

Sport Parachutist

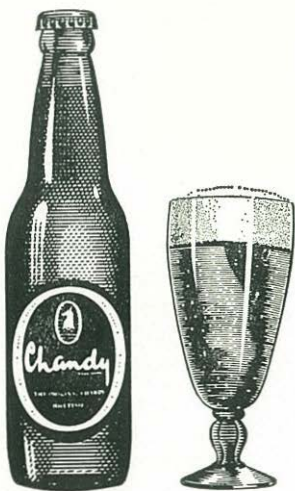
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Sport Parachutist

Volume 2, No. 3 Autumn 1965 Three shillings

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Terry Crawley of the S.A.S. T.A. and the Green Jackets Parachute Club exits from the Chrisair Rapide over Stapleford at 8,000 feet during the Herts and Essex Area Club Show.

Picture by Dave Waterman

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SPORT PARACHUTIST

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DIARY

September 11th to 12th, 1965: Training week-end at A.P.A., Netheravon.

Articles, statements and all other matter printed in SPORT PARACHUTIST are correct as far as the Editor and the British Parachute Association are aware at the time of publication.

Editorial

Very important—the *Annual General Meeting*. Quite aside from an excellent party being put on by Mike O'Farrell, there's work to be done, a whole year to be discussed in retrospect, and Council members to be elected for the ensuing 12 months. For those who were not able to attend last year, or didn't wish to, it was a very good effort and extremely successful—so you missed something.

We've heard a lot about the cushy time the Services have, compared with us poor civilians—let's have a go at getting it aired and perhaps cleared up. The only ideal opportunity for this is the A.G.M.—so let's hope the aggrieved have the guts to say what they think in open debate. What a memorable evening. A debate, an Election, the Chairman's statement, a session with the food and drink, followed by Cine films, and perhaps the odd punch-up. Lovely.

Miss Caroline Braby, the B.P.A.'s hardworked Secretary is *female*. She urgently requested me to mention this because so many people write to her as Mr. Braby. I would say she was very female, very—and efficient as well as being extremely attractive, and good natured, and . . . Without her, the office would fold up, so treat her kindly.

This issue of the magazine was expensive, because it deals with a busy part of the year. So, there are Results, and more results, and everywhere I look it's Pete Sherman doing this, or Pete Sherman doing that. Fine guy, Pete Sherman, but let's have a bit of competition!

At last year's A.G.M. I had a sudden idea, to put up the subscription and include the magazine as part of it. That was a genuine, on-the-spur-of-the-moment-idea, and completely unpremeditated. It came at one of those awful moments when I found I had nothing to say. Well, top brass didn't like this little bomb being dropped on them like that. I should have asked first. Well I couldn't—quite unpremeditated. However, this year, I've got an equally nasty idea for you. And I'm putting it to you now. Five shillings for each issue of the magazine to members—as part of their subscription—which means the subscription going up by 10 shillings. The reason is simple—we break even on the magazine—so we don't make a profit. We ought to make a profit—and it will only be a small one. It's a straightforward question of what you think of the magazine—is it worthwhile to continue in its present form, which improves per issue. I think you'll agree. Or shall we drag on with no profit margin, which is very hard work. I can tell you. I was going to resign the other day, when the Vice-Chairman fed me with two charming girls to help with the artistic side. Somehow, I'm soldiering on.

Being an Editor does have its moments. Meeting Lyle Cameron for lunch one day. He's a professional—thinks about nothing but parachuting—well, nearly all the time he's thinking about parachuting. And then a hectic breakfast with Susi Wright, to check over her article on the Adriatic meet. What a time of day to discuss an article, Susi had just come off night duty, and I was on my way to work.

Now don't forget this A.G.M. We expect you. We need you! *Please.*

Timings: 3.00 p.m. A.G.M.
6.00 p.m. Social.
7.00 p.m. Buffet.
8.30 p.m. Films.

For fuller details. see enclosed Broadsheet.



Not the Army version of the Statue of Liberty, but W/O Don Hughes holding a wind-gauge at Aldershot for the Finals.

Photograph: Dave Waterman

"199" and the Editor caught napping by B.P.A. Camera-man Dave Waterman—Aldershot.



BRITISH PARACHUTE ASSOCIATION INSTRUCTORS

Approved Advanced Instructors

BROWN, B. A.	Parasport Skydiving School	McLOUGHLIN, J. (P)	
CHARLTON, A. F. (P)		Sergeant	R.A.F. Sport Parachute Club
Sergeant, A.F.C.	R.A.F. Sport Parachute Club	PORTER, B. (P)	Scottish Parachute Club
CLARK-SUTTON, B. T.	(P)	ROBERTSON, C. A. (P)	
Sergeant	R.A.F. Sport Parachute Club	Doctor	Scottish Parachute Club
DENLEY, P. (P)	Scottish Parachute Club	SHERMAN, P. (P)	
GREEN, B. A. N. (P)	British Skydiving Centre	Sergeant	S.A.S. Skydivers
GRIFFITHS, R. (P)		TURNER, P. W. (P)	
Sergeant	Green Jackets Parachute Club	S/Sergeant	R.A.P.A. and Army Peregrines
HOFFMAN, J. N. (P)		VATNSDAL, S. (P)	
Sergeant	R.A.F. Sport Parachute Club	Sergeant	Parachute Regiment F/F Club
HUGHES, D. (P)		WILSON, R. D. (P)	
Warrant Officer II	Army Parachute Association	Colonel, M.B.E., M.C.	R.A.P.A. and Army Peregrines
JICKELLS			
Corporal	22nd S.A.S.		

Approved Instructors

ADY, Miss P. M.	British Parachute Club	MEACOCK, W. J.	British Skydiving Centre and Green Jackets Parachute Club
ANDERSON, B.		O'BRIEN, M.	British Parachute Club
Tpr.	S.A.S. Skydivers	O'GORMAN, T.	Green Jackets Parachute Club
ANGEL, B.	British Skydiving Centre and Green Jackets Parachute Club	PEACOCK, D. (P)	
BALLS, J. E.		Sergeant	Cyprus Combined Services F/F Club
Sergeant	British Skydiving Centre and Parachute Regiment F/F Club	REEVES, M. R.	
BASNETT, J. T. (P)	British Parachute Club	Sergeant	S.A.S. Skydivers
BURDETT, A.		REID, R.	
Sergeant	R.A.F. Sport Parachute Club	W.O.II.	Army Peregrines
CATT, W. A.		REES, B.	
Sergeant	Parachute Regiment F/F Club	Sergeant	S.A.S. Skydivers
CLARK, J.	British Skydiving Centre	SEEGER, R. A. M.	
CASHMORE, M.	British Parachute Club	Lieutenant, R.M.	Independent
CRAWLEY, T.	British Skydiving Centre and Green Jackets Parachute Club	SHEA-SIMONDS, G. C. P.	Parachute Regiment F/F Club
COLE, A. J. N.	British Parachute Club	SLATTERY, W. P.	Navestock School of Sport Parachuting
DICKSON, T. G.	Scottish Parachute Club	SPARKES, J. A. S.	
DON, W. J.	British Parachute Club	Sergeant	R.A.F. Sport Parachute Club
ETCHELL, R. C.	British Skydiving Centre	SMYTH, D.	British Skydiving Club and Green Jackets Parachute Club
FLAMBERT, Miss H.	British Skydiving Centre	ST. JOHN, L. N. E.	British Parachute Club
FRANCOMBE, D. (P)		SWEENEY, A.	
Sergeant	R.A.F. Sport Parachute Club	Sergeant	R.A.F. Sport Parachute Club
GARDENER, E. A. J. (P)		WALLACE, D.	
Captain	Parachute Regiment F/F Club	Sergeant	British Skydiving Centre
HALL, W.	Scottish Parachute Club	WEST, M.	British Skydiving Centre
HOGG, J. E.	British Parachute Club	WRIGHT, Miss L.	Parasport Skydiving School
JACKSON, M. L.	Sapper Skydivers	UNWIN, A. J.	Poddington Parachute Club
JONES, B. A.	R.A.F. Sport Parachute Club		
LANG, P. M. (P)			
LETTTS, R. D.	Independent		
Captain	Green Jackets Parachute Club and S.A.S. Skydivers		
LOWE, J. P. T.	British Parachute Club		
McCARTHY, D. P.			
S/Sergeant	S.A.S. Skydivers		
MAPPLEBECK, K.			
Sergeant	R.A.F. Sport Parachute Club		

Approved Ground Instructors

GRAY, C. H.	Trooper	S.A.S. Skydivers
PAYNE, L. A.	C/Sergeant	R.A.P.A.
SILBER, T. B.		Green Jackets Parachute Club
TRUSTRAM EVE, J. R.		Green Jackets Parachute Club

(P)—Member of the Panel of Examiners.

N.B. This list cancels all previous lists of B.P.A. Instructors, and is correct at 27th July, 1965.



Prince Philip talking to a parachutist at Netheravon
Picture : London Express

The 1965 Army Parachute Championships

by Major M. R. Heerey

The A.P.A. held its Championships at the A.P.A. Centre, Netheravon, from May 7th to 15th. On Saturday, May 15th, we were honoured by a visit from H.R.H. The Duke of Edinburgh, who toured the centre and watched a demonstration by competitors. Prince Philip showed great interest in the facilities and equipment provided by the centre, and seemed to enjoy the parachuting. A suitably inscribed baton was presented to Prince Philip by S/Sgt. Don Hughes (A.P.A. Centre Chief Instructor) and Sgt. Mick Turner (B.A.O.R. Parachute Association Chief Instructor), who left the R.N.A.S. Wessex helicopter at 12,000 feet, passed the baton, and then landed in the pit in front of Prince Philip, a truly impressive performance.

The events for the Championships were:

- (a) 1,000 metre Individual Accuracy.
- (b) 2,000 metre Individual Style.
- (c) 1,000 metre Team Accuracy.
- (d) 1,500 metre Team Accuracy.
- (e) Individual Novice Competition (incorporated in 1,000 metre Individual Accuracy Event).

The events were modelled on the latest F.A.I. rules and were made to correspond with events in the National

Championships taking place at Netheravon at the end of May.

The objects of the Championships were to:

- (a) Discover the Individual Army Champion.
- (b) Discover the Best Novice Parachutist.
- (c) Popularise the sporting and competitive aspects of parachuting in the Army.
- (d) Encourage the free exchange of knowledge and safety techniques.

We were lucky enough to secure the services of two American judges from U.S. Army in Europe, Major Paturka and Sgt. Charland, who, together with S/Sgt. Don Hughes, did valiant work in the pit. It would be difficult to find three more dedicated and willing officials.

Entries were less than in 1964, but this was to be expected in view of the present Army commitments overseas. Eight teams competed, and there were 48 individual entries.

In the past year parachuting in the Army has reached a high standard. In the main this is due to the purchase of Pioneer Paracommander canopies and a concentrated training period on the new canopies, under expert tuition, prior to the Championships. A lot of money, time and effort had been expended to raise competition standards, and the rewards were worth while.

A table of results is given at Annex "A".

The outstanding performer was Sgt. Peter Sherman (22nd Special Air Service Regiment), who won the Individual Accuracy and Style Events, and led his team to victory in both Team Events.

We were looking forward to a real battle in the accuracy events between the teams from the 1st Battalion the Parachute Regiment, led by Sgt. Sherdy Vatnsdal, and the 22nd Special Air Service Regiment, led by Sgt. Peter Sherman. However, fate dealt the Parachute Regiment a cruel blow, for Sgt. Vatnsdal smashed his right shoulder on a training jump two days before the competition, and was therefore relegated to acting as Chief Marshall. Although deprived of their most experienced man, the 1st Battalion team put up a gallant fight, and no placings were sure until the last man landed in the pit.

As the competition progressed it became obvious that the Army had a great chance to beat the R.A.F. Team in the forthcoming National Championships, as for the first time the A.P.A. were entering two Army teams. The "spies" sent by the R.A.F. left Netheravon with long faces, whilst the morale of Army competitors soared as the dead centre disc got kicked out with increasing regularity.

The Championships were blessed with good weather, and for the Royal visit the day was warm and sunny, the skies clear and the winds moderate. Having thanked the Weatherman we can now give our thanks to the people who made the Championships a success.

The driving force behind the A.P.A. and the A.P.A. Centre is our Chairman, Brigadier Glyn Gilbert, to whom every sport parachutist in the Army owes a great deal. At last we have a centre and training/administrative staff of which we can be proud. It is the opinion of Sgts. Phil Miller and Joe Norman (U.S.A.P.T.) that Netheravon could well be the scene of a World Championships if a bid were made for the competition to be held in the U.K. Brigadier Gilbert has succeeded in making Netheravon a parachuting centre of potential greatness.

The Championship Director was Major John Clark, R.A. (Secretary, A.P.A.), who worked with unflagging enthusiasm and humour. The Stats Centre was run by a mathematical genius in the form of Captain Bob Myburgh, R.A., who had the results on the board almost before the jumpers had walked in from the pit. The Centre instructors, led by S/Sgt. Don Hughes and supported by Sgt. Taff Rees and Sgt. Joe Reddick, were unsparing in their efforts to help competitors, officials and spectators.

This year the A.P.A. and the Parachute Regiment provided the three D.H. Rapides used throughout the Championships. These were flown by our pool of volunteer pilots, chief amongst whom were Captain Griff Griffen, Sqn.-Ldr. Tanner, Dixie Dean and W.O.1 John Tapping, A.A.C. We are grateful to Mr. Marshall and his mechanics for keeping the aircraft in top condition during the meeting.

There are many other people who contributed to the success of the competition, but special mention must be made of the catering staff, who produced excellent meals at such reasonable cost. We are grateful to pilots and crews of 707 Squadron R.N.A.S. who flew the two Wessex helicopters so expertly on the day of the Royal visit.

The Championships came to an end at 1630 hours on Saturday, May 15th, when Major General Napier Crookenden, D.S.O., O.B.E., Director of Land/Air Warfare, presented the prizes.

Over-all Team Positions

22 S.A.S.	5212
1 Para.	4126
2 Para.	3313.5
4 Div. Engrs.	3310.5
3 Para.	2016.5
Green Jackets	1625
63 Coy.	1624.5
10 Para.	1448

Over-all Individual Positions

Sgt. P. W. Sherman	1970.5
S/Sgt. P. W. Turner	1790
Sgt. W. Scarratt	1596.5
Cpl. T. Jickells	1587
Sgt. R. Griffiths	1403
Rfmn. J. Meacock	1357.5
Cpl. R. Acraman	1333
L/Cpl. B. David	1290.5
Tpr. B. Anderson	1127
Rfmn. E. O'Gorman	908.5

1000 metres Team Accuracy

22 S.A.S.	2523
1 Para.	2467.5
3 Para.	1323.5
2 Para.	1282
4 Div. Engrs.	995

1000 metres Individual Accuracy

Sgt. P. W. Sherman	970.5
Cpl. T. Jickells	917
Rfmn. E. O'Gorman	908.5
Sgt. W. Scarratt	906.5
L/Cpl. B. David	890.5

1500 metres Team Accuracy

22 S.A.S.	2589
4 Div. Engrs.	2315.5
2 Para.	2031.5
1 Para.	1659
63 Coy.	1182

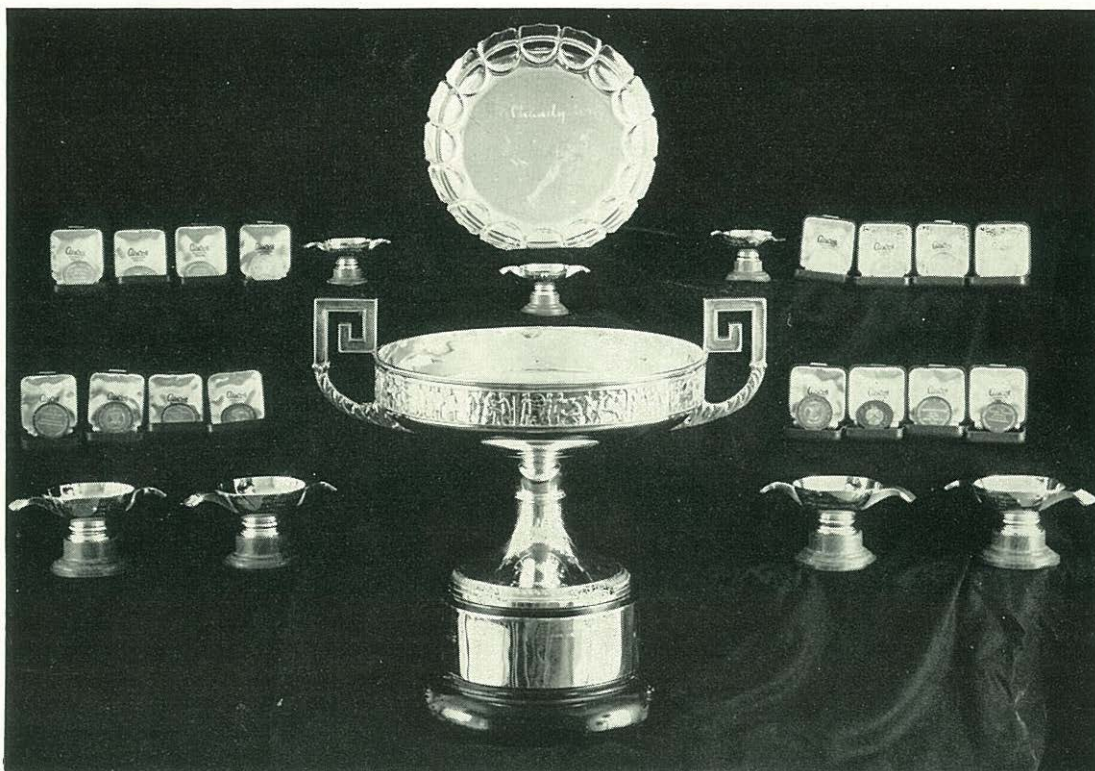
2000 metres Individual Style Event

Sgt. P. W. Sherman	1000
Sgt. R. Griffith	970
S/Sgt. Turner	900
Tpr. W. Scarratt	690
Rfmn. Meacock	690

Results and Trophies

Trophy	Award	Winner	Points
Royal Artillery Cup	Army Champion	Sgt. P. Sherman, S.A.S. ..	1970.5
The B.A.O.R. Cup	Highest-placed individual outside U.K.	S/Sgt. P. W. Turner, 4 Div. Engineers	1790
The Rothman Trophy	Winning Unit Team	22 S.A.S.	5212
The Royal Engineers Cup	Best R.E. or R.A. Unit Team	4 Div. Engineers	3310.5
The Green Jackets Cup	Best Novice	Sigmn. Hall, 22 S.A.S. ..	673.5
Soldier Magazine Trophy	Winner Style Event	Sgt. P. Sherman, 22 S.A.S.	1000
Parachute Regiment Cup	Winner 1000 metres Accuracy ..	Sgt. P. Sherman, 22 S.A.S.	970.5
The Penley Trophy	Highest-placed member of the Parachute Regiment	Sgt. W. Scarratt, 3 Para. ..	1596.5
Parachute Regiment Old Comrades Trophy	Highest-placed Parachute Regiment Team	1 Para.	4126
Queen's Royal Rifles Trophy	Highest-placed unit not in Airborne Forces	4 Div. Engineers	3310
S.A.S. Trophy	Winner 1500 metres Team Event ..	22 S.A.S.	2589
Parachute Regiment Trophy	Winner 1000 metres Team Event ..	22 S.A.S.	2623
Rhine Army Trophy	Individual Runner-up	S/Sgt. P. W. Turner	1790
Tankards	Team Runners-up	1 Para.	4126

The First International Parachute Championships to be held in Great Britain



A fine collection of silver, including the Chandy Bowl (top centre), with three small Quaiachs for the winners; the Chandy Trophy (bottom centre), with Quaiachs for the winners and special presentations. In addition a "gaggle" of finely engraved silver and bronze medals.

1965 is an outstanding year in the history of British sport Parachuting. The first International Parachute Championships to be held in the British Isles were held at H.M.S. *Condor* (Fleet Air Arm Shore Training Establishment) from the 19th-24th July. The full title, "The Scottish International Parachute Championships"; and the awards, The Chandy Trophy—for the individual Champion, and the Chandy Bowl—for the team Champions.

By Sunday, the 18th July, all competitors had assembled and were finding their way round R.N.A.S. Arbroath (H.M.S. *Condor*). The Royal Navy were generous and willing hosts for this unique occasion, and supplied excellent accommodation and food. The organisers would like to record their gratitude to Captain Roy Webber, R.N., and the officers and men of H.M.S. *Condor*, for their help, understanding and hospitality.

It is difficult to establish in a short space of time, an International Parachute Championship. Time and experience are the most important factors and indeed support. We were extremely gratified by the support and the high standard of the parachutists who arrived to compete. There were three American teams, two from the Special Forces Trojan Parachute Club and one

from the 3rd Infantry Division. The British Army Team, The Peregrines, arrived, all of whom are members of 22 S.A.S. The German Army Team arrived in a Dakota, which to our disappointment disappeared almost as soon as the passengers disembarked. There were two teams from Scotland, a Scottish National Team and Scottish Parachute Club Team. There was, in addition, an Independent team formed by some of the individual entries.

The weather unfortunately did not favour the Championships, and the awards had to be made on the results of the preliminaries. The finals were virtually washed out—as was most of the flying on Friday and Saturday. This was a great pity, because they were planned to coincide with the 25th anniversary celebrations and Air Days at H.M.S. *Condor*. The organisers were, however, able to lay on a very small amount of display jumping to amuse the public. "Dumbo" Willans gave an amusing and extremely interesting commentary. He also did sterling work in preparing and organising an alternative programme, when a full flying and parachuting programme was not possible. At the presentation of the awards a demonstration, by a representative group of the competitors landed on a target in the parade ground in front of Admiral Abel-Smith (a former Captain of

H.M.S. *Condor*), just as the Championships Director was concluding his address to the R.N. and the public. This demonstration of competence and accuracy, under trying weather conditions, was impressive and indeed to the visitors, most spectacular.

The Organisers

- Championships Director .. Dr. C. A. Robertson.
- Judges Mr. Peter Rayner (G.B.).
Mr. Lyle Cameron (U.S.A.).
- Marshals S/Sgt. Macarthy (22 S.A.S.).
Mr. Maclean Fraser (Scottish Parachute Club).
Mr. George McEwan (Scottish Parachute Club).
Mr. Brian Porter (Scottish Parachute Club).
- Administration .. Mr. Tom Dickson, Secretary of Scottish Parachute Club.
Mr. Maclean Fraser, Treasurer of Scottish Parachute Club.
- Aircraft and Pilots .. G/Capt. Tulloch—Rapide.
Chrisair—Dragon.

There was a great deal, regardless of the weather, to record about these Championships, but time and space does not allow us to deal with many of the less formal highlights. None the less, some must be recorded.

The morale of all competitors remained extremely high and none left Scotland without "threatening" to return next year regardless of weather conditions. Those who delayed their departure until Sunday were able to make up for lost parachuting time and the Scottish Club were able to give several students their first jump.

During the preliminaries, Group Captain Tulloch invited some of the competitors to the opening of the

Chandy Champions (they didn't drink much of it). Left to right: "Andy" Anderson, "Jik" Jickells and Peter Sherman of the British Army Team. They took home the Chandy Trophy and Bowl.



Lyle Cameron and Peter Rayner at work on the DZ. Bob Reid is in the middle!

new lounge bar of his pub! Needless to say they jumped into the ceremony, literally, in a field at the back of this delightful Scottish hostelry. The celebrations went on—after this highly spectacular pub opening—with champagne dinner, candle-light and supreme hangovers. Group Captain Tulloch was delighted, his customers were delighted, the parachutists can only vaguely recall that they were delighted!

Lyle Cameron, of "Ripcord" fame and Editor of "SKY DIVER" officiated as "Pope" and conferred cardinal status on a number of applicants who insisted on drinking to Cardinal Puff. We owe Lyle a considerable debt of gratitude, not only for his contribution as an official, but also for his stimulating companionship. He had a very hectic roundabout route to the U.K. from Los Angeles, via Chicago and Toronto where he was rescued by Caledonian Airways and brought to Scotland. He had his kit stolen in Chicago whilst en route for Toronto (his two Crossbows arrived safely by Air Freight) but he had to restock his wardrobe in Glasgow.

The winding up ceremony was a dinner held at a local hotel—a magnificent party commenced, that went on into the early hours of Sunday morning. The highlight of this dinner was the presentation of a Silver Perth Quach to K. Stockell, of the Chandy Bottling Company, for his



long support of parachuting in Scotland. The judges Mr. Peter Rayner, and Mr. Lyle Cameron, were presented with engraved and mounted centre discs, and a third was presented to the Championships' P.R.O. Perth Quaichs are traditional silver Scottish drinking vessels and were presented at the Championships to the winners of the Chandy Trophy and the Chandy Bowl.

The weather did little to help this year, but a standard of high morale and sportsmanship prevailed so that everyone returned to their respective countries and homes with something to remember. Each competitor and official received a mounted copper plaque to mark their attendance at the Scottish International Championships.

DR. C. A. ROBERTSON,
and M. E. PEARCE

INDIVIDUAL EVENT
(The Chandy Trophy)

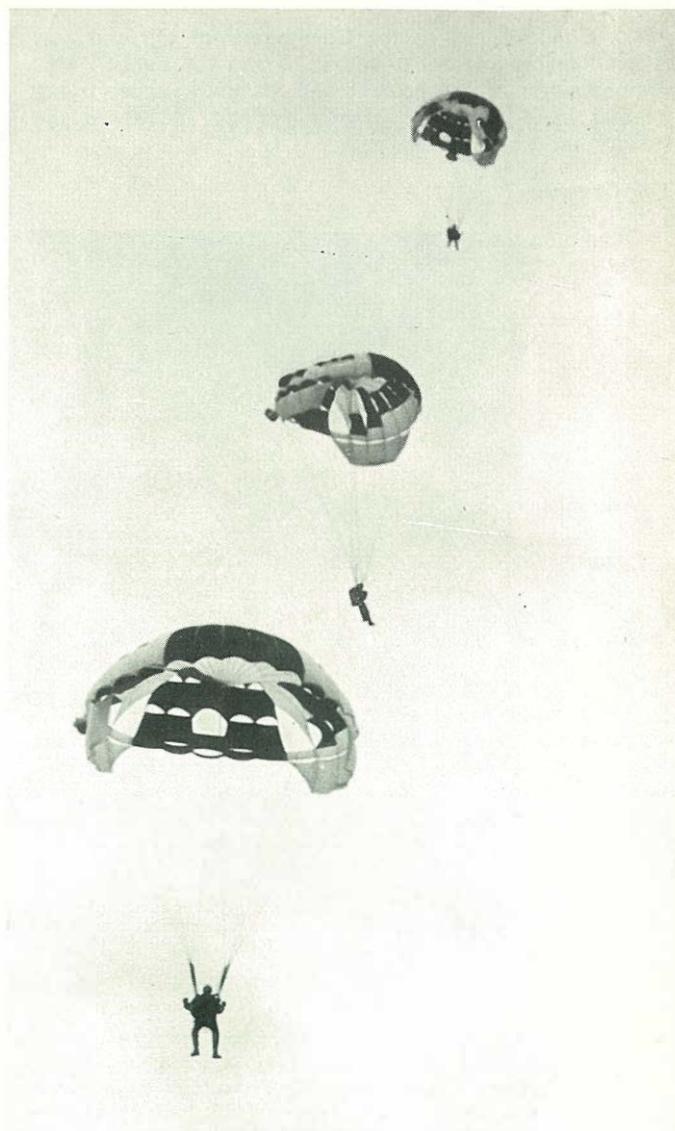
T. G. Jickells	..	..	..	..	..	828.1
Lt. Bell	..	..	..	..	..	765.8
R. Reid	..	..	..	..	..	680.9
Corp. Weckbecker	..	..	..	..	..	677.9
Cal Callahan	..	..	..	..	..	646.2
Corp. Schultz	..	..	..	..	..	638.1
Corp. Schlecht	..	..	..	..	..	609.5
B. Berry	..	..	..	..	..	604.5
S. Flynn	..	..	..	..	..	599.6
P. Sherman	..	..	..	..	..	594.4
Corp. Stach	..	..	..	..	..	593.7
H. Edgin	..	..	..	..	..	591.3
Andy Anderson	..	..	..	..	..	562.6
Dr. C. A. Robertson	..	..	..	..	..	512.5
C. Brown	..	..	..	..	..	442.4
D. Knipe	..	..	..	..	..	439.3
Capt. J. Elliot	..	..	..	..	..	406.4
C. Aguilar	..	..	..	..	..	366.7
B. Porter	..	..	..	..	..	306.3
Lt. G. Tosh	..	..	..	..	..	300.2
T. Dickson	..	..	..	..	..	279.7
R. Robertson	..	..	..	..	..	226.7
A. Dear	..	..	..	..	..	137.2
A. Taylor	..	..	..	..	..	—
W. Hall	..	..	..	..	..	—

TEAM EVENT
(The Chandy Bowl)

The Peregrines	..	..	..	..	..	861.4
Trojan "A"	..	..	..	..	..	772.0
Scottish National Parachute Team	..	..	..	..	..	762.5
German Army Team	..	..	..	..	..	727.2
U.S. 3rd Infantry Division	..	..	..	..	..	717.2
Trojan "B"	..	..	..	..	..	623.6
Scottish Parachute Club	..	..	..	..	..	508.2
Independent Parachute Team	..	..	..	..	..	414.5

INTERNATIONAL CHAMPION
(The Chandy Trophy)

1st	Corporal T. G. Jickells	British Army Team—The Peregrines
2nd	Lt. Bell	U.S. 3rd Infantry Division Team
3rd	S/Sgt. Bob Reid	Scottish National Team



A good "stack" by the British Army Team, Pete Sherman, "Jik" Jickells and "Andy" Anderson from 22 S.A.S.

INTERNATIONAL TEAM CHAMPIONS

(The Chandy Bowl)

1st	British Army Team	{ Pete Sherman "Jik" Jickells "Andy" Anderson
2nd	Trojan "A" Team from U.S. Special Forces	{ Captain John Elliott S/Sgt. Bob Berry P.F.C. Steve Flynn
3rd	Scottish National Team	{ Dr. C. A. Robertson S/Sgt. Bob Reid Mr. Tom Dickson

SCOTTISH NATIONAL CHAMPION
(The Chandy Trophy)

1st	S/Sgt. Bob Reid	} Scottish Parachute Club
2nd	Dr. C. A. Robertson	
3rd	Mr. Tom Dickson	

On the Right Side of the Law

P. D. LAWRENCE,
Green Jackets Parachute Club

To most people, mention of the word "documentation" invokes a spontaneous yawn, but the importance of accurate and complete documentation by parachute clubs cannot be emphasised too strongly.

The following notes are designed primarily as a reminder to club secretaries and as advice for prospective candidates, but are sufficiently detailed to be of more general interest.

Before anyone may make a parachute descent in the United Kingdom he or she must be in possession of:

- (1) A Ministry of Aviation Permit, known as an "Exemption" (from the provisions of the Act prohibiting unauthorised parachute descents).
- (2) Third party insurance cover up to £25,000 for any one incident.

These are the minimum requirements and, in addition, the club sponsoring the parachutist should hold the following:

- (3) A signed club indemnity.
- (4) A parental letter of consent if under 21 years of age.
- (5) A recent medical certificate; personal particulars.

Exemptions, which are obtained from the appropriate Divisional Controller of the Ministry of Aviation, are in two grades: (i) Restricted Exemptions for student jumpers, who may make descents only under the supervision of the instructors named on their Exemptions; (ii) General Exemptions for more experienced parachutists who have been certified by their Instructor as being competent to make unsupervised descents.

Third party insurance is obtained simply by being a paid-up member of the British Parachute Association. This policy covers third party risks only, but it is possible to arrange cover against personal accident, and the Association's brokers, who contributed an excellent article in a previous issue of SPORT PARACHUTIST, will be very willing to advise on this.

Club indemnities, which are essential, should be accurately worded, with advice from a Solicitor, and should be signed across a 6d. stamp.

For persons under 21 two parental letters of consent will be required, one for retention by the club and the other to accompany the application to the Ministry of Aviation for an Exemption.

I suggest that clubs should keep a record of these documents in a book marked in columns as shown in Fig. 1.

A training syllabus for students should be worked out in detail and subjects arranged in a sequence which should be adhered to. These subjects should be listed in a book or, better still, on a wall chart, with a line for each student, lessons being initialled and dated after the instruction has been received. The lists of documents and lessons will enable progress to be seen at a glance, and no student should be allowed to jump until all columns of both lists have been completed.

Moving now to the airfield, a further set of documents is required, namely:

- (6) Packing Certificate
- (7) Parachute Log Cards
- (8) Log Book
- (9) Master Log
- (10) Manifest Sheet.

Packing certificates, which are obligatory, are issued free of charge to members by the B.P.A. office, from which application forms are obtainable. Parachutes may only be packed by or under the supervision of a holder of this certificate.

Parachute log cards are required for each parachute. They are again obtainable from the B.P.A. and *must* be filled in every time the parachute is packed, modified or repaired. This should be done at the time of packing and the card must be available for inspection on the airfield.

Each parachutist must keep a log book in which every jump should be recorded and authenticated by his instructor. The club should also maintain a master log.

A manifest sheet will be found indispensable when a number of jumps are being made, and a specimen is shown in Fig. 2.

It must be remembered that holders of Restricted Exemptions may only make descents under the supervision of a B.P.A. approved instructor, who must be named on the Restricted Exemption.

To sum up, the following documents are essential:

- (1) Restricted or General Exemption.
- (2) Third Party Insurance (i.e., membership of the B.P.A.).
- (3) Club Indemnity.
- (4) Parental Consent (if under 21).
- (5) Medical Certificate.
- (6) Packing Certificate.
- (7) Parachute Log Cards.
- (8) Log Book.

It is strongly recommended also that each club should keep a student training chart and master log book and use manifest sheets.

Fig. 1

Name	Exemption No.	Expiry Date	B.P.A. No.	Expiry Date	Club Indemnity	Parental Consent	Medical Cert.	Packing Mains	Certs. Reserves

Fig. 2

MANIFEST SHEET

Lift No.	Names Jump Order	Club/ Own Equip.	S/L or R/C	Equip. Chkd.	Jump Alt.	Aircraft Time		Time to Change	Payable			Remarks
						Start	Finish		£	s.	d.	

Parachuting News

from

Malaysia

by Lt. R. A. M. Seeger, M.C., Royal Marines

Sport parachuting in Malaysia has been slow and backward in developing. Cluttered airspace and a serious shortage of DZs (ever overshoot into secondary jungle?) have rather overawed the natural advantages of blue skies and reasonable winds—although the greatest hindrance has probably been the lack of experienced and interested personnel. Sport parachuting, after all, has only just begun to catch on properly in the U.K., so it is natural, I suppose, that the more far-flung spheres of British influence should be slightly behind the current trends.

Although there had always been a few R.A.F. P.J.I.s like Peter Hearn and Jake McLoughlin carrying out the periodical free fall, when I arrived out here in March 1964 the only regular and organised activity appeared to be at the hands of an Australian Battalion from Malacca (3 Royal Australian Regiment). Every fortnight the Battalion's club members would drive 90-odd miles from Malacca to a small Army airfield at Kluang. A Cessna 172 would be hired from Singapore (some 80 miles farther south still) which would fly up for the week-end for a set ferry fee of £6. I made contact with this club as soon as possible and found them a very helpful and friendly crowd. They seemed only too happy to take on the occasional British enthusiast from Singapore. The jump rates were comparable to the U.K. and although the distance to the DZ for both aircraft and jumper were inconvenient and costly, conditions were no worse really than those facing the U.K. parachutist who doesn't have the good fortune to live or be stationed near Andover or Oxford. However, it was natural nevertheless to try and look for something better and a bit nearer Singapore.

It was at this stage that I met Alec Black (Sapper Skydivers), who was hoping to start up a Sapper Club in Singapore in the same way as I was hoping to do something for the Royal Marines. It seemed natural to combine, so we decided to try for a Combined Services Club based on Singapore, with the use of Kluang airfield as a last resort. Singapore Island is full of service airfields and, in spite of the criss-crossed pattern of international and military aeroplanes, we thought that, with luck, co-operation and co-ordination, we might arrange something. Liaison was established with the R.A.F. (Peter Hearn, Jake McLoughlin, Andy Sweeney, Snowey Robertson) and a hurriedly arranged session in the Singapore Cellar bar



Tail exit from the Cessna 172 over Kluang

Photograph: John O'Rourke (pilot)

voted in the concept of a Combined Services Club. Unfortunately progress was limited. Distance between units, a shaky and ineffective telephone set-up (one outside call can take a whole morning), Singapore malaise for the square number boys and operational pressure for the others, all tended to reduce plans of action into wishful daydreams. I left for Borneo in July 1964 with nothing further gained.

While keeping a morose eye on the Indonesian border, I came to the inevitable conclusion that a large-scale start was hopeless and that one would have to work towards recognition, facilities and consolidation from a small beginning. I therefore checked my bank balance, found two reasonably flush marines in my troop and formed a syndicate to put up the private cash to buy four basic rigs from the U.S.A. The gear was ordered and during the unit's return to Malaysia in H.M.S. *Bulwark* I gained the C.O.'s approval to form the 40 Commando Sport Parachute Club. Back in our "home" camp, pre-jump training was started immediately. Members were asked to contribute an initial £5 to the cause and the consequent funds produced, combined with a small unit grant, enabled me to order two more rigs for the club and adjust my own overdraft. The other two syndicate members preferred to leave

their money in for private rigs. Liaison was next established with the Aussies and by the end of January 1965 40 commando marines were jumping at Kluang.

The arrival of Tony Cooper (Thrupton and Netheravon) brought another Army member to the scene, and he and Alec Black, by loaning out their own private rigs, were able to start off a small unofficial Sapper or Army club in addition to that of 40 Commando. The Aussies kindly hired out their equipment until the 40 Commando gear arrived from the States, and so, somewhat awkwardly and slowly, we began.

Although conditions were not perhaps the greatest, it was enjoyable jumping and, therefore, quite good enough. The Aussies were a very helpful and experienced bunch—great relative enthusiasts and thoroughly safety-conscious. They had a very smooth and friendly set-up going at Kluang, and when the political decision was taken to send an Australian battalion to Borneo it was quite a responsibility to take over what they had established. The 40 Commando gear had arrived from the States and with the addition of Alec and Tony's personal 'chutes we had just about enough gear to keep the Royal Marines, the Army and the Cessna airborne. Marine and Army students were working steadily through their static lines towards free fall, and high-lift permutations were possible with Alec, Tony, myself and our civilian pilot (when he could persuade someone else to fly the 'plane for him, of course!). Things were a bit sticky even so—mainly due to slowness of packing and the general shortage of experienced jumpers. One was constantly nagged by the knowledge that one had to keep the aircraft busy, otherwise it meant that it would become financially unworth-while for the Singapore Flying Club to lose a Cessna to parachuting for the whole week-end. Few jumps meant also that the £6 ferry fee, broken down on a per-jump basis, would be all the more expensive to divide out. However, over the last two months, things have really begun to roll.

A visiting U.S.A.F. Lieutenant from Vietnam was introduced to Kluang by Alec and after a couple of jumps and numerous Tigers, returned to Vietnam with the promise of looking out a few gash rigs. He was as good as his word and with their arrival the Army jumpers were able to have their own independent pool of equipment. The drafting of Bob Runacres (Sapper Skydivers) had also given the Army their own instructor and will enable jumping to continue when I return to Borneo in July. Dave Mitchell of the Greenjackets has now appeared, so we have plenty of takers for high jumps and a sufficient mixture of talent to ensure a reasonable pounding of the target area. The Army club has just received official recognition and with two flourishing clubs and some 250 jumps we feel we are in a position to restart negotiations for Military aircraft and/or Singapore DZs. Alec Black is currently following this one, and last Sunday we enjoyed our first free jump from a Beaver over Changi airfield. However, the restrictions are very tight; limited flying hours engine-wise (the operational flying demand), and limited flying times and heights (Singapore airfields are very busy, the D.C.A. suspicious and unwilling, and local population liable to bombard the police stations with reports of landing Indonesians). Nevertheless, one never knows. I hope when I return here again in December, after the unit's annual Borneo tour, that jumping will be flourishing at Kluang and on Singapore. The R.A.F., with the powerful backing of being an official display team, are pursuing military airfields and aircraft as well, so perhaps the original concept of a combined Services club may still develop.



Relative work over Kluang, after exit from Cessna 172

Photograph: John O'Rourke (pilot)

With Tony Cooper's wife Judy starting successfully the other week-end and the regular participation of our pilot, John O'Rourke, our activities are not 100 per cent military and we have got civilian representation. As Bernie Runacres is now thinking of having a go, and my own wife Penny again, as soon as she has got over this producing business, will be only too keen to make up for lost time, it looks as if this representation will be increased still further. We are happy to take on anyone providing they are prepared to chip in towards running and equipment costs.

A very enjoyable Sapper-sponsored Singapore "run ashore" the other night, which resulted in a lost morning for most of us, has shown that the other side to sport parachuting can be practised here equally successfully. The limited drinking facilities at Kluang cannot compare with the atmosphere of an English pub, but the venue and spirit of the other night certainly did.

Anyone visiting, or drafted to these parts and wishing to jump, should try and contact either myself: Work—or Alec Black, Singapore 2801, Extn. 4609. Failing these, jump activity can always be traced through the Royal Singapore Flying Club, Singapore 84447.

Something Up Your Sleeve

J. R. MITCHELL, *Chief Designer, G.Q. Parachute Co.*

It is the unhappy experience of nearly every parachutist some time or other to have the embarrassment of waiting for his main parachute to deploy. An understanding of some of the principles behind the design of the deployment system will impress the necessity of the disciplines which must be practised regarding body control up to the critical stage of pulling the ripcord. Then careless actions perhaps, or the onset of panic, can be largely eliminated.

It was the experience of the early parachutists, who invariably used a "canopy first" deployment, to see a multitude of stars every time a parachute was streamed. This was because, as the parachute canopy left the parachutist's back, it would engulf a fair quantity of air and the drag upon the exposed parachute would reduce its speed very rapidly indeed. The parachutist, of course, would continue falling until all the rigging lines and lift webs had paid out and suddenly he would try to accelerate the parachute and its enclosed mass of air. It was from such experiences that the term "shock load" came into being.

While in sport parachuting we try to eliminate such sudden shocks, emergency parachutes which may be required to operate very quickly at low altitudes still use this method of deployment, since the purpose is to save life and not to give the parachutist a "joy-ride".

The best way of preventing the parachute from engulfing air when it is taken from the man's back is to enclose it in a bag or sleeve until all the rigging lines have been drawn from their stowages, so that when it emerges into the air it is virtually empty. There is another important factor also: when a "canopy first" deployment is used, the rigging lines have to be pulled out of stowages which are usually fastened to the base of the pack. If the parachutist should rotate head downwards it is possible for his feet to become entangled in the rigging lines so that the parachute is badly distorted and may fail to deploy completely. The sock deployment, of course, ensures that no lines or webbing are running past the feet if a wrong attitude is achieved. The secret, then, of designing a parachute system of this type is to maintain control of all the moving parts relative to one another and to ensure a correct sequence of operation. If this is done from the very beginning the only features likely to cause failure of the parachute to deploy correctly are the rotation of the parachutist during deployment or the failure of the auxiliary parachute to tow the sleeve away. Perhaps the most difficult aspect as far as the sport parachutist is concerned is the maintenance of correct body control during this critical deployment phase.

It will be evident to many readers that, if the maximum spread attitude is adopted during free-fall, any movement of the arms to pull the ripcord will result in a head-down rotation. This is one of the reasons why it is American practice to have the ripcord always in the hand so that pack opening can be achieved by the movement of the wrist. The wisdom of this is doubted in the U.K. and hair-raising stories have been told and illustrated on television of how parachutists have been rescued by a companion chasing the poor unfortunate who has had his

handle floating above his head. It is known that a head-up attitude is desirable for parachute deployment and if rotation into this position is started before the ripcord is reached for, the momentum in the turn will be sufficient to ensure that the feet do not rise up to embarrass the passing sock.

Body attitude also comes into this matter of safe deployment because of the effect of eddies upon the motion of the auxiliary. Films have been shown of the way that the auxiliary, even though it is intended to spring away from the body, will be held by the inward swirl of the eddies in the body wake. This wake also affects the eddies around the legs and if a feet-upward attitude is taken during the departure of the auxiliary, a turn round one ankle of the auxiliary line is a real possibility (Fig. 1). This again is one of the reasons why experiments are made in the U.S.A. and elsewhere to use two auxiliaries in order that their greater spread would ensure that at least one of them would pass outside body wake, but in fact the two acting together can produce more hazard by entanglement if the wrong body attitude is adopted, than that produced by a single auxiliary. It can only be reiterated that a head-upward attitude during pack opening would ensure that the auxiliary gets clear away without a chance of becoming entangled with the body.

Let us now look at the effect of the snatch of the auxiliary upon the sleeve and its contents. We all know the trick of removing a tablecloth without disturbing the crockery, because it is a question of acceleration, low friction and inertia. In our present case, the sleeve is accelerated relative to its contents; nylon fabric, particularly if it is silicone treated or calendered to give a smooth surface, will grip the sleeve very little and the mass of the canopy will not want to be accelerated by the movement of the sleeve. The net result is that however carefully we pull the canopy into the sleeve it will try to slump down into a mass at the sleeve mouth (Fig. 2). The only answer to this is to have the sleeve of the same length as the canopy, but this in turn creates another difficulty. It is the practice in our well-wooded country with small dropping zones to attach the sleeve to the canopy apex so that it is either not lost nor are the parachutists worn out by trudging wearily after their quarry. Mind you, at Chalon, sleeves are never attached because the emphasis at that school is upon safety and even though parachutists have to walk across the D.Z. to get their sleeve, they achieve a very large number of descents during their course because the programme is designed to cater for such sleeve recovery.

The desire to keep the auxiliary from becoming confused with either control slots or rigging lines has led to retainer lines being kept as short as possible and this unfortunately has led on occasions to a parachutist experiencing delay in streaming the canopy from the sleeve. This difficulty can be accentuated if during deployment the sleeve should take a spiral path and become twisted. It has been found that the best way of overcoming this sort of trouble is to have the retainer line at least half the canopy length and then to give the sleeve a tapered shape

so that when the flaps are finally opened the sleeve can roll outside itself and expose the canopy quickly. This rolling of the sleeve is becoming essential because so many parachutes have large areas of the peripheral panels missing that the idea of letting the canopy inflate and push the sleeve off can no longer be taken as reliable.

It need hardly be said that it is dangerous to try and use canopies and sleeves which were not mated together during the initial design or to employ sleeves which were not made to suit the particular canopy concerned. If a sleeve is too tight, and the retainer lines short, the chances of having persistently safe deployment become rather slim.

There are certain other features in the design of a sleeve which, although seemingly minor, can under certain circumstances make all the difference between a safe deployment or considerable delay. Consider, for instance, retainer lines. These are often held in position by merely making them into a hank and securing with an elastic band. On many occasions the hank will come undone quite safely or, if it fails to do so, the chances of the sleeve being blown off the canopy may be such that any entanglement is passed over as a minor defect. If, however, the hank of line can be stowed in elastic pockets at the top of the sleeve so that loop cannot trap loop when it is snatched undone, then even this minor fault can be eliminated (Fig. 3.) It is not one fault which causes a mal-deployment but an accumulation of chances, and that is probably the reason why complete failures are so very rare.

A further detail is that the top of the sock should be securely closed. It has been known for a canopy to be blown through the top of a sock and reports have been written where the reserve canopy has had to be used because the auxiliary line and main canopy apex become locked together so that the sock was unable to be withdrawn. Of course, it is necessary to have access to the top of the sleeve for stowage of the retention line, but the opening should be closed by a buttoned flap having a generous overlap. It is an advantage to have the apex of the parachute enclosed in a small elasticated section at the top of the sleeve. This serves to prevent to a large degree the movement of the canopy inside the sleeve and this eliminates the premature partial deployment of the retention line during the initial stages of deployment.

Let us now consider rigging line stowage. It is common practice to use elastic band stowages and this can be quite safe so long as the following points are watched.

The bands must be of good strong material, preferably exceeding $\frac{1}{4}$ " wide, and the rigging line fold pulled through them for $1\frac{1}{2}$ ". It has to be remembered that when the auxiliary accelerates the sleeve and rigging lines tend to be left behind and be flung towards the mouth of the sock. It is only the elastic stowages that can resist such movement and, if any one group breaks free and passes between the layers beneath, a serious entanglement can result. Similar remarks with greater emphasis have to be passed regarding the sleeve mouth-lock loops. The mouth flap has to take much of the acceleration forces when the canopy rests inside the sleeve and the mouth-lock loops should be of strong, woven elastic so that there is no chance of them stretching too far and permitting the canopy to emerge prematurely at the corners of the sock mouth.

There is a further feature regarding the design of the mouth, which some person in his wisdom has decided to patent. This being that if the sleeve mouth is bent back in its entirety the canopy cannot emerge from the corners as it can do with a simple closure flap. This is an extra precaution against a malfunction during deployments at terminal velocity.

AUXILIARY IS KEPT
NEAR THE BODY
BY TURBULENCE

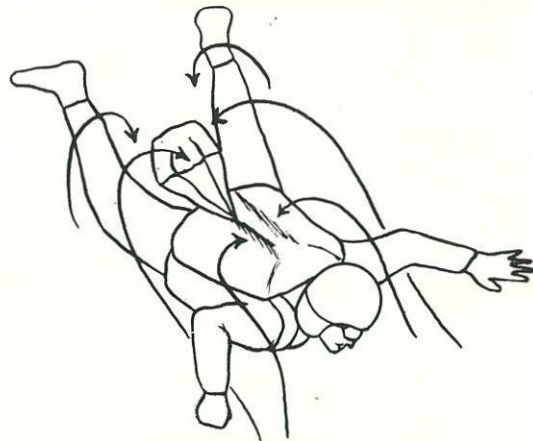


FIG 1

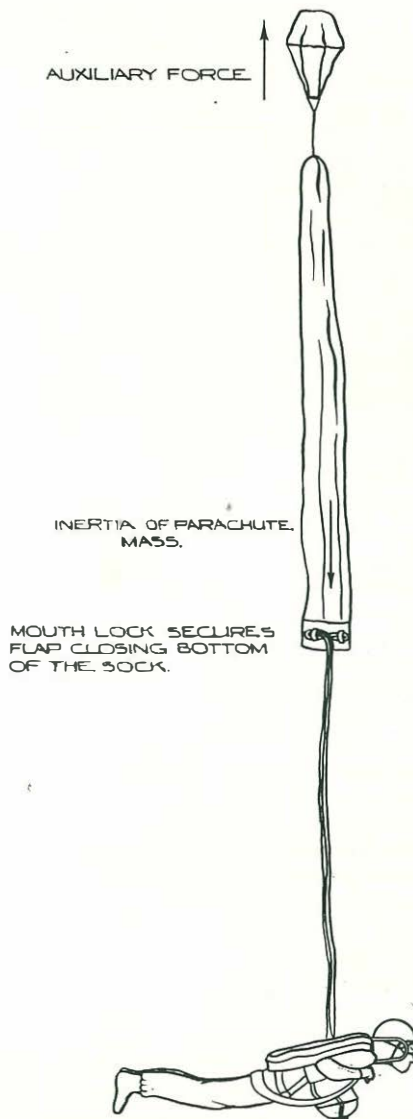


FIG 2.

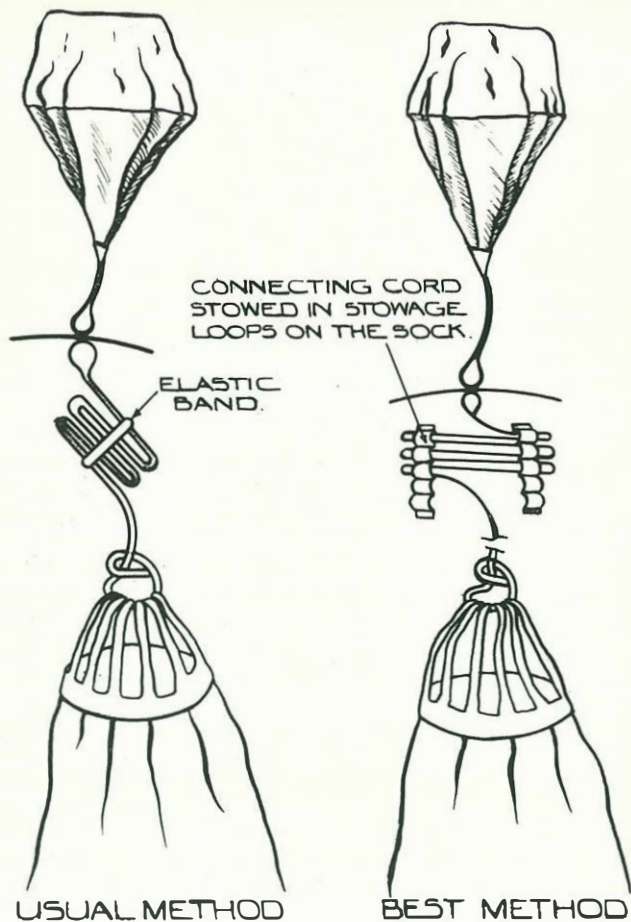


FIG 3.

With regard to materials used for manufacture of sleeves, it has to be remembered that nylon, being a thermoplastic, has by its nature some serious disadvantages. First, it is a poor conductor of heat and if a sudden frictional movement is imparted against it the heat so generated can locally melt the nylon filaments, which is known as searing. Secondly, there is also a tendency, unless one uses silicone-treated or dyed materials, for a static electrical charge to be generated when the canopy is drawn out of the sock, especially if the atmosphere is dry. This has the effect of preventing sections of the parachute from sliding across one another during inflation. These two defects can be overcome to a large extent by the use of cotton as a sleeve material. This has the disadvantage of being rather more bulky than a nylon equivalent, but in fact nylon should never be used for sleeves because it would severely damage the canopy during deployment. The cotton material concerned should be fairly coarse yarn and have a fairly fibrous surface. This would help to ensure that a very thin layer of air is maintained between the yarns and the nylon canopy material so that friction is reduced to a minimum. Another good material is silk, but to make a sleeve from this one would have to be rather wealthy, although it does have the advantage of giving high strength for low bulk.

It is hoped that these "snippets" of information will promote questions and remarks so that we can help one another to appreciate the airborne motto, "Knowledge Disperses Fear".



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THE SAFETY AND TRAINING COMMITTEE REPORTS . . .

One of the by-products of our annual National Championships is the opportunity of arranging Instructors' discussions and reaching conclusions on safety topics which might otherwise not be possible. This year, there were no fewer than *six* such conferences held during the first few days of the Championships at Netheravon which were attended by some 15 members including a high proportion of civilian and military Advanced and Chief Instructors. The subjects of their discussions ranged widely, and since there was plenty of time the examination of each problem was detailed, with everyone who wished to contribute having his opportunity. As a result a considerable degree of unanimity of opinion was reached on most issues and nothing was left undecided. Where it was considered that a certain course or method was the best, but not necessarily the only acceptable one, it was accepted as a recommendation and the choice left to the discretion of instructors.

It is not possible to reproduce here all the views which were expressed or decisions reached in the course of some 12 hours discussion, but the assistance to those who attended, and in particular to the formulation of the new B.P.A. Safety Regulations was considerable. However, the following digest of some of the conclusions is given for the benefit of members.

Use of Advanced Canopies

- (a) *T.U.s* should not be used by parachutists with less than 20 descents (with modified canopies).
- (b) *P.C.s* should not be used by parachutists until they hold a General Permit (*new* standard) and have a total of 100 free-fall descents of which at least 40 should be on a T.U. or comparable modification. (N.B. Where an exception is sought to this rule, application may be made to the B.P.A. Council by a Club's Chief Instructor.)

Students' Canopies. Student parachutists should carry out at least their first 20 descents (S/L or F/F) on canopies which are either unmodified, Double L, or limited to low performance modifications. The Double L is recommended as a suitable modification for use by student parachutists.

Paracommanders. Experience has shown that occasionally even experienced parachutists can sustain serious malfunctions with the P.C. When a spin results from a malfunction, the reserve parachute should be deployed immediately. Sleeve retaining lines should not be shortened as this can interfere with correct deployment. The use of a deployment bag with the P.C. is not recommended.

Sleeve Retaining Lines for Flat Circular Canopies. The recommended length of sleeve retaining line for use with flat circular canopies (T.U.s, D.L.s, etc.), is between 4 feet and 8 feet.

Reserve Deployment--Cut-away Action

- (a) Cut-away of the main canopy on malfunction should NEVER be taught.
- (b) It should NEVER be practised with chest-reserves.
- (c) It should NEVER be executed by any but the most experienced and skilled parachutist and then never below 1,500 feet.

Reserves—Modification. Canopies should not be dyed or modified in any way (other than having taschenshirts removed).

Inspection of Parachutes. Until such time as an approved system of parachute inspection is introduced, the responsibility for the serviceability of all club parachutes rests with Chief Instructors.

Use of Cameras. The use of cameras for air to air photography carries its own risks. Cameras should only be used by the most experienced and skilled parachutists who should be D Licence holders (*new* standard). The following rules should be observed:

- (a) All descents should be planned in detail.
- (b) Helmets should be well fitted with cameras securely attached.
- (c) Cameramen should carry out practice descents with their equipment before attempting to put it into use.
- (d) Cameramen should only work with subjects on whom they can rely.
- (e) Equipment should not be borrowed or loaned unless a suitable training programme is planned.
- (f) Subjects for air to air photography should be category "X" Parachutists.
- (g) The subject(s) should be responsible for giving the wave-off to the cameraman.
- (h) Wave-off should NEVER be below 3,500 feet.

Checking of equipment before emplaning

- (a) Students should ALWAYS have their equipment inspected by an Instructor immediately before emplaning.
- (b) General Permit holders (including instructors) should carry out mutual inspection of each other's equipment before emplaning.

Use of KNIFE in emergency. It is recommended that all Jumpmasters should carry a knife for use in emergency when airborne.

Tripacer aircraft. Only one student parachutist may be despatched on a Static Line per run over the DZ.

Auster aircraft. These aircraft are now considered unsuitable for the training of student parachutists and should NOT be used for this purpose.

Eyelets on parachute containers. Eyelets should not be sewn on to parachute containers in such a way as to make it possible for pack opening-bands to be incorrectly secured, thus preventing rather than assisting the opening of the pack. (There is one case on record where a fatality resulted).

Dropping height for parachutists on S/L. The minimum dropping height for use of the S/L should be 2,500 feet above ground level.

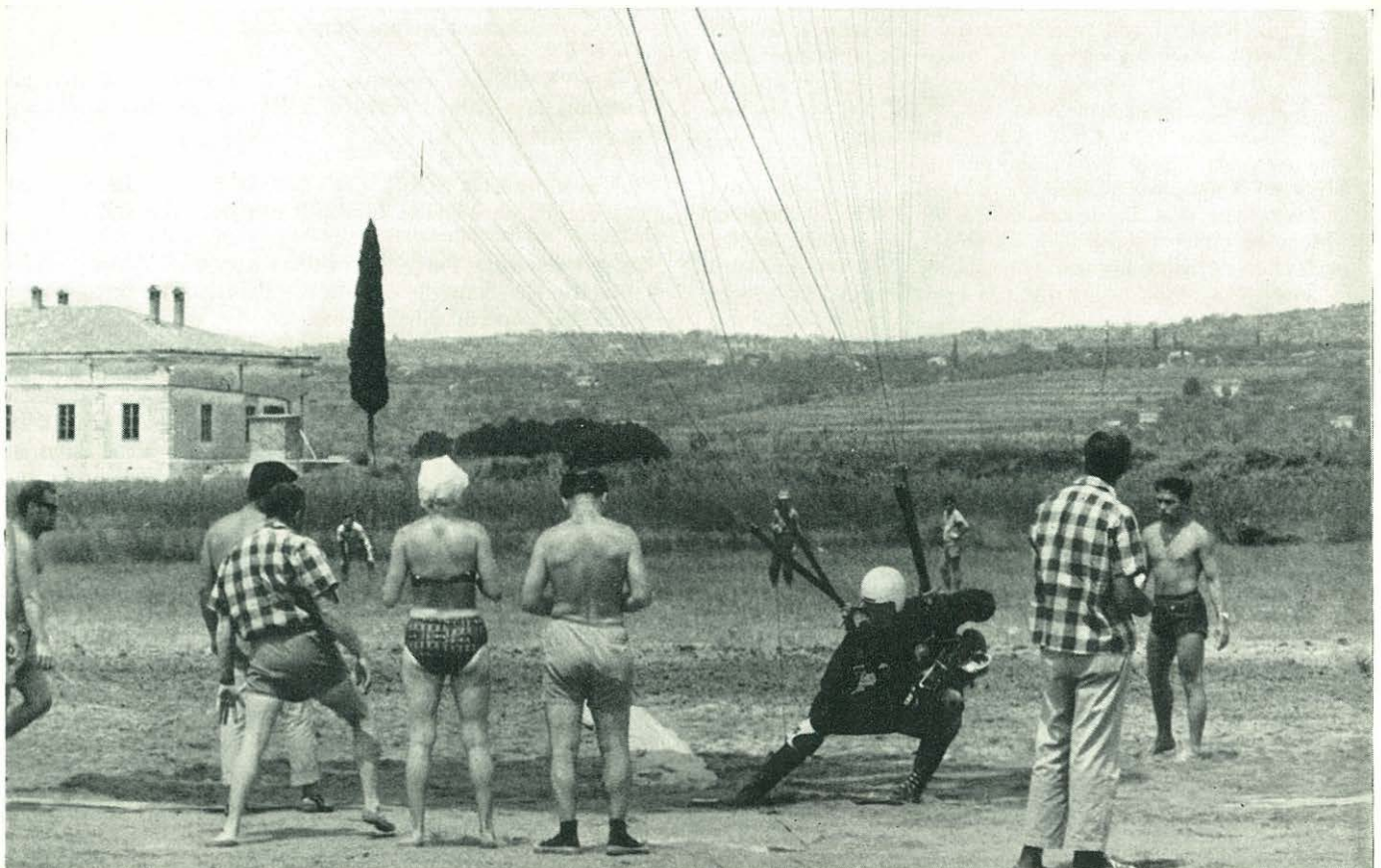
Dangers of premature activation of reserves in aircraft. Continual emphasis should be given at all stages of training to the dangers arising out of the premature activation of reserve parachutes in aircraft. This applies particularly to small aircraft, but all parachutists should constantly be on the alert to guard their own and others' reserve parachutes in aircraft.

R.D.W.



The team (Turner, Griffiths, Sherman, Scarratt) after coming fourth in the Team Knockout event

P. W. Sherman narrowly missed a dead-centre



The 4th Adriatic Cup

by Col. R. D. WILSON, M.B.E., M.C.

Although this year's contest in Yugoslavia was only the fourth since the Adriatic Cup was introduced, it is already accepted as second only in importance to the World Championships. As ever, the Yugoslavs proved to be wonderful hosts and excellent organisers, and even if the weather was almost as bad as the Adriatic can produce for much of the time, they still triumphed in the end by virtually completing the advertised programme of five events.

The Adriatic Cup has by now established its own reputation in competitive sport parachuting as a thoroughly enjoyable and at times almost light-hearted event. Although it attracts the same national teams as the World Championships and nearly all the well-known faces appear in both contests, there is a noticeably relaxed atmosphere in the former which is not to be found in the Championships. This is not to say that the standard of parachuting is any lower; indeed, there was some of the best parachuting yet seen this year at Portoroz.

The first noteworthy feature of this year's contest was the new programme of events designed to produce more spectator-appeal and to relieve the monotony of the well-established style event for competitors and officials alike. The emphasis was on team events, and only the traditional water jump was of necessity carried out as an individual event. Due to the shortage of time owing to bad weather, and in particular to the forfeiture of a day in which to dry out canopies after their immersion in the sea, this event was only entered by one nominated individual in each team. P. W. Sherman represented the British Team and was placed 12th. His jump was worth a better result but he was unlucky enough to get a leg caught in his harness for several seconds after landing, and the few seconds this lost him cost valuable points.

Because of the appalling weather during most of the first four or five days, the team display jump which should have started the programme off was postponed until the end, and the competition actually started with the team baton relay event. This only involved one jump and was in a sense a novelty event. Our own team, consisting of P. W. Sherman, P. W. Turner and R. Griffiths, achieved their double baton pass and then averaged seven metres. This only earned them 10th place out of the 20 men's teams entered and clearly better results were called for. It should here be explained that these 20 teams comprised 17 national teams (with two entered by the host nation) and three international teams comprising reserves. The British team, which had gone into training two weeks previously with six men, had sustained no injuries and as a result were able to enter their two fit reserves in International Team No. 1. They were grouped with the Czechoslovak reserve, Mally, and the U.S.A. reserve, Dougher. Anderson completed the trio in the baton relay event and David joined the team in those events requiring four competitors. The fourth string in the British Team was W. Scarratt. In the baton-passing event the International Team No. 1 only passed the baton once due to their lack of training together, and finished 13th.



P. W. Sherman during the water-jump event

The next event was a team accuracy event from 1500 metres, conducted on orthodox lines, and once again the British Team came mid-way in the finishing order. Our team was still not producing its best form, although a big improvement was soon to come. The team knock-out competition proved to be the turning-point and with some very steady accuracy jumping our team worked their way into the finals, which included Czechoslovakia (who were jumping as well and consistently as ever), Hungary, Russia, and Federal Germany. The final jump-off was conducted under windless conditions and for the first time the Paracommanders were at a disadvantage when compared to the parachutes of Russia and Czechoslovakia. Even so, our team produced creditable results, with an average of under two metres (Sherman 2.02, Turner 0.90, Griffiths 1.50 and Scarratt 3.38). Good though this was, three of the others, Czechoslovakia, Russia and Hungary, all renowned for their accuracy, did better, with the Czechs winning with a remarkable average of less than one metre. Even the Russians with two dead-centres failed to beat this.

After the water jump there remained the Team Exhibition jump which was to be a crowd thriller, and so it proved to be. This deserves a more detailed account than space permits, but from 9,000 feet the best teams in the world produced everything in the book and much never previously seen in public. The Russians won it with an impressive and skilful display of novelty turns—daring and original. Three points behind, Czechoslovakia and France tied for second place, each staging a slick and highly professional display of advanced manoeuvres. But only one

point behind came the British Team, with everyone except the judge (D. Hughes) and pilot (J. Tapping) joining in. A three-man link-up with four outriders formed a large star and produced a column of coloured smoke which was so dense that the eighth man, who was trying to take photographs of it from above, could not see the ground! Twenty-eight smoke grenades in a tight group can be very impressive, and the general view was that the team thoroughly deserved its high placing only four points below the winners.

There was no final order of merit, due to the difficulty of relating one event to another, and also the problems set by the teams eliminated in the knock-out competition. Perhaps this was as well and certainly it detracted nothing from the contest as a whole.

This account would not be complete without a reference to Helen Flambert's excellent jumping. Competing as the sole British lady, she produced consistently good results and never had an indifferent jump. Grouped in the team events with Suzie Wright (Australia) and a Hungarian (Stanek), she handled her Paracommander like an expert and finished with an average of under three metres for the whole competition. What we need now are a few more girls in this class and they will show many of our men's teams the way home.

RESULTS

Event 1

(Exhibition)

- | | |
|-----------|------------|
| 1. Russia | 4. England |
| 2. Czech | 5. U.S.A. |
| 3. France | |

Event 2

(Baton Pass)

(Women)	(Men)
Russia	Switzerland
East Germany	Czech
Czech	U.S.A.

Event 3

(800 m. Knock-out
Group Accuracy)

France	Czech
Russia	Russia
East Germany	Hungary

Event 4

(1500 m.
Group Accuracy)

Czech	Czech
Inter I	Hungary
Russia	U.S.A.

Event 5

(Water Jump)

Bulgaria	Yugoslavia
East Germany	U.S.A.
Russia	Russia

As Susi saw it . . .

At the Ceremony we stood ankle-deep in mud and water behind Yugoslav children, the little girls holding flowers, the boys a placard stating our nationality. It seemed an age while the speeches were made (or was it the same speech in the various languages?) and then off we trooped dismally in the floods to our packing tents.

There were a couple of Demo jumps by a few locals because the wind was too high for competition, followed by more rain; the teams scattered for their hotels. The Australians found a pub on their way and arrived late for tea!

The tents suffered pretty badly in the storms, especially the British one which was torn and later savaged by a Czech in canopy flight who sailed right in through the top!

Miraculously, the planes were still standing where they were put the night before, simply because the Yugoslav Army were detailed to hang on to their wings throughout the night. The Soviet-built AN-2 aircraft were terrific—they could hold 14 parachutists and two pilots; if the cargo door was used, four fully loaded jumpers could exit simultaneously abreast.

At last, after three days of purely social activities; the practice jumps were scheduled to begin at 8 a.m. on Tuesday. There were some mighty sore heads encased in helmets seen walking towards the 'planes!

The first event held was the Baton Pass, and was won by the Swiss. This was a very popular win because in recent years Switzerland had not even got a mention. Next the Czechs and Russians. The South Africans, whose team comprised two Aussies and a fair dinkum South African, managed by some stroke of good luck to pass the baton, a feat they had not done before. But by doing so, they ended up in the salt pans because of bad spotting.

The second event was the 1500 Group Accuracy. Quite a few countries zapped out on this because of a sudden wind change. Australia, who was carrying second place, was then knocked down to fourth (tuf!). Once again the Czechs were featured first, followed by Hungary and the U.S.A. for men; for the women it was the Czechs, Inter. 1, and Russia. Inter. 1 was made up of two Swiss and a Hungarian.

The Knock-out 800 metres Accuracy had very keen competition. It was won by the Czechs (male), followed by Russia, then Hungary. For the women, it was France, Russia, and East Germany.

And last, the Water Jump. Held on Saturday evening, with only one member from each team. As each competitor reached the buoy they were given a swig of whisky! A dead-centre was if you touched it with your hand as your feet hit the water.

Helen Flambert, who was jumping for Inter. 1, said that she felt as if she had forgotten something. She wore only a bikini! The male winner for this event was that endearing and well-known character, "Charlie Chaplin" of Yugoslavia.

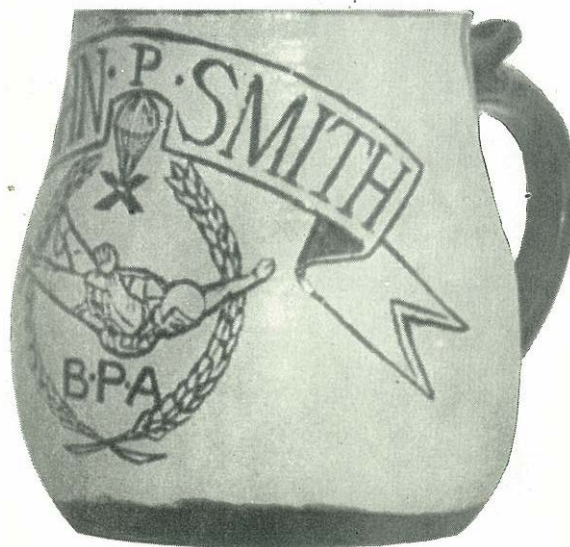
It was fun, the Soviet countries were very friendly and helpful with hints on competition, also the U.S.A. and Czechoslovakia. Brian Brown got a friendship jump (swapped a 'chute with a Czech for one jump from 8,000 feet), the East Germans were very Westernised in their jeans, etc., and Great Britain were unlucky to miss out on the Demo jump by a few points.

Like I said, it was fun.

SUSI WRIGHT

(Susi is the Australian Ladies' National Champion.—

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Pictures from the National Championships



Top: Pete Sherman (centre) with Mick Turner (right) and "chopper" pilot (R.N.).

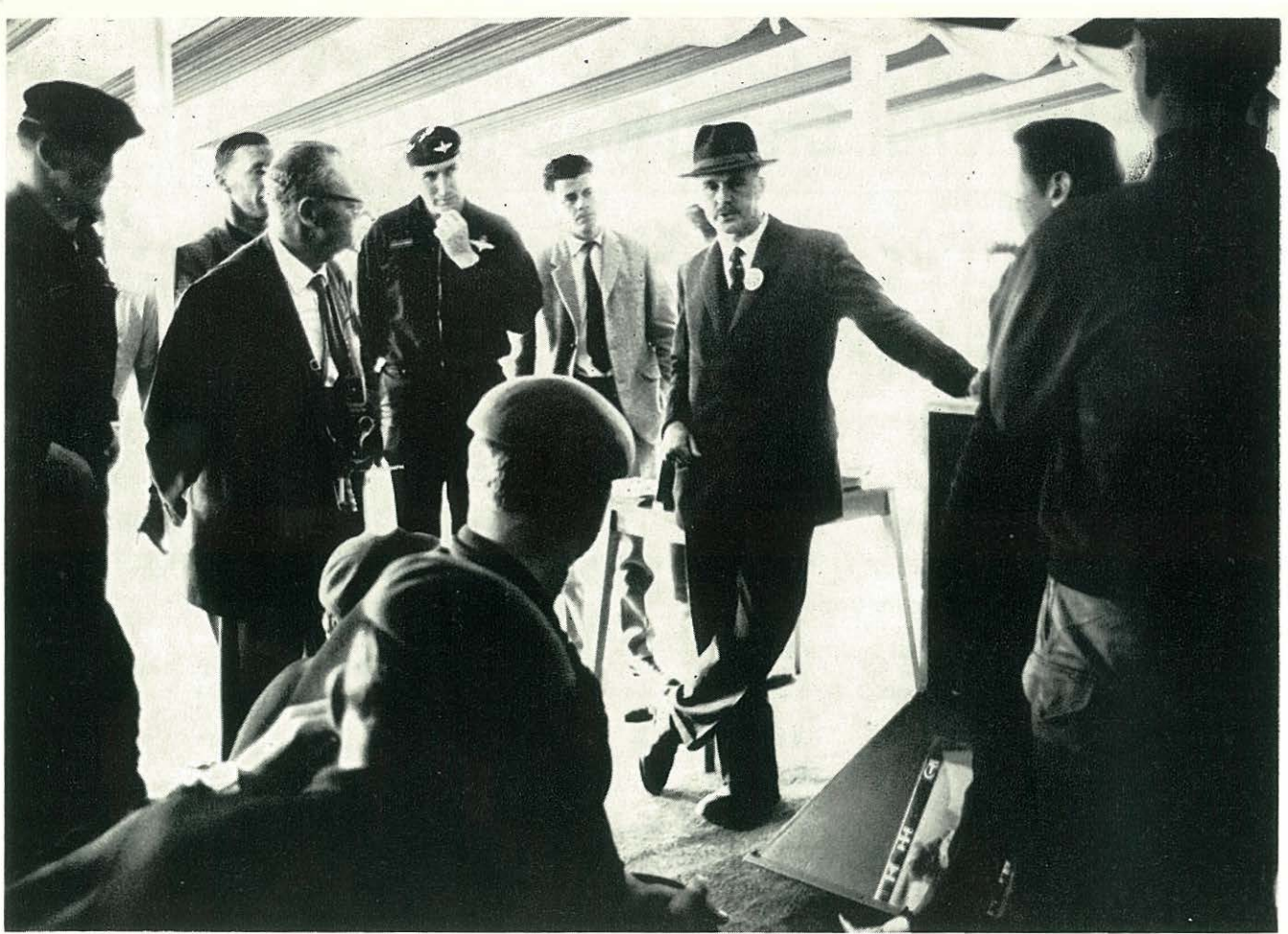
Bottom left: Para Regt. Team member and Para Commander.

Opposite page

Top right: Colonel Dare Wilson briefing competitors in the *Daily Telegraph* pavilion.

Bottom left: "A good try"

Bottom right: Para Regt. Team
Photos by Dave Waterman



B.P.A National Championships 1965

First Phase Preliminaries

Team: Army Peregrine Team 'A'. Final Position 1

NO.	NAME	JUMP 1	JUMP 2	JUMP 3	JUMP 4
28	P. W. Sherman	374	455	388	496
20	R. Griffiths	360	298	180	58
5	W. T. Scarratt	385	500	3	484
14	P. W. Turner	322	422	374	491
	BONUS	100	100	100	100
	TOTALS	1,541	1,775	1,045	1,629
	GRAND TOTAL				5,990

Team: Parachute Regiment 'A'. Final Position 2

NO.	NAME	JUMP 1	JUMP 2	JUMP 3	JUMP 4
25	Parker	406	469	Nil	234
13	David	451	350	413	Nil
29	Rowberry	478	350	146	313
31	Jones	418	333	188	361
	BONUS	100	100	—	—
	TOTALS	1,853	1,602	747	908
	GRAND TOTAL				5,110

Team: Army Peregrine Team B. Final Position 3

NO.	NAME	JUMP 1	JUMP 2	JUMP 3	JUMP 4
30	T. O'Gorman	58	Nil	396	243
23	R. Acraman	455	276	324	140
7	R. Reid	117	354	171	Nil
33	S. Friel	Nil	384	437	353
	BONUS	—	—	100	—
	TOTALS	630	1,014	1,428	736
	GRAND TOTAL				3,808

Team: Parachute Regiment Team B. Final Position 4

NO.	NAME	JUMP 1	JUMP 2	JUMP 3	JUMP 4
9	M. A. Martin	412	348	301	366
10	P. Gowens	Nil	379	Nil	Nil
35	P. Starkie	Nil	451	103	233
19	D. McNaughton	144	344	162	384
	BONUS	—	100	—	—
	TOTALS	556	1,622	566	983
	GRAND TOTAL				3,727

Team: R.A.F. Sport Parachute Club Final Position 5

NO.	NAME	JUMP 1	JUMP 2	JUMP 3	JUMP 4
2	A. F. Charlton	233	355	364	234
6	J. A. Sparkes	Nil	483	348	Nil
26	K. Mapplebeck A. Burdett	Nil	283	348	Nil
32	D. J. Francombe	315	Nil	Nil	414
	BONUS	—	—	—	—
	TOTALS	548	1,121	1,036	834
	GRAND TOTAL				3,539

Team: SAS Sport Parachute Club Final Position 6

NO.	NAME	JUMP 1	JUMP 2	JUMP 3	JUMP 4
4	T. G. Jickells	Nil	400	Nil	438
18	M. R. Reeves	Nil	Nil	119	Nil
8	D. P. McCarthy	Nil	465	Nil	500
22	C. R. Gray	146	394	253	151
	BONUS	—	—	—	—
	TOTALS	146	1,259	372	1,089
	GRAND TOTAL				2,866

Team: British Skydiving Centre. Final Position 7

NO.	NAME	JUMP 1	JUMP 2	JUMP 3	JUMP 4
34	Flambert	Nil	290	84	Nil
17	Clark	Nil	Nil	Nil	Nil
15	Vos	Nil	Nil	Nil	Nil
1	Etchell	Nil	Nil	315	337
	BONUS	—	—	—	—
	TOTALS	Nil	290	399	337
	GRAND TOTAL				1,026

Team: Greenjackets Parachute Club Final Position, Withdrawn

NO.	NAME	JUMP 1	JUMP 2	JUMP 3	JUMP 4
39	J. D. Hitchcock	Nil	48		
36	W. J. Meacock	263	Nil		
37	F. D. Smyth	Nil	75		
38	F. J. Murphy	Nil	151		
	BONUS	—	—	—	—
	TOTALS	263	274		
	GRAND TOTAL				537

The National Parachute Championships 1965 — Individual Accuracy 1,000 M

	NAME	JUMP 1		JUMP 2		JUMP 3		JUMP 4		AVERAGE	PLACE
		DISTANCE	POINTS	DISTANCE	POINTS	DISTANCE	POINTS	DISTANCE	POINTS		
1	Etchell	Out	Nil	Out	Nil	Out	Nil	Out	Nil	Nil	—
2	Charlton	6.37	182	5.28	236	(Centre	500	5.86	207)	104.5	23
3	Wright	Out	Nil	5.16	242	3.45	328	9.22	39	152.25	18
4	Jickells	Out	Nil	4.58	421	Eliminated		—	—	105.25	22
5	Scarratt	7.53	123	7.12	144	Eliminated		—	—	66.75	29
6	Sparkes	Out	Nil	0.36	482	Out	Nil	6.44	178	165	17
7	Reid	Out	Nil	2.78	361	Eliminated		—	—	90.25	26
8	McCarthy	1.65	418	2.00	4.00	1.54	423	3.70	315	390.25	1
9	Martin	Out	Nil	Out	Nil	Eliminated		—	—	Nil	—
10	Gowens	2.06	397	5.79	211	9.00	50	6.48	176	208.5	15
11	Pearce	Out	Nil	Out	Nil	Eliminated		—	—	Nil	—
12	Gray	4.00	300	3.91	305	6.12	194	8.33	84	220.75	13
13	David	9.36	32	0.75	463	2.10	395	6.22	189	269.75	10
14	Turner	4.62	269	2.21	390	Out	Nil	1.54	423	270.5	9
15	Vos	Centre	500	5.76	212	Out	Nil	Out	Nil	178.0	16
16	Mapplebeck	0.36	482	2.19	391	6.91	190	Out	Nil	319.5	6
17						No Competitor					
18	Reeves	3.74	313	Out	Nil	Eliminated		—	—	78.25	28
19	McNaughton	Out	Nil	8.63	69	Eliminated		—	—	17.25	31
20	Griffiths	2.39	381	2.00	400	4.83	259	1.19	441	370.25	4
21	Burdett	Out	Nil	3.01	350	Eliminated		—	—	87.5	27
22	Anderson	5.41	230	1.60	420	9.17	42	6.44	178	217.5	14
23	Acraman	Out	Nil	8.59	71	Eliminated		—	—	17.75	30
24	Walmsley	1.38	431	2.43	379	5.01	250	Out	Nil	265.0	11
25	Parker	2.26	387	Centre	500	9.48	26	1.73	414	331.75	5
26	Knipe	Out	Nil	Out	Nil	5.02	249	6.74	165	103.5	24
27	Brown	1.14	443	Out	Nil	Eliminated		—	2.75	110.75	21
28	Sherman	1.35	433	2.32	384	2.98	351	Out	Nil	292.0	8
29	Rowberry	0.18	491	Centre	500	Out	Nil	9.89	6	249.25	12
30	O'Gorman	Out	Nil	0.44	478	Eliminated and injured		—	—	119.5	19
31	Jones	3.24	338	3.72	314	6.75	163	2.26	387	300.5	7
32	Francombe	2.79	361	8.32	84	Eliminated		—	—	111.25	20
33	Friel	2.93	354	0.37	482	3.27	337	3.40	330	375.75	3
34	Flambert	Out	Nil	Out	Nil	Out	Nil	Out	Nil	Nil	—
35	Starkie	1.62	419	0.66	467	4.16	292	2.81	360	384.5	2
36	Meacock	Out	Nil	1.83	409	Eliminated		—	—	102.25	25

B.P.A. National Championships 1965

Final placings of individuals in order of merit

NAME	ACCURACY	AVERAGE STYLE	TOTAL
Sherman	292.00	480.00	772.00
Turner	270.30	323.30	593.80
Charlton	104.50	456.60	561.10
Brown	110.75	380.00	490.75
Anderson	217.50	263.30	480.80
David	269.75	193.30	463.05
Griffiths	370.25	63.30	430.55
Scarratt	66.75	360.00	426.75
Wright (Miss)	152.25	270.00	422.25
Meacock	102.25	310.00	412.25
Starkie	384.50	13.30	397.80
McCarthy	390.25	..	390.25
Vos	178.00	206.60	384.60
Friel	375.75	Nil	375.75
Reid	90.25	283.30	373.55
Mapplebeck	319.50	40.00	359.50
Parker	331.75	..	331.75
Jickells	105.25	206.60	311.85
Walmsley	265.00	40.00	305.00
Jones	300.50	Nil	300.50
Sparkes	165.00	133.30	298.30
Francombe	111.25	160.00	271.25
Rowberry	248.00	..	248.00
Acraman	17.75	223.30	241.05
Burdett	87.50	133.30	220.80
Gray	220.75	..	220.75
Gowens	208.50	Nil	208.50
O'Gorman	119.50	Injure	119.50
Flambert (Miss)	Nil	110.00	110.00
Knipe (Mrs.)	105.50	Nil	103.50
Reeves	78.25	..	78.25
McNaughton	17.25	30.00	47.25
Martin	Nil	20.00	20.00
Etchell	Nil	Nil	Nil

Individual score sheet—Event 3—Style

NO.	NAME	JUMP 1	JUMP 2	JUMP 3	AVERAGE	PLACE
1	Etchell	Nil	Nil	—	Nil	—
2	Charlton	460	500	410	456.6	2
3	Wright	310	200	300	270.0	8
4	Jickells	270	Nil	350	206.6	11
5	Scarratt	410	390	280	360.0	4
6	Sparkes	100	360	Nil	133.3	15
7	Reid	330	240	280	283.3	7
9	Martin	60	Nil	—	20.0	21
10	Gowens	Nil	Nil	—	Nil	—
13	David	Nil	400	180	193.3	13
14	Turner	350	240	380	323.3	5
15	Vos	240	150	230	206.6	11
16	Mapplebeck	120	Nil	—	40.0	18
19	McNaughton	90	Nil	—	30.0	20
20	Griffiths	190	Nil	320	170.0	—
21	Burdett	130	270	Nil	133.3	16
22	Anderson	200	280	310	263.3	9
23	Acraman	210	150	310	223.3	10
24	Walmsley	120	Nil	—	40.0	18
25	Parker	Nil	withdrawn	—	Nil	—
26	Knipe	Nil	Nil	Nil	Nil	—
27	Brown	240	450	450	380.0	3
28	Sherman	500	440	500	480.0	1
29	Rowberry	Nil	Nil	—	Nil	—
30	O'Gorman	Injured	—	—	Nil	—
31	Jones	Nil	Nil	—	Nil	—
32	Francombe	50	220	210	160.0	14
33	Friel	Nil	Nil	—	Nil	—
34	Flambert	120	100	210	110.0	17
35	Starkie	40	Nil	—	13.3	22
36	Meacock	180	400	350	310.0	6

FINAL RESULTS

at Aldershot

Individual Results—Men

1.	Sergeant P. W. Sherman	...	...	...	...	674.60
2.	S/Sergeant P. W. Turner	...	...	...	...	594.60
3.	B. A. Brown	...	...	...	...	567.30
4.	Sergeant A. F. Charlton	...	...	...	...	526.20
5.	L/Corporal B. A. David	...	...	...	...	494.13
6.	Trooper B. Anderson	...	...	...	...	414.30

Individual Results—Ladies

1.	Miss Susi Wright	...	...	...	...	422.25
2.	Miss Helen Flambert	...	...	...	...	110.00
3.	Mrs. D. M. Knipe	...	...	...	...	103.50

Team Event

1.	Army Peregrines Team A	...	...	...	...	7933	(Average team distance—3.56)
2.	Parachute Regiment F/F Team A	...	...	...	...	6171	(Average team distance—4.86)
3.	Army Peregrines Team B	...	...	...	...	5674	(Average team distance—5.28)
4.	Parachute Regiment F/F Team B	...	...	...	...	5425	(Average team distance—5.48)

Judges present were

Preliminaries : S/Sgt. Joe Norman.
S/Sgt. Clifford Roberts.
S/Sgt. Mel Lavier.

Finals : S/Sgt. Joe Norman.
Col. R. D. Wilson.
P. M. Lang.
W/O. D. Hughes.

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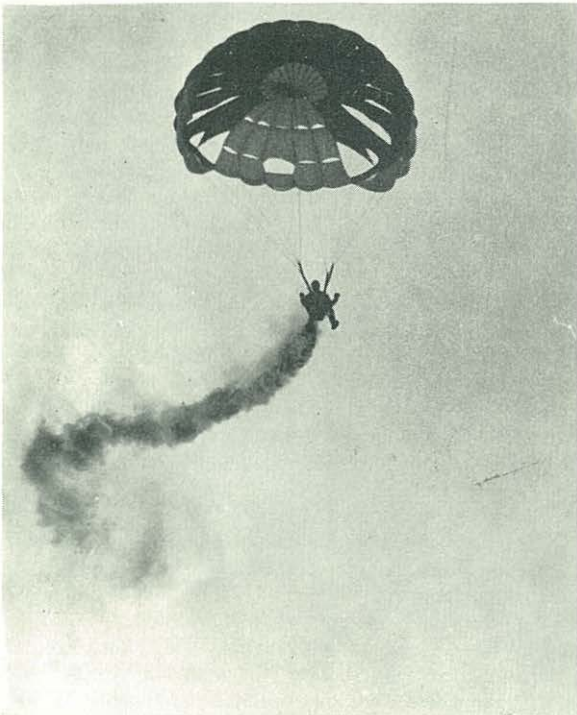
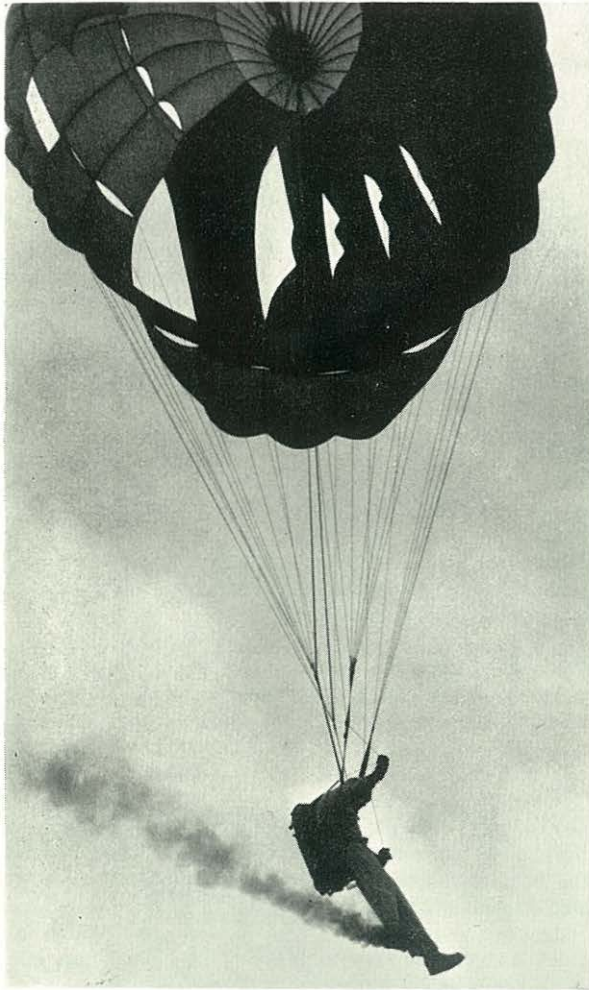
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# HOT AIR

~~~~~

Dear David,

John Cole's weighing of competition against safety requirements comes at a critical period. So does your reply of May 12th, 1965. As you rightly say, at last someone is showing some interest.

John has my sympathy in wanting more B.P.A. help. Especially at his club. Let us hope he will shortly feel he is getting it.

I am alarmed to read my own name on the "List of BPA Approved Parachute Instructors" on page 32 of the Summer issue.

I am not sure on what this approval is based. Especially since I have not requalified under the new B.P.A. standards. Surely instruction technique has improved in the last two seasons. If it hasn't, perhaps my B.P.A. subscription is worth no more than some of the pious hopes expressed at club meetings.

How can the B.P.A. approve an instructor who has not jumped—far less instructed—in U.K. since 1962? Who consequently cannot be efficient. Who can presumably send a trusting novice to his end through sheer ignorance of instruction, 1965.

MARK MILBURN

14 The Little Boltons,
London, S.W.10.

Dear David,

I think that Mark Milburn raises a very vital issue in his letter and the Council are grateful to him for this.

As he points out, there has been no automatic time expiry in the qualifications for B.P.A. instructors. The Council decided, therefore, at a recent meeting that this should be covered in the draft Safety Regulations and the proposal going forward for final approval is this:

The onus of responsibility should be on the instructor to make 10 jumps per year and if he fails to do this his instructor rating will automatically lapse. Moreover, every three years he will be required to register anew.

As regards the test of instructors in the last issue of SPORT PARACHUTIST, Mark will remember that all instructors were given until June 30th, 1965, to requalify in these new standards: this was made mandatory for the very reason he mentions. Techniques have improved and altered drastically in the past year or two.

He will be relieved to note that his name does not now feature in the current list published in this issue!

Yours ever,

ROY TRUSTRAM EVE

Dear Sir,

Since coming out to this part of the world in March 1964, I have heard numerous secondhand and rumoured accounts of U.K. parachuting fatalities. One has been able to gather a number of details but a full authentic, official and consequently instructive account has yet to be received. Obviously a knowledge of accidents can prevent recurrences and having spent the last six months introducing and instructing sport parachuting to British personnel in Malaysia, I am particularly interested to know just what exactly has been going wrong with British parachuting.

Could it not be a regular policy for copies of accident reports to be circulated to all B.P.A. instructors—no matter where they may happen to be at the time?

Yours truly,

40 Commando R.M.,
F.M.O. Singapore.

R. A. M. SEEGER

Accident reports are circulated to all Council members, discussed in detail at Council Meetings and scrutinised most carefully by the safety committee. If after all this any points arise, they are dealt with immediately. Should any findings from the safety committee require action, again, they are put into effect straightaway and all instructors are notified. The Council consider that an accident report per se is confidential to the Association and the Ministry of Aviation and have decided that its own considered opinion of such a report would serve best the interest of its members, rather than having the report circulated.—Editor.

Dear Sir,

Being a reader of your magazine I was very pleased to see the article entitled "Sky Divers", published in the colour supplement of the *Daily Telegraph*, dated June 18th.

While this article was very interesting indeed, my attention was drawn to your comments concerning costs for beginners as given on page 36.

Over the last 12 months or so I have maintained considerable interest in sport parachuting activities, and have become reasonably familiar with the membership terms and operations of all the listed clubs within 100 miles radius of Luton. In particular, the British Sky Diving and East Anglia Sky Diving Clubs, at Thrupton and Navestock, respectively.

In all cases except one (Parasport Ltd. of Staverton) training costs comprise a £10 course fee which includes all the usual hire and standing charges but *exclude* hire of helmet, clothing and boots.

Parasport require a 10 gns. course fee, which also includes B.P.A. membership and hire of helmet and jumpsuit—no boots are mentioned.

You will appreciate that anybody wishing to take up parachuting as a hobby does not know whether they will continue after having made the initial jump, and to pay between £10 and £17 for kit seems to cripple the prospect at the outset.

I would be grateful to receive particulars of the clubs offering the attractive terms stated in your article, bearing in mind that the British Parachute Club no longer accepts trainees and continuation jump charges appear to be £2 in all cases. While writing, I would praise most highly the letter written by John Cole and shown on page 29 of the last issue of SPORT PARACHUTIST. Although I am an outsider I think most of what he said has been substantiated by the results of the National Championships held at Aldershot last week-end.

Apart from the ladies, only Brian Brown achieved any success and *everything* else went to the military. Such a result is obvious and to be expected when consideration is given to the vast resources which the military have available, against the comparatively meagre and poorly organised (relatively speaking, of course) civilian facilities. I personally do not give our service friends any credit whatsoever for their efforts.

I am somewhat surprised that service competitors are allowed to enter the B.P.A. championships and to exert their unfair advantages to run riot with the prizes. After all, they have their own championships, recently held at

Netheravon, and civilians were not allowed to enter these. Why not act now so that next year we can see some real sport parachutists get their chance?

One could feel more sympathetic to our service friends if they allowed civilians to fully utilise their facilities during non-duty periods, and gave some direct assistance, as indeed is done on the Continent. This would be a grand gesture, and not before its time either.

T. O'NEILL

43 Alder Crescent,
Luton, Beds.

No doubt you will receive answers to your letter direct from readers. Considering everything connected with the jump information is correct apart from hire of helmet, overalls and boots, which can be obtained for a nominal fee per jump—or even borrowed—I think you are splitting hairs. Surely the main points are that you get two 'chutes, insurance, an aeroplane, hours of instruction and a considerable amount of patience and self-control on the part of your instructors. I see that you are not a member of the Association but are joining soon. I am publishing your letter to show how little the outside world knows about what goes on amongst parachutists in this country and their ignorance of all the problems involved. To say that Service Competitors are not "real Sport Parachutists" and that they give no "direct assistance" is just laughable as even the most ardent Civilian will tell you. This must be the Association's fault, but it is entirely due to lack of funds and facilities. Slowly but surely we are endeavouring to put everything right, and your interest is much appreciated—more so when you can honestly say that you have a fair idea of what it is all about.—Editor.

Dear Sir,

For your information, there are 28 clubs in Australia, as follows:

Northern Territory	..	1
Tasmania	.. ..	2
South Australia	.. ..	3
Western Australia	.. ..	4
Victoria	.. ..	5
Queensland	.. ..	6
New South Wales	.. ..	7

I do not have much contact with clubs in other states and therefore I can only describe jumping as it is in Western Australia.

Western Australia: The West Australian Parachute Club; Rockingham Skydivers; Special Air Service Skydivers and the Carnarvon Skydivers. The latter is situated about 600 miles north of Perth. The first three usually jump together, approximately 30 miles from Perth, every Sunday, all the year round. Due to good weather conditions, we only miss out on an average of six days per year!

The most common aircraft used is a Cessna 172 or 182, although a Piper Tripacer, Auster and Dragon DH84 have been used in the past. The cost of a jump varies from approximately £1 to £1 5s. 0d. for static lines and approximately £1 10s. 0d. to £1 15s. 0d. for a 30-second free fall. 'Chute hire for all clubs is 5s., but a great percentage of the jumpers own their rigs.

The 'chutes we use are U.S.A. B4 Back Packs with C.9 canopies and T.7 reserves, but in the near future we hope to see a Para-Commander or Crossbow operating. The most popular modification is the 7 spread TU for experienced jumpers and the LL modification for students.

A keen parachutist can get in two or three jumps a week-end, although I know two blokes who had nine jumps each in two days.

Between December 27th, 1965, and January 1st, 1966, the Australian Championships will be conducted in Port Pirie in South Australia to select a team for the World Championships.

Just as a point of interest I have included some of the licence requirements, which can be compared with the British Standard, which were printed in Spring Vol. 2 No. 1 issue of SPORT PARACHUTIST.

- (a) 10 descents including one free fall.
- (b) 30 descents including 20 or more stable delays, including 10 delays of at least 10 seconds with a maximum error of 50 metres plus completion of all free fall training.
- (c) 50 descents, of which 30 are stable delays, including seven consecutive descents with a maximum error of 50 metres.
- (d) 100 descents, including 75 stable delays, of which 10 are 30-second delays or more with a maximum error of 25 metres.

These standards are set by the Australian Parachute Federation, which would be similar to the B.P.A.

If anyone is interested and would like to exchange parachuting stories, etc., please write.

Before I end, I would like to compliment the Editor on such a fine magazine and especially on selection of the beaut cover on the Spring edition.

Lot 27,
Storrington Crescent,
Balga,
Perth, Western Australia.

B. J. BEVANS

Hi, Griff,

It was indeed a very pleasant surprise hearing from you. Do I remember you—are you kidding? Of course I remember you. I remember the day you and I flopped out of Aerial Contracts Cessna 180, from 12,500 feet for a 60-second delay at Staverton Airport. You think you felt like a beginner—when I got back to the U.S.A. I went to Hill Air Force Base, Utah. I thought I was "hot stuff". Man, oh, man, was I in for a big surprise! To make a long story short, I got a first-class lesson in what sky diving is *really* like. I am confident that when I left Utah I could hold my own against and with any jumper/jumpers anywhere . . . anywhere except at Fort Bragg, North Carolina, against the fabulous Golden Knights, the U.S. Army's parachute team. There at Fort Bragg in December last I got *another* fine lesson in parachuting, in competition against the U.S. Army parachute team. In short, I got my — kicked, good and proper, in competition against the finest parachutists in the world. When it was over it left me a lot wiser and even more determined, although I suffered from an acute case of injured pride and deflated ego.

Griff, as disheartening as it may sound, that is the only way to learn, *provided* you are not a quitter and can keep from feeling sorry for yourself. When you shoot for the top it is an all-uphill grind. I understand you are training students. Training student parachutists is like a school-teacher training the minds of impressionable boys and girls. You are responsible for forming their basic psychological attitudes towards safety and safe habits, and impression of the sport in general.

To the complete surprise of many would-be, so-called instructors(?), teaching would-be sport parachutists is a serious responsibility and must be regarded as such. How many instructors have you seen start right in with the mechanics of "sky diving"? Regardless of how basic you begin, unless the psychological aspects of the trainee's

place in this entirely new endeavour is at least touched upon, then the student's training cannot be considered entirely complete. No more than you would hand just *anybody* a loaded pistol, it would be twice as ridiculous to throw just *anybody* out of an aeroplane in flight and confidently expect them to mentally function rationally enough to stay alive. The greatest killer in sport parachuting is *mental malfunction!* The "daredevils", "I couldn't care less" and "I am too much of an old pro" boys make up but a small percentage as compared to the poor suckers who keep kidding themselves (and they will keep on doing it, running up the fatality list, as long as unqualified people, or careless, or both, continue to disregard the psychological end of the student's training). The idea that everyone can become a sport parachutist, or even make *one* parachute descent with a reasonable amount of self-control and awareness, is as ridiculous as saying that every man possesses the same mental aptitude or self-control as everyone else.

Sure, you and I have stepped into an entirely new dimension of sheer, unadulterated pleasure. On the other hand, I wonder, have you ever given thought to the possibility that out of the students you have ejected (or have asked to leave) from the aircraft, one, or maybe several of them, were experiencing stark terror, blood-chilling fear? Let's face it, babe, it is normal to be afraid of the idea of leaving a perfectly good aircraft. I know I was on my first jump. However, it is something else to be frightened into a state of shock—horrified. For the most part fear is a healthy companion, as long as the individual controls it, and it serves as a check against recklessness. To be frightened to a point where the parachutist is mentally incapacitated due to brain-numbing panic renders the jumper helpless to act in *any* emergency situation.

So what shall we say, then? "Drop them anyway, the good guys live and the bad guys get killed." Such practice is just as foolish as it sounds. What do you do about it? Screen them, discuss and encourage them to discuss their apprehensions, attitudes, limitations, etc. Teach or encourage the student to be honest with him or herself. Discuss fear. Discuss the subject of mental malfunction. Get rid of any student you feel is "an accident looking for someplace to happen". Let the student know exactly what is expected of him or her. Watch them and don't trust them until you are certain they have at least learned to trust their own ability . . . this is called confidence.

The second point to consider in parachuting accidents and fatalities is *carelessness*. There is more than one way to become careless. To pick up a rigger-rolled parachute and assume it is ready to jump just because the pack is closed is one kind of carelessness. However, to allow oneself to become careless in attitude is the worst kind of carelessness. Nevertheless, a jumper can be killed in either case. The answer here has never been any secret to any body—to be mentally alert, assume nothing (to ass-u-me means to make an *ass* out of *you* and *me* both), and respect the basic safety regulations, which were made up by people who by their experience and sound judgement composed them, not to win a Nobel Prize but to perhaps keep some jackass alive who thinks it is beneath him to follow these commonsense rules of safety because he is "an old pro". Those of you who love the sport, let's have some leadership by example. In spite of every effort there will always be the careless idiot who will insist on killing himself or someone else. The sad part about it is if it were only his or her stupidity involved, too bad, "hard head", but that isn't entirely the way it goes. The image of sport parachuting suffers another "black eye".

While on the subject of safety, or the lack of it, there is still another point remaining on our triangle: the oldest enemy of mankind—ignorance. It is one thing to be ignorant, but quite another to be ignorant and content with it. Believe it or not, there are people who haven't the slightest idea of what they are doing and do not want anyone to tell them any different, even if it kills them, just out of stubbornness, pride and just plain stupidity, rather than ask the advice of someone skilled in this endeavour. I owe my present proficiency to the fact that *I knew* that *I knew nothing* from the beginning. I sought knowledge like a young man in love. I asked a million questions. (Mr. Brian Porter, of 67 Graham Street, Swindon, Wilts, can attest to that.) I watched, discerned, meddled and listened. I remember telling you one day at Staverton that I wished that I could get a stable exit from the Cessna 180 we had there with no step. You explained to me how you did it, I tried it and it worked. You were the student, however, I was not above listening. Student parachutists should diligently seek the expert advice and example of more experienced parachutists. Students should be *dead sure* that their instructor is qualified to teach sport parachuting. Once students are absolutely sure of their instructor's ability and experience, they should trust the instruction they receive faithfully.

My spelling and typing is the greatest—ain't it? It ain't? Okay, so I coulda dun betta with my feet.

Have you heard that the P.C. (Paracommander) has signed the death warrant for the 1.1 ounce flat circular canopy. I am sure you have. Well, don't believe it, babe. It is common knowledge that the P.C. will give you more shots at the target. Spotting can be far less accurate with the P.C. (provided you are somewhere within the wind cone). The over-all performance of the P.C. puts it far ahead of conventional parachutes. Despite this testimony, the flat circular canopy is far from being obsolete. Another fact to remember is that good equipment will never be a substitute for good performance and sound judgement.

The trick to getting the most out of a conventional canopy is:

1. Consider all the desirable attributes of a good modification in a given canopy:
 - (a) Forward glide;
 - (b) Forward deceleration (brakes);
 - (c) Low rate of descent.

Note—Notice I excluded the traditional "turning speed".

Fast, fast turning speed is definitely not essential for good canopy performance and accurate target work, since it has been proven, with exceptions of course, that the straight-in approach is the most accurate. Turns are necessary, primarily for getting on to and/or staying on the wind line.

2. Body weight in relation to the load limit of the parachute canopy for a safe standard rate of descent. You must figure your weight against the size of your modification, and vice versa. Too often forward speed is put ahead of rate of descent and the time-in-the-air factor. It stands to reason that if your rate of descent is too hot and the time-in-the-air is reduced by cutting a huge gap out of the canopy for fast forward speed, you are defeating your purpose. My body weight is too great a load for a 7 gore TU and enable me to get the desired glide distance with a good balance in rate of descent.

Note of Warning

Serious implications of recent accidents will have struck all our readers that no fewer than six Sports Parachutists have been killed in this country during the past 18 months.

In each case the Association arranged for an Inquiry to be held without delay by competent members and they have been asked not only to express their opinion concerning the accident but also to make recommendations arising from it. Their reports have been considered at length by the Council and by the Safety and Training Sub-Committee. The Council have then implemented various decisions.

At first sight it would seem desirable to print these reports in full in this magazine, but the Council have consistently decided against this policy. When an accident of this nature occurs the possibility of legal action inevitably exists, in which case the published report of an authoritative body such as the Association could unintentionally result in damage to the interests of members of clubs.

Whilst no negligence on the part of clubs or instructors has been evidenced in these cases, nonetheless, two clear lessons do emerge.

- (a) More attention must be given to the teaching and practice of reserve procedures.*
- (b) The recommended progressive Categories of Training (a reprint of them is inserted in this magazine) provide the very minimum acceptable, and must be studied and followed by all sport parachutists.*

Finally a word on documentation. Your legal obligations and other requirements should be quite clear to you. For those in any doubt, an article appears elsewhere in this magazine and our Office is always ready to give advice. Lax documentation cannot be excused.

R.T.E.

OBITUARY

It is with much regret that we put on record the deaths of the following members who died as a result of parachuting accidents this year:

Robert John Morris. March 6th, at Stapleford Tawney, Essex.

Nicholas de Bray Tuppen. April 28th, at A.P.A. Netheravon, Wilts.

David Gwynnefryn Williams. August 7th, at Staverton, Glos.

Using a 5 gore TU, I get the desired forward speed with *less* rate of descent than I would get out of a 7 gore TU with the same dimensions in modification cut. However, using a 1.6 ounce rip-stop nylon, 28 ft. canopy, the 7 gore TU gives me superior performance. On the other hand, a lighter man would more than likely get the full benefit from a 7 gore TU, in both the 1.1 ounce and the 1.6 ounce canopy. "One man's meat is another man's nylon!" Each jumper must take care to properly select the canopy that will give him the proper balance of forward glide and a reasonable rate of descent. In any case, only the TU modification can meet the needs of today's parachutist, whether it be a 5 or 7 gore TU, 1.1 or 1.6 ounce R.S. nylon. It goes without saying that the student must be weaned on one of the two double L's, the 5 or 7 gore separation. Only the TU family can offer the parachutist the best all-round performance in just about any jumpable weather condition. Sure, you can chop up your canopy with some "Mickey Mouse" modification that will out-run any TU, or out-turn any TU, etc. However, in *any* jumpable weather condition can it meet the day-to-day challenge of the TU? In hot weather, will it dump you out of the sky? What is its rate of descent? Can you control it? Which brings us to our next feature.

3. Throttle. That's right, you heard me right, *positive control* of the canopy's forward glide, such as never before thought possible. This is possible through my own personal method of "positive dual control". The use of dual control lines, properly installed, will, while cutting the canopy's turning speed potential in half, allow the parachutist braking power never before possible with single control lines. In fact, you might say that the turning power that the canopy loses is harnessed into additional braking power, which is of far greater value to the parachutist than a snap turn. More dead centres have been lost because of a vain attempt to salvage a bad approach with that "quick hook-in". Once you slide over that target on approach you can forget about that "miracle save" with a snap turn back in . . . sorry 'bout that! Using the standard "Straight-in Approach" the parachutist remains up-wind of the target from exit until touchdown. With "Positive Braking Power" the tendency to overrun the target is greatly reduced. However, until the jumper learns to accurately use his new-found "power" he may have a tendency to "stall-out" and drop short of target. Nevertheless, with a little experience the parachutist will find that he has far greater control over his parachute than ever before.

A word of caution! *Never* allow a student or novice to use the positive dual control. Jamming on the dual control "brakes" near the ground will dump the inexperienced jumper right out of the sky as if he fell out of his harness. Either that or he will begin wild oscillations as a result of crude use of controls. Like the P.C., you must be gentle with it. In my estimation, my positive dual control gives the conventional parachute a needed reprieve in the face of the mighty Paracommander.

EDWARD KIMBLE

712 Wilma Street, Apt. 1,
Fayetteville, N.C.,
U.S.A.

In Council, on your behalf

I must emphasise that the following account is only a brief résumé of the meetings, and that something of what is recorded here may unavoidably be out of context. I have done my best to prevent this—and would be pleased to answer questions on what follows. It should also be noted that in future editions extracts from Council meetings will be reported by me in a much briefer form. It was published more fully on this, the first occasion, to show that the Council does a great deal of work on your behalf, and to give some idea of the variety of topics discussed at the monthly meetings. (If anyone does raise any points, would they please send me a S.A.E.—Ed.)

May 27th, 1965

The Council were told that Sir Godfrey Nicholson and Mr. Staple had gone through the *Articles and Memorandum* most thoroughly and it was agreed that safety should be stressed in them.

The present method of subscriptions should remain—the Council were told by the Hon. Sec.-General that any other method would prove unworkable and too complicated from the administrative point of view.

Mr. Pierson felt that dissenting factions ought to have an opportunity to air their grievances immediately and that the Council should be more accessible. Mr. St. John said that at present it is possible that members do not feel that the Council, who are elected to represent their interests, are doing so: the onus, of course, being on the members to make these views clear to the members they know. The Chairman suggested a system whereby ballot papers could include nominations for positions of officers.

As a final recapitulation after lengthy discussion, Sir Godfrey Nicholson agreed with the other members present that the Council should elect its own Chairman.

National Championships

The Hon. Sec.-General told the Council that he had arranged for insurance cover to be raised to £100,000 for the Aldershot meeting and the Chairman suggested that this should also be made applicable for Netheravon as well. The Hon. Sec.-General told the Council that negotiating cover takes time and that it is necessary to have a second policy to cover specific shows, etc. He said that the individual as well as the Association would be covered and agreed to arrange for additional cover for Netheravon in view of the enormous risks involved.

Approval of Parachutes

The Vice-Chairman told the Council that it was proposed to get the so-called experts on this subjects together for a meeting while at Netheravon, and the results of this meeting could then be ratified later by the Safety Sub-Committee. He said that he had failed so far to find anyone willing to take on the additional work of Chairman of this Sub-Committee. Hon. Sec.-General suggested that Flt.-Lt. Peter Hearn should be asked to return to the Council. The Chairman said that Wing Com. Turnbull

had already been asked for his assistance. It was suggested that as Squadron Leader Alan Johnson was in Singapore, Hearn should be approached by Group Captain Sowrey to be co-opted on to the Council.

Accidents

A letter has already been written to the Minister of Aviation and a suitable one will be addressed to the Home Office concerning the handling of equipment after accidents. The Chairman said that he has written-in the following points to the safety regulations—malfunctions of parachutes and injury reports. He said that malfunctions should be reported but obviously they are not so important as fatality reports. He suggested that a standard malfunction report be instigated as in America, and that if and when money becomes available a country-wide survey should be held to analyse the results.

Adriatic Cup

It was agreed that only one team should be selected from the top six at the National Championships, and that only a male team should be sent this year—the chief reasons for this are that:

1. Women do not belong to the Services and therefore travel would be more expensive.
2. It is planned to travel overland, staying at various Service establishments, and there would be administrative complications.
3. It is felt that the women are not quite up to standard for the Adriatic Cup and we are therefore unable to send a full team.

The Chairman said that the men's team to be sent will be increased from five to six as there will be no women—the actual team will only consist of three but the others would compete in the individual events. He added that a bus had been hired for travel, as this would be the cheapest method, and three Canadians from the Canadian team were also to travel in it to help cover costs.

Medical Certificate

The Council were told that the Vice-Chairman had written to Dr. Robertson asking him to simplify his certificate. The Chairman said that he had approached another

doctor in Germany asking whether he agreed that the suggested certificate was rather too complicated. In the view of this independent doctor every word of the certificate is justified and he recommended that it should remain as it stands. In answer to the Vice-Chairman's letter, Dr. Robertson replied that he could not agree with the Councils' findings.

It was agreed that the certificate should be re-drafted as a guidance for doctors and a simpler form could then be signed. The Chairman asked that Dr. Robertson's findings be forwarded to the Hon. Sec.-General—he also suggested that the guide be added as a brief appendix to the Safety Regulations.

Packing Certificate

The Chairman told the Council that it should be possible to devise an examination in the principles of parachute packing and thereafter it would be the responsibility of the individual to learn the different types. The Hon. Sec.-General informed the Council that the Solicitor was most insistent that any such examination should be very comprehensive. It was suggested that the certificate should be sent out for comment from the clubs. The Chairman agreed that this problem should be left for further investigation with the Safety Committee.

Panel of Examiners

The applications of Sgt. S. Vatnsdal, Captain E. Gardener and Sgt. B. T. Clark-Sutton for appointment to the Panel of Examiners were considered and approved.

Training

The Chairman told the Council that it has been suggested that the B.P.A. are not providing services to the average jumper and he explained the extremely generous offer made by the A.P.A.:

1. To organise a week-end instructor training at Netheravon in August on any week-end to be nominated by the B.P.A.
2. Similarly on any week-end in September.
3. Run a competition primarily for civilians during August Bank Holiday—the Chairman volunteered to act as director and organiser for this event.

The idea is purely to raise the standard of instruction on the first two week-ends. Brigadier Gilbert said that if this offer is taken up, the work involved will be undertaken by the A.P.A. and the only charges would be to cover the outlay. The Bank Holiday week-end would be open to servicemen below a certain standard.

Brigadier Gilbert said that all arrangements for the National Championships were in hand except the eternal problem of catering numbers.

The Chairman asked that entries for the Scottish International Championships should be encouraged and he thought it would be advisable to ask for volunteers to represent England after the Netheravon meeting—it was regretted that the entrants would have to pay their own expenses. After discussion the Vice-Chairman suggested that the leading English parachutists should be approached and encouraged to compete, otherwise there is the danger of a scratch team. The Chairman suggested a letter to all clubs asking for an English and Welsh team of three—the letter to be sent to club secretaries.

Marking of Dropping Zones

The Hon. Sec.-General told the Council that negotiations with the Ministry of Aviation were started as long ago as 1962—at that time it was asked that a small white cross should be placed in the signal area, a cone on the mast and also a red cross on the DZ. A reply was received categorically saying no—because of the red cross. The French idea of having a model parachute was discussed and thought to be too expensive. The International Conference had turned down both the French and German ideas, saying that they were not to be recommended. The Council decided to take this matter up again with the Ministry, suggesting either a white cross or instead a "dayglo" orange cross, which was thought generally preferable. According to international regulations either red, orange, yellow or white would be acceptable, but it was suggested that both red and white should be avoided if possible. Mr. St. John said that there are no signals in the signal square at Blackbushe and he had raised the matter as it created a serious problem. Group Captain Sowrey thought that the actual colour was immaterial but that some warning signal was necessary—he suggested yellow crosses for both signal areas. It is doubtful whether the actual limitations of the dropping zone area could ever be marked. At the moment the markings are left to the individual clubs. It was decided that a letter should be sent to the Ministry suggesting that when parachuting is in progress on the airfield a white or orange cross should be used in the signal square. The Hon. Sec.-General suggested that an inverted cone would be an advisable warning. Group Captain Sowrey agreed to look into this matter. The Council agreed to support the suggestion that a white or orange cross in the target area be used.

Letter from M. J. West, Esq.

After discussion it was agreed that this problem had arisen due to lack of communication between the B.P.A. Council and the Association members—and it was agreed that it is up to the headquarters to keep its members informed. The Vice-Chairman suggested that a headquarters page should be included in future issues of SPORT PARACHUTIST. The Chairman agreed that this is a fundamental question of lack of full communication and he thought it would be advisable to send a circular letter to the clubs explaining this, and he said that the members of the Association do not understand how much diverse work goes on on behalf of the members; in order to illustrate this a copy of the Minutes of the last meeting should be sent to give some idea of the range of the Council's activities. He also thought the circular should state that it will not be the Council's policy to send Minutes of every meeting, but that the clubs should be reminded that they are welcome to send observers to Council meetings should they so wish. Group Captain Sowrey felt that the wide gap between practical parachutists and the administration could be gulfed by a regular news letter giving points from recent Council and Committee meetings—at least in this way all the members would feel more involved with the Association. It was also suggested that extracts from recent meetings could be published in the magazine, giving pertinent points of interest.

The Council decided that the writer of the anonymous letter should be invited to attend the next Council Meeting, together with Mr. West—their grievances could then be discussed in Council.

Any Other Business

After discussion, the Council agreed that the Vice-Chairman should obtain a quotation for a booklet of the Australian type to contain all the certificates, etc., necessary for parachuting.

Mr. St. John raised the point that he needed special permission to jump with Government surplus parachutes which he had been packing. He had been asked to do a special display. The Chairman stated that Mr. St. John should be allowed to do this jump but that he must obtain special clearance with the Ministry of Aviation, as their regulations as well as B.P.A. regulations would be involved.

June 10th, 1965

It was unanimously decided by those present to co-opt Squadron Leader Peter Hearn to the B.P.A. Council—should he be available.

Accidents

The point was made that all accidents and their circumstances should be reported—if only for the record.

Medical certificate

Part of a letter from Doctor Robertson to the Vice-Chairman was read to the Council in which he said that the certificate drafted by the Council would not be acceptable to many doctors in general practice. He thought that a simple yes/no type would prove more workable. However, the Council thought that the amended certificate that Doctor Robertson had worked out was sufficiently thorough and just what was required. It was deemed necessary to add a paragraph concerning the expiry of the certificate. It was the unanimous decision of the Council that the amended version should be accepted. It was also decided to send a copy of this to Doctor A. Johnson in case he had any comments before going to press.

Dropping zones—discussions

Group Captain Sowery told the Council that discussions on this matter are under way.

Anonymous letter writer

Despite the feelers which had been put out, the anonymous letter writer had not come forward and the Vice-Chairman suggested that he should be written to via the address known and be invited to the July Council meeting together with Mr. West. The Council thought that this matter should not be taken too seriously if he could not even offer any constructive ideas on the future of the sport. The Chairman suggested that attention should be drawn to the efforts to trace the letter writer and that the Council are at a loss not knowing to whom to address their reply. The Council would like to know the identity of the writer if only to try and persuade him to apply his efforts more usefully on behalf of the B.P.A.

D. W. Don, Esq.

Mr. St. John said that the question of co-opting Mr. Don to the Council had been raised at the last meeting. After discussion the Chairman suggested Mr. M. West and Mr. J. Clark as alternative members to be co-opted. The Hon. Secretary-General pointed out that Mr. Don had been a member of early B.P.A. Councils and that owing to the travelling distances involved it was

unlikely that Mr. West or Mr. Clark would be able to attend meetings regularly. Group Captain Sowery suggested that there should be a paragraph in the proposed circular letter stating that Mr. Don had kindly offered his services to the Council and that unless information is received to the contrary the Council will assume that this matter is agreed by the membership.

Adriatic Cup

The Chairman told the Council that the following people had been selected for the team to go the Adriatic Cup: Sergeant P. W. Sherman, S/Sergeant P. W. Turner, Sergeant W. T. Scarratt, Sergeant R. Griffiths, Trooper B. Anderson and L/Cpl. B. David. Miss Helen Flambert had now been allowed to enter; originally through administrative difficulties she had not been allowed to join the team but she was most anxious to enter and was travelling to Yugoslavia at her own expense. It was agreed that the B.P.A. should pay her entry fee. It was decided that she should go as a British entry. Mr. Pierson questioned the wisdom of subsidising individuals for any competition and wondered if this might not start a precedent. The Chairman said that there were no objections to her attending, the difficulties had been purely administrative, and as the team were to be fully subsidised it would be rather unfair not to help by paying her entry fee. It was agreed by the Council that this was not to be taken as a precedent and individual cases were to be studied as and when they occur. The Chairman said that the team were relying on Government support and he questioned the Hon. Secretary-General who said that the cost to the B.P.A. per team member would be £15. He added that it was hoped to arrange some additional training whilst the team were in Germany. The Council were told that the Army had agreed to pay £15 for each soldier competing and the competitor would be asked to pay the balance.

The Chairman informed the Council that at a recent meeting, the Safety and Training Committee had discussed the fatality at Stapleford Tanney. Arising out of this discussion some disquiet had been expressed concerning one or two instances in which B.P.A. rules and established procedure had not been complied with. For most part these were incidental to the circumstances surrounding the fatality in question, but the Safety and Training Committee felt that they might be indicative of a disregard of the principles of sound instruction. The Chairman had therefore been requested to express the Safety and Training Committee's view on this subject to the Council.

Expiry Dates of Documents

The Vice-Chairman suggested that a requalifying date should be incorporated in all certificates issued. For example Instructorship could expire in the same way as a General Permit which is only valid for one year. At present people were merely dropped from the lists at random or as necessary at the discretion of the Council and Secretariat. The Chairman thought that a certain minimum number of jumps per year might be a suitable guide for continued qualification, he suggested that a clause of this nature should be added to the certificate. Mr. Pierson thought that all pilots should be required to undergo similar requalifications, but the Chairman said that Instructors would not employ an unsuitable pilot. After discussions Mr. St. John suggested annual requalification by, say, two other instructors; the Hon. Secretary-General pointed out the administrative difficulties of an annual

scheme. The Chairman thought that apart from being much more careful initially in qualifying instructors a three-year requalification period might be plausible. It was also agreed by the Council that a minimum number of jumps should be required for an instructor to hold his rating. It was finally agreed that the onus should be on the Instructor to do 10 jumps per annum and furthermore if he fails to do this his Instructorship would automatically lapse; every three years he should be required to re-register. These arrangements should be written into the final draft of the Safety Regulations. It was also agreed that a standard footnote should be added to the list of Instructors to the effect that all Instructors and Chief Instructors are required to notify the B.P.A. when they are no longer complying with these requirements in order that their names may be struck off the list.

Safety Committee

The Chairman told the Council that the Committee were in agreement that the minimum number of jumps for the old instructor's rating should be raised to 100 and the advanced rating should be 200. The requirements for instructors, advanced instructors and ground instructors were agreed by the Safety Committee.

The Hon. Secretary-General questioned whether present holders of the Royal Aero Club F.A.I. Certificates would have to requalify. The Council were told that everyone wanting a certificate would, as from next year, have to produce a modern one. Mr. St. John raised the question of licence numbers and it was thought that numbers would be transferred. The Hon. Secretary-General agreed to consult the F.A.I. and the Royal Aero Club on this matter. It was agreed that requalification for all certificates would be required every two years, also a note to this effect was to be added to the medical certificate.

National Championships

The Chairman said that a most successful phase I of the Nationals had been completed with two days in hand. There was a particularly friendly atmosphere, it had been a most enjoyable week, and he thought that the standard showed a marked improvement on last year. There were too few civilians participating. It was felt that there had been no boycotting of the event but the majority of civilians would prefer to get more actual jumping than was possible at Netheravon. The gap between the near professional and the amateur was marked and the introduction of new classes and more segregation was advised to gain the obvious latent support. In short, the whole matter must be carefully considered before the A.G.M. The Council gave a unanimous vote of thanks to the A.P.A. who had organised so much for the successful completion of the Netheravon Meeting.

Finals of National Championships

After discussion it was agreed that the Lady Quilter Cup should be presented to the leading British native lady. Mr. Pierson's misplaced sense of humour became apparent when he said that this last phrase, quite innocent today may offend someone in the future, in view of the rapidly increasing number of people joining in the sport of all creeds and nationalities. He was ignored. The question of the Swan Trophy was discussed and it was agreed that as this was originally presented for parachutists of limited experience it would make an excellent trophy for the proposed August Bank Holiday Competition.

Annual General Meeting of B.P.A.

The most suitable date suggested for the A.G.M. was 20th November, 1965, and 58 Buckingham Gate, S.W.1, the place.

Other Matters

The Council were told that the cost of the Nationals so far was covered by entries—27½ hours flying time—bill of £496.

Sergeant McLoughlin had asked the B.P.A. to be allowed to wear the British team's blazer badge, but as there had been little competition to obtain a place in the team when he represented Britain in the World Championships it was questioned whether this status should not go with some measure of competition. The Council felt that in view of Sergeant McLoughlin's services to British parachuting he should be allowed to wear it. It was thought that should any other such cases arise they should be judged on individual merit. It was agreed to present all six members of the team to go to Yugoslavia with colours.

Manchester Skydivers—After discussion it was agreed that the B.P.A. should assure this club that the only worry had been lest people should break the law and that the Association must offer all assistance possible to them.

July 15th, 1965

A request from Mr. J. Harrison for permission to make parachute descents wearing a jump suit with fabric extensions between the body and upper part of the arms was discussed at some length by the Council who decided history had shown that nearly all previous experiments of this nature had ended in disaster and bearing in mind the limited advantage to be expected from this modified jump suit the Council were not prepared to grant a waiver from the rules. The Secretary-General was asked to reply to Mr. Harrison on these lines.

Legal Position

Sir Godfrey Nicholson said that he had received the corrected draft of the Articles of Association from Mr. Staple and read extracts to the Council. He explained that when the B.P.A. is incorporated as a Company, limited by Guarantee, a letter will have to be sent out to all members of the Association setting out and explaining the conditions of the Memorandum and Articles of Association. He stressed the fact that the Memorandum cannot be easily altered whereas the Articles can be by a special resolution of the Council.

Scottish Championships

After heavy publicity the Council were told that it had proved impossible to raise an English team for these Championships because of the high entrance fee.

It was thought that a letter to the organisers of the Championships might be in order to explain that the B.P.A. felt that there were parachutists who might have attended the Championships if the entrance fee had not been so high.

Dropping Zones

Air Commodore Sowery said that negotiations were in progress to get the white St. George's Cross adopted in the signal square and a red ball on the mast to denote that parachuting was in progress. The Secretary-General was asked to finalise this with the Ministry of Aviation

and Air Commodore Sowery suggested that the matter should be co-ordinated with the Air Force Department.

Safety Committee

After lengthy discussions by the Council it was agreed to ask the Safety Committee to publish their findings as soon as possible. It was felt that the Chairman was carrying too heavy a load and the Hon. Secretary-General wondered whether he might not be asked to appoint a Vice-Chairman to work under him on the Safety Committee, the name of Squadron Leader Peter Hearn was suggested. The Vice-Chairman told the Council that he understood that a tremendous amount of work had been carried out at Netheravon and the difficulty was to know what decisions had been reached. It was understood that due to pressure of work the Chairman had been precluded from publishing the findings of the Safety Committee.

Mr. Willans said that it was still possible to jump anywhere with any parachute. Due the extreme urgency of the matter it was decided that the attention of the Chairman should be drawn to the concern of the Council at the continued delay in publishing the work of the Safety Committee. However, at the same time, the appreciation of the B.P.A. for all the Chairman's work in this respect must also be expressed. The matter of the Draft Safety Regulations was thought to be extremely urgent not only from the safety angle but the question of the Government grant was also felt to some extent to rely on these Safety Regulations.

Approach to the Government

The untiring efforts of Sir Godfrey Nicholson, in his approach to the Government for financial assistance to the British Parachute Association, have at last met with a large measure of success. The Ministers of Education and Sport have agreed to give a fairly substantial sum towards the running of the B.P.A. and although it is not quite as much as we should have liked, we are indeed most grateful for this assistance. The exact nature of this assistance has yet to be determined and details will follow as soon as the Council feel they are in a position to give members a satisfactory explanation. Our thanks are indeed due to Sir Godfrey, without whom we should never have succeeded so well.

New Premises

The Secretary-General told the Council that he thought accommodation might become available in Artillery Mansions when our lease expired at Christmas. The Association would then be housed alongside the Royal Aero Club, the A.B.A.C., B.G.A. and other aviation bodies. It was generally agreed that this would be advantageous and increase efficiency.

Instructional Week-ends

Mr. K. Vos kindly attended the Council Meeting in connection with the proposed training week-ends. The Council were told that details had been sent to all Club Secretaries and members in the July *News Letter*. Mr. Vos said that although so far there had been only two entrants for this major event he did not think there was any cause for alarm as he felt there was considerable interest and applicants would be forthcoming; he went on to say that he would personally be giving the event further publicity and the Vice-Chairman felt that all Council Members should rally support for these week-

ends. He suggested that the Manchester, Liverpool, North Lincs, Stapleford and Poddington clubs should be particularly encouraged to send representatives.

August Bank Holiday Competition

Brigadier Thompson told the Council that the *Daily Telegraph* had offered to produce prizes for this event although they did not wish to sponsor the Meet. He asked for suitable suggestions for prizes. A vote of thanks to the *Daily Telegraph* was proposed for this generous offer of support. It was also agreed that "novelty" prizes should be produced and that firms and members should be asked to provide them.

National Championships

Copies of the balance sheet for the Netheravon meeting were handed to the Council. The Secretary-General told them that the administrative costs had been kept to a minimum. He suggested that more caravans could be hired in lieu of hotel rooms for any future events to reduce the costs still further.

The question of refunds was queried and the Council were told that it was in the rules that refunds would be made to those eliminated in the early stages of competition.

Brigadier Thompson told the Council that following the success of Aldershot this year he felt sure that the *Daily Telegraph* would back the Championships for 1966—provided the Finals were held at Aldershot again.

M. of A. Civil Aviation Information Circular on Medication and Flying

The Secretary-General told the Council that his attention had been drawn to the above Information Circular by Mr. Green. He had been in contact with the Medical Officer who had drafted the circular to ask whether in his opinion it related to parachuting as well as flying. The Medical Officer was of the opinion that it related closely to parachutists and had offered to draft a special Circular for Parachutists. Copies of the circular had been sent to Doctor Robertson and Squadron Leader Johnston for their comments.

The Council discussed the contents of the Circular and decided:

- (a) To take up the offer to have a similar Information Circular drafted for parachutists, copies to be sent to all club secretaries.
- (b) Publish the Circular in the December copy of *SPORT PARACHUTIST*.
- (c) In the meantime send the above Circular to all club secretaries with a covering letter.
- (d) Send a copy to the Chairman and ask him to incorporate the contents in the Association's Safety Regulations.

The Vice-Chairman thanked Mr. Green for bringing this important matter to the attention of the Council.

Annual General Meeting

The date of the Meeting was confirmed as 20th November, 1965, and the Vice-Chairman told the Council arrangements had been made for it to be held at 58 Buckingham Gate.

The Vice-Chairman said that Mr. O'Farrell had been approached and he was delighted to go ahead with the social side of the A.G.M. It was stressed that mention should be made in the editorial of the Magazine publicis-

ing the social evening and inviting the membership to vote in the election.

It was also agreed to publish the timetable for the A.G.M.:

- 3 p.m. Annual General Meeting of the B.P.A.
- 6 p.m. Social to start.
- 7 p.m. Buffet.
- 8.30 p.m. Films.

The Council heard Mr. O'Farrell's suggestions for the buffet—it was decided to make a charge of 5s. for this. The membership are to be invited to bring their own films, and a 16 mm. and 8 mm. projector would be made available to show these. The Council turned down the suggestion that there should also be dancing as this was thought to be an added complication.

After discussion it was thought to be well worthwhile to organise a draw for this event. Mr. Don kindly undertook to do this on behalf of the B.P.A.

Other Business

The Vice-Chairman said that he had recently studied the problem of dissatisfaction within the membership. He felt that it was due mainly to lack of communications: on one hand they saw little practical work being done by the Association for the average member and on the other hand they knew little of the very hard work that was being done. He made the following suggestions to remedy this:

1. A major effort should be made to make the proposed "Instructors' Week-ends" a success.
2. There should be more of these instructional week-ends during the winter months.
3. More low-level competitions must be held.
4. The need to finalise the Safety Regulations is urgent.
5. An Instructors' Convention should be held during the winter—possibly the Sunday after the A.G.M. All Instructors should be encouraged to attend and this would give an opportunity for them to air their views.
6. Instructors' examinations should be organised by the B.P.A.
7. The B.P.A. should arrange to send instructors to distant and struggling clubs to give advice, etc.—the B.P.A. to pay the travelling expenses if necessary but the club to accommodate and entertain the Instructor.
8. The Council should be enlarged at the next election, this would in part solve the problem of communication.
9. Council meetings should be pre-planned with the relevant persons invited to attend, the minutes should be circulated within seven days of any meeting in order that action should be taken. In this way more detailed work could be done.
10. The introduction of an informal and voluntary system whereby senior members of the Council or other distinguished persons would be invited by Club members to cast a fatherly eye on their activities (something on the lines of the system of Patron or Honorary Colonel).

Captain Gardener thought that instructor week-ends could be held during the winter at Netheravon—he suggested one such week-end per month.

REFLECTIONS on the National Championships by the Chairman

The Council believes that the Championships should be designed for the top grade of parachutists and its aims should be to produce the National Champion and the National Team. To encourage moderate performers to compete would introduce a number of dangers, and injuries would be incurred. The problem is to decide at what level of experience and performance parachutists should be encouraged or permitted to enter competitions. Whatever the answer to this question might be it is clear that there are a number of competent parachutists who decided not to enter. Their reasons are variously believed to be:

1. The cost: increased this year in an effort to make the Championships self supporting.
2. The duration: 10 days, which from experience is the safe minimum period to finish the number of jumps involved, is more than many can afford in time.
3. The limited number of jumps provided: many who are inclined to spend a holiday parachuting find other ways of completing many more jumps in the time.
4. The priority given to style: this is an event which does not appeal to many club parachutists and they prefer to spend their time on other types of parachuting. (It should, however, be remembered that it is still one of the principal events in the World Championships.)
5. The knowledge that they will be competing against parachutists who, because of their better opportunities to train, and sometimes because of their better equipment, are starting at a false advantage. (I believe comment on this reason would be superfluous!)
6. The Championships are largely organised and dominated by the Services. This is undoubtedly true and those in the Services who play the principal parts would, for the most part, welcome any opportunity to hand them over to other volunteers.

Many of us who are closely associated with the Championships are aware that this year the new system of elimination was not a success. Several of our best performers were eliminated through one or two bad jumps, and obviously this is wrong. There are other changes which I personally would like to see incorporated in next year's programme. Firstly, it should not be too difficult to find time for one novelty event in which the accomplished "relative-worker" would benefit. Secondly, although I do not think separate events for servicemen and civilians are called for, I believe there is room for a number of prizes reserved for the best civilians. Thirdly, although we cut the scoring circle from 100 yards to 10 yards this year (in preparation for the introduction of the proposed five-yard circle for next year's World Championships), I am now convinced that 10 yards is too small for our class of parachuting, even in National Championships, and I would advocate a circle of 25 yards diameter for 1966.

These are random thoughts and suggestions; what I should appreciate are counter-comments and suggestions before this year's Annual General Meeting.

R. D. WILSON

THE BRITISH PARACHUTE CLUB

by Lawrie St. John, Chief Instructor

The British Parachute Club was originally a small group of parachutists at Denham, formed by Dumbo Willans in 1955. Jim Basnett, one of our present Directors, was one of this group which called themselves No. 1 Civil Parachute Training School.

Contrary to their claim, the Russians were not the inventors of the "Single Blank Gore" (A.G.Q. invention) as it was being used by members of the group at Denham in the early days. Dumbo took it to the 1954 World Championships and the Russians were then using a square parachute. The following year the Russians appeared at the Championships all using single blanks.

In 1956 the group moved to Fair Oaks, near Woking, Surrey, with Jim Basnett making the first descent there. It was then that the British Parachute Club was formed, with an elected Board of Directors to control it.

The normal jumping height was 1,500 feet (unsleeved) and remained so until the Club finished using Fair Oaks in May.

It was at this time that G.Q. Parachute Company Ltd. gave the Club 12 Trainer Main and six X-Type reserve parachutes and they have generously supported us ever since. This obviously had a great influence on the Club's steady progress, as equipment and repairs are always an expensive problem.

Many of the experienced jumpers today owe their introduction to the sport to Fair Oaks and the first-class instruction they received there.

In 1959 the Club had its first summer holiday trip to Sandown on the Isle of Wight, which it has kept up every year since. Sandown is run by Mary and Don Ellis who always make us very welcome, even if it is too windy for jumping it's a real suntrap for sunbathing (the beer's good too).

DZ and target at Blackbushe. (Before we got our pit.)



Photograph taken by John Lowe of Lawrie St. John over Sandown, I.O.W.: At peace with the world.

One of our Directors, Tony Austin, will be working down there this summer, and would welcome any jumper there, so if you are in the area look him up.

The administration of the Club is performed by eight Directors, all non-paid and doing their jobs literally for the love of it. They consist of: Lawrie St. John, Chief Instructor; Mike O'Brien, Secretary and Treasurer; Fred Gayler, Correspondence Secretary; John Hogg, Chairman; Tony Austin and Angus McKay, Equipment Officers; Jim Basnett and Bill Don. Our complement of Instructors is: Lawrie St. John, Mike O'Brien, John Hogg, Jim Basnett, John Cole, Bill Don, Mike Cashmore, Jeremy Johnston, and Pauline Ady. Others at present abroad are John Lowe and Andy Porter.

We have a Annual General Meeting each year when the past year's "goings on" are discussed and the future year's work planned out. At this time four Directors stand down and an election for renewal or replacement takes place.

In 1963 some of our jumpers went over to Blackbushe Airport near Camberley in Hampshire (ceiling 10,000 feet) to see if it was possible to jump there. They were favourably received and made several descents. The Management and Aero Clubs were favourably impressed by the responsibility and good performance of our lads and it was only a small step further to discuss the possibility of starting a branch of our Club there for Advanced Training; so, in 1964, we rented a room in the Main Building for keeping our parachutes and records. We have a large tiled floor hall for packing, and I think those who have visited us will agree it is first class, because we can pack more than eight parachutes at the same time on this polished floor.

All our members (and visitors) must become Associate Members of Three Counties Aero Club (Directors: Leo Mays, Derek Johnson and Frank Horridge, Chief Flying Instructor—Hamish Hamilton), who supply our jumpships.

Two of our Directors, Lawrie St. John and Fred Gayler

are on the Aero Club Committee, so we do have some say in the running of the Aero Club. *We all get on very well together*, each being aware of the other's needs and the obvious precautions for safety are frequently discussed and improvement made where necessary.

There are regular monthly meetings of both the Committee and British Parachute Club Directors so all suggestions are dealt with quickly; this is evident by the swift advancement of both clubs over the past year. The Directors of Three Counties are indeed "switched on". All over the country we have seen the old story of an Aero Club run by people who are just not progressive and treat parachutists like parasites using them to bring in some income in the winter when the "Flying Types" are watching TV, but, come spring and summer, make things almost impossible for the jumper. You will not find this at Blackbushe.

Almost every Saturday night there is something going on at the Club House, parties, film shows, barbecues, etc. Visitors are very welcome at these "do's" so why not drop in one week-end?

Saturday afternoons are also getting increasingly busy and we are now doing around 100 jumps a week-end. Jumping at the moment starts at 10.0 a.m. on Sundays and continues non-stop until dusk. Most of our boys do two jumps a day and all those jumping over 6,000 feet have at least one baton-pass or hook-up to their credit.

We own two pre-fabricated asbestos huts (Arcon-type) which are in store at the moment. Application has been made to the Planning Authorities, but the local council have raised some objections, which seem just like delaying tactics. As soon as everything is "okayed" we will erect them; we'll then have an excellent Club House of 60 feet by 20 feet which will provide four full-length packing tables, an office, bunking facilities and a burglar-proof store. The tables will be collapsible and could be removed for parties and film shows, etc.

The Club has for hire to visitors (7s. a time) G.Q. Trainer Main parachutes, sleeved and with double-L modification. For the "big boys" a 32-foot canopy is available.

We are very proud of our accident-free record. We attribute this to several factors—good instruction (by people who really care and are interested in instruction), good equipment, and instructors setting a proper example before students. I have seen several instructors (?) do things which, if a student copied, could end up in them being very dead. How on earth can an instructor be respected and obeyed if *he* breaks the Safety Rules?

Part of our training includes the actual throwing of a reserve at least three times on the ground, and instilling in the student the fact that he should only make two attempts to pull the main ripcord and then go straight on to the reserve.

We have also thought out what we consider to be the best form of "count", e.g., on a five-second delay, from the word "Go" the pupil starts to count aloud—ARCH thousand, two thousand, three thousand, LOOK thousand, PULL thousand, CHECK, STOW, STEER. We have had our share of reserve openings, but all of them have been HIGH!!!

All of our members have good equipment and our instructors are careful to set a good example and keep a close watch on the boy's "gear". On rainy and windy days we take the opportunity to give our parachutes a good overhaul. If you think it's "big deal" to have tatty equipment I'm afraid you will never jump with this Club; also sticky tape for patching is barred and if a person



Mike O'Brien and Jim Basnett checking out Jeff Jeffries prior to jumping.

"puts one over on us" his parachute will be opened when he next wants to jump here.

Some visitors (especially those from Down Under?) think we have too much paper work, but if you want to run a Club properly then the administrative side must be well covered. We require all of our members to have:

1. Permit—General or Restricted.
2. Log Book and Packing Log Book.
3. Medical Certificate. (Renewed every two years).
4. British Parachute Club Packing Certificate—each type of Parachute named.
5. British Parachute Club and Blackbushe Airport Indemnity (Combined).
6. Insurance (Third Party).
7. British Parachute Association Membership—(as from June 30th, 1965).
8. Associate Membership of Three Counties Aero Club.

One of these days a lot of these items will be combined in a handy folder, but till then we have to have them all. It makes for a lot of work for the Directors concerned, but it also makes for a lot of peace of mind.

A few reminders for visitors:—As previously stated we "get on" extremely well with the Airport Manager, Bill Freeman, Blackbushe is of course primarily an Airport and we have to obey the Airport Rules, for our own safety as well as the pilots (of our own aircraft as well as others).

Using the Rapide we kit-up, pin-check and load at the dispersal point by the Three Counties Aero Club. There will always be two experienced jumpers on the D.Z. to talk down students and alter the target if necessary, also to get assistance quickly if a jumper is injured on landing.

When the jumpers have field-packed they must clear the D.Z. as soon as possible, walking back via the path at the East end of the Main runway. Under no circumstances must the Main runway be crossed. If there is any need for anyone to go out to the D.Z. they must "clear" with Control first in the white hut outside the Main Terminal building. If this requirement is ignored it could mean yet another good airfield closed to jumpers.

Each aircraft load will be pin-checked and the order will be that all jumpers must be in their Safety Belts and

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have their helmets on for take-off. At 1,000 feet they can release the belt and take their helmets off. The jumpmaster for each lift will be decided by the instructor in charge of the session.

The Rapide will have squabs and safety belts, the usual push-button signalling system, a guarded wing-walk and a canvas pop-stud door cover for high, cold, jumps.

We also have a 30 ft. diameter pea gravel target pit (gravel is 1 ft. deep) for the accuracy merchants. This is due for enlargement when our funds are healthier.

Visiting Restricted Permit holders *must* have our Instructors names on their Permit (the first seven will suffice). A General Permit holder must have his Permit and Log Book with him, also current British Parachute Association Membership card or Third Party Insurance Certificate. If not a member of a British Parachute Association recognised club they must also bring a current Medical Certificate.

Three of our members are abroad at present, John Lowe and Andy Porter, in the U.S.A. and Adrian Hill in West Pakistan.

John went over in February and is working as a Senior Accountant in New York, Andy has been in California since last Winter, has had a ball and will no doubt come back completely Americanised.

John Hogg, John Cole and myself will be going over there for three weeks' holiday in early July and will do most of our jumping with Parachutes Incorporated at Lakewood (New Jersey) Sport Parachute Centre, which is managed by Lee Guilfoyle, a really nice person and a first class jumper with something like a thousand jumps to his credit. We also hope to visit Fort Bragg, Cameron (Steve Snyder), Navy Lakehurst, Flemington (Tri-State Skydivers), Manville Skydivers, Horizon P.C. (Applegarth), and Orange Massachusetts.

I went out there last year, and blasting out of a Norseman with eight other jumpers, from 12,500 ft. is really something, it's a great jump ship and perfect for static lines. They use 8 ft. long static lines out there and the students wear a radio receiver on their Bell helmets which is switched on by the Jumpmaster, so that as soon as the student pushes off, the Instructor on the "DEE ZEE" (300 yard radius circle of soft grey sand) is in contact with him. Using this method it is quite common for first jumpers to land in the 25 ft. circle, the modifications are single Gary gores.

Adrian Hill has done a few jumps in West Pakistan, but has found it difficult to get the flying types organised out there, as they are a bit wary, not knowing anything about sport parachuting. I am not sure, but he can probably lay claim to being the first sky-diver to jump in that Country.

At Thruxton last October we did a five-man hook-up from 8,000 ft. which we are very please about. When are Billy Smart's Circus at Thruxton going to better this? Incidentally, ours was the only stick to plaster the target that day (Naturally).

Also last Summer at Sandown we had a lot of fun taking up two Austers, our only way, up till this year of getting more than two jumpers in the air at once. We did a double baton-pass using this method.

We would like to see some Inter-Club competitions in the future. Now we have the Rapide we will try to get some going at Blackbushe. So what about it, you other Clubs?

LAWRIE ST. JOHN
(Chief Instructor,
British Parachute Club)

THRUXTON

With the parachuting season now at its height Thruxton is once more a hive of parachuting activities. Every week-end there is a hardcore of club members who turn up good weather or foul, but on a good week-end there is in the region of 40 persons per day wanting to jump. The Rapide is rarely on the ground these days and the instructors are nearly worked off their feet despatching, debriefing, supervising packing and collecting new sticks, and also one is doing basic training with new students.

We are happy to announce that there is a marked increase in the number of women students. At present we have eight doing their preliminary static line jumps and two are on to free-fall. Perhaps the increase is due to the publicity given to our most senior member, Helen Flambert, when she retained her national title and also when she competed in the Adriatic Cup. We are hoping that there is a lot of champion potential in our flock of women students and that soon England will be able to field a complete women's team in all the international events.

All readers who know Thruxton at all will know of the atmosphere and air of friendship that exists at the George Inn, this is due to the great interest and enthusiasm shown by the landlord, Tad, his wife, Lynn, and all his staff as well as the locals; this relationship was cemented for all time in June when four attractive sky-diving trophies were presented by Tad to the club. These trophies are to be presented to the winners of the club competition which is held annually. Two are large trophies on stands and two replicas. The large ones are to be kept permanently in the George and the winners' name engraved on the trophies each year; the smaller ones are to be kept by the winners and new ones presented each year. We decided to have two classes this year, senior and junior, with a large and small trophy, per class.

The junior competition (under 50 jumps) was competed for on the 4th July, 1965, it was an excellent day and after a good day's fun jumping the evening made a perfect setting for the event. The event was spot landing with each jumper having a separate run-in with the Rapide. The spotting was done for all competitors by one of the club instructors. The event was won by "Paddy" Knight with a distance of 15 feet 4 inches, followed closely by Leigh Allison and John Burgess.

The senior event consists of tracking from 7,000 feet and spot landing from 5,000 feet. It will be competed for as soon as possible. The snag being that many of the senior jumpers are away most week-ends for one day at least taking part in demonstrations.

Another Thruxton "Orgy" is being planned for late September/early October, it will be well advertised and we are hoping to get as good a response as last year when all had a good time.

Once again we are endeavouring to get a DC3 to Thruxton and invitations will be sent to clubs when dates are confirmed. Twenty-five bodies in the air at one time should be quite a sight.

Finally we are conducting tests and experiments in conjunction with Aeromedical International of Chichester, each new student is asked to fill in a questionnaire, this



Photograph: Tony Evans

is added to a report by the club instructor on the student's progress, mental aptitude, etc. After two years studying these reports they hope to be able to tell us who will make a good parachutist. Who knows in years to come we may be able to tell a future world champion before he feels slip stream on his face.

J. E. B.

½ d. GREEN

Tremendous interest is being shown in the new club—local Press and television coverage has been intensive on all aspects of club activities.

The number of regular members is steadily increasing both new and Thrupton graduates—at this rate it looks as though the club will be open throughout the year! To cater for demand.

Accommodation facilities are available at local hotels but soon will be provided for on the airfield. The club room is equipped with billiards and soon we will have a radiogram, and most important a snack bar and licensed bar, so there will no longer be the daily trek to the local eating house in daylight hours and otherwise at

the end of a hard day of jumping. Any spare time has been utilised in horticultural activities around the buildings, so that now it looks a regular Kew Gardens the second.

It seems that the Midlands contain plenty of prospective talent amongst the ladies, rarely is a day's jumping completed without the appearance of one or more, able to turn overalls and boots from necessary equipment into latest fashion.

There are numerous types of aircraft available at the flying club for use besides our own Thrupton Jackeroo with many owners taking a keen part in becoming qualified to drop parachutists. There is every possibility that a Rapide is to be purchased in 1966, which will be eagerly awaited. In Mid-July the Jackeroo took part in a rally around the district, it turned out to be highly successful. "It won with a 150 point lead over other entrants such as Cessna 180s and Tripacers and I wonder if the handicap was mis-judged?"

The club has now acquired a large caravan which is being exhibited at public display events and at which the club members participate. This of course provides the team with a convenient place to prepare for descents but also this type of vehicle being well equipped with parachute gear, literature and photographs, enables the public to see for themselves something of the sport and thereby gaining their interest.

Halfpenny Green Club caravan



SAFETY ASPECTS OF SPORT PARACHUTING

Nature apparently dictates that a certain number of human beings will be accidentally killed every year by fair means or foul and it is up to each one of us so see that she is cheated in our own case. We all know of course that our particular case is different, inasmuch as we are that much smarter. Or are we?

Experience over a number of years has shown that the parachute as a piece of technical equipment is extremely reliable when used within its designed envelope. It has also been shown that it will operate effectively under abnormal conditions, but it is far better to try to ensure that such abnormalities are not allowed to develop.

In order to operate within the design limitation of a particular parachute, it is necessary to know what this limitation is, so a closer look at the problems will be useful. This article is not intended to be read as a strictly accurate technical report and figures quoted are averages under various circumstances.

(1) *The Parachutist.* A parachutist is a human being and, as such, cannot be classified or defined as far as limits of performance are concerned. He can, however, be very easily classified from an experience point of view and this is of great importance. It cannot be emphasised too strongly that experience is the best guard against disaster. If he thinks he knows it all, he should think again. Although his safety is of prime importance, his club also has to uphold its reputation for safety and should not be penalised by the folly of individualists.

The parachutist should resist the temptation to undertake more difficult tasks until he is completely familiar with those in hand. It is useless to realise that the reserve parachute is available in the case of an emergency if he has insufficient experience to recognise an emergency until it is time for prayers. Both hands will then be otherwise occupied.

Because human reaction under stress is an unknown quantity, it is essential that a loud hailer and/or automatic parachute opening device be used at all training centres for the early training period. Even with static line operated parachute assemblies it is possible that the degree of a canopy abnormality can be misinterpreted by an inexperienced jumper. In such a case, ground guidance could prevent a serious accident. It is reasonable to assume here that the trainee is physically able and mentally prepared for the task he is undertaking.

(2) *Parachute Packing and Preparation.* It is not a particularly difficult or lengthy operation to pack a parachute assembly, but there are clearly defined rules to follow in order to reduce the risk of an abnormal deployment and the task must be undertaken by an authorised person. If official packing instructions for a particular assembly are available they should be used. They will not have been written with tongue in cheek, but are possibly the result of several years' experience. It is

recognised that many parachutists design and evolve their own assemblies and define their own packing procedure accordingly.

This, in itself, is not a bad practice when carried out by a highly experienced and competent person, but once a system has been proved during a large number of jumps, changes should not be made without due consideration.

The complete parachute assembly should be inspected carefully after each jump. If damage is overlooked afterwards, it might well provide a weak point from which serious damage would result on a subsequent occasion.

Searing, in particular, considerably weakens nylon materials and the ability to detect such damage is extremely useful. In the event of a blown periphery occurring during deployment, searing is almost inevitable and the parachute should be inspected thoroughly before repacking.

The importance of neatness and a strict method in the pleating of canopies and stowage of rigging lines is already appreciated by parachute packers, but no apology is made for stressing the point again.

The rigging lines of a parachute will often develop a few twists during a normal deployment due to relative movement between the parachutist and his inner pack, parachute or deployment sleeve. In the case where a parachute has been packed with twists in the rigging lines, it is obvious that further twisting, if in the same direction as that present, could prevent full canopy inflation. This is of immense importance where canopies having a high effective porosity are used. This subject will be expanded later in this article when canopies are considered.

The parachutist must apply common-sense rules himself regarding the choice of equipment necessary to undertake a particular task. There are people throughout the parachuting clubs who are well qualified to advise on this. It is necessary only to mention in passing that ex-Service paratrooping personnel could be of great assistance to clubs in this respect. Although Service procedure and equipment may be frowned upon by many civilian parachutists, their training procedure and general discipline have given rise to an enviable safety record.

(3) *Auxiliary System.* In most assemblies, if not all, the main canopy is extracted from its pack by the use of a spring-loaded auxiliary parachute. This auxiliary must not only supply sufficient drag to overcome the weight of the main canopy and lines, but has to deploy them in an acceptable length of time. A parachutist, falling in a position where the maximum drag area is produced, is likely to attain a terminal velocity of 145 ft./sec. Under these conditions the steady drag of a parachute is approximately 25 times its effective drag area. Since most of the types of auxiliary canopy in use are circular, and being able to predict their flying shape with reasonable accuracy, the drag can be quoted as being 11 times the flat diameter squared (i.e., $\text{drag} = 11 d^2 \text{ lb.}$). It must be made clear that this is a maximum and will fall off rapidly during a normal deployment due to the separation velocity of the auxiliary canopy relative to the parachutist. The maximum drag should always be considerably greater than the total weight of main canopy and sleeve.

In the above analysis it has been assumed that the canopy is pushed into a clean airflow immediately on release from the pack. This may not be the case and

certain hazards must be prevented if possible. Firstly, the length of the sleeve attachment strop is of prime importance. It must be long enough to permit unrestricted ejection of the auxiliary canopy into an area of reasonably clean airflow but must not be so long as to present a snagging problem. Here again, recent experience has shown that a strop of about 3' produces the best results as it is doubtful whether the spring is capable of ejecting the auxiliary canopy a greater distance. The strength of the auxiliary spring should be checked periodically by measurement of its free length and comparison with a new spring. Bench tests aimed at checking the over-all function of the auxiliary system are considered to be time well spent on a wet afternoon. Finally a word on twin extractors. It must not be assumed that two auxiliaries will provide twice the drag of one. This is due, in the main, to airflow interference between them, although the effect of this can only be determined in any particular case by actual air tests. It is advisable to assume that one canopy might be called upon to provide the necessary deployment force. A recent incident has indicated that the strop must terminate at the same point on the deployment sleeve apex to reduce the risks of snagging. There is, at the moment, no definite proof that twin auxiliaries are advantageous or even desirable, but neither can they be condemned. Experience will undoubtedly resolve this point.

(4) *Deployment Sleeve.* It is probably true to say that all free-fall parachutists use deployment sleeves and they are absolutely essential for modern low-porosity steerable parachutes. The deployment sleeve was first introduced as a cheap and effective means of providing a "lines first" system of deployment, the main advantages being the reduction in opening shock and reduced risk of blown peripheries. There are a number of designs available and the majority function safely and reliably. The following points should be noted:

- (i) For nylon canopies the sleeve material should be cotton or a similar non-searing material.
- (ii) The sleeve should fit over the pleated canopy easily and its length should be shorter, preferably, than the canopy. Tests have shown that a deployment sleeve will peel off the pleated canopy under the influence of the inflating peripheral area. This is only so if the respective lengths of sleeve and canopy permit the periphery to emerge at the "lines taut" stage.
- (iii) It should not be possible to see any part of the canopy once the mouth locks have been fastened.
- (iv) The rigging line deployment loads should be carefully checked. There are no general rules regarding these, but the mouth-lock loads should always be approximately twice as high as each individual line stowage load. As a guide, it should not be possible to shake the lines from their stowage when the canopy is pleated and stowed correctly.
- (v) The rigging lines should be consistently stowed together and not split apart at the mouth-lock loops. Any separation of the lines at this point could result in an abnormal canopy development.
- (vi) An apex tie between the canopy and sleeve should be used where other means of preventing canopy dumping are not provided. Here again the choice of tie is open to argument, but it should not be greater than half the minimum auxiliary drag if it is intended to be broken during the deployment sequence.

(5) *Main Parachute.* There are almost as many versions of a main parachute in use as there are parachutists and very few resemble the original designers' concept. Most of these parachutes were designed for international parachute jumping as opposed to emergency use. Because of this, the built-in safety factors are high and it is possible to mutilate (or should it be modify?) the design intentions to some degree without rendering the parachute unserviceable.

All parachutes have what is known as a critical opening speed. If it is thrown into an airstream of lower relative velocity than this speed, it will commence opening immediately. If, on the other hand, the airspeed is higher than the critical opening speed, it will not begin to open until it has decelerated to that value. This important speed is affected by such parameters as rigging line length, size of canopy, mouth shape and canopy porosity. Of these, the two which will affect normal canopy behaviour after modification are rigging line length and porosity. Most parachutes designed for man-carrying purposes have a very high critical opening speed—possibly in excess of 600 ft./sec. It is thus obvious that they will open rapidly at 145 ft./sec. Removing areas of material from the canopy reduces its critical opening speed considerably by increasing the effective porosity. Decreasing the length of the rigging lines has the same effect by increasing the inward component of rigging line tension at the periphery. The picture is now becoming clearer. The man who has modified his own canopy has reduced its critical opening speed to, say, 200 ft./sec. and found that it works perfectly, most of the time. It only functions because the critical opening speed was excessively high in the first place, and on the nth jump his rigging lines are shortened by twists or angles. The critical opening speed is again drastically reduced and, if the canopy inflates at all, it might well take 20 seconds or more to do so. Twenty seconds' falling at 80 ft./sec. with a squidding canopy eats up a lot of distance and it must be remembered that true velocity increases with altitude.

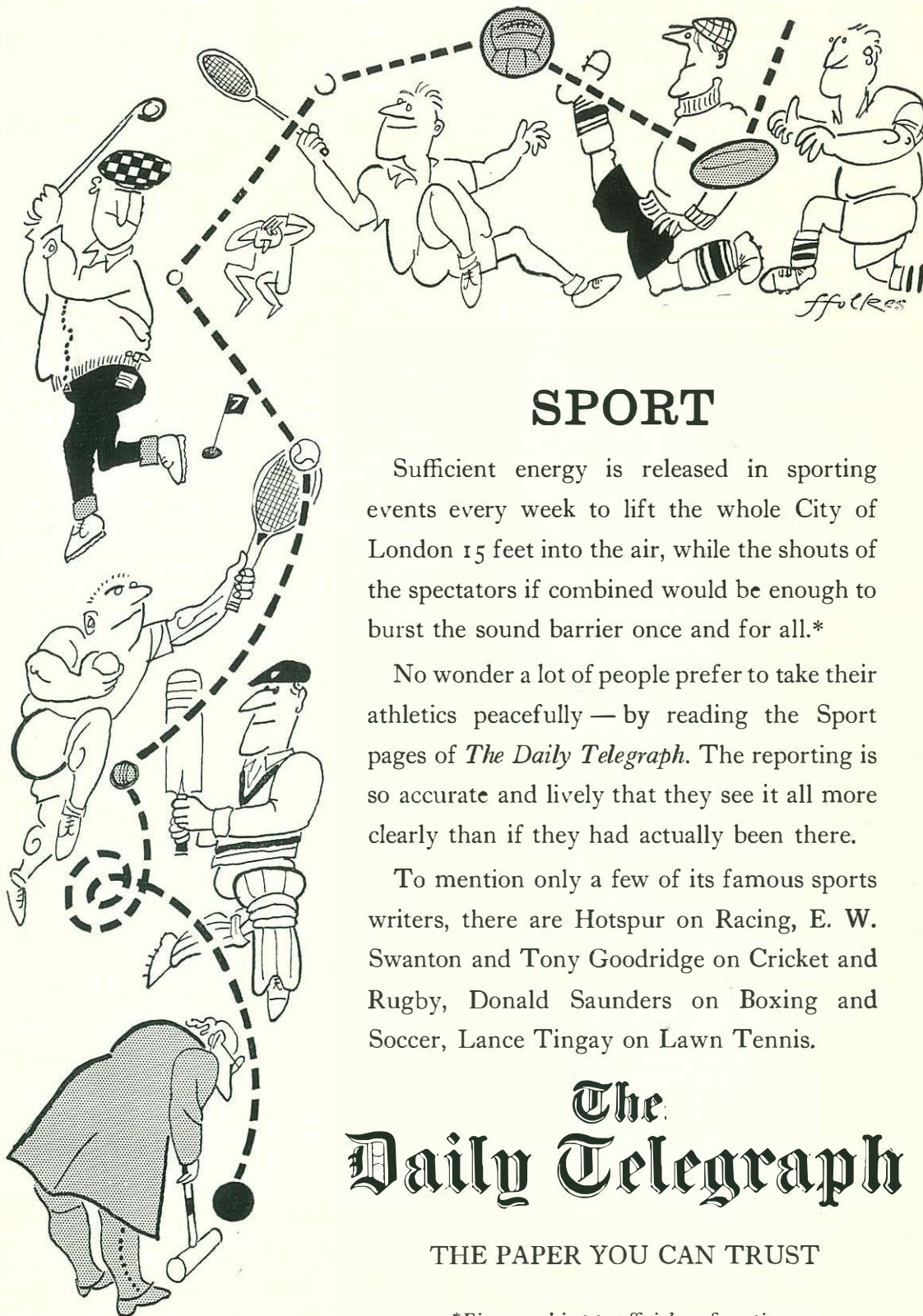
The golden rule, therefore, is to deliberately drop the new self-designed canopy with rigging lines reduced to about half their effective length using a weighted dummy—or the designer's worst enemy. This might present problems but it is well worth attempting.

(6) *The Reserve.* This is an essential piece of equipment and must be in first-class condition. An army which does not fully equip its second line of defence is beaten before the battle commences. Choose a well-trying canopy such as a 1.24 and keep it serviceable *and un-modified.*

Ground training in the use of a reserve cannot be over emphasised and it is stressed that early operation in an emergency is vital. Modern T.U. canopies tend to twist under the influence of a blown periphery and early operation of the reserve is normally advisable, although experience alone will improve the chances of taking the correct action in each case.

If, after taking all precautions, an accident does occur, do not disturb the assembly more than necessary. An "on the spot" investigation is essential, although this in itself is another subject.

Finally, it is hoped that this article will have been of some assistance and all free-fallers are wished every success in their chosen part. However, they are asked to take great care of their one and only life, if only to keep the acknowledged authorities out of the coroner's courts.



SPORT

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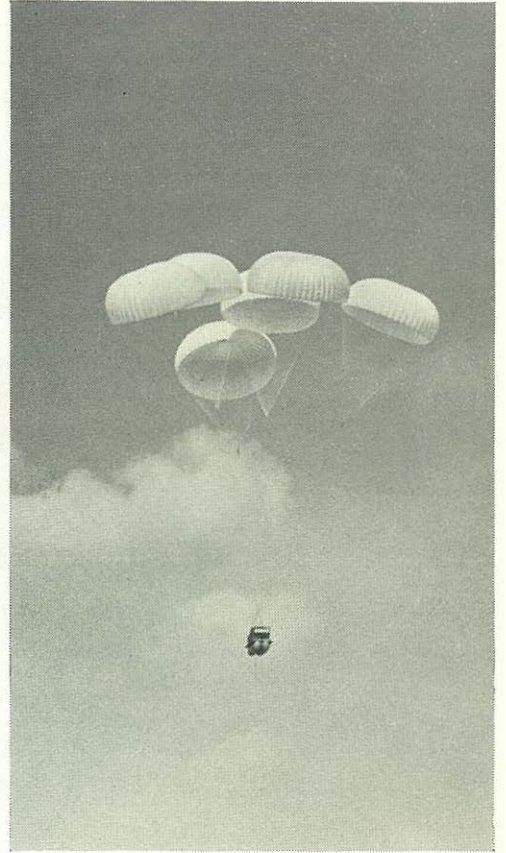
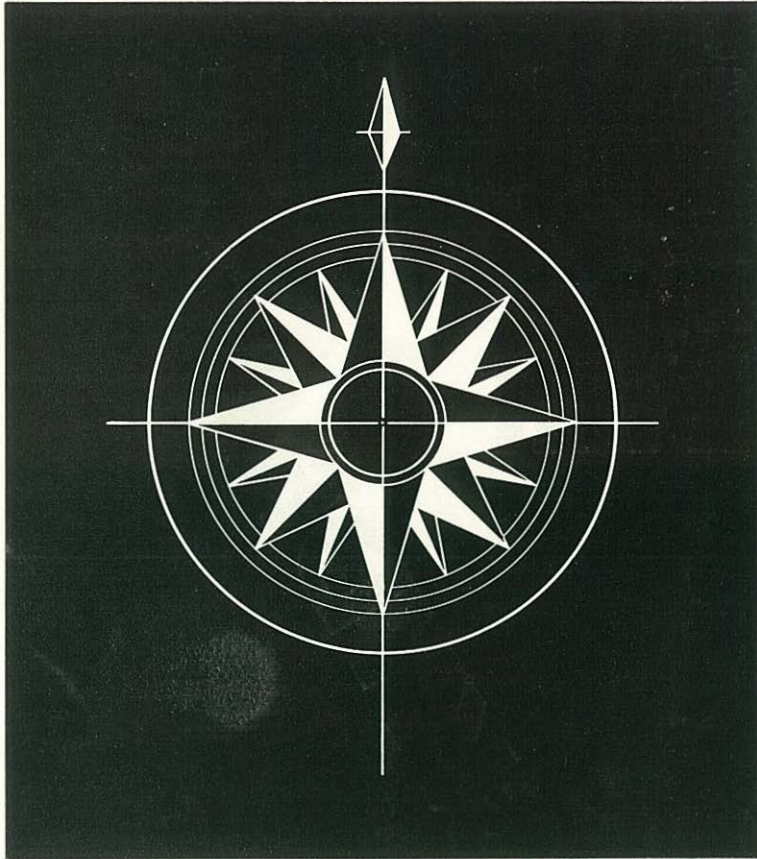
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