instigation that Mr. Law attended an Instructor Course some twelve months ago. We arranged he should be paid for loss of earnings, petrol, jumps, food and accommodation and at his request we signed 40 to 50 fraudulent jump entries in his log book to ensure he had the qualifying number for his rating."

In explanation Mr. Evans and Mr. Buckley stated they had signed the entries so that the log book showed the 200 jumps required. It was pointed out that there was not a 200 jump requirement for attendance at a Final Instructors Course. In reply to Mr. Crocker, Mr. Evans stated there was over 100 jumps before the fraudulent entries were made.

Mr. Hoskins, the President of Manchester Free Fall Club, expressed the view that this was a malicious action to discredit Mr. Law. The same people who had instigated this action had been responsible for malicious tactics against a previous instructor at the club. He also pointed out that the number of jumps signed up was 26 and not 40 to 50 as had been stated. Mr. Law in fact had many jumps to his credit which had not been entered in his book. Mr. Law's log book was produced and inspected by Council members who noted that it was incomplete. Mr. Law stated that his first log book had been lost.

Mr. Evans asked that Mr. Shea-Simonds read all of the letter but this was refused on the grounds that the remainder dealt with

what had been an internal club affair which had previously been before Council who had referred it back to the club.

Mr. Shea-Simonds stated he had written letters to the persons concerned appealing to them to act sensibly and settle their differences with the club.

The Chairman in summarising the Council's views condemned the action of Mr. Law in requesting and permitting the log book entries to be made, and Mr. Evans and Mr. Buckley for making the false entries. In the name of BPA Council he reprimanded all three for their actions. Mr. Law, having had the required number of jumps (a minimum of 100) prior to the false entries, and having successfully completed the Final Instructor Course, was allowed to retain his Instructor Rating.

Mr. Law stated he had not admitted to requesting that the entries be made but he didn't want to be party to a 'slanging match' at this stage. Should the letter go to the STC he would be prepared to attend. The Chairman pointed out that his ruling remained and if Mr. Law wanted to pursue the matter he could refer it to the Chairman of STC.

e. **World Relative Championships.** The Sec-Gen reported that the FAI had approved a World Relative Championships and the 1st World Relative Championships would be held in Germany in 1975.

f. **Fuel Restrictions.** The ban on Sunday flying had been lifted on Friday, 14th February. The Working Group which had been set up with the approval of the Minister for Aerospace had proved to be a useful forum for tackling problems affecting general aviation organisations and was therefore being retained; probably under another title. In reply to Mr. Unwin, the Sec-Gen stated that the fuel allocation drawn up by the Working Group had been shelved primarily because the money to support the implementation of the allocation system had not been forthcoming. The present situation was that the General Aviation Industry was subject to a 25% and 50% cut in supplies for Commercial and Private flying respectively. There may be some distribution problems at present but the Working Group was geared to ensure that any supply problem reported to it was progressed back to the suppliers. Problems at airfields should be passed to BLAC but the Sec-Gen would progress any report made to him by a parachute club.

Matters Arising (Minutes of AGM)

a. **Riggers Insurance.** A firm quotation had been received for a Products Liability Policy covering Riggers to a sum of £100,000 for a premium of £10 per Rigger.

Mr. Crocker, whilst agreeing we should pursue the matter of insurance for riggers, felt we ought first to ensure we have laid down standards for training progression for riggers and potential riggers. Mr. Thomas stated he had run many rigger courses and he worked to the USA standards which were recognised by all the riggers in this country. The Riggers Committee would be progressing rigger tests and standards and when finalised there would be put to Messrs. Irvin who it was hoped would provide the necessary adjudication. He emphasised that the request for such assistance will have to be made by the BPA and not the Riggers Committee.

Mr. Thomas was of the opinion that the quotation was good value and should be acceptable to the riggers and to any club employing a rigger. The Gen-Sec would pass the information to the riggers committee for comment.

b. **Display Team and Club Annual Returns.** The Sec-Gen reported that some 15 returns were still awaited from Display Teams and Clubs. A reminder would be sent to the defaulters.

c. **Shortage of Surplus Equipment.** There was nothing further to report on the production of a sample canopy. The Sec-Gen would check with Wg. Cdr. Turnbull.

d. **Finances.** Mr. M. J. O'Brien asked if the treasurer had progressed the matter of finding a more profitable investment for the money in deposit and the balance of the current account. The



Your favourite and mine, Teddy, in a 3-man

Sec-Gen stated that Mr. Cole had been investigating this and but for his sudden return home just prior to the meeting would no doubt have had some information for the meeting. The Matter would be placed on the Agenda for the next meeting.

e. **Sport Parachutist.** Mr. Shea-Simonds referred to the agreement to publish the manufacturers disclaimer as related to the 'Sled' parachute. This had been done and as a result a letter was received from Major Schofield in which he strongly condemns the action of publishing the disclaimer and the statement that the BPA does not underwrite this canopy. He suggests a total retraction or the publishing of all the similar disclaimers relating to other canopies such as the Pioneer PC, the Volplane and the EFA and USA Papillon.

The Editor believed Major Schofield had taken the comments in his editorial as a personal attack on 'square' parachutes — this was not the intention of the Editorial which had been sanctioned by Council. The editorial was intended as a service to members by bringing to their attention the strict details of the disclaimer which of course the member would only see after purchasing the canopy. As for the USA Papillon, this had already been brought to his notice and if this had been available before going to print, he would have included it in his editorial. In the case of the PC, the disclaimer related to performance and was not as wide ranging in content as that for the Sled. The Editor had replied to Major Schofield and did not intend to issue a retraction unless Council ordered otherwise.

The Chairman would reply to Major Schofield.

Mr. Shea-Simonds then referred to his suggestion of increasing the number of issues of 'Sport Parachutist' — he had reconsidered this and since the increased cost could not be approved till the next AGM he had decided against increasing the number of issues. He pointed out that this year was the tenth anniversary of the magazine and felt this should be celebrated by a 'bumper' issue in June. There was general agreement with the idea but a decision would be held over till the next meeting when Mr. Shea-Simonds would present a quotation from the printers.

Matters Arising (Minutes of 19 January)

a. **Council Meetings — Venues and Dates.** Mr. Meacock suggested that consideration be given to alternating the venue

photo—Ray Cottingham

for Council Meetings or to a permanent venue away from London, and to changing the meeting night to Wednesday. After discussion it was agreed that the Sec-Gen would check with the 'Post House' Hotel, Leicester as a possible venue. In the meantime the next meeting would be at Weston-on-the-Green and subject to finding a venue in Leicester future meetings would alternate between Weston and Leicester and be held on Wednesday evenings.

Item 8

SAFETY AND TRAINING COMMITTEE REPORT

There had not been a S & TC meeting since the Instructors Convention. The Convention had been very well attended and some fruitful discussion had taken place. The minutes would be circulated shortly together with an Agenda for the next S & TC meeting.

Item 9

NATIONAL CHAMPIONSHIPS (STYLE/ACCURACY)— 1974

The Sec-Gen reported that approval to use Weston-on-the-Green was awaited. Should that approval be forthcoming, there may well be certain arrangements necessary with regard to accommodation. The buildings used in previous years would not be available but there was confidence that suitable alternatives could be arranged. F/Sgt. Mapplebeck confirmed that only the catering and bar facilities would be as per previous years. In anticipation of official approval, the Sec-Gen would be visiting Wg. Cdr. Hearn of No. 1 PTS Abingdon to discuss the requirements for the Nationals. The sub-committee would be Meeting as soon as possible after this meeting.

The new re-write of the FAI Sporting Code (Section V) was now to hand and the Sec-Gen would be ordering additional copies for distribution to all clubs.

The Sec-Gen had attended the FAI (CIP) meeting in Paris with Mr. John Cole and could now report that the 1974 World Championships would be held at Szolnok in Hungary from 25th July to 12th August and that the Chief Judge would be Mr. Marc Schneebeli who had again most kindly agreed to attend the British Nationals and act as Chief Judge — an official request would be sent to the Swiss Aero-Club.

A proposal by Mr. Meacock and seconded by Mr. Shea-Simonds that:

"Other nationals who have been resident in Britain for a minimum period of two years and been members of the BPA and an Affiliated club for at least the same minimum qualifying period, be permitted to participate in the British National Style/Accuracy Championships as members of a Team competing in the Team Accuracy Event and that their scores count in the Team Accuracy placings."

The proposal was carried by 6 votes to 2.

Item 10

ANNUAL AWARDS—FAI AND UNITED SERVICE AND ROYAL AERO CLUB

The Chairman referred to papers previously distributed by the Sec-Gen concerning nominations for the FAI and US&RAC Annual Awards. It was agreed that Council members should consider these and make their nominations to the Sec-Gen at the next Council Meeting.

Item 11

PUBLIC RELATIONS

Mr. Peter Prior introduced Mr. David Dorman, the Public Relations Officer of H. P. Bulmer Ltd.

Mr. Dorman outlined a paper which was distributed to Council members (now attached to these minutes) and which had been produced by Mr. Prior following discussions with Mr. D. Waterman (PRO-BPA). Mr. Dorman emphasised that his paper was simply a basic guide-line which the BPA could develop according to its specialised requirements. Any attempt at PR should be disciplined in such a way that specific objectives are defined and the measure of success against any given objective can be identified. The objective as outlined in Mr. Dorman's paper are:

1. To establish parachuting as a highly organised sport that is open to the average man or woman.
2. To combat the view that parachuting is a dangerous activity attracting only the eccentric who enjoys dicing with death,
3. To identify regional parachuting centres and organisers in order to stimulate recruiting.
4. To develop friendly relationships with the CAA, the Sports Council, local authorities and the police, to gain recognition of the BPA and member clubs as responsible, safety conscious organisations.

In discussing methods of achieving the objectives, it was emphasised that in addition to the BPA having a PRO who would be the key man for clubs to contact, each club should appoint a PRO whose function should not only be to answer incoming en-



A 16-man Quadra-thing!

photo—Ray Cottingham

quiries but also to initiate activities to promote parachuting in the area.

BPA should provide a briefing document for club PROs, setting out the objectives and methods of PRs for parachuting. Allied with this there should be a Basic Press Information Kit containing a basic article on learning to parachute and a standard set of good BPA pictures covering the various aspects of training. To this the club PRO can supplement with information about the club, e.g. location, history, details of club officials (including occupations), cost of training etc.

Lists of Regional Television and Radio contacts should be supplied to all clubs which should be encouraged to hold at least one Open Day per year to which could be invited local authorities, senior police officers, and Press/Radio/Television. The way in which the Open Day should be organised should also be suggested.

The BPA should ensure that where local stories have a potential interest for national publications that assistance is given in placing the information with the appropriate newspapers and magazines.

The BPA should take positive steps to strengthen its position as the controlling body of sport parachuting, through close involvement with influential CAA officials on a formal and social basis, and the involvement of well-known public personalities at major Association events (e.g. the National Championships).

Mr. Shea-Simonds felt that PR could not be done successfully on an ad hoc basis and that money should be allocated specifically for the task. Speed was the essence of getting benefit from a particular event, e.g. the recent 1000 jumps awards— details of these should have been with the respective local newspapers immediately following the event. This is not going to happen all the time we expect someone to fit things into his spare time. It may be that we should be thinking in terms of PR work being done on a chargeable basis. The Sec-Gen reminded the meeting that he had in fact got from Council an agreement for the sum of £250 to be reserved during the current financial year for PR/advertising— this had not been used. Mr. Prior pointed out that Mr. Waterman had concluded that £250 was not going to provide much in the way of advertising and during the recent discussions had asked how best the £250 could be used. It was on this background that the idea of the Press Information Kit developed, allowing for someone to be paid for the work involved.

Mr. Shea-Simonds thought clubs could do a lot by arranging for photographs of first jump students being presented with First Jump Certificates to be passed on immediately to the local press. Mr. Prior pointed out that this in fact was what was intended by the club PRO supplementing the basic information and initiating contact with the press.

Mr. Crocker, whilst agreeing with the principles already discussed, warned that any finance involved could not be in the form of remuneration but only against costs and expenses.

The Chairman thanked Mr. Dorman for his very sound guidance, and Mr. Prior for his support in getting this to Council. The matter would now be passed to Mr. Waterman to progress with Council.

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UNITED STATES PARACHUTE ASSOCIATION
Post Office Box 109 Monterey, California 93940

Item 12

APPLICATIONS FOR AFFILIATION

The Yorkshire Free-Fall Club

Proposed by: Mr. J. Crocker

Seconded by: F. Sgt. K. Mapplebeck — Unanimously approved.

The Queen Mary Skydiving Club

Proposed by: Mr. W. J. Meacock

Seconded by: Mr. M. J. Batchelor— Approved by 10 votes to 1

The Staffordshire Sport Skydiving Club

Proposed by: Mr. G. C. P. Shea-Simonds

Seconded by: Mr. J. L. Thomas— Unanimously approved subject to verification that a CCI can be named and added to the application.

Item 13

APPLICATION FOR USE OF BPA MOTIF

An application from Mrs. C. Waterman to use the BPA motif in the production of items for sale by her to BPA members was considered. The application, proposed by Mr. M. J. O'Brien and seconded by Mr. J. T. Crocker, was unanimously approved subject to sales being conducted under the arrangements as outlined by the Sec-Gen in his letter of 3rd February to Mrs. Waterman.

Item 14

PARA-SAFARI— Mr. Ian Merrick

The Chairman outlined the Para-Safari which was being planned by Mr. Ian Merrick in conjunction with a group of USA parachutists. Mr. Merrick in conjunction with a group of USA parachutists. Mr. Merrick had requested that BPA officially recognise the Para-Safari as a worthwhile cause for the international promotion of parachuting. England would be one of the stop-over countries on the round the world para-safari.

It was proposed by Mr. L. N. E. St. John and seconded by Mr. J. T. Crocker that BPA officially recognise the para-safari. Unanimously agreed.

Item 15

SCOTTISH SPORT PARACHUTE ASSOCIATION— ANNUAL FEES

The Sec-Gen asked Council to agree to a fixed and standard rate for SSPA members of the BPA. He suggested this be set at 40% of the subscription element plus the normal rates for insurance, VAT and the magazine where this is applicable. This would eliminate the necessity of future negotiation with the SSPA when BPA decides to increase its rates for membership.

Proposed by Mr. J. T. Crocker, seconded by Mr. G. C. P. Shea-Simonds and unanimously agreed.

Item 16

CIVIL AVIATION AUTHORITY— AIRCRAFT APPROVAL

As a consequence of the meeting between representatives of the CAA and BPA, the Airworthiness Division has asked for a list of aircraft used for parachuting. The Sec-Gen had a copy of the one time approved list but would wish this brought up to date for submission. It was agreed that a copy of this list be sent to all CCIs who would be asked to add any other aircraft which they know to have been used.

Item 17

FAI MEETING— PARIS

In the absence of Mr. Cole, the Sec-Gen reported on the FAI (CIP) Meeting held in Paris on 11th, 12th and 13th February. The Sec-Gen attended as an observer on the final day but had used the 12th as an opportunity to visit the French Parachute Federation where he discussed matters which affect British jumpers visiting France. Insurance and Medical were two of the main points and these would be the subject of a letter from the Sec-Gen to the President of the FPF.

The Sec-Gen produced a copy of the FAI Year Book for 1973— this contained information on all meetings held by the various Committees, contact addresses of all Member Countries and details of World Records. It was his view that extracts from the book should be made available to members through the columns

of the magazine. It was agreed that the Sec-Gen and the Editor would liaise on the matter of publication.

The Sec-Gen outlined the selection process for judges at the forthcoming World Championships. There would be 18 judges selected from 22 named at the meeting — this selection would be conducted at a seminar to be held under control of the Chief Judge and the remaining four would be used as assistants. To Mr. Meacock who asked if Council would consider the possibility of sending a trainee judge to the World Championships, the Sec-Gen stated that there would not be the opportunity for practical training and the BPA would have to meet the bill for travel etc.

Details of the full requirements for acceptance as an International Judge would be coming from FAI and every effort would be made to have suitably qualified members nominated for the International List.

OTHER BUSINESS

Item 18

WOMENS TEAM-WORLD CHAMPIONSHIPS

There was general agreement to a suggestion by Mr. Meacock that in event of there being only three women members capable of turning style in a reasonable time, Council could consider Mrs. Sheila Luker who had served the country well in various competitions. Evidence of her standard could be sought.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

held at Royal Air Force Weston-on-the-Green, on Wednesday, 20th March, 1974

PRESENT

G. C. P. Shea-Simonds— *Chairman*
W. J. Meacock
J. T. Crocker
N. J. Forster
M. J. O'Brien
K. Mapplebeck
P. J. Prior

IN ATTENDANCE

Sqn. Ldr. W. Paul— Sec-Gen BPA

APOLOGIES

M. J. Batchelor, R. S. Acraman, Wg. Cdr. G. F. Turnbull,
L. N. E. St. John.

Item 19

PREVIOUS MINUTES AND MATTERS ARISING

Proposed by: J. T. Crocker

Seconded by: K. Mapplebeck — Minutes of 21st February be accepted. Agreed.

Matters Arising

a. **Training Aid Posters.** The Sec-Gen reported that the training aid posters were now to hand and would shortly be distributed to the clubs according to the bids submitted.

b. **National Coach/Safety Officer.** No applications had been received in respect of the National Coach/Safety Officer appointment.

c. **Riggers Insurance.** The Sec-Gen reported that the Secretary of the Riggers Committee had indicated that the riggers were satisfied with the quote of £10 per rigger per year. The Sec-Gen would only progress the cover when he had received acceptance from individual riggers.

d. **Club Annual Returns.** A number of annual returns were still awaited and the Sec-Gen had sent a further reminder to the defaulting clubs.

e. **Student Rig.** It was reported that the student canopy being produced for BPA by RFD-GQ had dummy-dropped and should shortly be live dropped.

f. **BPA Deposit Accounts.** In the absence of Mr. Cole, the Treasurer, the Sec-Gen reported on correspondence received on the matter of deposits. Advice received indicated that the amount involved (£9,000) was as well placed as it could be. When the amount reaches £10,000 there could be a better choice of markets in which to place the money. The Sec-Gen took the opportunity to refer to comments at the AGM concerning the amount held in the current account. The present amount was £3,400 and the Sec-Gen showed that almost £3,000 was due to be spent before 31st March.

g. **'Sport Parachutist' ('Sled Disclaimer).** The editor of 'Sport Parachutist' reported that he has arranged to publish the disclaimer relating to the American manufactured Papillon canopy. It was reported that the Chairman of BPA had written to Major Schofield concerning his letter suggesting a total retraction of the disclaimer relating to the Sled. There would be no retraction of what had been published and it was pointed out Council considered it a service to the membership to bring the content of the disclaimer to their notice.

Mr. Meacock referred to the fact that in his letter, Major Schofield had also made reference to the Board of Inquiry into a fatal accident and claimed that the BPA had failed in its duty both with regard to its condemnation of a parachute and in the generally inadequate findings of the Board. Mr. Meacock, as Chairman of the Board of Inquiry in question, was of the opinion that Major Schofield's remarks were completely out of order and unjustified. The findings of the Board were reached after long deliberations and after taking into account the various parties who had telephoned to give unwanted and unasked for advice. The Board had made reference to the type of parachute used and how could it do otherwise—the parachute had failed to open. Major Schofield was known to remark that this could have happened with any type of parachute — it was Mr. Meacock's view that this remark was irrelevant. There was no doubt that the parachute had failed to open and the Board had no choice but to refer to the type of parachute involved. Mr. Meacock failed to see how this could be construed as condemnation of a parachute. It was believed that Major Schofield's reference to Failure in its Duty was meant to refer to the fact that disciplinary action had not been recommended by the Board. The Board had considered all aspects of the incident, including what may have been instances of low-pulling and had decided not to recommend any form of disciplinary action.

Mr. Crocker, Chairman of the S&TC, confirmed that there was a properly constituted Board of Inquiry which carried out its duty in a diligent manner despite certain undercurrents surrounding the accident and what amounted to harassment by individuals who had no connection with the accident. The findings were submitted to a meeting of the S&TC and fully accepted, as they were at the Coroner's Inquest. As a result of certain observations by Major Schofield, the BPA Council directed that the STC reconsider the Findings of the Board — these were again upheld by the STC.

Mr. Shea-Simonds referred to his plan for a bumper issue of the magazine in June to celebrate the 10th year of 'Sport Parachutist'. His plan to produce a 44-page issue would mean an increased cost of £300 (approx.) this was proposed by Mr. Crocker and seconded by Mr. Meacock and carried.

h. **Venue for Council Meetings.** As a result of the Sec-Gen's enquiries with the 'Post House' Hotel, Leicester, it was agreed that the next meeting of Council would be at that location on Thursday 25th April. It was noted that the cost for a meeting starting at 19.00 hours was £8.00.

j. **National Championships 1974.** The Sec-Gen reported that he had visited Wg. Cdr. Hearn, OC No. 1. PTS and discussed the arrangements for the use of Weston-on-the-Green. With many of the buildings now condemned there would have to be alternative arrangements for accommodation. Wg. Cdr. Hearn had kindly agreed to investigate the provision of tentage. The possibility of using RAF Bicester or the Army Garrison, Bicester had been considered but it was felt that this could present difficulties in the event of early morning parachuting and the transportation that would be required. It was reported that the RAF Championships would be held in conjunction with the National Championships. The meeting agreed that an RAF representative be invited to present the trophies and medals; the Sec-Gen would make the necessary arrangements in conjunction with Wg. Cdr. Hearn. The meeting considered the requirements for the Open and Novice aspects of the Nationals and it was agreed that Novices

must be at least Category V and entrants for the Open events be at least Category VIII.

k. **Affiliation of Staffordshire Skydiving Club.** It had been reported that the nominated CCI for the Staffordshire Skydiving Club (Mr. N. Addison) had left the South Staffs Club and was therefore not effectively the CCI for the Staffordshire Skydiving Club. The meeting agreed that this club be asked to nominate its now current CCI.

Item 20

SAFETY & TRAINING COMMITTEE REPORT

The Chairman of S&TC reported that there has not been a meeting since the Instructors Convention but the next meeting would be on 28th March in Birmingham. The Agenda would be going out within the next few days and with the new list of BPA Examiners. This list was not to be considered as being final and could be supplemented by the addition of individuals who applied and were considered suitable for inclusion.

Mr. Crocker referred to correspondence from the Director General of the Central Electricity Board which had been received through Mr. P. J. Prior. The Director General was in no way against the sport but recent incidents involving power cables had high-lighted the need for a closer liaison. Mr. Crocker would be meeting the Director General to discuss emergency procedures with a view to drawing up a set procedure which would be passed to all clubs.

Item 20

SPORTS COUNCIL GRANT AID

The Sec-Gen reported that the Sports Council had approved an additional £200 Grant aid for the current financial year, bringing the total for 1973/74 to £3,000. He then outlined the Sports Council's proposal for future grant aid for Administration which would be based on a 75% grant towards the cost of rent, electricity, heating and rates, salaries, expenses, telephones, printing and stationery. This would mean a considerable increase in grant aid to the BPA, and the Sec-Gen produced figures to show the effect for 1974/75 and 1975/76. The Sec-Gen requested that salary reviews be brought into line with the financial year which was from 1st April to 31st March and asked Council to consider the existing salaries for himself and the Assistant Secretary. It was

agreed that salary reviews would in future be linked with the start of the financial year (1st April). It was proposed by Mr. Crocker and seconded by Mr. Meacock that with effect from 1st April 1974 the salary of the Sec-Gen be increased to £2,750 and the wages of the Assistant Sec be increased to £30 per week.

Item 21

RELATIVE SEMINAR

In the absence of Mr. Waterman, the Sec-Gen outlined a paper submitted suggesting that a Relative Seminar be held in this country and that we invited Mr. Jerry Bird over from the USA to conduct such a seminar over a week-end with BPA paying the cost of the air fare— Mr. Waterman would be prepared to help out with accommodation. There could be some income from those attending the seminar.

There was general agreement that it would be unnecessarily expensive to bring Mr. Bird over for a week-end and that such a limited time would preclude the best use of what he had to offer.

It was understood that Mr. Bird was scheduled to spend some time in Europe during the summer and it was proposed by Mr. M. O'Brien and seconded by Mr. Crocker that the Sec-Gen write to Mr. Bird inviting him to spend some time in England and that BPA offer to meet his living expenses during the period and pay him a fee for his work at a seminar. Unanimously agreed.

Item 22

TEN-MAN RELATIVE MEET— AUSTRIA

Mr. Crocker reported that a team would be going to the Ten-man Relative Meet to be held in Austria — the team was a selection from the two main relative teams in this country. As this was to be an International Meet, Mr. Crocker sought Council's approval for the Selected team to enter as the British Team. Council gave its approval based on the fact that there would be no financial support from BPA and without prejudice to future decisions where more than one team may seek such an approval.

Item 23

ADVERTISING

Mr. Meacock raised the matter of advertising in the national press but after discussion it was agreed that the cost involved was prohibitive.

SCOTTISH SPORT PARACHUTE ASSOCIATION

Chairman's Report for the year ended 31st March, 1974

Membership

Since 1st April, 1973 the S.S.P.A. has continued to grow in numbers and in strength. The total membership since the Association began stands at 183. In the past year 123 new members joined and there were 40 renewals.

Executive Committee

The Committee members elected at the A.G.M. consisted of T. Dickson, Chairman, D. Payne, Secretary, Mrs. P. Payne, Treasurer, D. Dodd, Paraclan, A. Campbell, S.P.C., P. McGuire, Golden Lions and G. Fernie, Red Barons. During the year John Kemley was co-opted for the benefit of his extensive experience of Competitive parachuting and his connection with the B.P.A. Riggers Committee.

The monthly meetings have been well attended and thanks are due to the outgoing committee for their hard work during the year.

Instructor Courses

In line with the S.S.P.A.'s objectives, Potential and Final Instructor courses were run at Strathallan in 1973 by Bill Boot and Clive Rumney respectively. In addition to increasing the supply of instructors, these courses provided us with the necessary experience to run future instructor courses to the standard required by the B.P.A.

Promotion of Sport

The Skydiving 73 weekend at Dundee in September brought new members into the sport and provided an opportunity for the sale of skydiver booklets and distribution of information leaflets.

There was press coverage of the event and it was preceded by a two week shop window display of skydiving gear in City Square, Dundee. It laid the foundation for similar future events and brought about the co-operation of all four member units of the S.S.P.A. to mount the displays.

To aid recruitment, an entry has been taken in the Yellow Pages of the Edinburgh and Fife 'phone book featuring the S.S.P.A. Secretary's address and number. It will appear in June, 1974.

Weekend Courses

A subsidised coaching weekend for progression towards General Permit level was held in December, 1973 on the last good weekend before the voluntary ban on Sunday flying took effect.

This was followed in January by an excellent lecture session by John Kemley on accuracy jumping for competition. Unfortunately the weather prevented any practice jumping at that time.

Then in February, Bobby Francis came north to give training in relative parachuting and the G.P.'s benefitted greatly from his wealth of experience in the subject. This time it was possible to jump and the framework has been laid for competitive relative parachuting.

Subscriptions

The rate for 1974-75 is proposed to remain at £3.50 for renewals and £4.00 for new members. This has been helped by the ready co-operation of the B.P.A. who have agreed to fix the S.S.P.A. contribution at 40% of the B.P.A. subscription rate. This will remove the need for renegotiation of the arrangement when B.P.A. rates change.

B.P.A. Annual General Meeting

The S.S.P.A. was represented by three members of the Committee and the opportunity was provided during the meeting to bring those present up to date with the S.S.P.A.'s development. The S.S.P.A.'s thanks were expressed for the help given by the B.P.A. Council and by Bill Paul, B.P.A. Secretary General.

Five Year Plan

With the guidance of the Scottish Sports Council, the Committee has produced the S.S.P.A. Five Year Plan for the period from April, 1974 to March 1979. The plan will be carried forward annually and amended as required.

The first priority lies in spreading the sport further within Scotland. While the sport is well catered for at Strathallan, it is narrowly based with only one dropping zone operating. The plan envisages further DZ's opening on a weekend basis at East Fortune, near Edinburgh, Aberdeen, Inverness and in the West of Scotland at the rate of one per year.

Potential and Final Instructor Courses will be continued at the rate of one of each per year from 1975. In 1974, courses will be run for Progression to General Permit from 8th to 12th July, Relative Work provisionally from 12th to 16th August and Accuracy coaching each weekend in May, prior to the Scottish Championships in May and the B.P.A. Nationals in June. It is hoped that these courses will be grant aided.

The Scottish Championships for S.S.P.A. members only will be run at Strathallan on the weekend of 18th/19th May with 25th/26th May as an alternative. John Kemley will be coach and Chief Judge.

The Championships will run annually and will increase in size to take in British and later European competitors.

On Sunday 23rd June, a Skydiving 74 event will be held at Inch Park off Dalkeith Road, Edinburgh to promote the sport. It will be preceded by a shop window display in Edinburgh.

It is intended that the four member organisations of the S.S.P.A. will be fully represented.

Scottish Sports Council.

A grant of £915.00 was made by the S.S.C. for administration, development and coaching activities in 1973-74. An application has been made amounting to £1,035.00 for 1974-75 linked to the first year of the Five Year Plan. The S.S.P.A. will continue to seek the advice and guidance of the Scottish Sports Council in its future development.

Annual General Meeting.

Details of the A.G.M. have been circulated and members are urged to appear in force to support their Association.

The S.S.P.A. has achieved a great deal in its first full year, and with your support, can progress vigorously in 1974-75.

31st March, 1974.

TOM DICKSON,
Chairman.

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Do you use a long type sleeve and find it gets torn at the top? If so, the most likely reason is that you use elastic bands fastened to the sleeve apex tapes to hold the sleeve retainer line. If you follow this practise then every so often the elastic will break or the retainer line will pull free when deploying and whip and possibly knot around the apex tapes, so damaging the top of the sleeve.

There are two ways to correctly stow the retainer line, as follows:

1. Elastic bands are attached to tapes sewn down inside the sleeve 4 in. — 6 in., this system being preferable for the long retainer lines.
2. With flat circular canopies the canopy apex should be tucked to one side of the sleeve and the retainer line gathered zig-zag fashion and tucked down the opposite side. A loose elastic band can be placed around the gathered retainer line to keep the stows together in a bundle.

Remember always to untangle the sleeve retaining line, bridal cord and sleeve apex tapes and Crown line on a P.C. type canopy before stowing.

On early P.C's the sleeve retainer line should attach around the crown lines, not to the centreing loop.

Incidentally, although ideas differ, 18 in. is the normally accepted length for a long sleeve retaining line on a P.C.

Steve Talbot, B.P.A. Chief Rigger.

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Sunset

photo — Carl Boenish

NEW WORLD STAR RECORD!

With sponsorship set up by Dave Waterman from the National Enquirer, and a team of U.S. East Coast jumpers led by Dave Holdredge, an FAI record was set at Zephyrhills on 24th March, 1974, when a 29-man star was built at the eighth attempt. The jumps were made from Jeff Searle's DC-3 from 13,500 ft. Close examination of the cine film has revealed that the star was momentarily a 30-man. Congratulations to all concerned — a fine example of team work and disciplined relative work.



Cine photographer — Hans Ingmansson
B & W photographer — Dave Waterman
Colour photographer — Andy Keech



Exit! . . .



. . . A good build up . . .

. . . 29 man! →



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- I Red and Blue, with a touch of Black and Gold.
- II Mostly Green with Black, Red and Gold and a touch of Blue.
- III Gold 'sunburst' with Black and Red.
- IV Red and Blue with White in the tail.
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- B Green, Black and White chequer board.
- C White, Blue, Red, Black, Gold and Green radial stripes.
- D Gold Maltese Cross with Red crown on Blue.

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