

# Sport Parachutist

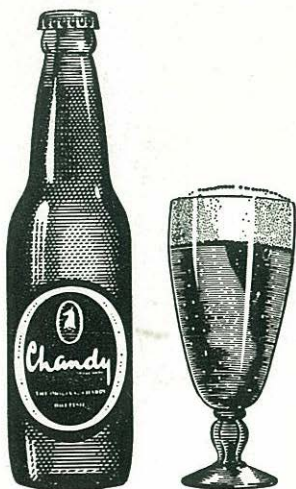
3s.



# Chandy CHAMPIONS



The Chandy Trophy is awarded for the Scottish Open and National Parachute Championships



Blue sky, hot blazing sunshine, small white "umbrellas" growing bigger, gently cascading and floating to the Dropping Zone.

Jostling, bumping, thirsty Parachutists and Spectators—*thirsty, really thirsty*, edging and elbowing to the bar to drink Chandy.

Now edging and elbowing out from the bar  
—later to drop in again.

# Chandy



The finest thirst quencher in any bottle or can

THE CHANDY BOTTLING COMPANY, 52 CHISWELL STREET, LONDON E.C.1

# LAMPLIGHTER

## LONDON DRY GIN



Behind Lamplighter Gin is our experience of  
over 200 years as London Dry Gin distillers.

**J.&W. NICHOLSON & CO.LTD. 83 KINGSWAY, LONDON, W.C.2.**

# PARA-GEAR EQUIPMENT CO

5138 N. BROADWAY CHICAGO, ILLINOIS 60640

Call 312-334-6461 or 312-334-6407

Send for our new 130-page CATALOG

Send \$1.00 for catalog which will be refunded with first purchase. If you-desire catalog be sent Airmail, send an additional \$2.00 for postage.



## Student Safety Rig

This high quality rig is designed to give utmost safety to static-line students. Now is the chance for your club or group to have available a rig for just static line jumps.

All components are brand new surplus consisting of:

**B-4 Type Harness:** complete with Capewells, D-Rings, Ripcord Housing and Pocket, pads, O.D. Nylon ... .. \$9.75

**B-4 Type Container:** includes Reserve Tie Downs, easy opening Dot Fasteners, Static Line "O" Ring and built-in Stiffener, O.D. Nylon \$8.50

**4-Pin Static Line:** Safety Hook-Up ... .. \$6.00

★★ **FEATURE**—Order the complete Student Safety Rig for only \$20.00 plus postage for 16 lbs., and save \$4.25. Special with this rig only: 4-Pin Ripcord for ... .. \$1.00



## SECURITY HARNESS AND CONTAINERS

Super Soft Nylon Harness, padded, new style capewells, quick ejector, 3 pin delux container with 20th century appeal, ripcord stop eliminates loss. Your Choice of colors, red, blue, yellow, sage green or black. Shipping weight 15 lbs.

**Harness, Container, Main Risers, Ripcord, etc. Special Package Price** ... .. \$105.00

Reserve container has quick ejector tie downs, built in curve, ripcord location eliminates the worry of ripcord being snagged while exiting. Your choice of bright colors, red, blue, yellow, sage green or black. Shipping weight 4 lbs.

**Reserve Container and Ripcord. Special Package Price** ... .. \$36.00



## SPECIAL OFFER OF THE MONTH

This new improved jump coverall was designed to meet the particular needs of the experienced parachutist.

Sizes: Small, medium, large, X large.

Colors: Cardinal red, white, Nassau blue, Sierra gold, saffron yellow and jet black.

Price \$21.50 plus postage for 4 lbs.

★★

### EXCLUSIVE PARA-COMMANDER COLOR COMBINATION

★★

Black, gold and red. Available only from Para-Gear. Design as follows: Front five panels are red. Side and stabilizer panels are black instead of the now standard white panels. In place of the red panels we have gold along with a gold apex. Shipping weight for system 22 lbs.

**Para-Commander Mark I Canopy. Gold, black and red** ... .. \$240.00

**Strong Shorty Sleeve. Black and gold. (Reduces opening Shock)** ... .. \$20.00

**Security Shorty Sleeve. Black, red, blue or yellow. (Dependable openings)** ... .. \$23.00

**MA-1 Small Top Pilot Chute. Couple this with either shorty sleeve and you will no longer bitch about the opening shock of the P.C.** ... .. \$5.75

**Para-Commander Mark I Sleeve. Gold, black and red** ... .. \$20.00

**Para-Commander Mark I Pilot Chute. Gold, black and red** ... .. \$17.00

Red, white and blue Para-Commanders still available in stock at the same above prices

THE JOURNAL OF THE  
BRITISH PARACHUTE ASSOCIATION

# Sport Parachutist

Volume 3, No. 4      Winter, 1966      Three Shillings  
(Ex U.S.A.)

British Parachute Association,  
Artillery Mansions,  
75 Victoria Street, S.W.1. Phone: SUL 3760.

---

## B.P.A. COUNCIL

### Chairman:

Brigadier R. D. Wilson, M.B.E., M.C.

### Vice-Chairman:

J. R. Trustram Eve, Esq.

### Treasurer:

P. M. Lang, Esq.

### Editor "Sport Parachutist":

D. S. Drake, Esq.

### Photographers:

Charles Shea-Simonds, Dave Waterman.

### Secretary-General:

K. C. R. Letts, Esq.

### Assistant Secretary:

Miss E. Denholm.

Squadron Leader Albrecht.

Sergeant B. T. Clark-Sutton.

T. G. Dickson, Esq.

Brigadier G. R. Flood, M.C.

B. A. N. Green, Esq.

Major M. R. Heerey

Major Geoffrey Bevan Hill.

W.O.II D. Hughes

Group Captain L. G. P. Martin, R.A.F.

Sir Godfrey Nicholson, Bt., M.P.

D. M. Pierson, Esq.

W.O.II R. Reid

Air Vice Marshal G. Silyn Roberts, C.B., C.B.E., A.F.C.,  
R.A.F. (Retd.)

Sergeant P. W. Sherman

L. N. E. St. John, Esq.

Brigadier W. F. K. Thompson

K. V. Vos, Esq.

M. J. West, Esq.



Picture by courtesy of Beaverbrook Newspapers Ltd.

... a certain Miss Fathom Harville

## CONTENTS

- 4 Editorially yours
- 5 British Parachute Association Instructors
- 6 Relatively Speaking
- 10 Ski-Para Course in France
- 13 'Fathom'
- 15 Club News
- 17 B.P.A. 1966 National Championships
- 22 The Irvin Parawing
- 24 Post Bag
- 27 In Council, on your behalf
- 29 What to do when pushed
- 31 He's dead, so we may as well walk!
- 33 Sailwing Pilot No. 13
- 35 B.P.A. Balance Sheet

---

### "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.



**Diana Knipe** in *fine form* during the Nationals.

Editor's note— we ought to have put this with the Nationals report, but we thought that she would be safer here—see you again in three months' time.

# Editorially yours . . .

If the comments received from the last edition of Sport Parachutist are anything to go by then it would appear that the new editorial organisation has at least come somewhere near maintaining the high standards set in previous editions. Now, having established this, it is up to us to improve with our future publications. One idea which we have in the back of our minds is to try and establish links with parachute clubs throughout the world and to this end we are writing to both American and Australian clubs with a view to getting a feature in subsequent issues on the World News of Sport Parachuting. Of course this will take time to develop but ultimately it could mean that our magazine Sport Parachutist becomes the international publication and authority on free-falling.

It is gratifying to note that Sport Parachuting is still receiving much publicity in the national press, in particular during this current quarter The Weekend Telegraph published an excellent feature article by Gina Richardson. We have luckily been able to obtain the background story as to why and how this article was ever written.

In this edition our readers will see that we have published a letter which in our view sums up what we consider to be the rumblings of a minority. We published it because we feel it is our duty to publish criticism of The British Parachute Association no matter whether we agree with it or not for we feel that such organisations should never be afraid of being criticised. We would, however, remind those of our readers who like to sit at home and throw bricks that the best criticism should always be constructive and be coupled with some concrete action. We wonder for example how many of the "rumblers" have ever bothered to visit the offices of the B.P.A. to discuss their ideas with the Secretary General of the Association? Have they ever bothered to find out what in fact he does? We on the editorial staff can assure our readers that possibly 90 per cent. of his time is taken up in endeavouring to improve facilities for civilian Sport Parachutists and not military ones. Again, too, is the "sour grapes" attitude a really fair one, can one condemn the military side of the sport for taking the best opportunities which are offered to them. One point must be made most strongly and that is simply this, without the help of the Services which has been most generously given over the last 3 or 4 years it is very doubtful whether in fact there would be a British Parachute Association in existence today. This is a proven fact which anybody can verify in 5 minutes by talking to the General Secretary who is in a position to show the tangible efforts made on behalf of the Association by the military section of the sport.

As a publication we do not condemn criticism and we are convinced that neither does the B.P.A., in fact we welcome it, but always with the proviso that it is fair criticism and that the critics have got their facts correct.

# 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.		McLoughlin, Sgt. J. (P)	R.A.F. S.P.C.
A.F.C. ... .. (P)	R.A.F. S.P.C.	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
Meacock, W. J. ... ..	Green Jackets P.C.		

## APPROVED PARACHUTE INSTRUCTORS

Acraman, Cpl. R. S. ... ..	A.P.A. Centre	MacNaughton, Pte. D. ... ..	Parachute Regt. F/F Club
Anderson, B. ... ..	S.A.S. Skydivers	Mapplebeck, Sgt. K. ... ..	R.A.F. S.P.C.
Angel, B. ... ..	British Skydiving Centre and Green Jackets P.C.	Martin, Cpl. M. A. ... ..	Parachute Regt. F/F Club
Balls, Sgt. J. E. ... ..	British Skydiving Centre and Parachute Regt. F/F Club	O'Brien, M. ... ..	B.P.C.
Basnet, J. T. ... .. (P)	B.P.C.	O'Gorman, T. ... ..	Green Jackets P.C.
Black, A. ... ..	Singapore S.P.C.	Peacock, Sgt. D. ... .. (P)	Cyprus Combined Services F/F Club
Burgess, J. M. ... ..	British Skydiving Centre	Porter, A. W. ... ..	B.P.C.
Clark, J. ... ..	British Skydiving Centre	Reddick, Sgt. J. ... ..	A.P.A.
Castree, C. J. L/Cpl. ... ..	R.A.P.A.	Reed, M. ... ..	A.P.A.
Crawley, T. ... ..	British Skydiving Centre and Green Jackets P.C.	Reeves, Sgt. M. R. ... ..	S.A.S. Skydivers
Cole, A. J. N. ... ..	B.P.C.	Rees, Sgt. B. ... ..	A.P.A.
David, L/Cpl. B. ... ..	Parachute Regt. F/F Club	Robertson, R. ... ..	R.A.F. S.P.C.
Dickson, T. G. ... ..	Scottish P.C.	Robinson, J. ... ..	Parachute Regt. F/F Club and R.A.F. Sport P.C.
Don, W. J. ... ..	B.P.C.	Rowberry, Pte. E. ... ..	Parachute Regt. F/F Club
Flambert, Miss H. ... ..	British Skydiving Centre	Runacres, Cpl. J. ... ..	Sapper Skydivers
Foley, R. P. ... ..		Saar, J. ... ..	Green Jackets
Francombe, Sgt. D. (P)	R.A.F. S.P.C.	Scarratt, W. ... ..	Parachute Regt. F/F Club
Gardener, Capt. E. A. J. (P)	Parachute Regt. F/F Club	Seeger, Lieut. R. A. M. ... ..	Royal Marines Para. Association
Gowens, Pte. P. G. ... ..	Parachute Regt. F/F Club	Shea-Simonds, G. C. P. ... ..	British Skydiving Centre
Hall, W. ... ..	Scottish P.C.	Slattery, W. P. ... ..	Independent
Harrison, J. ... ..	British Skydiving Centre	Sparkes, J. A. S. ... ..	R.A.F. S.P.C.
Hill, A. V. ... ..	B.P.C.	Starkie, P. ... ..	Manchester Skydivers
Hogg, J. E. ... ..	B.P.C.	Stephenson, E. W. ... ..	R.A.P.A.
Jackson, Cpl. M. L. ... ..	Sapper Skydivers	St. John, L. N. E. ... ..	B.P.C.
Jacobs, Sgt. K. ... ..	R.A.F. S.P.C.	Sweeny, A. ... ..	R.A.F. S.P.C.
Johnston, A. ... ..	Sapper Skydivers	Thirtle, J. ... ..	R.A.F. Sport Parachute Association
Jones, Sgt. B. A. ... ..	R.A.F. S.P.C.	Vida, Cpl. G. ... ..	R.A.P.A.
Jones, Pte. K. ... ..	Parachute Regt. F/F Club	Vos, K. ... ..	Bristol Skydiving Centre
Knipe, Mrs. P. M. ... ..	Severn Skydivers	Ward, B. R. ... ..	North Lancs. P.C.
Lang, P. M. ... ..	Independent	Walmsley, Cpl. J. ... ..	Parachute Regt. F/F Club
Lowe, J. P. T. ... ..	B.P.C.	West, M. J. ... ..	British Skydiving Centre
McCarthy, Sgt. D. P. ... ..	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 November, 1966.



# Relatively Speaking . . .

By DAVE WATERMAN

Well folks, so endeth another season. Not on the whole a very successful one for the majority of parachutists in this country. The general feeling I get from parachutists who have been around for some time, is that sport parachuting has taken a step back during 1966. To quote one very experienced member "there were more active clubs back in the dark days of the fifties than there are today." This may well be true, but I personally feel that 1967 may well be a vintage year, even if you only look at it from the view that things must get better because they couldn't possibly get any worse. But then I always was an optimist. That's why I carry an extractor in my reserve.

But to be serious for a second . . . I have heard many grumbles during the latter half of this year. Many I have heard before, mostly about the sorry plight of civilian jumpers and the attitude of B.P.A. committees. My answer is, if you criticise the B.P.A. you are only criticising yourselves. **You** are the B.P.A. If you are not happy about the way the committees are running things (and I don't envy them their job), vote people on the committee who you think will best serve you or your club. But don't moan about the way things are going and what the B.P.A. is doing for you. What is more to the point, what are **you** doing for the B.P.A.

What **has** disappointed me this year was the amount of gamesmanship prevalent at the Army and National meet. The using of rules and the bending of them to either gain or refuse re-jumps by both the management, and competitors. I did not expect to come up against this in SPORT parachuting (with emphasis on the word sport). But then, it was my first National competition and maybe I'm being a little naive.

A certain very experienced jumper who had no team to jump with at the Nationals, tried to get together experienced civilians to form a team. But was refused entry because they were not B.P.A. affiliated club or a bonafide team, which to the letter of rules is fair enough. He was also criticised for trying to run off with the team prize by

*Tony Unwin of Peterborough jumps into Woburn Abbey in an attempt to win £1000 for the most original way of delivering furniture.*





*Dave Waterman exits during the individual accuracy event. Picture by Andy Anderson.*

*"It went in, but how to get it out?" The problem which faced Helen Flambert after two trees sprung up beside her car overnight.*



getting together the best civilians. What about the Army Peregrines? They are the best army jumpers. Both the Peregrine teams were not picked until after the army meet results were known. Which upset some of the unit teams, who had to give up some of their best men to the army team.

The most unfortunate thing about them is they would all prefer to jump with their own unit teams.

Well you've said your little bit so off your soapbox, Waterman.

"Born to lose" is written on the helmet of a certain S.A.S. member who on consecutive jumps had a malfunction of his main on his first P.C. jump and a collision on landing. I think you're tempting providence Jim!

A new recruit to the green jackets thought free-fall was the jumps you didn't have to pay for! Boy, have I got news for him.

I was sad to hear in October of the death of the man who started it all—Leslie Leroy Irvin. A man who had enough faith in his own invention to put it to the test himself. If you all think back to your first free fall and your feelings at that time, you have some idea of what Leslie Irvin must have felt making the very first free jump ever. I guess he had no idea what he was letting loose on the world. But seriously . . . apart from giving thousands the enjoyment of free-falling, I wonder how many lives have been saved.

Surprising the amount of injuries sustained by some of our more experienced competitors at the Army and National championships. Perhaps with a little more attention to personal fitness most of these injuries could be avoided. It does seem that most of the people who have been getting injured have been in the sport for some years, and of course when you reach a certain age you become more prone to back injuries, etc., unless you keep a high standard of personal fitness. Being thirty next birthday I intend to practice what I preach, having just started to attend keep fit classes in which one of the main apparatus used is the trampoline.

I would like to include in this issue a little bit of culture in the form of poetry, all of which I feel, puts across very well to it's readers, the sensation of sky-diving. The first is called "High Flight".

Oh! I have slipped the surly bonds of earth  
And danced the skies on laughter-silver wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds—and done a hundred things  
You have not dreamed of—wheeled and soared and  
swung,  
Hung in the sunlit silence. Hov'ring there  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air.  
Up, up the long, delirious burning blue  
I've topped the wind-swept heights with easy grace  
Where never lark, nor even eagle flew—  
And while with silent, lifting mind I've trod  
The high, untrespassed sanctity of space,  
Put out my hand and touched the face of God.

JOHN GILLESPIE MAGEE.

The next two were written literally hundreds of years ago by two poets who must have had a look at the future, somehow.

The first is called "Luna Habitabilis" by Thomas Gray in 1737:

The time will come when thou shall lift thine eyes  
To watch a long-drawn battle in the skies  
While aged peasants too amazed for words  
Stare at the flying fleets of wondrous birds.  
England, so long the mistress of the sea,  
Where winds and waves confess her sovereignty  
Her ancient triumph yet on high shall bear,  
And reign the sovereign of the conquered air.

Tennyson, "Locksley Hall", 1842:

For I dipt into the future, far as the human eye could see,  
Saw the vision of the world, and all the wonder that  
would be,  
Saw the heavens fill with commerce, argosies of magic  
sails,  
Pilots of the purple twilight, dropping down with costly  
bales;  
Heard the heaves fill with shouting and there rained a  
ghastly dew  
From the nations airy navies grappling in the central blue,  
Far along the world wide whisper of the south wind rush-  
ing warm,  
With the standards of the peoples plunging through the  
thunderstorm.

And the final word from Shakespeare himself:

'Tis but a base ignoble mind  
That mounts no higher than a bird can soar.

Henry VI, Pt. II, II, i.

Now laugh at my expense . . . Since I wrote the para-  
graph about keeping fit to avoid injuries I have been to  
my first keep fit class. In three years of sport parachuting  
I have not had so much as a sprained ankle. In my first  
session of keep fit I crack a rib.

Finally, folks, compliments of the season, and I hope  
that 1967 brings you as many entries in your log book as  
you would wish for.

---

## Notices

### UNSAFE EQUIPMENT

The B.P.A. have fully investigated the matter of unsafe equipment at the Manchester Skydiving Club. The B.P.A. are confident that the Club is in safe hands and is efficiently managed and that no blame is attributable to the Club for possessing this equipment which was brought to the notice of the B.P.A. by the Club immediately.

---

### B.P.A. LTD. CERTIFICATES

All B.P.A. Ltd. Certificates issued by the Company to members cease to be valid immediately on lapse of membership e.g. unpaid subscriptions, resignation or cancellation of membership.

These must be renewed if the member subsequently rejoins.



*Diana Knipe, the only woman in the nationals, with Andy Anderson, Lofty Wiseman and Jacko Jackson in the Rapide during the accuracy event.*

*Below: Tony Unwin sitting in the chair he jumped with into Woburn Abbey.*





## *Ski-Para Course in France* Mark Milburn

**The purpose of this article is to demonstrate that courses in France are not always as highly organised as one might expect.**

**Names of people and places have been changed to avoid giving offence to many delightful characters, and to others less delightful.**

**Anyone interested in knowing of future courses should study "Para-Press-Aviation-Les-Hommes-Volants", available from Librairie Saint-Georges, 35 Rue Saint-Georges, Paris 7.**

**Finally, no article could ever pay high enough tribute to the ski instructors of Issy.**

Bill viewed the para-club letter in dismay. Dated 4th January, it was addressed not to himself, but to two unknown Frenchmen in St. Jean-le-Crapaud. And today was the 9th.

Since writing on 26th December for Course information, he'd already rung Coutainville in sheer desperation, only to be curtly told to ring another number. The young lady at the other end said the para-club had written "the day before yesterday". Maybe; but this letter in front of him didn't help. Sadly he re-addressed the envelope to its true addressee, wondering whether the present muddle heralded a really disastrous holiday.

On 13th January he finally heard what he had to know. The letter was dated 4th January, posted in Coutainville on the 11th. No explanation or apology was offered. "Too bad", he thought. "They've had 100F deposit. I better carry on."

But it had taken him 18 days to obtain the required information. Regretfully his mind wandered back to days at Chalon, where no one asked for a deposit. Or sent

letters to the wrong place. Or printed the wrong telephone number on club paper. Times had changed!

Early on the 19th he turned up at the Brasserie de la Popote, Coutainville. A number of boys and girls were seated round a large table. Soon he was ensconced among them, laughing and joking under the benevolent eye of M. Richard, President of the Club.

Soon Bill was loaded into the back of a 2 CV for the ascent to Issy. Jean-Pierre and Marie-Claude had motored overnight from Bourges. Both had been in U.K. before and chattered merrily for the first two hours until the heavily-laden Citroen began to slither on the stiffening gradient. Suddenly it stuck for good.

Soon a car full of Amiens paras arrived behind. Embarking Marie-Claude and Bill among his own crew, Fernand, the driver (an army lieutenant and para instructor) nudged the 2 CV firmly in the rump and that was that. Spirits rose with the altitude and when 2000m was reached someone exclaimed: "O.K., we're there now. Who's for a 30 seconds with me?"

At 1 p.m. the two vehicles reached Issy, a brand-new resort looking as if its handful of houses and hotels had been literally planted on the bare slopes. Much accommodation and a shopping-centre were still under construction. And plenty of ski lifts vanished into the mountains around. So far so good.

In the Joe's Cafe where lunch was served a splendidly informal atmosphere prevailed. Bill sat next to Louis, a skin-diving expert, and a complete newcomer to sport para. Across from him was Kiki, the pilot from Amiens. With his huge grin, red hair and kindly humour he would have been welcome anywhere. Especially as the skydiving pilot of a para-club.

The afternoon was spent largely hanging about. Chalet accommodation—small rooms sleeping three people—was “discovered” by Jean-Pierre about 3.30. No one briefed the Course in any form or shape. The President, who had been at lunch, was conspicuous by his absence. No one had seen him.

Skis were not produced until about 4 p.m., by which time it was darkish already. Eventually someone heard that documentation had been arranged for 5.30. By the time it started—at 6.50—most people had wandered off for a drink to cheer themselves up.

Finding such a chaotic start maddening, Bill soon discovered it to be typical of much of the rest of the course, skiing apart. Anything not run by the ski-school (over which the parachuting experts had no control) tended to come unstuck.

A little planning beforehand would have enabled the Course to draw its skis after lunch and to have been on the slopes at 3 p.m.

The next few days it snowed hard. The Ski School was quite excellent, presided over as it was by the amiable Monsieur Jean Le Fellec, whose brown features and friendly grin soon became familiar to the paras/skieurs. Always on hand to deal swiftly and fairly with any problem, he appeared to be universally liked and respected.

The School functioned in spite of the weather. Since the resort was at 7,000 feet, with a variety of possible runs, one could ascend a ski-lift early in the morning, ski down (bypassing the resort itself), and re-ascend by bus in the late afternoon from whichever village reached. This over kilometres of virgin snow, in a party of anything up to twenty strong.

The instructors were friendly and most efficient. Although the business of skiing was taken seriously enough, there were many lighter moments when spirited exchanges could be overheard.

One day Bill arrived in a flurry of snow beside his instructress, flat on his back. “Hell.” He peered up wrathfully. “That’s what you get from trying to manage with French breakfasts.” And pathetically: “Look at me. I’m so weak I can hardly stand.”

Jeanine regarded him with mock severity. “Oh, I don’t know. Your British scoff’s none too hot”. Her petite frame shook with inward mirth.

“Oh, and how does Mademoiselle know that?”

“Simple. I was once in hospital. In Blackpool.” She shivered. “What a spot”.

“And what put Mademoiselle in the dock in Blackpool?” Bill wanted to know. “A tiny cricket accident?”

“But no, Monsieur. Much simpler than that. A cup of what you call tea.”

Or someone would disappear off the beaten track into deep snow, to be greeted with shouts of: “Cor, look at Jean Jacques. Side-slips about as well as a tractor!”

Hilarity was never far away. Even though the instructors would continually be remarking on each pupil’s progress and ramming home salient points of technique.

Bill thought it a pity that pupils of widely-differing ability on skis were taken out on longish all-day runs in the same class. The better performers forged ahead, only to have to wait for their weaker colleagues who, struggling along, well out of their depth, often took needless risks in their efforts not to spoil the fun by lagging behind. Some even lost confidence, prompting such asides

(between instructors) as: “Painful, isn’t it!” A little planning would have prevented such situations.

After a succession of false starts the weather finally cleared. At 0800 one Sunday word went round the largely slumbering Course that departure, fully booted and spurred, was at 0830.

At 0855 the bus was still waiting amid hearty curses from the driver/instructor, Jeannot le Merdier. Yet there had been no briefing, no provisional programme given out the night before. And reveille could have been half an hour earlier—and have been more effectively carried out.

The long drive to the airport at Coutainville ended about 11.30. The Dragon, booked for a certain time (Bill never discovered what time), was said to have left with members of another Course aboard, bound for a D.Z. at Les Chauds-Lapins. Disorganisation seemed imminent, if not present. The man in charge looked disinterested anyway.

Once again Bill risked a mental comparison between Chalon and this dank, untidy packing-room. Eventually Jean Pierre found him a ‘chute (some had still to be packed) and he was allocated to the second stick, taking off about 1340.

The climb up through twisting, meandering valleys toward Issy was quite spectacular. At times the aircraft would lumber towards a pass away ahead, only to be unable to make it. Then it seemed as if the pilot simply stood on the wing-tip, did a few spirals, and scraped through the gap with feet to spare!

The drop went off without a hitch; mostly static line, with a few short delays. Landing in snow proved extremely comfortable.

Jean-Pierre nearly made the target, armed with a highly-coloured contraption with holes everywhere. Most people had plain canopies, but the still air and the sheer novelty made up for this drawback. Soon a caterpillar-towed sledge arrived to pick up the Course and their equipment.

(In theory at least, members landing in the snow above Issy should have found their skis waiting for them. They had even taken the trouble to put out their skis that morning, ready to be taken to the D.Z.).

Next day was a write-off. It became apparent that those in charge, if any, were as lost as those they should have guided. (There were some four or five instructors available).

During the afternoon, several sticks of local “pisteurs”, the energetic and untiring young men who kept the “pistes”, or ski-runs, open, plus the local Bank Manager, were equipped and sent up to the small airport above Issy. Here they enjoyed a long wait, since the Pilatus Porter had broken down. Eventually it arrived and dropped a few sticks.

(Although Bill certainly did not grudge these good people a descent, nothing had been written in the Course Programme about their taking precedence over members of the Course. Or, indeed, about their jumping at all).

Meanwhile tension mounted steadily all afternoon among Course Members in the packing-room at Issy. No one appeared to be in charge; no system existed for the allocation of ‘chutes. Eventually an instructor was persuaded to do so, as well as to take their numbers.

At 2,000 there was a type of provisional briefing, precipitated by an outburst from one of the Amiens crowd. Like Bill, he became exasperated by the lack of method; and said so.

Briefing decreed that jumping was on next day. Good skiers would take their equipment on **their back**, ascend a certain ski-lift (on skis) and descend to the "altiport" above Issy. Beginners could put their kit on a sledge to be towed up.

Tuesday dawned bright and sunny. Guessing correctly that the programme would not start on time. Bill and a chum left at 0800. Depositing their kit in the sledge, they made off with all speed to the foot of the ski-lift. No one else was yet in attendance to order them to carry their parachutes up on their backs. (Just try carrying two mains and a reserve on your back, on skis, as laid down by an instructor).

By 0835 they were at the altiport. By 0845 only four of the Course and the caterpillar were present. At 0930 the aircraft arrived and at 1030 Bill jumped in the fourth stick.

Far from skiing down, as planned, he found himself on the side of a steep slope. No one came to see if all was well. Humping his 'chutes, he staggered down to the resort itself into the packing-room. Now for some skiing! Only one problem. His skis were still at the altiport. He lost another hour before they arrived.

There was something slightly ethereal, Bill found, about skydiving above the snow-covered Alps. Even when the canopy had to be opened, ending the dream, it was still a problem to recapture reality. How he longed for a really long delay—cold or no!

That afternoon he was thankful to be able to resume skiing, having passed his second packed main canopy to Yves Legrand to use himself, if the chance arose. Personally he had had enough of the parachuting game. As he had now had two descents for which he had already paid, that was that. The price of further jumps had been fixed at 50F; this, apart from the muddle attendant upon parachuting activities in the area, was a high price to pay.

But, irony of fate, when he returned to the sleeping area about 1655, he bumped into Isabelle. "Oh, have you heard?", her brown eyes twinkled gleefully, "The village of Issy has offered us all a free descent!"

("To make up for our waiting yesterday afternoon while the 'pisteurs' and the Bank Manager had a go", Bill thought to himself.)

A word here about the Pilatus Porter. Fitted with skis, this extraordinary but lovable aircraft would land **uphill** on the altiport, appearing out of the valley like something from another world. Similarly, having loaded its quota of parachutists, it would take off again **downhill**. It was a Swiss plane, due to its cost being less than in France.

On the last Wednesday and Thursday there were most enjoyable excursions. Bill's companion on these was Isabelle d'Artigny de la Bergezie, a charming, vivacious girl of 28. Her family had huge estates around Bayonne, and her father came from a long line of military men who had served many regimes faithfully and to the limit of their capability. Many a d'Artigny had been left lifeless on battlefields all over Europe.

Now her father, a cavalryman turned parachutist, had resigned from the army—cutting short a brilliant military

career—in the belief that there was now nothing left to fight for. His brother officers, some of them veterans of three wars, were scattered over a wide area; some in prison or worse; some abroad and unable to return to France; and some like himself, though without the same resources, accepting the final defeat and taking jobs as managers of milk bars, commercial travellers and insurance agents. Thus had the new regime dealt with its officers.

Seal-skins were used for the ascent of le Pic de Lampolle, after getting as high as possible by ski-lift. How much was owed to the patience and sympathy of the instructors, notably Charles and Andre, on these trips! All this as the pupils edged one by one across a steep slope, where the slightest false move could start an avalanche. Or descended kilometre after kilometre of virgin slope, where changing snow conditions contributed an ever-present trap for the unwary. The instructors clearly appreciated pupils who were even half as fit as they themselves.

The Friday and Saturday were spent preparing for, and competing in, a Giant Slalom and a Special Slalom. A number of pupils, including Bill, although they finished both courses (much to their surprise), did so far too slowly to merit official recognition.

Jeannot le Merdier, the most successful in these events, revealed himself in his true colours when he announced: "There we are. I'm the best. I've won. "What's more, he meant it!

Most of this comparative success in racing technique was owed to Andre, a blonde giant of a man, who took endless pains to inspire confidence as well as to merely teach.

Sadly Bill found himself leaving Issy, thinking that while para organisation had left a great deal to be desired, this **was** the first year a Course had been held at Issy. Even if six years at nearby Les Chauds-Lapins could, and should, have given the authorities a good idea of the mistakes to avoid. It might have been expected, too, that mistakes would be made by the ski-school rather than by the parachuting fraternity. They had, after all, been running courses for six years nearby . . .

Skiing was memorable indeed, both for variety and length of runs and for the economy obtained from group activities, ski-school and ski lifts, etcetera. Plus living in small chalets and feeding in a place not unlike the cafe at Chalon.

Of course the cheap rates were obtained "off season". But it is doubtful, or at least questionable, whether any British travel agent could do things so cheaply. A certain large French organisation was offering holidays at about the same period. These cost more for one week at a ski resort than for 12 days at Issy.

The President of the para-club in his wisdom did ask Bill privately his opinion of the Course. Another big-wig was present. Whether these two kindly men agreed with Bill's ideas is questionable. There was, after all, the problem of "J'honneur", so dear to Frenchmen.

Finally, there was the companionship of paras, boys and girls from many walks of life, delightful in their simplicity when it came to parachuting, yet many of them intellectual to a marked degree when the day's sport was over. And then there was Isabelle . . .

Next year they will flock to the area gain. And Bill would happily go with them.



## ‘FATHOM’ Charles Shea Simmondez!

This actually happened and for those of you who think it's fiction . . . well . . .

The scene is the World Parachute Championships and this year they are being held near Malaga in Southern Spain. Teams representing nations from all over the world are competing . . . but it doesn't seem too certain which team is representing which nation.

The United States team is composed of four Englishmen . . . Ken Vos (jumping in the guise of a woman—a certain Miss Fathom Harville); Leigh Allison (not **the** Leigh Allison from the Cincinnati Cloud Bustin' Canopy Club?); Diana Parker (jumping as a man . . . nothing strange about this team); and finally a dark horse called Shea-Simmondez of Mexican-Irish extraction).

I gather that this team had managed to pass their medical (now essential at World Parachute Meets after a Barbary ape was discovered jumping for the Australian Team) on a strange technicality. The team manager had successfully argued that one man jumping as a woman cancelled out one woman jumping as a man—and the F.A.I. sporting code was lost for words!

The aircraft was an ancient Rapide (a word also found most useful when compromising with Spanish taxi drivers), and it had a British registration G-ALAX. It was flown with great skill by a Group Capitano Keith Tulloch who would insist on wearing a kilt whilst at the helm. It was rumoured that the 'cut' button was wired in some fascinating way to his sporran.

The Drop Zone was some 15 miles from Malaga and size-wise it took some beating—it was nearly 150 metres by almost 200 metres, surrounded by picturesque lemon groves on all four sides. The surface was admirable . . . hard granite with loose boulders scattered nonchalantly for effect. The pit wasn't quite regulation size . . . six and a half metres in diameter, with 3½ inches of loosely sprinkled sand; guaranteed to give the competitor a soft landing so long as he endeavoured to miss the pit and the D.Z. and land on the springy soil of the lemon groves. Two members of the American team perfected this technique during practice but were not allowed to employ it during the competition as the team manager insisted, some say foolishly, that it was advantageous to land as near the centre of the pit as possible.

Fathom Harville was undoubtedly the spoilt member of the American team. The team manager allowed him (I mean her) to wear a gorgeous silver-lamé jumpsuit and in the team event the judges ruled that the first three in the team should jump on the first pass and Fathom should jump all by him/herself on the second pass. I am assured that this had absolutely nothing to do with Fathom having a room in the hotel between her team manager and the chief judge. More recently it has come to my ears that, as the result of a minor mix-up, the American manager and the chief judge are now going steady!

The local pressmen did an excellent job, enthusiastically interviewing each parachutist as his feet touched the ground; in fact they were so quick off the mark that they

often beat the judges to it. The latter were all highly qualified (having seen a couple of episodes of "Ripcord" on television) and immaculately turned out in white-painted overalls. Each was armed with two or three colossal wooden fichets which they skilfully hammered into the rock and left, presumably as additional novel obstacles for the already over-harassed competitor to try and avoid.

The weather was, of course, perfect and the competition ended abruptly in well under two days although the judges have still to produce the results. Only three people during the competition landed in the pit and they are now sadly sucking grapes in Malaga hospital wondering why they bothered. The survivors are hoping that the next world championships will be on slightly more conventional lines; while the F.A.I. carefully reconsider rule No. 211 para. C of the Sporting Code, which starts . . . "Although the sex of the competitors is considered important . . ."

It all sounds a little like a parachutist's nightmare, but if you don't believe it then try and catch a film called "Fathom" to be released by 20th Century Fox early in the new year.

**5th Adriatic Parachuting Cup Competition at**

**Portoroz**  
**JUGOSLAVIA**

**from August 19th to 29th, 1967**

**New National Championships Date**

**1—10th Sept.**

**Change due to late Adriatic Cup**

## **B.P.A. Negligence Insurance**

The Secretary General read to Council a letter received from the B.P.A. Solicitors.

Both the B.P.A. Solicitor and Mr. Windebanks felt that the best solution was for B.P.A. Instructors, General Permit Holders and Parachute packers to deal only with B.P.A. Members who had signed the B.P.A. Indemnity. At the same time the Secretary General and the Solicitors felt that the B.P.A. was shouldering more and more onerous burdens with little protection. The Board of Trade might assist by indemnifying the B.P.A.

It was felt, however, that the B.P.A. Indemnity did not cover claims which might be made by dependents and it was felt that a negligence insurance was very necessary for the B.P.A. but it was decided that legal advice should be taken so that the position was quite clear as to the legality of the indemnity as to dependents and culpable negligence.

It was decided that Packing Certificates and Instructors Certificates were only valid as long as the holder was a B.P.A. member.

After some discussion on the extra costs to new jumpers of becoming a B.P.A. member before their first jump it was decided to bring in a provisional membership scheme whereby the first three jumps would be covered for a subscription of 15s. After these three jumps, if the person wished to continue parachuting, he must become a full member of the B.P.A. Ltd. The 15s. already paid would go towards his first year's membership fee. This provisional membership will come into force on 1st January, 1967.

It was proposed by Mr. K. Vos and seconded by Mr. B. A. N. Green and unanimously resolved that:

1 That Parachute Instructors approved by the British Parachute Association Limited shall not be permitted to direct or supervise parachute descents proposed to be made by holders of a Parachuting (Restricted) Exemption under the Air Navigation Order 1960 unless such Exemption Holders are enrolled as members of the British Parachute Association limited prior to the descent.

2 That holders of Parachuting (General) Exemptions under the Air Navigation Order 1960 shall not be permitted to fit parachute equipment to the person of a parachutist unless the person to whom the equipment is to be fitted is prior to the fitting enrolled as a member of the British Parachute Association Limited.

3 That holders of Parachuting (General) Exemptions under the Air Navigation Order 1960 shall not be permitted to pack parachutes for use by holders of Parachuting (Restricted) Exemptions or Parachuting (General) Exemptions under the Air Navigation Order 1960 unless the holders of such Exemptions are prior to the packing of the parachute, enrolled as members of the British Parachute Association Ltd.

The above resolution will come into force as from 1st January, 1967.

**The purpose of these resolutions are to protect the B.P.A., its Instructors, and Members from any suits brought against them by hon. members who have not signed the B.P.A. Indemnity.**

**Further, to be in a position to obtain Insurance against charges of negligence by the B.P.A., its Instructors and Members who are empowered by B.P.A. Safety Regulations to carry out inspections or pack.**





## DEATH OF INVENTOR OF THE MODERN PARACHUTE

### Mr. Leslie L. Irvin

Leslie Leroy Irvin, LL.D., F.R.Ae.S., F.R.S.A., the man who invented the first practical free-fall parachute and whose companies in various parts of the world made parachutes that have saved an estimated quarter-of-a-million lives, died on the 9th October, 1966, at his home in Los Angeles, California, where he was born 71 years ago.

Mr. Irvin founded Irving Air Chute of Great Britain, Ltd., of Letchworth, Herts, in 1926, shortly after the Royal Air Force adopted the Irvin parachute and seven years after he made his historic parachute jump at Dayton, Ohio.

At the time of the jump—which made him the first person ever to open a military parachute while actually falling—he was 24. It resulted in the American Army placing an initial order for 300 of his parachutes and Irvin promptly founded the first company of what was to become the world's largest manufacturer of parachutes—and of car seat belts and industrial safety harnesses—the international Irving Air Chute Group.

He did not then have sufficient money to correct an error in the name of the company when it was registered, and the name of "Irving" (with a "g") is still part of the title of the American company and other concerns in the Group.

Mr. Irvin founded the famous Caterpillar Club, membership of which is open only to those whose lives have been saved by parachutes of Irving Air Chute design. Of the approximately 250,000 people who became eligible for membership, 40,000 were allied airmen who baled out during World War 2. Mr. Irvin never qualified for membership of his own club for, although he made more than 300 jumps, he never had to bale out in an emergency.

Although an American citizen, he spent the whole of the last war in Britain. While in England, he accepted a challenge at the age of 50 to parachute into a lake from a Dakota flying at only 700 ft.

Many air forces of the world adopted the Irvin chute and they and other services and organisations today use parachutes made by the Irving factories and licensees—for emergency, paratrooping, jet plane braking, space capsule recovery, supply dropping, and so on. In the field of car seat belts it is estimated that one belt bearing his winged parachute trade mark is sold somewhere in the world every five seconds.

At the time of his death, Mr. Irvin was the chairman of the Irving Air Co., Inc., Lexington, U.S.A., and was on the Board of various other companies in the Group—including the British company at Letchworth, of which Mr. Irvin's old friend, Captain Cyril Turner, is chairman.

# CLUB NEWS

## THE MANCHESTER SKY-DIVERS

1966 has been a good year for the Manchester Club and our main item of news concerns our permanent D.Z. at Tilstock Airfield. Regular Meets have taken place here and our Bumper Meet took place over the Whitsun holiday when over 200 descents were recorded.

With John Graham—a Pilot of the Lancashire Aero Club—driving a Cessna 172, our members were up and down like Yo Yo's and I am certain if John could have devised some means of snatching the 'Bods' from the ground, the 200 plus jumps would have been exceeded. As it was we could not just keep him on the ground long enough to 'Pay a Call'. We now know why that plastic bottle is such an integral item on the plane's inventory.

Our continued thanks go to Mr. R. L. Matson—the owner of the airfield and the ground surrounding it—for his kind co-operation in permitting us the use of this great parachuting venue. This despite our possible interference in his agricultural pursuits.

Relations with the local inhabitants are extremely good and our get togethers with them at the Black Raven Hotel on Saturday nights is really something to look forward to.

It is satisfying, particularly as we are still a comparatively new club, to see the progress made by some of our members, namely Roger Forbes, Brian Grant, John Saint, Mike and Sylvia Cassidy and Wally Bruce, who under the careful and capable supervision of Paul Starkie are in the fifty to seventy jump category. Last year most were only thinking of taking up Sport Parachuting.

Several air link ups have taken place within the club, but the most permanent of all was the link up of John Partridge, the Club Chairman and Anita Buxton, the Club Treasurer who were married on the 22nd October at Flixton Parish Church. A guard of honour, consisting of many club members awaited them at the church porch. Good luck, Nita and John and may your future be like your landings, happy ones.

We were pleased to receive a visit from Mr. Trustram-Eve and also Mr. Letts who was Chairman at a meeting of the Lancashire Clubs. Useful exchanges of opinion in regard to the sport were made and we look forward with pleasure to meeting them both again in the very near future.

Because of the very large membership of the Manchester Club and the fact that we have only one Resident Instructor, in the interests of safety, a letter was sent to the Secretary General informing him that we had suspended accepting new members until such time as we acquire the services of a second or even third Instructor. I hope that at the time of publication of this letter this situation has resolved itself.

In the meantime we heartily welcome all experienced parachutists to guest with us. At the same time reminding all those that intend doing so to bring along the necessary documents, etc.

Best wishes to Parachutists everywhere for an accident free 1967.

J. HOSKINS,  
Club Secretary.

## SCOTTISH PARACHUTE CLUB

After another long period of adverse weather, jumping was resumed at Strathallan Castle using the Strathallan Air Services D.H. Dove, which lifts eight jumpers at £32 per hour.

With members having done the bulk of their jumping to date from aircraft with bracing struts to hold on to, it was thought that the straight out exit from the Dove might cause a few problems. By exiting with a sideways jump from the doorway then adopting the basic stable position, surprisingly good results were achieved and the new aircraft is now looked upon with considerable enthusiasm. It will be available for the winter months at least.

With fifty members on the books, membership has been closed for the time being with the intention of getting the hard core members, most of whom are on free-fall, up to a high standard, before taking on more beginners. Newcomers with previous sport parachuting experience will continue to be admitted.

Contrary to the report in the last issue of "Sport Parachutist", the decision has been taken, regretfully, not to hold the Scottish Championships in 1967. The Club is not in a position to withstand any loss which might be incurred, and will need to use the 1967 season to consolidate its finances. The position regarding a 1968 event will be reviewed a year from now, in the light of what the 1967 season has brought.

It is appreciated that this decision will disappoint many people, especially the U.S. Forces teams from Europe with whom the Scottish Championships have proved so popular.

TOM DICKSON,  
Chairman.

---

## BRITISH PARACHUTE CLUB

Starting off with the summer holidays, a few members who had planned to go abroad were unable to do so, due mainly to business reasons. Those who did go had a great time, by all accounts.

Mike O'Brien and Fred Gayler drove through Europe (managing to accidentally crash the border into Italy), and jumped at Strasbourg and in Switzerland, it sounds as though the Swiss are a swinging bunch of jumpers, although I understand their spotting isn't exactly in the Loy Brydon class.

Jeff Orchard, John Clifford and John Deegan went to Lille and had a good time, but the weather wasn't too fine, I believe.

I went to the U.S.A. on a delayed honeymoon and got some good jumping in including a couple of drops on the Barish Sailwing.

Adrian Hill, Roger Foley and Fred Gayler have all passed. All of them thoroughly recommend this course to any aspiring instructors; they were made very welcome and had a great time. We have been unfortunate in losing Adrian Hill back to the Diplomatic service, but in a recent letter to me, he says he has great hopes of continuing his jumping in Cyprus, where he will be resident for the next two years.

Roger Fletcher, our Display Secretary, got married in September and has since emigrated to Australia; we wish both Roger and his wife, Valerie, every happiness "down

under" and trust that he soon sorts himself out a good jump club there.

Andy Porter has returned to the U.S.A. after spending nine months back here during which he obtained his Private Pilot's Licence; with his parachuting experience, he will make a first class jump pilot.

We have dropped at quite a few displays this year and even if they haven't all been 100 per cent. accurate, they have certainly been entertaining!

Fred Gayler and Eric Mitchell trained 25 first jump students in September and apart from three of them, they have all successfully completed their first jump; the others have missed out through not being able to turn up every weekend. We have had a very successful twelve months with students and have trained something like 70 for their first jumps.

Our team, comprising Lawrie St. John, John Cole, Roger Foley and John P. Smith, jumped successfully at the Nationals this year and succeeded in collecting four engraved tankards for being the best Civilian Team, we came fifth over all and with a bit of luck, if no other clubs bother to enter next year we will have another tankard each to put on the mantelpiece. We sported the only LO-PO in the Nationals (used by John Partington-Smith), so feel entitled to brag at being the only team to get all four men into the pit in the final round. One consoling point is (I believe) that if all four rounds had counted we would have come second, so at least we were consistent.

John Hogg has deserted the National Health Service and is now working as Physiotherapist on alternate trips to and from South Africa aboard the S.S. "Windsor Castle". He has found a good club near Capetown and already has got in a couple of jumps there. Must be nice to have a log book that alternates between Blackbushe and Capetown.

Andy Reynolds, one of our most promising students, has left us to go as crewman on a round the world cruise aboard a yacht; the trip will take three years—jealous?

We have had several foreign visitors at Blackbushe this summer. George Krieger from Lakewood, U.S.A. came over and jumped with Andy Porter at Sandown I.O.W., Bob Hoffman from Orange, U.S.A., jumped with us at Blackbushe en route to a three month European holiday. Earl Duncan, also from the U.S.A., is a new club member and jumps regularly at Blackbushe. A reminder to all foreigners who hold restricted or general permits, they must be renewed by the end of December, also, if any jumpers from overseas want to jump in this country, I would like to remind them that they must hold a British Ministry of Aviation permit before they will be allowed to jump here, and must also be covered for third party insurance. Particulars of these can be obtained from the B.P.A. office; to avoid disappointment please make sure that all your documentation is correct, well before you intend to arrive here.

Our association with Three Counties Aero Club is now finished, so visiting jumpers will not be expected to become Associate Members any longer.

It has been a poor Autumn as regards weather at Blackbushe and this has affected the number of jumps we have been able to do, but if visitors want to come and jump there, they are very welcome; don't forget—full documents and you must be B.P.A. Category 7 or above.

LAWRIE ST. JOHN,  
Chief Instructor.

# Results

## B.P.A. 1966 NATIONAL CHAMPIONSHIPS

COMPETITOR				STYLE EVENT			
NO.	NAME	CLUB	JUMP 1	JUMP 2	TOTAL	PLACE	
1	St. John, L.	Brit. Para Club					
2	Cole, A. J. N.	do.					
3	Foley, R.	do.					
4	Partington-Smith, J.	do.					
5	Scarratt, W.	Army Peregrines	238	246	484	1	
6	Griffiths, R.	'A' Team	225	221	446	5	
7	Anderson, B.	do.	—	244	244	15	
8	Gowens, P.	do.	190	137	327	13	
9	Rees, B.	do.					
10	Reid, R.	Army Peregrines	190	220	410	8	
11	Shea-Simmons, C.	'B' Team	—	—	—	—	
12	Balls, J.	do.					
13	Castree, C. J.	do.	180	212	392	9	
14	Vatnsdal, S.	Para. Regt. 'A'	192	157	349	12	
15	David, B.	do.	252	—	252	14	
16	Jones, K.	do.	159	206	365	11	
17	Rowberry, E.	do.	—	—	—	—	
18	Catt, W.	do.	227	226	453	3	
19	Parker, A.	Para. Regt. 'B'					
20	Walmsley, J.	do.	102	—	102	18	
21	Martin, A.	do.					
22	Power, M.	do.	174	237	411	7	
23	Whitney, D. M.	do.	171	205	376	10	
24	Meacock, J.	Greenjackets Para.	249	232	481	2	
25	Friel, S.	Club					
26	Waterman, D.	do.					
27	Crawley, T.	do.					
28	King, C.	Australian 'A'					
29	Cox, J.	do.	260	254	514	*1	
30	Lock, D.	do.	225	216	441	*2	
31	Mahaffy, J.	do.					
32	Ashe, N.	do.					
33	Trotter, L.	Australian 'B'	214	—	214	*4	
34	Johnston, L.	do.					
35	Millard, D.	do.	195	—	195	*6	
36	McKern, D.	do.					
37	Horne, J.	7th U.S. Army	—	193	193	*7	
38	Gutshall, G.	Para. Team	—	—	—	—	
39	Gilliam, L.	do.	—	212	212	*5	
40	Dal Pagetto, G.	do.	—	—	—	—	
41	Callahan, C.	do.	—	163	163	*8	
42	Allison, L.		210	211	421	6	
43	Denley, P.		—	—	—	—	
44	Clark-Sutton, B. T.		224	229	453	3	
45	Jackson, M. L.		—	208	208	16	
46	Daubney, J. E. (N)						
47	Wiseman, J. M.						
48	Penny, J. (N)						
49	Knipe, D.		—	—	—	—	
50	Moir, J.		167	—	167	17	
51	O'Connor, B.		224	—	224	*3	

(N)—Novice Competitors.

\*Foreign or Colonial Competitors.

COMPETITOR				INDIVIDUAL			
NO.	NAME	CLUB	JUMP 1	JUMP 2	JUMP 3	JUMP 4	
1	St. John, L.	...	...	...	...	...	
2	Cole, A. J. N.	...	...	...	...	...	
3	Foley, R.	...	...	...	...	...	
4	Partington-Smith, J.	...	...	...	...	...	
5	Scarratt, W.	...	...	...	...	...	
6	Griffiths, R.	...	...	...	...	...	
7	Anderson, B.	...	...	...	...	...	
8	Gowens, P.	...	...	...	...	...	
9	Rees, B.	...	...	...	...	...	
10	Reid, R.	...	...	...	...	...	
11	Shea-Simmons, C.	...	...	...	...	...	
12	Balls, J.	...	...	...	...	...	
13	Castree, C. J.	...	...	...	...	...	
14	Vatnsdal, S.	...	...	...	...	...	
15	David, B.	...	...	...	...	...	
16	Jones, K.	...	...	...	...	...	
17	Rowberry, E.	...	...	...	...	...	
18	Catt, W.	...	...	...	...	...	
19	Parker, A.	...	...	...	...	...	
20	Walmsley, J.	...	...	...	...	...	
21	Martin, A.	...	...	...	...	...	
22	Power, M.	...	...	...	...	...	
23	Whitney, D. M.	...	...	...	...	...	
24	Meacock, J.	...	...	...	...	...	
25	Friel, S.	...	...	...	...	...	
26	Waterman, D.	...	...	...	...	...	
27	Crawley, T.	...	...	...	...	...	
28	King, C.	...	...	...	...	...	
29	Cox, J.	...	...	...	...	...	
30	Lock, D.	...	...	...	...	...	
31	Mahaffy, J.	...	...	...	...	...	
32	Ashe, N.	...	...	...	...	...	
33	Trotter, L.	...	...	...	...	...	
34	Johnston, L.	...	...	...	...	...	
35	Millard, D.	...	...	...	...	...	
36	McKern, D.	...	...	...	...	...	
37	Horne, J.	...	...	...	...	...	
38	Gutshall, G.	...	...	...	...	...	
39	Gilliam, L.	...	...	...	...	...	
40	Dal Paggetto, G.	...	...	...	...	...	
41	Callahan, C.	...	...	...	...	...	
42	Allison, L.	...	...	...	...	...	
43	Denley, P.	...	...	...	...	...	
44	Clark-Sutton, B. T.	...	...	...	...	...	
45	Jackson, M. L.	...	...	...	...	...	
46	Daubney, J. E. (N)	...	...	...	...	...	
47	Wiseman, J. M.	...	...	...	...	...	
48	Penny, J. (N)	...	...	...	...	...	
49	Knipe, D.	...	...	...	...	...	
50	Moir, J.	...	...	...	...	...	
51	O'Connor, B.	...	...	...	...	...	

(N)—Novice Competitors. \*Foreign or Colonial Competitors.

ACCURACY

TEAM ACCURACY

TOTAL SCORES

JUMP 5	TOTAL	PLACE	JUMP 1	JUMP 2	JUMP 3	JUMP 4	TOTAL	PLACE	INDV. TOTALS	INDV. PLACE
197	931.8	12	215.5	250	236.8	219.8	2374.5	6	931.8	20
			228.4	247.7	194.7	216.6				
			202.3	226.8	133	196				
			198.7	—	138.2	172.7				
250	978.5	2	225	250	224.4	—	2748.6	2	1462.5	1
250	968.4	6	215.8	215	245.9	130.4				
219.9	846.5	20	230.4	227	229.5	90.8				
244.5	818.3	23	231.1	233.5	221	55.7				
227.7	893.3	15	216.4	210.1	210.6	—	2532.1	4	1303.3	9
214.5	838.9	21	234.1	233.8	160.6	—				
			230.4	185.7	184.8	—	2773.6	1	1244.9	11
215	852.9	19	221	248.5	196.1	—				
250	997.2	1	248.2	233.9	242.1	232.2				
224.6	969	5	246.4	234.4	236.6	162.7				
250	973.1	4	169.1	235.3	207.2	248.6	2580.9	3	1035.1	17
192.5	934.5	10	250	234.4	236	247.9				
234	915	13								
247	960.1	8	250	247.4	241.6	—				
226.4	933.1	11	235.5	237.6	213.2	203.9	2421.2	5	820.4	24
239.7	895.1	14	199.9	207.7	204.9	—				
225.9	875	16	199.2	217.4	126.5	192.5				
243.1	950.1	9								
158.4	820.4	22	220.6	230.8	236.5	—	2330	*2	1407.1	*1
	614.5	29	248.2	197.2	250	—				
			215.8	107	247.1	—				
			176.4	160.6	131	—				
227	893.1	*5	205.4	131	86.3	226.1	2330	*2	1345.8	*2
233.1	904.8	*4	211.7	221.3	213.1	231.3				
			—	173.1	217.2	94.1				
170.9	789.1	*7	—	—	139.6	149.2	2070.3	*3	1003.1	*6
			246.4	157.9	230.3	185.4				
225.6	942.5	*1	255.6	229	241.9	202.5	2560.2	*1	1137.5	*3
			020.8	202.3	106.5	140				
200.5	935.9	*2	55.2	235.7	225.1	181.4				
231.1	916.3	*3	206.5	227	216.7	140.9				
188.6	887.4	*6	242.9	246.9	230.5	212.6	2560.2	*1	1099.4	*5
—	705	*9	149	239.4	185.9	218.1				
35.2	696.1	*10								
211.9	640.7	27								
94.6	653	26					1128.9	*4	916.2	*8
246.2	978.2	3								
141.6	701.9	25					1061.7	16	653	26
151.2	864.6	17								
189.9	709.2	24					1431.2	2	909.9	21
—	394.2	30								
137.3	623.8	28					864.6	1(N)	709.2	25
250	967.8	7								
234.5	767	*8					394.2	2(N)	623.8	27
							623.8	27	1134.8	14
							991	*7	991	*7

# THE NATIONAL CAM

Pictures Dav



*John Meacock (Army Champion) lands at the Army Championships.*

*Bill Scarratt (National Champion) lands at the National meet.*



*Canadian Neive reaches for the disc at the Army meet. Neive won the accuracy*



# NATIONALS BY ERA

e Waterman

ey event.



*Diana Knipe, the only woman in the Nationals, leaves the Rapide during the individual accuracy event.*

*Ron Griffiths makes sure of a dead centre at the Nationals. Judge Mike Turner gets a close look as Ron's right foot burys the disc.*





*Front view of a Parawing flying in from the sun.*

# ***The Irvin Parawing***

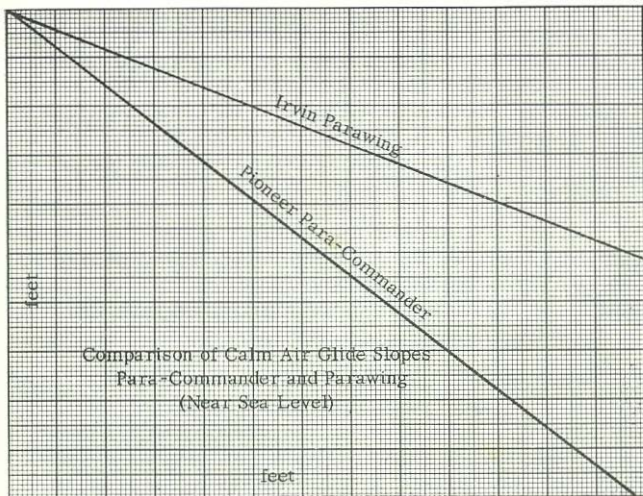
**by C. J. Winchurch, Project Officer, Irvin Air Chute of Great Britain Ltd.**

The Irvin Parawing is a development of the Rogallo wing invented by Francis Rogallo of the National Aeronautics and Space Administration and developed for the recovery of space craft, to be achieved without burning up the capsule due to high re-entry speed. The capsule wing glider configuration would allow the craft to enter the earth's atmosphere tangentially rather than perpendicular to the earth's surface. Once in the atmosphere the gliding characteristics of the Rogallo wing would allow the landing place to be selected. The Rogallo wing achieved a lift to drag ration (L/D) of 10 by using a stiffened keel and leading edges. Problems were experienced in getting a reliable deployment and inflation because of the stiffness of the leading edges and keel which were inflatable tubes. A simpler version of the Rogallo wing was developed by the Ryan Corporation of America for recovery of supplies and as a man-carrying parachute. This paraglider had flexible leading edges and a rigid keel, here again problems in inflation of the stiffened keel were experienced. The Irvin Parawing is completely flexible, its construction being similar to that of a conventional flat

parachute and its deployment and inflation characteristic are therefore of the same degree of reliability.

The Irvin Parawing development and testing was done at the Irvin Para-Space Centre in Glendale, for sports parachuting the Parawing is a radical departure from the traditional parachute both in shape and in its flight characteristics. J. Scott Hamilton, P.C.A. instructor on jumping the canopy said "The Parawing is a canopy which is fun to fly. Most non competition minded experienced parachutists live for the free fall and consider the parachute as a necessary evil which will bring them back sufficiently intact to allow them to go back up for another minute of free-fall fun". The Parawing he goes on to say, is the first canopy on which he had jumped that had him looking forward to the canopy ride time after time. This new feeling of eager anticipation of the canopy ride was due to the fact that the sensation is much more that of flying than that of descending, which is not surprising since the L/D or glide ratio of the Parawing appears to be about 2.5/1, almost twice that of the Para-Commander (which is reported to be 1.16/1, U.S.A.F. Technical Report No. 66-16). This gives the Parawing a clean air glide slope





of approximately 70 degrees with an average weight individual as compared to 50 degrees for the Para-Commander under similar conditions.

The Parawing has been subjected to a full test programme of over 200 drops. (Both live and with dummies) during which only two malfunctions occurred, these being in an experimental low extension polyester line, not in the wing itself. Production models will have nylon instead of polyester and no further problems are anticipated. The keel lines form such an effective barrier that the Parawing is thought to be immune to the malfunction as we know it. Deployment is extremely reliable for such a high performance canopy. During the test programme the canopy was repeatedly deployed in 2.1 seconds with four 360 degree twists packed in the suspension lines right at the mouth of the sleeve.

The parachute deployment system is a special sleeve and auxiliary parachute combination which will be included with each wing sold. The Parawing will fit into any main parachute pack, since its sleeved bulk is comparable to that of the Para-Commander.

Deployment, while smooth and orderly is very fast, averaging 1.5 seconds from auxiliary release to full flying configuration. The feel of the opening shock differs from that of flat canopy or Para-Commander in that the wing does not give you the initial drag force as the vent of a circular parachute inflates but rather hits you without warning. For the parachutist there is no sensation of drag as the auxiliary pulls out the sleeve and deploys the rigging lines, but as soon as the sleeve slips off to expose the nose of the wing, inflation is extremely rapid averaging 0.52 seconds. This gives an opening shock ranging between 4.2 and 7.4 Gs. A modification to the deployment system is at present being developed at Glendale.

Once the wing has inflated, the sensation is of gliding rather than descending (in fact the Parawing is technically a "limp paraglider"). Since it is an L/D device, its in flight behaviour is similar in many ways to an aircraft, but since it is non rigid there are differences, too. All turns are banked to some degree; the degree of bank depending on how far down you pull the toggle. About half toggle will give you a steeply banked 360 degree turn in about three seconds. Pulling the toggle below this point

will result in a stall turn, which is not an advisable manoeuvre too close to the ground. Unlike a conventional parachute, the Parawing is not operating at maximum efficiency when the toggles are resting in the keepers. Both toggles must be brought down between 6 and 10 inches (depending on the weight of the jumper) to achieve maximum L/D, which is indicated by the nose of the wing stiffening out. Like an aircraft at max. L/D, you are now very close to the stall, which is also similar to that of an aircraft. Sensitive veteran P-C drivers will be able to feel the stall coming on as the wing begins to sink and then rapidly rotates aft. Recovery is made by releasing the toggles. Landing approaches are best made into the wind and the Parawing will probably hold any wind you would consider jumping into. In fact, it will cut back into winds up to about 10 to 12 m.p.h. This depends on the weight of the parachutist, of course, with the wing performing better for a heavier jumper than for a light one, due to a higher L/D being achieved through higher wing loading. Landing into wind is best made at the maximum L/D attitude (6 to 10 inches of toggle) or by spreading the rear risers as far as possible. Accomplishing either of these manoeuvres about 10 ft. before landing will result in a "flare out" effect which gives the parachutist unbelievable gentle landings.

Irving Air Chute of Great Britain Ltd., expects to be in a position to manufacture the first British Parawings early in 1967 thus enabling British parachutists to experience the thrill of piloting the Parawing during the 1967 season. The price of the Parawing, complete with special sleeve and auxiliary parachute is expected to be very competitive.

### PIONEER PARA-COMMANDERS

for free-fall, for low-cost auto-tow ascent to 800 ft. followed by self-release and target approach training, for solo para-sailing at 500 ft. above the sea without a tow boat.

### PICCARD HOT AIR BALLOONS

powered by propane gas in cylinders, one, two and four man balloons.

## PARAGLIDE LTD

2 CHURWELL AVENUE HEATON MERSEY,  
STOCKPORT, CHESHIRE

#### Sole U.K. Agents for

PIONEER PARACHUTE COMPANY, INC.  
LEMOIGNE S.A.  
DON PICCARD COMPANY

#### Consultants

in Design, Operation and Training for new gliding, soaring and sailing parachutes and balloons, their instrumentation and ancillary equipment.

# Post Bag

43 Alder Crescent,  
Luton, Beds.  
10th October, 1966.

The Secretary,  
B.P.A.

Dear Sir

## a few of your letters . .

Dear Sir,

As you probably know, sport parachuting in Australia is more severely controlled than in Great Britain. Whilst in Britain we can jump onto almost any licensed airfield and can usually get clearance for other D.Z.s, including display D.Z.s within towns, The Australian Department of Civil Aviation will not allow parachuting to take place within a metropolitan area within several miles of an active airfield. The problem is further confounded by the fact that almost the entire population, and certainly most of the parachutists, live in the larger towns. This results in most clubs having a base within the town but having to travel out considerable distances at weekends for their jumping.

The Queensland Parachute Club is the most active club within the State. It has its own club house at Archer Field the light aircraft airfield in Brisbane, but does most of its jumping at a place called Purga some thirty miles to the west. where there is a good D.Z. and light aircraft strip. Jumping at Purga is restricted to every other Sunday because of the close proximity of an R.A.A.F. base which is active on the intervening weekends. On the alternate Sundays club members usually visit smaller clubs within the area, the two main areas being at The Gold Coast (one of Australia's main resort areas (fifty miles to the South-East) and Toowoomba (about one hundred miles to the North-West).

The club has a paper membership of about one hundred with twenty to thirty active jumpers. The 'hard core' average about one hundred jumps apiece. Standards are fairly high and the club has an excellent safety record. The members are extremely hospitable but they always welcome visitors. I would recommend the club to any B.P.A. members who happen to pass this way. The president could always be contacted through Archer Field Airport or The Department of Civil Aviation.

Yours sincerely,  
EDWARD GARDNER,  
Safety Officer A.P.A.

I know from experience in other fields of activity, that if the numblings and grumblings of ordinary members are shrugged and fobbed off with text book replies, then the so-called representative body becomes wrapped up in its own bureaucracy—so here goes:—

I have been interested in sport parachuting for at least four years and now (when weather and IO1 other things permit) an active participant, holding a much coveted one jump to my name, and a minus £30 in my bank account.

During my attendance at various D.Z.s I have talked with many student jumpers and more advanced fellows and consider myself fully conversant with the state of the sport in the bottom half of England at least.

I have never known any sport in such a bad way as parachuting is at the moment—even blood sports are better off and get more support. It is common when at a club meet to see a regular flow of nomadic jumpers wandering around our countryside looking for somewhere to jump—pathetic, isn't it? Brings tears to my eyes it does. Oh, but I forgot didn't I read in the press that the sport was on the up and up!—the space age activity for airminded people it said—well let's take a closer look and see what the B.P.A. and other benefactors have accomplished so far: Without a doubt—a first-class magazine, but before anybody gets a swelled head, I would add that I would rather jump than look at glossy pictures. I am not interested in D licence holders or jumpers having more descents behind their names than I care to count; just the poor old student slogger battling against damn great odds to make reasonable progress before he (or she) gets past it.

The less said about our pampered darlings in the Services the better—we all contribute to their luxurious equipment, exclusive D.Z.s, and subsidise their jumps—still we must not forget to be proud to be British—after all although other countries help civilian parachutists and the sport generally they're not British, are they?—Feel better already.

Where can I jump?—Now, that's easy (who said that?).

Well, now, how about Navestock?—Pat Slattery and Jenkins Farm. All right, off we go. Well, there's a thing, fancy that: the D.Z.'s closed and East Anglian Skydiving a myth of the past. Suspected cause of trouble—local residents complaints, etc., etc.

Stapleford Tawney Airport—Ah. Terry Crawley is supposed to be getting things going there. Let's have a go. Oh! dearie me, what's that? It didn't come off—Green Jackets only? What? Why?—Well let's cross that one off as well.

Got it! Parasport at Gloucester—Staverton to be precise. 90 miles from Luton, but gee-wizz! should be O.K. Well I don't know—folded up now, what a shame

—airport authorities don't like parachuting. Now I'm getting desperate, but then I did read that the sport was on the up-and-up, it must be me that is wrong.

The answer to a maiden's prayer! Thruxton—British Skydiving—how smashing. Oh! dearie me, not again—airport restrictions—only two hours' jumping on Sunday. Another 90 miles for nothing but all is not lost, Halfpenny Green is only 120 miles away, why not try there?

Fine, here we come. Well, I never! Do I hear correctly? Closing down after a few more weeks or so—can't believe it—not Halfpenny Green. Well, it's true—airport authorities again? Want shooting.

Wow! my heads reeling. Ah! I have it—British Parachute Club at Blackbushe—Britain's oldest parachute club—they are bound to have me. What, jump at Blackbushe? Not likely. Of course, we do drop students 20 miles south of Basingstoke by permission of a kindly farmer (no mention of B.P.A.'s valiant efforts to secure a D.Z. here) At last, a jump! I can't control myself, it's unbelievable—still there is the debit in my bank book—it must be true. Now we are getting on.

What was that I just heard? D.Z. closing on May 1st until end of September because the farmer wants to grow crops—what's he want to do that for! Well, there's all the good weather gone for a start. Did somebody just say there is a military D.Z. only a few miles from Blackbushe—must be joking—they wouldn't like a load of civvies landing all over the place interrupting their sleep and teabreaks.

Fair Oaks! No—wrong again—only allowed to jump from 1,500 ft. and that's not on nowadays—2,500 ft. my boy, or nothing. Of course there's always the river I can jump in as a last resort—sorry, wrong again, can't swim!

We haven't mentioned Hereford yet—well, that's one hell of a way to go and anyhow the telegraph says that's not much either—Some lovely clubs in the U.S., France . . . wait a minute, don't go berserk, I happen to be married and work for a living, you know! If I went so far afield you wouldn't get me back to this dump—suffering cats!

The essence of this is that, quite honestly, I see no point in having a representative body such as the B.P.A. if all they do is not resultant in a definite benefit to the ordinary members: a nice tie or car sticker will not fill the bill. Messing around with National Championships or any other championships does not help us, and as members' subscriptions must account for a considerable percentage of the association's income it's only right that energies should be diverted in the directions of those most in need—and make no bones about it that's us again.

Get us more D.Z.s, tackle Irvin Airchute Co. about starting up a club (a fine example they are to a great pioneer—just a ruddy name), try to break through the military barrier—get them to help us in some practical way—instructor's courses are not enough.

Subsidise clubs heavy expense burdens where necessary. Contact firms known to be sympathetic to the sport for assistance—Rothmans gave the Parachute Regt. a damn good Rapide just for the fun of it—no thought for civvies though, they can get lost.

Get the press behind us—invite them to our meets. Persevere trying to get all those stupid restrictions relaxed—bash away hard at Airport Authorities. Saying "it takes time, you know," is not enough—that's typically British, and we can't wait a decade for results, life's too short.

Well, those are just a few suggestions. When I notice some definite benefit to sport parachuting at Club level I'll let you know, but I have a feeling I won't get writer's cramp.

So from one member who knows he is not alone in expressing these views, cheerio for now—and for heaven's sake do something for us.

T. O'NEIL

Editor's Note: See editorial.

---

107 Fishers Lane,  
Pensby,  
Wirral, Cheshire.

Dear Editor,

I would like to thank the A.P.A. and B.P.A. for the joint effort that made it possible for me to attend the recent Instructors' Course at Netheravon.

It was jolly hard work from start to finish, but I learned a lot and came away very much wiser. In particular I wish to thank Don Hughes and his staff for making my stay not only educational, but thoroughly enjoyable.

Yours faithfully,  
BARNEY WARD.

---

The De la Salle Studio Pottery,  
British Parachute Association,  
Artillery Mansions,  
75 Victoria Street,  
London S.W.1.

Dear Sir,

We wish to bring to the attention of both past and future customers a range of pendants in blue/dark brown and cream/dark brown, now produced by the De la Salle Pottery, in conjunction with the B.P.A. These pendants are very attractive and large; each is hand made and engraved boldly with a free-falling figure. They look terrific on a plain woollen jumper and complete with a neat leather thong sell at only 7s. 6d. each, p.p. 1s. extra. An ideal gift for wife, girlfriend or staunch supporter!

Also being made are slightly smaller ashtrays with a wide rim on which to rest the cigarette; these are engraved with a large free-fall figure and cost 10s. each, p.p. 2s. extra.

When ordering tankards, etc please remember that as every item is individually made and engraved by hand, you may have your own club badge or a free-fall figure (any position you prefer) substituted for the B.P.A. badge. For an additional 7s. 6d. you can have both items. Details from the B.P.A. Office, send S.A.E. or, if ordering directly by letter state your requirements clearly and enclose cheque/P.O. payable to the B.P.A.

THE DE LA SALLE POTTERY.

28th October, 1966.

Ibex House,  
Minories,  
London, E.C.3.  
28th October, 1966.

Dear Sirs,

re: *Personal Accident Insurance  
for Parachutists*

*You are no doubt aware that in various periodicals issued by yourselves, we have been taken advertising space to promote a scheme whereby sport parachutists could effect Personal Accident cover whilst parachuting.*

*The response to the advert has, however, been extremely disappointing and whilst we have received enquiries from your members the actual business we have put through under the scheme has been negligible. We do not wish to withdraw the scheme without giving your members a further opportunity to avail of this cover at competitive rates but both Underwriters and ourselves feel that this step will have to be taken unless more support is forthcoming.*

*We should mention that extremely lengthy negotiations went into the arranging of this form of cover, and if Underwriters do decide that lack of support warrants discontinuing the scheme, it may well be difficult to re-open at a later date.*

*In view of this situation we are writing to suggest that we give the scheme a further trial period of 3 months and if during that time the position does not improve then we will regretfully have to withdraw.*

*You may well feel however that the scheme is not worth continuing even now but we would appreciate your comments at your convenience.*

*Yours faithfully,*

**H. CLARKSON (HOME) LIMITED.**  
*Incorporated Insurance Brokers.*

# National Championships

The Championships started in a blaze of sunshine, but finished as a washout on the last two days, the days which would have brought us some financial gain.

A scatter diagram prepared by the Judges enabled them to tell us that the number of D.C.s in the Accuracy Events would have been doubled if the Competitors had paid more attention to landing technique. The majority in the Styles Event were taking in the region of 13½ secs.

We all extend our sympathy to Terry Crawley who hurt his back during the competitions.

## List of Prize winners

### Men's Overall Championships

Daily Telegraph Cup and Cigarette Box—Sgt. W. Scarratt.  
Runner-up Salver—Mr. B. T. Clark-Sutton.  
Best Foreign or Colonial Competitor Tankard—J. Cox (Australian).

### Women's Overall Championship

Lady Quilter Cup and Beauty Box—Diana Knipe.

### Team Championships

Sunday Telegraph Cup and Four Tankards—Parachute Regiment 'A' Team.  
Runners-up Four Tankards—Army Peregrines 'A' Team.  
Best Civilian Team Four Tankards—British Parachute Club.  
Best Foreign or Colonial Team Four Tankards—7th U.S. Army Parachute Team.

### Best Novice.

Swan Trophy—J. E. Daubney.

### Individual Accuracy Event.

Daily Telegraph Rose Bowl and Tankard—Sgt. S. Vatnsdal.  
Runner-up Tankard—Sgt. W. Scarratt.  
Best Foreign or Colonial Competitor Tankard—D. Millard (Australian).

### Individual Style Event.

Daily Telegraph Style Cup and Tankard—Sgt. W. Scarratt.  
Runner-up Tankard—J. Meacock.  
Best Foreign or Colonial Competitor Tankard—J. Cox (Australian).

### Best Civilian Overall Competitor.

Daily Telegraph Civilian Cup and Tankard—J. Moir.

## Re-qualification of Instructors Every Two Years

A large number of Instructors fall due to re-qualify at the end of the year. We will warn you two months in advance but if you get the chance to get your certificate signed beforehand please take it.

## Display Fees

Clubs and members are liable to pay to the B.P.A. 10% of fees received (Army Clubs:—5% A.P.A. 5% B.P.A.) Members and Clubs should remember this when budgeting. Regular contributions might ease the strain for both of us.

## Damage to Parachutes

If 100 or more members would join up we could get an Insurance Policy to cover damage, etc. at about £2 per £100. A p.c. to me if you are interested.

# In Council, on your behalf

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

**THURSDAY, 8th SEPTEMBER, 1966.**

## **National Championships—Inquest.**

The Chairman is writing a report on the 1966 Championships but gave a brief preview to Council. This year's Championships were considered to be a great success and it was gratifying to see the increase in civilian entries and the improved standard of performance.

Discussion then took place on the 1967 National Championships and it was decided that Netheravon was the only suitable centre. The Chairman would ask the A.P.A. if they would again make it available to us. However, whilst it was felt that Netheravon would be the most suitable centre for the Championships in the foreseeable future the door was not closed to other centres if a suitable venue emerges, indeed it was hoped that the R.A.F. might be able to stage these Championships one year. The dates of the 1967 National Championships will be from the 26th August till 3rd September (inclusive) Sunday, 3rd September will be Open Day to the Public.

There will be competitive jumping for 'all comers' of C Certificate or better standard on each of the two weekends. It is hoped that Clubs will regard the Open Day as the social day of the year to meet all other parachutists and avoid display engagements so that their qualified members may take part in displaying their ability to the general public with subsidised fun jumping. Clubs will be requested to forward suggestions re 1967 National Championships.

The main events of 1967 are likely to be the appearance of the British Team in competition at the Army Show at Aldershot on June 17th and 18th, followed by the Adriatic Cup and the 1967 National Championships.

It was decided to build up a Championship Fund from any surplus that might arise so that future competitors would benefit from a possible reduction in Entry Fees. The B.P.A. has at present no funds available to cover a large loss which could easily occur with bad weather leading to excessive flying time and loss of income from the public's entry fees.

## **Displays—Report by Major M. R. Heerey.**

The Secretary General read a report by Major Heerey and Sgt. S. Vatnsdal to Council which did not recommend any tightening in the B.P.A. Display Regulations but recommended that B.P.A. Display Teams in future should not use a mixture of canopies and parachutists taking part in displays should be more experienced. Mr. L. St. John disagreed and stated that a W.D.I. should be dropped immediately prior to jump, and not as was the case at the Reading Display some 25 minutes before the Team Jump. Council agreed that each aircraft should drop own W.D.I. unless other sticks from other aircraft were jumping at the same time or the wind was not liable to change. In marginal conditions teams in separate aircraft should have the opportunity to drop their own W.D.I. or view from the ground one dropped beforehand as in competition jumping. Radio contact with ground was a great advantage. It was thought that mixed canopies were perhaps,

from a spectators' point of view, quite a good idea as comparisons were then possible. It was agreed that demonstrations should be made by experienced parachutists who are capable of landing in the arena in the conditions prevailing at the time.

## **Report on Swinderley D.Z.**

Mr. P. M. Lang presented a report which gave permission to the North Lancs. Club to use this D.Z. with Mr. M. Reed instructing, subject to confirmation by Council. Council approved the use of this D.Z. under the conditions recommended by Mr. Lang substituting 'General Permit Holders' for 'Category 6 Parachutists' in the report. Should, however, the Club obtain another Instructor prior permission from the B.P.A. must be obtained for further use of this D.Z. and this Instructor should study Mr. Lang's report before instructing.

## **Honorary Membership. Mr. H. M. Stephen.**

Council unanimously confirmed the invitation given by Chairman to Mr. H. M. Stephen, Managing Director of the "Daily Telegraph", to become an honorary member of the B.P.A. as a token of their appreciation of the most valuable services he has rendered to the Association.

## **Applications for Membership.**

Sixty-nine new applications for membership were approved.

## **Professional Negligence Insurance.**

The Secretary General reported to Council that he was pursuing enquiries with the Association's Solicitor regarding the necessity for this insurance. Council expressed approval and felt that it was essential that they should be clear on this point.

## **Jersey Club. Affiliation with French Instructors.**

The States of Jersey, who are independent in these matters of the U.K. Government, have expressed their intention of allowing parachuting in Jersey only under the same conditions as in Great Britain and require a Jersey Club to operate under B.P.A. Safety Regulations and B.P.A. Rules. Most parachuting will be done in France and, owing to the distances involved, any parachuting in Jersey will have to be under French Instructors until the Club can train its own. The Jersey Club have requested the B.P.A. to allow affiliation, with a French Club Chief Instructor instead of a British Instructor. Council agreed with this very special case providing that the qualifications of the proposed Club Chief Instructor were verified by a responsible French source.

## **Blackbushe D.Z. Resignation of Chief Instructor.**

Mr. L. St. John announced his intention of resigning as Chief Instructor. As there are limitations on dropping students at this D.Z. this was brought to the notice of Council who will review conditions under which parachuting takes place at Blackbushe when a new Chief Instructor is appointed by the Club

## **Instructors' Convention.**

It was recommended that there should be an Instructors' Convention on the day of the General Meeting (3rd December 1966) from 11 a.m. till 12.30 p.m.

**THURSDAY, 13th OCTOBER, 1966.**

**Matters Arising from the Minutes of the Last Meeting.**

Safety Regulations Sponsorship (Ref. Minute 77/66). Sqd. Ldr. Albrecht reported progress and stated that one Company so far contacted might show interest. He will report later more fully.

The Minutes of the last meeting were proposed as accepted by Sgt. B. T. Clark Sutton, seconded by Sqdn. Ldr. R. Albrecht and duly signed by Chairman.

**Appointment of New B.P.A. Chairman.**

In introducing this subject the Chairman stated that up to now four names had been seriously put forward in connection with the Association's requirement for a new Chairman. He dealt with each in turn.

**Brigadier Gilbert.**

Brigadier Gilbert was well known to the Council and had also the experience of having served as Chairman of the Army Parachute Association for approximately two years. He had been strongly recommended by several individuals who believe that he would make an ideal Chairman. Unfortunately, after giving the matter much thought he had written to say that the demands of his next appointment would not permit him to take on the duties of B.P.A. Chairman.

**Group Captain Martin.**

The Chairman expressed the opinion that he believed the Council shared his own view that Group Captain Martin would make an ideal Chairman, but he was under the impression that the Group Captain was coming up for a new appointment in 1967 and principally for this reason would be unwilling for his name to be considered further in this connection. He asked the Group Captain who was present, to say whether, in his view, there was any chance of his being able to accept nomination. To the regret of the Council the Group Captain confirmed the circumstances of his service appointment would not permit him to offer himself as the next Chairman.

**Mr. J. R. Trustram Eve.**

Mr. Trustram Eve who had been Vice Chairman for so long would also, in the opinion of many, make an ideal Chairman and he (the Chairman) had discussed this possibility with him. Unfortunately Mr. Trustram Eve had pointed out that his business commitments in his new Company, were such, and involved so much travelling, that he did not feel he would have the necessary time to assume the Chairmanship. Only in the last resort, and in the event of all suitable candidates being exhausted, would he consider assuming additional responsibilities within the B.P.A. The Chairmtn added that he believed the Council would wish Mr. Trustram Eve to carry on as Vice-Chairman in the event of him not being appointed Chairman. These points were then discussed at length by the Council who finally agreed not to press Mr. Trustram Eve to accept the Chairmanship but to assure him that they very much hoped he would continue as Vice Chairman. Mr. Trustram Eve agreed to do this although he hoped it would be possible for him to relinquish some of his duties later.

**Wing Commander Turnbull.**

The Chairman outlined Wing Commander Turnbull's record of service in the field of military parachuting and spoke of his own personal regard for him during

an acquaintance of more than 20 years. Although he had never been directly associated with the British Parachute Association, his knowledge and experience of parachuting were such that he believed he would offer a great deal as Chairman if invited and willing to accept the appointment. The Chairman referred particularly to his technical and scientific training as well as his practical experience in the training of military parachutists. After a full discussion in which the possibility of a joint Chairmanship was considered, it was finally agreed unanimously to invite Wing Commander Turnbull to become Chairman.

**Note:** The Chairman has since confirmed that he has written to Wing Commander Turnbull inviting him, in the name of the Council to succeed him as Chairman of the Association. Wing Commander Turnbull has replied accepting the invitation to become Chairman and the details of handover will be discussed between them.

**Decision on R.A.F.'s request for B.P.A. Sanction for their new method of Dual Instruction.**

The R.A.F. Sport Parachute Club applied to Council for permission to use the American system of Partner Guidance as a trial with a selected pupil. This system was explained by Sgt. Clark Sutton as a new method of ab initio training where two very experienced Instructors 'guide down' the pupil under their full control. This system had been recommended by Sqd. Ldr. Hearn after his visit to America and the R.A.F. Sport Parachute Club had had the benefit of his memoranda. It results in the pupil being highly trained in free-fall very quickly. The system had already been tried out with some semi-experienced parachutists seven or eight times and had been found very safe. The pupil wears an A.O.D.

This method of training has been used in the United States with great success but is very expensive. It has never been tried before in Great Britain and the R.A.F. Sport Parachute Club wish to evaluate this system. After discussion Council approved this one particular venture with the two nominated Instructors, Sgt. Clark Sutton and Sgt. Charlton, and the nominated pupil, Flt. Sgt. Winger. A full report on the trial will be sent to the B.P.A.

**7th Australian National Championships.**

An invitation to the Army Peregrines to send a team to the 7th Australian National Championships to be held in Australia at the end of this year as a reciprocal gesture after the visit of the Australian Teams to our Championships this year has been received from the Australian Parachute Federation. The Chairman asked for the approval of the Council.

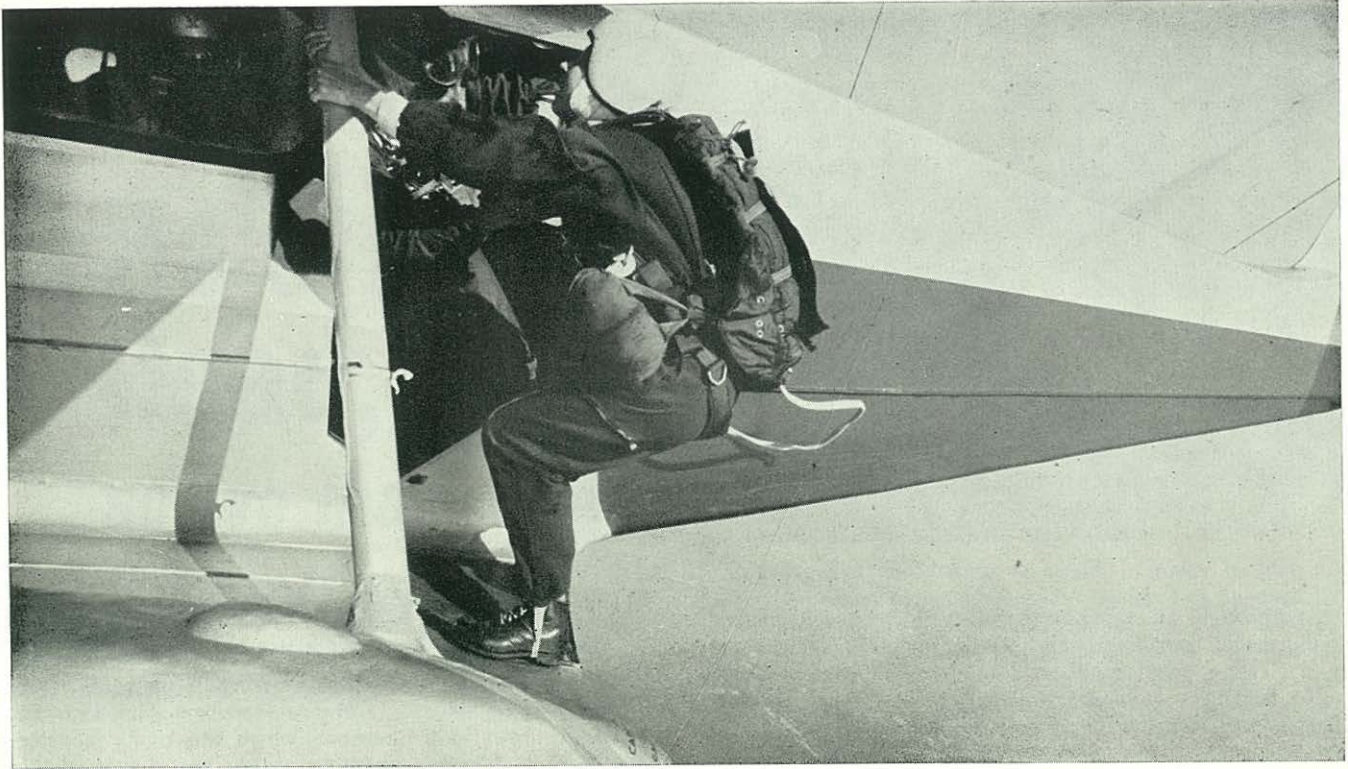
Council gave their approval and wished the Peregrines every success.

**Plans for Proposed National Centre.**

Council's discussions were based on an excellent draft specification for a Sport Parachute Training Centre submitted by Group Captain Martin. After two hours of broad and detailed discussion of the paper, material was amassed for a revised draft to be further considered.

Group Captain Martin agreed to go into detail regarding locations and various costs. Sgt. Major Hughes would submit details and costs of initial parachuting equipment and aircraft costs. The Secretary General would endeavour to find out means of carrying out a survey of the numbers of persons interested in starting sport parachuting in this country.

Group Captain Martin was thanked by Council for his most excellent paper.



*Going . . .*

# What to do when pushed

## or The story behind a story

*Gina Richardson of the "Weekend Telegraph"*

Pictures by Dave Waterman, Courtesy of the "Weekend Telegraph"

**To begin with there was no suggestion I should jump. I was to write a story on sky-divers. Watch them, talk to them, write about them. I thought they were all mad crazy fools with a lust for bygone ages of bravery. But I was to learn.**

I was working with Dave Waterman, who was taking the pictures, and he's a calm reasonable man. I began to realise that the danger was not where I thought it was—in a calculated risk—but in being careless. From the moment of that realisation onwards I think Dave and my editor, who continued to remind me smilingly, 'You don't have to jump', must have conceived a wicked plot.

Dave described the perfect mechanical simplicity of the parachute, the exhaustive safety rules; no one put any pressure on me. Gentle questions were asked at my office: how's the story going?; take your time; beautiful weather isn't it? Sold on the soft sell, 'I think I'd like to jump',

I murmured. It was impossible for pride's sake to recant.

One thing I discovered early on: parachutists don't take kindly to dilettantes. It's all or nothing. 'You're not just doing this for a story, are you?' I wasn't, I simply wanted to jump. Dave said he'd teach me.

There was plenty of time: there were the Scottish Internationals to be seen, the Nationals; and people like John Meacock and Helen Flambert and Pete Sherman to be chased up. 'Just' said my editor casually, 'let me know when you're jumping'. I did. The general impression of his reply to this was that it might be rather nice to put in a little picture of the writer somewhere.

Dave decided it would be easier if I was trained at the Green Jackets, to which he belonged, a novel idea since the Green Jackets are what you might call a fairly exclusively male society. While the brass band practised on the ground floor of the Queen's Rifles in Victoria, Dave



... going ...

went through all those discomforting warnings against trees, cables and water, and so on, with me on the top floor. For a photographer, I suppose, he was working quite hard. He decided I would jump at Thrupton where there would be a Rapide and a good chance of a lift without too much hanging about.

The first two jumps (to capsule a day's monumental experience in a sentence) went without a hitch. Apart from the whirrings in my head it was a lovely calm, blue-skied day. People were nice, they helped me to parcel up in all the borrowed gear; Dave was strict and efficient. The first jump was lovely but the camera arrived too late. Jump again, they asked, and having done it once it seemed churlish to refuse, though by that time I had discovered that the determination to make the first jump had disappeared and I was scared stiff.

After this day the pattern of the article began to change. The pictures, taken at roughly 100 yards distance at dusk weren't exactly all they could have been. Another jump was decided on. One whole long summer's day was then

wasted waiting at Thrupton, pilotless and impatient, and so the Rapide was booked for the following week.

With a camera attached to the wing of the plane, Dave inside holding his own, and photographers Alex Low and Mike Andrews in a Cherokee, which was to fly alongside the Rapide, I hadn't much to protest that I was longing for home. We had to wait what seemed like hours while the planes were grounded by the nearby RAF airfield which demanded that we only went into the air that day with a radio. Another plane with a radio joined the force and eventually all three took off.

Alex Low had been told we would jump to the south of the airfield: he stood there waiting. We jumped to the north. He had a long hard run and the pictures weren't taken at all the way he'd planned, but I wasn't jumping again—this time the jump had seemed even more frightening.

I'm told that you lose this fear after the next few jumps. But after how many, and what's the guarantee? I'm sorry, I'm just another dilettante.



... gone.



# He's Dead, so we may as well walk!

by A. F. Austin

It was a bright but very cold Saturday early in April, 1965. Our Rapide, which had behaved perfectly throughout the preceding week, suddenly developed a slight fault in one of the engines rendering it unserviceable for a while.

Although there were about a dozen or so parachutists waiting there was a general reluctance to use a Tri-Pacer which was standing idle. Two of the guys however, John Deegan and Jeff Jeffries, were keen to jump because John wanted to make his 100th free-fall while Jeff had a new canopy which until then had not been used. So, giving myself a mental kick I succumbed to their pleas and agreed to make up the lift. The remaining members of the club elected to wait until the Rapide was available and without further ado all trooped into the coffee bar with the exception of the more stalwart few who acted as D.Z. party for us.

Because the Tri-Pacer was not too brilliant at climbing with a full load it was agreed to go no higher than 8,000 feet, although from the temperature on that particular day we felt more inclined to do a clear and pull from 2,500 feet and plead that it was an accuracy jump. But, being the normal average, bone-headed type of parachutist we just shrugged our shoulders (which were encased in at least three sweaters and two jump-spits), made the necessary arrangements with the pilot and control

tower, grabbed a cup of coffee and then boarded the aircraft.

Having the longest and most awkward legs it was agreed by a majority of two to one (guess who lost the vote?) that I did the spotting and thereby preventing utter confusion in the cabin when the time came to exit.

We made a run at 2,200 feet in order to drop the drifter, then settled down for the twenty-five minute climb to jump the height. I positioned myself as comfortably as possible in the doorway while the other two tried in vain to squeeze themselves under the pilot's seat where a recently installed heater blasted forth hot air.

It had been pre-arranged that if the desired height was attained we would attempt a three man link up with me getting onto the wheel, giving the O.K. to John who would then dive out followed in quick succession by Jeff and myself. However, as we climbed we noticed a layer of cloud coming in at about 7,000 feet which quickly became thicker as the aircraft turned for the run-in.

I had asked for a long approach in order to give the others a chance to get to the door while I hung onto the strut nodding any last corrections to the pilot, who incidentally, went under the delightful name of "Bill the Spanner". At just over 7,000 feet and with the D.Z. still some way off, it became obvious that we would be lucky to reach even 6,000 feet, so I yelled back to the other two that the relative work was off and to make individual manoeuvres. By this time my hands were beginning to feel numb and as I tried to speak to Bill saw that my breath was freezing on the perspex.

Although the vertical visibility was perfect the horizontal view was a bit gungy to say the least and poor old Bill was finding it extremely difficult to hold any sort of heading. This, of course, was made worse by the fact that I was clinging to the port wing like a frozen gargoyle while the others mouthed foul obscenities at me, which luckily, as I have a delicate mind, were carried away in the slipstream.

Bill did his utmost to hold the aircraft steady but with no success and as by this time we were a good four hundred yards to the left of the D.Z. I indicated to him by violently nodding my head, rolling my eyes and sticking my tongue out to do another short circuit so that we could try again, although with the cloud coming even lower the second run would have to have been at about 5,000 feet.

After realising that I wasn't throwing a fit, Bill got the message and started his turn while I attempted to regain my seat, but with the attitude of the aircraft coupled with the biting wind this proved an impossible task so rather than risk my hands becoming completely numbed (pulling your ripcord with your teeth is not to be recommended) I decided to jump and let John and Jeff make their jumps on the next run.

I left on my back and glanced up to see the fingers, eyes and nose of John peering over the edge of the door in a classic 'Chad' pose, in fact he admitted to me after that his thoughts at that moment were "Wot! No D.Z., Jeez, no airfield!" As I stabled I was a bit put out to realise that my position, apart from being diabolical, was over acres and acres of poplar trees, I did notice a few clearings to the right and by tracking for most of the descent managed to scrape into one of them. After field packing my 'chute I started to walk towards a road a

few hundred yards away in order to scrounge a lift to the airfield.

Meanwhile (back at the ranch), the D.Z. party knew nothing of this and because the aircraft had been too far left assumed we were still gaining height. John and Jeff made their run at 5,500 feet and jumped, finally landing short of the target due to a drop in the wind.

Fred Gayler and Jim Basnett who were on the D.Z. thought it unusual that only two had jumped but surmised that the third had inadvertently opened his pack in the aircraft and therefore was unable to drop.

Bill, by this time, had landed. Fred and Jim went up to find out what my problem had been and were surprised to see that Bill was alone. Fred asked where I was.

"I don't know," answered Bill, "Isn't he with you, he did go out first!"

Bill, of course, did not mention the small point that there had been two runs and it appeared I had exited somewhere in the vicinity of Basingstoke.

Fred and Jim looked pointedly at each other, "Oh, well," said Fred, "I'll go and get the Land Rover to have a look for the body."

"Don't worry," replied Jim, "He's dead, so we may as well walk!"

Musing over what could have gone wrong they both set off in the general direction of where John and Jeff had jumped, who, having landed nearer the clubhouse than the D.Z. walked straight back to get some more hot coffee.

While Fred and Jim searched for what was left of poor old Aussie I had managed to get a lift back from one of

the pilots who, having noticed where I landed, drove out to meet me in his car. After arriving at the airfield and dropping my gear in the packing room I strolled over to the target where a couple of worried-looking students were sitting.

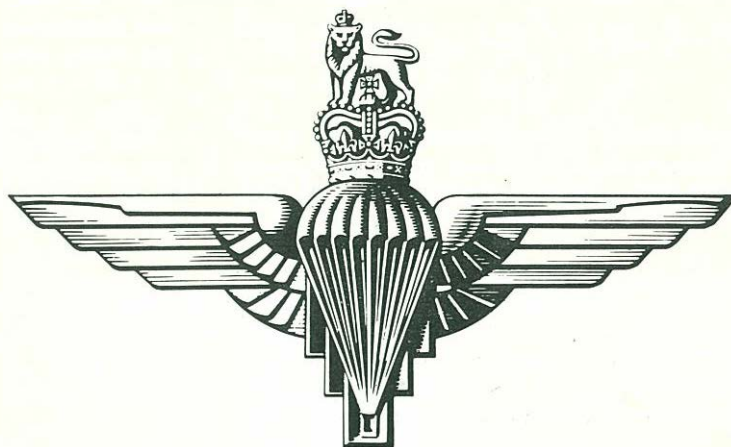
They did not know me and when I asked what was wrong they told me that one of the guys had gone in. Having spent some three quarters of an hour returning to the airfield I imagined another lift had taken off and that they referred to someone off this so I was a little puzzled trying to work out who it could have been for I'd just seen the other members of the club still guzzling gallons of soup, etc., in the bar.

Callously hoping that the guy's boots would fit me I turned in order to help look when at that moment a Land Rover drew up and Fred leapt from it yelling "Where the !\*†\*‡\*? hell are you going, and what are you doing here? We've just organised a bloody search party for your corpse!"

Upon hearing this the two students and I collapsed in hysterics, while Fred meanwhile rushed back to the flying club just in time to prevent about twenty-five characters dragging themselves away from their little niches alongside radiators to scrape a bloody mad parachutist off the deck.

Jim Basnett has only just forgiven me for this incident for he was (and probably still is) firmly convinced that I either tried a new method of delaying down to about 25 feet or else I had had a bird lined up in Basingstoke and didn't want to fork out the bus fare. Whether I did or not is another story but I do know that most of the drinks were on me that night!

# IT'S A MAN'S LIFE



The Parachute Regiment wants men with courage, dash and determination, who are physically fit and mentally alert.

## YOU WILL GET

**Exciting and hard training**

**Extra pay for parachuting**

**Guaranteed travel and plenty of action**

## THIS IS A CHALLENGE—CAN YOU MEASURE UP TO IT?

For further information call at your nearest Army Careers Information Office or write to RHQ The Parachute Regiment, Maida House, ALDERSHOT, Hants.



## How every customer of the Westminster Bank can receive the best advice about money

**That's not forbidden territory behind that door marked 'Manager'.** Each and every Westminster Manager is there to help you. To advise you. To get the resources of a great bank working on your behalf.

**For you personally,** there are many special services besides free financial advice. They range from savings accounts, travellers' cheques, to payments by standing order, help with investments.

**Hardly 'forbidden territory'.** All these services are available to customers of the Westminster Bank.

\* \* \*

**Next time you pass the Westminster call in and ask to see the Manager. He'll explain exactly how the Westminster can help you. Or write to the Westminster Bank Ltd, 41 Lothbury, London EC2, and ask for our booklet 'On Using Your Bank'. Westminster Bank has over 1,350 branches in England and Wales.**

My parachuting activities, whilst on holiday in America this year, were fortunately not restricted too much, due to the fact that I have a very understanding wife. But even I could not believe my luck when she helped me carry my equipment aboard the VC10 at London Airport, and stuck the seven hour journey out with a reserve and a bag of altimeters under her feet.

We arrived in hot, humid New York, just after lunch and were met by one of our old club members, John Lowe, who is now working there. He had fixed us up

# Sailwing Pilot No. 13

By LAWRIE ST. JOHN, British Parachute Club

with a rented car, and the following day we motored south down the Garden State Parkway to Lakewood (New Jersey), which is being managed this year by Nate Pond.

We were very lucky to be given the run of their house by Lee and Joan Guilfoyle; their hospitality saved us a small fortune in motel bills.

The next day we drove over to Parachute Riggers Incorporated at a place called Jackson, and picked up a split-saddle harness I had ordered previously; this really is the harness to jump with—it's comfortable in the air and now I can even walk without the parachutist's waddle!"

From there I went to the centre at Lakewood and started jumping; one of the first things you appreciate there is the warmth of the air, even at high altitudes, most jumpers only wear a T-Shirt and shorts under their jump suits.

I struck lucky on my first jumps because Lee Guilfoyle was filming free-fall work for a film company who were paying for all the jumps, and he asked me if I would like to work with him on them. He followed this up with the offer to try out the Barish Sailwing, which I, not unnaturally, accepted.

Before flying the Sailwing I was "checked out", this meant a lecture on the characteristics of the Sailwing by Lee (who is Sailwing pilot No. 1). I learnt that there are three sections to it, only eight rigging lines, it had a forward speed of something like 20 m.p.h. and a descent rate of around 8 ft. per second I learned also that the brakes were very effective and that it could be stalled completely, also that the brakes would function normally until I could feel a very strong resistance on the steering line. Once I had reached this point, if I wanted to stall the wing, I should have to give the toggle a tug which would break a break-tie and allow me to pull even lower on the toggle. One eye opening instruction was that I should start my run-in to the target at a height of 500 ft. **downwind** and about 300 yards out.

Bill Ottley from New York and myself were going to do our first flights on the same lift, so when Lee was happy that we understood the workings of the Wing, we went to the loft and got 'chuted up. We had to wear a piggy-back rig with an extra chest-type reserve this constituted a lot of weight and we were only too pleased to get in the Norseman, and sit down. Another reason was that we were being given a hard time by all the other jumpers with such remarks as "Have you seen one being packed?" and "I hear that they've had a lot of malfunctions on them up at Orange." I don't think Bill appreciated it either when two of the riggers put a stretcher on the D.Z. tractor. My thoughts went back to the previous year when I was in the Norseman and they put the Sailwing out on it's first dummy static line drop it had three complete malfunctions out of five. The choicest remark was made by Lee, who was filming the exit and opening sequence, at the start of the run in he said, "By the way, I thought I'd save it for now—you are Sailwing pilot No. 13, Sorry about that!" I thought I detected a smile on Bill's face.

The idea was that I should do a clear and pull, the Norseman would then do another circuit and Bill would exit, followed by Lee with the 16 mm. camera and do an eight second delay. Lee was going to try and film Bill's descent and opening, also trying to keep me in the picture on the opening shot. It all worked a treat the opening shock was about the same as a P.C., and I literally flew the wing. One of the most impressive things was turning, there was virtually no swinging out. We had jumped at 5,200 ft. and at 3,000 ft. I started a trip right round the edge of the 'Dee Zee', (a 600 yard diameter circuit of sand), at 500 ft. I had completed a full circuit and made my run-in; I misjudged this and landed, very gently, 30 metres short.

We repeated the jump the next day—all these drops had to be recorded on a report sheet for analysis by the manufacturer and all modifications to packing were well tested by Lee. When I saw how the Wing was packed I was glad I was shown **after** I had flown it. Instead of being neatly pleated, the canopy was rolled up like a home made cigarette.

From Lakewood we drove up to Applegarth—home of the Horizon Club—where we were treated as guests of

honour. Whilst I was jumping, Margaret was being shown the hardware that a U.S. cop wears when on duty, he turned up in full regalia, did a drop, and then drove off armed to the teeth.

In the drop that I did there, I got a dead centre, and paid the penalty of going for the button—I bruised my 'butt', and had to drive around for the rest of the holiday with a cushion underneath me.

We then headed North and drove up through New York State sightseeing this included an exciting boat ride, shooting the rapids through a canyon called Ausable Chasm. From there, we caught the car ferry across Lake Champlain and motored South again through the Green Mountains of Vermont, and headed for Orange.

There we met up with John Lowe who was touring with his parents, and our first jump was a 30 sec. delay into The Inn. I missed the steak dinner that night by only 6 inches—every Saturday, at the end of the day, there's a drop into the Inn and the closest to the target gets a free steak dinner.

The following day there was a Hit and Run Meet at the centre, the idea being to land as near as possible to the disc, to enable you to reach it in the shortest possible time, the winner being the one with the quickest time. There were two jumps, both to count, Brag Time—I was fortunate and won the Meet with 3 and 8/10th seconds, a jumper from Long Island named Bob Hoffman came second with a total of 4½ seconds; I picked up a shiny yellow Pioneer jump suit, and Bob got a free 60 second delay. Many pitchers of beer were sunk at the Inn that night; one of my most unusual experiences there was carrying a one-legged jumper off the Inn D.Z. that night—his mate had forgotten to bring his false leg up to the Inn from the centre!

Whilst we were at Orange, we went down to Parachutes Incorporated shop in the town and had a chat with Lew and Joan Sanborn, I'm pleased to report that Lew has recovered very well from his aircraft crash and although he was walking around with the aid of crutches, he looked in good health.

After saying our goodbyes to the Manager—Doug Angel—and staff, we motored South to New York and spent a couple of days as guests of Bill Ottley, who made us very welcome. We visited the usual tourist traps and took a return trip on the Staten Island Ferry, but because of the humid and dusty atmosphere in the city we were only too pleased to head South again into the countryside and down to Lee's place at Point Pleasant. From our window it was only 10 or 12 yards to the edge of a lagoon, very different from the hurly-burly of New York.

The last few days of our trip flashed by, and were spent by travelling around through Maryland, Pennsylvania and Washington. In Washington one evening we missed a shooting by a matter of seconds and arrived at a street corner just as they were lifting the body into the ambulance. We left the next morning with Margaret convinced that everyone who looked at us was about to start blasting away with a gun!

Happily unscathed, we eventually found ourselves back at Kennedy Airport, and wondering what on earth had happened to our three weeks, although the weight of my travellers cheque wallet convinced me we had really been there that long.

I hear from Adrian Hill that he has been jumping in Cyprus, I wonder what the fare is?

**BRITISH PARACHUTE ASSOCIATION**

**Balance Sheet—21st April, 1966**

30th Sept. 1965												
	£	£					£	s.	d.	£	s.	d.
		804	Balance on Accumulated Fund at 1st October, 1965 ...	...	...	...	1144	10	2			
		(341)	Less Deficit for period to date ...	...	...	...	347	2	3			
		1145	Surplus							797	7	11
		395	British National Team Fund ...	...	...	...				835	1	6
		190	Magazine Subscriptions in advance ...	...	...	...				275	0	0
		675	Sundry Creditors ...	...	...	...				390	12	4
		£2405								£2298	1	9

Represented by:

	£	£					£	s.	d.	£	s.	d.
		70	<b>Fixed Assets</b>				97	19	0			
		23	Office Equipment ...	...	...	...	30	0	0			
		47	Less Depreciation accumulated to date ...	...	...	...				67	19	0
		164	<b>Current Assets</b>									
		—	Stock of Badges, Books, Car Stickers, Ties, Magazines, etc., at Cost							266	6	8
		—	or lower net realisable value ...	...	...	...				115	0	0
		507	Government Grant Receivable (proportion) ...	...	...	...	380	19	4			
		25	Sundry Debtors ...	...	...	...	—	—	—	380	19	4
		482	Less Provision for Doubtful Debt ...	...	...	...						
		1705	Cash at Bank (including £790 Deposit Account) ...	...	...	...	1460	14	1			
		7	Cash in Hand ...	...	...	...	7	2	8			
		1712								1467	16	9
		£2405								£2298	1	9

**Income and Expenditure Account  
For the period 1st October, 1965 to 21st April, 1966**

30th Sept 1965												
	£	£					£	s.	d.	£	s.	d.
		1643	<b>INCOME</b>							915	1	10
		288	Subscriptions Received ...	...	...	...				6	12	0
		25	Donations ...	...	...	...				—	—	—
		—	Profit on National Championships—Aldershot and Annual Ball ...	...	...	...				115	0	0
		—	Proportion of Government Grant applied against expenses charged below ...	...	...	...						
		104	Profit on Sale of—				40	5	7			
		110	(i) Books, Log Books and Car Stickers ...	...	...	...	20	3	7			
		28	(ii) Badges ...	...	...	...	18	16	7			
		53	(iii) Ties and Scarves ...	...	...	...	207	15	4			
		—	(iv) Raffle Tickets ...	...	...	...	46	14	2			
		—	(v) Christmas Cards ...	...	...	...	11	0	0			
		295	(vi) Parachute Boots ...	...	...	...				344	15	3
		5	Sundry income, less expenses ...	...	...	...				17	4	8
		£2246								£1398	13	9



**Cash Statement September, 1966 (Main Account)**

	£	s.	d.		£	s.	d.
Balance at 1st September, 1966	1247	11	7	Members Insurance	2	1	0
Members Subs.	174	1	2	Resale		1	0
Members Insurance	40	6	10	Championships	742	15	4
Magazine	94	2	10	Printing and Stationery	11	14	7
Resale	83	18	6	Postages	11	0	0
Donations	6	3	0	Magazine Postage	6	0	0
Championships Receipts	54	15	2	Sundries	1	12	3
Display Fees	35	0	0	Wages	82	1	1
				Luncheon Vouchers	7	10	10
				Insurance Stamps	7	1	0
				Inland Revenue	12	8	4
				Balance	851	13	8
	£1735	19	1		£1735	19	1

This is subject to check of books after leave and also with three weeks bills awaiting payment. Full adjustment will be made next month.

## Courses at Netheravon

The A.P.A. have generously invited civilian 'D' Licence holders and Instructors to join in weekend parachuting at Netheravon by **appointment** with the Chief Instructor (Netheravon 201). Needless to say all must be current members of the B.P.A. This is an experiment only.

The dates of courses at Netheravon are as follows:—

1. 2nd April, 1967 to 21st April, 1967.

2. 30th April, 1967 to 19th May, 1967.

A.P.A. Championships. 20th May, 1967 to 28th May, 1967.

3. 28th May, 1967 to 16th June, 1967.

4. 2nd July, 1967 to 21st July, 1967.

5. 30th July, 1967 to 18th August, 1967.

B.P.A. Championships. 26th August, 1967 to 3rd September, 1967.

6. 10th September, 1967 to 20th October, 1967.

7. 1st October, 1967 to 20th October, 1967.

Courses 2 and 5 will be primarily Continuation Courses. Civilian Basic Students may be accepted on Courses 6 and 7.

Potential Instructors may apply to the B.P.A. in the normal way for any Courses. This application **must** be countersigned by the C.C.I. and the vacancy is **not** automatically available, and limited to two per course.

# NEW NEW NEW

## "CUSTOM" PARA-COMMANDER \$240.00

Not 1 or 2 but SEVERAL attractive custom patterns IN STOCK AT ALL TIMES. Write or PHONE to determine available patterns. Why wait . . . we can ship yours TODAY!

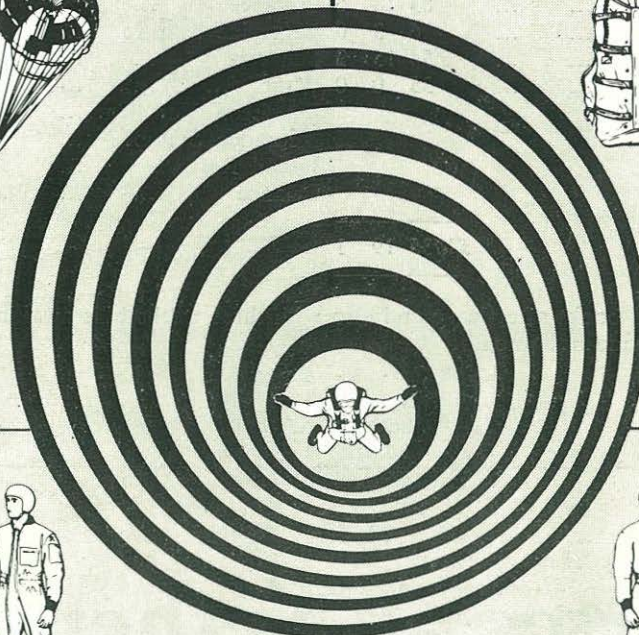
- \*Black and Gold
- \*Black and Red
- \*Red, White and Blue
- \*Many others
- \*Custom PC canopy Wt. 26 lbs. w/risers \$240.00
- \*Matching GUARANTEED long or short sleeve \$20.00
- \*Matching 40" pilot chute \$17.00
- \*MA-1 small top pilot chute \$5.75



## 28' Deluxe Main \$98.50

Sage green B-12 harness w/"D" rings, sage green B-12 container w/stiffener and tie down rings, 28' orange and white, or solid white ripstop canopy w/YOUR CHOICE OF MODIFICATION, guaranteed deluxe sleeve, hardtop pilot chute, risers, angled ripcord, backpad, etc.

- \* Assembled—ready to pack Wt. 32 lbs. \$98.50
- \* w/extended container (recommended) add \$5.00
- \* w/"Pull-Ring" capewells add \$10.50



## PIONEER JUMPSUIT \$23.50

Heavy duty herringbone twill w/knit collar and cuffs. Double zippers from neck to ankle. Colors — red, white, blue, black and gold. Sizes — XS, S, M, L, XL. \$23.50 Wt. 4 lbs.



## PARA SUIT \$21.50

One zipper from neck to waist and one zipper down each leg. Knit collar and cuffs. Replaceable boot straps. Double thickness at the knees. Colors — red, white, blue, black, gold and orange. Sizes — S, M, L, XL. \$21.50 Wt. 4 lbs.



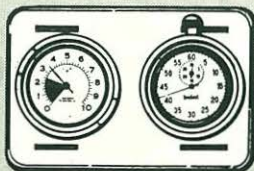
## PACEMAKER INSTRUMENT PANELS \$34.50 — \$54.50

This is the altimeter used by:  
1966 U.S. Parachute Team  
1966 Canadian Parachute Team

- Includes new, easy to read Pacemaker Altimeter (white face w/red warning segment), a top quality leather panel and Hanhart deluxe stopwatch. Altimeter and watch fully guaranteed.
- #637-W Pacemaker Altimeter w/wrist mount \$34.50
  - #637-R Pacemaker Altimeter w/reserve mount 34.50
  - #638-W Pacemaker Altimeter w/wrist mount and Hanhart watch 54.50
  - Less watch 38.50
  - #638-R Pacemaker Altimeter w/reserve mount and Hanhart watch 54.50
  - Less watch 38.50



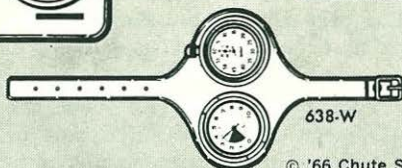
637-W



638-R



637-R



638-W

© '66 Chute Shop inc.

## FRENCH PARABOOT \$29.95

FRENCH PARABOOT . . . . . Hinged (ski boot type) upper, air cushion sole and elastic laces make this boot the finest available. Have yours for next weekend . . . Buy them direct from the importer. ALL SIZES IN STOCK. Whole sizes 2-14 Half sizes 7½ -12½

- \*French Paraboot \$29.95
- \*Replacement elastic laces \$ 1.95

Wt. 7 lbs.



## CHUTE SHOP EQUIPMENT CLUB

Did you know . . . members put \$27.70 IN THEIR POCKET every time they buy a P.C. for themselves or a friend!

Send for complete information today

## HELMETS — 3 STYLES

Now a complete selection of approved full coverage helmets. A model for every taste and pocketbook. Sizes 6¾ to 7½.

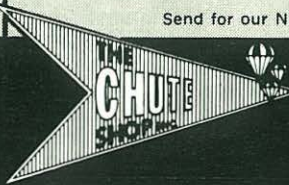
- \*Bell 500 TX—white . . . . . \$37.00
- \*McHal Fury—white . . . . . \$29.50
- \*McHal Fury—blue "metalflake" . . . . . \$37.50

Wt. 4 lbs.



Send for our NEW color catalog.

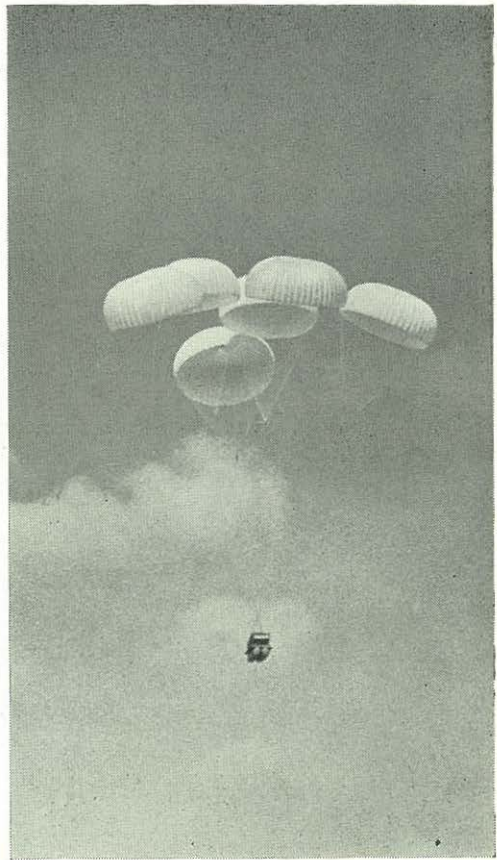
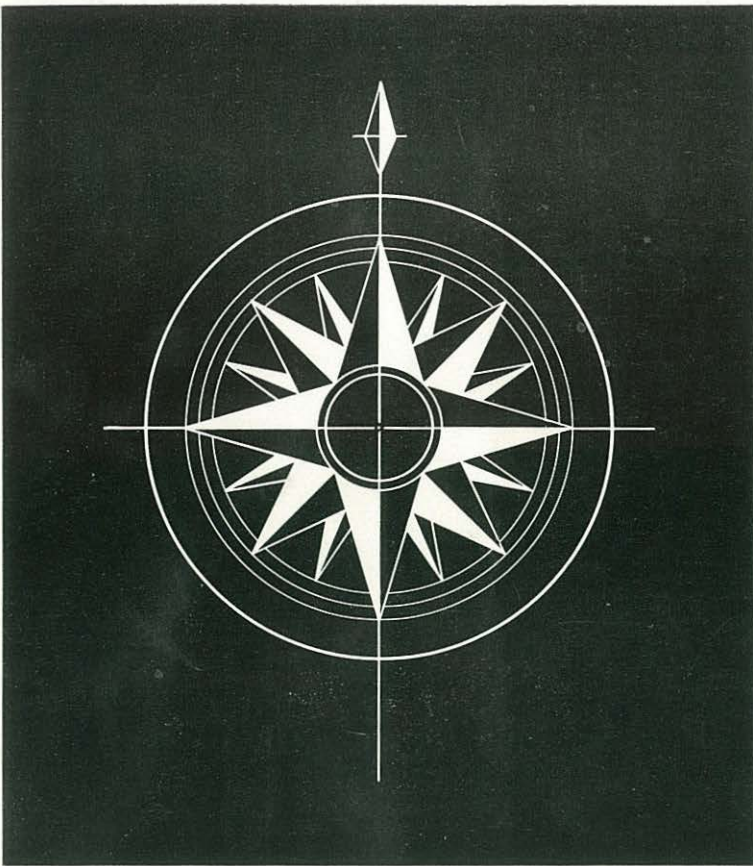
HOW TO ORDER: send money order or arrange a bank transfer for cost plus postage. Shipping rates: Surface—90c first 2 lbs. 35c each additional lb. Shipments exceeding 22 lbs. will be split into 2 or more parcels. Air Freight—\$1.13 a lb. (collect for shipping).



THE CHUTE SHOP, INC.

DEPT. B-1  
P. O. Box 445, Highway 202  
FLEMINGTON, NEW JERSEY, U.S.A. 08822  
PHONE: (201) 782-5758





**The world is our dropping zone**

**G.Q.**

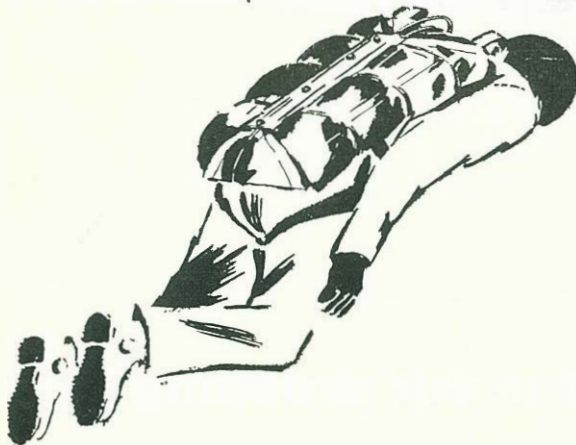
G. Q. Parachute Co. Ltd., manufacturers of RATO Recovery Systems, Missile Recovery Systems, Aircraft Anti-spin Parachutes, Aircraft Brake Parachutes, Life-saving Parachutes, Troop Dropping Parachutes, Steerable Parachutes, Utility Parachutes, Cargo Parachutes—3 ft - 110 ft diameter, Stabilising Systems, Automatic Harness release Mechanisms, Barometric Parachute release Mechanisms, Aircraft Safety Harness, Helicopter Rescue Harness, Stretcher Harness, Industrial Harness, Air Ventilated Suits.

**G. Q. PARACHUTE COMPANY LTD.**  
Portugal Road, Woking, Surrey.  
Tel: Woking 61321 Member of R.F.D. Group Ltd.



**Aim for 'Dead Centre'**  
with . . .  
**IRVIN**

**SKYRANGER** **SKYDRIVER**



**NOW AVAILABLE IN A CHOICE  
OF 7 COLOURS AT NO EXTRA  
COST**

Full details from Service Manager

**IRVING AIR CHUTE of G.B. LTD.  
LETCWORTH - HERTS**

**Telephone Letchworth 6262**





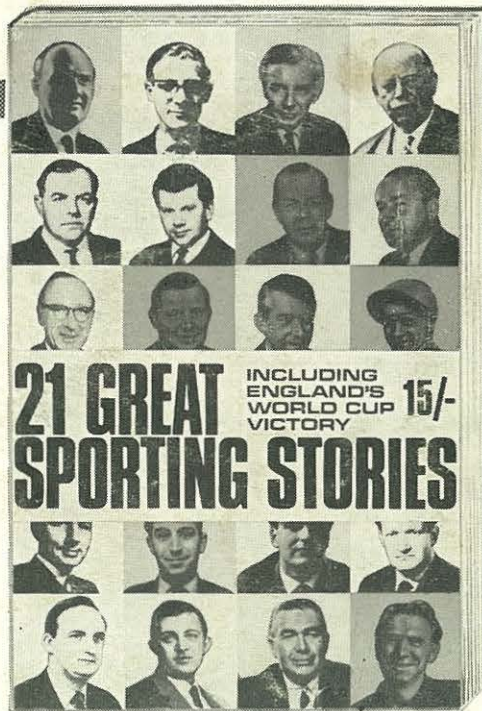
*Rothmans of Pall Mall  
are proud of their close association  
with Sky Divers through  
The Army Parachute Association.*

The Rothmans of Pall Mall Trophy is awarded annually to the winning Unit team at the Army Free Fall Championships, and has been won for the last three years by a team from the 22nd Special Air Services Regiment.



**ROTHMANS—THE KING SIZE NAME FOR CIGARETTES**

# "I WAS THERE"



In '21 Great Sporting Stories,' top writers recall the great moments of sport. All sports. Published for the Daily Telegraph and Sunday Telegraph here is a brilliantly masterful book. In it you can see through the keen eyes of some of the world's leading sports writers reporting for the Daily and Sunday Telegraph, as they focus on moments that changed or added new laurels to sport or sportsmen. Here is one of the great sporting books of the year.

Published by Collins for

**The Daily Telegraph SUNDAY TELEGRAPH**

Available from newsagents, booksellers, sports shops. Price 15/- . Or fill in this coupon and get it direct from Dept. S, The Daily Telegraph, 135 FleetSt., E.C.4, or Withy Grove, Manchester. Price 16/6. (postpaid).

Please send me.....copy/copies of the Daily Telegraph Sports Book for which I enclose a cheque/P.O. for.....

NAME.....

ADDRESS.....

.....

SP