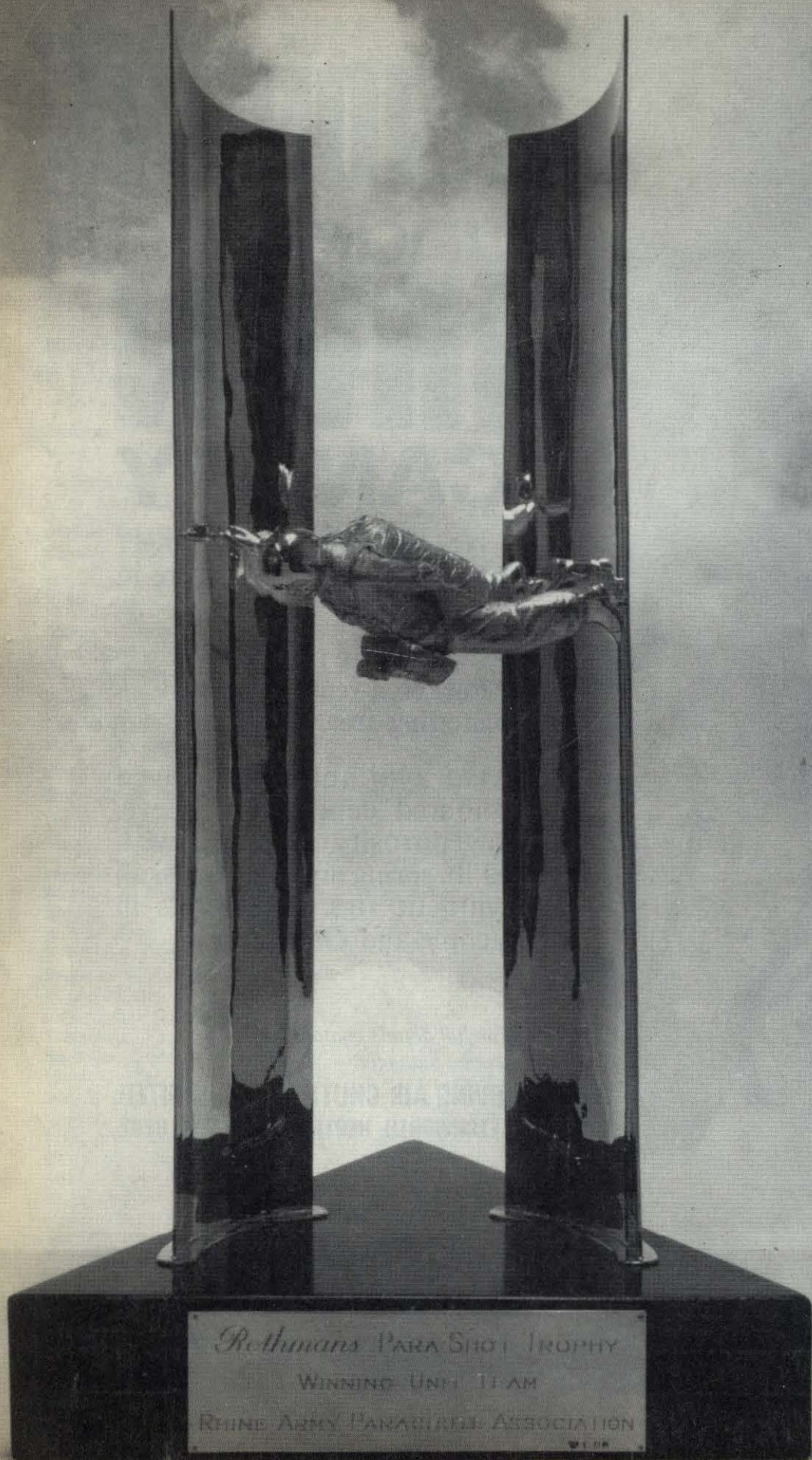



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Sport Parachutist

Volume 5, No. 3 Christmas 1968

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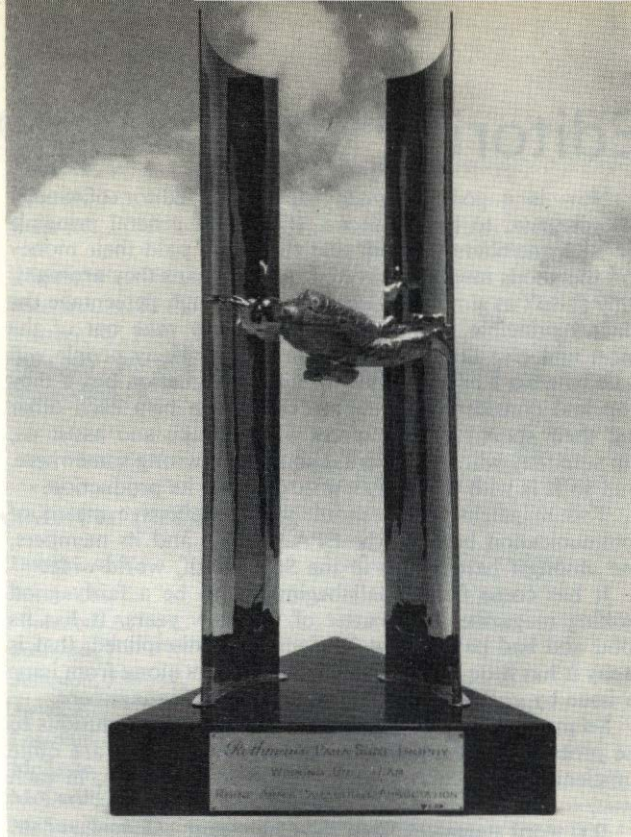
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Cover picture is a new trophy presented by Rothmans of Pall Mall to the Rhine Army Parachute Association for competition between unit teams competing in their annual Parashot Competition held at Sennelager, Germany. The Parashot Competition takes the form of an exercise in which parachutists make their descents and then take part in an orienteering competition. The first winners of the Rothmans Parashot Trophy, awarded for accuracy in the parachute descents, were the 1st Battalion, the Gloucestershire Regiment.

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The following dates are final dates on which copy will be accepted by the Editor.
Spring: January 31; Summer: April 30; Autumn: July 31; Christmas: October 31.

With regret, the Editor will not be able to undertake the return of any material submitted for 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.

Editorial

Now is a good moment for me, as editor of *SPORT PARACHUTIST*, to have a moan. It seems a general principle for BPA members to think that they have paid their money and the goods must be delivered. And perhaps they are right. Only it isn't as simple as that. For a very high percentage the general principle goes further in that they *take* out of the Sport and give little or nothing in return. Many people will react to what I have to say with great indignation but if they stop and consider how few are those who help each other and their sport, and the many who partake and assist us, I'm sure they will agree there is something wrong somewhere. And so it is with *SPORT PARACHUTIST* and its production.

This magazine is, or should be, the effective means of communication between the BPA Council and its members, and amongst participants in the Sport itself, world-wide.

It has come from small beginnings to be a fairly good looking magazine in a matter of very few years. It has its good and bad patches but it is entirely indisciplined, that is to say it has little or no direction. It wanders along from issue to issue by good luck rather than by good management.

So much for my/our discontent. Now for the solutions to the problem. It is my view that four issues a year are quite sufficient for the current need, but there should be, in each issue,—

a 1,000 word statement from the Chairman;
a 500 word statement from the Secretary General;
a 1,000 word statement from the Chairman of the Safety Ctee.;
at least 500 words, plus 18 notes from each Club Chairman or Secretary;

1 1,500 word technical article from a manufacturer;
a contribution from the professional teams such as the Falcons and the Peregrines, a progress report on such topics as the National Centre, etc.

And a variety of articles from members who know what the day-to-day problems of the sport parachutist are and how he/she think they might best be solved.

In spite of what I said earlier there is a hard core of BPA members who are dedicated to the sport and its future and I'm sure their energies are fully extended. But as part of this dedication they must discipline themselves to produce the best and most economic use of these energies—otherwise the

whole affair is liable to go off at half cock. The most well intentioned people can produce the worst results if either they do not stir themselves to action or do not make the right decisions when they do take action.

I have discovered over the last four years as editor, that the membership does not read the magazine, probably briefly only looks at the photographs. But a few do read the articles, even sometimes the Editorial and it is to them I am making an appeal now. You have a valuable asset in *SPORT PARACHUTIST*, for heavens sake get cracking and make sure that you, the members, get whatever contributions you require to see in each issue *authorised by the Council and adhered to. Get the Council to establish a constant and voluminous source of material for each edition and make sure they see it is maintained.* That's one of the reasons you elected them.

As editor, I clearly see the role is impossible without Council backing on the above lines. In my view the role of editor should be part of the Secretary General's work, for me it is and always has been a spare-time occupation in odd moments of the day, but this is not the proper way to do it. I'm sure you will agree. A full-time responsible editor who is mixed up in the heart of the sport is what we want, and then, and only then will you get the very best results for your money.

In the Spring edition this year, I stirred it up by saying that the BPA and its members were entering 1968 in a stronger position than ever before. Nothing of course was further from the truth and I said it because I hoped it would be true, and it might well have been if the events of the year had turned out rather differently. I wrote it in January, but as you may remember the issue had many problems and through oncdalay after another was not published until May/June.

Alright, Mr. O'Neill, so you were right, in hindsight. Anyone who operates this way often is. But nothing worthwhile is easy in this world and I should know, I sweat like hell over this magazine. But O'Neill on one side for a moment, and that's where he ought to be, the whole issue needs a face-lift, an infusion purpose. Perhaps if we plan promptly for the future during the coming winter months, and persevere instead of giving up at the first fence, 1969 should be good for the BPA and its members. Get off your fat backsides and do something for the sport.

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Catt, W.	P.R.F.F.C.	Peacock, D.	(P) R.A.F.S.P.A.
Charlton, A.F.	(P) R.A.F.S.P.A.	Reid, R.	Army Peregrines & Scottish Parachute Club
Clark-Sutton, B. T.	(P)	Reeves, M.	
Gardiner, E. A. J.	(P) Parachute Regiment	Runacres, R. J.	(P) R.A.P.A.
*Griffiths, R.	(P) Royal Green Jackets	Slattery, W. P.	
Jackson, M. L.	(P) R.A.P.A.	Turner, P. W., M.B.E.	(P) Army Peregrines
Hughes, D., M.B.E.	(P) A.P.A.	Mapplebeck, K.	R.A.F.S.P.A.
Jickells, T.	S.A.S.		
McLoughlin, J.	(P) R.A.F.S.P.A.		

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*Basnett, J. T.	(P) B.P.C.	Johnston, L.	Australia
Beard, J.	B.S.D.	Johnston, J. V. W.	Ripcord Club
Bilbao, G.		Jones, K....	Parachute Regiment
Birch, D. T.	R.A.P.A.	Lonsdale, R. C.	A.P.A.
Black, A.		McArdle, L.	
Brewin, D.	R.A.F.S.P.A.	McCarthy, D.	
Card, R.	A.P.A.	McNaughton, D.	
Carr, G.	A.P.A.	McQueen, A. S....	A.P.A.
Castree, C. J.	R.A.P.A.	Martin, M. A.	
Cockburn, A. M.	A.P.A.	Mitchell, C. E.	B.P.C.
Cole, A. J. N.	B.P.C.	Moloney, T.	R.A.F.S.P.A.
*Crawley, T.	Green Jackets Parachute Club	*O'Brien, M.	(P) B.P.C.
Crocker, J. T.	B.S.D.	*Power, M.	
David, B. A.		Reddick, J.	A.P.A.
Dale, A. J.	R.A.F.S.P.A.	Reed, M.	Manchester S.D.
Dickson, T. G.	(P) Scottish Parachute Club	Rees, B.	
*Flambert, H. Miss		*Robinson, J.	R.A.F.S.P.A.
Forsdyke, J. K.	South Staffs.	Ryan, R.	R.E.M.E. F/F Club
Friel, S.		Seeger, P. Mrs.	R.M.S.P.C.
*Gayler, F. J.	B.P.C.	Seeger, R. A.	R.M.S.P.C.
Green, A.	B.P.C.	*Shea-Simmonds, G. C. P.	B.S.D.
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Hall, F. M.	Scottish Parachute Club	*St. John, L.	(P) B.P.C.
Harrison, J.	B.S.D.	Thompson, C.	Independent Skydivers, Swansea
Hagan, T.	B.S.D.	Thompson, M. W. B.	R.A.F.S.P.A.
Henry, T.		Vos, K. V.	B.S.D.
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Hill, A. V.		*Ward, B. R.	North Lincs.
*Hogg, J. E.	B.P.C.	*West, M. J.	South Staffs.
*Hounsome, N.	B.S.D.	Wilson, J. W.	R.A.P.A.
Hunter, D. W.	Australia	Woolgar, L. L.	B.S.D.

Footnotes: *Renewal Pending.

(P) Member of the Panel of Examiners.

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

This list cancels all previous lists of B.P.A. Approved Advanced Parachute Instructors and B.P.A. Approved Parachute Instructors.

4th September, 1968

LIST OF BRITISH PARACHUTE ASSOCIATION CLUBS

1 Affiliated Civilian Clubs (open to Civilian and Service Members)

British Parachute Club, Blackbushe Aerodrome, Camberley, Surrey.
C. R. Plummer (Correspondence) "Climaur", 32 Mill Road, Stokenchurch, High Wycombe, Bucks.

Nomad Sky Diving Team, Miss T. Rixon, 10 Ruskin St., London, S.W.8.

Hereford Parachute Club, Shobdon Aerodrome, Shobdon, Leominster, Hereford.
W. E. Beddoes, 33 Emlyn Avenue, Hereford.

Manchester Skydivers, Tilstock D.Z., Whitchurch, Salop.
J. Cooke, 36 Astley Road, Harwood, Bolton, Lancs.

Scottish Parachute Club, Glenrothes Airfield, Fife, Scotland.
T. Dickson, 2 Marchburn Drive, Penicuik, Midlothian.

South Staffordshire Sky Diving Club, Halfpenny Green Aerodrome, Bobbington, Worcs.
S. W. Talbot, 71 Old Hawne Lane, Halesowen, Worcs.
OR: M. West, 8 The Cottages, Hampton Road, Alvelcy, Nr. Bridgnorth, Salop.

Independent Sky Divers, Swansea Aerodrome, Swansea, Glamorgan.
C. Thompson, 63 Maesywcm Street, Barry, Glamorgan.

Brunnel University Sky Diving Club
Paul Manning, 110 Askham Lane, Acomb, Yorks.
OR: Kingston Lanc, Uxbridge, Middlesex.

Northumbria P.C.
Sunderland Airport,
Tel.: Boldon 7530.

W. E. Russel, 47 Swinley Gardens,
Newcastle upon Tyne, NE15YHX.
Tel.: Lemmington 677870.

2 Service Association (open to Service personnel only)

Army Parachute Association (for details of Military Clubs)
The Secretary A.P.A., P.C.A.U., R.A.F., Abingdon, Berkshire.

Royal Air Force Parachute Association (for details of R.A.F. Clubs)
Flt/Lt. J. Robinson, 36 Oakfield Road, Blackwater, Nr. Camberley, Surrey.

Royal Marine Sport Parachute Club
Capt. J. N. A. Goldsworthy, R.M. Sports Parachute Club, I.T.C., Royal Marines, Lympstone, Exmouth, Devon.

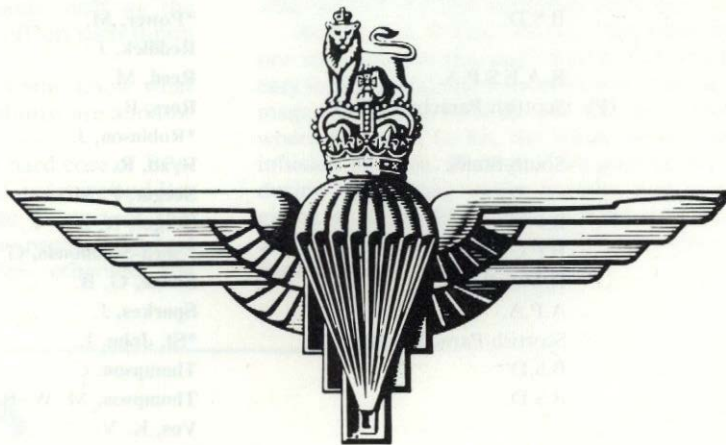
Metropolitan Police Parachute Club
T. Day, c/o Romford Police Station, Main Road, Romford.

3 Service and Civilian Clubs

Cyprus Combined Services Club, Nicosia, Cyprus.
Capt. R. Ryan, 48 Cd. Wkps. R.E.M.E., B.F.P.O. 53.

Joint Services Sport Parachute Association, Singapore.
F/Lt. Oliver, c/o A.D.C. to C.O.S., R.A.F. Changi, Singapore.

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In Council, on your behalf

The Chairman informed the Meeting that Major Ridgeway had found it necessary because of his departure to an overseas unit to resign as Chairman of the Safety Committee. It was proposed by Mr. John Meacock and seconded by Capt. Shea-Simmonds that Sqn-Ldr A. Johnson, RAF, be invited to accept the appointment as Chairman of the Safety Committee. Sqn-Ldr Johnson agreed to accept and the meeting unanimously approved his appointment.

Mr. Ken Forsdyke expressed the wish that the new Chairman of the Safety Committee would visit clubs to advise on Safety Regulations and ensure that these were being correctly applied. Sqn-Ldr Johnson agreed that visits would be made from time to time but also pointed out that he did not want clubs to wait for a visit from him before advising him of any queries or difficulties. As Chairman of the Safety Committee he would review the method of promulgating information to clubs.

The Chairman invited Sir Godfrey Nicholson to address the meeting on the subject of Ascending Parachuting. Sir Godfrey gave an account of his and his daughter's recent introduction to what he would like to name "Parascending" which he thought was a fitting title. He found "Parascending" very stimulating and felt that this was a very good introduction to parachuting. He recognised that the sport obviously requires control. Sir Godfrey felt that lack of sound control could lead to accidents which, since parachutes were used, could reflect adversely on parachuting as a whole. He reminded the meeting that BPA were entrusted by the government to act as one of the controlling bodies for parachuting and that we would be neglecting our duty by disregarding "Parascending".

There was a very obvious division of opinion as to BPA's responsibility in this matter and as to whether our organisation could in fact cope with the extra work load and the new members which it had been suggested could result from "Parascending".

The Chairman advised the meeting that we must face up to the fact that many and varied forms of parachutes were coming in and suggested that we must not become "tunnel-visioned" but should be prepared to take all forms of parachuting under our control. We have moral responsibility to assist in ensuring the safety of an individual who takes up any form of parachuting.

After considerable discussion the Chairman suggested that members be asked to vote according to their conscience and outlined what was really wanted by "Parascending Clubs". The clubs wish to form a committee with assistance from BPA and for one member of their committee to attend BPA Council Meetings. On being put to the vote it was agreed by 4 votes to 3 that a Sub-Committee under the Chairman of the Safety Committee be set up to consider the "Operating Procedures for Ascending Parachutists", to establish how BPA can best assist in the organisation and control of clubs and the implications of affiliation of clubs to BPA.

It was agreed that the Sub-Committee consist of the Chairman, the Chairman of the Safety Committee, John Cole, Fred Gaylor, and the Secretary-General.

The Chairman informed the meeting that recent approaches to Cardington and Henlow had shown that neither of them

were available for use as a parachuting centre. The Secretary-General informed the meeting that two BPA Members were currently in communication with the Board of Trade and were interested in setting up a centre as a private commercial venture. The Chairman recommended that we should fully support any private venture which after all could well become our National Centre.

Sir Godfrey informed the meeting that he had had an encouraging response from Rolls-Royce and was hoping to arrange a meeting with them to discuss in what way they could or would be prepared to assist BPA.

The meeting received verbal reports on the 1968 World Championships from Major Schofield and W.O. Turner and as a result agreed that everyone associated with the team were to be congratulated on the excellent result achieved. It was further accepted that a Sub-Committee be formed immediately to be responsible for the planning for the 1970 World Championships and the 1969 and 1970 National Championships. It was agreed that an extraordinary meeting be held on Monday, 30th September, 1968 at 6.45 p.m. to form the Sub Committee and lay down plans.

The meeting was informed that Mr. David Pierson had found it necessary because of the pressure of business to resign as Editor of *Sport Parachutist*. Mr. L. St. John gave the Secretary-General the name of Mr. Bernard Bagge who had indicated that he may be prepared to help with the magazine. The Secretary-General agreed to contact Mr. Bagge and also a Mr. Williams who had expressed interest.

The Chairman read a letter from Mr. Forsdyke and Mr. Cooper which outlined a plan for regionalisation with one member per region voted onto the Council and each BPA Member having one vote. The letter provoked considerable discussion which emphasised that the present committee was very representative of regions. A change in the procedure as suggested by the letter was put to the vote.

The only member in favour was Mr. Forsdyke.

The Secretary-General suggested that the next Annual General Meeting be delayed to give him time to consolidate and to get the Annual Raffle under way. It was agreed that the next A.G.M. be held in London on 11th January, 1969.

Membership applications for 740 new members for period 10th May, 1968 to 26th September, 1968 were approved. It was noted that there were 454 lapsed Memberships in the same period.

The Chairman outlined the details of telephone and telex communication with Mr. Herbert of J.S.S.P.A. (Singapore) on the subject of W.O. Reynolds of the Commonwealth Free Fall Club (Malacca, Malaysia). W.O. Reynolds had organised a course of parachute training at Malacca but is not an approved BPA instructor. The Chairman had authorised Mr. Herbert to take control and if necessary postpone the course until the arrival of W.O. Reid. Mr. Herbert has since confirmed that W.O. Reid has arrived and taken control. The Council endorsed the Chairman's action.

Mr. T. G. Dickson. The meeting was informed of a request from Mr. T. G. Dickson for the renewal of his instructor rating. It was agreed that his present instructor rating be extended subject to him qualifying as soon as he reasonably can.



The British Team.

IT'S A BRONZE

by Mike Turner

Those of you who were there will recall the most miserable ten days of non-Parachuting Championships we ever had this year. To some people it was just another bad week of British weather, or possibly a poor selection on the part of the Championships Committee? To me as National Team Coach it was nothing short of disaster. Time was desperately running out for the preparation for The Ninth World Championships. In fact at this time it looked as if we might not even make it at all?

Netheravon frantically re-shuffled its programme for the next two week-ends and we would try again. A faint ray of hope began to shine in the darkness. Someone above 12,000 ft. was on our side the next week-end as on Friday, 5th July the skies were blue and the winds light as thirty-one jumpers assembled to compete for a place on the National Team 1968. After a fast and furious week-end of competition and the totaling up of the final points, there was little work from the point of view of selection. The top six were well out in front of the remainder of the field. With John Meacock unable to attend the World Meet because of pressure of work etc., the following five were to represent Britain in Austria.

Brian David
Ken Mapplebeck
Dave Savage
Doug Peacock
Tony Charlton

It was now Sunday, 7th July and in one month and two days were were due in Austria for the opening of the Ninth World Parachute Championships. Did someone say the sands of time were running out?

On 11th July at A.B.P.A. Council meeting the team was given permission to go into training in Germany (can't trust this British weather) for three weeks. Our hosts were to be The Rhine Army Parachute Association (to whom we kiss the very ground they tread upon). We hired a Cessna 175 from the National Air Guard at Biggin Hill at very reasonable cost. With a very shaky hand I signed a contract guaranteeing a minimum of 50 hours flying. After many phone calls to the team members saying it's on, we all assembled at Aldershot on Sunday, 14th July to prepare for the trip to Europe. Two were to travel in the Cessna, the remainder by car. A quick telegram to Dave Savage in France, saying "Meet us in Germany for training", and we were off. The road party arrived in Bad Lippspringer in Germany on the Monday afternoon to be met by Mike Jackson (C.C.I., R.A.P.A.) who had been caught at the same short notice as we had but had nevertheless arranged our accommodation on the edge of the D.Z. in an extremely comfortable sports changing room, which had electric light, showers, the works. We spent the rest of the day unloading gear and generally inspecting the D.Z. and its target, a 25 metre sand pit with a 10 metre centre of pea gravel.

The aircraft was due in that evening but once again the

British weather held up departure. We bunked down that night with half a team, and a million things on my mind. We woke up next morning to find that during the night Dave Savage had arrived and in true parachutist fashion had somehow found where we lived and went straight to bed. We slept in that morning still feeling the effects of the trip out. After breakfast and with nothing much to do except listen for the purr of the Cessna's Rolls-Royce engine, I felt a bit of an anti-climax, what with all the rush out here and the general hustle and bustle, here we were with nothing to do. With anxious eyes watching the skies to the west for the sight of the Cessna, we began to feel and look gloomy. We were to get even gloomier because the Cessna did not arrive until Wednesday evening the 17th, with a cheerful Peacock and Charlton on board. The pilot John Desborough (who unfortunately had to leave us after a week to fly to Biafra) was quickly briefed on the D.Z. air photo while the rest of the team prepared the Cessna with John giving anxious glances in their direction. To me we had lost two days training and as the winds were light and the pilot willing?, and two hours of daylight remaining I wanted to open with some accuracy. A subject which I knew the team would require much practice at. Two hours later and the Cessna landing with wing tip headlights on and the team with three jumps each behind them, we retired to the Sports building.

The wonderful thing about this D.Z. was the fact that we could taxi the Cessna across and stake her out in front of the building, and more important that we and the aircraft were living on the edge of the drop zone. After eating a hearty meal and having a nice warm shower we retired to bed at 10.30 p.m. Winding up the alarm clock and setting it for four in the morning, thinking of the prospects of 5½ hours sleep and wondering what I had let myself in for. With the alarm clock banging in my ear and feeling as if I had just dropped off, I went outside to look at the weather. It was perfect, no wind and blue skies. Having made coffee and then waking up the boys who looked just as I felt, we slowly got started. By 9 o'clock and six jumps under our belts we stopped for breakfast of coffee and rolls. We rolled out the style mats and made three more jumps before lunch. With everyone looking ready to fall asleep I decided to call it off till evening and get some sleep. No one needed much encouragement to go to bed, no sooner had the Cessna been lashed down than everyone was horizontal.

With the heat of the day gone and 5 o'clock coming up it was my painful task to rouse up the team and get back to work. The performance of the team after a good rest from the improvement point of view was very noticeable and we finished a good day's jumping. But it was more obvious than ever that the team as a whole were very weak in the accuracy field, and it was then that I made the decision to carry out the maximum amount of accuracy. This was a typical day during training camp, with the winds just about non-existent up to 9 o'clock then getting up to about 5 or 6 metres per second around noon. In the afternoon the thermals and winds become a bit crazy. This was the time to rest up and catch the light evening winds. The reason for this is that we were anticipating light winds in Austria. There is no doubt in my mind that the jumper who has become used to U.K. jumping conditions finds himself at a disadvantage when he comes up against very light wind conditions. The first few jumps he usually ends up short of the pit, this is usually followed by a period of ridiculously high approaches before he eventually begins to get the idea. Also as a general rule when the winds



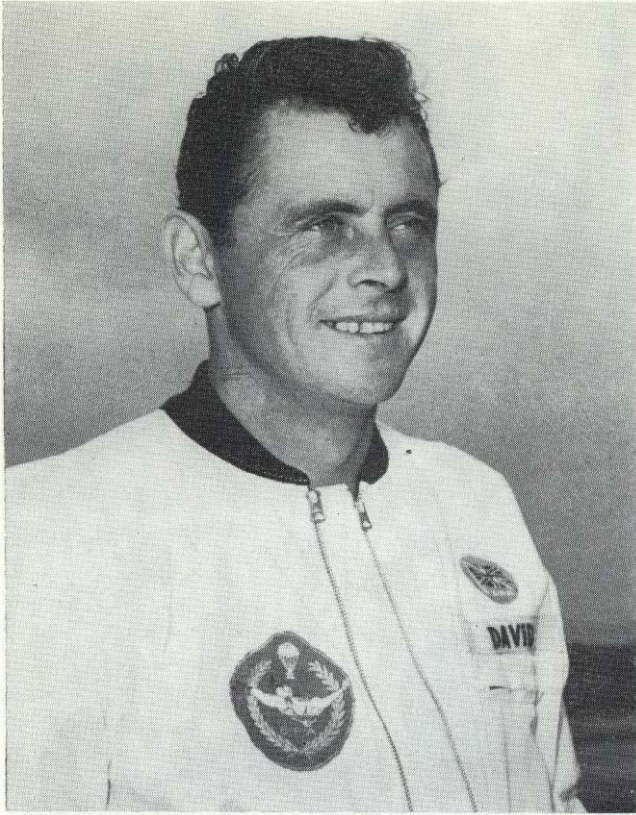
Mike Turner.

are extremely light the direction of the wind is continually on the move and the incautious jumper will find himself trying to come on the wind line for finals.

The jumper if he already doesn't know it finds out that the quoted forward speeds of the P.C. are somewhat exaggerated. He also finds out the importance of the wind line in extremely light winds is even more important than ever before. To be just slightly off the wind line is fatal and you find yourself out of the pees and on the sand (i.e. short by 10 metres or as it was more commonly known as "on the beach"). These were the problems the team were endeavouring to overcome during that first critical week of training. Many evenings saw a dejected and dismal team making their weary way towards the Sports building after a frustrating day of precision hits and misses. On these evenings the meal was a quiet affair with little talk, everyone tired but (I think) waiting for the morrow to put things right. I must say that during those first days I felt that the team would never be ready for Austria.

Several times during the first few days members of the team queried the conditions they were finding at Bad Lipp-springer of being suitable for training. I was however convinced in my own mind that these would be the kind of conditions which we would encounter in Graz. I had spoken several times to Pete Sherman who had personal experience of the drop zone at Graz. He expressed that the winds at Graz were crazy. By the evening of the 19th each of the boys had completed twenty-one jumps, the majority being accurate and I was beginning to get some idea of their problems and standard. Clearly, Brian David had little problems in handling the light dog leg packed winds. He was showing a tremendous sense of judgement and achieved some remarkable accuracy in those

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Brian David.

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early days. Dave Savage was jumping the Olympic and I was interested in trying him on a P.C. to see if I could help him more. It is very difficult to give advice to a jumper using a canopy one knows precious little about. He too was having considerable difficulty handling the dog leg wind lines. There was little to choose between the RAF boys at this stage; each would have his moments of considerable promise and that would be followed by several agonisingly bad jumps.

We had several discussions during the next few days on style. I considered that during a training camp of three short days, one could not do a great deal to increase one's performance but could possibly eliminate some of the faults which were attributed to sloppy style. A lot could be done to make one more aggressive and determined to produce more consistent timings. On several occasions I was to hear individuals quote unrealistic timings which they hoped to achieve during training. I considered that as a team if we could guarantee an average of 9.5 sec. it would put us in a good position in the overall team placings. During this period a second pilot, Dave Harris had arrived from Biggin Hill and The National Air Guard to ease the strain which we were placing on John Desborough. John looked relieved and happy to have a fellow pilot around instead of having to listen to us discussing nothing but parachuting from dawn till dusk.

As the end of the first week of training was now completed and each member with fifty-five jumps to his credit, again the majority accurate, I was beginning to feel a little happier. Ken Mapplebeck and Tony Charlton had improved their accuracy considerably. Dave Savage looked to be outclassed and here I must admit that it was a mistake to put him onto a P.C. He was the first to admit that the two canopies just did

not compare and he had little idea of what to do with the P.C. So he turned back to the Olympic and he looked much happier. So we continued to battle our way through the training camp, averaging around twelve jumps each day. We lost a few days through bad weather and aircraft servicing. These I feel were welcome rest from the team's point of view. Tony Charlton picked up a bruised calf muscle and Brian David's knee joints stiffened up on occasions. The remainder were wearing extremely well. Charlton and David had to rest their ailments from time to time and therefore missed some jumps. I was considerably worried about Tony Charlton's leg as he was limping noticeably and was missing some badly needed training.

With the situation as it was we entered the third and final week of training. This was to have been the polishing phase of the training camp. However, the team had not yet reached a good standard in accuracy, a point which caused me some concern, also we had not accomplished a great deal of style training. I was determined therefore to get as much work as possible done this week, particularly in style. I am afraid I was too anxious on occasions and found myself sending the team up in conditions which were not suitable, and the afternoon sleeps were out. On a few occasions the team were, to put it mildly, "annoyed with me" after bouncing around the sky near cumulus clouds for periods of time and I keeping the jump panels out in the hope that they would get a clear path to run in. In the end the pilot would say "to hell with this" and down they would come. I can only use a few lines here to apologise to them for pushing them so hard. All the team worked very hard to improve their style and here I must add that there was a good deal of improvement in their performance from what I had observed at The Nationals. Brian David was down in the low 9s, with Tony Charlton in the high 8s. Ken Mapplebeck was the hardest worker of the whole team, he would try so hard to improve his performance, and was his own worst critic. He was consistently in the mid 9s and not at all satisfied with that either. Doug Peacock fluctuated between 8.8 and 11.7 secs., Dave Savage I'm afraid had been listening to the rest of the team's descriptions of how they performed their style and became a little confused as to how it should be done. I tried to warn him to use the style he used in the Nationals but in his eagerness to improve he decided to change at this critical stage and became most confused and did not display great style. In the last two days we were to attempt team jumps which were at first disastrous with everyone steering his own course. Eventually we became a little more disciplined and the performances began to improve. Brian David made an exceptionally good leader for the team. His accuracy was outstanding and on more than one occasion had nine Dead Centres back to back. If he could maintain this form he could stand a chance in the Individual Accuracy event. So our training camp came to a close, I am sure everyone was glad and I can add that they were all quite tired. So Thursday morning the 8th August saw us packing our gear once again, cleaning out the rooms, saying all our farewells, and heading south for Austria.

NINTH WORLD PARACHUTE CHAMPIONSHIPS

At 5 o'clock on Friday the 9th August a weary team entered the old city of Graz and looked for coffee. We made contact with the organisers and headed out to the airfield to stow away the parachutes. The layout was perfect, a beautiful 50 metre diameter pea gravel pit with the centre 5 metres of soft sand. A 50 and 100 metre circle and the team tents about

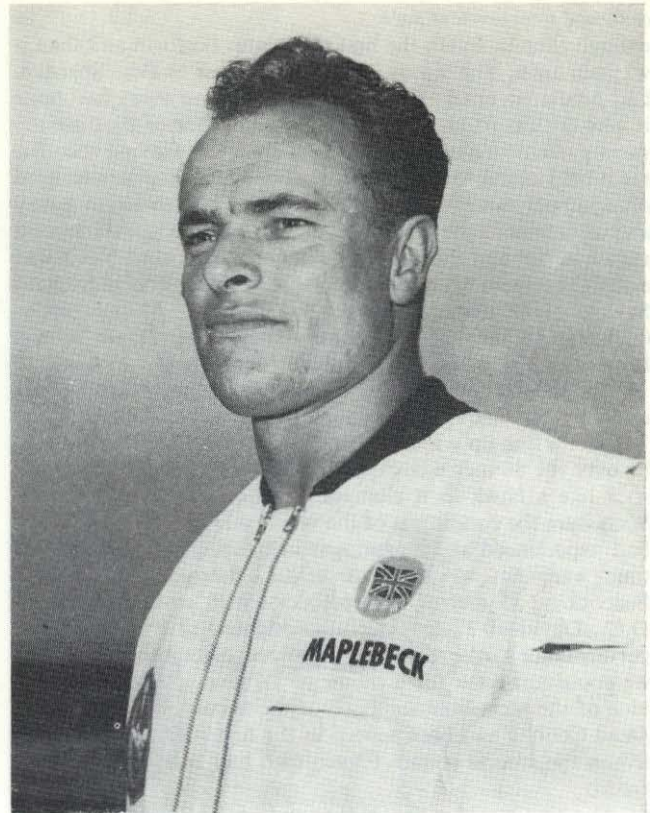
120 metres out. Tony Charlton and I spent 30 minutes taking bearings on several landmarks. We next headed for the accommodation which was a Student Hostel with individual rooms, hot and cold water, the works. Really very comfortable and well organised. We were soon fast asleep. Twenty-six nations were taking part and were as follows: AUSTRALIA; AUSTRIA; BULGARIA; BELGIUM; CANADA; CZECHOSLOVAKIA; BRAZIL; BRITAIN; EAST GERMANY; WEST GERMANY; FRANCE; FINLAND; HOLLAND; POLAND; HUNGARY; SWEDEN; SWITZERLAND; ITALY; RUMANIA; U.S.A.; SOVIET UNION; YUGOSLAVIA; SOUTH AFRICA; ISRAEL; TURKEY; MEXICO. Only ten of these teams produced full women's teams and two others had incomplete women's teams. There were 129 men and 53 women competitors.

Saturday saw the start of the practice jumps and after the Cessna 175, the Antonow AN2 seemed like an airliner and all the team liked her, particularly Dave Savage who wanted to take one back to Lille. Thalerhof Airport is the airport of Graz and has a D.Z. elevation of almost 1,500 ft. A.S.L. and as our training D.Z. was only 430 ft. A.S.L. we had to find out in our one and only training jump how this would effect the approach in the final attack. For this reason I chose for the team to jump individually. World meets are somewhat different from what we are used to in our own Nationals, everything except style is done as a team and most teams bring their own pilots (we didn't). Lots are drawn by teams and women are completely separate from men. This means that only one team is on board at a time (in an aircraft which will hold twelve) and a lot of time seems to be wasted. Dave Savage was to jump first and did a beautiful approach and got himself a D.C. which he was very pleased about. Doug Peacock was next and with a 54 cms. didn't disgrace himself. Then Tony Charlton with another fine D.C. Ken Mapplebeck was fourth and came in short but under a metre. Brian David was last and approached cautiously if not a bit high and made an interesting discovery. The increased altitude made the stall point extra high and he sank himself a couple of metres short in the sand. Well, we had broken the ice and all appeared well. The next day saw a long warm opening ceremony with many speeches which few competitors understood, and most teams ended up talking to each other and exchanging pennants. At long last it was over and having been in Austria three days we had made one jump. This was to have a noticeable effect on the team who had been used to getting the number of jumps for a World meet over in one week-end and who had just arrived from a training camp where they were used to twelve to fourteen jumps a day. In the next fifteen days they were to average less than one jump a day.

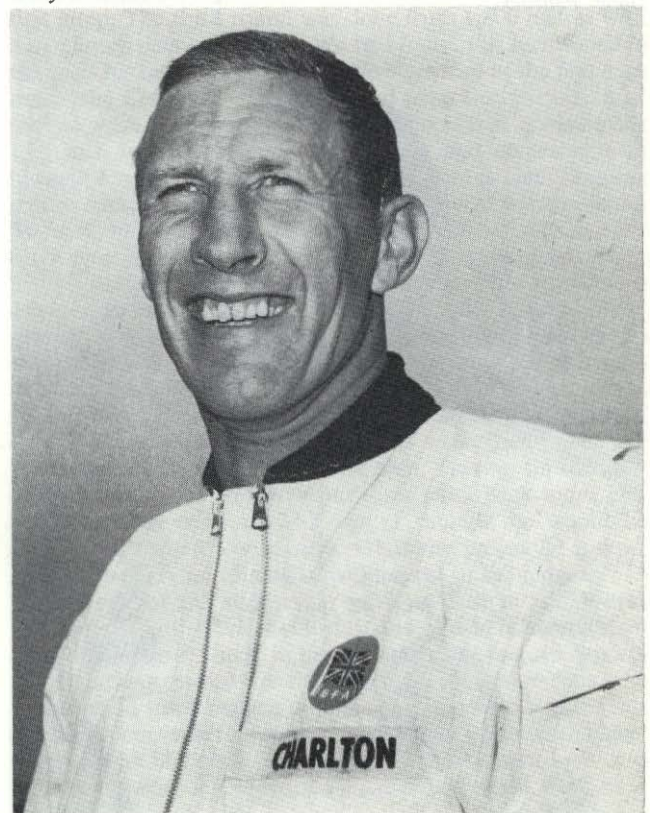
On Monday the judges and officials went into a huddle about rules and regulations and how things were going to be run, which was to last for three days. This was terribly disappointing for many reasons and led to much complaining by teams. We were not unduly worried because the team were still tired after the hard training camp. We spent most of the time just lounging about in between football and volleyball, etc. The Australian team were bedded down with some sort of flu bug they had picked up en route through the Far East and they weren't complaining about the delay.

Eventually all was settled and the competition was to open with Individual Accuracy. This was to prove to be the most hard-fought event ever witnessed in any Parachute Competition. We were drawn fifth team in this event which gave us just

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Ken Mapplebeck.



Tony Charlton.

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enough time to watch the first two teams perform and then it was our turn. The winds at Graz were just as Pete Sherman had predicted, crazy. With the met. published every half hour it was critical to jump within 10-15 minutes of plotting the wind pattern or you were in for a surprise. Having seen the team off I made for the pit to watch. The organisers insisted on a jumper per minute which put the team captain in a very awkward spot as the first man was at 1,000 ft. when the second man was out and the spot was not confirmed until No. 3 was away. The team arrived in fine form on the first jump with Savage—1.90 metres, Peacock—0.54 cms., Mapplebeck—0.20 cms., Charlton—1.26 metres and Brian David in fine form with a D.C. That was our lot for the next two days.

The second round saw the team exiting down wind of the cross by 50 metres and being thrown forward beyond the 100 metre line up wind of the target and then racing back to be over the 50 metre circle at 1,000 ft. Then watch that wind sock like a hawk as it changes direction every few seconds. Such were the conditions of the wind, very similar to what we had experienced at Lippspringer in training. The results this time were not so good as before. Savage—2.12 metres, Peacock—2.85 metres, Mapplebeck—0.46 cms., Charlton—D.C., David—0.32 cms. I still considered this to be a good performance by the team but if we were to get into the running we could not relax for a moment. To give you readers some idea of the incredible standard of the accuracy—twenty-four Dead Centres had been scored in the first round and twenty-five in the second round. Eleven men had two D.C.s to their credit.

The next day saw the third round and the wind conditions just as light, however, it was extremely warm with little or no

Doug. Peacock.



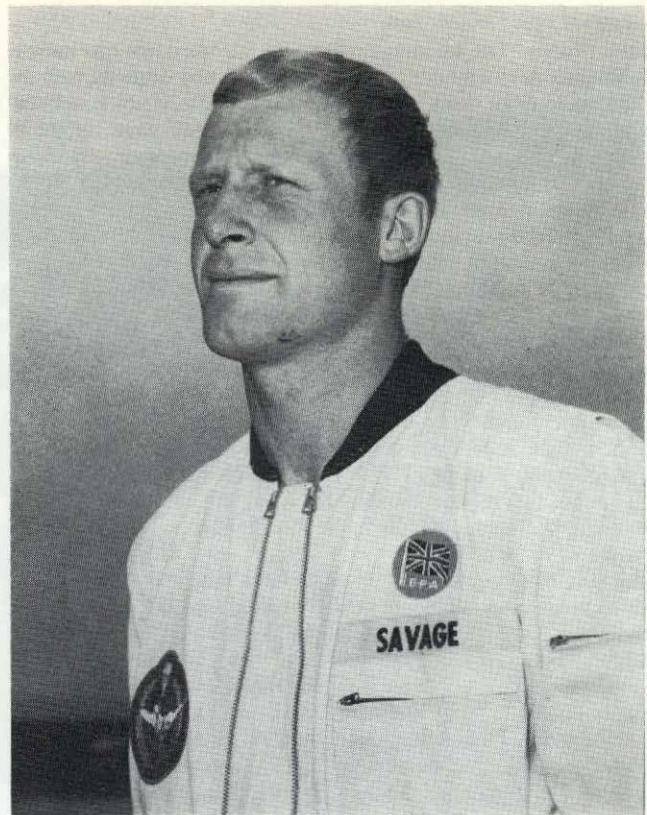
lift in the air. You could tell from the expressions on the team's faces that the pressure was very much on. This is usually when the tense nerves distract the concentration, and mistakes are made. I tried everything I knew to cool the boys down, but for some unknown reason that day things were running slow and this didn't help matters. This day the boys had to keep in very close as the ground wind was swinging through 90 degrees and one had to work to the middle of the swing and keep wide awake. Dave Savage handled this one nicely, came in high and hit the brakes a bit late to slip over the top for a 1.24 metres. Doug. Peacock was next and brought the canopy in on just the right line but a little low. He would have to run all the way, then to my horror he did a further tack then set up again but way, way low, he wasn't going to make it and he knew. Working on back risers feet up, but alas no luck he fell dejectedly 13.42 metres short. Oh, what a terrible mistake, I was dumbfounded. I hardly remember the others. Mapplebeck—2.15 metres, Charlton—3.47 metres and Brian David fighting back with a D.C. There were now five men with three Dead Centres each. Doug. Peacock was terribly disappointed and he disappeared for a few hours. This is one of the worst things that can happen to a jumper and no matter how you try to convince him it was not so bad you can't fool him.

With Brian David's total for three jumps at 32 cms., if he could pull off another D.C. he might make the medals. Round Four was to have its share of problems for the British team. Again faced with dead calm and hot conditions we were off, and blow me if Dave Savage didn't make a copy book repetition of Doug. Peacock's jump of yesterday, but to end up with a worse result, a 19.36 metres. This was now critical as the total score for the best four of the five jumpers in the team go forward for the overall team result. I now had two members with a poor jump. Doug. Peacock reassured himself coming in way high and swung in for a 1.55 metres. Ken Mapplebeck and Tony Charlton crashed in for D.C.s. On this jump the wind conditions were tricky to say the least, with the wind zigzagging in the general line of 280 degrees but at 200 ft. coming back from 090 degrees but very light throughout. The cross over was vital and Mapplebeck and Charlton got it perfect. Now could David follow their performance. He came in fine but turned to hold to lose more height before crossing over. He ought to be crossing over. God he is leaving it very late. Too late now, ATTACK ATTACK. No, he is still holding out, now it's too late and the wind is against him. He is attacking at last but very low and the canopy moving oh so slowly forward. He can't possibly get in close and falls on the edge of the sand for 5.22 metres. The team were a little dejected at this last round, however, it wasn't as bad as it sounded and we were in 11th place as a team. Ken Mapplebeck was our best individual, being placed 49th and Charlton next in 70th place, with David 72nd, Peacock 112th, and Savage 119th. The great news here came when Col. King of Australia made his fourth Dead Centre and before he had gotten one beer down Jaroslav Kalous of Czechoslovakia made his fourth Dead Centre also. The others failed to make it and third place went to Dupin of France who had a total of 19 cms. for the event.

For the next two days we watched the women finish their accuracy and watched the jump off between King and Kalous over three more rounds. Kalous got his fifth D.C. on his next jump but King missed by 12 cms. So they battled on and at the end of seven jumps Kalous took the Gold from King by 97 cms. A total of 117 Dead Centres were scored in the event.



Peter Schofield.



Dave Savage.

Now for style. My instructions to the team were to go up there and turn like hell. The left group was first and off went Doug. Peacock. This jump was critical for Doug, who wasn't at all happy with his performance, but from the team point of view I had to find some way of getting him to regain his confidence. This jump might just do it.

Watching from the ground the best jump in the first load was Billy Lockward of U.S.A. with a clean 7.6 sec. Peacock's style did not look too good and the judges gave him 11.5 secs. clean. Ken Mapplebeck was next and my final words to him were pull those legs up tight. He did and pulled off a nice 9.5 secs. Charlton was next and I was hoping he would make up Peacock's deficit. He was very unfortunate in that a challenge appeared to be going on amongst the pilots as to who could get the most canopies in the air. (Best performance was five canopies.) This pilot was turning right over the first panel and Tony took three passes to get him right, and the aircraft judge tearing his hair off at the pilot. At last out he came, but what a situation to be in for style. He still was not on the right line. I clocked him on 8.8 secs. but the judges had him just off heading after the last loop and kept the watches running to give him a clean 10.1 secs. David was next and produced a 10.2 secs. with Dave Savage getting 12.6 secs. A fair round but we must do better. The fastest times in that round were shared by Ligocki of Poland and Gurnij of Soviet Union at 7.2 secs.

We were to get the second round on that day and Peacock getting 11.3 secs., Mapplebeck 9.7 secs. with a penalty for undershoot, Charlton 9.4 secs. David produced a 9.6 secs. but two undershoots. Savage pulled a clean 11.1 secs. The fastest time in the second round went to Gurnij of the Soviet Union with a 7.4 secs. Krestjannikov of the Soviet Union

(1966 World Champion) had a 7.5 secs. having Zapped his first jump. The third round was done from 1,800 metres with a maximum delay of 25 secs. We had found this mentioned in the rules for the meet and had made a practice of the first man out of the Cessna in training jumped from this altitude. So I felt we were ready for it. Doug. Peacock had a disastrous 13.3 secs. with a backloop penalty. He was disgusted with himself. I was hoping this would not effect his team jumping still to come. Mapplebeck pulled a 10.4 secs. Charlton had a 9.7 secs. but two undershoot penalties. David started very early and lost his leg control to get an 11.4 clean. Dave Savage pulled a clean 12.1. So the fastest time for Round Three went again to the Soviet Union with Krestjannikov getting an incredible 6.9 secs. but they caught him for an undershoot. This was a most interesting jump for this man who appeared to have a personal vendetta with the judges for Zapping his first jump on his back loops. He came out of the AN2 and fell like an arrow for 14 secs., then pulled the most incredible series I had ever seen. Having finished his series he continued to throw out three extra back loops and dumped; total delay of 24.2 secs. I thought he would be disqualified for extra manoeuvres but the judges let it go. I guess he was trying to pass some message to the judges.

The end of the style event gave us a Style and World Champion, both Soviets. Gurnij was World Champion in Style having an 8.1 secs. in his last round. In fact the Soviets made a clean sweep in the style. Tkatscehnko took the overall and I think made a popular champion. So into the last event with our style scores having moved us up to tenth place. This was the highest a British team had ever been in World class competition. I hoped the team event could push us a

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little further. The team at this stage I felt were not too happy with their performance, certainly we had not done as well as we should have done in accuracy and certainly not nearly as well as we could have done in style. Still we were up there amongst the best. In the Team Jumps we were drawn third which was not good. These restrictions were imposed. Only one team in each aircraft, a team could not commence its pass until the previous team had completed their descent. The weather conditions for the first round were terrible. A new rule which was applied by the panel of judges affecting maximum winds was that the maximum permissible wind had to be exceeded by at least 2 metres a second or more for a period of at least 30 secs. This means that you could keep the competition going in 9 m.p.s. winds. This was just what they did. The upper winds were even worse, starting at 1,000 metres the winds were 310 degrees, 9 m.p.s.; at 800 metres they were 295 degrees, 8 m.p.s.; at 700 metres it was 290 degrees, 7 m.p.s.; at 600 metres 280 degrees, 6 m.p.s.; at 400 metres 230 degrees, 7 m.p.s.; at 300 metres 200 degrees, 7 m.p.s.; 100 metres 190 degrees, 6 m.p.s. and on the surface 170-180 degrees, 6-8 m.p.s. Well, how to sort that mess out. Being third team out with the first three teams all taking off together, the first thing was, we had a strong cross wind at altitude and for the first 200 metres. I was convinced we must eliminate that upper cross wind by bringing the whole team down out of it. The team were not sure, but Brian David was with me all the way. The last man out would do 7 secs. and so on with David pushing his delay into the high 9s on a single pilot chute and a reduced position. With that plan in mind and the run in to be 240 degrees for 550 metres and then just as Brian David was to step out the door he would give a 20 degree right correction. Not an easy plan to execute is it? So off they went and I began to pray. Out they came exactly where I wanted them and Brian brought them down, they seemed to be on top of each other. On opening I had just seen the first two teams land and their results showed me that our plan was a good one. Brazil were first and having fought the strong upper side winds had two men out, Australia was second with a better plan but one man only scored 2.4 points. David led them through those difficult winds like a true team leader. He appeared to be 200 metres out on 185 degrees at what appeared to look like an altitude of 150 ft. Very low you might say but if you could have seen the speed those PCs moved when pointed at the target. I'll swear they were doing 15 m.p.s. Brian came in smooth and sent the disc flying. The team were so close to each other they landed in rapid succession and scattered the judges. Charlton got a Dead Centre. Mapplebeck had a 2.20 metres and Peacock 3.46 metres. The crowd went wild and that was to put us in second place behind the East Germans who had an incredible jump. The Soviets, who I thought showed great courage in riding their chutes which are half as fast again as the P.C., crashed in to hold fifth place. This was just the breakthrough we had been hoping for and it put new life and fight back into the team.

In the second round we were back in the very light winds again with the team exiting at 1 second intervals. We had a good second round with David leading them in with a fine D.C., Charlton took 17 cms., Mapplebeck misjudged and was short by 3.30 metres and Peacock a worthy 1.44 metres. This still held us in second place but the U.S.A. were closing the gap. East Germany increased their lead on us and some fine accuracy by the Soviet Union with four Dead Centres. The Czechs had three D.C.s and 13 cms. Canada did a fine jump

totalling 45 cms. Bulgaria also had four D.C.s. Here we were then with the last round only remaining, similar light wind conditions with separate wind legs on the way down. David led the team in for his second D.C. to give him a total of 10 cms. for the event. Charlton followed with a D.C. Mapplebeck was just on 2 metres and Peacock made a worthy comeback for the team with a 1.50 metre. Well it was over for us, anyway now could we hold the silver? The U.S.A. had the answer to that and it was a NO. They pushed us out of the silver and into the bronze. Having a quick reshuffle of my scores I discovered that the Canadian team could catch us but they needed nothing less than four Dead Centres to beat us by 3 cms. Now you might think that impossible. We had seen two teams get four D.C.s and six more nearly do it. I for one wasn't over confident, so out I went to watch. Brian David wasn't sure either as he began to pace up and down the tent. After what seemed to be 100 years the Canadians were in the air. My mouth dried up and my heart beat increased by twenty beats. If the first man missed we were in. The first man didn't miss but my heart missed a beat. However, the second man missed it but only just, but that was enough. I didn't wait to see the other two, I had an appointment with the team. What a great moment, we had made it after so long a time and so hard trying. That place on the rostrum was ours. Even though it was the third step we had never been there before and it felt great. I was glad for the team, they had worked and tried so hard. We had had our ups and downs and our differences of opinion but now we had won through and all the rest was forgotten and passed. Well, we now had three days to wait around for the closing ceremony and those four bronze medals. Saturday was fun jump day but we didn't jump; the boys had had a bellyfull of jumping, I don't suppose they wanted to jump again for a month. We didn't even jump on the final day when most of the teams jumped. Who could blame them. It was a wonderful sound and sight to see the boys climb on to that previously elusive rostrum and be presented with Britain's first medals in World Competition. In 1970 the Tenth World Parachute Championships are being held in Bled, Yugoslavia, scene of the first ever World Championships. If we prepare and plan well ahead and give the team every opportunity, they should be able to improve on this performance. The U.S.A. were overall World Champions with the Soviet Union 2.6 points behind in second place. East Germany took third, fourth was Canada (with a new team), fifth Czechoslovakia and sixth Great Britain. This was our second triumph, never before had Britain got better than twelfth place and here we were with a tremendous leap forward to sixth place. At Lippspringer we made 775 jumps with each man averaging 130 jumps, only 153 of these were style, the remainder accuracy. The whole deal took place in less than five weeks and it was a considerable effort on behalf of the team members who worked so hard. To all those people who gave money which contributed to the team's performance I say thank you and remember us in 1970 because we won't forget you. To The National Air Guard and R.A.P.A., thank you and all the others I don't even know.

The list of those who contributed:
FINANCE—Members and Clubs, Rolls Royce, Hawker Siddley, Para Regt. F./F. team, G.Q. Parachutes, Westland Helicopters, Smiths Industries, Scottish Para Assoc.
Leyland Triumph—Vehicle for team.
Mr. Ed. Lacon (Rothmans)—Moral support in Austria having driven down from Germany to support the team.



Some of the jumpers who attended the Northern Meeting at RAF Topcliffe in front of the Trent Valley Aviation Rapide piloted by Bill Downs.

Northern Clubs Meeting RAF Topcliffe

RAF Topcliffe, just off the A1 near Thirsk in Yorkshire was the venue for a Northern Clubs Meeting held over the week-end of the 3rd and 4th August. The week-end was jointly run by the Northumbria Parachute Club and the Manchester Skydivers, with Charles Shea-Simonds and Malcolm Reed running the student jumping. The airfield is vast and proved admirable for such a meet, and Bill Downes supplied and drove a Rapide for the week-end. Saturday dawned overcast and miserable, but with a good turnout including jumpers from both sponsor clubs, the Lincoln Club and individuals from far-flung parts, notably Larry Hennessy, Pierre and Andre Van Mensen who had driven from Antwerp, Belgium for the meet!

By midday the weather had cleared enough to start jumping and by last light everyone had had a good day. It was discovered that the Officers' Mess on the Station were holding a barbecue that evening and our offer of a display was accepted. A joint Northumbria/Manchester display team gave a much appreciated demonstration into the back of the Mess at last light to round off a fine day's jumping. Thence all adjourned to the Busby Stoop Inn, a nearby

hostelry, where a social evening had been organised and the Belgians kindly presented the Geordie and Mancunian Clubs each with one of their Club pennants—a much appreciated gesture.

On Sunday jumping again didn't start until midday because of indifferent weather but by the end of the day 157 descents (22 lifts) had been made over the week-end. Sunday's highlight was undoubtedly the team hit-and-run competition which proved a hard fought contest and provided much entertainment for the many spectators who had gathered. The results were 1st—Belgian Club, 2nd—Manchester Skydivers, 3rd—Northumbria Parachute Club.

The week-end was a very great success and we hope for the same again, next time with contingents from the North Lincs. Club and the Scottish Parachute Club to round off Northern representation.

Our thanks must go to Group Captain Poole, the Station Commander, for being such a wonderful host and providing all the facilities he did, and to 15 Flight Army Air Corps, who provided the crash crew. A memorable week-end's jumping was had by all.

Club News

Scottish Parachute Club

A long spell of dud weather during the early part of the year finally drove a maddened band of jump-starved Scots to foray south of the Border. They descended on Usworth Airport, home of the Northumbria Skydivers, on 29th and 30th June, inflicting severe damage on the Flying Club's beer supplies. Unlike the more historical sort of border raid, however, we couldn't have been made more welcome, and our thanks are due to the Northumbrian Club, to the Flying Club, and to Charles Shea-Simonds for a top-line jumping weekend. Some of the Northumbrian lads ventured north to Arbroath later, to help run the Scottish Invitational Parachute Championships, which have been reported elsewhere. Thanks in particular to Kerry Noble and Bob Burn for valuable help at this meet.

Another Scots attack on Usworth is on the cards, so the Sunderlanders would be well advised to lock up their reserves, spare ripcords and daughters, if any.

Aircraft still continue to be rather a problem in Scotland, though we've made good use of Tango Juliet Victor, Seaglider's Cherokee 6, this summer; jumps of 10,000 ft. for 30/- have been recorded. The Scottish Club is still based on Strathallan D.Z. for week-end jumping, and we're always glad to welcome jumping-type visitors (phone Loanburn 3105 between 6 and 7 p.m. on Fridays, and don't forget your documents).

During the latter part of the summer we've had the laugh on the English clubs for a change, as we enjoyed a prolonged spell of good weather, which the club exploited to the full. This meant that most of our students have made good progress; static lines are becoming a rarer sight at Strathallan nowadays. Special congratulations are due to Tony Smith on gaining his General Permit this summer. Tony joined the club at the age of fourteen, and determinedly slogged his way through three years of ground training before he was old enough to jump. Now, at nineteen, everybody predicts a bright future in parachuting for him. Gordon Fernie, our revered secretary, left for Netheravon on 7th September to begin his Instructor's course. So if anyone taking part in Netheravon course 6/68 notices a haggard, wild-eyed Scot muttering to himself in a corner, be kind to him—he's not about to run amok with a sgian dubh, he's just going over the Safety Regulations for the thousandth time; he's been eating, drinking and sleeping the rule-book for months. We're all keeping our fingers crossed for him. Congratulations are also due to our resident pilot, Stewart Russell, who has just announced his engagement to Miss Sandra Morris. Now we know the reason for his preoccupied expression and tendency to wander slightly off the heading during these past months.

Finally, you know that last page in the BPA log-book? "Types of Aircraft jumped from", or some such. How many jumpers have to make a special effort to keep this page up to date? It's not uncommon to find jumpers with several hundred lobs to their credit who've never exited from anything other than the beloved Rapide. Just to show you the varied life we Scots jumpers lead, here's a selection of the aircraft used by the Scottish Parachute Club over the years:

Cessna 172
Cessna 175
D.H. Rapide

D.H. Dragon
D.H. Dove
D.H. Beaver
D.H. Otter
Beagle Terrier
Beagle Airedale
Tiger Moth
Helio Courier
Cherokee 6
Tripacer
Auster

... not to mention various aircraft used by members when taking part in meets abroad. I wonder if any other British civilian club can top this?

South Staffs Sky-Diving Club

2,500 descents so far this year, 160 first jumpers dispatched, these are the facts regarding the mushrooming of Halfpenny Green as a major parachuting centre. Thanks to a most generous loan of £200 from the BPA, we were able to purchase a number of rigs, when they were most needed. Whilst £200 does not sound a great deal of money when you examine the enormous sums of money passing through our hands, it served to steady the financial ship at a critical time.

Having spent £300 on the packing hall plus a few hundred man hours of voluntary labour, we now have some of the best facilities in the country. A 20 metre pit dominates the centre of the airfield, dug by a local farmer and filled by our local gravel pits. We thank them all.

The past year has seen the cementing of our relationship with the Manchester boys and it is hoped that this will continue for a very long time to come. We thank the Army for their help on equipment purchase.

2nd October was a red letter day in the club when a 15 minute News item on Halfpenny Green appeared on TV and several other Press mentions have occurred since. As far as we know we are the only club in the country who has a member who sports a dog collar, a welcome addition to our list of good contacts!!

Next year will see jumping on Sundays and most Saturdays (please check dates). Wednesday evening sessions will recommence in April. A trip to the U.S.A. is being planned for next summer and the fare is likely to be less than £80. Please write to the Secretary for details.

One last thing, we need money—estimates are way up on last year—you can help by paying subscriptions promptly, joining the club if you jump here regularly and paying our 5/- day membership to the Midland Centre without someone having to chase you up. We need more jumpers too in order to keep the planes in the air, so visitors are most welcome.

Midlands Parachute Centre

A happy spirit of co-operation between all parties at Halfpenny Green still continues. Jumping takes place every Sunday and this last half year has seen at least one lift every week-end almost without exception. We have been pleased to welcome a large number of visitors from all over the country and one or two from such far away places as Florida, Singapore, and Zambia.

Next summer it is hoped to continue with the jumping on Wednesday evening as well as the usual Saturday and Sunday arrangements. Whilst some of the Manchester Club

have made Wednesday evening sessions, the completion of the M5 and M6 Motorways will, we hope, encourage more people to come. The completion of the 20 metre pit will we hope encourage some of the more experienced jumpers to jump with us.

Northumbria Para Club

The Northumbria Parachute Club took on a new lease of life early in the New Year. The home of the club is Sunderland Airport and both the Airport authorities and George and Lee Bamborough have given us their support and overwhelmed us with their hospitality. George and Lee run the Sunderland Flying Club and to them and the members of the club, we are deeply in debt for taking us under their wing and for being very tolerant of our impatience when the weather prevents jumping.

The background graft of setting the club on its feet was undertaken by Turner Fielding who is the Club Treasurer and George Russell who serves us as Secretary. They were both assisted in their unrewarding task by Marshall (Aussie) Power, who has spent many week-ends (when he hasn't been jumping with the Red Devils) patiently teaching the new members of the club. Our aircraft (a Cessna 172) has been flown for us by Ted Hemsley, a Battle of Britain veteran who comes from Newcastle Airport, and has given us many hours of patient parachute flying.

Around Easter Charles Shea-Simonds was posted to the North and joined Aussie Power as joint Chief Instructor; at this time the Committee was formed with George Bamborough as our President, our Secretary and Treasurer and the two chief instructors, supported by Kevin Milligan who started training right away to become our third instructor, and Vic Pollitt who undertook the luckless task of being our equipment officer. Lee was unanimously voted to the Club Committee to be our link with the Flying Club.

Jumping has been going on at the rate of about two week-ends a month and throughout the summer our membership has been steadily on the increase, with a good number of students rapidly filling in the free fall descents in their log books.

The summer has produced many highlights and here are a few. The club gave its first display on the Sunderland Airday in June and Tony Unwin (visiting us from the South) led the team. The Army Championships at Netheravon provided us with our first competition successes when Aussie became Army Accuracy Champion and Charles Shea-Simonds captained a team from the 4th (Volunteer) Battalion, the Parachute Regiment, consisting of George Russell, Kevin Milligan and Vic Pollitt, that managed to win the Cameronian Cup for the highest placed T and AVR team.

Visitors to us this summer have included Malcolm Reed who gave his services as an instructor one week-end; Tom Dickson and a large number of his lads from the Scottish Parachute Club complete with kilts; Ken Vos, who motored 300 miles from London to say hello before dashing off to Australia again; Arthur Lowthorpe and Dusty Miller with their cheerful gang from Lincoln and Charlie "Max Track" Mahon who has been journeying up regularly from Manchester.

Competition-wise we've also had further success with our "Boat Race" team. Under the staunch leadership of Bob "the human sink" Burn we have been unbeaten in our matches against the Sunderland Flying Club and the Scottish Parachute Club!

Other features of the summer have been the Northern Parachute Meet which we ran jointly with the Manchester Skydivers held at RAF Topcliffe (reported elsewhere in this issue), the visit of the Red Devils complete with aircraft who gave us a great week-end's parachuting, and last, but by no means least, the more recurring visits of Bill Downes and the Trent Valley Girls, complete with Rapide from Castle Donnington. By the time this article appears in print Bill will have positioned one of his Rapides permanently at Sunderland and our jump sessions should prove cheaper and more comfortable!

On a sadder note we have said "Bon Voyage" to Kevin Milligan, who has gone to Zambia for three years. We shall miss his humour and vitality and hope that the three years pass quickly. Thanks for all your help, Kevin.

For the future things look very bright, with a pit being dug in the New Year, a Rapide permanently standing by, the prospect of a good number of fortnightly courses and plenty of social events over the Festive Season, to include some interesting little competitions. It goes without saying that we welcome all comers and urge them to come and sample Geordie hospitality which can have few equals.

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Above: Russian UT-2 parachute.

Below: Charlton on finals.



THE NINTH World Parachuting Championships were recently successfully completed at Graz, Austria. The success of any parachute meet stands or falls on the weather, and conditions prevailing in the late Austrian summer proved to be ideal. Twenty-six nations entered teams, totalling 129 men and 53 women competitors. These assembled at Thalerhof Airport as guests of the Austrian Aero Club, to set new standards for competitive parachuting.

International competition consists of three events, with separate classes for men and women. These events: (1) Four jumps, individual accuracy from 1,000m., maximum delay 10sec. (2) Three jumps, team accuracy from 1,000m., maximum delay 10sec. (3) Three jumps, individual style from 2,000m., maximum delay 30sec. The target for precision jumping is a white disc, 15cm. in diameter. In event (1), men's individual accuracy, no fewer than 107 dead centre landings were recorded. This figure represents 20 per cent. of all jumps in the event.

In the exacting style event, a similar raising of standards was evident. A style jump (left series) entails execution of the following manoeuvres in free fall: 360° left turn, right turn,

WORLD PARA CHAMPI

back loop, left turn, right turn, back loop. Penalty points are deducted for undershooting turns and deviation from the heading (indicated by a large white arrowhead on the ground) on loops. Style is judged by seven judges observing through telemeters, and the nominal time for a series is 11sec. The winner, Gurnik of the Soviet Union, performed left, right and cross series in 7.2, 7.4 and 7.1sec. respectively. World class jumpers do not begin these turns until at least the 15th second of fall, and series time of 8.1sec. were being turned right down to the 25th place. What was perhaps the major controversy of the meet arose concerning the style event. This will be discussed later.

The opening day (Saturday, August 10th) was set aside for practice jumping and drop zone familiarisation. The target area was marked by concentric 5-, 25-, 50- and 100m. radius circles. The 25m. circle was filled with pea gravel, and the inner (5m.) one with sand to ensure accurate marking. Wind direction was indicated by a red-and-white windsock on the 50m. circle. There were six jump aircraft, Russian-built Antonov 2s, provided by the Soviet Union, East Germany and Czechoslovakia. The stage was set, and the audience was not to be disappointed. Particularly impressive on the practice jump were the Canadians, using red Para Commander canopies with a single maple leaf emblazoned on a white front edge panel. The multicoloured Soviet UT-2 parachute looked fast—perhaps too fast for pin-point accuracy? The Brazilians contrived to miss the drop zone altogether, and the Americans, as always, looked impressive. Wind conditions were light and variable. At 1600 hr. jumping was suspended and the 26 nations duly paraded for the opening ceremony and speeches,

essential preliminaries to a world meet. The ceremony was followed by a reception given by the Governor of Styria at Schloss Eggenburg.

No jumping was possible the following day because of rain, but the Monday started fine and all practice jumps were completed. The weather pattern for the week was established: fine mornings with light and variable surface winds, thunderstorms building up early in the afternoon. At midday, following the practice jumps, the international jury met to discuss several seemingly minor points. Non-competitors jumped to entertain the spectators. At 1600 hr. the jury was still in session, and at 1700 hr. the threatened start of competitive jumping was dispelled by a thunderstorm which dispersed five unwary fun jumpers into the neighbouring trees. The teams retired to their respective quarters after an early dinner.

By Tuesday the jury had seemingly resolved their differences and the competition got under way with the first two rounds of men's precision. Winds were again light and variable and 17 dead centre landings were recorded. The best performance was that of the Bulgarian team, whose five jumpers scored four

CHUTING ONSHIPS

dead centres and one 27cm. landing. Generally, however, the competitors had not settled down, and little indication was given of the masterly precision which was to follow. The second round started at 1430 hr. in absolutely ideal accuracy weather. High cloud ensured comparatively cool, stable conditions, with a surface wind never exceeding four knots. Canopies were running well, with plenty of lift. At the end of the round seven competitors had hit the disc on both jumps, among them Richard Deutsch, the Austrian team captain. During the whole of the day an excellent running commentary was provided by ex-Austrian international Gerhard Reinitzer. Individual precision repeated 258 times can rapidly become boring, but he maintained crowd interest right up to the last jump with informed comment of the highest standard. The women's first round precision was started and ended halfway through in rapidly fading light.

Wednesday morning saw the women's first round completed, and the men began their third round just before noon. The sun came through and conditions rapidly became unsettled as the thermals built up. Several experienced jumpers fell sadly short as surface winds fluctuated between 8 knots and dead calm in the space of seconds. By 1600 hr. the round was finished, with three parachutists having scored Dead Centres on each jump. King (Australia), Kalous (Czechoslovakia) and Gorinov (Bulgaria) were the men with maximum points. The programme continued with women's second round accuracy, and immediately we had a dramatic period of classic precision. The atmosphere was dark and sullen, the gloom occasionally punctuated by flashes of lightning playing over the nearby

Continued on page 22



Above: Brian David on finals.

Below: Brian David, DC.





King (Australia) with Kalous (C

Colin King (Australia).

WORLD PARACHUTIN

Antonov II—Jump Aircraft.



*Bronze winners. Left to right: M
Peacock.*





Czechoslovakia).



*Kalous and Tomsikova
(Czechoslovakia) Individual
Accuracy Winners.*

NG CHAMPIONSHIPS

Mapplebeck, David, Charlton,

*British team at Lippspringe training camp. Left to right:
Peacock, Charlton, Schofield, Turner, Savage. Kneeling:
Mapplebeck, David.*



Continued from page 19

hills. The Antonovs circled continuously overhead, dropping one parachutist every 90 seconds. In dead calm conditions for almost an hour the women from Bulgaria, E. Germany, Czechoslovakia and the Soviet Union followed each other inevitably on to and around the small white disc in the centre of the sand circle. Scores during this period were as follows:

Bulgaria: DC 21cm. 160cm. 148cm. 95cm.

E. Germany: 74cm. 43cm. 219cm. 14cm. 44cm.

Czechoslovakia: 15cm. 28cm. 12cm. 81cm. 14cm.

Soviet Union: DC 120cm. 253cm. DC 162cm.

Eventually and inevitably the spell was broken, but the memory of the almost telepathic concentration of these girls remained.

Thursday the 15th brought the accuracy pot to the boil in ideal conditions. At 9.15 Colin King of Australia hit his fourth consecutive dead centre of the meet., thus throwing down the gauntlet to his two European rivals. Gorinov jumped next to fall short by 66cm. (this jump was to drop him to 10th place). At 1030 hr. Jaroslav Kalous (Czechoslovakia) took up the challenge by walking on to the disc for the fourth time as easily as a man crossing the road. Jumping with his four team mates, his was one of four dead centres in the Czech aircraft load. The fifth man scored 10cm. The Czech tent exploded in justifiable jubilation. In all, 41 dead centres were scored in this final round, almost one third of the total jumps. World class jumping indeed. The rules provided that King and Kalous make three further jumps each. A DC by Dupin of France guaranteed him third place, with scores of DC, 19cm. DC, DC.

As midday approached the weather became rather turbulent and the women continued with their final round in difficult conditions. The Czechoslovak contingent erupted again with joy as Helena Tomsikova stamped the disc to take the women's accuracy title with scores of 13cm. 15cm. 41cm. DC. At 1400 hr. the Antonov took off with King and Kalous aboard for their first jump-off. King went first and scored 12cm. The aircraft circled for a full three minutes until King had landed, then Kalous exited and opened his canopy on the eighth second of fall. The 34 year old lathe operator coolly zig-zagged his red white and blue parachute down over the 100 metre circle, then set up and glided in a 30 sec. attack onto his fifth consecutive disc, each jump a perfect carbon copy of the preceding one.

The afternoon continued with women's team accuracy in freshening winds which caused much alarm and despondency among the girls. For the first time the Soviet UT-2 parachute was seen to advantage, displaying a powerful cross-wind capability which salvaged a respectable score for the Russian women from an opening spot which was, to say the least, highly optimistic. Conditions were borderline at the end of the round as King and Kalous took off for the second jump of their personal duel. From 8 800m. release point, and in a 12-14 knot wind, King hit just outside the sand circle for a score of 5.51 m. Kalous improved on this with a 1.65m. landing, putting him 3.98m. ahead with one jump to go and thus, seemingly, clinching the title.

The final drama was played out the next morning. Low cloud prevented jumping until 1115 hr., when King scored an immaculate dead centre in nil wind conditions, leaving Kalous the task of landing inside 3.98m. for the World accuracy title. As the favourite made his final turn on to the target it became suddenly obvious to the onlookers that he was falling short. Even King on his way out of the pit turned to watch. Kalous landed short and off line, legs fully stretched to hit inside the

sand. Short, but how short? 3.05m. was the verdict of the judges, giving Kalous the gold medal by a 93cm. margin.

Saturday, the 17th of August. A blue sky promised a good day for the first round of Style. This was in fact started, but was discontinued after six lifts because of high haze. After lunch it was decided to go ahead with Team Accuracy for men. The winds were 10—12 knots on the surface, and the calculated opening point was some 800 metres distant. Many teams proved unable to cope and had one, two, and sometimes four men failing to score. Even the hitherto immaculate Czechs fell victim to the conditions, with two men outside the 25 metre scoring circle. By the end of the round all but four teams were virtually out of the running. Remaining were E. Germany, Great Britain, USA and Canada. All were familiar with high wind jumping, and took full advantage of their experience. These marginal conditions demanded the basic virtue of an accurate release point. Anything else was simply not good enough, as many unwary teams found to their cost. At the end of Round 1 the leading scores were as follows:—

1st E. Germany 7.23m. total;

2nd Great Britain 8.55m.;

3rd USA 12.58m.;

4th Canada 15.53m.

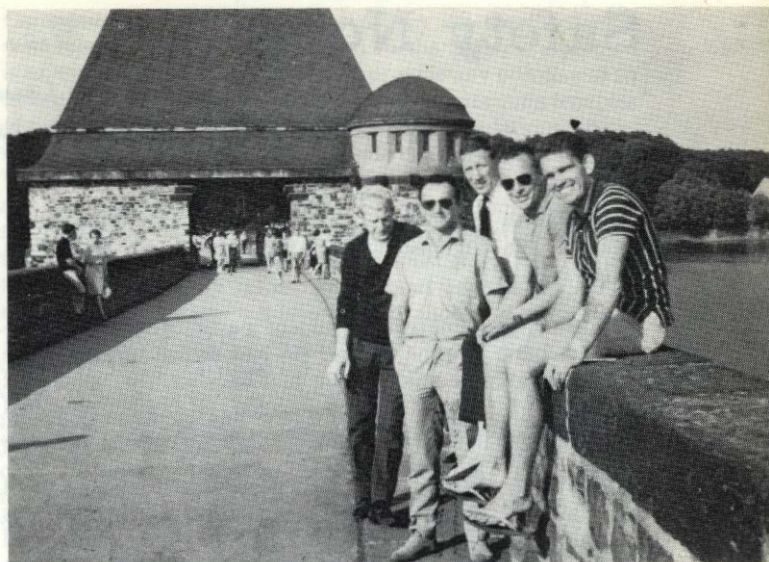
On Sunday the rains came and Monday was a compulsory rest day, coach loads of parachutists drove through the Austrian countryside visiting centres of local interest, tourists for a day.

Tuesday, the 20th of August, saw two rounds of men's style completed and the reigning world champion Krestjannikov eliminated. Five out of seven international judges awarded him Nil points for a 6.9 left series, ruling that his radical feet-down jackknife position rendered clean flat turns impossible. Thus ended two years heart breaking training in the attempt to break the six second barrier. Krestjannikov went comparatively orthodox for the remaining two rounds and turned 7.5 and 7.9 seconds clean. The lost points from the first jump were, however impossible to retrieve. His team mates, Gurnij, Sharabanov and Tkatschenko turned 7.2, 8.0 and 8.1 seconds respectively to take a lead which they never relinquished. Particularly impressive was Gurnij who was turning consistently fast and clean. The following day, Wednesday the 21st, saw the completion of the men's style event and also the second round of team accuracy. The East Germans remained in front, with Great Britain still in second place, 4cm. in front of the USA who narrowed the gap with a great team jump totalling a mere 96cm. British team captain Brian David followed his first jump score of 10cm. with a dead centre, his third of the meet.

The ninth world championships were completed on Thursday the 22nd of August with the final round of group precision, and the final round of women's style. The USA pulled ahead of the British team, who totalled 2.75m. on their third jump to take the Bronze medals. In the women's style Voinova (Soviet Union) turned an 8.7 cross series to win the title, followed by Burger (E. Germany) and Joerns (USA) joint second with Morositschva (Soviet Union) in third place. Thus was the complete Russian domination of the style event established, five of the seven medals awarded going to the Soviets. The controversy, however, remained; both runner up Sharabanov and third man Tkatchenko were consistently faulted by the two Western judges, but were overruled by their Eastern bloc colleagues. The winner Gurnij (Soviet Union) however was unanimously judged to be turning clean and flat, and looping precisely in the vertical plane, proving that the stopwatch can be beaten without cutting corners.

This year, in Graz, four types of canopy predominated. Each is a variation on the basic Lemoigne design, which possesses inherent qualities of lift. The precision Gold medalist, Kalous used a Czech PTCH 7, King an American Para-Commander (which, incidentally he later traded for the Czech chute), and Dupin a French EFA Olympic. Each parachute has a descent rate of about 5 metres per second and a still air forward speed of about 5 knots. The Czech model and the Olympic are particularly suited to light wind conditions, and are inherently more stable than the Commander; last second corrections and turns are possible with a minimum of oscillation. The ParaCommander has a somewhat higher forward speed, and consequently permits a greater opening zone radius, but is notoriously unforgiving of any mishandling near the ground. The Russian UT-2 appeared to be the fastest of the four canopies, with a rapid stable stall capability. Spectacular, certainly, but not, perhaps, the ideal precision vehicle. Notwithstanding the fact that a canopy is only as good as the man under it, for many experts the Czech PTCH 7 was the outstanding parachute of the meet.

The British Team finished 6th overall, and took the third place in group precision. This is the highest rating achieved by any British Team in World Competition, also the first medal to be won. Representing Great Britain were David, of the Parachute Regiment, Charlton, Peacock and Mapplebeck of the Royal Air Force, and Savage, who is a civilian. The Bronze came as a slight surprise to a team selected primarily for ability in style, but was nonetheless welcome. It must, however, be regarded as a stepping stone to further International honours, and not merely as a belated reward to all the hard working enthusiasts who have fostered the Sport here for the past few years. The basic requirement in Britain is a training



British team relaxing at Moehne Dam.

system designed to produce competition parachutists. Such a system must be backed by organised jumping facilities. The French, Czechs, Russians and East Germans have regional Centres and full-time professional coaches. How long are we to deny British jumpers the opportunity to realise their undoubted potential?

*by Doug Peacock
British Team, August 1968*

RESULTS OF WORLD PARACHUTING CHAMPIONSHIPS

Held at Graz, 1968

<i>Men</i>		<i>Women</i>		<i>Men</i>		<i>Women</i>	
Individual Accuracy:				Individual Overall:			
1.	Kalous (CSSR)	1.	Tkatchenko (USSR)	1.	Tkatchenko (USSR)	1.	Voinova (USSR)
2.	King (Australia)	2.	Popov (Bulgaria)	2.	Popov (Bulgaria)	2.	Morositscheva (USSR)
3.	Dupin (France)	3.	Ligocki (Poland)	3.	Ligocki (Poland)	3.	Zurcher (USA)
Individual Style:				Group Precision:			
1.	Gurnij (USSR)	1.	East Germany	1.	East Germany	1.	CSSR
2.	Scharabanov (USSR)	2.	USA	2.	USA	2.	USSR
3.	Tkatchenko (USSR)	3.	Great Britain	3.	Great Britain	3.	Hungary
				Team Overall:			
		1.	USA	1.	USA	1.	USSR
		2.	USSR	2.	USSR	2.	USA
		3.	East Germany	3.	East Germany	3.	CSSR

Safety Notes

by Sqd-Ldr A. T. Johnson
 Chairman of Safety and Training Committee

It is with regret that I must report on our most recent fatality. The circumstances of the accident are briefly as follows:

"A fit, well motivated student parachutist was undergoing a basic training course. He had shown himself to be an above average student. He had satisfactorily concluded the ground training phase and with the rest of his course had completed seven static line descents, three five second delays, and three ten second delays.

On his fourth ten second delay he was seen to make a good exit, fall in a controlled stable position and after ten seconds brought his hand in for the pull. At this point he appeared to miss the handle and lost stability. Instead of carrying out the recognised emergency procedure he tried to regain stability. At a height of approximately 150 ft AGL he activated his reserve parachute which deployed correctly but could not in the time available reduce his rate of descent sufficiently to prevent him striking the ground violently and sustaining severe injuries from which he died."

The story speaks for itself in that here again we have

something that happens at "pulling time". Something happens which interferes with the normal sequence of events and precipitates an emergency. In the historical development of the sport we have seen the introduction of the reserve parachute and emergency drills to cope with such an event. Instructors the world over stress the importance of speed when such an emergency occurs but still we have tragedies such as has been described. How many fatalities have been attributed to the parachutist failing to activate his reserve parachute until he had *insufficient* height for it to be effective.

The facts are quite obvious but they must be repeated yet again. I have tried to do this pictorially to try and impart some idea of the space and time involved.

From the time the parachutist decides to go for the reserve handle he has $8\frac{1}{2}$ seconds or *less* before IMPACT.

As a normally functioning reserve deploying at terminal velocity will take 100-150 ft. to fully open this means in effect that the parachutist has between 7 and 8 seconds in which to carry out the action necessary to save his life. These are the harsh inescapable facts and don't forget that we haven't considered the extra delay which may be caused by a

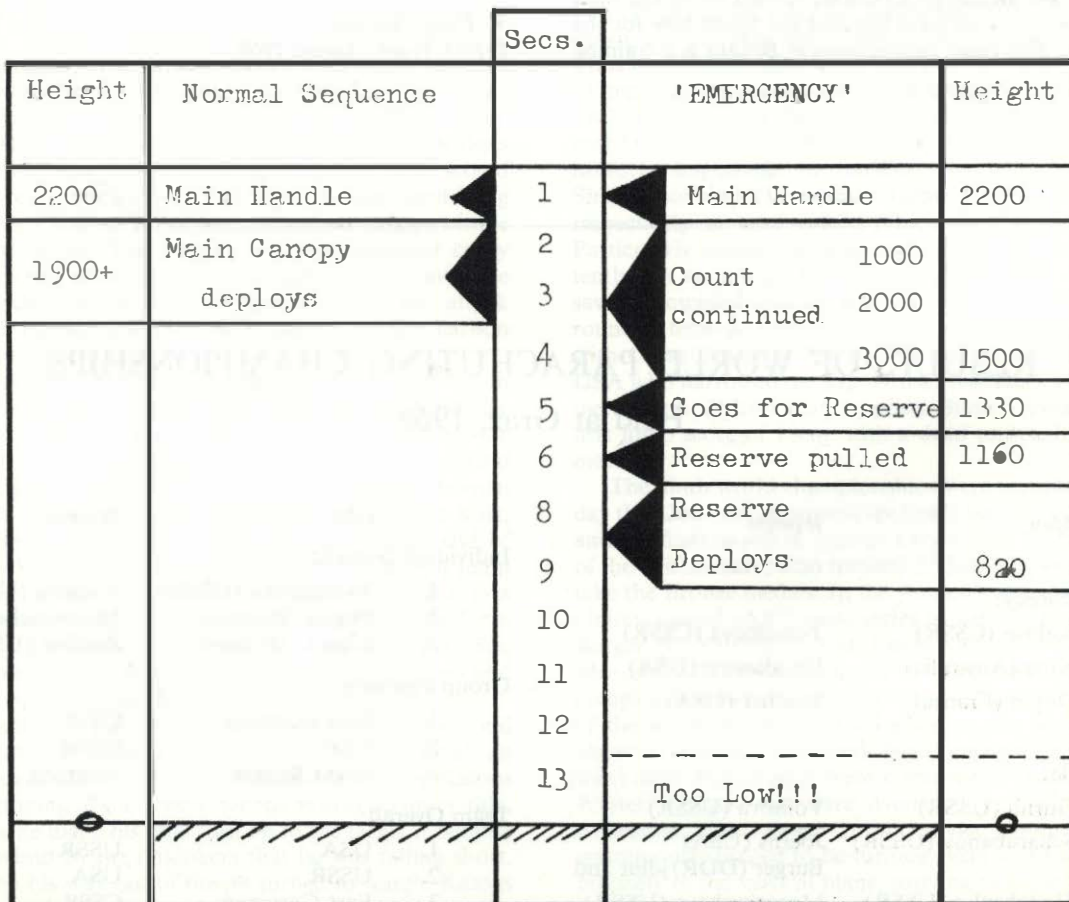


Fig. 1

misdirected grab at the reserve canopy which is slow to come off because it is held against the pack tray by the air pressure.

Of course you may say all these words are not directed at you because emergencies are the things that happen to the other chaps. I remember a very experienced jumper telling me about his first real emergency which caused him to pull his reserve for the first time in 800+ descents. He admitted that he was late in going for his reserve because he could not believe that the main was not going to function as it *always* had before. He was like most experienced parachutists (if they would admit it) who do not consciously continue the count after pulling the main handle but rely on their experience to tell them when they should be feeling the developing main canopy. Experienced or not I think that we all should periodically stop and think about our own techniques. Are we getting careless, are we taking things for granted? Such an objective analysis can do nothing but good. Remember the 7-8 seconds available time applies to you whether you are experienced or not.

I have recently taken over as Chairman of the Safety

Committee and have been concerned by the dearth of incident reports. One of the functions of the Safety Committee is to analyse incidents to see if they provide any pointers as to causes. The sport in Britain is maturing, the teething troubles of the early years are over, we have a set of regulations which, if observed, provide the basis for safe enjoyable parachuting. We still have, however, occasional accidents, very rarely are they fatal which underlines the common sense nature of the rules. But we must not become complacent. To reduce the frequency of these accidents we must have information from you. Not only information about specific accidents, these we seem to get, but information about "near misses". These are the important incidents as they are the potential accidents. Congratulations if you get away with it, I hope you enjoy your therapeutic pint in the "boozier" afterwards, but please don't be shy and keep it to yourself. Let us know and your experience may be invaluable in helping some other chap who finds himself in the same situation. If you don't tell us he may not have the satisfaction of that pint afterwards because he may not be around to drink it!!!!

Shakespeare on Skydiving

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

Canopies

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

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

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

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

Competition

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

Cutaways

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

In the Saddle

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

Low Pulls

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

Mass Jump

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

PLF's

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

Spotting

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

Damned spot!
Macbeth, V, i, 35

Relative Worker (E-certificated)

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

Whuffos

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

Last Jump

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



Sam Chasak, *Chef du Centre National de Parachutisme de Biscarosse.*

Centre National de Parachutisme de Biscarosse

by G. C. P. Shea-Simonds

Many readers of *Sport Parachutist* will be familiar with the French Parachute Centre at Chalon through the writings of Mick Turner and the numerous tales told by the many English jumpers who have been there; and bearing this in mind I decided to be different and visit the French National Centre at Biscarosse during my summer leave.

It's quite a drive from Cherbourg down through Bordeaux to Biscarosse, about 470 miles in all. C.N.P. Biscarosse itself is about 70 km south-west of Bordeaux, cut out of the pine forests common to the area. The French National Centre has now been in existence for fourteen years and has grown steadily during this time; no hastily modified airfield this, but a carefully designed centre with all possible facilities.

I had made initial negotiations for my visit with Claude Bernard, (friend of so many visitors to Chalon), who is now on the staff at Biscarosse. The Chef is Sam Chasak—a cheerful dedicated man with a wealth of parachuting experience

behind him—there can't be many jumpers in France who have been at the game as long as he.

Basically, the centre is designed to train all French civilian instructors and the French National Team but it also undertakes to train a certain number of basic students, together with additional tasks of high altitude training and record attempts. The Centre itself is beautifully laid out. The main building houses the packing room, the classrooms, complete with projectors and screens, the rigging room, where all parachute maintenance for all French Centres is carried out, the tower which can be used for observation but which is essentially designed to hang canopies for drying, and, finally, the administrative offices where all the documentation is carried out. In addition there is a large dining room and bar with modern kitchen, and a brand new accommodation block which houses fifty in motel-like luxury; two beds to each room with lockers, desks, bedside lights, etc. There are also two hangers complete with workshops which house a Pilatus Porter, two Broussards and a Rapide. The Porter is a fantastic turbo-prop aircraft which lifts 6 to 8,000 feet in about 12–15 minutes—complete with sliding door for jumper comfort! Naturally all this requires a large permanent staff and this includes:

Six instructors, three pilots, three engineers, three riggers, three secretaries and an additional half dozen or so who look after the running of the kitchen and bar, the packing room and the accommodation block. All paid by the State!

There are two types of instructor in France: the basic instructor, who is qualified to take students to a standard equivalent approximately to BPA Category VII and the advanced instructor who is qualified to instruct at all levels. The C.N.P. run two four-week courses for each type of instructor annually. The minimum qualifications for the basic instructors' course include minimum age nineteen years, 100 descents and a passing in exam. which is broken up into five practical tests:

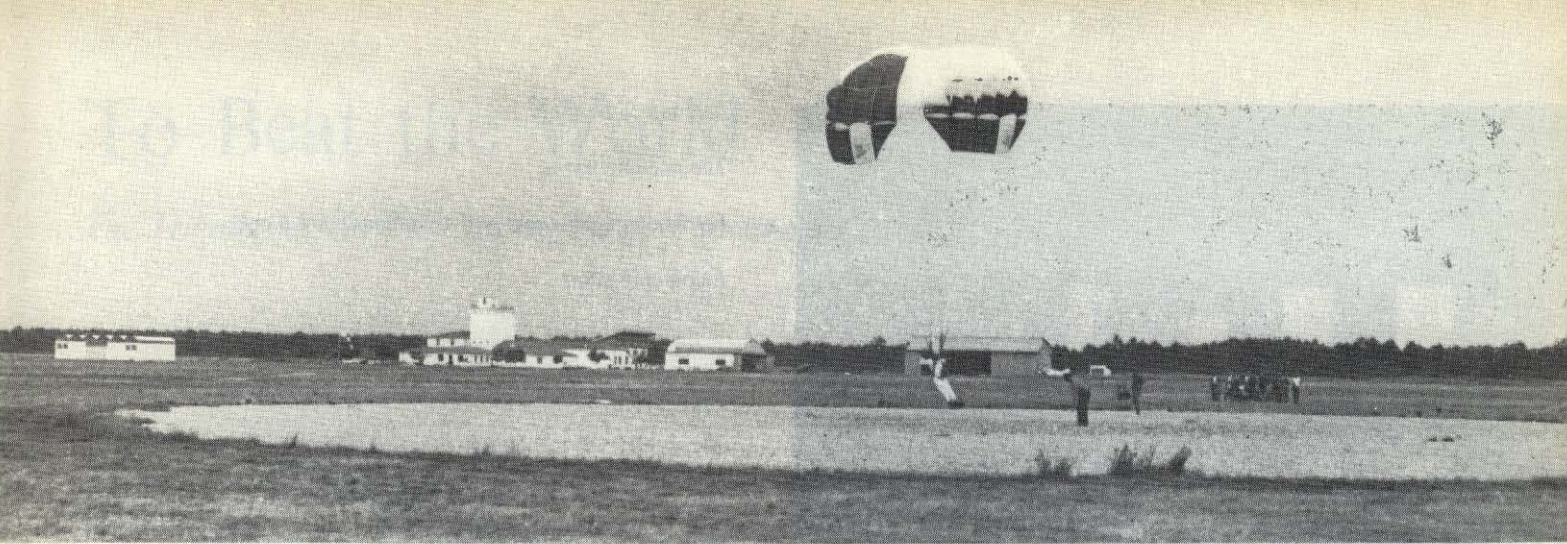
1. Spin Test—5 seconds in each direction and stopping in control.
2. Barrel Rolls—three barrel rolls in each direction, stopping between each, on heading.

3. Loops—Execution of forward and backward loops on heading.
4. Back to Earth—Stable fall back to earth for at least 10 seconds.
5. Tracking—To cover approximately 20° from the vertical.

Having passed this exam. both at his own club and again on arrival at C.N.P. the budding instructor goes through the four weeks' course paying only for his accommodation—about 15 shillings a day!

All the equipment is provided by the State and is divided into flat circular unmodified canopies for the basic students progressing through 656s to Olympics for the experienced

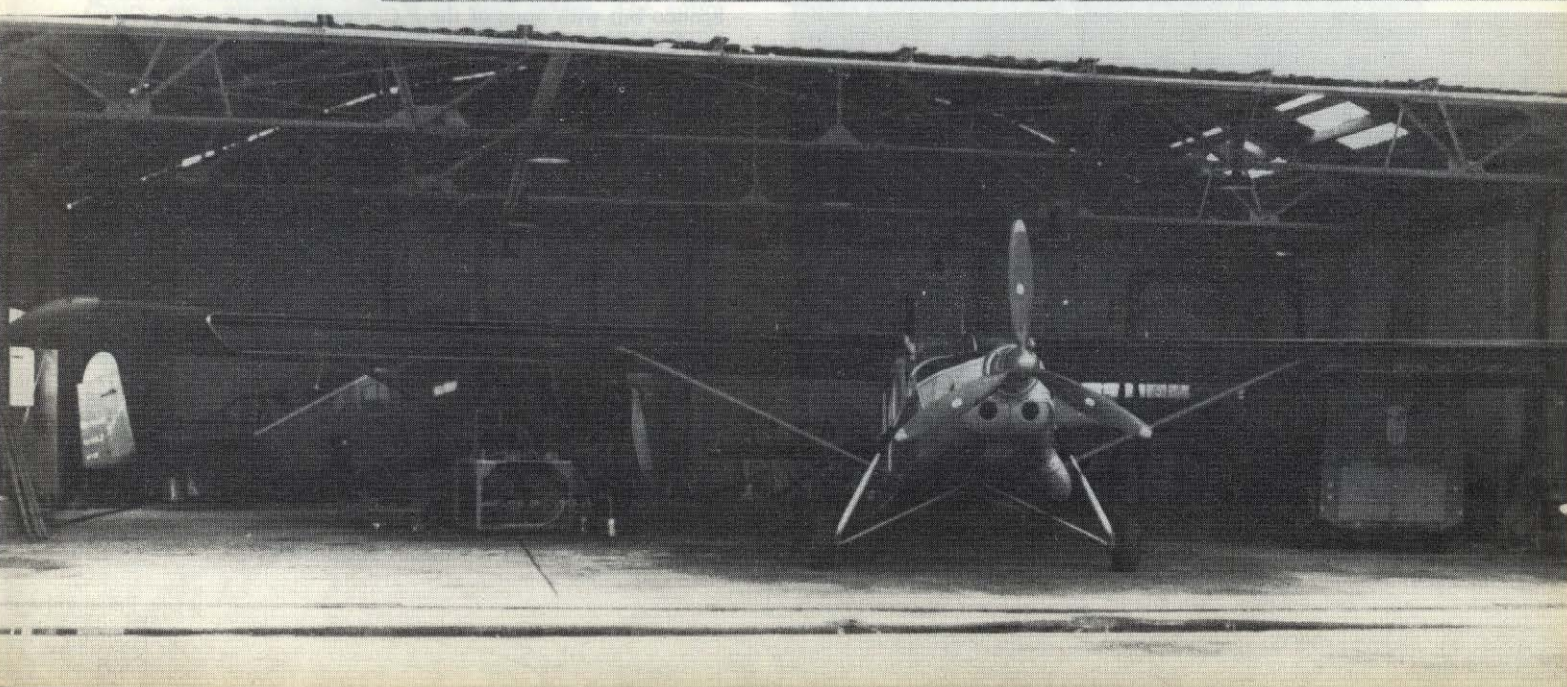
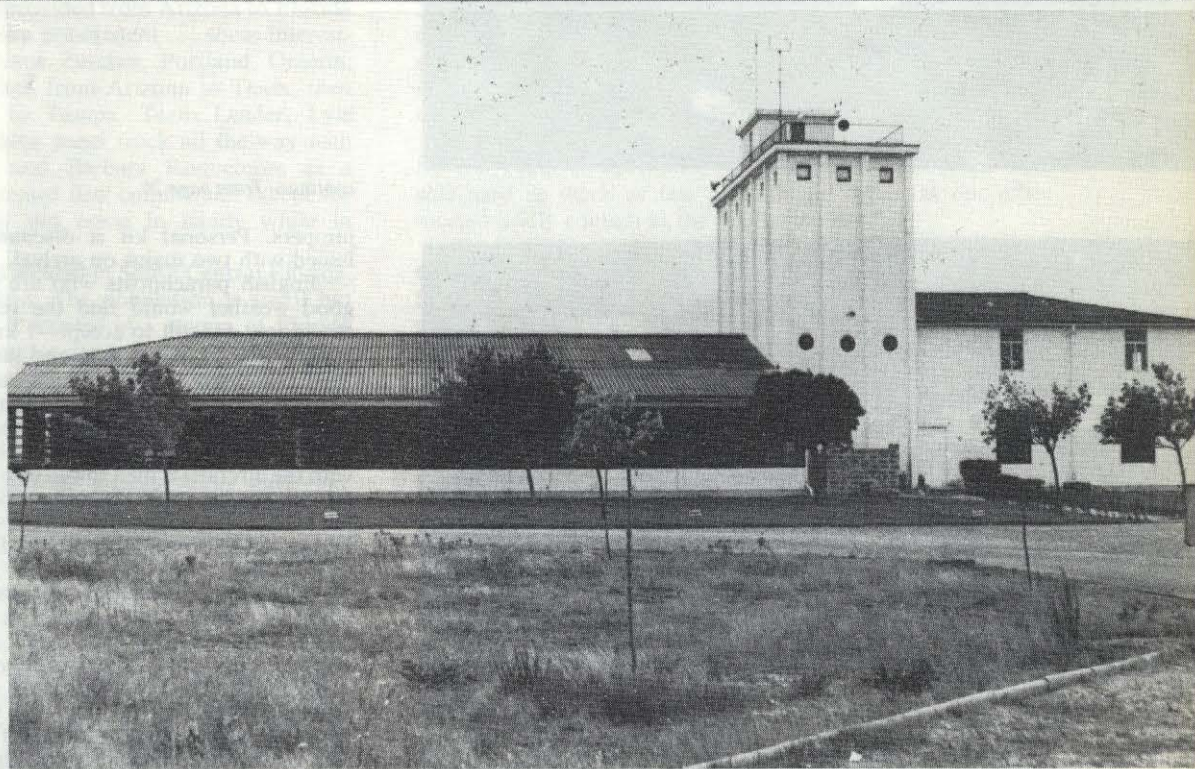
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Above: General view of D.Z., with an Olympic coming into the pit, note the critical instructor ready with a fichet!

Right: The main Centre building.

Below: Hangar showing Broussard and Pilatus Porter.



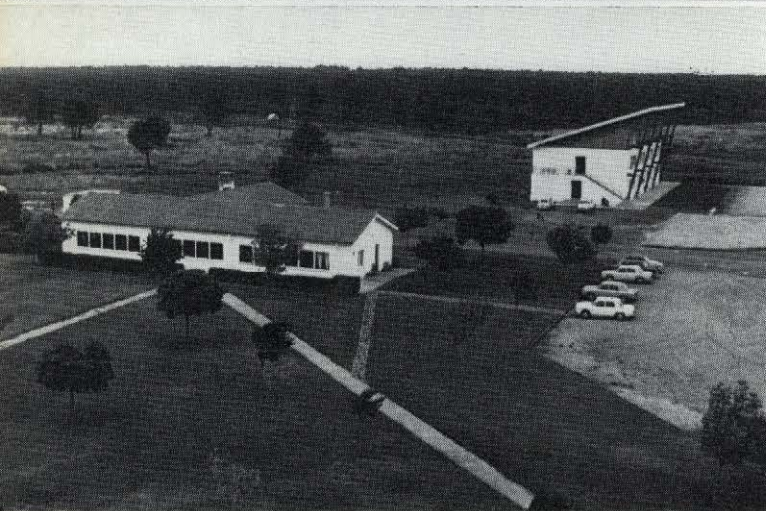


Left top to bottom

The packing room.

Kitchen—dining room and accommodation block.

Emplaning point.



continued from page 26

jumpers. Personal kit is discouraged and each jumper is issued with two mains on arrival.

English parachutists who are used to the “grabbing” of good weather would find the relaxed, no-rush attitude at Biscarosse difficult to accept—I know I did! But the weather is perfect 98% of the time and jumping is organised accordingly. At about 8 o'clock in the morning a large trailer full of lockers is parked by the packing room and each jumper places his two or three packed mains into his locker on the trailer. This trailer (complete with radio for communication with the aircraft) is then towed into the centre of the field where all manifesting and emplaning takes place. When all 'chutes have been jumped everyone breaks for a large lunch, followed by siesta, packing session and finally the afternoon jump programme.

I had hoped to jump with the Nikon at C.N.P. but in France a special endorsement is required on one's license which didn't arrive in time. I did, however, do some jumping and naturally the P.C. had to remain in the back of my van while I discovered the joys (and what I found to be harder openings than the P.C.!) of the Olympic. An ideal canopy for the accident-prone jumper is the Olympic; with a sedateness and stability which makes the P.C. look like a bucking bronco but with none of the P.C.'s push!

There are two pits at C.N.P. and it's not uncommon to see them both in use at once with two or three aircraft in the circuit—enough to make one weep at the frustrations of English Sport Parachuting.

I feel the safety of French parachuting is due to the thorough grounding the instructors receive and the thorough way this is passed on to the student. Students are debriefed very critically after each descent and seem to be much more self-critical than their English counterparts. All descents are observed through at least two sets of telemeters and all landings in the pit are measured from the disc, as I discovered to my embarrassment on a couple of occasions.

Photo No. 7 is a general view of C.N.P. with an Olympic coming into the pit; note the critical instructor ready with a fichet!

My visit was short but most enjoyable and highly informative and this article would not be complete without a special word of thanks to Sam Chasak and Claude Bernard for all their generosity and warm hospitality. I hope to go again sometime.



To Beat the World

The Training of the 1968 United States Parachute Team

by Rick Miller

The 1968 U.S. Parachute Team selected at the Nationals, consisting of the nation's ten top parachutists plus two alternates, arrived on site at Zephyrhills, Florida, directly from Marana, Arizona.

Since the transportation provided from Arizona to Florida was somewhat limited . . . like nonexistent . . . some interesting sidlights developed. Anne Zurcher, Portland, Oregon, hopped a ride with Doc Fitch from Arizona to Texas, then continued by commercial to Tampa. Team Leader, Lyle Cameron drove the trusty blue panel truck all the way with Chip Maury helping out and Barbara Roquemore as a passenger. The rest of the crowd flew commercial except for the few whose cars surely did come in handy while in Zephyrhills.

The city of Zephyrhills is located in South Central Florida, 25 miles north-east of Tampa. The population is small but extremely helpful. The city is located in a section of Florida where most of the state's major attractions are within easy driving distance. There are several bars in Zephyrhills, however, if you are a parachutist, you will most likely be at the "Wolverine", the "Rumbleseat" of Florida.

The U.S. Team Training Site is selected on a bid basis and the lowest bid was submitted by Ranger Sport Parachute Centre in Zephyrhills. The centre is most probably one of the newest and best in the country. The facilities are really great; large air conditioned building containing bunks, showers, etc. In other sections are the centre's offices and the packing area, which is enclosed and air conditioned with tables and personal lockers for equipment. The Drop Zone is the same one selected by the Army Parachute Team for their world record attempts. It has an ample pea gravel target, plenty of cleared acreage around it (in case of a short spot or other standard excuse) and a new building with Coke machine, packing area, chairs, etc., all within 1000 ft of dead centre. The entire organisation is well run under the supervision of the centre's manager, James Wallace.

When the Team arrived there was plenty to do, including work. The day went something as follows: Up every morning at 5 a.m. (yep, 5 A.M.!) for physical exercise, which was done at the motel. After this, the Team returned to their rooms to shower and reported in for breakfast between 5.45 to 6 a.m. This is where the conversationalists conversed and the snivelers sniveled. Then everyone boarded available transportation for the short ride to the centre at the municipal airport. Upon arrival, the Team usually went directly to the style harnesses for a training session on "how to turn" by Sgt Dick Harman, better known to the Team as "Coach".

After completion of style training, gear was checked and repaired, then put on trucks and carried to the drop zone area. Then the real work began. The time was now around 7 a.m. The aircraft, a Cessna 195 equipped with a 450 h.p. Pratt and Whitney engine, was flown by Paul Rice and Bob Porter who

both did excellent jobs. The aircraft was usually back on the ground at pick-up point before the last jumper landed.

The Team members usually managed to get in four or five jumps each before lunch and used the break from noon to 3 p.m. for such things as putting the stars and decals on the canopies, driving into Tampa to be fitted for team clothes, etc., but they were back on the drop zone at three ready to jump. This jumping usually ended around seven and the gang retired to the restaurant for dinner.

After dinner all types of activities went on. Mostly sleep for the Team competitors, but the support personnel were still hard at work as late as midnight; often at our office located oddly enough at the Wolverine Bar.

The 1968 Team's equipment is excellent and is the best that can be bought. In this case, it was donated by Pioneer Systems who sent Chuck Embry, a company engineer, down to find out exactly what each jumper wanted in the way of equipment.

Armed with this information, Chuck flew back to the factory at Manchester, Connecticut and embarked on a crash programme to design and manufacture this equipment, to be placed in the competitors' hands no later than the next week. As it turned out, it was five days later, delivered personally by Chuck and Bill Jolly, Pioneer's jumper-engineer.

To get this custom equipment in the Team's hands on time cost Pioneer an additional twenty thousand dollars besides the Para-Commanders and Tri-Conical reserves they had already donated. The Team felt as long as they have support like this they should bring home at least the majority of the medals from Austria.

Pioneer was not by any means the only company to help out. It would not be very easy to jump your "super parachute" without helmets furnished again this year by Bell-Toptex Corporation, Long Beach, California, or minus boots sent down by Parachutes Incorporated of Orange, Massachusetts. The altimeters and panels were donated by The Chute Shop, Flemington, New Jersey, while Lowell Bachman's Chicago outfit, Para-Gear Equipment, furnished watches and other supplementary equipment.

With the Team completely outfitted in equipment, next came clothes, sweat suits, shoes, suits, blazers and other necessary clothing. Each member had to be fitted and alterations performed in Tampa. With this out of the way, passports were next on the list. If you have ever tried to round up fifteen birth certificates from all parts of the country, then you have some idea of our problem. With the birth certificates came smallpox inoculations and a barrage of other things.

With most of the detail work out of the way we now can tell you a bit about the actual practice and who turned what while opening low and landing out. Naturally Roy Johnson was setting base style times followed closely by Bill Lockward

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and Jimmy Davis. Some of Roy's times were 7-6/7-4/7-1/7-0/6-9. While Billy and Jimmy were turning mid sevens and low eights, the boy wonder, Clayton Schoelpple (who at nineteen is the youngest team member) was steadily getting better through the training sessions and at one time had a record of six consecutive dead centres going. Unfortunately he had to turn off to avoid a mid-air collision and blew his record. Dave Sauve, a school teacher from East Lansing, Michigan, was getting better and better while the girls seemed to be in and out at the beginning. By the end they were right in there with the rest. Susie Joerns even managed to go into the mid sevens on her style and in her we have a potential female world champion.

The whole Team was beginning to shape up by the middle of training so they took an afternoon off to drink beer in Tampa. They arrived via parachute with smoke on a demo for Schlitz Beer, landing on the lawn of the Tampa Brewery. They were served tall cool glasses of Schlitz upon landing. The Team Captain, Bill Lockward was presented an engraved mug and the rest of the Team will receive theirs by mail. Later that day we met the company executives and were invited to attend a party in the Team's honour. We were there

along with most of the jumpers in Florida. The free beer was gulped by the majority until we found out there was over a million gallons available. We decided why rush, we couldn't possibly drink all that before dawn.

Another interesting side trip consisted of a deep sea fishing venture where Jimmy Davis, in his very mod bathing suit, caught the most fish, although Karen Roach helped him out considerably.

With the recreation out of the way, it was back to work at a rapidly increased pace. We were running out of time. Departure date had now been revised to August third. The Team was now in top shape mentally and physically except for a few bruises and sprains which would heal during the trip over.

Now the Team's executives were beginning to arrive. Chuck MacCrone (head of the U.S. delegation) flew in Friday, a week before departure time, followed closely by the F.A.I. International Judge, Gordon Riner.

With everybody on hand things picked up for the next six days. We now knew our departure aircraft would be Trans-World Airlines, Flight 702, leaving Kennedy International Airport on the morning of August third. From there on, it is the U.S. Team against the world's best.

By Courtesy of PARACHUTIST - USA

“Well, Just Fancy That!”

The result of a recent physiological study are tantamount to a serious warning for the ever-growing population of sky divers in the United States (in 1966 some 30,000 enthusiasts made approximately one and a half million jumps). Instead of becoming more used to parachuting they become more keyed-up the longer they continue the sport.

Writing in *Aerospace Medicine* (Vol. 39, No. 6) Drs W. P. Shane and K. E. Slinde of the Aviation Medicine Research Division, US Army Research Unit, Fort Rucker, Alabama, have described experiments which they performed to determine the heart rate and rhythm of experienced parachutists during free-fall and during the periods immediately before and after the jumps. Twenty-nine parachutists, ranging in age from seventeen to forty-nine years, who were also trained as athletes, made a total of ninety-eight jumps. At least one hour before the first jump of the day each parachutist was fitted with recording equipment and a continuous electrocardiogram was made from then until one hour after the last jump.

A detailed examination on an oscilloscope revealed that the average heart rate went up from 149 beats per minute prior to exit from the aircraft, through 169 beats during free-fall, to a maximum of 179 just after the opening of the parachute. Thus the general level of excitement of the parachutist was highest while he was pulling the ripcord. At landing the heart rate went down to 163 beats per minute

and five minutes after landing the heart rate was 129. One of the reasons for this increase in heart rate could be the continuous body adjustments required during free-fall to maintain stability and control.

The pulse rate rose above 100 beats per minute, on average about 20 minutes before the jump, and continued to remain above 100 until about half an hour after the parachute opened. There was, however, marked individual variation in this response.

In people who made more than two jumps in a day the researchers observed a remarkable similarity between the heart rate recorded for first and second jumps.

The authors maintain that parachuting may be harmful to the cardiac apparatus. Narrowing of the coronary artery cannot be detected during ordinary physical examination and it is possible that a young man with this defect may never have experienced the high pulse rate involved in sky diving. This, combined with the rarefied atmosphere at jump altitudes, could easily result in damage to the heart muscle due to lack of oxygenated blood.

It has been found that there is a process of “natural selection” of those going into the sport. Individuals who find the sport unsatisfying or unpleasant drop it soon after the first jump; but those who find it psychologically and physiologically exciting (described as “the stress seeking kind”) continue and go on to accumulate large numbers of jumps.

The Tale of a Chute

by Jack Jessop

In August 1966 I became the proud owner of a brand new Security Tracker 45 system with a quarter panel black and gold Lo-Po canopy. The containers were bright red and all up it was greatly admired.

First jump was great, but it had been raining heavily and I landed in a puddle—imagine how I felt when my white jumpsuit turned a rosy pink—the dye in both containers and the harness ran! It took some time before it stopped running—days in cold water, nights dripping in the bath.

Next disappointment came when the black panel started ripping on deployment from the fifth jump onwards. Some of the best Australian jumpers and some visiting Americans could find no reason for this. My body position was questioned. I have never indulged in self delusion and when I said I was stable, I meant it.

After the first major repair and modification, Claude Gillard F4, test jumped it, and wham, a mess of rags again—back to the repair shop! Apart from missing jumps it was becoming a very expensive oddity. This time we thought we had it beaten—thirty-odd jumps without incident. Then on jump number fifty-two, bang, the black panels literally blew themselves to ribbons, leaving the gold panels in perfect condition. A slight line-over was experienced on the jump but not even a Mae West could have accounted for that mess.

Because only the black material was affected I decided to have it scientifically examined. Attached is a copy of the results undertaken by a Government Analyst. Because I have always been aware of the effects of sunlight on nylon I have always exercised the greatest care and I had a reputation for being a fanatic in the care of all my equipment. So I was confident that the deterioration in the black material was not caused by sunlight.

On March 23rd, 1968 I wrote the manufacturer a civil letter, enclosing a photostat copy of the analyst's report and a sample of the black material. No acknowledgement. I wrote again on 17th April (I'm still a civil man at this stage!), again no acknowledgement. I telegraphed Security on 3rd May asking for some action. That also went unheeded. By 19th May I was not feeling quite so civil and I wrote again. Not a rude letter, but a firm one, and I invited them to take a guess at my opinion of their business ethics. I also said that I intended to publish the facts if no reply in fourteen days. Nine days later a bulky envelope arrived from Security.

A long two-page letter signed by Dan S. Abbot, Director of Engineering, enclosing a copy of Dan Poynter's figures for the effect of sunlight on nylon, which had appeared in the *Australian Skydiver*, and copies of their lab. report **WHEN THEY HAD PURCHASED THE MATERIAL IN 1964!** Mr. Abbot also suggested my weight of 196 lbs. had some effect on opening forces! He also stated that the canopy had **BEEN SUBJECTED TO EXCESSIVE SUNLIGHT OVER A PROTRACTED PERIOD!** He also defended his company's pride in its products and spoke of extreme sensitivity on the quality of their sports parachutes and stated that there had been no other complaints, and finally, he could not acknowledge my claim for repair or replacement.

I discussed this reply with the analyst who first tested the material and we both agreed on the following:

1. The canopy was manufactured in May 1966—The tests sent by Security were dated July 1964—(twenty-two months in store?)
2. It was purchased in Australian winter conditions and for most of the time under review, the charts show particularly low sunlight hours.
3. 90% of the fifty-two jumps were done at Labertouche Sports Parachute Centre and I made a point of packing in the hangar at every opportunity **BECAUSE I KNEW WHAT SUNLIGHT COULD DO.** Even if the canopy had been exposed there would have been relative deterioration to the gold nylon—yet it **STILL** comes up to the 1964 Security test—100% perfect.
4. Mr. Abbot was not aware that only fifty-two jumps had been made on the canopy and that the first **SERIOUS** damage was on its fifteenth deployment whilst being jumped by Claude Gillard who weighs 140 lbs. Neither did he take into account that it spent almost as many weeks in the repair shop as it did in my possession.

In June 1968 I again wrote to Mr. Abbot making the above points. I offered facilities for simultaneous tests to be re-conducted, here and in the U.S., on material from the black able **WHICH HAS NOT BEEN EXPOSED TO THE WEATHER** (which I assumed they would have). In view of no other complaints, I also asked had many other canopies been made as quarter panels where 50% of the strain would be absorbed by the black material. I suggested that if the black was used in smaller areas there would be less likelihood of the fault showing itself.

Now over two years of owning the Tracker, having only fifty-two jumps on it—I have had no reply from Mr. Abbot to my last letter. I have given here only the facts. The whole rig cost me \$419.00, plus the cost of four registered airmail packages and one telegram to the U.S. The main pack required stitching after twenty jumps, the dye ran, the canopy is in ribbons—irreparable, stowed in a canvas bag in the darkest corner of the earth!

There must be conclusions to be drawn from my experience and I leave the reader to draw his own. I'll be happy to hear from anyone who can suggest ways on how to get a satisfactory reply from the Security Parachute Co. of the U.S.A.

* * *

DEFECT INVESTIGATION OF BLACK NYLON CLOTH "RIPSTOP" TYPE 1. SAMPLES OF CLOTH TAKEN FROM SECURITY TRACKER CANOPY N. 604

1. **INTRODUCTION:** Three (3) samples of Black Nylon Cloth "Ripstop" Type 1 and one (1) sample of Yellow Nylon Cloth of the same weave were submitted for test to determine the cause of failure of the Black fabric whilst in use as a parachute.

2. **METHOD OF TESTS:** The four samples were identified by Thread Count/ins (Warp and Filling) being 120 T.P.I.

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and weight being 1.1 ozs/sq. yard and therefore tested to Military Specification MIL-C-7020D (U.S.A.F.) 1960. Black 1 (10-15 deployments), Black 2 (50 + deployments).

3. **RESULTS:** Equilibrium at Temperature 72°F, Humidity 60%.

SPECIFICATION REQUIREMENTS	RESULTS	
	BLACK 1	BLACK 2
Clause 3.2.1. <i>Type 1 Weave</i>	Conforms	
Reinforcement in both the warp and the filling shall form a uniform pattern of squares. Minimum of 6.5 repeats of pattern/inch in both directions.		
Clause 3.3. <i>Physical Properties</i>		
Weight (oz./sq/ yard): 1.1	1.1360	1.1242
Breaking Strength/1 inch width (minimum)		
Warp 42 lbs.	19.0	18.0
Filling 42 lbs.	19.6	18.3
Elongation (minimum)		
Warp 20%	10.7%	8.82%
Filling 20%	10.8%	9.20%
Air Permeability		
C.F.M. air/sq.ft. 100 ± 20	45-50	40-45
Thread Count (min./inch)		
Warp 120	120	120
Filling 120	120	120
Clause 3.3.4. Acidity P.H. 5.0 to 9.0 (Neutral 7.0)	3.7(acid)	3.0 (acid)

4. **CONCLUSION:** It is the considered opinion of the operator that the causes of failure of the Black "Ripstop" Fabric can be attributed to (1) Acid degradation (Sulphuric) and (2) Actinic Degredation.

Owing to the low porosity of the material and the low tensile strength per inch it is considered that during deployment of the canopy the load per square inch air pressure caused rupture of the fabric already considerably weakened by Acid and Actinic degradation.

Localized areas of fabric were damaged by nylon on nylon "Burns" and the area surrounding the rupture is distinctly "Heat set". The fabric was subjected to heat whilst deploying between the range of 80°C to 206°C instantaneously and cooled rapidly thereby causing the fabric to "Set" in its deformed state.

The Black Fabric is extremely susceptible to Actinic degradation having a Mansell System Hue of 0.5. Zero being classed as complete absorption of light (400 to 700 millimicrons).

The Yellow fabric submitted was tested in a similar way to the black material but testing was discontinued owing to the obvious superior quality of the specimen. The Yellow specimen conformed to most of the specification requirements with the exception of Air Permeability, i.e. 40-45 CFM/Sq. FT.

This is considered to be standard "LoPo" material free from defects both physical and chemical.

Tested by
John Hinchcliffe, 95-1221
130 Tramway Pde
Beaumaris VIC 3195

Reprinted from *Australian Skydiver*

BPA Shop

The following items are available to members of the Association only, and can be obtained from the British Parachute Association Office.

	Price	
	£	s. d.
Hand embroidered Blazcr Badge in gold and silver wire	3	10 0
Overall Badge, silk B.P.A. Emblem	16	0
B.P.A. Emblem Tie	1	0 0
B.P.A. Lapel Badgc	6	6
Car Badge, Enamel and Chromium plate	2	5 0
B.P.A. Car Transfers	1	0
University type B.P.A. Coloured Scarf	1	12 0
Tankard with B.P.A. Badge or alternative item	1	14 6
Ashtray with B.P.A. Badgc or alternative item (Large)	1	2 6
(Medium)	15	0
Your name engraved on the above — additional amount	7	6
Pendant on leather thong with free fall figure	8	0
Breakfast cup, saucer and plate	2	12 0
Parachutist engraved on each. Overseas postage of 5s.		
Parachutist Log Book	13	6
Parachute Log Cards (Orders of under 12 will be charged at 6d. each card plus 4d. post) per dozen	5	0
'Parachuting for Sport' by J. Greenwood	14	6
'Skydiving' by Bud Selik	2	18 6
'Falling Free' by Cathy Williamson	1	3 0
'Space Age Sport—Skydiving' by R. Dalby	1	17 6
Silver Charm — Open parachute design — for bracelets	11	6
Silver Charm—Gilt dipped	13	6
Parachutist Document Folder	10	0

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The Labertouche Cup-1968

The Joint Services Sport Parachute Association in Singapore has an extremely active and enthusiastic membership. Our annual competition is restricted to an accuracy event only, that is simply whoever lands nearest the target wins. Our main problem has been due to lack of instructors either willing or capable of giving instruction in advanced free fall work and competition techniques. To remedy the situation the idea germinated of entering a team in competition in Australia, the nearest country that has the organisation, instructors and enthusiasm to give us the competition experience and advanced instruction that was so necessary to our association.

Initially it was suggested that we should send a team to the Australian National Championship being held 28th December-3rd January, 1968, but as we became aware of the scope and scale of this event it was considered more prudent to enter a team in the Labertouche Cup, a more modest competition which was to be held at Labertouche near Melbourne during the period 27th January-4th February, 1968. Accordingly an invitation was solicited and application was made to HQ Singapore District for the official stamp of approval and financial support. This obtained the GOC's and Joint Services Sport Board approval together with financial assistance of \$1,000.00 cts which together with \$500.00 cts from club funds assured that the visit would be a success. Indulgence passages were approved, parachutes, other equipment, documents, medical requirements, etc. were prepared and the team was ready to move.

The team was selected, not on parachute ability alone, but on other factors such as work for the club in the past, anticipated value to the club in the future, general character and the impressions they would create. In other words, in spite of parachuting ability, although this obviously entered into it, the rogues, scroungers, selfish and unhelpful were not considered. The final team selected was, Capt. Roy RANSLEY, Paymaster of 95 Cdo Lt Regt RA and Secretary and Treasurer of the association, L-Cpl. Bob LEEFMANS of 40 Cdo RM, SAC Kevin DINNEEN of 74 Sqn RAF and as reserve J/Tech. Steve SILANIER also of 74 Sqn RAF. This gave us, although not by design, true Joint Services representation.

The team left RAF Changi by Bristol Freighter early on 22nd January, 1968 for RAAF Butterworth 500 miles up country where, after an overnight stop, an RAAF Hercules was boarded for Darwin. The 7½ hour flight was spent as most flights are, in reading, sleeping, eating, drinking coffee and visiting the flight deck—the only place smoking is allowed on these aircraft. This and all subsequent flights followed this routine. After an overnight stop in Darwin 7 hours were spent at 280 knots and approximately 1,500 miles across the "great Australian nothing" to RAAF Richmond just outside Sydney. Here we found one of our civilian members who had travelled privately to meet us with an enormous Ford Falcon estate car to transport the team and kit to Melbourne but alas, in spite of roof racks and vast capacity, it was not enough for baggage and bodies. Some quick talking with the ever co-operative RAAF air movements staff arranged a seat and baggage space for Roy RANSLEY on another Hercules bound for Melbourne the following day. The remainder set off for the 600 miles to Melbourne in a grossly overloaded

down on its springs, Ford Falcon. To cut a long story short we all finally met up at "The Gatehouse" at Labertouche, 50 miles east of Melbourne, on Thursday evening. "The Gatehouse" is an old farmhouse, in dairy farming country, converted for use as clubhouse, accommodation and HQ of the Labertouche Sport Parachute Centre. It is run by Claude GILLARD and his wife and daughter, Claude being one of those who could well be a subject of a *Readers' Digest* "My Most Unforgettable Character". He is an expert parachutist, a gifted instructor and president of the Australian Parachute Federation for which he does an enormous amount of good work for no financial return, runs the parachute centre and retails parachute equipment. He performs a colossal amount of work whilst maintaining a calm exterior together with the lethargic Australian attitude of "she's alright mate". Jean and Michelle Gillard's patience in tolerating and pandering to the wants of everybody ensured a cheerful and homely atmosphere.

Having arrived on Thursday gave us only one day's practice on Friday for the competition on Saturday with the possibility of continuing the competition on the following week-end if the weather was bad. We would have liked more time for practice but travelling by indulgence passage it had not been possible to arrange our arrival earlier. The competition consisted of four events—style with accuracy, baton passes with accuracy, team accuracy, and hit and run. By various permutations and combinations the judges were to determine individual winners in overall, style, accuracy, hit and run, and winning teams.

All this meant we had to do some serious practice in the one and only day available before the competition. Bob LEEFMANS going like the devil with his jumping and repacking, made eight jumps in as many hours. We were helped and advised by last year's Australian Champion, Jim COX. After the day's practice we returned to "The Gatehouse" tired and a lot wiser, for an enormous meal which was typical of all meals during our stay.

That evening we discovered that life at Labertouche was parachuting and in this mecca of parachutists everybody talked, did, lived, slept and dreamed it.

As luck would have it, the weather was kind to us throughout the competition and it was completed by the Sunday night. There was time to include some demonstration descents into the Longwarry Oval during Saturday afternoon. Longwarry is the nearest village to Labertouche and as part of Australia Day celebrations they were holding a country show at which they had requested parachute demonstrations. Bob and Kevin, our two best accuracy men, were invited to participate being equipped with American paracommander and Czechoslovakian PTCH 6 canopies respectively. The show was fascinating and included calf riding rodeo style by children down to eight years old, steer roping, wood chopping, etc., etc. It was a great pity that nobody thought to take their camera to snap sights that we "pommies" are never likely to see again unless we emigrate.

For the record we were fifth in the team event out of seven teams and individually Kevin DINNEEN was twelfth Bob LEEFMANS fourteenth and Roy RANSLEY fifteenth out of twenty-one entries. Bearing in mind that the top half dozen were battling for a place in the Australian team for the

world championships in Austria this year, we were not displeased with the results.

Being an overseas cntry, our presence attracted television coverage and Steve SILANDER who injured his ankle in practice, achieved remarkable promotion from Junior Technician to Squadron Leader on the news broadcast by a newsman who must have had his underwear in a twist. This was to be the subject of a great deal of mickey taking during our stay.

During the course of the next week we fulfilled the second half of the object of our visit and all managed to improve on our style times and get a lot of experience in relative work. By the end of the week we were well equipped to return to Singapore and pass on what we had learned to our own club members.

During the course of our stay the area was in the grip of a heat wave and drought, temperatures being in the hundreds every day and the normally lush green paddocks parched brown. Having come from Singapore, the temperature did not bother us until evening when it dropped to what felt like a bitter 75°. The reaction to our donning warm sweaters caused a lot of amusement. There were occasions when we

were on the dropping zone ready to go at 0500 hrs in order to miss the high winds that often developed about 0900 hrs. It was disconcerting and extremely uncomfortable to be at an altitude of 7,000 ft. in an aircraft with the door off and the aircraft thermometer reading 36°.

Our parachuting was over and all that now remained was to return to Singapore. Being low priority passengers on RAAF aircraft gave us time to see Melbourne and Sydney. Our accommodation at an Army camp in Sydney could not have been better if we had paid for it, being on a hill overlooking Sydney Harbour. As we were detained there over the week-end a visit to Bondi Beach seemed a good idea, "eyes likchapel pegs" must have been the understatement of the year.

Return passages were arranged from Sydney to Singapore via Darwin on 13th February, 1968 and this ended a most profitable trip for which our thanks must be due in no small measure to Lt-Col. Malcolm CARR, KSLI, our chairman, and the staff of HQ Singapore District. In view of the benefits reaped from the visit and the good time had by all there is no doubt that it will be repeated if necessary at private expense by those still here when the Labrcoutche Cup Competition comes round again next year.

Prang Plus One

I hit the deck—hard—the wrong way, on 17th June 1967 . . . my fourth jump. I fractured my first lumbar vertebra—LV 1 (whatever that is). It was *entirely* my fault. Confession over.

Most will agree that all parachutists have two main hurdles to cross—first static-line jump, then first free-fall jump. Some of us have to cross another, no less formidable—the first lob after a jumping injury. I feel that more people would cross this hurdle successfully if their particular problem was better understood. Too many potentially good jumpers are needlessly scared off by even a minor mishap.

Let me say at once that my own first post-injury jump was made vastly easier by the attitude of my colleagues. Some of their efforts at encouragement, however, went a little awry. Humour does much to ease taut nerves, but when it extends to pretending to sabotage one's chute, or to recounting lurid parachuting nightmares, it's distinctly out of place.

I was surprised by the pessimistic reaction of some of my friends after the incident: "He's out of the game" (not made in my presence!); "You'll be leaving us, then?"; "What sport are you taking up instead?"; "How much d'you want for your gear?"; . . . such fatalism! Why automatically presume that I was giving it up? If rugby players packed it in every time they got a cauliflower ear or broke a collarbone, their sport would be extinct by now . . . I don't see why parachuting should be different in this respect.

Looking back on my first jump after "MacLennan's Magical One-point Landing" as it's been called, I realise that there were factors working for, as well as against me. To take the "pro" factors first, definitely the most important was the support and encouragement of the rest of the club once they realised I meant to carry on jumping. Another was

simply relaxation. Usually before a jump I footer about busily, chewing gum furiously; this time, however, I spent the ten minutes before emplaning flat on my back, rclaxing. I tried to maintain this relaxed state of mind in the plane, and believe it helped enormously.

Being fairly hefty, I was given a larger-than-standard double-L for this jump. This was a thoughtful touch; the landing was soft enough to restore my confidence completely. Since then I've taken to the 28-footers again without qualms.

Now to the "con" factors. I was off jumping for over three months, more due to adverse weather conditions than to the injury. From my humble experience I'd advise this. Don't leave too much time for brooding about it!

Another snag was that I did this jump from a plane unfamiliar to me at that time, the Beagle Terrier. We're immensely grateful up North for what aircraft we can get—they're at a premium—but I must say that the Terrier was a tight squeeze, being generously built as I am. I've jumped it again since, and have got used to it, but at the time I'd have appreciated the well-known Cessna so much!

Exit and opening, as always, weren't as scaring as I'd expected, but when the ground got closer I got a bad attack of the landing jitters. My legs jerked up of their own accord several times before I could adopt the typical PLF position. I don't know what I could have done to avoid this; observers below said I looked like an airborne wallaby. It would be interesting to know if there's a remedy for this involuntary knees-bend.

To all "convalescent" jumpers, then, I'd suggest the following; get back to jumping as soon as you safely can; if yours, like mine, was a landing injury, try if possible to wangle a larger chute, just this once, though this is by no means essential; try to jump from the same plane, over the same D.Z. as before; and remember that the other jumpers in your club will be solidly behind you. And . . . *relax!*

by Ian MacLennan

Letters to the Editor

Dear Sir,

Recently I have witnessed two incidents at different D.Zs. which were both very much the same in character and which both nearly ended fatally.

In both cases the parachutist left the aircraft stably (10 and 15 secs delays respectively), lost stability on coming in for the pull, failed to operate the main 'chute and both came down on their reserves from approximately 500 feet.

As I was the instructor responsible on both occasions I debriefed the two parachutists concerned. Both had completed basic courses recently and neither had encountered any instability or difficulties before. Both made similar remarks from which, at the time, it seemed difficult to make any useful deductions. In effect they both said: "But I *thought* I had opened my main."

Subsequently I learnt that they both trained with elastic bands around the ripcord wire to act as a stop to prevent loss of the handle. If training is carried out using this system the student becomes accustomed to meeting a resistance when pulling the handle—this is all well and good until the student has a stiff pull, thinks he's operated the ripcord satisfactorily, drops the handle and to his amazement still finds himself plummeting earthwards.

This practice is banned at the Northumbria Parachute Club and if a student loses a handle he pays for it—surely this is a simple enough answer instead of playing with student's lives.

I strongly urge all instructors to give this matter great thought before employing this system in their clubs.

Yours faithfully,

CAPTAIN G. C. P. SHEA-SIMONDS
Chief Instructor,
Northumbria Parachute Club

Dear Sir,

I hope it's Sir and not Madame, if it is I'm sorry.

My name is Patrick Nolan and I belong to the Manawatu Skydiving Club. I have been jumping on and off for two years doing my first jump on my 20th Birthday. I have thirty-nine jumps plus 8 military drops.

My jumping has been slowed very much by an over seas tour with the Army, and taking on a wife which does tend to cool the jumping etc.

I am married with a 7½ month old son and live in Palmerston North, which is in the middle of the North Island.

I am a committee member of our Club—we have 30 members who, with the exception of two are jumpers (active). We do most of our jumping from Cessnas 180, 182 and 185 with the drops from Cherokee 4 and 6 not uncommon.

Our D.Z. is about 6 miles from the Club rooms and this is no problem as we load up the jump ship with one load and the rest take off in the cars with the rest of the rigs. Jump fast and furious till money or daylight runs out.

The aircraft is hired normally and total costs are divided by jumps and all jumpers pay same costs for jumping (it gives added incentive for students to (1) get more students to help subsidise costs in higher drops and (2) for students to get more proficient and get more for their money. Jumps usually work out at about £1 sterling or \$2 NZ. Cheaper

jumping is not unheard of, I got in a 5000 for 9/- which wasn't too bad but the weather clogged in and put a stop to that.

In New Zealand we have a two-monthly news letter put out by the Federation at the cost of 10/- a year. All clubs put in their news and views and means etc.

I would like to correspond and trade ideas news letters with any member you have who would like to write.

Bit more about me. 5' 10" tall 12 st. 2 lb. Dark, wear glasses, Regular Army, just finished a tour in South Vietnam with Royal New Zealand Artillery. I am now back in my parent Corps the counterpart to REME (Royal NZ Electrical and Mechanical Engineers). I jump a 7 Gore TU. C9. Floats like a brick (USAF Surplus).

I got your address from an aviation magazine.

Hope to hear from someone very soon,

Soft landings,

Patrick Nolan.
5 MacEwen Place
Palmerston North
New Zealand

P.S. Here we go again. If any of this letter is of any use to you, you may use it with my full permission. I hope though, that I haven't given you a milk and honey version of jumping here—it's not *all* so good. We have the cheapest fees in the country. Initial fees £10. This covers the first training documentation license etc. and £5 per year from the second year on. Some clubs are as expensive as £50 and £15. My license is A.67.

Again I hope very soon for an answer.

Yours,

Pat.

Dear Sir,

Many thanks for your magazine. I have below added a small article that I hope you may find interesting and perhaps want to use as material for your next edition. It may not be grammatically perfect, and there may be spelling mistakes, so please don't hesitate to correct me! (That also includes technical boobs!!)

The difficulty I have had here in Germany has been getting to my nearest British club, the Rhine Army Parachute Club, Bad Lippspringer. And even at Bad Lippspringer you can never be sure of getting a jump over the week-end. Like the time I hitch-hiked the 200 miles down there on a Friday, and had to return on the Monday without a jump because of high winds! So when I was told about a German club at Lünenburg, a half hour's drive from my camp at Munslerlager, I decided to give it a try.

The Fallschaumensatzgruppe Lünenburg share a small grass airfield with a civilian flying club and operate only at week-ends. The first time I was invited to jump with them, they wanted me to use a static line. Fair enough, I am not very experienced so I didn't mind. This is where I got my first surprise. The chutes they use for static line look something like well-filled haversacks, and work on the same principle as the military chute. The method used for exiting the aircraft with these chutes is along military lines too. The aircraft they use, when they can, is the German Army spotter plane, the Dornier Do 27, and a Cessna when they can't. The idea is to sit on the edge of the door with your legs

hanging out, then when they shout go to launch off with your hands and kick your legs out in front of you. You then put your hands on the sides of the reserve and fall in a tight closed position. On my first jump I got another surprise when I looked up. What I saw above me looked something like a high spinnaker on a racing yacht. With three corners! It has four steering toggles, or rather plastic covered wire loops. The two rear ones for steering, with the aid of the single blank, and the other two something vaguely to do with "slipping". I found out later the canopy was made of some kind of cotton material and is called a Köhnke. However it was very stable and let you down gently, although it turned like the Queen Mary!

All students who learn at the club have to do a couple of evenings ground training and then they are ready for their first jump. They must do a minimum of 10 static line descents, although they usually end up doing 15 or 20. In this time they also get to use the double canopy. When they are considered ready for their first free fall they must make two "test" jumps with the static line. Then if found satisfactory are given the free fall type rig for the first time and are taught a form of stable spread.

When they let me jump free fall the chief instructor was obviously a little concerned, and explained carefully that I was to keep my legs tight together in case the chute went between them. This seems to be the general practice for beginners in free fall. I also found out it was also the general practice after the first free fall there, for everyone to give you a ceremonial kick in the pants. I thought at first maybe they were trying to tell me something about my parachuting!

Lünerburg is only a small club, but the sense of comradeship and club spirit is very high. Despite the difficulties of having no governing body like the BPA or informative parachuting magazine like the Sport Parachutist they manage to do remarkably well. Some of the more experienced jumpers have expressed a desire to jump in England. I hope they do. And if they do I hope they find (and I'm sure they will!) the same kind of hospitality they have offered me since I have been jumping at Lünerburg.

So there it is. I hope this reaches you in time for your next edition. Sorry I haven't been able to produce photos yet. If I get any good ones I'll send them along.

Yours faithfully,

R. BRIGGS.
 "G" Troop, HQ Bty,
 4th Fld Regt RA,
 Munsterlager,
 BFPO 37,
 West Germany.

Dear David }
 Editor }
 Sir }

Take your pick! I would just like to point out that "Parachuting as I feel about it" did bear my name and as it may and I hope will provoke some comment, it's only fair to stand to be shot at. Adverse comment of any kind is never acceptable from an anonymous source. As for "Viewpoint—May 1968" while I agree in part, I feel we must and ought to maintain a National Team come what may. As long as we're not absolutely broke, of course! I doubt whether a lot of money came in response to Mick Turner's Appeal, but he was right to make it. I tried to get two newspaper tycoons to

help out, but no luck! We simply had to try and of course it was worth it.

The issue was good, but what a pity about Weston from the civilian point of view (Was it "our" fault?) and surely the Army aren't just going to dump the Red Devils. To the public they are British Military Parachuting and they've got some tradition behind 'em. Saving the Argylls is alright with me, but down with the Devils (sorry!). Never!

Yours,

JEFF ORCHARD.
 109A Lower Addiscombe Road,
 Croydon, Surrey.

Three "First Ever" parachute drops using G.Q. Parachute Co. Ltd. equipment

In one day three new major parachuting projects were successfully carried out using G.Q. Parachute Co. Ltd. equipment.

Using a cluster of three 66 ft. parachutes manufactured by G.Q., an armoured car was air dropped from an altitude of 15,000 ft. from a Beverley aircraft flying at a speed of 130 miles an hour. The car, which was fitted to a special platform, was pulled clear of the aircraft by a G.Q. 10 ft. primary extractor parachute which stabilised the load as it fell to a height of 3,000 ft. where the three huge G.Q. supply dropping parachutes were deployed to bring the load into a perfect soft landing.

Later that day from a Hercules C.130 aircraft flying at a speed of 130 miles an hour, two platforms each carrying an armoured car were air dropped from a height of 600 ft. above ground level. The loads were dropped in tandem, and both were fitted with clusters of three G.Q. 66 ft. supply dropping parachutes together with an additional, smaller parachute to prevent the load swinging.

Following the great success of the first two supply drops, two platforms each containing a load of 12,000 lbs. were dropped sequentially from the incredibly low altitude of only 100 ft. above the ground, using a Hercules C.130, flying at a speed of 130 miles an hour. The platforms were pulled clear of the aircraft by means of G.Q. 7 ft. primary and 30 ft. mains extractor parachutes, and the loads were deposited in precisely the area required.

Announcing the three highly successful supply drops Mr. Arthur Dickinson, Managing Director of G.Q. Parachute Company Limited of Woking, stated that never before have such heavy loads been dropped from either so high or so low an altitude, and these three G.Q. successes represent a considerable breakthrough in meeting the requirements of the Ministry of Technology.

A weekend in Belgium

At approximately 9 a.m. on 6th September, the sky was bright and clear as a Rapide belonging to Trent Valley Aviation climbed heavily laden from East Midlands Airport.

On board were seven intrepid parachutists from the Manchester Sky Divers, their destination, the Moorsele Parachute Club, Moorsele, Belgium.

Crammed into the poor old Rapide was as much kit as could be safely carried within the weight limit. Left behind were all the luxuries of life such as sleeping bags, toothbrushes, spare socks and swank suits, etc.

Nothing escaped the eagle eye of that ace of Balding Eagles, Bill Downes himself, ex RAF pilot, raconteur, pilot extraordinary, and bird fancier generally.

Following closely in our wake was a Tripacer carrying the balance of our kit and crouched in the tail, Brendan Brady, one-time Irishman and late of the Zambian Sky Divers. The whole of the time taken to cross the Channel, he lay there, replete in main and reserve, praying quietly, saying one "Hail Mary" after another.

Entombed in the Rapide were Jack Corney, Colin Holt, Albert Cooper, Tony Keene, Norman Law, Jim Fairweather, John Cooke and last but not least, John Cuthbert, who must be one of the wackiest characters in Sport Parachuting.

For the next two hours the aircraft was filled with howls of laughter at the antics of Cuthbert, who took aerial photo's of every town, village, ship and shore in sight.

We landed in Ostende to clear Customs, and to the amazement of all and sundry, we kitted up there and then on the apron. Our intention, to jump in on the D.Z. at Moorsele, 15 minutes flying time away.

Unfortunately we were delayed for a couple of hours whilst an over zealous Customs official checked up with the Surete, or what is the Belgian equivalent of our M.I.5. Not surprising really when Cuthbert, dressed in an evil, black jumpsuit started capering around.

Nevertheless at 3 p.m. precisely, we were over the D.Z. at Moorsele. A flare was fired, and we all piled out at 5,000 ft., to commence what was to be a unique and memorable weekend.

A "Cooper Special Spot" ensured that we were all around the pit and this was to be the standard for the weekend.

We were greeted on landing by Mark de Groote who had worked with Colin Holt to arrange the whole thing. We were soon hustled off to the bar for refreshments. Then off to the packing shed to pack and crack one in from 10,500 ft. before tea.

Over the forty-eight hours we were at Moorsele, we were to log eight jumps each, which goes without saying, that a great deal of effort was put in by all concerned.

The centre has an excellent D.Z. (all grass), packing shed, barrack type accommodation, a bar, a Cessna 195, in fact just about everything. The C.C.I is Philip de Molder, who is one of the only two Belgian Sport Parachuting instructors operating in the country. He told us that the standard in Belgium is so high, that to become even a Ground instructor, required fifteen consecutive week-ends of training with the Belgian Para's. It took him five years in all to get his rating. He is ably assisted by Mark de Groote, who is one of the Belgian team, also Danny Hupert, an American instructor who is domiciled in Antwerp. The standard of jumping within the club is very high and P.C.'s abound.

We made many friends among the Belgian jumpers and I know that many exchange visits are being arranged.

On the Saturday afternoon we made a hasty shopping trip into the nearby town, accompanied by Cuthbert in top form. We must have left the impression that all the English are potty, especially English parachutists.

Big Bill Downes and John Cooke disappeared into a rather exclusive china shop and after almost knocking over a very tall whatnot with an enormous vase on top, quickly left the shop, much to the obvious relief of the Madame.

The Saturday night was crowned by a splendid steak and chips "nosh up", at which much beer, wine, champagne and cognac was consumed. We presented a large silver trophy to the Belgian club and this was the climax of the visit, in the social sense.

Next day a three man link-up between Mark de Groote, Danny Hupert and Albert Cooper, climaxed the visit in the parachuting sense.

The visit was ended by us all being invited to jump the Cessna 195, the prop blast from this aircraft is so great that one is almost guaranteed an unstable exit.

At 5 p.m., before a huge crowd, we boarded our aircraft and amidst a great deal of genuine regret, we took off, extremely tired but supremely happy.

Northern Meeting of the BPA

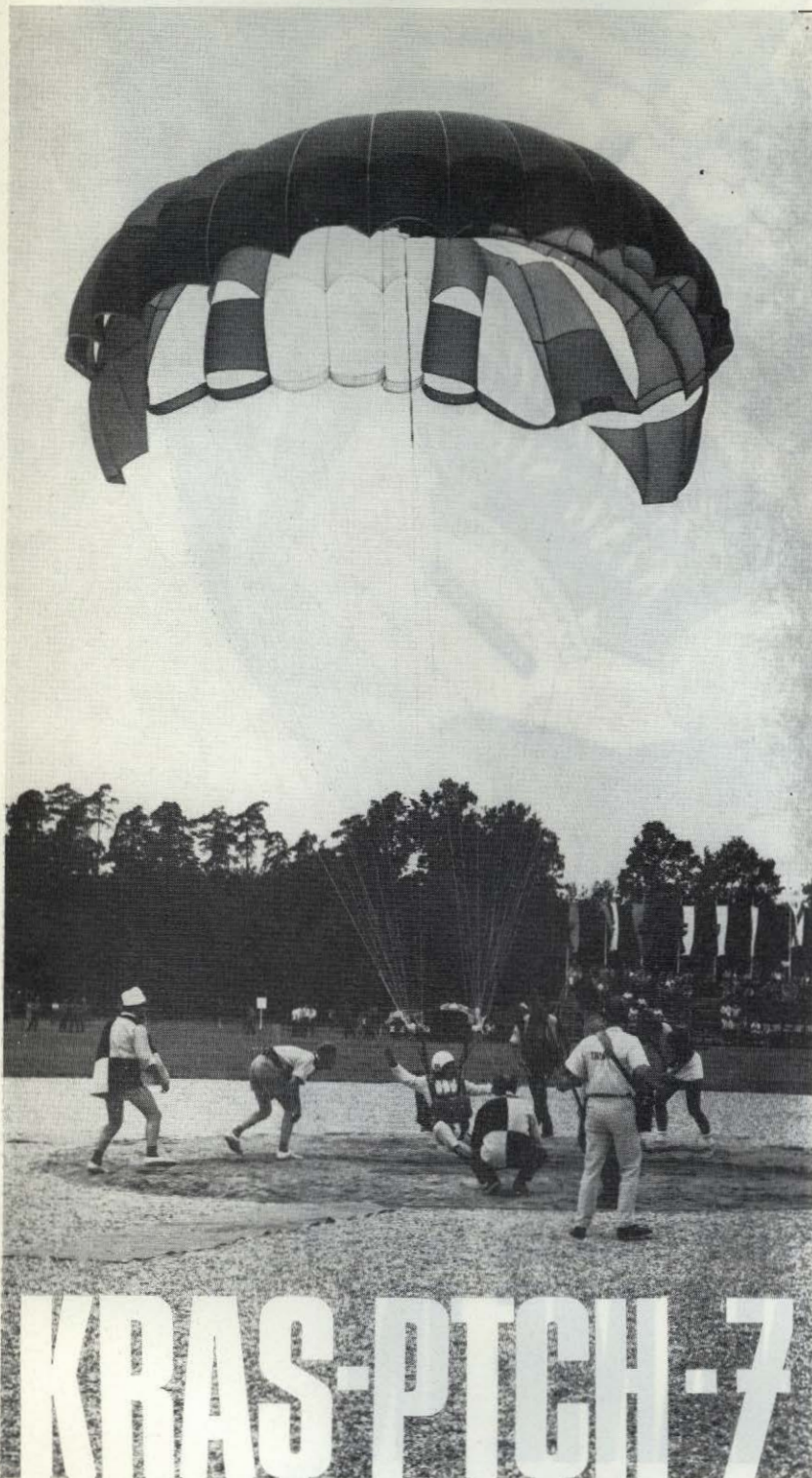
The Northern Meeting of the British Parachute Association was held on Friday, 25th October, 1968 at 4th (Volunteer) Battalion, The Parachute Regiment, Thornbury Barracks, Pudsey, Yorkshire by kind permission of the Commanding Officer.

The bar opened at 6.30 in the evening and by 8 o'clock an impressive gathering of thirty-five BPA members sat down to chew the fat. Wing Commander Turnbull, our Chairman was in the Chair, with Squadron Leader Paul, our Secretary-General in attendance. Other Council members present were John Cole, Malcolm Reed and Charles Shea-Simonds. Club officials present were John Cooke and Albert Cooper from the Manchester Skydivers, Barney Ward from the North Lancs. Parachute Club, Turner Fielding, Aussie Power and Vic Pollitt from the Northumbria Parachute Club and Arthur Lowthorpe and Dusty Miller from the Lincoln

Club. There was also no shortage of individual club members and the North Lancs. probably had the most in attendance. Andy (the Mighty Hulk) Cuthbert was the lone representative from North of the Border from the Scottish Parachute Club.

The meeting itself lasted for two hours and a good deal of useful business was discussed, including problems on the National Centre, Instructors' Ratings, World and National Championships and equipment. To follow the meeting a grand meal had been laid on by Mr. Reddish of 4 PARA, which helped to provide a suitable sponge-like effect for all the drinking that was to follow. The last stalwarts were served with their final drinks at 3 o'clock in the morning!

The general opinion was that it was a useful meeting with everyone having a chance to air their grievances and to meet other Northern members. We hope for the same again.



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