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**THE JOURNAL OF THE
BRITISH PARACHUTE ASSOCIATION**

Sport Parachutist

Volume 3, No. 3 Autumn 1966 Three shillings
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Picture by Dave Waterman

Helen Flambert puts a leg out for the disc at Chalon.

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"COPY-DATE" FOR SPORT PARACHUTIST

The following dates are the FINAL dates on which "Copy" will be accepted by the Editor:

Spring Edition: January 31st; Summer Edition: April 30th; Autumn Edition: July 31st; Christmas Edition: October 31st.

With regret, the Editor will not be able to undertake the return of any material printed in the Magazine. All such material will remain with the B.P.A.

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.



Helen Flambert and Terry Cranley approach the pit at Chalon.

Editorially yours . . .

IT is possible that some people when reading the last edition of Sport Parachutist may have thought that we were saying goodbye to David Pierson but we must correct this impression. True, he has passed over a lot of the work involved to David Drake but he is still giving much valued assistance with the magazine.

However, now is an appropriate time to give acknowledgment to the tremendous work which David Pierson has put into the magazine, indeed it is not going to be an easy task to maintain the standards which he has set. Those who knew him in the early days of the journal will appreciate the fact that without his unstinting devotion we would in fact not have our magazine today. It is with pleasure that we note, in fact we breathe a sigh of relief, that David is still to be with us, although we may see less of him than in the past.

* * * *

In the last edition, we promised a busy year for Sport Parachuting and undoubtedly this has already proved to be correct. In this edition we are able to report on Scottish National Championships, the Chandy Trophy the Chandy Bowl and the Army's KAPE demonstrations at Reading. Regarding the latter, few people realise the amount of assistance given by outside

organisations to Sport Parachuting. At Reading the "Daily Telegraph" sponsored and paid for, amongst others, the parachuting events and we are pleased to hear that they are again to sponsor the National Championships. Let us not underestimate this assistance given to our sport for undoubtedly without the publicity and the financial assistance which they have given, with of course many other organisations, the task of getting Sport Parachuting recognised as a National Sport would have been considerably more difficult and certainly would have taken much longer.

* * * *

The editorial column in any publication should always carry a message and as we have talked of the help given by others perhaps we might ask those who foster the interests of the BPA if they are satisfied that they do all they can to be of assistance. We need your help badly in supporting fund raising ventures such as the raffle now being arranged, in the purchasing of things such as ties and badges and always, of course, in providing material and photographs for "Sport Parachutist". This last item is probably of particular importance as it is now a valuable contribution to the BPA both financially and as a means of putting over the views of the parachutist to the general public.

BRITISH PARACHUTE ASSOCIATION

APPROVED ADVANCED PARACHUTE INSTRUCTORS

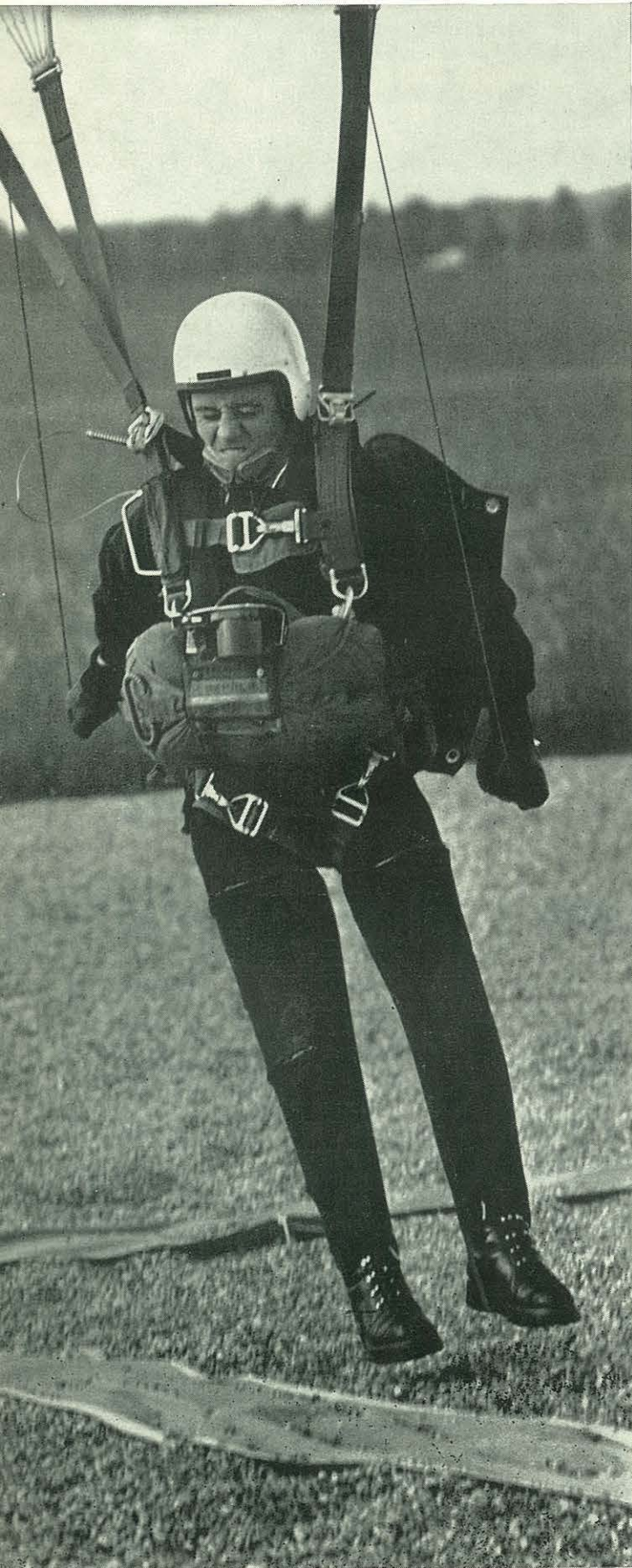
Catt, Sgt. W. R.	Parachute Regt. F/F Club	McKern, D.	Parasport Skydiving School
Charlton, Sgt. A. F.	R.A.F. S.P.C.	McLoughlin, Sgt. J. (P)	R.A.F. S.P.C.
	A.F.C. (P)	Porter, B.	(P) Scottish P.C.
Clark-Sutton, Sgt. B. T. (P)	R.A.F. S.P.C.	Reid, W.O.II R.	Army Peregrines Scottish P.C.
Denley, P.	(P) Scottish P.C.	Robertson, Dr. C. A. (P)	Scottish P.C.
Green, B. A. N.	(P) British Skydiving Centre	Sherman, P. W.	(P) S.A.S. Skydivers
Griffiths, Sgt. R.	(P) Green Jackets P.C.	Turner, S/Sgt. P. W. (P)	R.A.P.A. and Army Peregrines
Hoffman, Sgt. J. N. (P)	R.A.F. S.P.C.	Vatnsdal, Sgt. S.	(P) Parachute Regt. F/F Club
Hughes, W.O.II	(P) A.P.A.	Wilson, M.B.E., M.C., Brig.	
Jickells, Cpl. T. G.	S.A.S. Skydivers	R. D.	(P) Army Peregrines

APPROVED PARACHUTE INSTRUCTORS

Acraman, Cpl. R. S.	A.P.A. Centre	Lowe, J. P. T.	B.P.C.
Anderson, B.	S.A.S. Skydivers	McCarthy, Sgt. D. P.	S.A.S. Skydivers
Angel, B.	British Skydiving Centre and Green Jackets P.C.	MacNaughton, Pte. D.	Parachute Regt. F/F Club
Balls, Sgt. J. E.	British Skydiving Centre and Parachute Regt. F/F Club	Mapplebeck, Sgt. K.	R.A.F. S.P.C.
Basnet, J. T.	(P) B.P.C.	Martin, Cpl. M. A.	Parachute Regt. F/F Club
Black, A.	Singapore S.P.C.	Meacock, W. J.	British Skydiving Centre and Green Jackets P.C.
Burdett, Sgt. A.	R.A.F. S.P.C.	O'Brien, M.	B.P.C.
Clark, J.	British Skydiving Centre	O'Gorman, T.	Green Jackets P.C.
Cashmore, M.	B.P.C.	Peacock, Sgt. D.	(P) Cyprus Combined Services F/F Club
Crawley, T.	British Skydiving Centre and Green Jackets P.C.	Porter, A. W.	B.P.C.
Cole, A. J. N.	B.P.C.	Reddick, Sgt. J.	Army Parachute Association
David, L/Cpl. B.	Parachute Regt. F/F Club	Reeves, Sgt. M. R.	S.A.S. Skydivers
Dickson, T. G.	Scottish P.C.	Rees, Sgt. B.	A.P.A.
Don, W. J.	B.P.C.	Robertson, R.	R.A.F. S.P.C.
Etchell, W.O.II R. C.	British Skydiving Centre	Rowberry, Pte. E.	Parachute Regt. F/F Club
Flambert, Miss H.	British Skydiving Centre	Runacres, Cpl. J.	Sapper Skydivers
Foley, R. P.		Scarratt, W.	Parachute Regt. F/F Club
Francombe, Sgt. D. (P)	R.A.F. S.P.C.	Seeger, Lieut. R. A. M.	Royal Marines Para. Association
Gardener, Capt. E. A. J. (P)	Parachute Regt. F/F Club	Shea-Simonds, G. C. P.	British Skydiving Centre
Gowens, Pte. P. G.	Parachute Regt. F/F Club	Slattery, W. P.	Independent
Hall, W.	Scottish P.C.	Sparkes, J. A. S.	R.A.F. S.P.C.
Harrison, J.	British Skydiving Centre	Starkie, P.	Manchester Skydivers
Hill, A. V.	B.P.C.	Stephenson, E. W.	R.A.P.A.
Hogg, J. E.	B.P.C.	St. John, L. N. E.	B.P.C.
Jackson, Cpl. M. L.	Sapper Skydivers	Sweeny, A.	R.A.F. S.P.C.
Jacobs, Sgt. K.	R.A.F. S.P.C.	Thirtle, J.	R.A.F. Sport Parachute Association.
Johnston, A.	Sapper Skydivers	Unwin, A. J.	Poddington P.C.
Jones, Sgt. B. A.	R.A.F. S.P.C.	Vos, K.	Bristol Skydiving Centre
Jones, Pte. K.	Parachute Regt. F/F Club	Wallace, Sgt. D.	British Skydiving Centre
Knipe, Mrs. P. M.	Severn Skydivers	Walmsley, Cpl. J.	Parachute Regt. F/F Club
Lang, P. M.	Independent	West, M. J.	British Skydiving Centre
Letts, M.C., Capt. R. D.	Green Jackets P.C. and S.A.S. Skydivers		

Footnote: All instructors are requested to notify the B.P.A. in writing when they are no longer complying with the Association's instructor status requirements, in order that their names shall be removed from this list.

(P) Member of the Panel of Examiners. This list cancels all previous lists of B.P.A. Approved Instructors and is correct at 1st July, 1966.



TAKING THE MICKEY

(With apologies to William Hickey)

By DAVE WATERMAN

THINGS on the civvy front have got a lot worse during this season. Stapleford is shut for the time being, due to complaints from the local landowners, after one or two parachutists had landed on their property. A lot of low flying goes on around Stapleford and once or twice aircraft have had to make forced landings in the corn around the airfield. Once, because the pilot ran out of petrol on take off. Now I don't know how much damage one parachutist does to corn, if he lands in it. But it can't be anywhere near as much as an aircraft making a forced landing.

As far as I know, no move has been made by the farmers to stop flying at Stapleford. Food for thought?

Thrupton also is feeling the pinch. Parachuting having been cut to two hours a day during the weekend. Another thing which puzzles me is the great difference in the rates of running a Rapide. Thrupton Rapide rated at £27 an hour. Denham Rapide rated at £17 an hour. I am sure the Denham Rapide is run at a good profit, so how much profit does a Flying Club get from £27 an hour. It does seem to me that somebody is taking advantage of the shortage of aircraft and dropping zones.

In fact, there is nowhere in this country, civil or military where one can go on a weekend, with good weather, and be certain of a jump: not even at Netheravon. Perhaps now we have a full time secretary general with the B.P.A. we, the members, will have somebody to fight our battles for us. Particularly against overcharge on aircraft hire.

Our trip to Chalon this year was not without incident. A week before we were due to leave, Harry Carlton in the Fords Press Office, rang me to say, the 12 seater bus they were to lend us for the trip was out of commission after being dropped from a crane at Tilbury docks, and did we mind if they lent us two brand new Zodiacs for the trip. Did we mind?

It certainly impressed the French when we rolled up in such fine style, after a very comfortable trip through France at a top speed of 110 miles an hour: the Pen Flambert couldn't have been happier if she had done a 10 sec. series after driving down the national route six at a hundred plus.

Two % malfunctions in as many days also impressed the French. One was a complete knot in the sleeve, caused after a hang up by Mick Turner. Both of these malfunctions were with one pilot chute. I personally feel happier with two hardtops.

Ron Griffiths lands at Chalon. "What were you saying in the photograph, Ron?"

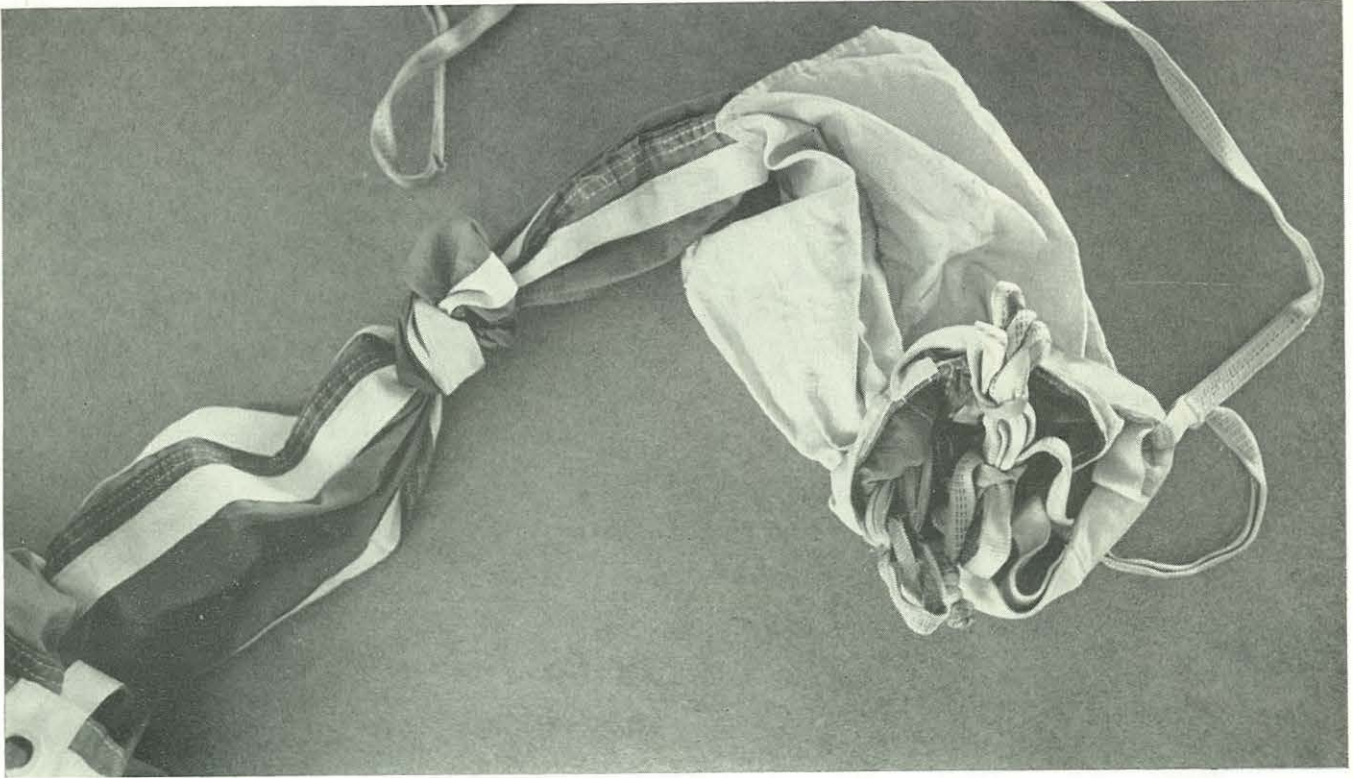
Left to right: John Saar, John Arnold, Helen Flambert, Terry Crawley, Nadia Abish, Ron Griffiths and Roger Foley. Before starting off for Chalon in the two Zodiacs lent by Fords.



A broussard load of British Jumpers at Chalon.
Left to right: John Saar, Helen Flambert, Roger Foley, Mick Turner and Ron Griffiths.

Claude Bernard de-briefs his students with the aid of a wooden artist's model. An idea which might well be of use to instructors in England.





Mick Turner's knot in sleeve which caused a P.C. malfunction. Mick rode it down without a reserve his descent rate was up, but he had no turn on the parachute.

Even in Chalon the weather can be disappointing and the course after us only managed 15 jumps in two weeks.

For a change the Scottish meet at Arbroath had very good weather, so good in fact that all the competition jumps were finished by Wednesday. It was a pity that more competitors from England couldn't make it. The meeting was dominated by Americans from Germany. And judging by the average standard, some of our teams could have run away with the team prize. So where were the S.A.S. and the "Falcons" and the "Red Devils", and the "Green Jackets" come to that.

I had the pleasure of photographing the first two-woman link up, British women I mean. The photographs should be appearing, along with a report of the Scottish meet elsewhere in the magazine.

I am told Don Hughes was very pleased with the first two civvies, Roger Foley, and Adrian Hill, who came for instructor rating to Netheravon. Both got their rating, and did a lot to raise the opinion of the civvy parachutist by the Army.

This scheme is a very good one and I hope many more civilians make use of it in the future.

Seen hanging in the S.A.S. mess, remains of a pair of jeans, just like the pair Helen used to wear. How come?

John Meacock, I am told has gone on an iron diet after hearing lead weights behind the reserve in competition were no longer legal. Watch you don't go rusty, John!

It seems that the weather in East Germany during the World Championships was no better than here. Why not have the next World Meet here?

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SUGGESTIONS

IDEAS ARTICLES

and

GOOD PHOTOGRAPHS

for

SPORT PARACHUTIST

I only want to do it for sport

Dave Hunter

APPROXIMATELY January 1st, if I remember correctly, I was asked, "How would you like to spend a few months in Labuan?". "Well, you fly on the 1st February". So to soften the blow I got a letter off to Alec Black of the Sapper Sky Divers Club, Singapore. "Will be around your area for a few months, can you oblige with a few descents". "Anything for you Dave," came the answer, "Cost you 2 Dollars (Malay Singapore currency) for hire of rig." That's very cheap but if I take my own, will leave me with a little more for spending on other things.

The great day arrives. Met by Airport officials, "You're overweight, Sir." "I know, about 1 stone." "No, your baggage, Sir, it should be 66 lbs., you've got 70". "Sorry, it's my parachuting gear and washing kit." "Well, you'll have to lighten it". So to one of the lads in the party, "Got room for my reserve?". "Certainly." Everybody happy and we arrive in Labuan, approximately 21st February.

Allowed a week to settle down, then the important question to the O.C. "Excuse me, Sir, you know that gear I've put in the air-conditioned store?" "Yes." "It's my parachuting kit complete and I'd like to get some jumps in. We've got an airfield here and a mixture of aircraft

including helicopters, I wondered if you could kind of put the wheels in motion?" "Excellent, when do you want to start?" "Immediately," I said (tongue in cheek), "but I think we had better go through official channels first."

A telephone call was put through to the Airfield, "Chap wants to parachute, quite a competent fellow, can you help out?", answer back, "Will let you know Wednesday (this being Monday). Answer on Wednesday, "It's O.K., but we will want a certified document stating that there is an operational requirement, signed by his Commanding Officer, then he can have a Beverley." "What, for one man?". "Oh, yes, does he want despatching, too?". Well, with the heat, one gets a bit more touchy than usual, "I don't want a Bev, Sir, they'd never get me in on the strip I intend to use, even though it does cover the B.P.A. and A.P.A. requirements for a DZ for up and coming youngsters, except of course there's a row of trees on one side and an aborigine school in the middle, we can take the goalposts down, and with the sea being near, I might miss the Island from a Beverley."

There's a very good Naval Squadron not far away, on the opposite side to the Officialdom, and I drove a jeep in there and said, "I wonder if I could see your Commanding Officer? I'd like to free-fall on the island." "You're mad," they said, "but O.K. we'll fix, when do you want to jump, now?". "Oh, no, not today I've got to see someone, but tomorrow if its convenient, but is it putting you out being Sunday?". "We work every Sunday, only too willing to oblige. Arrive at 8.30, will have to get clearance first". "I think you might find difficulty." "Certainly not, part of our job with you chaps." "Thank you, I'll ring about eight to confirm."

Awake about seven, check kit. Ring our friends at eight, "Sorry mate, other side of the road, will O.K. provide we get permission from Civil Administration and Police. You can do that can't you, and it has to be Notamed, but don't worry we'll get you up next Sunday."

Sunday arrives (this is three weeks after I landed in Labuan), all clearances O.K. "Got a Wessex V for you, what height?". "Seven thousand feet to start with, please." "O.K., instruct the crewman on your signals and let's get up there. I still think you're mad." So by 9 o'clock Sunday the helicopter was moving slowly over the cross at 2,000 feet, out went the streamer, "What's the pilot going down for?". "To see exactly where that piece of paper lands." "Oh, thank you." "The pilot says if you land in the trees or in the water you do know our winching drill?". Sickly grin. "Yes." Luckily the streamer or W.D.I. (with apologies to Mick Turner), landed five yards from the cross, so away we went again, "Can you do one run at 5,000 feet so that you can get adjusted to my corrections (said with a sigh of relief), then a run in at 7,000 feet and I'll drop off?". With all credit to the Commander who flew the helicopter we were spot on for both runs, even making allowance for a change of wind between 2,000 feet and 7,000 feet over the spot and I was out, looked up to see the crewman and give him confidence, and "Whoops" over on my back "Arms too high, Laddie," over on the tum, start my turns "Whoops, that one's a bit fast, get the leg up", 3,000 feet over spot, "make sure that you've got a good position for pull as in the Golden Knight and Irwin films. Whoops, missed my handle. No you haven't, fool, it's out now, God that's lucky, right in line for the cross, watch the big tree, watch those children, watch the cross, MISSED IT. Never mind, history made, a combined effort between Army and Navy, first free-fall on Labuan and I can now do it for sport".

In Council, on your behalf

These are condensed extracts from B.P.A. Council Meetings

THURSDAY, 12th MAY, 1966.

Application for Membership since the last Meeting.

Miss Braby reported that 40 applications for membership had been received in the Office since the last Meeting, these were circulated amongst the Council for consideration.

Application to become affiliated to the BPA

Miss Braby reported that an application for affiliation had been received since the last Meeting, it was from the British Sky-Diving Centre at Halfpenny Green.

The Chairman reminded members of the Council that the Chairman and C.C.I. of this Club was Mr. West, a Member of the Council, and he understood the Club was run most successfully.

The Council unanimously elected this Club to be affiliated.

Accident at Blackbushe.

The Chairman asked Mr. St. John to give the Meeting a brief description of this accident.

Mr. St. John told the Meeting that it happened during the recent hot weather and concerned 4 parachutists who dropped from a Cessna at 10,000 feet. They opened in two groups of two. Two landed at 75 yards from the target, the other two were carried on by wind for some distance over houses, trees, etc. The parachutist in question was carried over some trees and while he thought he was landing in a field he was prevented by the trees from seeing the power lines. He landed safely but his canopy brought down the cables. Mr. St. John stated that pilots had complained all day at the airfield of thermals in the atmosphere and it was no doubt at all that this accident had been caused in this way. He further stated in answer to a query from the Chairman that the parachutist in question was a steady level-headed sort of man and that the other accident in which he had been involved had been caused by another person colliding with him.

Mr. St. John said he estimated the cables to be at least $\frac{3}{4}$ of a mile away from the target area, with trees and houses in between.

The Chairman said this accident did seem to be genuine bad luck with no blame to anyone. But he further raised the point that could the Association continue to accept Blackbushe as a DZ within 1,500 yards of power cables which was a condition laid down in the Safety Regulations.

Mr. Lang asked if it were possible to site the target so as to be without the limit of 1,500 set in the regulations. Mr. St. John answered only parachutists who could control their parachutes were permitted to jump at Blackbushe. Students jumped at least 13 miles away.

The Chairman then asked if the Safety Regulations should be amended to accommodate this difficulty. He

pointed out that section 13 of the Safety Regulations was the part pertinent to this question.

Considerable discussion took place on this subject, it being pointed out that in a small highly populated country such as Britain it is very difficult to find anywhere that is in fact 1,500 yards from power cables.

Mr. Vos suggested that the Council should know the exact position and distance of the power cables, and the Chairman suggested that the matter be left till the next Meeting when Mr. St. John would furnish the Council with a large scale map and all details as to distance, etc. The matter would thus be said to be left under investigation till the next Meeting. This was agreed.

Publicity for BPA Instructor's Training at Netheravon.

Miss Braby reported that so far only 3 applications had been received to go on a week's training at Netheravon, it was suggested that these courses should be strongly publicised in the next News Letter.

Safety Regulations.

The Chairman said that advance copies of the printed Safety Regulations had been sent to some members of the Council and Chief Instructors and he now asked the Council to comment on these Regulations. He went on to say that both Mr. Green and Mr. West had given their agreement to them.

Captain Gardener said that he agreed in general but would like to raise several points especially that on twin extractors. Brigadier Flood agreed that this point should be considered as twin extractors were now being used at Netheravon.

After discussion it was agreed that the Safety Regulations should be sent to all instructors and their comments asked for as soon as possible. Any serious objections could be dealt with at the next Council Meeting and in the meantime the Regulations should be brought into effect pending their amendment and issue in final form. The Chairman asked the Council's agreement for the final version to be printed in the late summer and circulated free to all members. He said that he had received a quotation from one printer of £223 10s. for 2,000 copies.

Brigadier Thompson suggested that a loose leaf folder should be considered for future amendments. The Chairman said that this had been previously considered but the cost proved very much higher. It was agreed that blank pages should be inserted for amendment sheets.

Fees for Parachute Displays.

Mr. St. John brought up the very serious question of a possible standardisation of fees for display jumps. He stated that he personally knew of some cases of undercutting, which when his club had gone to considerable trouble to prepare jumps was very vexing. After some considerable discussion it was agreed that there should be a standard fee of £10 per jumper unless the jumper wished

to give his services free for a charity or simply charge the aircraft fees. The Chairman asked that this standard fee should be circulated amongst clubs as soon as possible.

THURSDAY, 9th JUNE, 1966.

Report from Blackbushe.

The report from Mr. St. John was considered. In the absence of Mr. St. John in the United States, Mr. J. Cole explained the difficulty of moving the target.

The Chairman stated that the criterion was the experience of the parachutist concerned. General discussion then took place, Mr. Lang saying that he himself had jumped at Blackbushe and had not seen the power lines until about 100 yards from them.

The Chairman stated that the Electricity Board should be contacted to find out the exact location of power lines relevant to the D.Z. It seemed to him that one of two courses was open to the Council; either to stop the club at Blackbushe parachuting or to give them special dispensation from the Safety Regulations until such time as the information had been received from the Electricity Board.

The Secretary General suggested that all clubs should make a survey of adjacent power lines, after the two recent accidents and this was approved.

The Vice-Chairman suggested that the ideal long term rule should be that in all clubs a map showing major hazards should be posted and as club routine all jumpers should look at it and sign a paper as normal documentation to say they had done so.

After further discussion it was put to the vote and the decision was that the Secretary General writes to all Clubs to tell them to ensure that they survey and obtain from their local Electricity Boards information concerning such power lines, and report. At Blackbushe no one should jump whose competency was below Category 7 except on special dispensation from the C.C.I.

Safety Regulations.

The new Safety Regulations were accepted and are now in force. All Chief Instructors and Instructors have copies. It was recognised that there are some anomalies in these regulations and the comments that have been received have been noted and will be further considered by the Safety and Training Committee in the course of the next few months.

Suggested amendments have been received from the A.P.A., the Green Jackets Parachute Club and the British Parachute Club, and these three clubs and Associations may assume points suggested are approved as temporary exemptions in their own particular cases. These anomalies will be cleared up in the printed issue which will be distributed to all B.P.A. members in the next few months.

It was agreed that twin extractors could be used by all General Permit Holders, and by the Army Parachute Association who were still engaged in extensive trials involving the use of Twin Extractors by all categories of parachutists.

Application for Membership.

There have been 74 new applications for membership since the last meeting. All were approved.

Qualifying Instructors in Singapore.

It was decided that Sqn. Ldr. Johnston and Major Clark should be appointed in addition to Sgt. McLoughlin, R.A.F., to qualify instructors while they are resident in Malaya. These instructors will have to requalify on return to this country.

Permits.

The Council recommended that Restricted Permits should be endorsed "By any qualified B.P.A. Instructor" instead of individual names as at present. General Permit Holders must obtain the counter signature of an instructor that they have made at least 5 free falls in the preceding year, when renewing their permits.

THURSDAY, 14th JULY, 1966.

The Vice-Chairman read to Council a letter from the Chairman to the Secretary General informing him of his appointment to the Middle East in January, 1967. Brig. Wilson would be unable to continue as Chairman after November 1966 and would not be standing for re-election to Council.

Council noted this with great regret.

It was decided that no attempt should be made at this meeting to discuss a possible future Chairman.

The Council expressed their great appreciation of the tremendous amount of work that Brig. Wilson had done for the B.P.A. over his long period as Chairman.

Other Clubs D.Z. Reports.

Arising from this point, after much discussion, Council decided to forward the following amendment to the Safety Regulations suggested by Sgt. Clark-Sutton.

The size of D.Z.s should be amended to 1,000 yards but D.Z.s under 1,500 yards from power lines, etc., should be subject to the following amendments when used for student parachuting.

1. An aerial photograph with hazards marked thereon must be available and shown to each student before parachuting.
2. The number of students dropped on each run in should be further limited according to conditions.
3. A W.D.I. should be dropped on every sortie.

The effect would be that the smaller the D.Z. the greater care taken.

The Chairman is asked to incorporate these amendments to the Safety Regulation if they are in line with other views he has received.

Permission was given to Sgt. Clark-Sutton to use the Sunderland D.Z. under the above amendments for his training week. Any future Instructors using the Sunderland D.Z. should get in touch with the Council beforehand and the Club should be so instructed.

Glenrothes Airfield D.Z. was considered unsuitable for students due to the very close proximity of power lines.

Application for Affiliation.

The Council approved with pleasure the application of the Royal Artillery Parachute Association (The Kestrel Club).

Application for Membership.

99 new applications were approved.

B.P.A. Dance.

Mr. O'Farrell outlined his proposals for the dance to be held on Saturday, 19th November, 1966.

After considerable discussion on costs and bands (the old wanting 'Mod' and the young wanting 'Trad') it was left to Mr. O'Farrell to sort out the arguments.

The outline proposals agreed were a General Meeting at 3 p.m., followed by a short film show to be arranged by Mr. Pierson. The dance would be from 8 p.m. till midnight (officially) or until perhaps 2 a.m. There would be a Bar, Restaurant/Buffer, Raffle and possibly a Casino.

Official guests of the B.P.A. will be invited. Any proposals to be sent to the Secretary General.

Anybody interested in serving on the Dance Committee or running the Casino, please contact Mr. O'Farrell.

Cancellation of Old E. & F. Licences.

Council decided that no steps should be taken.

Refusal to Jump and Suspensions.

Any refusal to jump should be entered into the individual's log book by the Instructor.

Any suspension for any reason should be entered into the individual's log book by the Chief Club Instructor.

Wiltshire School of Flying's Rapide Weight Schedule.

No information being available from the Wiltshire School of Flying in response to enquiries from the Secretary General, it was decided to leave it to Mr. Green to make further enquiries. General opinion was that ten parachutists plus pilot exceeded the limits of safety. Mr. Green would report progress at the next meeting.

Magazine Handover Report.

Mr. Pierson outlined to the Council the proposed terms of agreement with Eastgate Publications Ltd. (Mr. Drake). He emphasised that a contract as such would be impracticable. These terms of agreement were accepted by Council and Mr. Pierson given authority to proceed. Mr. Pierson agreed to act as a one-man magazine committee to supervise overall policy.

Council were insistent that Mr. Drake should attend all Council Meetings and consider himself duly in the B.P.A. ambience.

Any Other Business.

The Secretary General's report on his visit to Lancashire Clubs was considered. The A.P.A. should be asked if any help had been possible for the Lincoln Independent Parachute Company Club.

Council wished to thank the A.P.A. for their generous welcome to the three civilian members attending the Instructor's Course of July 2nd.

Council instructed the Secretary General to check the list of Instructors and Panel of Examiners to see that all have re-qualified under the new regulations.

Council recommended to the Ministry of Aviation that the Cessna 210 be approved for parachuting.

8th World Parachute Championships

Leipzig Mockau Airport, East Germany

THIS is only a brief report of the championships at Leipzig. A late arrival from East Germany prevented me catching the Autumn issue press date. I hope my full story and photos will make the Christmas copy.

The great increase in the standard of jumping was shown up by the close results. The East German Gerhardt won accuracy with 3 dead centres, and the winning Russian with a time of 7.4 and 7.6 in style.

Team jumping was not too accurate, although one unfortunate jump lost the Aussies 4 places. It was nice to see the Canadians taking 2nd place.

Style	Secs.	Secs.
1. Krestiannikov, U.S.S.R.	7.6	7.4
2. Kazakov, U.S.S.R.	7.6	7.5
3. Gurnij, U.S.S.R.	8.2	8.4
4. Tkachenko, U.S.S.R.	8.4	8.5
5. Burdukov, U.S.S.R.	9.0	9.0

1000m Accuracy	D.Centres. metres metres	
1. Gerhardt, D.D.R.	3	
2. Wyckham Martin, Canada.	2	0.24
3. Gurnij, U.S.S.R.	1	0.14 0.18
4. Henry, Canada.	1	0.11 0.22
5. Szeder, Hungary.	2	0.39

Team Accuracy

1. Russia.
2. Canada.
3. Czechoslovakia.

Overall Team Placing

1. Russia.
2. Canada.
3. Czechoslovakia.

Overall Individual

1. Krestiannikov, U.S.S.R.
2. Gurnij, U.S.S.R.
3. Tkachenko, U.S.S.R.

Full story in the Winter issue.

JOHN COLE.

The Scottish Invitational Parachute Championships 1966

By TOM DICKSON



Tom Dickson leaving the "Otter", preceded by Lowell Bachman who took this picture.

ALTHOUGH no records were broken during the six events of this year's Championships, it was indeed a record week in many ways.

It was a week of unprecedented good weather. Seven of the eight days on which jumping took place were scorchingly hot, with blue skies and mainly light winds. The practice jumping was done on Saturday, 16th and Sunday, 17th July. The competition began on the morning of Monday the 18th and by dusk on the Tuesday evening all six events had been completed. The remainder of the week was spent in 'fun jumping', during which various 'firsts' were established (see later).

On the final Saturday when the airfield was open to the public, high winds cut jumping to a minimum, but abated sufficiently at the end of the day to allow the show to be closed by a mass drop from four aircraft of seventeen jumpers on PC's and one on an XBO. This was the biggest mass drop of sport parachutists seen in Scotland to date, and the crowds loved it.

Seven nations made up this year's entry, which totalled 43 competitors. Teams came from Turkey, Norway, West Germany, U.S. Army and U.S.A.F. in Europe, Scotland, and there were individual entries from Australia, England and U.S.A.

As usual the American Forces teams made up the bulk of the entries, and brought with them an "Otter" and a "Beaver" to help out in the competition. The "Otter" took four men to 16,500 ft. to establish another first in Scotland. The other aircraft used were Loganair's Cherokee 6 flown by Nick Wright and the Rapide G-ALAX, piloted again by Group Captain Keith Tulloch. It was from this aircraft that Helen Flambert and Diana Knipe performed two consecutive link-ups, the first by two English girls in

Britain. They were treated to champagne by Keith Tulloch in recognition of their achievement.

With the "Otter" came three teams of the newly formed U.S. 7th Army Competitive Parachute Team, which now incorporates the Pathfinders from the 8th Infantry. Both Jim Horne and 'Gill' Gilliam who were present in 1964 are now in this team, with Cal Callahan and the others listed in the results.

The "Beaver" piloted by "Rusty" Stanley brought the Aerobats back again. The Trojans, the Victory and USAF Blue Masters had all been represented in past years, and with them came some observers from the USAF Bittsburg S.P.C.

It has almost become a tradition for an American to win the open Championships (Chandy Trophy) and Captain George Goetzke did that very thing this year, and the 7th Army also won the Team event for the Chandy Bowl.

Probably the most striking team in many ways was the Turkish one. Its members were all young, in their late teens or early twenties. They were invariably immaculately dressed in the air and on the ground. Their performance was consistently high; they took second place in the Open and third in the Team event, and their behaviour socially was a model of friendliness and restraint.

The Norwegians were first time visitors. They arrived late due to aircraft difficulties but were able to participate by completing six jumps each on the Tuesday. Considering that they had spent the previous night in a railway station in Edinburgh without sleep, they acquitted themselves well.

The German Airborne School were there for the second time and having gained second place in the Team event are confident of a third appearance next year.



Turkish "B" team member going for the centre disc. The Turks put up a fine performance.

Pot Hunters Delight! The magnificent trophies, bowls and replicas awarded to contestants at Arbroath





G-ALAX, jumping the Scottish Team during the Championships.

Bob Reid, who led the Scottish "A" Team, successfully defended his title of Scottish National Champion (Chandy Trophy). Second and third places were taken by newcomers to competitive parachuting, John Hardie and George Phillips.

The author led the Scottish "B" Team, but due to administrative responsibilities could not take part in the individual events.

It was learnt with regret in June that last year's winners, the 22nd S.A.S. would not be able to participate due to injuries and other commitments. There was therefore, no English male representation, civilian or military, but the ladies Helen and Diana did very well and proved a great attraction for the press.

There were three American and one British judge. Peter Rayner gave his usual highly competent assistance and rapidly produced the finished score sheets for the competitors. Captain Denne Sweeney came over, with the 7th Army Team. With Lyle Cameron came Lowell Bachman of Para Gear Enterprises from Chicago.

Lyle passed the word around in "Sky Diver" for months prior to the meet and we are greatly indebted to him for the publicity he has given to the Championships. This year he was able to create his first Scottish Pope, throw a few people into the water tanks around the camp, judge a bathing beauty contest, get in a few high ones, judge competition events and perform a very humorous commentary on the parachuting on Air Day: "... one, two, three, four. All your chutes opened! Sorry folks it ain't gonna be an interesting jump!"

He is now off to Europe visiting three or four 'meets' before returning to the States in September.

The Royal Navy, under whose auspices the competition takes place, gave first class co-operation. Captain Michael Sylvester, his officers and men, surpassed themselves in the degree of assistance given to ourselves as organisers. The Air Traffic Control in particular worked from early morning to late in the evening to ensure continuity of parachuting throughout the practice period, the competition and the 'fun jumping' which followed. Five Navy men trained and completed their first jump during the week of the Championships.

A crowd of about 10,000 attended the Air Day on the final Saturday. After the mass drop the teams paraded on the square for the distribution of prizes and souvenirs by Brigadier Oliver, who was assisted by a squad of pretty Wrens.

That night the final banquet was held in the Cliffburn Hotel in Arbroath with 100 competitors, guests and friends present. This was followed by a last late night session in the Rugby Hut, ensuring the inevitable Sunday morning hangovers without which the competition would not seem conclusively rounded off. A special prize was put up for the Chug-A-Lug drinking competition and was won by Bob Reid and his team of Scots.

Thanks are due to many people whose hard work ensured the success of the meet: R. A. S. Ames of the Royal Aero Club, who sent out the invitations; K. R. C. Letts, B.P.A. Secretary General, who gave personal support by coming to Arbroath to see the jumping and meet the competitors; Mike Pearce who once again carried the load of the P.R.O. work; Mac Fraser, Treasurer and George McEwan, Secretary of the Scottish Parachute Club who did much of the tedious but vital work of administration; and finally the Chandy Bottling Company,

who put up the Chandy Trophy and Chandy Bowl, for their continued support of the event.

The Scottish Parachute Club members who were not able to compete benefited greatly both from the weather and the wealth of experience of the competitors at the meet.

A one week course was run at Strathallan Castle, Auchterarder immediately prior to the Championships by Bob Reid and Robbie Robertson. The purpose of this course was to get as many members as possible on to free-fall. Although this aim was not achieved that week due to bad weather and aircraft difficulties, the ground-work was laid so efficiently that everyone was able to make maximum use of the good weather at Arbroath. Rapidly repacking and cramming jumps in, most of our hard core members are now on free fall.

Strathallan Castle is now the main centre of S.P.C. activity, since Glenrothes has been deemed unsuitable for student jumping due to the proximity to the DZ of overhead wires. Intending visitors should telephone Tom Dickson at Loanburn 3105 or Strathallan Air Services at Auchterarder 2545.

The green light has been given for next year's Championships by Captain Sylvester, so planning for it can begin immediately.

In addition to straightforward accuracy events, the smoke bombing event was repeated this year, and may be run as a team event next year. The team demonstration event judged by an audience of laymen on crowd appeal, proved popular and is likely to be repeated.

The Scottish Championships is the international parachuting event in the U.K. It needs more British support. Your support. So please think about it when planning your next year's activities for your club or for yourself.

Team

Chandy Bowl

1	7th Army "A" Team	...	...	...	1484.0 pts.
2	German Airborne School	...	...	...	1446.0 pts.
3	Turkey "A" Team	...	...	...	1392.5 pts.

Demonstration Jump

1	Bluemasters
2	7th Army "B" Team
3	7th Army "A" Team

Individual Results

Position	Name and Team	Score
1	Capt. George Goetzke (7th Army U.S.A.)	1578.6
2	Sadik Sindel (Turkey)	1522.4
3	M/Sgt. G. Gutshall (7th Army U.S.A.)	1509.4
4	Erdogan Menekse (Turkey)	1429.8
5	A.I.C. Johnny Hall (Bluemasters)	1380.0
6	Altay Acil (Turkey)	1353.7
7	M/Sgt. Rudolf Appl (Germany)	1341.5
8	S/Sgt. Lewis May (Bluemasters)	1317.7
9	S/Sgt. Jim Horne (7th Army U.S.A.)	1279.3
10	S/Sgt. Bob Berry (Trojan S.P.C.)	1250.4
11	Ahmet Talu (Turkey)	1179.7
12	Capt. Leif Oyefflatten (Norway)	1160.2
13	SP/4 Steve Flynn (Trojan S.P.C.)	1157.2
14	SP/5 Kelbaugh (Trojan S.P.C.)	1141.1
15	Miss Helen Flambert (Cosmopolitans)	1034.6
16	Bud O'Connor (Victory S.P.C.)	1023.2
17	Capt. Guenter Roth (Germany)	1017.9
18	Atilla Tarla (Turkey)	1001.0
19	SP/5 Lennis Gilliam (7th Army U.S.A.)	1000.5
20	Ziya Oztan (Turkey)	996.2
21	J. Cleary (Cosmopolitans)	951.7
22	1st Sgt. Guenter Schulz (Germany)	936.7

SCOTTISH INVITATIONAL PARACHUTE CHAMPIONSHIPS 1966

H.M.S. "CONDOR", ARBROATH

Individual Results

Chandy Trophy (Open Champion)

1	Capt. G. Goetzke (7th Army S.P. Club)	...	...	...	1578.6 pts.
2	Sadik Sindel (Turkey)	...	...	...	1522.4 pts.
3	M/Sgt. G. Gutshall (7th Army S.P. Club)	...	...	...	1509.4 pts.

Chandy Trophy (Scottish National Champion)

1	W.O.II R. Reid	...	...	...	641.4 pts.
2	John Hardie	...	...	...	365.1 pts.
3	George Phillips	...	...	...	327.6 pts.

Team Results

Position	Team	Event 1	Event 2	Total
		Accuracy Max. 900	Accuracy Max. 900	
1	7th Army "A"	754.3	729.7	1484.0
2	German Airborne Sch.	707.7	738.3	1446.0
3	Turkey "A"	728.5	664.0	1392.5
4	Bluemasters	809.8	479.6	1289.4
5	Turkey "B"	544.4	731.8	1276.2
6	Cosmopolitans	571.5	640.7	1212.2
7	Norway	601.8	603.2	1205.0
8	Victory	409.4	718.7	1128.1
9	Trojan	0	677.5	677.5
10	7th Army "B"	0	650.8	650.8
11	7th Army "C"	276.8	360.3	637.1
12	Scottish "B"	27.5	409.1	436.6
13	Scottish "A"	314.9	0	314.9
14	Aerobats	288.2	0	288.2



Chandy Champions—left: Bob Reid who won the Scottish National and Capt. George Goetzke (7th Army) who won the Scottish Open. Each receive a replica of the Chandy Trophy.

ARBROATH AGAIN . . .

And Again, and again

By MIKE PEARCE

TOM DICKSON, the Chairman of the Scottish Parachute Club, in his report has covered the main aspects of the Chandy Trophy and Chandy Bowl events at this year's Scottish Championships. There remains very little to add to his report—but I'll try.

Time and the weather press hard upon parachutists the world over. If it is not one it is the other. For the first time in six years the writer was at a 'Meet' where neither caused problems for the organisers or the competitors. In fact, the Scottish Championships were a complete success. If any complaint at all could be made, it was that on one morning during the competitive jumping, contestants could have done with some wind!

The Scottish Meeting has taken on a truly international content and atmosphere. Even individual entries came from as far afield as California and Australia. A list of the individual entries gives a clear indication of this.

Jim Handlin (California)
 J. Cleary (Chicago)
 George Perowski (Australia)
 Helen Flambert (England)
 Diana Knipe (England).

The teams were from Norway, Turkey, West Germany and U.S. Forces in Europe. Even the judges who came to support our own Peter Rayner from Yorkshire, travelled quite a distance.

Lyle Cameron (California)
 Lowell Bachman (Chicago)
 Capt. D. Sweeney (U.S. Forces, Europe).

We owe them all a debt of gratitude for travelling so far to take part in the Scottish parachute championships, and making it a really international event.

We missed many of our old friends who we had hoped to see again, but perhaps they will be there next year. Doc Robertson, who last year handed over the chairmanship of the Scottish Parachute Club to Tom Dickson, cabled his greetings and good wishes. We all would have liked the 'Doc' to have been at these very successful championships for which he in the past, and now Tom Dickson and his colleagues, have worked so hard to produce.

During the competitive and 'fun jumping', there were a few incidents and injuries, but all were able to limp home from the championships. We wish them more successful and less painful landings for the future. Doc Manuel, Flt. Surgeon from the 3rd Infantry Div. at Kitzingen, gave immediate assistance when required, and then passed on his patients to the Royal Navy who took great care of them until they could limp into the bar at opening time!

Uninjured but cussing in his new-found American vocabulary, Capt. Guenter Roth of the German Airborne School was seen, with reserve and P.C. suspended from a 'bunch of trees' near the airfield. All was well for Roth and his equipment. The Royal Navy rescued him—fire-tender with extension ladder at the high port! Another "reserve" incident involved W.O. Robbie Robertson—now with the R.A.F. Detachment 16th Para. Bde., Aldershot. He spent some time astride a building using more



Look, no feet! George Perlowski (Australia) driving for the centre. The striped team were: left and bending, Lyle Cameron and Lowell Bachman standing. Peter Rayner is in the background on the right.

A gaggle of pilots. Left to right R.A.F. Aerobatic team member (Percival Provost), "Rusty" (Beaver Pilot), Group Capt. Keith Tulloch (D.H. Rapide), Capt. "Doc" Manuel, Flight Surgeon, who came with "Rusty".



Diana Knipe, George Perlowski and Helen

Focus th Scottish

Brigadier James Oliver presenting Chandy Horne and George G

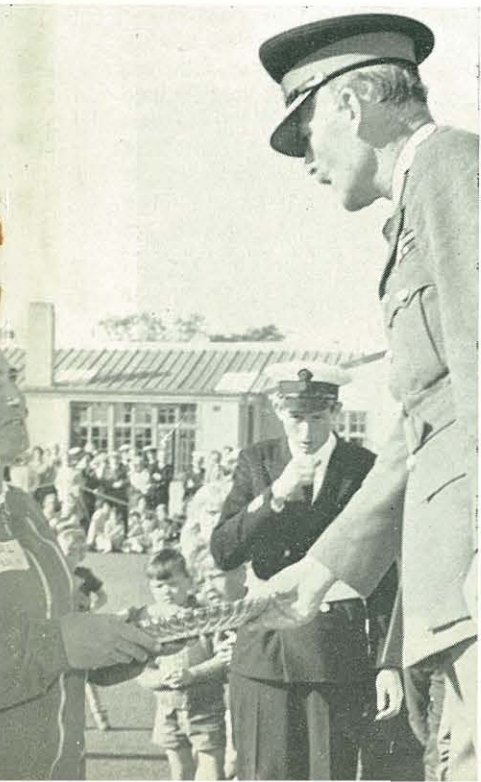




Flambert prior to Diana and Helen's link up.

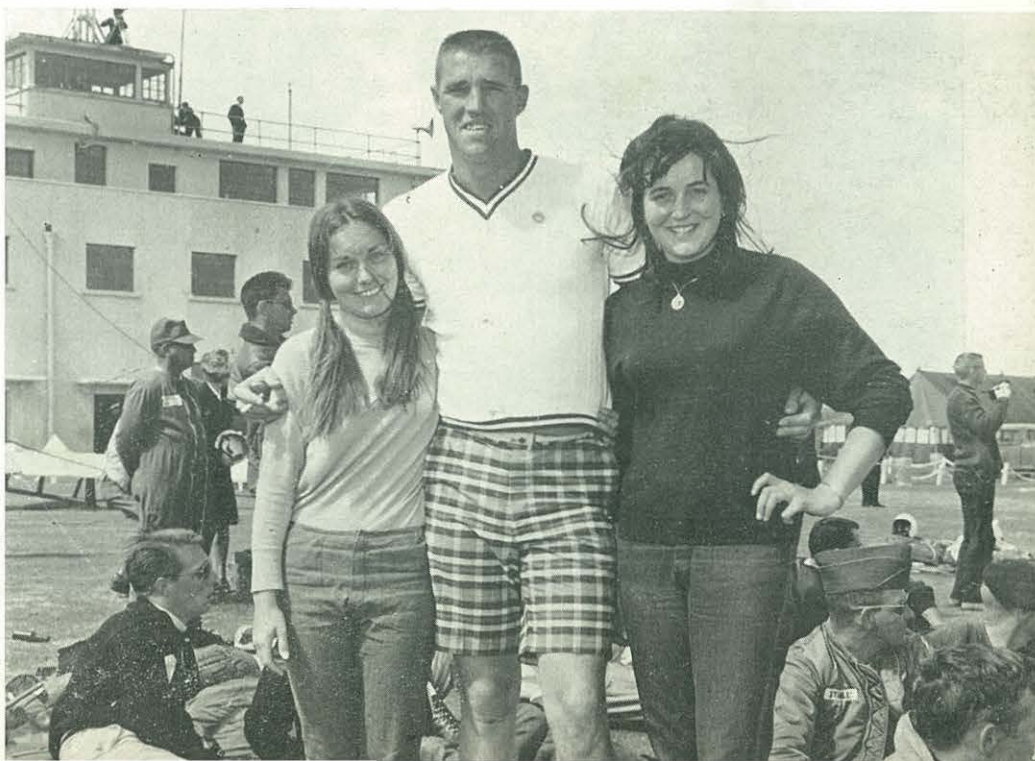
s on e Nationals

Bowl replicas to Lennis Gilliam, "Big Jim" outshell (alias Batman).



Heavy Smoker—Lennis Gilliam (7th Army) in the "Bombing" event.

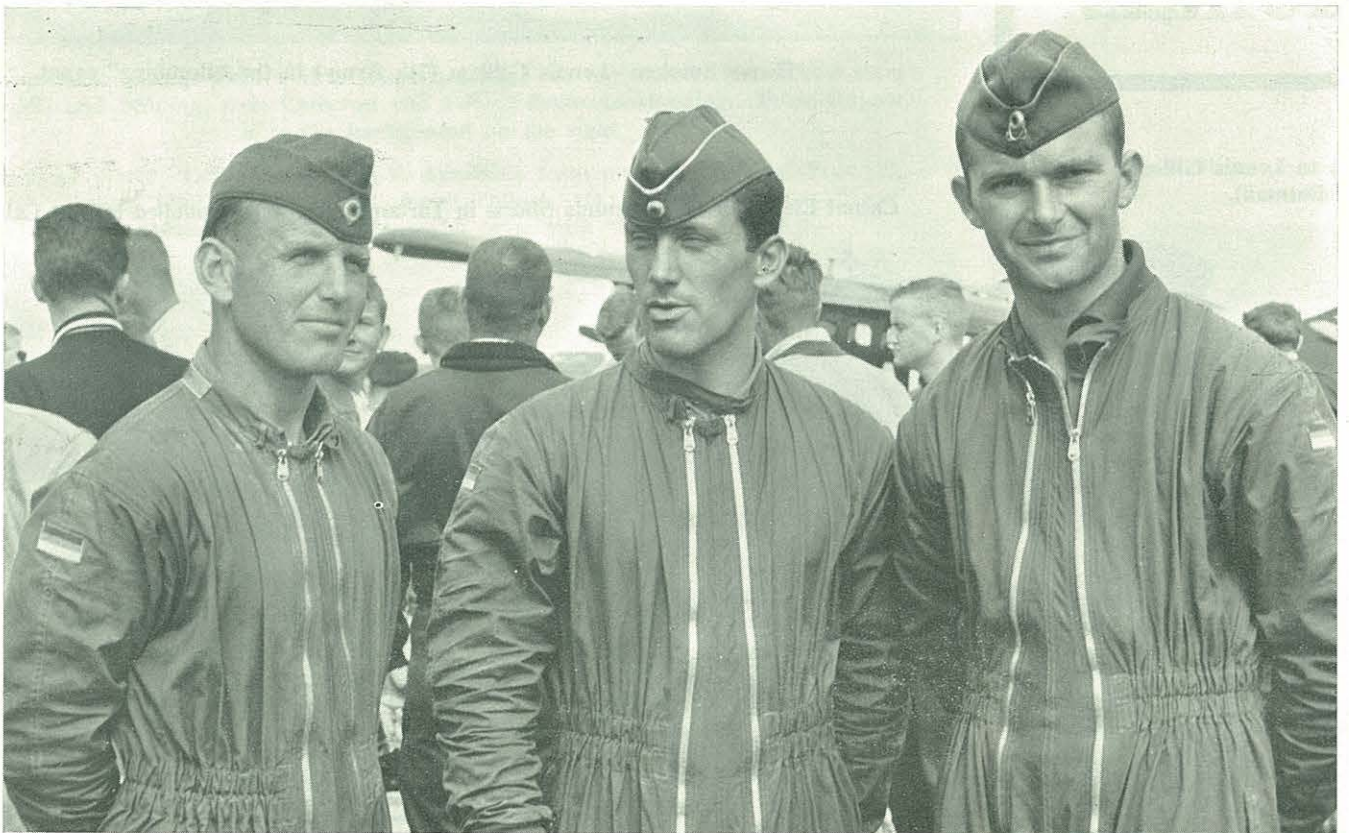
Casual Elegance! The Bermuda Shorts in Tartan poplin were modelled by Cal Callahan.





There's more than one way of enjoying a sunny afternoon! Robbie Robertson preferred "posing" for the press. He had to use his reserve "in anger". Neither the roof nor Robbie were any the worse for wear.

The German Airborne School Team—left to right 1st Sgt. Guenter Schulz, Capt. Guenter Roth and M/Sgt. Rudolf Appl. Capt. Guenter Schulz had been heard practising his newly acquired American vocabulary in a nearby tree . . .



traditional, but equally colourful language whilst 'posing' for the press and private photographers. Robbie, as 16th Para. Bde. probably know, was quite unhurt, if somewhat earthy!

Apart from excellent parachuting, the championships were a great social success. The Rugby Club bar was handed over by the Navy for the exclusive use of parachutists and entourage. This club 'throbbed nightly' to a variety of forms of entertainment concocted on the spot, including Lyle Cameron's traditional drinking to Cardinal Puff. He created several Cardinals, Bishops and a Scottish Pope! Bob Reid, this year's Scottish Chandy Champion led his team to victory in a Chug-A-Lug contest that frequently confused and more than once befuddled the competition.

Everybody was pleased to see Helen and Diana and more especially because of their link-up, the first time from 7,500 feet and the second time from 8,000 feet. This is the first time this has been done in the U.K. by British women parachutists. Incidentally—Helen is now a Cardinal!

The climax for the Royal Navy on their Air Day, for all the spectators and myself, was the mass drop on Saturday evening. I doubt that anything as spectacular has ever been seen in the U.K. at a public Meeting. Even Lyle Cameron, commentating and generally aiding the public and uninitiated over the public address system, was excited.

The final and most important job for the writer, is to thank the organisers, the competing teams and the Royal Navy for what must undoubtedly have been one of the most colourful, exciting and most international week of parachuting seen in this country.

I'm all for returning to Arbroath again and . . .

YANKEE, go home!

TO the East of the Khyber Pass between the Sinhd Desert and the mountains of Kashmir is the green Punjab plain. In the centre of this lies the ancient Mogul city of Lahore, eastern city of screaming street yells and even worse, screaming street smells. If you were an inscrutable oriental-type Muslim-Holyman, and, happened to be bawling your prayers into the loudspeaker situated on the very highest point, of the tallest minaret, of the largest mosque in the world (the Bahad-Shahi-Mosque of Lahore), you would just be able to see the sun setting over Walton Flying Club a mere five miles to the West. Here occurred my most embarrassing moment in skydiving. Have you ever had your helmet jump without you?

T'was a filthy hot and sweaty monsoon day about two years ago, and "the fun-loving public of Lahore", at the request of the local newspapers, had gathered to see the "Blitish blurdman from Sterlingside-U.K., take a jump from the air". The crowd was excited in spite of one slight disappointment already. The "Blitish blurdman", it was discovered, was going to use a parachute for his jump from 7,000 feet, a fact which had not been advertised or sufficiently explained by the rather over-zealous local Press.

To keep cool (physically, of course), I was sitting in the air-conditioned office of the Chief Flying Instructor, Wing-Commander Ilyas, while outside our able mechanics prepared the Cessna 172 for its historic flight. I decided to look out of the window to see how the aeroplane was getting on, all I could see was at least fifty brown faces with large white eyeballs, and noses pressed to the glass. Eventually I plucked up courage to carry out the most dangerous part of the evening—walking to the aeroplane!

Ilyas and I gave each other one last agonised look and then we opened the office door.

I vaguely remember my feet occasionally touching the ground but my chief recollection is of being thumped on the back, head and chest, in fact virtually anywhere they could touch my yellow jumpsuit. By the time we had reached the aircraft we must have been propelled through a crowd of at least three thousand people and untold millions of little Pakistani kids. I felt round to see if I was still wearing my parachutes—it was O.K., they had not been lifted. Indeed, I was still wearing my altimeters.

Then came the Press interview. We were now pinioned against the aircraft wondering how long it would be before we were pushed back through the fuselage. Fortunately, the pressure was strong and steady, and so we and the aircraft were slowly pushed sideways across the tarmas while the interview was in progress. I believe the black skid marks are there to this day. Lots of photographs were being taken, and answering questions without swallowing a mouthful of broken flash bulbs, was becoming rather difficult. The questions were on fairly simple lines, i.e.:

"Do you think your parachute will open?"
"Yes."



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"Why do you think your parachute will open?"
"Because I have packed it right."
"Why do you think you have packed it right?"
"Because I have."
"Why have you done this?"
"Because I wanted my parachute to open."
"Do you think your parachute will open?"

After spitting out a few of the odd pieces of flash buib which were still left in our mouths, we fought our way round to the other side of the aeroplane where we finally clambered in. At this moment I managed to catch a glimpse of the British High Commission families who had been swept aside in the rush to touch "The Blitish blurdman." I just heard one chap's little girl shouting "It's all right Mummy, Uncle's still there," before she too, vanished behind the wall of spectators.

The atmosphere inside the aircraft was stifling. The temperature must have been around 130 to 140 degrees in the cabin and the humidity was dreadful. Buckets of sweat were pouring off us and Wing-Commander Ilyas was continually mopping himself with his handkerchief, muttering "My God, it's too hot man!" We then discovered, amidst a flurry of good old Pakistani abuse, that the battery was flat. A new one was sent for. This did not arrive for another quarter of an hour, and by the time it did both my pilot and I were soaked to the skin with sweat. It was at this moment—that I removed my helmet.

Eventually, in spite of the efforts of the ground crew, the engine started and we prepared to take off. Taxiing without decapitating anyone with the propeller was achieved, in spite of the additional problems caused by the fairly large number of people who had decided to hang on to the aircraft. As most of them were on push-bikes they did not create too much drag while we approached the runway, possibly things would have been easier if they had not had their friends riding pillion, on the crossbar and the carrier. The ground crew again came to our assistance with long bamboo poles. The method used was to drive round us in a Ford half-ton truck and swipe at anybody who got within reach of them. This was done by four people who swiped at them from the back of the truck. This appeared to do the trick, for all of a sudden we lurched through a cloud of dust and bodies and found ourselves free of all interference, save for a couple on scooters who had managed to outstrip the push-bikes. However, we soon left them behind and apart from an awkward moment when some of the more enthusiastic supporters ran out on to the runway to meet the aeroplane, we took off.

As we circled to gain height we both heaved great sighs of relief. How nobody, including ourselves, was not killed—well, I shall never know. As we reached 2,500 feet we could see the vast crowd swarming all over the airfield below. The pilot turned round to say something and I leaned forward to listen. In doing so, I rested my right hand on the edge of the door, forgetting that it was still holding my helmet. With a whoosh and a tug on the wrist—it was gone! It was obviously going to be one of **those** days. Then followed a frantic conversation, the main points being (1) Had it killed anybody? (2) Could I jump without it? and (3) If you don't get down fast you will never see it again. Number (3) won the upper hand with the plan being to jump as soon as we got the helmet back. In other words simple bribery.

As we came in to land the crowd rushed forward all over the runway, the airfield, and everywhere in sight. It is the only place that I can remember seeing motor-scooters coming towards one up the runway on landing. The ground crew came belting across the grass in their truck and after a quick conversation set off to retrieve my helmet.

At this point I really felt a complete idiot for dropping it, and pretty bad about disappointing everyone. I need not have bothered, for I am sure that the locals enjoyed their subsequent riot far more than they would have done fifty parachute jumps.

As the plane came to a standstill as close to the hangar as we could get it, the crowd was already milling round hurling abuse and occasionally more solid objects. Eventually we fought our way out of the aeroplane and across to the hangar. The "Gauntlet" consisted of about 3,000 members of the "fun-loving public of Lahore" thumping us and shouting various comments, such as "**Yankee go home**" and "**Yankee, you chicken!**" It was at this moment that I began to feel a trifle unpopular, and was even beginning to regret the rather conspicuous colour of my jump suit. A fact, which those citizens, more conversant with the English language, were taking considerable pains to point out to their less enlightened brethren. As we reached the hangar door the first house bricks were beginning to arrive. We spent about an hour in the office listening to the shouting, which was accompanied by a regular drum beating noise as various more enterprising members of the public put the runway to a more useful purpose. Eventually the police managed to clear the mob away, and to round off a good day the ground crew turned up in a police jeep and produced a small Pakistani boy clutching my helmet. It turned out that luckily for me, my helmet sailed gently down and landed in the back garden of the Chief of Police. I shudder to think where I would be now if it had hit the little boy on the head. He was the son of the Chief of Police!

On looking back I suppose I could have jumped without the helmet, but right at that moment the only thing that I was worried about was getting it back before it spent the rest of its days decorating a Pakistani mantelpiece. Indeed, when I subsequently jumped, the ground was harder than the concrete runways, and if I had tapped my head on it I would probably still be out now. The papers regretted how he "Blitish blurdman" had disappointed the fun-loving public of Lahore by throwing his helmet out of the aeroplane so that he could not jump, but that those same good people had given him a tremendous applause and expressed their appreciation in the true sporting manner! While we were being bombarded by half bricks, one or two members of the Flying Club commented that it was probably just as well that I had not jumped, because they would have torn up my chute for souvenirs before I could have stopped them. I believe their behaviour was not quite as good as it should have been.

My other outstanding recollections of jumping in that part of the world are firstly the ever decreasing size of the D.Z. (the crowd close in as you near the ground so that you always hit someone on the head), and secondly of an old buffalo herdsman who grabbed me round the throat and almost choked me because he was overcome with grief. He thought that Sahib had died when he hit the ground. I did a P.L.F.!

The news from HALF-PENNY GREEN

A dreamy combination of cupid-infested cu. nimb, heroically-poised sky-divers and near-naked girls.



PARACHUTING seems to attract the "I've done lots of things" type who's counting on making at least one attempt at everything. A sort of once-up-manship possibly. Nevertheless the activities of British Sky-Diving Ltd., in this part of the world has uncovered a large number of enthusiastic parachutists so we've formed ourselves a club. The South Staffs Sky-Divers or S.S.S. for those who prefer to be on first letter terms. Having established our identity we were free to cast about for a suitable image. The theme of barrel-chested adventurers with nerves of steel who prefer to live dangerously gives way with a servile glance at a B.P.A. emblem to "serious-minded mature sportsmen conducting themselves according to the requirements of strict safety precautions and up-to-date well-maintained equipment". We warm to the level-headed line, after all it still implies cool heads. Cool, level heads. A jet-age sport for the mentally active and alert. Our P.R. man has managed to arrange fairly regular news of club activities on the Television and in the local papers which seem to support the image.

In addition to our other activities we try to be represented at the local fetes. Quite recently we entered a float, a dreamy combination of cupid-infested cu. nimb, heroically poised sky-divers and near-naked girls in orange and white canopies. The other floats competing were of a very high standard so it came as a surprise when we were awarded third prize. For the actual demonstrations at these fetes we're temporarily forced to call upon more experienced free-fallers, who, with their fancy rigs command all the respect of professional gunslingers riding in, performing, and riding out again. There are snags of course, our reputations can easily suffer at the hands of these semi-professionals with their London ways. Once for instance, watched by several nuns from a nearby convent, a visiting sky-diver after landing on and ruining an otherwise sound canopy laid out as a target, shocked the watching public by leaping up screaming "beat that Balls, you B". Given a little time we hope our new club will wear its own sky-divers with an equally energetic competing spirit if not with equal skills.

B.P.A. Annual Raffle

Like most clubs and associations which exist to further a particular sport, one of the B.P.A.'s biggest headaches is to raise a sufficient income to provide a proper and efficient service for its members.

A common way of doing this is to hold a raffle, since raffle tickets cost next to nothing and offer the possibility of something much greater in exchange.

Last year the B.P.A. followed the trend and had a most successful draw. This year we hope to do even better.

Each member will receive two books of tickets with this issue of "Sport Parachutist" or with the October "Newsletter". Spare books will be available at the B.P.A. Office.

Do try to sell as many tickets as you can—it's cheaper to persuade someone else to contribute to B.P.A. funds than to meet increasing costs out of our own pockets.

Tickets cost 6d. each.

The draw will take place at the B.P.A. Dance. Ticket stubs, together with any money collected, should be forwarded to the B.P.A. office by **12th November** or brought along to the General Meeting.

Don't forget, a successful raffle could provide a large percentage of B.P.A. income for the next year, and the larger that income the better the service you will get.

The news from Malaysia and Singapore

I HAVE just received your April 1966 newsletter in which you ask for information on clubs outside U.K. I know that Ram Seeger and Bob Runacres have in the past both submitted articles to "Sport Parachutist" on activities here. Ram left us some time ago and Bob will be in U.K. by the time you receive this.

Just to show that we are a thriving concern the following statistics may be of interest. These are representative of any of three months although the actual period covered was from 15th January to 22nd April, 1966.

Number of static-line descents	123
Descents from 2,800-7,000	279
Descents from 7,000-12,000	184

Total ... 586

Types of aircraft used:

Beaver	292 descents
R.N. Wessex	9 descents
R.N. Whirlwind	86 descents
Cessna 172	199 descents

Total ... 586 descents

There are 100 registered members all having made descents, the 100th was a girl—Sheila Fallan. There are five girl members and they have made 14 static-line descents between them.

The Sappers and 40 Commando took the initiative sometime in April 1964 and formed the "Sapper Skydivers Singapore". Foremost in the organisation at that time were Alec Black and Ram Seeger. Bob Runacres posting to Singapore in June 1965 was of enormous benefit to the club. 42 Commando joined the activities in August 1965 and 95 Commando Lt. Regt. R.A. joined on their arrival in Singapore in September 1965.

With 95 Regt. arrived Major John Clark with a good stock of Royal Artillery Parachute Association rigs. John will be remembered for his work as secretary of the A.P.A. Although he leaves us in October he shows no sign of slackening off in his efforts to obtain free jumps for us from Army Air Corps Beavers and R.N. Whirlwind and Wessex helicopters. He seems determined to leave Singapore having left his mark in the form of ample aircraft with pilots willing to drop us. A big step forward that he has negotiated is the use of H.M.S. Simbang an R.N. airfield here in Singapore for midweek parachuting. For our weekend sport we still travel the 80 miles to Kluang.

As I didn't start my free-fall parachuting until January this year in Singapore I don't know how costs compare with U.K. I will quote my case, not for egotistical reasons but because it is a typical one. Four evening classes were

attended in one week in mid January to jump at the week end 15th-16th January 1966 when I made four static-line jumps. I last jumped on 22nd April, 1966 having completed six static-line, 4 x 5 sec., 3 x 8 sec., 4 x 10 sec., 2 x 15 sec. and 3 x 20 sec. delays. These were made from Cessna 172—8, Beaver—10, Whirlwind—4, total—22, at a cost of about £13.

There is no subscription to the Sapper Club although the Marines of the Commandos pay their club a joining fee and members of 95 Regt. are expected to join the R.A.P.A.

Our training is carried out on Tuesday and Thursday evenings at the Gymnasium in Gillman Barracks (a Sapper stronghold). Anyone who is registered with the Sappers is covered by their club insurance for third party risks and registered with the D.C.A. for parachuting, no permit for individuals being required. The only other personal documentation required is log book and medical certificate. The object of most of us is to reach the necessary standard to acquire general permits and F.A.I. 'C' licence on return to U.K. without the necessity of having to apply for them progressively as experience is accumulated.

For those of us who do not leave Singapore for 6 month operational tours of Borneo, our parachuting life is extremely satisfying. For those that do go and then return, there is that unpleasant period of performing shorter delays than they were on before leaving Singapore until Bob is satisfied that all is still well with them. In fact, Bob has been our king pin, never missing a training night or jumping day. In spite of his constant absence from home, Bernie, his wife, always has a ready smile for club members. Bob has also been our only rigger, modifying canopies for members and clubs at a rate that has to be seen to be believed. Rumour has it that his sewing machine is water cooled. Whilst on the subject of Bob, nobody will forget the day he alighted from the Cessna 172 looking particularly haggard and drawn. One of our female members, who shall remain nameless, was about to make her first static-line jump and made every effort to get out on the wheel before being hooked up. After a struggle the hooking on was achieved and she was allowed to get outside. The next problem was to persuade her to release her vice-like grip on the strut and leap off. As the exit point passed by Bob managed to do this and visibly winced as she let out a little squeal, closed her eyes tightly and dropped off. By the time this is in print I am quite sure she will be sufficiently ahead on her free-falling to laugh about it.

The club safety record is exemplary, the only accident—a broken leg—having been reported in a previous issue by Bob. John Barry had a complete malfunction on one occasion, pulled his reserve at 1,700 feet and both canopies developed simultaneously. Subsequent inspection of the main rig revealed nothing amiss and he has jumped it several times since. On two occasions ripcord handles have come adrift. Gus Rawman pulled his reserve at 2,000 feet. John Race discovered his shortly after exit when it knocked his goggles off at 8,000 feet. In the struggle to get hold of it he performed an international series and some manoeuvres not in the book, got hold of it at 3,500 feet, stuck it between his teeth, stabilised and pulled at 2,000 feet. He maintains that the characters in the Styx cartoons have got nothing on him.

In conclusion it goes without saying that anyone from home will be made welcome if they are in this part of the globe.

Post Bag

a few of your letters . . .

Dear Editor,

We have just completed ten days at the Army Parachute Association Centre, on a course for an Instructor's Rating.

We would like to thank Mr. Letts for the speed in which he arranged the course for us, but most of all we would like to thank Don Hughes and his staff for their hospitality and help. We could not have been made more welcome and we learnt a great deal during our stay. We thoroughly recommend anyone coming up for his instructor's rating to try and get on one of these courses.

Yours faithfully,
ROGER FOLEY and ADRIAN HILL.

The Parachute Squadron,
Royal Armoured Corps,
Tidworth, Hants.
Tel.: Tidworth 3221. Ext.: 494.

19 July, 1966.

THEFT OF FREE-FALL PARACHUTE EQUIPMENT

Dear Sir,

The following items of Free-Fall parachuting equipment have been stolen from the club room of the Free Fall Club of this Squadron.

- a. Irving Skyranger Canopy, colour white, number A 422459, rigged ready for use in B4 Backpack.
- b. Altimeter number 23701.
- c. Altimeter plate, standard production model with aperture, for altimeter and Stop Watch, colour blue, stamped at bottom edge of plate with RAC 1.

Would you please assist in the recovery of this equipment by publishing the above details in your monthly news letter/magazine with a request that any Chief Instructor, Parachute Rigger or Student who sees the equipment or hears of it being offered for sale contacts this Squadron.

Your assistance in this matter is greatly appreciated.

Yours faithfully,
P. J. DAVIS.

Pegasus Club,
20 Glen Road,
Boscombe, Bournemouth,
Hants.

27th June, 1966.

The Editor,
"Sport Parachutist",
7c Lower Belgrave Street,
London, S.W.1.

At this time of the year we get many pleasurable surprise visits from ex-Airborne personnel who "drop in" while on holiday, and Old Comrades of the 1st and 6th Divisions will be glad to have news of John Crook, one of the "Few" R.A.F. Para. Instructors of Ringway days 1941-45. John has recently returned from the "outback" of Western Australia, where he has been organising a Skydiving Centre for the past seven years.

We had Pete and Walt, two Americans, from Maryland, U.S.A., also an Italian Skydiver (Alexandre) from Milan (with some smashing coloured Para. films) who stayed for six months, learning the language, etc.

Our Club has quite a cosmopolitan air at times—a Norwegian named Odd (yes, that really was his name)—two "diggers" from "down under" and a New Zealander, John, also a very happy couple of Greek Cypriots who spent a night at the local Casino (what! in Bournemouth?) and won over £400—playing all night! Naturally, we helped them celebrate (drinks on them of course!) and are now looking forward to their return.

Being so near to Poole, we are always having the odd Para. Commando strolling in for a drink (all Airborne types are always welcome here, and we can accommodate their families as well if needs be).

Seven Paras. from Borneo S.A.S. "dropped in" the other day ("for a few days rest" they said) and, although we were full, and their beds, in consequence, a little unorthodox, they considered it preferable to the jungle, where you have to "kip" with one eye open and a snake for a bed-mate! Anyway, between us we drank the bar dry over the weekend! Happy days!

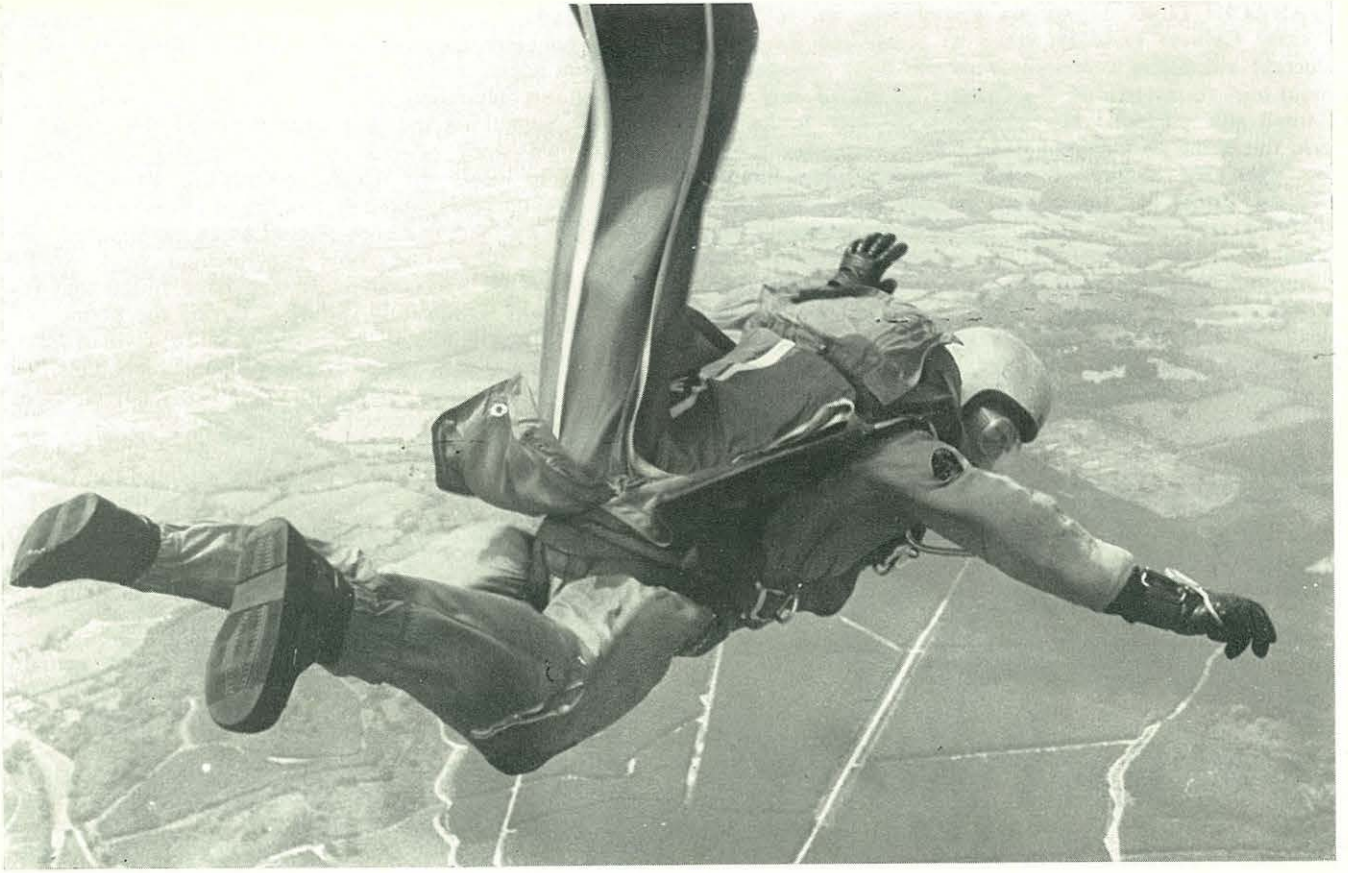
Our membership now exceeds 800, and over 300 were present at our Annual Ball this year, on 10th June, when some 40 books of St. Leger tickets were sold—all for the good of the cause!

H. E. GOSLING,
(Ex-Sgt. 8th Para. Battn.).

THE CAMERA IN THE AIR

These remarkable photographs taken by Charles Shea Simmonds, who surely must be regarded as one of the foremost parachute photographers in the country, were taken using a wrist mounted Nikon with 28mm lens, yellow filter and Kodak plus X film 1/500th at F8. In the air Ken Voss.





PARACHUTING began, so legend tells us, in some early Chinese Dynasty, when to please the Emperor, reluctant volunteers recruited from the local delinquents, would hurl themselves off the Great Wall armed only with a small silk parasol. The performer usually broke his neck, this being an expected part of the entertainment, and ever since, the history of parachuting has been littered with the names of those whose attempt to reduce gravitational acceleration by increasing their air resistance has ended in similar disaster. Until the present century, the design and construction of the parachute has usually been the cause of such fatality. Today, however, the modern parachute represents a high standard of aerodynamic theory and engineering skill, and accidents usually occur as a result of other causes. These may be classified into

main canopy fails to deploy correctly and the parachutist fouls his emergency canopy in that of the tangled one.

Some accidents are inexplicable, however, as when the parachutist plummets to earth without deploying either chute. Sometimes the lacerated fingers of the corpse tell their own story of mid-air panic causing an abortive attempt to locate the release mechanism. In other cases there are no clues, and the concept of stress-paralysis, or paralysis by fear, has been offered as an explanation. We have been conducting some experimental work on the stress response of Naval pilots, and have found that respiration was significantly disturbed during the period preceding deployment of the parachute. In civilian pilots under hypnotically induced stress, one subject collapsed completely and was unable to operate his parachute although he believed himself to be in mid-air.

Military paratroops originally had a very high casualty rate. During the war at one paratraining school the fatality rate rose to one per week. Now it is less than one per annum. In civilian sport parachuting, however, the casualty rate is significantly higher. While the two forms of activity, that is, military and civilian parachuting, cannot be directly equated, since most of the former jumps are made with static line which leaves little responsibility on the part of the jumper, nevertheless, military parachutists actually make many more free falls than their civilian counterparts, so that the element of risk due to personal inadequacy is much greater.

The higher casualty rate with lower risk level encountered in civilian parachuting therefore needs some explanation, and one hypothesis which has been put forward is that civilian parachutists as a group include a higher proportion of individuals prone to impaired behavioural efficiency during the critical phase of the descent, and that it is these individuals who contribute to the higher casualty rate. Our present study is therefore a prospective one, in which certain personality variables related to stress response, are measured in those subjected to risk, and the stress patterns possessed by future casualties compared. The investigation has been designed in two stages. The first stage consisted of the circulation of a questionnaire to active participants in the sport. As a member of the British Parachute Association I was able to contact other members directly through the B.P.A. and other parachutists were contacted through the good offices of the British Skydiving Club, or because they were readers of the Sport Parachutist Journal. The questionnaire was in three parts, the first of which asked for details of age, occupation, etc. The second part contained questions relating to the respondents parachuting experience, motivation, and so on, and part 3 was a standard Personality Questionnaire widely used in this country for screening purposes. 180 forms have been received, and of these only 1 had to be excluded because of doubtful validity, suspect on the grounds of facetiousness. Generally the returns were filled in carefully and completely, and many respondents added an extra page of explanatory notes which were extremely helpful. The second stage of the investigation consists of the individual testing of volunteer parachutists using special psychological tests together with physiological measures of stress-resistance. 19 subjects have so far attended the Chichester laboratory for this purpose; because the response appears to have been limited by time and expense in travelling, it is hoped to visit various Skydiving centres in the country with portable equipment during the summer in order to test further volunteers. Further studies are in progress which include

THE PERSONALITY OF PARACHUTISTS

DR. L. R. C. HAWARD

three groups. The first include defects in equipment due to poor maintenance or packing, such as tangled rigging lines or jammed sleeve. The introduction of the emergency chest pack for both military and civilian parachutists has reduced the number of accidents due to this cause, although they still occur in ejection seat operation, which is currently being studied by Aeromedical International. The second category includes those accidents due to incorrect operation of the equipment, for example, incorrect exit procedure leading to fouling of the static-line, or operation of the manual release box prematurely. The third class includes accidents due to a combination of these two previous classes, that is, malfunctioning of the equipment and failure of the parachutist to take the appropriate action. An example of this would be when the

hypnosis and injections of special stress-drugs by means of which a more detailed study of stress response can be made, but this will be carried out on a specially selected sample after appropriate medical and hypnotic screening has been carried out. The data obtained from the questionnaires has been prepared for computer programming but this will be run in conjunction with other analyses. Meanwhile for the benefit of the many helpful and co-operative sportsmen who made the first phase of this investigation possible, some of the more simple statistics have been extracted by hand. The following information is based on the questionnaires from the first hundred male respondents, together with the stress responses obtained from those attending for laboratory investigation. It will be appreciated that the latter, being based on such a small sample, must be considered as a first approximation only, although the results from the questionnaires show a surprising consistency and indicate that a fairly high degree of predictive accuracy is likely to exist among parachutists. For simplicity the scores are given to the nearest whole number: three measures are cited:

- (a) refers to a personality trait characterized by sociability, love of activity and impulsiveness. It corresponds to the first personality type mentioned in my previous article*. Those with low scores are less active, more introverted, thinkers rather than doers, preferring their own company to that of others.
- (b) refers to behavioural stability. Those with low scores are rather insensitive, stable individuals, while at the other extreme are the highly sensitive, thin-skinned people, with strong emotional feelings. They take longer to adapt to the stresses encountered in life.
- (c) refers to the power of physiological response of the body to stress. The higher the score, the greater the physical change which take place in the body whenever it is subjected to any form of stress.

Table I shows the proportion of parachutists drawn from various occupations. Slightly more parachutists are members of the armed forces than work in civilian jobs, although there is an approximately equal number of parachutists in manual work, which includes, of course, the whole range of manual wage-earners from labourers to highly skilled engineers. The professional group has a surprisingly high A score, indicating extreme extraversion, and this is possibly explained by the hypothesis that in the more restricted and inhibited setting of professional activities, a greater drive for high energy activity is necessary to overcome these resistances. Stability is greatest in this professional class and least among the manual workers, while the stress response follows the same distribution as one would expect:

TABLE I.

Occupation	A	B	C	% in each occupation
Professional	50	15	7	10
Services	41	18	8	28
Managerial	35	20	10	13
Clerical	44	23	12	22
Manual	43	27	15	27

Table II, shows that Skydivers are predominantly sportsmen engaged in a wide variety of activities. Most of these are of an individual character although 1 in 4 parachutists is a member of some sports team. Nevertheless, 1 in 6

have no sporting interest other than parachuting, and this finding highlights the claim that this is one of the most absorbing sports in the world.

TABLE II.

Other sports	%
Speed sports	7
Team sports	27
Individual activities	86
Nil	14

In Table III we see that 50% go parachuting just for the sheer thrill of it, and of these about a third only wish to jump at infrequent intervals. The number of these casual jumpers is determined in part by moral pressure from the spouse. Most of them intend to become regular jumpers, however, and the other half of the sample have more serious ideas and view the sport as a progressive challenge of skill and competitive activity. At least a third would like to become instructors, and 1 in 5 would like to enter national competitions so that it is quite clear from this that our sport is in a very healthy condition.

TABLE III.

Ambition	%
Casual jumper	17
Regular jumper	32
Jumping instructor	30
National competitor	21

Table IV shows the age distribution which has a range from 17 to 46, and a mode (that is the most common age) of 29. It will be seen from this table that the younger members are the most extroverted (what has been called the impulsiveness of youth!) but the level of stability does not change significantly through the various age groups. There is, however, a slight tendency for stress tolerance to reduce with age, although this is not clearly shown in column C because the numbers have been rounded off.

TABLE IV.

Age	A	B	C
20-29	45	21	10
30-39	35	22	11
40-49	36	20	11

Table V compares the whole group of parachutists with the general population. On personality Factor A it will be seen that the parachutists are more extroverted than the average individual, but also that their stability is the same.

TABLE V.

PERSONALITY FACTOR A	
Parachutists	42
Population	38
PERSONALITY FACTOR B	
Parachutists	20
Population	20

If one compares the results of the servicemen with the civilian parachutists, as in Table VI, one can see that the servicemen are slightly less extroverted and considerably more stable than their civilian counterparts. Of special interest to us in our studies of stress-paralysis is the fact that the stress resistance of servicemen is almost twice as good as that of the civilian.

TABLE VI.

	A	B	C
Service	41	18	8
Civilian	42	24	14

Jumping experience is positively related to Personality Factor A up to the first 200 jumps so that the more extroverted one is the more likely one is to go on jumping. After 200 jumps, however, this trend is reversed, and one of the few introverts of our sample has nearly 800 drops to his credit. This is shown in Table VII.

TABLE VII.

Jump	A	B	C
< 5	30	20	13
>200	45	20	10

Bachelor jumpers appear to be more extroverted and much less stable than those who are married, and their stress responses are greater. This could suggest that marriage has a rather sobering effect upon the individual, although it could be argued that it is the more sober-minded parachutists who get married first. This is shown in Table VIII.

TABLE VIII.

	A	B	C
Married	37	19	9
Single	44	22	12

The number of dependants is negatively related with extroversion, and this follows from the fact that the bachelors occur at the extreme end of the Personality Factor A scale. Although there is considerable variability in the personality scores according to the different number of dependants no overall trend can be statistically shown. See Table IX.

TABLE IX.

Dependants	A	B	C
0	43	22	11
1	38	16	9
2	36	22	12
3-5	34	24	12

From the small sample of parachutists who have been investigated physiologically it is clear that they consistently show the characteristics of a special biochemical type which the psychological level can be related to assertive attitudes, practical interests and activities, and low anxiety level. It is noteworthy, too, that such physiological bases of personality are significantly more pronounced in military paratroops than in the civilian sample. While it would be temerous to draw conclusions before the full statistical analysis has been made it is already clear that the higher stress response of civilian Skydivers represents a slightly greater risk than that borne by military paratroops in that stress-paralysis becomes more probable. Many other factors are, of course, also present, particularly in the case of young single men. Here relative immaturity, the bravado of extroversion and freedom from discipline and responsibility may encourage the parachutist to take risks not acceptable to the older married man. It remains for the future to prove whether these personality risks are, in fact, translated into casualties, but there would already seem to be sufficient evidence to support a plea for personality screening of newcomers to the sport so that training methods and duration can be more closely adapted to individual needs. There is no reason why any deficiencies shown in such screening tests cannot be easily and satisfactorily compensated for within the careful training programme of the individual club.

* "Mid-Air Paralysis",
Sport Parachutist (1965) 2. 13.

British Parachute Association

1. AFFILIATED CIVILIAN CLUBS

Open to Civilian and Service Members

British Parachute Club, Blackbushe Aerodrome, Nr. Camberley, Surrey.

M. O'Brien and G. Orchard, Blackbushe Aerodrome, Nr. Camberley, Surrey.

British Sky-Diving Centre, Thruxton Aerodrome, Nr. Andover, Hampshire.

British Sky-Diving Limited, Toll House, Runfold, Nr. Farnham, Surrey.
Telephone: Runfold 2209/2587.

British Sky-Diving Centre, Halfpenny Green Aerodrome, Bobbington, Nr. Stourbridge, Worcestershire.

Telephone: Bobbington 323

British Sky-Diving Centre, Toll House, Runfold, Farnham, Surrey.

Telephone: Runfold 2209/2587.

Hereford Parachute Club, Shobdon Aerodrome, Shobdon, Leominster, Hereford

F. W. Joel, 39 Langland Drive, Whitecross, Hereford.

Manchester Sky-Divers, Tilstock D.Z., Whitchurch, Salop.

J. Hoskins, 12 Royalthorn Drive, Benchill, Wythenshawe, Manchester, 22.

Scottish Parachute Club, Glenrothes Airfield, Fife, Scotland.

T. Dickson, 2 Marchburn Drive, Penicuik, Midlothian.

G. E. McEwan, 82 Croftmont Avenue, Glasgow, S.4.

2. SERVICE ASSOCIATION

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Major Hill, P.C.A.U., R.A.F Abingdon, Berkshire

Royal Air Force Parachute Association (for details of R.A.F. Clubs)

Squadron Leader J. Gant, M.B.E., A.F.M., R.A.F. Abingdon, Berkshire.

Royal Marine Sports Parachute Club

Lieutenant D. J. Brand, M.C., Amphibious Training Unit, R.M., Poole, Dorset.

ENOUGH has already been written and said about this French State parachuting centre and its excellent instructional staff to make any further descriptions unnecessary. However, there are one or two very relevant points that I feel have got to be made now. They arise directly out of the average Briton's inability to read French and one or two mistaken or muddled ideas as to what can or cannot be done at Chalon. M. Bernard, the centre's chief instructor, has vetted this article so that in an indirect sort of way I am writing with his authority.

Point One—Only holders of an F.A.I. 'A' Licence or above can be accepted at Chalon. In other words, the centre is no place for complete beginners. Three such arrived during my last week there. They had been led to understand that Chalon was the ideal place to start and had not been able to understand the French instructions sent by M. Bernard. After a considerable delay spent ground training and passing out in a series of Physical Fitness tests, they eventually began to jump. However, they were a bit of an embarrassment to an overworked

Point Three—Inexperienced free-fallers (but of a standard over the 10 second delay mark) providing they can do a stable exit, fall, and opening will probably stay on free fall. Examinations of their log book will decide whether they do a preliminary static-line or not but if their initial free-falls are not good they will certainly revert to static-line and will stay on this until they do a perfect position with dummy ripcord pull, etc. Free-fall training will be along the normal lines of basic progression culminating in a spin test.

Point Four—Experienced free-fallers, of course, are no problem and can virtually do what they like. They do, however, have to do an initial spin test regardless of their experience.

Point Five—Documentations. The following documentation is now obligatory for all foreign visitors to Chalon.

- a **F.A.I. Licence** or photostat copy and **Doctors' Certificate** must be sent to Paris—Direction des Transports Aériens—Service des Licences du Personnel Navigant 155, rue de la croix Nivert—75 Paris 15°, who in return will issue a permit authorising the applicant to parachute in France.
- b The visitor must bring with him to Chalon his **BPA club card**. If he is not a B.P.A. member he will be obliged to purchase a Chalon club card for 20 N.F.
- c The visitor must also bring his **Log Book** and a **personal accident insurance policy**. (This should not be muddled up with the normal third party cover. An individual third party policy is **not** necessary at Chalon as the centre has its own policy covering all parachutists who jump there). France has no National Health so **any** visit to a doctor can be very expensive. This accident policy is, therefore, a wise and sensible precaution. It is doubtful if any British firm will give a reasonable cover on this score (I was quoted £25 and £12 for two weeks!) so it is probably best to take out a policy at Chalon. This costs 64 N.F. and lasts a whole year. M. Bernard would prefer this in fact, as he then knows that the cover is a real one. Some British policies in the past have not been complete or satisfactory.
- d All applications should naturally be made in plenty of time and an E.T.A. sent to the centre when known.

Miscellaneous points of interest or value are as follows: Meals are taken in a nearby cafe and cost 6 N.F. each. These are paid for in bulk at the end of the course. As an alternative, it is quite in order to eat in one's cabin, cooking on butane gas, primus, etc. and buying food locally. The cooking facilities must be self-supplied however. There is a set two-hour break in the middle of each day for lunch and relaxation and one day in the middle of the course left completely free. The centre is run on disciplined (but friendly!) lines—work starts punctually at 8 a.m. and cleaning up chores allocated out to each jumper every day.

Parachuting at Chalon- Sur Salone

staff (who are **not** geared up to teaching ground training—this is now done by the students' local club) and it was only because my wife, Penny, was there in a non-jumping capacity and could therefore act as interpreter and assistant instructor, that M. Bernard accepted them at all.

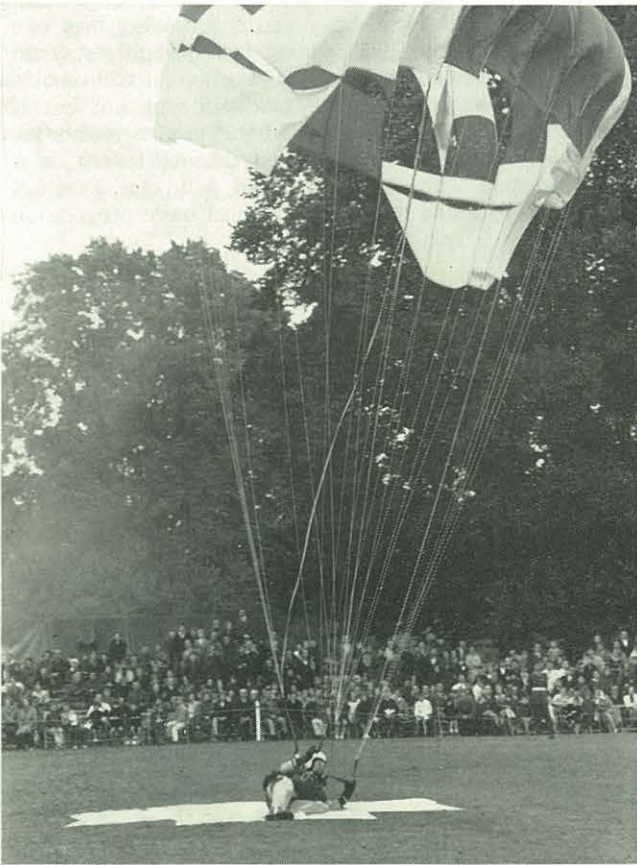
Point Two—Experienced static-line jumpers (i.e. those who qualify for an F.A.I. 'A' Certificate by having more than 10 descents and who actually **hold** such a licence) and those free-fallers with less than 10 second delays are acceptable at Chalon, will receive no additional ground training, but will start on a static-line. It should be pointed out here too, that getting off a static-line in France is not easy. No specific number of static-line descents is laid down for foreign students but they must be able to do a perfect exit with a dummy ripcord pull before graduating on to free fall—emphasis too on the word perfect. One experienced military jumper on my course got onto free-fall after 7 static-line descents. However he was back on the static-line again after two free-falls and he remained on these for another 11 jumps.

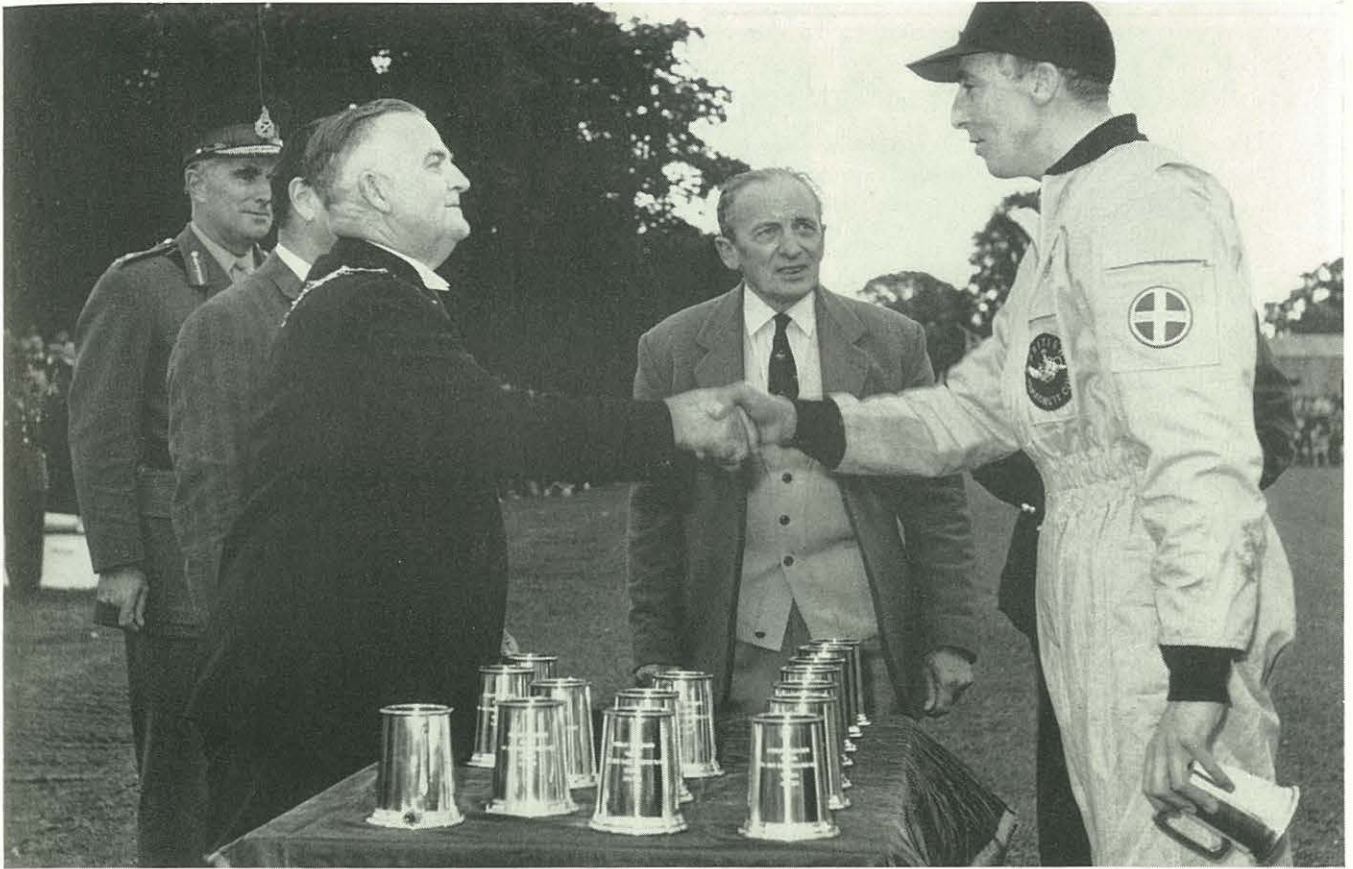
AT THE K.A.P.E. at Reading with The Daily Telegraph

Photographs by courtesy of The Daily Telegraph

Above "Spot on"

Below Competitors line up for prize giving.





The Mayor of Reading, Councillor W. J. Allum; Major-General C. H. Stainforth, OBE., GOC Aldershot District; Mr. H. M. Stephen, Managing Director of The Daily Telegraph; Mr. H. I. Fish, Publicity Director of The Daily Telegraph; Lt.-Colonel J. Martlew, MBE.; at the prize giving.



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at Buckingham Gate, S.W.1.
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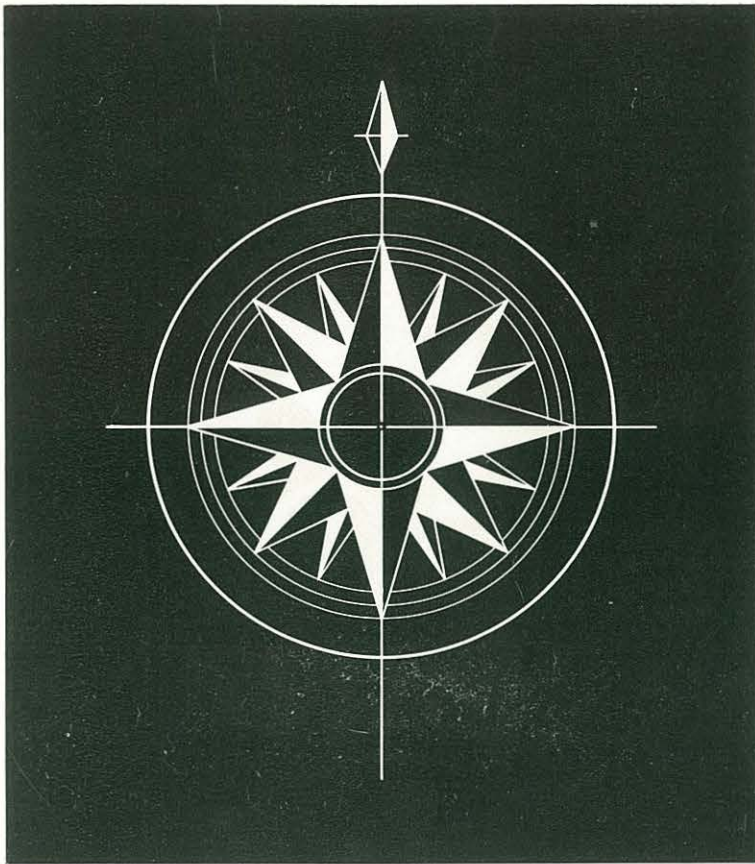
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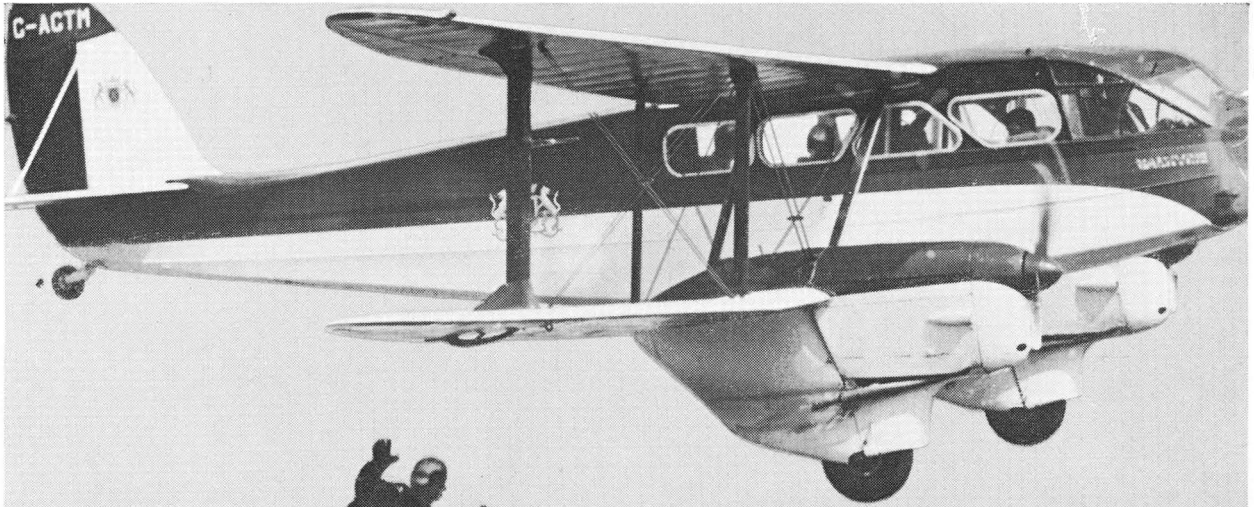
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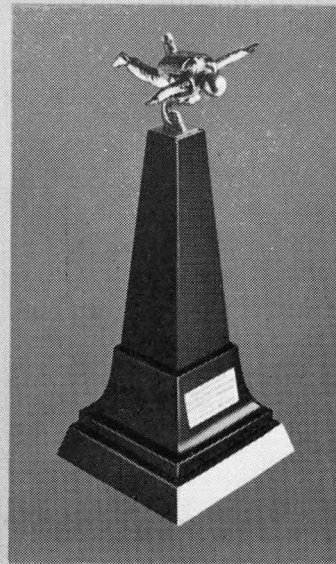
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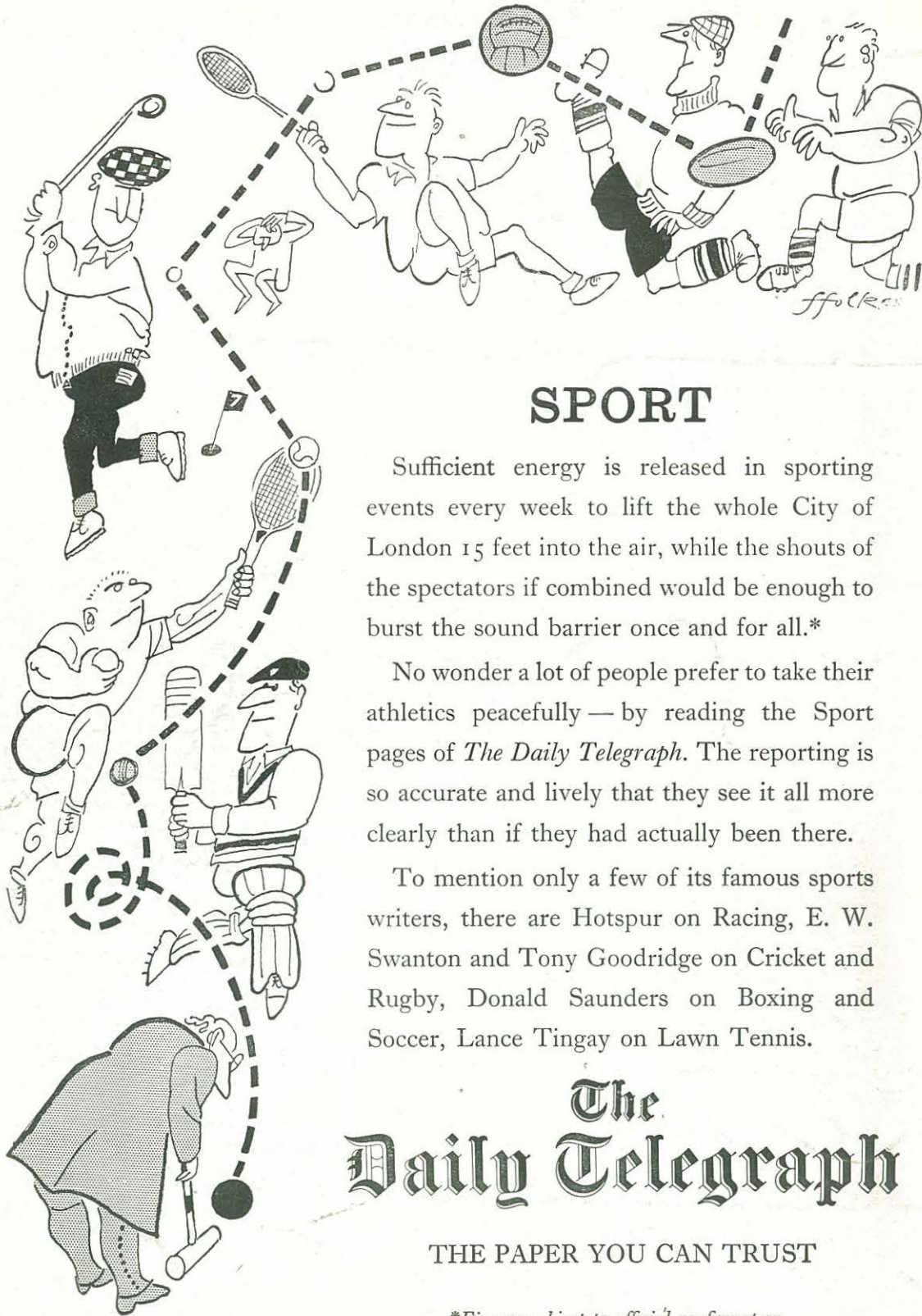


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