

Sport Parachutist

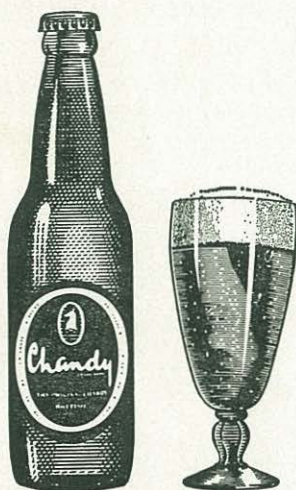
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Sport Parachutist

Volume 4, No. 1. Spring, 1967 Three Shillings
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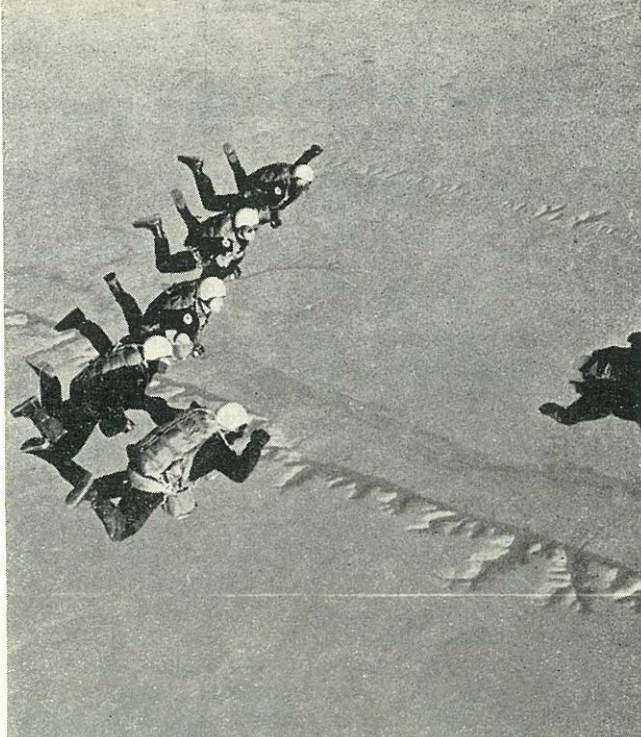
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The five before the six, Charlton moving in to sixth place.

Tri-X f.11, at 500th. Photographed by F/Sgt. T. Allen.

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"COPY-DATE" FOR SPORT PARACHUTIST

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

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

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

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

Editorially yours . . .

Well . . . We never thought that the letter from Mr. O'Neill which we published in our last edition would cause such a stir, but a few days after the issue was distributed we were flooded by an avalanche of letters, some of which sent us scurrying to our Solicitors and checking up on the laws of libel. It was perhaps unfortunate that there were not more in favour of Mr. O'Neill's point of view as controversy always tends to get people to take note. However in this case it did more than that it really got one or two people "going". If only they could spend some of this latent energy with pen and camera and write some articles for us. Anyway we print in this edition just a few of the letters we received and here we must close the matter, particularly as Mr. O'Neil phoned us the other day to tell us that he is now happily jumping with a well-known club.

This edition sees an article printed word for word from the excellent Magazine from the States, "Parachutist". We are not ashamed of our plagiarism as this article pin points the most important aspect of our sport—safety. Some of our readers may think it is a little hard, but can you be too hard when you are talking about people's lives? Can we in this country afford the bad publicity which must automatically ensue through carelessness with our safety rules and regulations? We think not. Maybe it is hard to get descents in, in this country but let us hope that they will always be safe ones.

Like all parachutists, we too would like to bid goodbye to Brigadier Wilson and wish him all the best for the future. He has done much for "Sport Parachutist". In the darker days he had faith in it and made sure that it was kept up and not dropped. For the British Parachute Association he has worked unceasingly and in fact could almost be called its pioneer. On behalf of all who hold the sport in high regard we proffer him our deepfelt thanks.

Now we welcome our new Chairman, Wing Commander Turnbull, to parachutists no new face. Well known to all who started their parachuting during the war years and who have had connection with the R.A.F. School of Parachuting at Abingdon. There is little doubt that the Association will reap tremendous benefit from their new Chairman.

At the Extraordinary General Meeting (so sparsely attended) in December, we were asked if we could publish more photographs of parachuting and less of our glamorous opposite sex, a strange request from such manly readership but we are always ready to be of service and so we have, in this issue, tried to increase our content in this respect. It is perhaps a little unfortunate we have no females to grace our pages in this issue. However whilst we are happy to help and always do our best to please, remember that we are always reliant on what you send us. So let's see some more results from all that camera clicking that goes on in the clubs. Did we hear someone say that his club never gets in the magazine? You're probably right, you never send us anything!

C.S.M., Don Hughes of the A.B.A. Centre watches students

Picture by Dave Waterman



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N.B. Instructors' ratings lapse, unless re-appointed, two
years after the last date qualified or on lapse of member-
ship.

From Far and Near

A round up of World news

We are used to unusual happenings in America but we were more than surprised when we learnt that Dama Rutledge, aged 11, jumped to his death in Manassas, Virginia, late last year, this was the boy's ninth jump.

RECORD JUMP POSTPONED

From New Zealand we were sorry to hear that the jump planned by Flight Lieutenant P. W. Rigold and Squadron Leader L. J. Thompson who planned to free-fall ten thousand feet before opening their parachutes at two thousand had to be cancelled due to heavy black rain clouds at the two thousand foot level. This jump the first of its kind to be carried out in New Zealand from an Iroquois helicopter was to mark Flight Lieutenant Rigold's five hundredth jump.

NEAR HOME

Congratulations to Geraldine King the tall pretty Oxford girl aged nineteen who completed her first jump late last year. Apparently according to the Oxford Mail she landed in the middle of a blackberry bush at a caravan site near Maidenhead. A little boy poked her, "Is he dead?" he asked. She clambered uncertainly out of the bush, "Oh! It's a girl!", the boy said disappointedly.

However, all was not lost as one of the caravanners gave her a cup of tea before she set off to walk two miles back to the airfield where she should in fact have landed.

AUSTRALIA

News of Aberdeen born Ian Stewart was seen in the Aberdeen Press and Journal, apparently twenty-five-year-old Ian is now finding that Queensland, Australia, is a fine place for parachuting. He recently caused a minor sensation by jumping in a kilt, "the Queensland climate is ideal for parachuting, you can jump throughout the year".

Ian Stewart is now an instructor in charge at Queensland Parachute Clubs strip near Ipswich, twenty miles west of Brisbane, and no doubt members of the B.P.A. calling in that area will be pleased to look him up.

KISS OF LIFE

We were amused to see the "New York Herald's" photograph of Harry and Patricia Holman of Maurice



Certainly one of the earlier Parachutists. It seems Miss Cove jumped before the age of aircraft. Can any reader tell us more about this photo.

Town, Pennsylvania, celebrating six years of happy married life by what they term a kiss down. This photograph shows the happy couple, arms embraced, lips tight together, free-falling near their home (what will they think of next?).

ITALY

They have their troubles too in Italy. Maria Craseur Faietti was fortunate enough to suffer only minor bruises when she plunged nearly one thousand feet with a half open chute. Fortunately for Maria she fell in a rain soaked field which undoubtedly saved her from more serious injury.

WE AREN'T THE ONLY ONES

Three parachutists who intended to jump into the snow at Mount Ruapehu, in New Zealand, were forbidden to do so as they did not conform with the regulations of the Auckland Parachute Club. The reason for refusal was that no ground signals had been arranged, no target for the jumpers to aim at and that there were no club members on the ground when these regulations required at least one experienced parachutist to be there.

(Editor's note: so we are not the only ones to have safety regulations).

CHALON-SUR-SAONE
1967 SEASON

The Courses are divided between 15 days and 3 weeks. The first Course starts on 16th March and the last on 5th October.

Foreign Parachutists visiting Chalon are required to produce either a Certificate and Licence of the F.A.I. or a Certificate of their own National Flying Club.

Before your arrival at Chalon (or it might delay your Course a week) send your Licence (or photocopy of it) and a Medical Certificate showing you are fit for parachuting, to the following address:

**Direction des Transportes Aeriens,
Service des Licences de Personnel Navigant,
155 rue de la Croix Nivert,
75 Paris 15°.**

In your letter mention "Pour Validation de la Licence".

In France it is the Centre, not the parachutist which takes charge of third-party insurance. Individual insurance against accidents is indispensable in France.

One can be obtained at Chalon for Fr.47, if you cannot show a Certificate.

The French "F.N.P.F. Licence" is also indispensable. Available at Chalon for Fr.15.

A deposit of Fr.50 (non returnable) payable by International Money Order or Cheque (if your foreign allowance permits) is required with each application.

All correspondence should be addressed to:

**C.I.C. de Parachutisane,
Aerodrome de Chalon/Saone.
Telephone 40.35.62 a Chalon.**

Lodging is free but the daily meals, without breakfast have gone up to Fr.12.

Jumping boots, suit and helmet are obligatory. Parachutes, altimeters, and stop watches are provided.

Jumping costs vary this year from Fr.6 for Brevets de 1st degree to Fr.20 for 3,501-4,000 metres.


Two reminders from the Chef du Centre:

1. Don't forget to renew your Brevets and Licences.
2. Get fit.

E. and O.E.

Earl Duncan, about to put 60 seconds between him and a Tri-Pacer.
Cameraman: Rod Freeman. Hand-held 35mm., Graphic-Electric.





A busy Sunday morning on our improvised packing table.

NEWS FROM CYPRUS

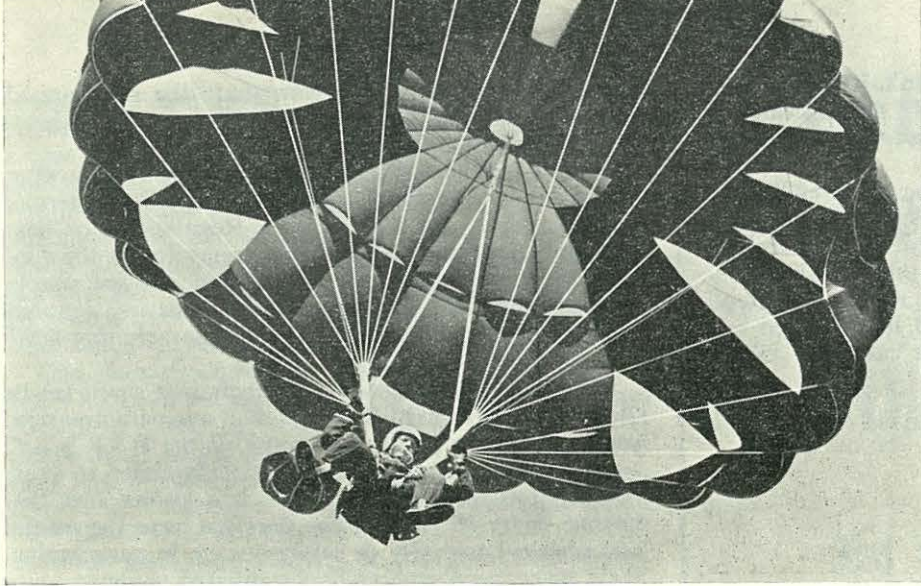
Adrian Hill

During the summer the Cyprus Combined Services Free-Fall Club suffered two major setbacks, the departure of Doug Peacock at the end of his tour and the re-equipment of the Royal Anglian Regiment Air Platoon with Sioux Helicopters instead of Austers. For a while the future of the Services Club seemed very uncertain, but now thanks to the Cyprus Flying Club who have allowed us to use their Piper Colt, the position is much more promising. Our main problem at the moment is that we have no suitable aircraft for training beginners, but there are various plans for overcoming our problems in the near future.

At present we jump every Sunday at Kingsfield airstrip which is just outside Dhekelia. The D.Z. is very

very soft and of course, at this time of year it is also very muddy. Quite often at the end of a day's jumping we look more like farm labourers than parachutists, with a liberal coating of red chocolate all over us! To be quite honest I am getting quite cheesed off cleaning off 2 inches of mud from my coveralls every Sunday night, not to mention my jump boots.

Headquarters Cyprus District have been very generous and have granted us £100 to be spent before April and they have also presented us with a caravan as an office. Our first priority is to fill it with canned beer, and our second priority is to empty it! They have also told us that we can have a marquee for packing parachutes in bad weather, but at the moment we are pack-



Cpl. Beny Benoit of the Royal Canadian Regiment making the first jump in Cyprus of 1967.

ing in the open air. There is also a strong possibility that we will be able to build a jumping pit and probably have the Sioux Helicopter cleared for sport parachuting. The latter would obviously bring the price of jumping down to a much more reasonable level.

The arrival of Lt. Larry Costello and five keen jumpers with the Royal Canadian Regiment, who are over here for six months U.N. duties, was a great boost to parachutists on the island. They have made a big difference to jumping here, for a start they are the first people to jump paracommanders in Cyprus. The standard of parachuting, particularly accuracy has improved tremendously over the last two months. We have also managed to do two display jumps, one before the Red Arrows Aerobatic Team display at Nicosia Airport, and another one for the Children's Home at Kyrenia. In the latter my old Lopo managed to get in within 7 metres while the paracommanders were sailing 200 ft. overhead and the nearest eventually landed 200 yards away. Revenge for Reading! It is only fair to point out that the weather was just about alright. I am also certain that I must be the first member of a British High Commission who has jumped from an aircraft flown by his own Deputy High Commissioner. This may even be a world record!

The Club is now beginning to get going again and new members are very welcome. During February or March this year it is virtually certain that Don Hughes and his Instructors from Netheravon will be coming out to run a course at Dhekelia. We are hoping that this will become a regular feature, and perhaps they may even be able to come out in the autumn each year. We can assure them that they will be most welcome here and I know a great many people who are looking forward to their arrival. We have been very lucky that Jan Sparks (R.A.F. Parachute Club) has been posted for a tour in Cyprus. Jan is very busy at the moment setting up house and various other things, but once he is settled in, he is going to be a very valuable person. The main development recently is that the Cyprus Aero Club have decided to purchase an aircraft suitable for parachuting, with a possibility of obtaining two more should there be enough business. With the doubtful future of the Dhekelia Base, the best policy for the future would be a Civilian Club somewhere near Nicosia. All this will take some time but, I am quite sure

that a great deal is going to be accomplished this year. We are very fortunate in the fact that we are receiving backing from some of the most important people in the country.

Finally, we would like to wish everyone a Happy New Year, particularly Kenneth Letts and Geoffrey Hill who have done a great deal for us. Also may we wish Tony Dale the best of luck on his PTI's course. If you are coming to Cyprus please inform us if possible, a month before your arrival. If you have any equipment do not hesitate to bring it with you. The people to get in touch with are, either Squadron Leader Wilson at Akrotiri, Captain Terry Taylor at Dhekelia or myself at the British High Commission in Nicosia. I am only too pleased to hear from anybody who is interested in parachuting and is going to be in Cyprus for however short a period. I can always be contacted at the British High Commission, the telephone number of which is, Nicosia 73131.

Dave Brewin of Royal Air Force, Akrotiri, on his Irving Skydiver.



Does the title shock you? It shouldn't, it's true, parachutists ARE stupid. We've certainly demonstrated it enough this year, and this year isn't much different from any other year.


As this editorial is being composed twenty-three parachutists (or would-be parachutists) have been killed in 1966. If we're lucky this will go to press before someone else buys the farm. Twenty-three fatalities because someone ignored a few basic precepts of safety, 23 wasted lives due to ignorance, 23 lives snuffed out because someone was stupid. We're not only killing ourselves, we're killing the sport.



PARACHUTISTS ARE STUPID



*Reprinted without shame
from the American
publication "Parachutist"*



Do you think this is being too severe? Well, think again. I'm still reading reports on an eleven-year-old boy who was killed in Virginia less than two weeks ago. If you haven't read the newspaper accounts then you're in for something special. A child, a small boy in the fifth grade of school, killed on his first free-fall jump. Many of us are still shaking our heads in amazement, completely astounded that something like this could happen. Well, fellow jumpers, it did, very tragically and very shockingly.

Perhaps it may have just shocked us into realizing what's been denied for too long: we're stupid. We're stupid because a few jumpers, not all but just enough, feel they know just a little more than anyone else. "The-rules-are-good-but-they-don't-apply-to-me" type attitude which seems to prevail among a few of our participants seems to be gaining acceptance across the nation.

Too many are taking the view that "the rules are all right but they don't apply in my case, you can always bend them just a little."

Fellow jumpers, this is a bunch of you-know-what. The rules fit **everybody**, and that's why they're termed "basic". Yeah, the Basic Safety Regulations, or have you been ignoring them? That seems to be the "in" thing to do nowadays, ignore them. Ignore a few simple, basic, comprehensive, commonsense rules . . . ignored, leaving the door open to yet another parachuting fatality.

One of the B.S.R.s states: "Parachutists shall: (a) Be 21 years of age; or (b) Be 16 years of age with notarized parental consent." This paragraph of the B.S.R.'s isn't an attempt to discriminate against kids under 16 years of age; it is included **because it is a known fact that anyone under 16 years of age does not have the mental and physical maturity to safely engage in parachuting.** It's a basic, necessary, and substantiated common sense rule, no ifs, ands and buts about it. Not through the wildest stretch of imagination could anyone conclude otherwise. Yet it was. It was and now a boy is dead. Dead because a common sense rule was ignored.

Repercussions? On September 7th of this year the Chairman of the House Aviation Subcommittee, a Samuel N. Friedel (D-Md.), introduced a bill in the U.S. House of Representatives. This bill would "authorize the Administrator of the Federal Aviation Agency to regulate, in the interest of safety, parachute jumps made from an aircraft for sport or for monetary consideration, and for other purposes."

Specifically, the bill reads:

"Reasonable rules and regulations and minimum standards governing practices, methods, and procedures in connection with parachute jumps from aircraft for sport or for monetary consideration, including, but not limited to, the adequacy of courses of instruction, suitability and airworthiness of equipment, competency of instructors, and such other practices, methods, and procedures as the Administrator may find necessary to provide adequately for the safety of persons making such parachute jumps and for the safety of persons and property on the ground."

The Congressman from Maryland stated his concern was prompted by an accident in Maryland in June of this year when a young man (18 years old) was killed making his second jump, with only three hours training. What a field day this same Congressman will have now. (Mr. Friedel was e-elected in November's mid-term elections and fully intends to reintroduce the bill early next year when Congress reconvenes.) Had Congress been in session at the time of the eleven-year-old boy's death we may well have had a new set of parachuting regulations right now.

It doesn't sound good does it? You're damn right it doesn't! Yet we proceed on our way, impervious to basic rules of safety and common sense judgment unable, or unwilling, to accept the naked truth: **disregard the rules and you can expect to die.** It's simple as that.

Does that sound a little melodramatic? A little far-fetched? Perhaps even a little funny? If you think so, then, friend, the title at the top of this column fits you like a glove.

We've had five drownings this year. Parachutists are drowned—the most stupid of causes of death in para-

chuting, the simplest to prevent. How do you prevent drownings? You wear flotation gear! It doesn't take a great amount of gray matter to understand this. Or does it? We've had five drownings this year already. Are parachutists so ignorant, so oblivious of safety, so unconscious of life, so caught up in their own sense of ability that they think we put the requirements for flotation gear in the B.S.R.'s to take up space? Evidently. There have been two drownings on the same drop zone this year, within four months of each other!

One man drowned this year and he had close to 1,000 jumps in his logbook. He chose to ignore a basic precept of safety—it cost him his life. His thousand jumps didn't help him any more than the one the static liner had in New York who drowned two months before. This is a useless, senseless, stupid waste of human life. Death does not check logbooks, or total free-fall time, or your dead centers, or the number of baton passes—death checks mistakes. And it only takes one.

Even more tragic, even more stupid, are the mistakes that cost the lives of someone else. The jumpmaster who overlooked the temporary locking pins, the "experienced" jumper who didn't feel flotation gear was needed, the instructor who didn't spend enough time on emergency procedures—they're all responsible.

What do you think of when you're holding the "responsible end" of that static line? I hope it's the well-being of the student who has placed his safety in your hands, in your competence as an instructor and jumpmaster. If anything else is going through your head then you're irresponsible, and the sooner you take up water skiing on weekends the better off parachuting will become. We've had too many students killed because some joker "forgot to check" or chose to ignore a few simple safety procedures.

It's hard for the conscientious parachutist to survive anymore, the odds are so great. At the rate we're going, at the rate the fatality list grows, the odds are about a thousand to one. It must take a thousand good, safety-minded, responsible parachutists to offset one who is stupid and irresponsible. Yet we are faced with these odds each day of our jumping career. The odds will continue, too. They will continue as long as we have people in our activity who ignore, forget, and carry a "the rules don't apply to me" attitude. We're fighting these odds every time the words of advice and guidance of our Safety Officers are brushed aside, every time someone considers the rules a waste of time, every time unsafe habits and procedures are condoned, every time an ill-trained student makes his last jump because he didn't know what to do.

These parachutists are not only killing themselves and innocent novices, **they're killing parachuting.** They are slowly eroding, slowly eating away, the very fiber of parachuting. Stupidity and irresponsibility are running rampant among our activity. Slowly but surely that pillar of strength in parachuting, **safety**, is being undermined. Not by all, not by many, but the few that exist have the strength of thousands, the odds are ominous.

All parachutists aren't stupid, just the few who maim the sport. Unfortunately they seem to have the deck stacked in their favor. It's about time we started changing the odds, changing them before they kill us all and the sport with us.

What do you think? Or do you really care?—N.E.H.

Extraordinary General Meeting of the B.P.A.

3rd December, 1966

CHAIRMAN'S ADDRESS

Ladies and Gentlemen,

Firstly, I should like to welcome you all to this Extraordinary Meeting of the Association.

Please note that although it is 12 months since the B.P.A. held its last Annual General Meeting, and in the normal course of events we should be due for another, during the course of the year, as you know, the Association has undergone a radical change, and on 12 April, 66, became a limited Company. For this reason the first Annual General Meeting of the new Association will become due about April next year. Nevertheless your Council felt that it would be a pity to allow 16 months to pass without a General Meeting, and for this reason this Meeting has been called.

I remember that on this occasion last year, and for several years before that, I drew your attention to the consistent progress which the Association has made since it was formed some seven years ago. Each year has brought a significant advance, but the current year has, in my view, seen the greatest stride forward yet. Of course we still face many problems—some of them beyond solution for the present time—and there is no room for complacency, but having said that we can look back on 1966 as a year of great achievement.

As I have mentioned, in April we became a limited Company, accepting all the obligations which go with it; our Articles were drawn up with painstaking care, approved by the Board of Trade, and published. As most of you will have seen they were reprinted in the Summer issue of "Sport Parachutist".

Also in the early part of the year representatives of the Council met a Committee of the Sports Council, itself established in January 1965, to advise the Government on matters relating to the development of amateur sport and physical recreation services, and to foster co-operation among the statutory authorities and the voluntary organisations concerned. The purpose of this Meeting was to gain recognition of the Association as the governing body of Sport Parachuting in Britain, to explain our aims and objects, and to state our case for a Government grant to assist in the administrative costs of the Association. The outcome was successful and

the sum of £2,250 a year was promised subject to annual review. Most of this was provided specifically to enable the Association to increase its staff in order to meet the rapidly rising demands on its services.

As part of the expansion which this grant made possible and which, indeed, increased membership and liabilities made necessary, a new Secretary General was engaged in the place of Group Captain Caster who had served the Association so well in an honorary capacity for some four years. Many of you have already met Commander Letts, and those who have not had the opportunity are likely to do so before long. He has brought a fresh brain to bear on the administrative problems of the Association and has gained an excellent grasp of its needs in a remarkably short time.

You will recollect that this time last year our office was still shared with that of the Association of British Aero Clubs. Very soon afterwards, however, we were able to move it into the premises of The Light Aviation Centre in Artillery Mansions where we are now well established in more suitable accommodation.

Our membership has continued to rise and the current total of 1,171 reflects a net gain of 260 members this year. Already reported with pride and satisfaction is the gracious acceptance of Honorary Membership this year by H.R.H. The Duke of Edinburgh. We greatly value his interest in our affairs.

In addition to the rise in membership, 13 new instructors have been appointed and 104 Ministry of Aviation General Permits granted. This year has also seen the first comprehensive issue of B.P.A. Safety Regulations. Printed in provisional form on the basis of one copy per instructor, they have been in use throughout the current season with a view to publication before the beginning of next season in slightly amended form. In due course every member of the Association will receive a free copy. In the same connection the new parachutist's folder incorporating all personal documents appertaining to the sport has been prepared and is now awaiting publication. It should be on sale early next year.

Turning to a matter which is close to many hearts, your Council have been actively engaged in the detailed study of the requirement for a National Parachute Centre. The need for such a centre, where student parachutists and instructors alike can be trained, and qualified parachutists can enjoy the facilities of a well organised and equipped Club, has been clearly established. Possible locations have been visited, requirements in staff and equipment assessed, and costs estimated. This study is still in progress, and when your Council considers the time is appropriate a case will be put to The Sports Council asking for their support. I believe that this is the most important matter confronting the Association today. No one should expect early or spectacular results, but the Council is determined by one means or another to establish a Parachute Centre in this country as soon as it is possible to do so. Like the Association itself it is likely to grow from a small beginning, but like the Association also, once formed it can be expected to grow from strength to strength.

Now I wish to refer briefly to some of this year's parachuting achievements. We do not yet know how many sport parachute descents have been made during 1966, but it is likely to be a very significant total. The

figures, when published, will make interesting reading; the Army alone is, I believe, approaching 10,000 descents for the current season.

The National Championships have already been reported. A record number of competitors including teams from Australia, Canada and U.S.A. had a successful meeting and achieved between them some 20 dead-centre landings. The Championships were again held at the Army Parachute Centre, Netheravon, and we are indebted to the Army Parachute Association for arranging the organisation and facilities.

I regret to report two fatal accidents this year, which, although two fewer than last year, is still two more than any of us would wish to see. The Safety and Training Committee has met periodically to further the interests of safety, and I believe their efforts have resulted in a further improvement in the awareness of all parachutists of their personal responsibility to make the sport progressively safer. To this end also should be mentioned the value of the periodical Instructors Conventions at which safety is discussed in all its aspects. This morning's convention was attended by 29 instructors, which fact speaks for itself.

I should like to refer to the friendly relations we continue to enjoy with those members of The Ministry of Aviation who work in close conjunction with us. Their efforts to assist us in a variety of ways are greatly appreciated.

Once again I should like to thank, in your name, those who continue to make our journal "Sport Parachutist" one of the best in the world. It is produced with energy, imagination, and complete devotion. You can help it to maintain its exceptionally high standards firstly by contributing to it, and secondly by persuading others to buy it.

In two weeks' time a team of The Army Peregrines is due to leave for Australia to take part in the Australian Parachute Championships. This follows the receipt of an invitation from the Australian Parachute Federation to the Army Parachute Association following the Australians' visit to Netheravon this summer. I am sure you would like me to wish the Peregrines good luck and good parachuting on your behalf.

I have to announce the dates of next year's Adriatic Cup Competition which have just been received. It will be held later than usual, from 19 to 29 August. This has necessitated a change in the proposed dates of the National Championships which will again be held, by kind permission of the Army Parachute Association, at Netheravon assembling on the evening of Friday 1 September and closing on 10 September. The Council has appointed a Committee to select next year's team to represent Great Britain in the Adriatic Cup, according to the conditions already agreed.

That, ladies and gentlemen almost concludes my statement as the outgoing Chairman. I am, as many of you know, retiring from the Council within the next few weeks. There are two reasons for this: firstly I am due to take up an appointment in Aden next month and, on grounds of time and space, this will render me largely ineffective as far as the B.P.A. Council is concerned; and secondly I feel that this provides a suitable opportunity to withdraw in order to make room for someone else. After five years I believe a new face together with new ideas will be in the interests of the Association. I shall, of course, maintain my interest in

the sport and if I am required to serve the Association again in some small way I shall hope to be in a position to do so. Later in the proceedings I shall have the pleasure of introducing my successor but first I would ask for the opportunity to say a few words of a more personal nature. I am speaking now as a parachutist, albeit one who has seen the workings of the Association from many angles since its formation. I would like to speak briefly therefore as an outgoing Chairman with no axe to grind, on three points.

Firstly it is my personal view that the time is rapidly approaching when this Association will have need of one or more National Safety Officers. They should enjoy the confidence of all the Affiliated Clubs and should have the entry to every parachute equipment store, packing room, office and D.Z. They should be free to look in unheralded wherever parachuting is in progress and not be regarded as snoopers. They should investigate all reported violations of Safety Regulations on behalf of the Council or Safety and Training Committee, and should assist Clubs and Instructors to raise their standards through their own parachuting knowledge and experience. In my view were even one such individual available it would result in an all round improvement of safety standards. Until this step is taken I believe that the temptation will exist for Clubs and Instructors to operate outside the spirit, if not the letter, of the Regulations.

Secondly, I believe that there are a number of injured parachutists walking about this country who, one day, will have cause to regret their foolhardiness. Back injuries sustained by careless and high speed landings are on the increase, due to parachutes with increased lateral speed, the accepted techniques used in competitions involving fast down-wind landings the shock of which is often taken on the base of the spine, and the lack of prepared surfaces where the risk of landing injuries is reduced. This problem is not likely to be wholly solved, but it can be reduced by the use of careful progression and common sense. Above all it calls for more decisive intervention on the part of instructors—particularly those employed on D.Z. duties. Without some positive change in outlook towards landing technique and practices an ever-increasing number of parachutists will continue to invite spinal injuries. These are frequently not noticed until it is too late, since their effect is cumulative.

Lastly I should like to say a word about the future of the B.P.A. In my view it has never been stronger than it is today. We have overcome, at any rate for the time being, our financial, organisational and administrative problems; the sport is thriving though many more clubs are needed), membership is increasing and the majority of that membership appear satisfied with the way things are run on their behalf. Here, however, I must sound a note of warning. There is from time to time to be heard a faint note of discord which occasionally casts in doubt the loyalty of a very small minority of members. Though few in numbers they appear intent on wrecking the harmony and comradeship which have characterised this Association for so long. What is so tragic is the fact that their views are based either on an almost childish misunderstanding, or an unwillingness to accept the way in which the Association's business is conducted. As you all know, for many years the Services—particularly the Army and

The Royal Air Force have played a leading part in Sport Parachuting in this country and in the affairs of the B.P.A. in consequence. This is a fact, and the only reason I am not too embarrassed to raise it is because I always regard myself, to all intents and purposes, as a civilian when working on behalf of the Association. I firmly believe also that all other Service representatives on the Council have the same outlook. They do not draw attention to the almost limitless assistance the Services have provided during the past five years during which they have organised every National Championship, trained and qualified numerous instructors, offered courses and routine parachuting for civilian members and placed their experience and technical knowhow at the disposal of all who sought it but they certainly have no wish to dominate B.P.A. and in many cases have to be urged to serve on the Council. Having agreed to do so they attend regularly, and though the system of representation is designed to give the edge to civilian members over service members on the Council there has, to my certain knowledge, in the past five years, not been a single instance over which there has been a civilian/service cleavage of opinion on any matter before the Council. I hope you will recognise this highly unusual situation in which, I repeat, the service and civilian members of the Council **never** take sides against each other. I can say this without any fear of contradiction. Why then should there be an undercurrent of discontent and sniping at the Services' expense—particularly in view of what they do for us? Parachutists are essentially a happy breed of men; I rejoice in a feeling of well-being when I am among them; many of our happiest hours, not to mention the best laughs, are to be had among them. Why then should a small handful of individuals set about rocking what is essentially such a happy boat? I cannot answer that question without being uncharitable, but this I would say to them sincerely as my parting message: "Stop writing to your M.P.s and giving interviews to the press in order to stir up trouble, but rather bring your disagreements into the open; state your views aloud to those who have been entrusted with the Association's business, and have your fears dispelled. If you have anything constructive to offer you will soon find yourselves invited to do something on behalf of the B.P.A. rather than against it. The Council's wish is to get interested individuals to work for them, not against them."

Ladies and Gentlemen, if I have appeared to labour this point it is only because I feel that the strife from within, though insignificant at present, represents the only danger on the B.P.A.'s horizon at the moment. I suggest to you all with all the conviction that I can command that the remedy is in your hands. If you do not approve of the way in which your Council operates change them, as you have a right to do at the next election. If on the other hand you believe, as I do, that the outlook and behaviour to which I have drawn attention comes from a few misguided individuals, then may I suggest that you should help the Council in trying to educate them. If they read "Sport Parachutist" this might be less necessary.

Ladies and Gentlemen, thank you for your attention. May I take this opportunity of saying how much I have enjoyed working with you, and wishing you and your Clubs all good fortune in your parachuting.



The six-man 'link'. Left to right: **Charlton, Tasker, Mapplebeck, Cameron, Jones, and Clark-Sutton.**
Photograph by Terry Allen on the Nikon using Tri-X at 500th on f11.

The Falcons in Training

by Sgt. Brian Clark-Sutton

R.A.F. Parachute Display Team

North Africa was to be the venue for our first detachment in preparation for the 1967 demonstration season. The team had frequented this part of the African continent on previous occasions, and although the sun does shine about 70 per cent of the daylight hours the only really good attribute which this part of the country offers is the assurance that you cannot miss the Dropping Zone. The surface qualities of the D.Z. leave much to be desired, but nevertheless you can't miss it.

The aim of the detachment was twofold, one, to train new members to supplement the vacancies in the team in preparation for the 1967 season, which again looks like being another good year. The remaining eight, who were experienced jumpers from last year's team, and who had managed to evade an overseas posting fulfilled the second objective in the order of air-to-air photography, both still and cine. The material was required for publicity and training purposes.

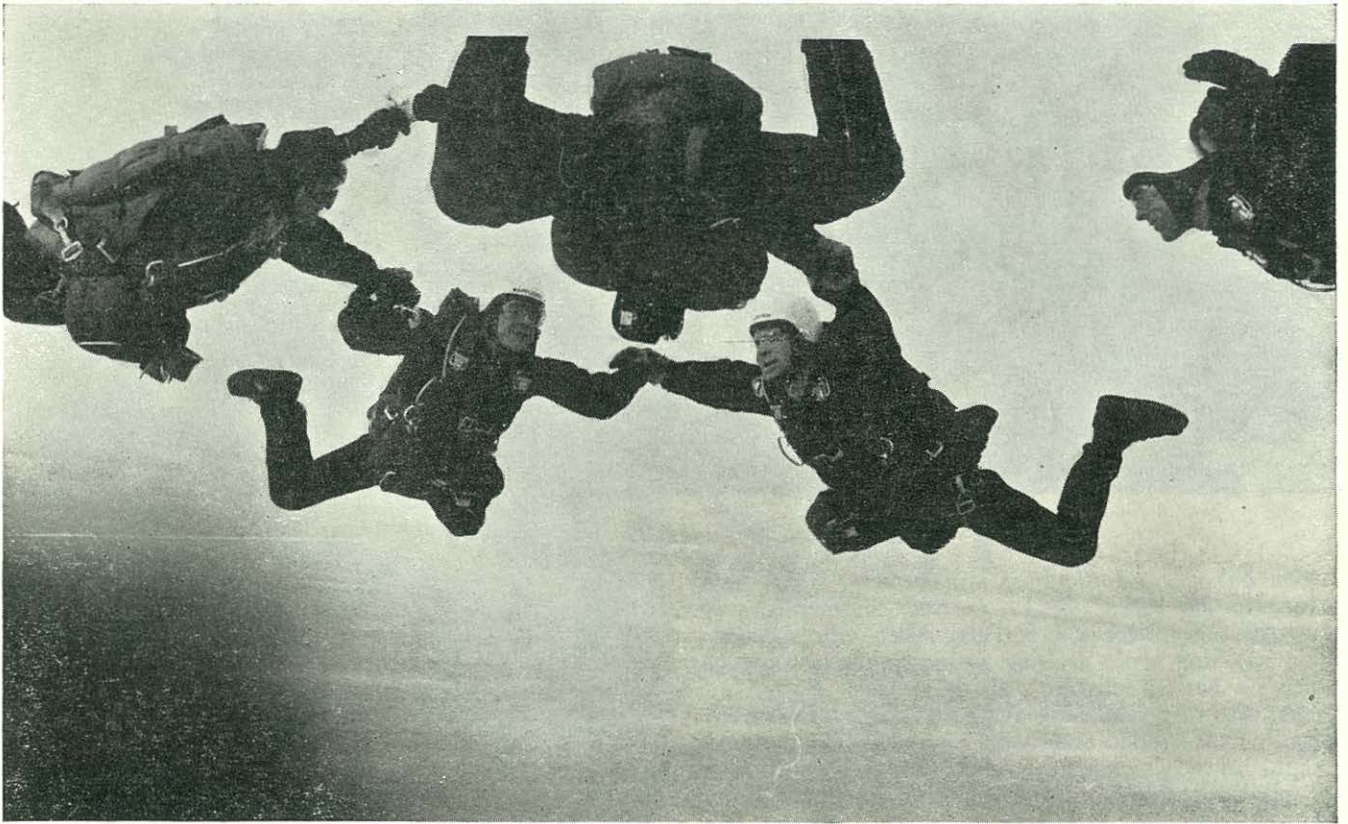
We had prepared our detachment incorporating one Nikon motorised head mounted camera (still), one G.S.A.P. head mounted 16 mm. cine camera, one new all electric Beulie 16 mm. head mounted cine (which proved to be unsuccessful owing to electric mistimings), and of course an assortment of parachutes and one Argosy aircraft of the Royal Air Force Transport Command.

To the photography we claimed a successful mission, in training team members we were not so successful.

Although we had managed to "Shanghai" twelve inexperienced instructors from the grind-stone of No. 1 Parachute Training School, bad weather in the form of high winds and sandstorms prevented the trainees from completing the required number of descents to initiate them into the Falcons team.

We commenced jumping within two hours of our arrival (keen if nothing else), starting with low passes over the D.Z. for the students progressing to 20,000 with oxygen for the experienced members of the team. This was our first and only descent from this height, the oxygen equipment proved to be cumbersome, in particular for the jumpers carrying cameras, and besides our own vanity did not allow us to cover our faces with oxygen masks whilst being photographed.

The first four days were set aside for mass relative work, for both cine and still. During this period we completed four three man links, three four man links, two five man, and our "Coup de grace" a six man link, and for all the disbelievers we subjected this British record to cine and still films. The majority of the descents were made from an altitude of 16,000 ft. on a pre-oxygenating system. This involved the use of a communal oxygen consul fitted in the centre of the aircraft. All parachutists prepare for jumping at an altitude below 10,000 ft. then sit alongside the consul, attach themselves to its oxygen supply then await the exact altitude. On the green light they disengage from the consul and exit the aircraft.



The first five man of the session, fifth man moving in.
Photograph by B. Clark-Sutton on the Nikon at 500th on f11.

The first four-man 'link'. From noon clockwise: Tasker, Mapplebeck, Cameron, and just linking, Terry Allen.
Photograph by Brian Clark-Sutton on Tri-X at 500th, f11.





Camera adjustments in the Argosy.

The Nikon head mounted still camera, which was loaned to the R.A.F. by Lt. C. Shea-Simmonds, was primarily the project of F/S. Terry Allen, who succeeded in catching some exciting action features, some of which we have published with this article. Sgt. 'Tim' Tasker was responsible for all the cine sets which were taken, on the ground and in the air. After Tim suffered a slight injury which temporarily grounded him, it was not unusual to see him grovelling on the ground pointing a 50 mm. lens skywards to catch a "worms eye view" of the skydiver emplaning, I believe he produced some lovely shots of my front right knee-cap.

The sandstorms, or "Ghibblys" as they are known

to the locals, contributed to an increased standard of bridge, pontoon, solo, whist and for the lesser intellects "Clag", a somewhat primitive card game played primarily by servicemen. The game involves a combination of luck, chance and cheating, but no skill. The training session was concluded with an attempt at sill exits by the student parachutists, followed by the experienced members. The antics of some of the students caused even the observers to collapse in paroxysms of laughter, at one stage there were more parachutists on their back than front down stable, however training proved its worth and all quickly assumed a more orthodox position.



Waiting for the green light, oxygen console in the foreground.



A Serious Side to a Serious Sport

*Thoughts on the Military
application of Sport Parachuting*

Reprinted by kind permission from "Soldier"

THE bulbous-snouted Argosy bustles down the Abingdon runway and zooms upwards like the cost of living. The load is light and will get lighter—when eleven of the passengers stroll out of the tail exit four miles high . . .

The soldiers relaxing in the stripped-out fuselage are members of the Joint Services Free Fall Trials Team briefed for oxygen descents from 20,000 feet on to Salisbury Plain. This is no one-off record attempt. The trialists will continue to serve above the call of duty until the concept of men going to war from the icy, airless hostility of high altitude is proved or disproved.

Just to plummet at 120 miles an hour for 92 seconds is not enough. They carry rifles, and 70-pound rucksacks and formate into an inseparable combat group as soon as they jump from the aircraft. Their heavy equipment falls with them in wicker panniers fitted with automatically deployed parachutes.

The team was formed almost a year ago when the Joint Warfare Committee called for an investigation into the tactical potential of free-fall parachuting. The detailed data the Committee wanted could be produced

Parachutist in full free-fall equipment.

only by actually despatching guinea-pig parachutists from aircraft flying at varying heights and speeds by day and night.

Behind the decision to establish a trials team was an episodic saga of theories countered by hypotheses, appraisals and reappraisals. Not that there was anything out of the ordinary in that. In peace-time, Armed Services on watch-dogged budgets expend much earnest and agonising effort in deciding which projects to go ahead with, which to shelve. The Royal Air Force in particular, with barely enough aircraft to carry its enormous existing commitments, is justifiably reluctant to accept any more unless they are workable and important.

Protagonists of tactical free-fall claim that small parties can be landed secretly in almost any terrain. The aircraft can fly high enough to nullify normal anti-aircraft gunfire—the kind of resistance they would usually expect in a limited war of the Indonesian Confrontation variety.

Those assumptions open exciting prospects for *coup de main* attacks, insertion of clandestine agents, patrols or a pathfinder force for a conventional parachute assault.

The trials team has dropped successfully in up to platoon strength. If the men are trained and the aircraft available there is theoretically no limit to numbers on a free-fall operation. This could be of the greatest importance to every static-line paratrooper in 16th Parachute Brigade in the distant future.

The record for the world's first active service free-fall drop was established by United States Army parachutists during the Korean War, but 22nd Special Air Service Regiment has long maintained a keen interest in the development of more flexible parachuting.

Not involved, but interested in the British trials, is the Royal Navy which sees a possible application for the Royal Marines and in air/sea rescue.

The Americans pioneered the rescue field when a plane crashed in nightmare terrain in South America. Mountains would have endangered a plane dropping static line rescuers, so the free-fallers were sent in.

The British Army is jointly sponsoring the current trials with the Royal Air Force and there is a heavy weighting of soldiers on the team—25 out of 29. The Special Air Service contributed five parachutists and the operations officer while The Parachute Regiment took the lion's share with 18 free-fallers and the team commander, 41-year-old Major Mike Heerey.

The chosen 29 included some of the finest performers in the parachuting sport of skydiving. Men with an average of 150 free-fall descents in their logbooks and the experience of skimming dangerous obstacles to land in tiny arenas with the Army and Royal Air Force display teams made skilled and eager volunteers for "free jumps from 20 grand."

Eight complete beginners were selected to explore guidelines for the possible future training of parachutists by the Royal Air Force. They went straight to Fort Bragg on the United States Army's aptly named HALO course—High Altitude, Low Opening. In three weeks and 20 jumps they were up to 20,000 feet and an operational standard.

Meanwhile the rest of the team were also in America hammering out basic principles with the Golden Knights, the US Army's celebrated parachute team. Although superbly represented by competition and demonstration teams, their experience in tactical free-falling is no further advanced than Britain's and they lag behind on certain equipment, and in poor weather jumping. Like the French military free-fallers they have kept close scrutiny on the British team's progress by sending experts to Aldershot.

This jump is the 43rd of the series and, like the first last June, it originated in team headquarters—a block of concrete playing cards in 16th Parachute Brigade's new castle at Aldershot. On the long packing tables the parachutes soon to emerge as graceful green domes were being rammed into their chrysalises.

The tactical assault parachute was designed in haste to team specifications by the British GQ Company, and performs well. Unconventional, similar to the Paracommander, excelsior canopy of sport parachuting, it will hold station against a ten-mile-an-hour wind, steer easily and safely land a load of man and equipment weighing up to 300 pounds.

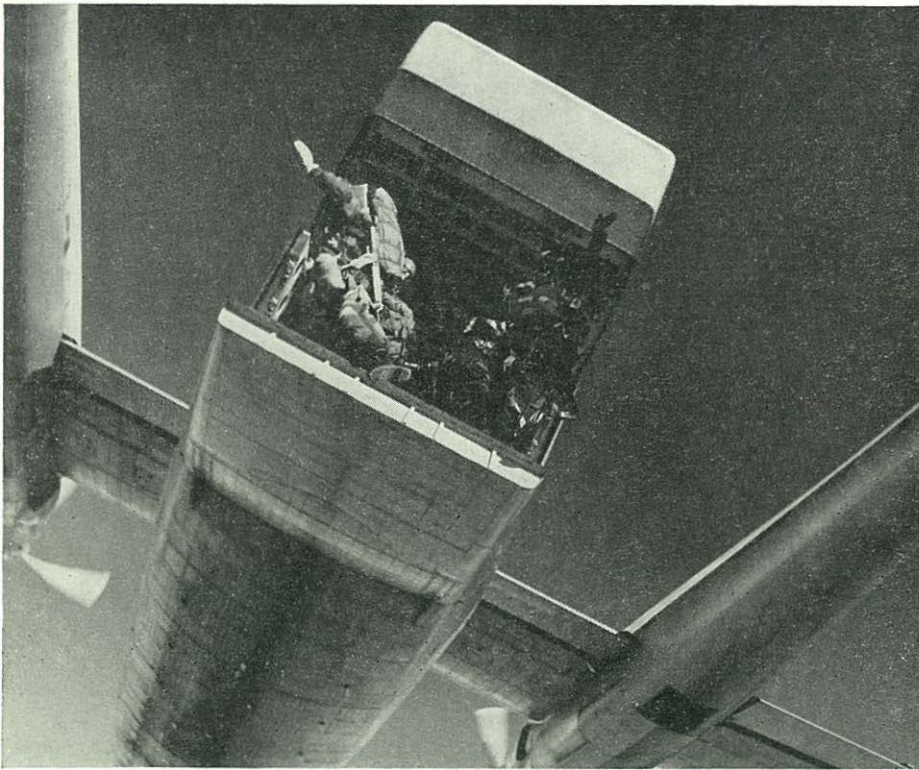
With a familiar pattern established, briefings are remarkably straightforward. Aircraft timings, jump altitude, equipment, exit groups, wind speeds and dropping area location were announced by the operations officer like train timings. (Robin by Christian name, he automatically became Boy Wonder to the team and Major Heerey, by an extension of the same logic, became Batman).

Mere earthlings would question the word, but the operations officer calls this 11-man descent from 20,000 feet "routine". The first group will go down with the setting sun; forty minutes later the second party will take their 92 seconds with ice and darkness.

A humble three-tonner carrying the high fliers to the mounting airfield passed an accident site. With a job like theirs ahead, it seemed faintly comic to hear them



Parachutist in full free-fall equipment.



Tailgate exit from an Argosy.

talk about the dangers of road travel. But this is a totally proficient team of highly able and quick-reacting individuals who calculate their risks and abhor fools and unassessed hazards.

The team's only casualty is jumping again after unluckily breaking his ankle by landing a second after, and on top of, his equipment.

Sergeant Bill Catt, not often silent or unsmiling for long, was both while he carried out the master safety check at Abingdon. On Royal Air Force barometric information he calibrated the automatic opening device on every man's main parachute.

It has never looked like happening, but if hypoxia, midair collision or disorientation should leave a parachutist helpless, the ripcord opener will be fired automatically by the thickening air pressure at 2,000 feet.

In the Argosy the trialists checked the aircraft oxygen they will be using until they go on to their individual ten-minute cylinders. With the pipes stuck in their mouths or eyes to feel the pressure, and thumbs up, they would have passed for a gang of hubble-bubble puffing junkies voting for a refill.

Although pressure inside the plane is stabilised at 6,000 feet, the floor is going steeply uphill and the four Rolls-Royce turbo-prop engines wail with effort. While the parachutists yarn, speculate or sleep, a can of goggle demister is making a slow circuit. Someone is flipping through a magazine. The girl on the cover will be feeling the cold very shortly.

On the flight deck an Abingdon crew from the Air Transport Development Unit is enjoying some challenging flying. Tactical free-fall parachuting stands or falls by the crew's ability to fly and navigate within intolerant limits.

A faulty fix could blow up a free-fall operation before it starts. The parachutists are instructed to cover no ground in free-fall, so an error in the air will probably be magnified on the ground.

The release point is predetermined on wind strengths up to exit altitude. (On a day of high upper winds the trials team was jostled a mile and a half cross-country in free-fall).

Within striking distance of the target, the navigator gets an exact visual or instrument fix and starts a close approach. From there on he uses Decca, a radio beacon grid system, or Doppler—less precise but wholly operable within the aircraft's resources.

An unmistakable pointer to the magnificent support the Argosy crews have given is the friendly alliance they share with the parachutists.

From altitudes up to four miles high, in cloud and by night, the alliance has produced an astonishing average error of only 1,000 yards.

The regimentation of military static-line jumping is unwanted and absent. The airman despatcher gets the word by intercom and passes it on: "OK. Get your kit on *now* and beat the rush."

Each man wears as much warm clothing as he can put on under his camouflaged windproofs. Rifle, main parachute and reserve go on easily, contortions start as he puts his legs through the Bergen shoulder straps and yanks them up to the backs of his thighs.

At every stage equipment is checked. No one wants to carbon copy the American whose parachute blew open prematurely at 16,000 feet.

In the aisle at the plane's tail are a bank of oxygen cylinders and a control console. The trialists shuffle

down to take a seat and a pipe. Oxygen masks, goggles, helmets and gloves go on. No flesh is exposed to frost-bite and only eyes are visible. Now they travel silently and incognito in a world of their own.

The Argosy has wheeled over Weymouth lighthouse and is on the 40-mile track to Imber. As the cabin depressurises, tons of air hiss out and Jack Frost steals in.

This is a fully tactical trials series and the navigator is getting no help from the ground. But Squadron-Leader Duggie Hermiston, the trials safety-officer and veteran parachutist, is down there with a safety party and a helpful message from him reaches the team: "There are tanks on the dropping zone but they're being made stationary."

It is difficult to tell, but the grimacing and eye-rolling would seem to indicate appreciation.

Safety regulations for the trials were thrashed out by Squadron-Leader Hermiston and Major Heerey over much midnight oil. The Army agreed minimum cloud base and thickness and maximum wind speed and left responsibility for the safety of the parachutists to the Royal Air Force.

Monitoring the drop is an Army radar team, from the School of Artillery, with some of the most sensitive equipment in the country. Two of the team wear radar reflecting waistcoats to help them get a plot on the exit point. Variable success on these attempts indicates that free-fall parachutists need not fear detection by radar.

The tail doors yawn open and an undertow gale of minus 30 degrees Centigrade courses the Argosy's interior. Ice films altimeter dials and goggles and an invisible sledgehammer is knocking numb one limb after another. Five minutes to P-hour and the despatcher signals a change to individual oxygen. All the thumbs go up.

He leads the encumbered, waddling procession close to the edge of the 20,000-foot diving board and watches intently for any sign of distress. Shortage of oxygen can quickly destroy a man's co-ordination.

As the aircraft drops 100 knots from its 220-knot cruising speed, the red light gleams and the despatcher



Drawing from the oxygen console.

motions his charges on to the tail-gate limbo. Leading the left-hand file is 26-year-old Sergeant Bill Scarratt. British National Parachuting Champion of 1966.

The green shines and the despatcher points to the purple void with a Victorian "leave my house for ever" gesture. The bulky figures advance, fling up their arms, pirouette on the edge and whirl down and away in the slipstream. Two men, Sergeant Sherdy Vatnsdal and Corporal Keith Jones, communicate with each other and the ground party by helmet radios as they hurtle down.

It makes a change for Sergeant Vatnsdal to jump in a group. As the team's most experienced jumper he has spent most of the trials chasing and filming the stabilised freight bundles with a helmet-mounted camera.

The group close in the spread of altitude and distance until the five men are dropping at 120 miles per hour within yards of each other. Racing drivers would appreciate the skill involved; it is like keeping station with fast moving cars in the first lap of a Grand Prix.

At 2,500 feet, a burst of satisfying thwacks as the parachutists jerk their ripcords and open in formation.

While they release their Bergens to dangle 15 feet below, the lowest man is cruising downwind in search of a landing ground. He picks a flattened area within 1,000 yards of the target point and the rest of the group land around him, their canopies almost touching.

In total darkness the plane makes a second run. The parachutists have pen torches playing on their frosted altimeters and navigation lamps on legs and arms. The effect is grotesque as the Neanderthal silhouettes shamle out to the tail-gate.

For a mad, capering moment, they animate like a frieze of demons when the slipstream takes their weight and gives them back the supreme sensation of flight through stabilised fall.

This month, in a London committee room far removed from the Joint Services' ice-cold empire aloft, the chiefs of the three Services will debate the future of tactical free-fall.

The space race is lost, but we may yet win a principdom in gravity's kingdom, the troposphere.



Major Heerey operating the oxygen console.



Sgt. "Pop" Reddick checks a student's rig in the packing hall.

Picture by Dave Waterman.

WHICH IS LINE 17?

A Guide to understanding Parachutes

by TOM DICKSON

Chairman/C.C.I. Scottish Parachute Club

How many members of your club could pick out unhesitatingly line 17, or for that matter lines 6, 18 or 21 at the connector links?

This article is aimed, not at instructors, but at ordinary members of parachute clubs and is based on the premise that many practicing parachutists know the HOW of parachute packing, but too few have been taught, or have endeavoured to find out the WHY behind their methods.

Anyone can pack a parachute under supervision. A child of ten can do it. But skill and understanding are needed to unsnarl a badly tangled chute to make it ready for the packing process to begin, to teach others how to do this, and to give the reasons why.

Apart from demonstrating techniques when necessary, the role of the instructor during packing sessions should be that of a supervisor. He should have things organ-

ised so that he can stand back to take in the whole scene. See who is fast and who is slow, spot those who are having difficulty with certain parts of the packing sequence and advise them, and see that his club members' teaching methods are up to scratch.

The actual face to face instruction should be given by club members, but for them to do this, they must first be taught how to teach.

Most established instructors have worked out their own methods by forethought or by trial and error, and will swear by them because the methods work. Quite right too.

The following sequence is designed for the ordinary club member and/or would-be instructor. It does not purport to be the best sequence or the only possible one, but it may serve as a guide to those whose methods are still in the process of evolution and who would

benefit accordingly from following a logical and ordered teaching pattern.

When you, the club member, have to teach a new student the how and why of parachute packing, remember that he has probably come to you with the layman's attitudes to parachutes. Most newcomers seem to approach parachutes with a feeling of awe and mystery which inhibits understanding.

Shatter this illusion right away. A parachute in crude terms is just a bag of cloth reinforced by strong lines, at the end of which dangles Joe Blow. Explain this diagrammatically.

After that introduce him to a real live chute, preferably one which has recently been used. Apart from your initial and later recap. demonstrations, make him do everything by himself from the start. In this way you make him teach himself.

First explain verbally the entire packing sequence from start to finish, so that the student sees it as a whole before becoming concerned with the parts of the whole.

Next: send the student for line separator, weights and tensioning equipment. Make him undo the field packing—bungees, and chain lacing, tie the chute up by the loop which attaches the retaining line to the apex, and take the sleeve off.

Then, before doing anything else, start at the pilot chute and work down to the backpack, naming the parts and explaining their function.

To begin the actual packing sequence, before putting full tension on, make the student go to the apex and ascertain that the chute is not outside in. He must then locate one of the long cuts of the modification and follow it down to the periphery. (Let us assume that it is a 7 gore DL). At the periphery he picks up the 3 lines attached to the modified gores, then picks up 1 to the right and 3 to the left in sequence. (i.e. right and left facing the apex from the periphery). He should now have the seven lines of the right rear riser in his hand.

Keeping those separate, count 7 to the left. If these come up cleanly, the rear half of the canopy should now be lifted clear of the ground without tangles, and the student should be able to follow the two sets of 7 lines down to the rear left and right risers. Having done this he should pick up the remaining two sets of 7 lines and follow them back up to the periphery. Split the canopy, drop the lines, and picking up the two middle gores revealed by the split, locate lines 1, 14, 15 and 28. Follow them back down to the connector links, to see how 1 and 14 match up (top and bottom inside) with 28 and 15.

It is not possible to explain on paper the various permutations and combinations of tangles which may be encountered, but any tangles can be cleared by this logical sequence: 1) check if outside in, 2) clear modification, 3) clear top right and left risers, 4) clear both left risers from both right risers, 5) check.

Stay with the student at the connector links, because this is where real understanding should begin. Forget the numbers on the canopy. They can be misleading because their sequence depends on the way the chute has been rigged and whether it is British or American. Concentrate on the line sequence.

Starting at line 1, count across to 7, down to 8 and back across to 14, from there over to 15, across to 21,

up to 22 and across to 28. Then do it backwards, and sideways and any other way you can think of, until the student can show you without hesitation line 17, or any other line you care to name.

Demonstrate the relationships of the lines to the modified gores; how with a blank gore the steering lines are attached to lines 1 and 28, but on 7 and 5 gore separations to lines 6 and 23; 5 and 24 respectively.

Explain that the aim of the canopy folding operation is to get the line into the correct order of 1 to 14 on the left side of the line separator, and 28 to 15 in the right side, at the same time splitting the gores equally, fourteen on either side.

If the student acquires a true understanding of the correct line sequence, it will not matter which method of canopy folding is taught, and the principles outlined above can be applied equally well to 24 ft., 26 ft., 28 ft., 32 ft., 35 ft. and Para Commander canopies.

When the canopy has been folded and laid down, run through the various checks: apex level, centre channel clear, lines in sequence etc. Summarise what has been done up to this point. Emphasise that the packer must always be alert for signs of damage or deterioration at any point in the packing process. This kind of checking should be continuous, and not just a once-off canopy check at the beginning.

Have the student finish off the entire process by himself. If he makes a mess of the line stowing, let him try again. This is where an immaculate demonstration can serve to convince a dispirited beginner that a near perfect stow can be achieved.

After several packing sessions the student should have a clear knowledge of the complete sequence from start to finish and from finish back to start. He should also be able to tell you what comes immediately before and immediately after any particular stage in the process, and at any point he should be able to summarise what he has done to reach that point.

Teach from the whole to the parts and back to the whole again.

The outline above is a condensed version of what would take place over several packing sessions, with the amount of detail given at any one session pitched according to the ability of the student to understand and absorb the information.

Fire questions at your students to get feedback on your instruction. Let them ask you questions. From the quality of these questions you can gauge to some extent the depth of their understanding, but the real onus lies on you to ask them questions of a penetrating nature, so that you can assess their strengths and weaknesses, and give further instruction where it is needed.

Ten minutes of forethought is often worth two hours of unsystematic action. Plan your teaching sequence, put that plan into action, review it from time to time to determine its effectiveness and amend it if necessary.

This approach to teaching is an attitude of mind which is transferable into all kinds of teaching situations, and applies at all stages of parachuting instructions. You must teach yourself how to teach.

At your next packing session ask a few people at random to show you quickly which is line 17, or 6, or 18, or 21. Their attempts to do this may surprise you . . . and them!

CLUB NEWS . . .



NEWS FORM HALFPENNY GREEN

The members of the South Staffs Sky-Diving Club were recently bitterly disappointed to hear that British Sky-Diving Limited were withdrawing from Halfpenny Green, which means that we will have to make even greater efforts to maintain a successful club here. Subsequent to this news and because of our temporary shortage of equipment and facilities some of us have had a number of excursions to the Hereford Sky-Diving Club at Shobdon.

It was immediately obvious to us visitors that the Hereford Club has close association with the 22nd S.A.S. Skydivers, the atmosphere is hearty and they appear to feel less like early Christians than we tend to in a purely civilian club. The military influence makes itself felt in other ways too, one of our more timid members nervously stumbling through exit training from the Rapide was informed by a huge S.A.S. Sergeant "You almost put your foot through the fabric, didn't you Titch?" This rebuke being delivered in such a perfect parade-ground monotone that "Titch" felt every inch of the "orrible little man" he appeared to be.

The only disconcerting thing some of us found about hiring Hereford Club Chutes for the first time was that these have ripcords mounted on the right hand side of the harness and not on the left as with the Halfpenny Green equipment, this called for a certain presence of mind when pulling for it is possible when looking down and seeing no ripcord to momentarily believe yourself to be the victim of some ghastly joke. The ripcord handles are the small tee-shaped type which we had only previously encountered on our reserves. This point although seemingly unimportant was responsible for a certain amount of embarrassment among the uninitiated who could be relied upon to spend the first 1000 ft. of their parachute descent trying to force the wretched thing over their hands onto their wrist as with the more familiar D shaped handle. Failing in this we completed our descents holding it in our mouths to leave our hands free for the toggles which accounts for the fact that all the Halfpenny Green lads given heavy landings are easily identifiable by their chipped teeth.

Minor mishaps aside we are received at Shobdon with warm cordiality, even, on one occasion, with champagne. so by the way of gratitude we hope in the not too distant future to be able to invite our hosts up to Halfpenny Green for a return match. Meanwhile we send them our thanks and best wishes.

R.A.F. SPORT PARACHUTE CENTRE WESTON ON THE GREEN

B.P.A. Civilian Parachutists who hold a Current G.P. are invited to visit and make parachute descents at the above Centre.

They will pay a day membership fee of 10s. and aircraft costs at the Club regular rate.

Civilians will be allowed to jump on the "Vacant seat opportunity basis."

The Centre operates every weekend subject to weather and aircraft availability. The Guardroom, R.A.F. Abingdon (Abingdon 288) will have information.

BRITISH PARACHUTE CLUB NEWSLETTER

In November we held our A.G.M., under the Chairmanship of Jim Basnett, which was well attended both by students and older members. Four of our eight Directors on the Board retire each year, and this year saw a few changes. Mike O'Brien was returned as Secretary and Treasurer, and the three new additions were, Fred Gayler, Eric Mitchell and Mike Hall. Eric is our Equipment Officer and Mike Hall our Display Organiser.

Lawrie St. John retired as Chief Instructor and Fred Gayler was appointed to take his place.

The opportunity of having everybody together was taken by several members of the Board who, in their speeches laid stress on all the points of safety and the necessity of everyone pulling their weight if the Club was to keep its place in the parachuting world.

Christmas saw Eric Mitchell do his Santa Claus act from 3,000 ft. into a local school for young children. Apparently the kids couldn't have been more thrilled if Batman had landed.

There was no jumping at the Club over Christmas and the following weekend as the airport management saw fit to ground us until we had an opportunity for a discussion. This was brought about by several bad "spots" by members who landed outside the airfield. After discussion, it was agreed that every lift at Blackbushe must have a Club Instructor on board who must confirm the spot before the lift exits. The general feeling in the Club is that as the summer draws nearer and the number of aircraft movements increase, our days of jumping there will diminish. Several members are looking around, either for an off the field D.Z. or an entirely new home. Any members or friends of the B.P.A. who may know of such a place in the home counties or Hampshire, please contact our Secretary. You'll be very well received, believe me!

In early January some of our Directors had a meeting with the Managing Director of G.Q. Parachute Co., Ltd., Mr. A. C. Dickenson, and his fellow Director, Mr. Fielding. When the Club first started G.Q.'s kindly supplied us with equipment which they have maintained for us ever since. All our students have been taught with G.Q. mains and reserves, which have given unfailing service. Many of these parachutes have done hundreds of jumps and are beginning to show signs of wear and tear, so we prevailed again on G.Q.'s

generosity and asked them if they would replace them. After a very friendly meeting at the G.O. factory Mr. Dickenson, who is also our President, agreed to supply us with several new low porosity main assemblies and replace some reserve packs. We can look forward to the new season with the comforting thought that we have the very best equipment for our students.

Overseas News:

We hear that John Lowe, one of our members in our largest colony, the U.S.A., is returning for a few weeks' holiday this summer. Let's hope our weather holds out and he can get a few jumps in with us.

Adrianopoulos Hill is climbing paths of glory in Cyprus and is getting the club out there well organised. He has teamed up with a bunch of experienced Canadian jumpers and I understand that the sky over Cyprus will shortly be filled with students.

Roger Fletcher, our 'walkabout' man in boomerang land is settled in now and has sorted himself out a club.

Our congratulations must go out to the Army Peregrines, led by Sherdy Vatnsdal, who cleaned up the Australian Nationals. A thought to all our recently departed Aussie aces—"Was your journey really necessary? S.A.T.!"

LAWRIE ST. JOHN.

THE THRUXTON NIGHT JUMP

A civilian night jump! Would we ever get permission? The chance was there and seemed worth a try. So the wheels were set in motion. Numerous letters passed to and fro and various jumpers contacted to see who was available. At last everything was ready, official clearance from the Air Ministry, lighting arrangements prepared and jumpers briefed.

Friday, the 16th of September dawned clear and bright. We hoped that this was a good omen, and would not let us down later. Keen as we were for the evening to come, we could not match Eric Mitchell from the British Parachute Club at Blackbushe who took the afternoon off from work and hitch-hiked down to Thrupton from Camberley carrying his "rig".

At last light John Burgess, the Chief Instructor at Thrupton, went up in the Jackaroo to do the streamer run. With the wind at 3 m.p.h. it didn't drift far.

By 8.45 jumpers were assembled at the airfield and the final briefing and careful checking of lights and equipment took place. Each jumper had a lighted altimeter and lights on his wrist and foot.

At 10.30, take off time, there was quite a crowd of spectators, who stood bravely shivering in the cold night air. The local and national press arrived and the jumpers joking amongst themselves belied how seriously the project was taken.

A final check, yes the D.Z. was illuminated and so was the spot where the streamer landed. Helen Flamert was in charge of the D.Z. party, so no problems on the ground.

The plane taxied up and we climbed in, in reverse order of jumping, myself with a P.C., John Burgess with a 1.6, John Baird with with a 1.6, Eric Mitchell with a C.9, and John Meacock also with a P.C. The Rapide took off into the starlit night and the adventure had begun. In the darkness, lights from several villages and towns vied for attention as we tried to find usual landmarks.

We sat shivering on the floor looking at the stars. The plan was to jump from 5,000 feet with a 20 sec. delay, and single passes for each jumper. Circuit followed circuit until there was a solitary figure standing on the wing. A leap into the darkness and a most queer feeling as I glided down, the only headings, the lights of the D.Z.

Everyone landed safely, much to our personal satisfaction and we field-packed quickly as the night air was no inducement to linger, in spite of our pleasure and pride in our achievement. And what an achievement, thanks to the Minister of Aviation for their official clearance and to the B.P.C. for the loan of one of their jumpers to complete the stick.

Even the B.B.C. mentioned it in a bulletin and that can't be bad.

We're hoping that another jump can be arranged in the Spring, and this experience will certainly come in handy.

NEVILLE G. HOUNSOME, D383.
B.P.A. Instructor.

British Parachute Association Limited

You are now being asked to put forward the names of anyone willing to stand for election to the Council of the British Parachute Association Ltd. It is of the utmost importance that members put up for election people who know their views, are prepared to work on their behalf, able and willing to attend meetings. All nominees must be fully paid-up members of the Company.

NOMINATIONS MUST:

- 1 **Be signed by a proposer and seconder.**
- 2 **Include a short note stating the nominee's qualifications for election (i.e. Chief Instructor, member of British Team, Club Secretary, etc.).**
- 3 **Reach the registered office of the Company by 1st May, 1967.**
- 4 **State if he/she is a Civilian or Serviceman.**
- 5 **If possible, be signed by the nominee stating his willingness to serve.**

Nomination forms may be obtained by application to the B.P.A. office.

Ballot papers will be despatched about the end of May to allow plenty of time for those abroad to vote. The new Council will take up its duties after the next A.G.M. of the Company.



The Peregrine "A" Team with trophies. Left to right: Sherdy Vatnsdal, Bob Reid and Aussie Power.

Peregrines Down Under The Australian National Meet, 1966

It all began at Buckingham Gate on the evening of the B.P.A. General Meeting on 4th December. After the B.P.A. Meeting members of the Peregrines gathered upstairs in the Officers' Mess to discuss Club business, Brigadier Wilson spoke on the proposed trip to Australia; "The Australian Parachute Federation have invited us to send a team to compete in their National Meet which is being held at Labertouche near Melbourne over the Christmas holiday. I have selected a team of nine with a general sprinkling of all ranks as the object is as much good will as competition. Passages have been arranged on an indulgence basis with the Royal Air Force and the Royal Australian Air Force. Other arrangements will be up to your own initiative. The Army Parachute Association has very kindly provided £200 for entry fees and general expenses. Good luck to you, enjoy yourselves".

The team selected was Sherdy Vatnsdal, "Aussie" Power, Dave Whitney and Richard Brinton from the Parachute Regiment's Red Devils, Robin Letts and Mick Reeves from the S.A.S. Sport Parachute Club, Mick Turner from the Rhine Army Parachute Association, Ron Griffiths from the A.P.A. Centre at Netheravon and Bob Reid from 44 Brigade Ordinance Field Park. Robin Letts was Team Captain and Richard Brinton Team Manager.

The Team was scheduled to set off on the first leg of the journey to Singapore between 14th-20th December. However, we were not destined for a smooth

start. On 6th December only three days after the B.P.A. meeting the Rhodesia crisis flared up, all indulgence passages were prohibited and the Peregrines' trip to Australia cancelled. Perhaps it had been too good to be true anyway!

"Aussie" Power rang up his parents in Melbourne at the cost of 25s. a minute to tell them he would not be home for Christmas. The following week had to be experienced to be believed. General Harrington, General Crookenden, Brigadier Flood, Sir Godfrey Nicholson, Major Greatwood and Major White of the Joint Services Movement Centre all campaigned on our side. It was thanks to their efforts that a team of seven finally boarded a R.A.F. Comet at Lynham on Friday, 16th December. The Team Captain had to make the agonising decision of leaving Mick Turner behind, and Ron Griffiths was unable to go for personal reasons.

Once aboard the Comet our luck never ran out. From Lynham we touched down at Cyprus, Bahrein and Gan. We arrived at Singapore in time for a Saturday night out and to find that Air Movements and Major Tony Heatly had arranged us a smooth passage on to Butterworth. Most of the Team had to be poured out of the taxi at 7 a.m. on the morning after the night out in "Singers", and there were one or two very evil grins on sleeping faces when the Team Captain tried to rouse everyone for the onward trip; eventually this task was accomplished by the Team Coach, and an hour later

we were starting a painful journey up to Butterworth in a Hastings.

Arriving at R.A.A.F. Butterworth on Sunday afternoon we heard that we would probably be leaving for Australia on Tuesday morning. The sight of all the jumpable aircraft at Butterworth was too much. On Monday morning prodded with mutterings of "Team Training" the Team Captain was sent out to investigate. Fortunately the Station Commander, Air Commodore Townsend had been commandant of the Australian Parachute School at Williamstown. At 5 p.m. we found ourselves in a Dakota taking off in a rainstorm. However the cloud began to clear as we climbed. The "A" Team—Sherdy Vatsndal, Bob Reid and Aussie Power did a practice baton pass from 7,000 ft., while the "B" team—Mick Reeves, Dave Whitney and Robin Letts climbed out at a dizzy 13,000 ft.

On landing our parachutes were soaking, but in no time Wing Commander Knudsen had the facilities of the safety Equipment Section made available and we were able to depart next morning with canopies dried and repacked. We are very grateful to all concerned at R.A.A.F. Butterworth for affording such excellent hospitality.

On Tuesday morning we boarded an R.A.A.F. C120 Casevac aircraft for the onward trip. The aircraft was bringing back Australian Army wounded from Vietnam. We were all humbled by the care and attention with which the wounded were looked after by the two R.A.A.F. sisters. Mick and Bob made themselves honorary nursing orderlies. After a night stop at Darwin we had a six hour flight across Australia to Melbourne.

It took us twenty-four hours in Melbourne with the assistance of the Australian Army Southern Command to find out the location of Labertouche where the competition was to take place. Certainly no Australian we had met to date had heard of it. Eventually the Tourist Bureau traced it as being about fifty miles east of Melbourne, just off the Princes Highway. On Thursday afternoon, six days after leaving Lynham we arrived.

Labertouche is a commercial Parachute Centre run by Claude Gillard and Bill Molloy. The D.Z. is a farm field with a saw dust pit set in beautiful surroundings. Labertouche is in the middle of the West Gippsland dairy country and under the lee of the Forest Reserve on the Dandanong Ranges. The clubhouse is a converted homestead which accommodates twelve, and there is additional accommodation available at an annex further up the road. Jean Gillard and her daughter Michele look after the cooking.

In Australia summer and Christmas coincide, and as most people take their annual holidays during this period it is the only sensible time to hold a National Meet. Our team was almost the first to arrive, but others soon began to pour in, many of them old friends to the British Parachute World. Two of the judges were Brian Brown and John Clarke. Brian and Susie Wright are at last engaged, and Brian is at present a trainee fighter pilot with the R.A.A.F. John Clarke, ex chief instructor of Thruxton is a great hit in Australia. His present bid for fame is the word "sedagarous" now very much "in" in Australia. Conversely there is "unsedagarous". John has a bet that

it will get into the Oxford Dictionary. Other old friends included Laurie Trotter, John Mahaffey, Dave Lock, and Phil Edwards.

With two jumping days available before the start of the competition, everyone endeavoured to get in as much practice as possible. It had been intended to hold a National Championship but as only two of the five states had sent teams, the competition was changed to a National Meet. There were three events and competitors entered in teams of three. **Event 1** was seven individual accuracy jumps from 3,000 ft. with one throw away. **Event 2** was 3 style jumps one of each series. **Event 3** was a team baton pass and accuracy jump from 6,600 ft. Scoring in this event was 100 points for the first baton pass, 150 points for the second baton pass and then normal accuracy scoring. Six teams entered. They were: Victoria A, Victoria B, United States, South Australia, Peregrines A and Peregrines B. Our chief rivals were the United States team represented by Denny Clark an ex-member of the 4th Army Display team and Bob and Candy Ranney from Phoenix, Arizona. All three are doing the sensible thing by edging their way slowly round the world. A nicer trio one could not hope to find, and we should be seeing them in Britain in 1968. There were a variety of canopies about, Claude Gillard and and Laurie Trotter were jumping Czeck P.C.s whilst Trevor Burns, Vice-President of the Australian Parachute Federation and Ron Piersal sported crossbows. Two Cessnas were available for jumping.

Both Peregrine teams started off badly in practice. Winds were medium to strong and variable. After rain and at odd intervals during the day there was a terrific life off the ground during the last 100 ft. But strangest of all were the fantastic dog legs in the different wind levels. Dog legs of 90-180 degrees were common and there were usually several of them. Phil Edwards unluckily broke his leg on a training jump when a gust caught him on his run in.

The competition began on Boxing Day. Chief Judge was pioneer Australian jumper, Bill Sparks. Sonny Ranney, Bob's brother, was the Meet Director. He was ably assisted by Anne Jessop, an ex-welfare worker from Edinburgh. The Peregrines came well out of the draw, jumping in the third and fourth aircraft loads. Four rounds of the Accuracy Event were completed on the first day. Denny Clarke hit a dead centre on his first jump whilst Sherdy Vatsndal managed an 8 cm. As the day progressed the combined accuracy scores of the Peregrine "A" Team (Sherdy Vatsndal, Bob Reid and Aussie Power) got better and better. At the close of jumping the "A" team was over 200 points in the lead with Sherdy and Bob in 1st and 2nd positions. The teams closest behind were United States and Victoria "A".

On the second day of the competition two more rounds of accuracy were completed. Bob Reid momentarily took over the individual lead from Sherdy Vatsndal; but lost it on the next jump. Teams remained in much the same positions as before. The third day saw the style event completed. In style the Peregrines faded out of the limelight as the Americans and several Australians came prominently to the fore. In the first round Candy Ranney took the lead with a clean 11.8 Another girl, Susie Wright, not in the competition,

Breakfast on the verandah. Left to right: Richard Brinton, Bill Stamp, Aussie Power, Beryl Stamp, Mick Reeves.



turned 11.6. In the second round Candy Ranney slowed to 15 seconds on the right series, whilst her husband Bob took the lead for the round with 13.6 secs. Denny Clarke (United States) John Mahaffy (South Australia) and John Fraser (Victoria) were all performing clean and consistent times. Together with Bob Ranney (United States) they were gradually improving their overall individual positions. In the final round on the cross series John Fraser pulled out a clean 10.6 sec. to win the event whilst Bob and Candy Ranney finished second and third. Aussie Power at sixth was the highest placed Peregrine. In the overall team scores the United States team had now moved up close behind the Peregrines "A".

In the last round of the accuracy, Claude Gillard badly tore a ligament attempting an upwind dead centre on his Czeck P.C. He was able to review his

agonising moments that evening on television. John Fraser hit the most dangerous swing round dead centre most of us have ever witnessed. On the final count in the accuracy event Sherdy Vatnsdal was first with an average of 62 cm., Bob Reid was second, John Mahaffy of South Australia third and Dave Whitney of the Peregrines "B" fourth.

The last round of the Accuracy concluded the overall individual scores. Sherdy Vatnsdal's consistent high scoring in the Accuracy pulled him through his moderate style marks to win overall by a clear seventy points. John Mahaffy finished second. With only twelve points separating them Bob Ranney was third, Denny Clark fourth, John Fraser fifth and Bob Reid sixth.

The Team Event held last was the most entertaining. The overall team scores were close and all depended on this event. The night before Laurie Trotter primed



Group—Left to right: (?), Candy Ranney, Bob Ranney, Richard Brinton, (?), Sherdy Vatnsdal, Bob Reid, (?), (?), (?). Front row—Left to right: (?), Mick Reeves, Phil Edwards, Claude Gillard, Aussie Power, Ron Piersal.

Sherdy Vatsndal's beer with Vodka all evening. It did not seem to have any apparent effect nor did Sherdy notice it. The United States Team, the first to jump had no trouble with their triple link. Under the canopy they approached a little to the left and got caught in a thermal. Bob and Candy Ranney only just made the pit whilst Denny Clark was carried way off. The Peregrine "A" team cast decorum aside and achieved two spectacular baton passes. "Aussie" Power had a malfunction and had to cut away (there just happened to be a T.V. camera on him too) but Sherdy and Bob scored well. Under the rules there was no re-jump. The Peregrine "B" team only made one baton pass but all got into the pit.

The Victoria "B" team were also upset by the thermal and two only made the pit. However the real climax came with the South Australia team. They completed one pass but all got caught in the thermal, John Mahaffy on his P.C. just made the pit, but Laurie Trotter seemed to remain for ever aloft on his Czeck P.C. By this time all competitors and spectators were round the pit. Seeing Laurie was going to miss the pit by 50 yards everyone waited for a string of Laurie wisecracks. There was a deadly hush. Not one word from Laurie until he hit the ground and then "— these Como Rigs!" This event concluded a very enjoyable competition.

When the totals were added up Peregrines "A" had won the event by over a hundred points. Second was the United States, and South Australia third.

In the overall team event Peregrines "A" were first with 2,389 points, the United States team were second with 2,158 points and South Australia third with 1,939 points.

Detailed results were:

INDIVIDUAL

Style		Accuracy	
1 Fraser	... 286	1 Vatsndal	... 561
2 Ranney, B.	... 257	2 Reid	... 525
3 Ranney, C.	... 242	3 Mahaffy	... 466
4 Clark	... 225	4 Whitney	... 455
5 Mahaffy	... 223	5 Clark	... 425
6 Power	... 207	6 Burns	... 423
7 Vatsndal	... 196	8 Power	... 368
11 Whitney	... 123	13 Reeves	... 299
12 Reid	... 116	16 Letts	... 145
13 Reeves	... 82		
16 Letts	... 24		

Overall

1 Vatsndal	... 757
2 Mahaffy	... 689
3 Ranney, B.	... 653
4 Clark	... 649
5 Fraser	... 649
6 Reid	... 641
7 Whitney	... 580
8 Power	... 575
12 Reeves	... 381
17 Letts	... 168

TEAM SCORES

Team Event		Overall Team	
1 Peregrines "A"	410	1 Peregrines "A"	2388
2 U.S.A.	... 297	2 U.S.A.	... 2158
3 South Australia	193	3 South Australia	1939
4 Peregrines "B"	176	4 Victoria "A" ...	1333
5 Victoria "A" ...	76	5 Peregrines "B"	1296
6 Victoria "B"		6 Victoria "B" ...	569.4

Scratched through injury.

The evening after the competition we were royally entertained by the other jumpers and officials to Beer and Barbecue. It would not be fair to record all the goings on as the author is as susceptible to blackmail as most of the others. However we would all like to record our thanks to the Australian Parachute Federation and to Claude Gillard, Trevor Burns and Laurie Trotter in particular. Jean and Michele Gillard turned out consistently terrific food for over fifty each day, and what was more put up with us all. We are also extremely grateful to the Meet Director, the Judges and the pilots who incidentally were two of the best parachuting pilots that members of the team have flown with anywhere. Finally we would like to express our appreciation to everyone concerned with the Meet for entertaining us so lavishly.

After the competition in spite of frantic efforts and special trips by our Team Manager we found ourselves stranded in Australia for a further two weeks. Incidentally our non-competing Team Manager, Richard Brinton scored one of the three dead centres of the Meet with a casual stand up on only his 35th free-fall. For a week "Aussie" Power in his role of Team interpreter and social secretary organised us an itinerary around Melbourne. Bill and Beryl Stamp, Bill and Dick Power and Liz Hayes took us all just about everywhere there was to go. Beer and barbecued steak were consumed at a rate only Australian hospitality could equal. We admired and stayed in the beautiful residential areas of Toorak, South Yarra and North Baldwin.

All this time our return arrangements were changing daily. At one stage we were told to make our way to Alice Springs to catch an RNZAF plane there. To our eternal regret this was changed before we could effect it. After our week in Melbourne we dispersed half way over Australia. Art Littlemore took Dave Whitney up to Queensland. Sherdy Vatsndal and Aussie Power roamed the Victorian beaches while Robin Letts, Richard Brinton and Mick Reeves felt they had to see Sidney.

You fall on your feet whichever way you turn in Australia. By the time the others rejoined us in Sidney, we had been over the Blue Mountains, up to Commodore Heights (all this as a result of asking the way to Pitt Street!), sampled Bondi and Manly and watched the sun set over the old British Empire from the Royal Prince Edward Yacht Club.

The other experiences of the team would fill a book. We are indebted to the British Defence Liaison Staff for keeping a fatherly eye on us and to Rothmans, Australia for entertaining us and supplying us with cigarettes and transport.

On January 18th we regretfully boarded an R.A.F. Comet for our homeward flight. The trip had been a tremendous experience for all of us and we are very grateful to everyone who helped to make it possible.

In Council, on your behalf

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

IN COUNCIL, ON YOUR BEHALF THURSDAY, 12th JANUARY, 1967.

Amendments of the Articles of Association of the Company to Conform with the Election and Nomination Practice of the Past.

After discussion the Chairman undertook to explore the legal implications of this matter during the next week.

Negligence Insurance.

After considerable discussion about who should pay towards the premium of Instructors' Negligence Insurance, Council decided that the Secretary General should ask the Brokers to propose an alternative scheme covering negligence towards parachutists under the age of 21. Legal advice was that perhaps the only claims against the B.P.A. or B.P.A. Instructors, General Permit Holders and Packers could come from the dependants etc. of those under the age of 21. The question of an entrance fee was, therefore, deferred.

A re-entrance fee of 10s. to be charged to all members re-joining who have left subscriptions unpaid for three calendar months or more, was approved.

Board of Enquiry and Inquest Report on Fatal Accident at Thruxton 6.11.1966.

Council accepted the report of the Board of Enquiry unanimously.

Council considered that holes drilled in 'D' rings with pins inserted should be mandatory to prevent accidental opening.

1966 Raffle Accounts

Major M. R. Heerey and Mr. D. M. Pierson were appointed to certify the 1966 Raffle Accounts.

Examination of Dropping Zones.

Council recommended that Sunderland Airport D.Z. be approved for all classes of parachutists. An aerial photo or large scale map with major hazards marked thereon, should be available and a signature obtained from parachutists as part of normal documentation, to show that they have understood it. Extra precautions must, however, always be taken when student parachutists are using the D.Z., in the form of more frequent wind drift indicators and limitation of numbers in the lift.

Two Instructor members of the Safety Committee would be appointed to visit the Kirton-in-Lindsay and Halfpenny Green D.Z.s to report on their use, in the very near future.

Council decided as a matter of principle, that the policy in future for any doubtful D.Z.s failing to meet the full requirements of the Safety Regulations, would be that two Instructor members of the Safety Committee would inspect these D.Z.s in person. A report on their use with jumping instructions for the D.Z. concerned would be sent to the Secretary General. This report would always be accepted by Council.

To Appoint Chairman of the Safety and Training and Technical Committees.

This matter was deferred.

Co-option to Council.

It was unanimously decided that Colonel C. F. H. Gough, M.C., T.D. should be invited to be a co-opted member of the Council.

Panel of Examiners.

Mr. J. Meacock, advanced Instructor, was unanimously voted a member of the Panel of Examiners.

Unauthorised Display Teams.

This matter was considered to be a domestic matter at present for the club concerned.

Approaches to Sports Council, M.P.'s and Government Departments by Individual Clubs and Members.

Council recommended that, in their own interests, individual clubs and members should liaise with the Secretary General before making any approaches to the Sports Council, M.P.s or Government Departments. This would prevent misunderstanding or double approaches and would benefit both the B.P.A. and the individual club or member concerned.

Safety Regulations. Method of Distribution to Members.

Various methods of distribution were considered including a supplement to the magazine, however, no final decision could be made until the possible sponsor had come to a decision.

National Centre. Progress Report.

Progress was reviewed, in the light of which Group Captain Martin undertook to re-write his paper including the latest information.

A sample national opinion poll is in train to obtain some information on the future numbers of young people and organisations wishing to parachute if facilities are available.

Overall Badge Design.

After discussion on the system required for these badges, Sgt. B. T. Clark-Sutton volunteered to produce actual designs for the next Council meeting.

Election of New Members. Report on New Instructors Appointed.

Ninety new members were elected.

Council was informed that one new Advanced Instructor and two new Instructors had been appointed since the last meeting.

Any Other Business.

Groups of General Permit Holders Parachuting without an Instructor.

Following upon much discussion of this matter at the recent Instructors Convention, it was decided by them to refer the matter to Council.

The general feeling of Council was that this rule should be relaxed but that safeguards were necessary. The rule was referred to the Safety and Training Committee for amendment.

Extraordinary General Meeting and Dance.

Council instructed the Secretary General to write to Mr. M. O'Farrell to thank him for his splendid work in connection with the General Meeting and Dance.

Australian National Championships.

Council were informed by Major Heerey that the Peregrines 'A' Team had come first in the team event in the recent Australian National Parachuting Championships and that Sgt. S. Vatnsdal had been first in the overall placings. Council noted this with great satisfaction.

THURSDAY, 9th FEBRUARY, 1967.

Matters Arising from the Minutes of the Last Meeting. Amendment of the Articles of Association of the Company to Conform with the Election and Nomination Practice of the Past

The amendments desired have been forwarded to the B.P.A.'s legal representative to draft a resolution which will be placed before an Extra-Ordinary General Meeting of the Company for members' approval.

Negligence Insurance

Council unanimously decided to accept Underwriter's proposals of a premium of £100 for a policy which will indemnify the Company, Instructors and qualified members in respect of their legal liability to members arising out of their professional negligence to members under the age of 21.

Examination of Dropping Zones

Council noted the report of Sgts. Clark-Sutton and Charlton on Halfpenny Green D.Z. The Chairman stated that Kirton-in-Lindsay D.Z. would be inspected as soon as an aerial photograph was available.

Adriatic Cup—Report of Sub-Committee.

Sgt. Catt not being available for competitions his name was deleted from the list of reserves and the name of Sgt. Sherman, S.A.S. substituted.

Council considered a letter written by the Treasurer and read by him, objecting to the proposals of the Selection Committee on the grounds of expense. He considered that a reduced team and no officials should be sent.

Mr. Lang then added that, having seen a statement of the costs involved and having heard from Major Heerey of the Parachute Regiment's generous offer to provide an aircraft for training the team in France. in addition to Major Heerey's very successful efforts to obtain money from sponsors, he unreservedly withdrew his objections.

Council then accepted the Sub-Committee's report and the Secretary General's proposals for travel. The Secretary General was asked to check on baggage allowances. It was also proposed that prices of cheaper pen-nants for presentation to other National Teams in this competition should be investigated by Sgt. Clark-Sutton. The Scottish team would be charged the same travel prices as the English team. A small booking fee would be added to the return rail fare so that unofficial en-

trants could book this through the B.P.A. at a cost of £19 return Trieste.

Council approved the application of Mr. A. J. Unwin to enter this competition as an unofficial entrant.

Offer of Office Accommodation by the C.C.P.R.

Council unanimously decided that the B.P.A. should register with the C.C.P.R. for office accommodation. This would not bind us in any way.

Strathallon Castle, D.Z.

Mr. Dickson asked if special permission could be granted in the case of this D.Z. for four static line students to be dropped on the one run. The recommendation in the Safety Regulations was for only three. The run-in on this D.Z. being a lengthy one this permission was granted but no change in the Safety Regulations was considered to be necessary.

Halfpenny Green D.Z.

Council recommended that the new Safety Committee should draw up a panel of their members for inspection and report on doubtful D.Z.s.

F.A.I. Parachuting Committee Meeting—Report by Chairman

The Chairman reported on the annual F.A.I. Parachuting Committee Meeting held in Paris on the 2nd and 3rd February. Owing to Service commitments he had been unable to attend. Sgt. Charlton had represented him, drawn up a report on the meeting and discussed matters fully with him.

On most items discussed the meeting had been most inconclusive. Matters requiring a report from National Aero Clubs would be dealt with by the Championships Committee at their next meeting.

Election of New Members

One hundred and nine new members were approved.

Appointment of New Instructors

B. Anderson has been approved as an Advanced Instructor and Sgt. Major D. W. Hunter as an Instructor.

Mr. St. John queried the re-qualification of Club Instructors by outside members of the Panel of Examiners without any reference to the Club C.I. concerned, on their ability as Instructors in the Club.

At the request of the Chairman he promised to submit a report in the specific case he had in mind for consideration at the next Council meeting.

Council instructed the Secretary General to write to members of the Panel of Examiners explaining that, whilst the Council welcomed the re-examination of Club Instructors by outside Examiners, a report from the Club C.I. concerned as to their past capabilities as Instructors in the Club should always be called for before signing a certificate.

Any Other Business

Appointment of Chairman of Sub-Committees.

Council unanimously approved the following appointments:

Championship Director and National Team Leader—Major M. R. Heerey. (Note: This appointment was envisaged to cover a long period of preparation leading up to the World Championships being possibly held in England in 1970).

Chairman, Safety Committee—Capt. T. H. Ridgeway.

Vice-Chairman, Safety Committee—Capt. R. A. M. Seeger, M.C., R.M.

Chairman, Technical Committee—S/Ldr. J. Thirtle.

All the above members had indicated their willingness to serve.

The Chairman asked for nominations for a Chairman of a Ways and Means Committee to be submitted for the next meeting of Council.

Co-option to Council of Group Captain Martin

Council unanimously decided to co-opt Group Capt. Martin to Council when he relinquished his appointment as Station Commander, R.A.F. Abingdon. Group Capt. Martin had rendered valuable service to Council

and was currently engaged in drafting plans for the National Centre. Council was pleased to hear that his new appointment would be in London so that they would not lose his services.

Possible National Women's Team

Brigadier Thompson asked what efforts were being made to provide a National Women's Team for 1968. All concerned told of the strong efforts being made to encourage British women in the sport. The deterring factor was that British women would be women.

Navy Day—R.N.A.S. Arbroath.

Mr. Dickson asked if the English National Team could appear on Navy Day at R.N.A.S. Arbroath. Major Heeley promised to investigate the situation with the naval authorities.

Combeland,
Dulverton,
Somerset.
9th January, 1967.

Dear Sir,

May I take advantage of "Sport Parachutist" to thank the membership of the B.P.A. for their magnificent presentation to me of a silver salver to mark my retirement as Chairman of the Association. This is something I shall always treasure as it will serve to remind me of all the parachuting friends I have made in recent years as well as the extraordinary growth of the Association since it was formed in 1960. I have spent many happy days in the company of parachutists in many parts of the world, and naturally in this country in particular. It is always a stimulating experience and for this alone I feel I owe the B.P.A. a debt rather than deserve such a handsome present for doing such a rewarding job. Thank you all the same for such a lovely thing.

Yours sincerely,
DARE WILSON.

6th January, 1967.

Dear Mr. Secretary,

In reply to Mr. O'Neil's letter of the 10th October, I feel I must attempt to correct some misinformed ideas of the writer.

The majority of service clubs do not have luxurious equipment, but either buy it as individuals or as a club, occasionally sponsors are found, but largely as a result of members getting off their backsides and approaching people instead of demanding it as their right. Unless 'on business' army jumpers are not subsidised, and R.A.F. red tape has to be seen to be believed.

I cannot claim to have toured the bottom half of England like Mr. O'Neil evidently has; however, I am in a position to be able to correct several of his misconceptions. Thruxton, whilst there is an extended tea break, jumping is often possible from lunch, or earlier, until dusk, on Wednesday, Saturday and Sunday. A club to succeed H'Green is starting shortly with the

Post Bag

a few of your letters . .

25th Field Sqn. R.E.,
B.F.P.O. 16.
2nd January, 1967.

Dear Sir,

I feel extremely sorry for T. O'Neil of this Winter edition of "Sport Parachutist", I am afraid I know exactly how he feels, you see before there was an A.P.A. we in the Services were in the same position as he is, and many many weekends were spent in the frustration that he apparently knows so well. I can well remember weekends spent at Thruxton sleeping in a sleeping bag in the shelter of the control tower so as to catch the light early winds and keen pilots. Also there were Don Hughes and Pete Sherman and Norman Hoffman and many others. No, Sir, our early days weren't all that easy but, you know, looking back I damn well enjoyed them. I would like to help, if possible, these people. If they enjoy jumping as much as I do I can see their point. I might add that I consider that the B.P.A. is doing more now for the jumper than was ever done before, I am sure the B.P.A. would only be too glad to build a centre and lay on the best aircraft in the world if only the money and everything else were available.

Yours sincerely,
P. W. TURNER, B.P.A. 220,
Chief Instructor R.A.P.E.

same staff, its closure was due in fact to financial problems and the fact the airfield did not comply with B.P.A. safety regs. The military D.Z. near Blackbushe, 12 miles to be exact, has Mr. O'Neil ever tried contacting local military clubs or the station commander for permission to jump there? It must be pointed out that no aircraft can land there. It helps if one is prepared to jump at 6.30 . . . a.m.

A final word; the attitude of people like Mr. O'Neil is to an extent responsible for many authorities being against the sport.

Mr. O'Neil, the remedy lies in your own hands, and I will be pleased to jump at the club you should found, and have on its feet within twelve months.

A FRUSTRATED MILITARY JUMPER.

Dear Sir,

We have read about parachutists being stupid, but are they selfish too?

Recent experience suggests that parachutists with many jumps and parachutists with few jumps are the same, only interested in jumping and to blazes with anything else.

If a D.Z. is restricted there is a howl of protest from those affected. If an airfield is used by others, flying or gliding, to hell with pilots or controllers.

An Instructor's Convention to discuss Safety Regulations? Not me, boys, I'm jumping. A General Meeting, Not on your Nelly unless it's at my club after dark.

Write a piece for "Sport Parachutist", I'm too busy jumping (or waiting to jump).

The General Meeting in December was attended by 75 out of 1,200 members. The preceding Instructors Convention by 27, and the Instructors Convention of January 8th by 10 (8 Army, I.T.A.).

A meeting last June to settle National Championship details was attended by only 3 (all Army).

Members and Instructors howl about the Safety Regulations, National Championships and the B.P.A. If they are not prepared to make their views known in public discussion whose fault is it.

The writer knows that on January 8th there were 8 Instructors within easy reach of Netheravon who preferred to jump rather than attend a vital meeting. He knows that at least 3 of these will complain of the results finalised.

How many moaners have looked around in their own home or club areas for alternative D.Z.s. "Why me, there's a paid Secretary General for that! I only want to jump on it. It must be near my home, with no private flying, gliding or sheep."

It must be realised that parachutists are very small fishes in the very large pond of aviation. Apart from the enormous amount of Service and Commercial flying in England today there are 7,000 gliding members and 14,000 private flying members of the various clubs. We have 1,200 odd members of whom perhaps 200 only are regular parachutists.

The only clubs in Great Britain who have few troubles with D.Z.s and aircraft are probably the Parachute Regiment and Netheravon. The remainder of the Service Clubs are just as badly off as the Civilian Clubs,

but do more about it. They are welcome in more places because they have club discipline and are duly grateful for favours. They dress properly in flying club bars (and keep their hair reasonably short!).

If parachuting is to flourish, all members must be prepared to do something on their part.

Look for suitable D.Z.s in your areas and report them to your C.C.I. or to Artillery Mansions. Attend meetings and make your views heard and listen to other people's views, nominate suitable people to be elected to your Council.

Be thankful for small mercies if you are allowed to use a flying club's field and premises. Be doubly grateful if you are allowed to use a Service base. The Station Commander isn't obliged to have you and both Service and civilian owners of airfields have usually made some sacrifice to accommodate you.

If you do this, further doors (or fields) will open, as the good reputation of Sport Parachutists spreads.

Parachutists are invariably "individuals". We must work as a team in this respect.

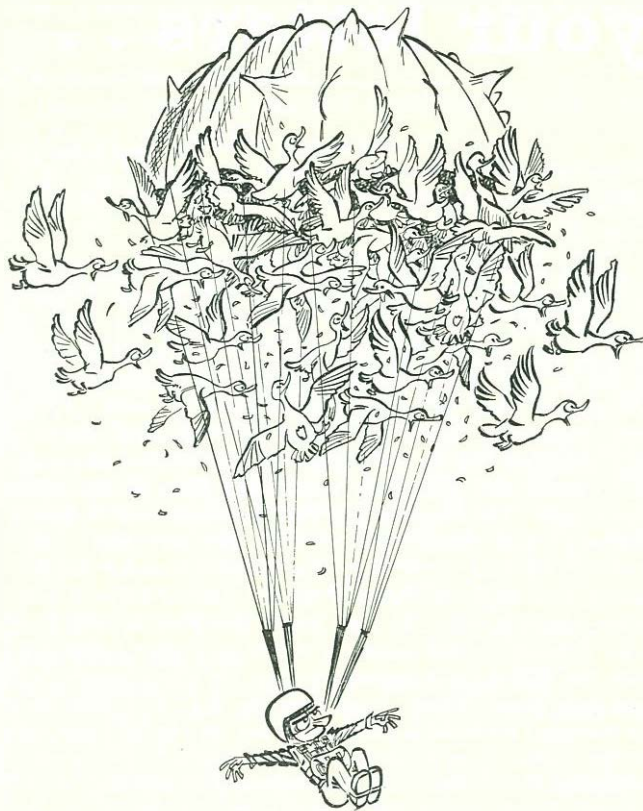
COLONEL BLIMP.

British Parachute Club,
Blackbushe.

Dear Editor,

T. O'Neil classifies himself in his first paragraph ("when weather . . . permit").

For somebody who says he has been interested in



HARGREAVES

sport parachuting for four years and then goes on to tell us he has only done one jump, he must have had pretty rotten weather.

This sport—like many others—will always have its fair weather types and obviously O'Neil is no exception. Most of the parachutists I've ever met in this class have been girls, but even they have admitted it!

For myself I have been interested in parachuting for five years, but to my eternal shame can only confess to having done over 450 jumps. I would have done more but I had to drive all the way to Kidlington nearly every weekend for eighteen months, 2½ hours—such a drag!

In case our friend (?) may have forgotten, all the 'D' licence holders he is not interested in were also students once, but some of them helped themselves.

One of our students at Blackbushe—Andy Reynolds—was on 15 second delays after only a few months and this was only last year. No club can have more setbacks than ours has but it takes people like Andy—who show appreciation by results—to overcome them.

So you happen to be married O'Neil. That's your problem, what do you want, sympathy? You are not unique so I suggest you stop your snivelling and do something for the sport you are so "interested" in—like turning up regularly.

Just a gentle reminder though, if you want to jump at our club again you will have to do a recourse. Another typically British rule made especially for dedicated tyros such as yourself! S.A.T.!

Yours Ugh!
LAWRIE ST. JOHN.

79/29 Commando,
2nd Bn. Para Regt.,
B.F.P.O. 63.

Dear Sir,

After reading a back issue of *Sport Parachutist*, 1963, I noticed an article on Bahrain where Charles Shea Simmonds and others performed in front of the Sheik. At the end of the paragraph it said they also held the height record at 9,000 feet. Well, I thought you might like to know that it has now been broken.

Myself and two officers of 2 Para were doing a demonstration in the Tattoo which was held out here recently and it now stands at 10,000 feet.

Incidentally we all gained by one gold watch as well.

Yours sincerely,
ROGER J. COLLINS.

British High Commission,
P.O. Box 1978,
Nicosia.
23rd January, 1967.

Dear Mr. O'Neil,

I was very interested to read your letter which was printed in the last edition of *Sport Parachutist*. It be-

came clear from its contents that your knowledge of the British Parachute Association and the organisation of Sport Parachuting in Britain is rather limited, in spite of the fact that you say you have been associated with the sport for nearly four years. Having spent this summer at home on leave at civilian and military centres, I think that I am in a position to put you in the picture, therefore I would like to deal with your complaints one by one.

Firstly, I cannot understand how you managed to spend £30 in the manner which you claim, when we live in a country where excellent postal and telephone systems exist. If you had ever been in a country which was not so blessed, you would be able to understand how ridiculous this statement sounds. All you need have done was to telephone the British Parachute Association Offices, which would have cost you, at the most, half a crown.

While it is extremely unfair to say that parachuting is in a bad way, most of us know only too well that there is a grave shortage of suitable places for training students. This applies equally to the Services as it does to the civilians and we all realise that the sport is suffering because of the lack of new blood. However, if you ask anybody with any knowledge at all of sport parachuting in Britain, they would be the first to tell you that it is the British Parachute Association which is doing all the work to get this situation rectified. You say that the sport is disorganised. This is completely untrue. Thanks to the Council and Committee of the British Parachute Association we now have one of the best systems of training and safety in the world. This took four years of hard work in people's spare time.

Your comments on the Army are those of the ignorant. My job is very similar to theirs in that I spend most of my life abroad. For two years I was unable to jump, many of my friends in the Army have not for sport anyway. The A.P.A. Centre took two or three years of begging, borrowing, and even stealing before it became what it is today. Naturally the first chance to use this centre must go to the people in the Army, but page 37 of the previous issue of this magazine, more than answers your complaints. At present in Cyprus we are trying to get a good club going. To do this the Services and civilians are all working together and by the summer we will probably have a very good centre. If we had gone our separate ways and sat at opposite ends of the island glaring at each other we would have achieved nothing.

There is no welfare state in sport parachuting. Everything that we have today took a lot of hard work by people that you have probably never even heard of. While we welcome intelligent and constructive criticism from any members of the British Parachute Association, also been in a similar situation. There is no opportunity for parachuting in places like Aden or Borneo, not many of us have the time to answer questions from some hard-done-by student. On my return from Pakistan I was amazed to find it was the same few people who were doing all the hard work in the sport. While there are many things that need improving in our sport, even if it is not the beginning of the end, at least it is the end of the beginning.

On a lighter note, may I congratulate my own club team, and Dave Whitney, on their good performance in the nationals. (Dave, I think Don will let you keep

that P.C. now). We are hoping to have a good centre going in Cyprus this summer—group fares will be down to £50 return this year. Write to me if you wish to come out here for a jumping holiday on the island, this includes students! There is plenty of sun, the Mediterranean to swim in and some of the cheapest food and wine in the world, to add to the pleasures of this delightful island.

ADRIAN HILL.

Parachute Regiment Free Fall Team,
"Red Devils",
c/o R.H.Q., Maida House,
Aldershot, Hants.

Thursday, January 12th.

Dear Sir,

I would really appreciate it if you would print my reply to a letter written by Mr. T. O'Neil, dated 10th October, 1966, printed on page 24 of the Winter copy of "Sport Parachutist".

My letter will not contain such clever words-phrased by Mr. O'Neil to drum up sympathy, I'd rather stick to blunt facts.

Firstly, let me say that I sympathise with his position. There is no doubt that many students are in the same position, and God knows how many more have given up because of this.

A few suggestions I think might help, I've added to the end of this letter. The object of my letter is not entirely devoted to solving Mr. O'Neil's problem.

Secondly, I violently object to being called a pampered darling! Furthermore, Mr. O'Neil, this letter is only a fraction of what I've got to say to you. The rest will follow when we meet.

Let me quote you a few facts, which are painfully absent from your very sarcastic letter. Speaking for the Parachute Regiment you do NOT contribute to our equipment, our D.Z.s, or any of our sport parachute jumps.

Our team, by demonstrating at Shows, Fetes, Garden Parties etc., pays for itself from the money earned from such events.

Not one penny do we get from Army Funds, or Recruiting Funds. We work on the principle that if we don't jump we don't get paid. At the end of the year we're not allowed to show a profit, it must all be ploughed back into better equipment, which we buy from the Americans.

Furthermore if you turn to page 26 of the "Sport Parachutist" you'll see that that we contribute 5 per cent of our earnings to the B.P.A., plus 5 per cent to the A.P.A. This, when you consider that this year we have jumped at approximately 70 events, some at which we've made three and four jumps. Add all this up, and the result is quite a substantial amount. So, many, many thanks for your threepence or whatever you pay every week in tax to the Army. I pay the same, but I suppose I don't count.

But, I'm afraid, Mr. O'Neil, that your contributions to our team are non-existent. I accept that you're paying my wages, and I thank you, and the millions of others, who pay us pampered darlings to defend your

right to say what you like, however inaccurate.

Another point I'd like to clear up while we're at it, a point that you wouldn't have brought up if you'd bothered to check it, and that was, that the only military D.Z. near Blackbushe is on Queens Parade, Aldershot, that is restricted because of its size and location to 'C' licence and above. It does not meet with B.P.A.'s regulations for student training.

There is another on Hankley Common, some 12 miles away, that's if you care to jump within 600 yards of 40,000 volt power lines. Again B.P.A. Safety Regulations, quite right too. So that wraps that one up, Mr. O'Neil. What else do we have?

If, once again, you'd bothered to check, you'd see that Rothmans gave us a Rapide, with no strings attached, because they knew that it would be put to a good cause, used properly, and maintained according to regulations. Make some enquiries into aircraft costs, and then try to take a Rapide on.

The B.P.A. couldn't do this on its own, because of this very cost.

So, Mr. O'Neil, I suggest that before you burst forth into song, get your facts straight. I do not wish to turn "Sport Parachutist" into a magazine for slanging matches, but I felt a reply to unfair criticism was necessary.

Oh, one or two things I failed to mention! I promise that if, Mr. O'Neil, you care to visit us to see how we're organised or for advice or help, you'll be more than welcome. I promise you won't disturb our sleep, and a cup of coffee is forthcoming if you require it, we don't drink tea. Terribly un-British, aren't we?

If you wish to reply to this letter, please write directly to me, please don't clutter our magazine up with inaccurate statements, it only raises a storm of protest and bad feeling we can all do without.

As for your £30 deficit in your Bank Account, I'm sorry I can't help to replace it, but if you'll take a bit of advice to help lessen your debts, we have two wonderful inventions in this country. One is the telephone, the other is a postage stamp. For a fraction of £30 you can find out where there's parachuting going on in a fraction of the time.

Another answer to your problems might be in the advertisement on page 32 of Sport Parachutist.

Sign on, it's a free country. What do they say? If you can't beat them, join them.

Criticism, yes, anytime, but keep it fair, and above all, accurate.

Yours angrily,

BILL SCARRATT.

P.S.—A few suggestions that might help Mr. O'Neil are as follows—

I feel that part of the fault lies with us, the instructors.

Could we not have a sort of availability list at the B.P.A., of instructors willing to take students at certain periods? Give details in the "Sport Parachutist" of how students can contact instructors in certain areas, to arrange training, aircraft, etc.

If students are having difficulty in the South of England where the bulk of the instructors are, what chance have they got further North?

Sergeants' Mess,
22 S.A.S. Regiment,
Hereford.
28th January, 1967.

Dear Sir,

Reference the article in the winter edition of the magazine, written by T. O'Neil, I feel it is about time someone enlightened the few sour grapes we have with us, in this sport of ours.

As for T. O'Neil, he mentioned that he had been interested for four years in the sport, but has only one descent recorded in his log book, (I presume he has a log book). All I can say is, you show a great lack of initiative and drive if that is your achievement in four years, regardless of restrictions, as you call them.

First I would like to set you straight as regards to sport parachuting in the Army, taking myself as an example, as I started with a group of first class civilian jumpers long before we had a B.P.A. or A.P.A. to help and guide us as they so often do now.

T. says it has already cost him £30 and he would not like to mention the pampered Army jumpers, for your information T, I and many others started around 1960-61, myself being one of the six that started the free-fall club with the guidance of Major (now Colonel) Weeks and Major Tugwell in the 1st Bn. The Parachute Regiment, this was the first club in the Bde. and the only other known Army club was 22nd S.A.S. Regiment who started earlier, 1959.

At that time we considered ourselves very lucky to be able to take part in the sport and travelled anywhere and everywhere, a slack 100 miles or more every weekend in all weathers, just on the off-chance of a descent, Thruxton, Kiddlington, Portsmouth, Shoreham, Isle of Wight, Herefordshire, Stapleford, just to mention a few D.Z.s. At present many of these D.Z.s are no longer in use, the cause being ourselves, the parachutists, we always seem to get a few idiots who break every airport and M. of A. rule in the book, then wonder why we are no longer welcome at these places.

Equipment was scarce then, three rigs between us to start with, such was our plight with the lack of instructors or even packing instructors that we had to wait our turn for someone to pack for us, which we did gladly because we were all, without exception, keen enthusiasts, distance and weather of all kinds did not mean much to us, if we thought there was a chance of parachuting.

As for costs, parachuting in this country now, is not as expensive as it was 1960 time, if one takes into account all his expenses for a parachuting weekend, these expenses can and have been cut down still further by having a good pilot and above all good ground organisation for quick turnrounds, basically because today pilots and parachute instructors are more experienced now than they were in the 1959/60 times.

Again you are misinformed, you do not pay for the Services equipment by any means, both aircraft and parachutes are purchased from the Army sports funds, Nuffield Trust grants and the kind donations from Rothmans and firms like them. Displays also provide a source of income for buying parachute equipment.

There are many of us in the Army who, although we pay subscriptions to the regimental sports funds and

Army A.P.A. Centre, do not use any of the equipment we help to purchase, as we have our own, purchased by ourselves (myself £200 for a P.C. and Piggy Back complete with Lo-Po reserve). Are you still there, T.? All of our own club equipment and the A.P.A. Centre equipment at the school are used almost continually by students only, our S.A.S. club equipment is used by civilians every weekend, weather permitting, as well as our own troopers, there is no preference given to our own troops, first come first served with aircraft and parachutes, so you see we are helping the civilians to get jumping, T.

Also I would like to bring to your notice the fact that in other countries the parachuting federations and Associations run their own parachute meets, they get none or very little support from its own forces, yet in this country for the last two years and again this year the National Championships have been run for your's and others' benefit entirely by the Army and its A.P.A. centre staff and facilities included, the only civilians who helped in any way and may I add, gave up their own time (without being, in the main, parachutists) for the benefit of all, in the running of the 1966 championships, were the very people you are always running down, the staff of B.P.A. and one other, Miss H. Flambert. My own opinion is, that no matter how hard people work for the improvements in their sport, there are always those, who do not or ever will appreciate their efforts. So before you and the few other types, tick like bombs, how about you volunteering for a job at the next Nationals? The Army lads did all the dirty

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jobs for everyone last time, I could fix you up with something like washing the dishes up after maybe 50 people have finished dining, you get my point, I hope.

As for the parachuting being at your expense (taxes you are obviously thinking about) don't forget all the forces pay exactly the same as a civilian P.A.Y.E. scale, there are no differences at all.

We in the forces elected to complete a certain percentage of our time to this way of life, but if you care to join up, you too can have all our facilities (after you have paid your subscriptions of course) the parachuting side of the Army for instance, is open to all who are fit enough, all you have to do is sign on for a few years, pass the entrance exams and fitness tests, plus para course then you too can parachute, day and night, water or trees, on rough D.Z. with an average 65 lb. pack, then flog it for a few days or months. As I said before all you have to do is sign on and in your spare time, free-fall parachuting is yours.

If you are interested in expenditure: how much it costs myself, as well as many others in the forces all over. To date my outlay for equipment, jumps and travelling is well in excess of £500, this may not seem a lot for six years free-fall parachuting, but besides the sport, I do have a job to do and most of this time has been spent overseas on active service not just a stay in a nice clean barracks overseas, so you see it is not all sweet pie in the Army, if you sign on remember you must take the rough with the smooth every time, or if you really want to be sport parachutist get moving

and do something yourself, do not wait another four years for a descent, the sport is, and has, bigger and better facilities now, thanks to the good work at organisation of the B.P.A., but even they can not molly coddle you into an aircraft, use your drive to help yourself, you will find that there are plenty of good parachutists to guide you and help you, all they possibly can, both civilian and military types.

Incidentally, just for the record another early parachutist, Pete Sherman, has been to Chalon in France four time financed by himself and for the 800 plus jumps he has spent well over £600 on parachuting, and representing his country is not a cheap sport, even in the Army.

To conclude I would like to suggest to all the sour grapes that besides finding fault with the B.P.A. and others, STOP feeling sorry for yourselves and try to understand the problems of the B.P.A. a little more fully, then you will see life is not always against you.

Who knows we may even meet on a D.Z. some day, if you try hard enough to be a jumper.

To the B.P.A. staff: keep up the good work on an excellent magazine.

MICK REEVES.

P.S.—Check up you lads, there is parachuting on at our A.P.A. Centre for civilians as well as Army bods, it all takes time, but most parachutists will try their best to help those less fortunate than themselves.

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F.A.I. Parachuting Sub-Committee, Paris

2nd and 3rd February, 1967

Sgt. Charlton, R.A.F., represented the Chairman who was unable to attend owing to Service Commitments.

On all items discussed the meeting had been most inconclusive much to the annoyance of some members who had travelled far.

The World Championships 1968 will be held in U.S.A. if, within three months, they can guarantee entry for all countries including East Germany. If not, Brazil will probably host them.

Adriatic Cup.

The Selection Sub-Committee's recommendations have been accepted by Council.

The National team will be finally chosen, according to their availability, proven skill and current form, practice undertaken, physical fitness, temperament and other factors, from:

Team—B. T. Clark-Sutton, R. Griffiths, H. J. Scarrott, S. Vatnsdal.

Reserves—P. Sherman, B. David, K. Jones, W. J. Meacock.

Team Leader—Major M. R. Heerey.

Team Coach—P. W. Turner.

Judge—A. F. Charlton, A.F.M.

The Army have generously offered an aircraft for

training, and have found sponsors to assist in sending the team.

Those desiring to enter privately must be properly equipped (dress and equipment) and approved by the B.P.A. The entrance fee is \$60 and the B.P.A. can offer a rail return Victoria-Trieste-Victoria for £19 and couchettes for £1 2s. each way.

Telephone Number.

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Chairman of Sub-Committees.

The following members have been appointed by Council.

National Team Leader and Championship Director—Major M. R. Heerey.

Chairman Safety Committee—Captain T. Ridgeway.

Vice-Chairman Safety Committee—Captain R. M. Seeger, M.C., R.M.

Chairman Technical Committee—Squadron/Leader J. Thirtle, R.A.F.

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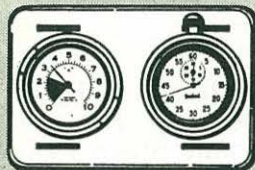
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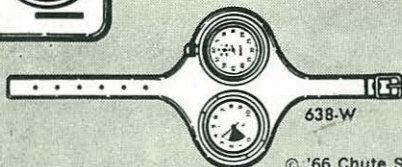
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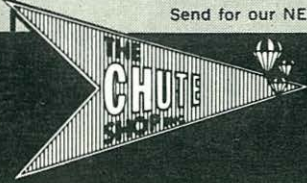
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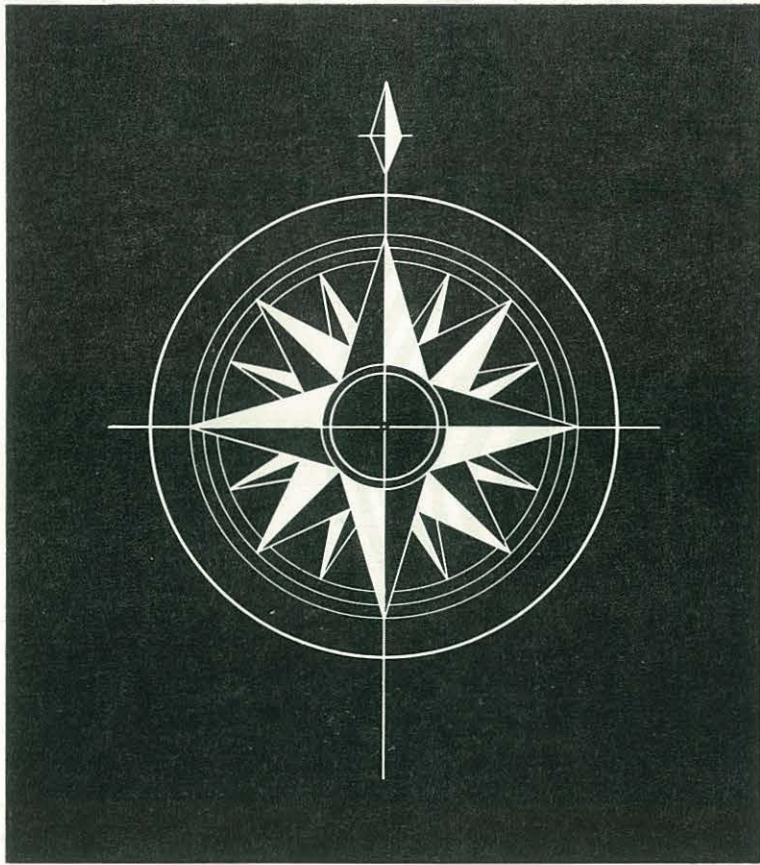
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