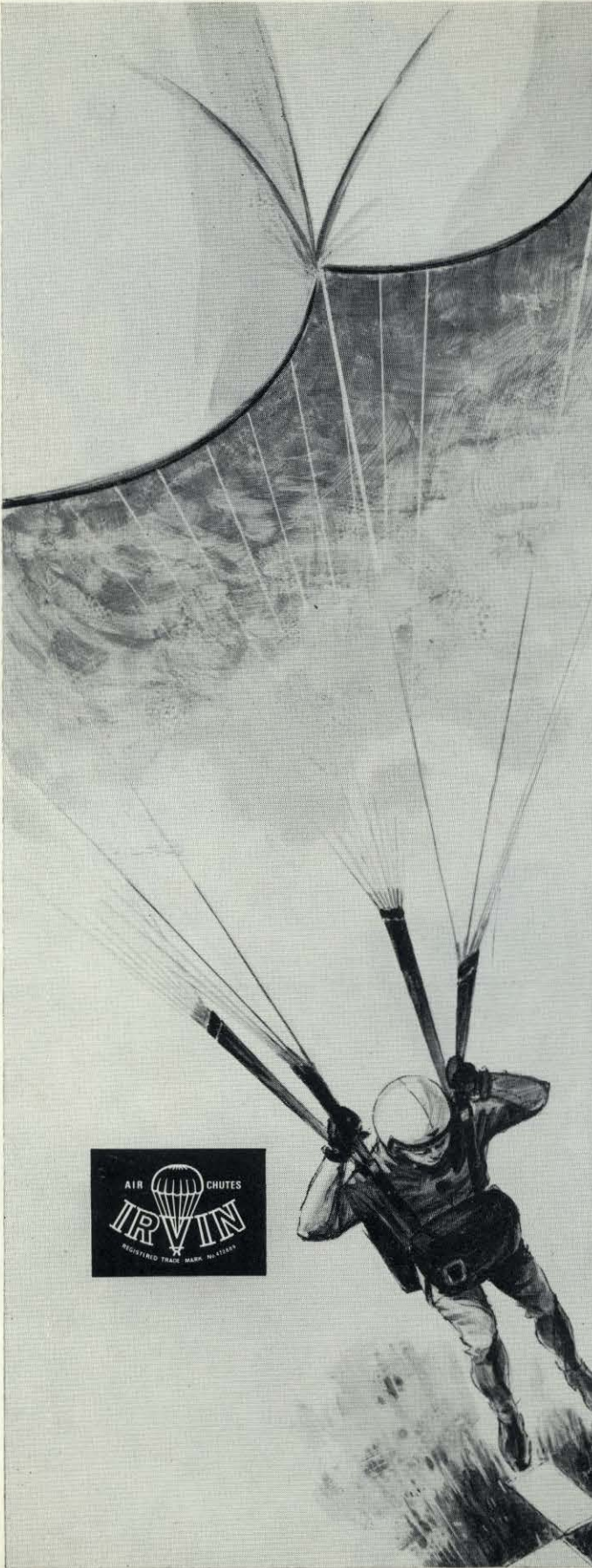


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Sport Parachutist

Volume 6, No. 1

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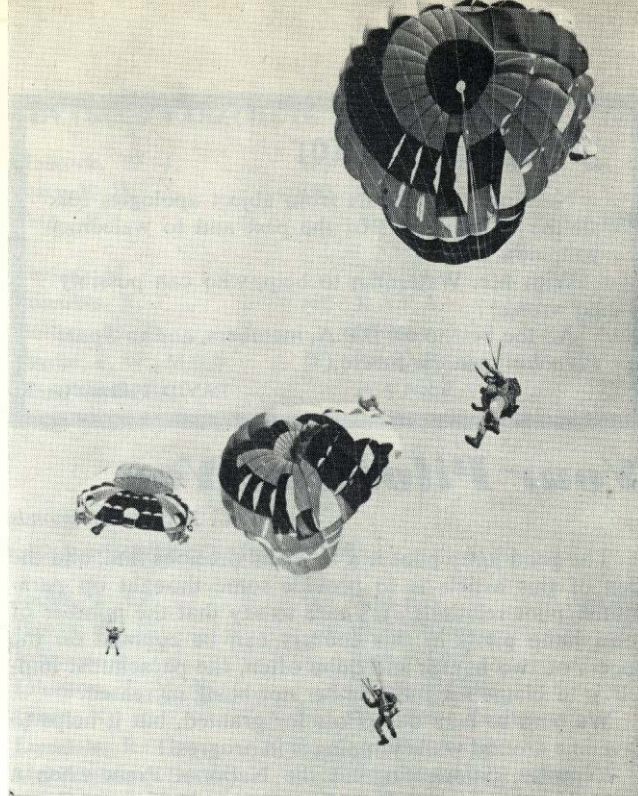
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Our cover picture shows members of the Rhodesia Skydivers coming in for an average of 3ft. 9in. from the disc at the Malawi Parachute Championships, at Zomba on September 8th and 9th, 1968.

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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.

From the Editor

Nothing to say apart from abject apologies for all the shortcomings of the past and to welcome your new Editor.

With Mr. Waterman to help, who can possibly go wrong!?

All the best to all B.P.A. members, and to *Sport Parachutist* in the future.

DAVID PIERSON.

Your Pilot and You

by G. C. P. Shea-Simmonds

The good jump pilot is a rare and precious find, and the idea of this article is to provide some thought on parachutist/pilot relations. It's safe to say that the number of good jump pilots in this country can be counted on the fingers of two hands, and quite often, the parachutist himself is to blame for this number not being increased.

We tend to take our pilots for granted, but it helps to have one around while jumping is in progress!

Recently, parachuting hit the National Press when a student got hung up under a Rapide over Halfpenny Green and Mick Reeves was awarded a George Medal for abseiling down the static line and operating the student's reserve. But what about the pilot? He never even got a mention. When the luckless student initially became hung up all the jumpers crowded round the door to try and haul him back; it's not an easy trick to fly a Rapide which is standing on its tail! Then again, it becomes interesting with two characters swinging around on the end of a static line, but it's only the driver doing his job, so what the hell? That this pilot is still flying parachutists is thus remarkable.

Briefing of your driver, whether he be beginner or not, is all-important. First you want the streamer run with circuits to right or left, depending on which side the door is—we all know the guy in the Cessna who does a 90 degree turn to port when you've just thrown the streamer from the starboard door. Remind him you want flat turns performed using the rudder with a touch of opposite aileron. (Again, we know the aileron whizz-kids—usually the ex-Battle of Britain airline driver with 40,000 hours under his belt. I had one this summer who spent five minutes trying to swat a fly on the windscreen of a 172 when he should have been watching his rate of climb and his mixture control.)

If you're using a DZ with no refuelling problems, never let your driver fill more than half tanks. Remember, it's the time that counts as you're footing the bill, therefore weight becomes money. Always discuss this with your driver and between the two of you, your jump prices should always go down.

There should never be more than a minute between passes at the same altitude. The first pass jumpers should just about be landing as you run in for the third time at that height and finally, from all heights below 7,000 feet, there's no excuse for the pilot not having the aircraft on the ground about the time the jumpers land. If he starts giving you a magic lecture on cooling the engine too fast, he's either bluffing or he can't fly. Aircraft have throttles and any GOOD pilot will tell you you don't have to come down

with the nose pointed firmly towards the ground. I saw the CFI at Thruxton a number of years ago beat a jumper down from 12,000 in a Rapide which is still flying.

It's up to you to have the next stick kitted out, checked and waiting when the aircraft taxis in; and it costs money to wait while Fred finds his helmet, borrows some gloves and kiss his mistress a fond farewell.

Always be suspicious of a pilot's motives when he first approaches you and gallantly offers his services. If there's any hint of him using you for his own ends, he's not the type for you. I heard of a case recently where jump times at a Centre were considerably longer because the pilot had to do so many hours before the end of the month to keep his licence. Sack this type right away!

Your driver must have an interest in what's going on and it just isn't acceptable to have him sitting up the front with his mind in neutral. I remember a wonderful moment when having taken over an hour to 10,000 feet in a Rapide (with only four jumpers!), the irate jumpmaster, himself an excellent pilot, and having had four corrections ignored by the switched-off driver, tore up the fuselage and took the stick from the driver's hands yelling, "Get this f aircraft over". Luckily we weren't paying, but the film company certainly did on that job!

The French have magnificent pilots (most of them having been experienced parachutists) and although they give an air of apparent unconcern—sitting up the front with a tired Gauloise hanging from their lips, once they know the exit point they put you over it every time without correction.

Of course, the answer is practice and very few jump pilots do enough. The chances are that if they carry on they become O.K. but the majority of them wrap it up after only a season. This brings me back to my first point—more often than not, we've only ourselves to blame. At the end of that day's jumping, how often is the pilot left on his own? They haven't (as a general rule) got any contagious disease and quite often you'll find that they are socially acceptable; especially the nicely shaped variety like Clare Roberts. (The fights to sit up at the front of the Rapide when she was flying and catch the irresistible whiff of Chanel No. 5 were memorable.)

Try and talk to your pilot and find out more about flying, this will encourage him to take an interest in your idiotic sport; and remember at the end of the day to buy him a pint—if he drinks shorts, then that's his problem!!

The Czechoslovakian PTCH - 7 Canopy

It is announced that Messrs. Imtex Ltd., of 386 High Road, Chiswick, London, W.4., have been granted the sole U.K. Agency for all Czechoslovakian Parachuting Equipment including the PTCH-7 canopy.

Enquiries sent to the above address will be welcomed and it is anticipated that the price of the PTCH-7 canopy, sleeve and drogue will be £130 including Insurance and Freight, import duty, the 50 per cent import deposit and all importing charges and documentation. Credit facilities are possible for suitable applicants.

Attention is drawn to Messrs. Omnipol's advertisement elsewhere in this magazine and also to the general comments on the PTCH-7 canopy on Page 23 of the 1968 Christmas edition of *Sport Parachutist*.

LIST OF BRITISH PARACHUTE ASSOCIATION APPROVED ADVANCED PARACHUTE INSTRUCTORS

Anderson, B.	S.A.S. Skydivers	Mcacock, W. J. ... (P)	British Sky Diving
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Charlton, A. F. ... (P)	R.A.F.S.P.A.	Reid, R.	Army Peregrines & Scottish Parachute Club
Clark-Sutton, B. T. ... (P)	R.A.F.S.P.A.	Reeves, M.	Zambia
Gardiner, E. A. J. ... (P)	Parachute Regiment	Runacres, R. J. ... (P)	R.A.P.A.
Griffiths, R.	Royal Green Jackets	Slattery, W. P.	Nomad
Jackson, M. L.	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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Anderson, T. R.	A.P.A.	Johnson, A. T.	R.A.F.S.P.A.
Basnett, J. T. (P)	B.P.C.	Johnston, J. V. W.	Ripcord Club
Beard, J.	B.S.D.	Jones, K.	Parachute Regiment
Bilbao, G.	S.A.S.	Lonsdale, R. C.	A.P.A.
Birch, D. T.	R.A.P.A.	McNaughton, D.	Parachute Regiment
Black, A.	R.A.P.A.	McQueen, A. S.	A.P.A.
Bowles, J.	R.A.P.A.	Martin, M. A.	Parachute Regiment
Brewin, D.	R.A.F.S.P.A.	Mitchell, C. E.	B.P.C.
Card, R.	A.P.A.	Moloney, T.	R.A.F.S.P.A.
Carr, G.	A.P.A.	O'Brien, M. (P)	B.P.C.
Castree, C. J.	R.A.P.A.	Power, M.	Northern Parachute Centre
Cockburn, A. M.	A.P.A.	Reddick, J.	A.P.A.
Cole, A. J. N.	B.P.C.	Reed, M.	Manchester S.D.
Crawley, T.	Green Jackets Parachute Club	Rees, B.	Parachute Regiment
Crocker, J. T.	B.S.D.	Robinson, J.	R.A.F.S.P.A.
David, B. A.	Parachute Regiment	Ryan, R.	R.E.M.E. F/F Club
Dale, A. J.	R.A.F.S.P.A.	Seeger, P. Mrs.	R.M.S.P.C.
Dickson, T. G. (P)	Scottish Parachute Club	Seeger, R. A.	R.M.S.P.C.
Forsdyke, J. K.	South Staffs.	Shea-Simmonds, G. C. P. ... (P)	B.S.D.
Friel, S.	B.P.C.	Shoue, G. B.	R.A.P.A.
Gayler, F. J.	B.P.C.	Smith, E. H.	S.A.S.
Green, A.	B.P.C.	Sparkes, J.	Cyprus
Goldsworthy, J. N. A.	R.M.S.P.C.	St. John, L. (P)	B.P.C.
Hackett, D.	A.P.A.	Thompson, C.	Independent Skydivers, Swansea
Hall, F. M.	Scottish Parachute Club	Thompson, M. W. B.	South Staffs.
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Hagan, T.	B.S.D.	Walmsley, J.	Parachute Regiment
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Hill, A. V.	C.C.S.P.A.	Wilson, J. W.	R.A.P.A.
Hogg, J. E.	B.P.C.	Wittke, R.	R.A.P.A.
Hounsome, N.	B.S.D.	Woolgar, L. L.	B.S.D.
Hunter, D. W.	Australia		

Footnote: (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.

1st February 1969

Affiliated Clubs open to Civilian and Service Members

British Parachute Club, C. R. Plummer,
Blackbushe Aerodrome, 32 Mill Road,
Camberley, Surrey. Stokenchurch, High Wycombe.
Brunel University Sky-Diving Club Paul Manning,
Brunel University,
Kingston Lane, Uxbridge.

Hereford Parachute Club, W. E. Beddoes,
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Swansea Aerodrome, 63 Maesycwm Street,
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Manchester Sky-Divers, J. Cooke,
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drome, Bolton, Lancs.

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Nomad Sky-Diving Team Miss T. Rixon,
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North Lancs. Para. Club B. Ward,
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7 R.H.A.

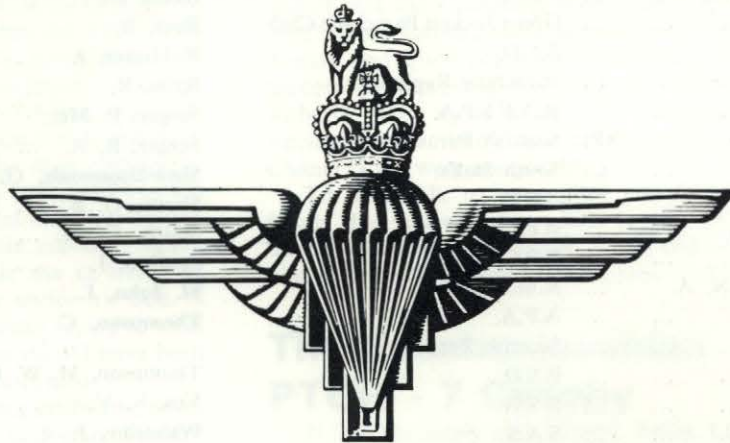
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Other Clubs

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Club, 21 Anderri Way,
Shankland Airfield. Whitecross Lane,
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Answer to a newspaper critic

[The following is a copy of a letter sent to a leading Melbourne newspaper by the President of the Australian Parachute Federation, Claude Gillard. The letter makes several pertinent points and bears reprinting here.]

An article in your newspaper under the heading "Skydiving kills 12" compared the 12 deaths in sport parachuting since its inception with the army record of 60,000 jumps without a fatality. As you have made the comparison I think it fair that your readers be acquainted with the relevant differences which bring about these figures.

To begin with, military parachuting is very selective, first you must pass the necessary tests to be accepted into the services, then only the very best and very fittest are accepted for airborne training and the selection does not end there, almost any mistake made during training is sufficient to send you packing back to your original unit. Under these circumstances only those most suited to parachuting ever get to make a military jump.

In sport parachuting anybody with the desire to participate, the money to spend and a certificate of fitness from an authorised medical practitioner, is able to jump once he has convinced an instructor he has learnt the skills required.

Mention is made of the three and a half weeks training given military parachutists in comparison to the short training period for sport parachutists, not all military jump courses are over three and a half weeks, CMF courses are conducted over a two week course after part time training for one week at their home unit, and during this time the military jumper has to learn the techniques involved in mass exits carrying heavy equipment on his person, leaving the aircraft and using a relatively uncontrollable parachute, he must also spend long hours practising landings so as to be able to cope with the higher wind speeds he may have to jump in. (Sport Parachutists do not jump in winds over 18 m.p.h., compared with 25 m.p.h. for the military, and the sport parachutist used a parachute that is infinitely more manoeuvrable and can cancel out much of the wind speed). Usually the military parachute instructor handles a larger number of students than does his sport parachuting counterpart.

It must also be taken into consideration that over 30,000 sport parachute descents were made in Australia last year alone, the 60,000 military descents were made over the last nine years.

"SKYDIVING KILLS 12" is a very sensational way to describe the fact that 12 people have been killed whilst participating in sport parachuting and is a plain untruth. Neither skydiving or parachutes kill people, parachutists are killed because they do not obey the safety rules laid down by the Australian Parachute Federation, and the Department of Civil Aviation, or because they do not carry out their emergency procedures when some difficulty arises. The biggest single cause of parachuting fatalities is drowning, and in every case the parachutist had seen fit to ignore the regulation requiring the use of flotation equipment when jumping near water, in every case where a student parachutist has been killed it has been because they did not carry out the procedures as taught to them, as in the case of driving cars, flying aeroplanes or any other activity, it is the human error that is responsible for accidents, the

parachute is an extremely reliable instrument and used as directed, is quite safe.

Australian military parachuting has a fine safety record and in comparison with overseas standards, so has Australian sport parachuting.

Our sport parachutists are a responsible group of people who have set up their own body to control the safety of the sport, this body is the Australian Parachute Federation and it does most of the work associated with government departments in other countries. The Federation has a minimum training programme which controls a student's jumping until he has completed at least 25 jumps, and this programme is sought after by many overseas organisations who write letters of compliment on such a far reaching and realistic programme for the training of students.

The licences issued by the Federation are respected throughout the world because of the very high standard of proficiency required to obtain them (to my knowledge these are the highest standards in the world.)

Parachuting is no more dangerous than the other adventurous sports such as skiing, scuba diving, mountaineering, flying etc., and as with these sports the danger lies within one's self, not with the sport.

(Reprinted from *Australian Skydiver*).

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Free-fall Cine Photography

by Mark Miller
British Parachute Club.

Have you ever done a couple of fantastic jumps, and then gone home absolutely brimming over with enthusiasm about them, to discover that all you can say is that “yes, I did jump—twice”? You want to say a lot more, but there would be no point, because the family just don't understand, and you'd find yourself indulging in an excitable monologue which would die an awkward death the moment you realised that they're not with you.

So part of my ambition to take cine film of parachuting stemmed from this desire to communicate our pastime to other people, and if possible to give them some inkling of the fascination of it and why we want to do it.

I don't want to write a boring article of interest to only a few so I have decided not to discuss fully all the aspects of mounts, sights, and all the camera variables. Instead, I would like to describe my own system and give something of my reasons for adopting it. (Someone suggested it would be silly to give away everything I knew anyway).

A dominant 'reason' for most of us is money, so I chose an 8 mm. camera, because although 16 mm. Aerial Gun Cameras are cheap, 16 mm. projectors and films are not. I was told that an ideal frame-speed for free-fall is 48 frames per second (f.p.s.) and that normal speeds (16 f.p.s. for Standard 8, 18 f.p.s. for Super 8) would produce hopelessly shaky results that would be virtually useless, even in amateur filming terms. However, frame-speed is a 'money item' on a cine camera and, anyway, there wasn't universal agreement about it between the people who knew anything in the Club. I risked it, and bought a “Halnamatic” camera. This is a Super 8 camera, with automatic exposure, fixed focus, electric drive, and the standard speed of 18 f.p.s. Without elaborating too much I definitely recommend automatic exposure and electric drive; if you don't have the former I think you'll find your versatility will be seriously impaired, even when you have spent a number of jumps finding the right settings for various situations. I have not had the effect of exposing for the sky and finding people coming out almost as silhouettes.

I disengaged the mechanical shutter release and put in an electrical lead extended to a switch which fits on to my left hand very neatly with a piece of elastic. Dave Fiddler made me a very nice aluminium alloy container to my specification, and this is fitted on to the right hand side of an Everoak Racemaster helmet with half a dozen $\frac{1}{2}$ in. bolts. Apparently it's alright to drill this helmet with a hand drill—it hasn't cracked yet, with 11 such holes in it. It is important to mount the camera at an angle of about 25° above the normal horizontal view line (when standing on the ground). This facilitates filming someone in free fall opposite you, or even somewhat above you, from a flat



position. The camera container is lined with $\frac{3}{8}$ in. expanded polystyrene for shock absorption—I jump a C9—and a 2½lb. lead counterweight is bolted on the opposite side of the helmet.

From the photograph (I hope!) you will see the frame sight; this proved to be my only real 'bug'. My first film was of Dave Fiddler rotating in and out of the top edge of the frame; in other words, the camera was pointing in the wrong direction, despite the fact that he was fair and square in the middle of the sight (unstable). It is easy enough to line the camera up on the ground by getting someone to stand 10 yards in front of you and say when the camera is pointing straight at him so that you can synchronise the sight. However, helmets tend to shift around on your head, and so I had to put a third strap in to keep the helmet at a more constant angle.

And now let me leave the equipment and turn to parachuting. A cine camera is different from a 'still' camera; the time element has not been cut out. A superb three second sequence, or a number of them, are useless. What is needed on, say a 30 second jump, is 30 seconds of good steady film, including exit and opening shots. For this reason I would suggest that the cameraman concentrates on filming and not on doing his maximum relative work at the same time. Perhaps when you have a hundred camera jumps your relative is fast and smooth to suit the filming. I don't have a hundred jumps.

With our Rapide I make a point of going out first. When the cut is given I switch on the camera and climb out to do a stable exit. I can leave the switch now and operate it again to stop the camera. No. 2—big fight over this privilege—gets a foot out and gives me a slap on the knee. I go with hands high and legs bent looking up and catch four bodies coming out, if they're quick. This is one time when I really wish I had 64 f.p.s., because it is a really good shot, but

only lasts for five seconds at the most. Now I concentrate on the first man and let him come down to me. So far I haven't helped at all by going across, but only on rate of descent. (I am 11½ stone and 6ft. 3in. so I am very easy to come down to). He knows which side to approach me to get the sun behind me, although this hasn't seemed to matter yet; it's alright if the sun is directly left or right. If No. 3 gets nearer to me than No. 2 I change to him and film whatever is happening—link-up, back-loop, or someone trying to link with someone else looping. Funny effect cameras have on people! I hope to sense opening time because I arrange to pull on my subjects and to look at an altimeter would spoil the film. I go on filming someone and feel for the ripcord and have it floating. When his pilot

'chute appears I simultaneously pull and go on filming him. Although my helmet unit weighs 8lb. I feel no extra weight on opening and there's no need to give my head extra support. I think this is because I use a C9—it always takes 3-4 seconds to open. Now I can switch off the camera unless I happen to be pointing at another canopy, which can make a good continuation of the film.

Aerial photographers can expect to suffer a slight headache while the aircraft is climbing, (especially in our club) a twisted neck on landing, and a sore neck on Monday!

Now I'm after a gun camera because although the 8 mm. film I'm doing is quite good enough for my purposes I'm told that 16 mm. is the thing for films or television. Aye, there's the rub. Ambitious?

Let's get down to earth

by Anne Jessop

A lot of positive thinking has been published in this magazine on the subject of publicising our sport and I know that the methods of preparing the material for press, radio and TV outlets must have been helpful for those not professionally engaged in this field. The straightforward thinking of Bruce Bond must have given some individuals food for thought. Bruce attempted to answer his own question of "What can we do about our public image to erase such misconceptions from the minds of the public". He spoke of advertising our champions and emphasising the positive achievements of our sport. These were good points and well worth following up.

Unfortunately there is a strong commercial 'modus operandi' running through the thinking on this subject and the eternal 'news story' keeps cropping up. By all means let us feed good news to the press, radio and TV. Of course, we all like to see freerfall photographs on the front page. Our scrap books get fat and we think we are going places . . . but what about the person with no knowledge of the sport seeing those reports and photographs . . . frankly he only gives a passing glance . . . it is nothing to him except perhaps a private little prayer that he will never be asked to desert an aircraft in mid-air. Subconsciously or otherwise he doesn't want to think about it because he knows nothing about it. Usually he confuses a sport parachutist with the paratrooper whose chute is just an uncomfortable vehicle directing him to the fighting line.

Now, what good is the news story or the photograph if this is the average reaction to them, except to satisfy us, the converted.

It is my opinion that the publicity and public relations formats that have been vouchsafed need backing up with a WELL FORMED PUBLIC EDUCATION PROGRAMME.

It should be directed by the Federation, starting with a hand picked team of responsible jumpers to represent us in the field of public speaking, producing informative and authoritative articles for the newspapers and magazines, and to back up this programme, it is high time a *Code of Ethics* was drawn up. As a single effort, to be recognised as a responsible section of the community, such a code would be invaluable.

The avenues for public speaking are tremendous, every

Australian town has its Community Service Clubs, sometimes desperately looking for a guest speaker for weekly or fortnightly meetings . . . there are Rotary Clubs, Apex, Jaycees, Lions, Business and Professional, Women's Clubs, and don't forget the Guilds, The Country Women's Associations, School Social Service Groups and the guest spots on Radio and TV. With good speakers representing us to a wide cross section of the community as possible, we could not fail to establish a good public image. The speakers must all have the same idea of what the sport is all about . . . it is no good having a dandy-devil-may-care-fellow in one town and heavy handed ponderous gent in another . . . for that reason I have suggested the Federation institute this scheme, for conformity.

How?? Yells the Executive Officer!!!! Right now I don't know, but one thing is for sure, the Executive will certainly need help, a lot of help. It is really a job for a panel of decent jumpers to come forward and offer to be in it, then sit down and commit on paper how they would address a meeting of citizens with the intention of EDUCATING them on what the sport is all about and how it rates safety-wise. In this way we could get uniformity.

About this Code of Ethics . . . That's another self help job.

So how about it? Let's see your reactions to my ideas . . . let's examine our own image before presenting a public one. I'll be glad to collect them, edit them and to ask the editor of OUR MAGAZINE to publish them. On the other hand, if anyone else would like to do it . . . bless you . . . but let's have some constructive ideas . . . we can kick them around, run them up the flag pole and if we all salute them maybe we can in fact, develop a well earned and well founded Public Image.

Indeed . . . Let's get down to earth on this 'Up in the Air Feeling'. If you are getting in touch with me don't hesitate to slip a dollar note in the envelope, it is a very painless operation and OUR TEAM NEEDS THE HELP OF EVERY SPORT PARACHUTIST IN AUSTRALIA . . . WE CAN'T EXPECT THE PUBLIC TO SUPPORT US IF WE DON'T GIVE OURSELVES. Happy landings. By the way, my address is 11 Park Street, Middle Brighton, Victoria.

(Reprinted from *Australian Skydiver*).

The Professional Approach

by Craig D. Elliot

How many hours do you spend comparing the performance of various canopies? The subject is one of the most common and one of the most fascinating in sport parachuting. In answering the three-part question following we will see some interesting performance comparisons of several major types of canopies. It should be kept in mind though, that these data are nominal figures and valid only for the stated conditions, but, for any given condition the comparisons will remain in similar proportion. One has to adapt these conditions to his own situation to learn how he personally will be affected.

1. "How much altitude is consumed from pilot chute release to flying configuration on the average 1.1 sleeve deployed 28 foot main, and also on an unsleeved 28 foot main, (both at terminal and static line)?"

As submitted, an accurate answer to this question cannot be given. There is just not enough information. We must know the jumpers size and weight, the canopy modification, the velocity of the parachutist when the canopy is deployed, and appropriate meteorological data. Since these necessary conditions are not provided, we must choose them. Let's assume a 175 pound jumper (less equipment), 1.1 high porosity canopy with a 5TU modification, 2,500ft. MSL opening altitude, and a standard day. This is a fairly general, realistic situation, and it results when we add similar data for the flat circular C9, the Para-Commander and the Crossbow, in some interesting comparisons.

CHART No. 1

	Terminal 120 mph vertical speed		Jump and Pull 90 mph exit speed	
	Op.d.ft.	time	Op.d.ft.	time
C9	280	1.9 sec.	75	2.1 sec.
C9, 5TU mod.	300	2.1 "	120	2.5 "
C9, 5TU, sleeved	320	2.3 "	150	2.9 "
P.C., std. sleeve	300	1.9 "	130	2.0 "
XBO, sleeved	310	2.1 "	135	2.4 "

2. "How much altitude is consumed from pilot chute release (MA-1) to fully open configuration with the average 24 foot unsleeved reserve at both terminal and immediate pull upon exit situations?"

Again assume the above free fall conditions, and comparing the terminal velocity deployment to that of both static line and break-away conditions, we see what appears to be relatively minor variations in performance. But the variations are not so minor after all (see chart 2), and the differences, including those of the canopies in question No. 1, become more obvious in answering question No. 3.

CHART No. 2

	Terminal		Jump and Pull		Breakaway	
	Op.d.ft.	time	Op.d.ft.	time	Op.d.ft.	time
24ft., high porosity flat circular	250	1.5	70	1.8	120	2.0

3. "Can you also give me the "G" force the body must bear in each of these situations?"

The "G"s resulting from snatch forces and opening shocks are perhaps the most dramatic evidence of canopy performance experienced by parachutists. The following data presents graphically what many jumpers spend many minutes, and perhaps hours, trying to determine from their own physical experiences. Again the figures are nominal, and any given canopy is capable of producing a variety of opening forces.

CHART No. 3

	Terminal "G"	Jump and Pull "G"	Breakaway "G"
C9	6.5	4.8	—
C9, 5TU	6.0	4.3	—
C9, 5TU, sleeved	5.6	3.9	—
P.C. std. sleeve	10.0	4.5	—
XBO, sleeved	7.0	4.0	—
24ft., 1.1, circular	18.0	12	4.5

Now to another question: "When a parachutist is confronted with the problem of having two perfectly good canopies overhead, should he jettison the main?"

In order to answer the above question accurately and comprehensively, we must look at the possible situations and results of the alternatives that are available to us.

1. *Retaining both canopies:* In this configuration, the parachutist has virtually lost his capability to manoeuvre and is at the mercy of the wind, he is in an extremely awkward position to make a PLF, his stability will be excellent and his rate of descent less than with his main canopy. The extent to which rate of descent is decreased depends on the type of main and reserve canopy in use. A 28ft. flat circular main and a 24ft. flat circular reserve will produce a considerably lower rate of descent (unmodified, each canopy will be approximately 95% efficient), but, at the other extreme, a Para-Commander with a Security modified conical reserve, both relying on forward speed to develop slow rates of descent, will cause only a slight change. With the advent of more exotic gliding parachutes with small surfaces and high glide ratios, rate of descent with two canopies will be greater than with the main alone, this will make the retention of both canopies even less desirable.

2. *Jettisoning the main canopy:* In this situation, manoeuvrability will be increased, but still very limited (modified reserve canopies will of course significantly increase manoeuvrability), PLFs will be less awkward now, but still more difficult than normally. Rate of descent will be highest, and stability lowest.

3. *Jettisoning the reserve canopy:* Normal conditions will be regained, manoeuvrability will be at a maximum, landings will be completely controlled, rate of descent will be low, and stability will be good (depending, of course, on the skill of the parachutist).

The best course of action falls in the following logical sequence:

(a) Always jettison *one* canopy. Your situation will always be improved, you will no longer be faced with the threat of a very dangerous PLF and you will be able to avoid obstacles.

(b) If you have a choice, jettison the reserve canopy, since it is less efficient and not as manoeuvrable as the main.

(c) If the reserve cannot be jettisoned, do not hesitate to release the main canopy (the jump should have been planned with the least manoeuvrable canopy in mind).

(Reprinted from *PARACHUTIST* magazine).

Rethink your Jump Safety

by Bruce Bond

Throughout the world men and women from all walks of life are taking to the air to meet the challenge of free fall. Their first thoughts as students are for their safety. With training a degree of competence is attained whereby students become confident in themselves and their equipment and begin to enjoy the freedom and adventures of the skydiver and of the sport of parachuting.

Every now and again someone somewhere terminates a jump at terminal. Investigation of numerous such occurrences proves that danger is inherent in all phases of skydiving. There is no safe period. There are danger periods of course, but because skydiving is such a personal adventure it is obvious that only the instructor and the parachutist are ever responsible for a safe arrival on terra firma at a rate of descent of somewhat less than twenty one feet per second. Because of this personal bias it is important that, from time to time, we have a quiet rethink on our own, or our students' jump safety.

THE STUDENT/INSTRUCTOR RELATIONSHIP

To a keen student wishing to learn the art of free fall parachuting the instructor is the person he will trust with his life, to guide him over initial hurdles and coach him to an advanced stage. It is because of this relationship that the instructor must be willing to give himself to the sport in a completely unselfish way, foreign to almost every other activity.

Good instructors are those who produce good students, fully proficient in free fall manoeuvres and safe in the air at all times. Individual methods of achieving this result vary with the instructor in much the same way as the instructor varies his instruction technique to suit each student. Generally speaking, good instructors produce good students who band together to form good clubs. Poor clubs or waning enthusiasm can often be traced to an instructor whose desire to make high profits from his knowledge or to make the old club chute see out another season leads inevitably to a loss of respect by students—a fatal occurrence in a sport. A student must respect an instructor if he is to feel safe. Think over your approach,

instructors. If you have let the dollar or the high cost of gear push your thoughts on the safety of your students from where they should be—the forefront of your every move and decision—then open up your files of accident incident reports and get those priorities straight again before you find yourself making a report out for an accident involving one of your own students.

PLAN YOUR JUMPS

As a skydiver you will spend lots of your hard-earned cash on short, sharp, sorties of adventure in the fields of gravitation, fluid dynamics and drag. These sorties will inevitably be preceded by much discussion and advice; and followed up by much convivial chatter over a glass at the local pub. It behoves you, as a thrifty type, to obtain the maximum enjoyment from every jump. This can only be achieved by thorough planning. How many times have you skulked away, tail between your legs, as a result of an inadvertent low-opening or having opened within feet of your mate's canopy? These things do happen, and if ignored, can well escalate until, in the worst case, you do the grave digger out of a job.

Well planned jumps are safe jumps. If you plan on a delta after completing manoeuvres you will be fully aware that you must flare out at an indicated 3,000ft. and pull within two seconds due to the 400ft. lag on your altimeter. The result is a safe jump. All too often does an unplanned jump end with a low opening followed by a roasting by the instructor and perhaps the imposition of a penalty jump of some type. Such incidents are not enjoyed by students or instructor. It is much wiser to plan carefully and avoid trouble altogether.

Relative work demands good planning. Tales of "dangerous relative" don't take long to spread—but "dangerous" is a relative measure in itself. Three experienced skydivers could well attempt a double baton pass from 5,000ft. without the jump becoming dangerous. They would, of course realise that there was no room for the slightest error in manoeuvre. If they obeyed the regulation of break-off height and were well clear of each other on opening the jump must be regarded as safe. It is the man who attempts to complete a pass when he knows he is below his planned break-off height who is risking his life and the lives of his mates. This type of jump is dangerous—yet how often do we hear of tangles or collisions on deployment because someone tried to complete a pass too low or simply forgot to separate. Remember that no matter how much you want that B.P. in your log book, an A.B.P. is infinitely better than a B.P. written in by your buddy after the funeral.

Jump safety is obviously the result of good planning coupled with the willpower to stick to the plan even when things don't go right. How do you measure up on this matter? Open up that log book and run through each jump in your mind. Are there any faults there? Are any faults repeating themselves? If so it is time to take stock of yourself and plan to avoid your previous faults in future. You will be a safe jumper for it, and others will enjoy jumping with you.

(Reprinted from *Australian Skydiver*).

Religious jumper in church: "Jesus loves me, this I know
'Cause he lets me open low."

1st International parachute meet in Kenya

A large crowd of spectators brought a touch of the traditional 'Air Display' days to Wilson Airport, Nairobi, Kenya, on Saturday, 4th January, 1969, during the demonstration put on by a visiting team of French, Swiss and Norwegian Parachutists, with some local colour provided by our own Kenya jumpers.

The team, which had given a demonstration on Boxing Day at the Kenya Coast, were here on a short holiday, and the organised events of both days were an attempt to augment our own efforts to get sport parachuting on a firm footing in Kenya.

At the Coast they did a three-man-star, some relative work, and a tracking race, some of them landing in divers beach locations, e.g. the sea, the sand, the palm trees—often even managing to make the hotel swimming pool.

On New Year's Day they jumped at the Nairobi Motor Race track, after which Jean-Pierre Riesen did an afternoon of stunting in motor cars.

Team members, most of whom used the French 'Olympic' chute, were:

Jean-Louis Faucher—Team leader and Head of the Grenoble Parachute Centre.

Theo Fritch—1967 Swiss Champion

Pierre Michallet—Instructor

Jean Muller—C.I.S.P. Training Officer

Guy Margotton—C.I.S.P. Training Officer

Jean Claude Raphoz—Test Pilot

Roger Borga—C.I.S.P.

Jean Pierre Reisen—Parachute stunt man, World Automobile Acrobatic Champ.

Ivar Leganer—Norwegian University Champion 1968, and for the demonstration at Nairobi they were joined by three local jumpers:

Ken O'Rourke—an East African Airways Training Captain, and, like Peter Lang, can free-fall at a slower speed in a tight 'Frog' than most of us achieve in a flat stable. Owns a T.U., two P.C.s, a car, wife and parrot.



Tony Ryan—of the Kenya Police, soon to depart for even more foreign parts. Has been 'Father Christmas' at many Nairobi functions, and has the build to play the part. Irish. Drinks.

Adrian Charlton—also East African Airways. A comparative newcomer to East African skies, from more southerly latitudes; very good at relative work, especially with a camera. Owns a scooter, and often seen riding through Nairobi in full jumping regalia, complete with goggles and gloves ("These damn things have no boot, man!")

Not jumping were:

Malcolm Morris, who broke a leg practising for this very display, and so worked off his energy, balanced on crutches, and yelling through a megaphone at the jumpers (in disgusting French) and spectators (ditto English) alike: "Messieurs les Parachutists, cinq minute, si'l vous plait, pour sortie numero trois . . ." . . . "Ladies and gentlemen, will you *please* clear the apron to allow the aircraft to take off for the last jump, otherwise we shall be here the whole damn night . . ."

Spencer Chapman—Total Oil publicity man; was largely responsible for the team coming out to Kenya; did wonders with advertising money; currently owns a P.C. and a broken leg—playing Badminton, he says! !

The programme included a 'Jump and Pull' with a target landing, from 2,500 feet. High winds took a lot of the target fun away, but it was impressive to see the jumpers unerringly home on to the cross.

Then came a four-man-star, with smoke, breaking at 3,500, which got the crowd twittering, and this was followed by a beautiful cutaway by Ken O'Rourke, which really brought them out yelling.

A tracking race showed that the French are still great free-fall exponents, and can hold their own with most of the world.

Left: Jean-Louis Faucher at Nairobi.

Right: Wilson Airport, Nairobi, January 4th, 1969.

by Malcolm Morris.



The free-fall aerobatics were not fully appreciated because the wind was now increasing, and the jumpers had to leave the planes so far from the crowd. Nevertheless, those using binoculars had a feast of loops, spins, rolls, etc., plus a few assorted items which looked a bit unscheduled.

Finally, at just before sundown, came the "Mass drop", Please do not laugh when I use the word 'Mass' to describe ten jumpers coming out all at the same time—the most we have ever had before in the Nairobi Skies is three. This jump was from 3,000 feet, with 7sec. max. delay, and we decided to put two men in each of five aircraft, all flying in formation; all exits were simultaneous (nearly) and it was a rather pleasant sight to see ten chutes crack open together.

Wilson Airport folk came forward with their aircraft and did us proud: two Police-Wing Cessna 185's, the Aero-Club Cessna 182, Safari Air Services Cessna 206 (turbo-charged, and no stranger to 16,000 feet for dropping purposes), Kenya Air Charter 206, and a Wilkeair Cherokee 6.

The D.C.A. gave us blanket permission—'sky's the limit', and the Wilson tower controllers kept marauding aircraft away during the actual dropping.

Support of Total Oil and Pepsi Cola should be given first place in any acknowledgements—if the cash they had put into advertising had been handed straight over to us, there would have been no need for the Display. From which you will gather that we collected gate money with which we are buying training chutes, etc., to expand activities a bit.

Aero Club members did good work on the control side, and help also came from the Kenya Police, the Army, etc., in the form of radios, smoke bombs, etc. and lots of other things all too numerous to mention, but still greatly appreciated.

A short ceremony at the end of the day saw the Permanent Secretary to the Ministry of Co-operatives and Social Services, Mr. G. S. K. Boit, handing out inscribed silver tankards, and a faint promise of his ministry's support for future activities.

A barbecue and dance rounded off a pretty big milestone in Kenya parachuting history. The display has aroused tremendous interest in the sport, and we are now seeking to divert this interest into profitable channels.

So much for the Meet. What about the other news?

Well, things are slowly getting under way; students are falling by the wayside under the stern ground training (one "chappie" turning up in suede cowboy boots and a gold earring) but most are sticking it out for their first Static-line. The main trouble is still a shortage of training equipment, especially chutes. We are closely following the B.P.A. Regs., which pleases the D.C.A. no end, since he can also have a copy and make sure we are sticking to them. On the other hand, we have wonderful co-operation from them, for which many grateful thanks. Where else can you get G.P.'s for a Team of visiting parachutists after a telephone enquiry?

We have agreed not to jump at Wilson after 4.30 p.m. during the week because of the local training and charter traffic, and in return we get unlimited jumping at the week-ends, except at about 5.30 on Saturdays and Sundays. I still remember the final line-up when the Tower came through and said: "Ten aircraft in the circuit. Do you want to jump or go round again?"

Safari Air Services are giving aircraft and packing facilities, apart from the loan of two complete rigs, and without them we would spend a lot more time on the ground.

Ken is almost too busy at work to jump, but when he does there are usually a lot of chutes to pack at the end of the day: Adrian Charlton and Malcolm Morris did a link-up from 5,500 feet, after taking some air-to-air photos: Tony Ryan is still whiskering his red-robed way into the Police Christmas parties; complete with sacks of toys disguised as a couple of car tyres; and Robin Russell, a very keen young lad, tempts the Game Park Lions every Sunday, weather permitting.

Excuses Number 436, 375 and 7

or "The day we showed the British how to do a demo . . . but would you believe!"

by Louis Johnston

During February I was asked if I could enter an Australian Team in the British Army's Exercise "New Envoy VI International Free Fall Competition".

The nearest Australian parachutists were Niels Asche, in Scotland, and Don White, in Denmark, so I forgot about it until Don White arrived in May and bought a P.C. A team of at least three was needed, so I wrote to Niels telling him he was entered. Fortunately it coincided with his decision to give notice and move to a more civilised climate, in London. In early June I had a call from the British Parachute Association. An Australian was in the office, and wanted his general Permit approved, would I fix him up? That evening John Middleton arrived at my flat and the team was complete.

What to do? Lined up against the large teams, The Red Devils, the 7th U.S. Army Parachute Team, with members of the Golden Knights, a A B.P.A. team and the Scottish Parachute Club team, our choice was limited, cutaways, tracking and mass relative work were the prerogative of the bigger groups.

So Don and John agreed, somewhat reluctantly, to hang from large cloth banners. Niels' first indication of his role was being told, "Here, hang on to this."

Australia House was contacted, and the requirements explained to the Immigration Promotion Department, who were enthusiastic about the idea. Four linen banners 30ft. by 4ft. were planned, each with a message on both sides. TAKE THE PLUNGE—EMIGRATE TO AUSTRALIA FOR TEN POUNDS.

Then came the problems. Permission to jump banners was refused by B.P.A. despite my argument that it was discrimination against the colonials and that the Safety Council could meet and approve it. It did not matter that banners had never been jumped before.

Five days before the event the organisers rang to say that as B.P.A.'s team was jumping banners (20ft. by 18in.), we could use ours. This didn't go over too well. We asked to do it, and it's NO. The B.P.A. team decide to jump banners and it is OKAY. To top it off, we were accused of stealing the B.P.A. idea. War within the Commonwealth was imminent.

With only three days to work in, the Immigration Promotion Department found someone to make the banners up. Linen was not available so specially coated calico was used and the letters pasted on. A beautiful job, black background, white letters and small assistor pockets, the only problem being that the message was mixed up.

After a briefing at the Red Devil's quarters on Saturday 17th, we looked over the D.Z. Queen's Parade, Aldershot, is approximately a half mile long by 250 yards wide, all but 100 square yards was covered with tents, cars, tanks, missiles and other displays. These were no problem, but overshoots there were none, trees, houses, barracks, and waaaaa off, a car park.

Cloud base was 1,800ft. as we ran in, the third team out, at 6.00 p.m. At the exit point I had a glimpse of the

ground through the mist and we jumped at that height. Free jumps don't come every day. We all landed around the small X in front of the V.I.P.'s. After a quick pack, everyone adjourned to the *Daily Telegraph* tent for free beer. When it was too late for jumping, the cloud disappeared, typical English weather.

In the evening we watched two movies of the World Championships, at Leutkirch, Leipzig, the Adriatic Cup and jumping at Lille and Kalovy Vary, Czechoslovakia.

Sunday morning was beautiful. At Blackbushe by 10 a.m. but there was no aircraft, at 12 the Rapide arrived. We got ready to jump but then had to drive to Aldershot for the briefing. While I was so engaged Niels, John and Don went to 9,500ft. for a funjump. I made it back to Blackbushe in time for the next lift but the rest of the sortie wasted so much time that I had to pull off it and fly to Queen's Parade for the drifter run. The joys of English jumping.

Flying back from the drifter drop at 1,000 we saw a parachute over the airfield, and there, in all its splendour, was an Australian flag flying from its rigging lines. Niels had rigged the flag on to his rigging lines. On opening he raises it ceremoniously, so that it flies between his head and the canopy.

It just didn't seem to be our day, scattered cloud moved in as we took off to jump into Queen's Parade at 6.00 p.m. The aircraft had been late back, putting us behind schedule, we hadn't had a chance to test drop the banners, the U.S. team was sharing our aircraft, and we changed our radio operator. Also, at the last minute, we decided to use only two of the banners, so, for the tenth time, we had changed our plans. Though 10,000ft was the ceiling, banks of cloud made spotting difficult. Misinterpretation of the ground radio communications resulted in us being unaware of very strong upper winds. We were ordered in early and making 7,500ft., we exited as planned. John with the banner folded like a newspaper under his arm, was pulled out the door by me holding his harness. Don had the other banner. And a gay time was had by all.

Separating from John whilst he threw out the banner (as one does a blanket) was like watching a movie in slow motion. The banner unfurled, stretched and s-t-r-e-t-c-h-e-d and s-t-r-r-e-t-c-h-e-d, then blew apart, tipping John on to his back, as he stared in amazement at fists full of rope and ribbons of calico.

Don, unaware that Neils had abandoned him, continued gleefully earthward, blissfully blind to the fact that only a couple of feet of material remained of the £10 banner.

Neils had looked down at the opening point and decided his would be a tracking display. Oh . . . the old story—if John and I had noticed sooner—from 4,000ft. one can't track very far, and we were already downwind of the target.

John decided the car park warranted an inspection, so he did the grand tour and landed near Don, who hadn't realised how far he had drifted until he opened. I wasn't at all impressed with the trees, canal and buildings so elected

to try and make the D.Z. I slowly inched up the wind line, clearing the crowd and the tents. At 200ft. there appeared beneath my boots, a Redcap, mounted on a horse, keeping the crowd under control. His cap grew larger and I had visions of his horse rearing into the crowd, a gust of wind, and I was back over the crowd, with people rolling back out of the way. A pram was snatched from beneath my number 9s as, to the crowd's delight, I stood up in the second row. The woman with the pram, in that second, shot in between the rigging lines and into the fully inflated canopy. Fortunately no damage was done.

Meanwhile, Neils sailed along the crowd with the huge flag flying behind and landed in front of the V.I.P.s, 4in. from dead centre. Hurriedly disposing of our rigs we lined up for our trophies at the presentation ceremony. So the Australian team of 2 men received 4 engraved beer tankards, and marched off as the other half of the team wandered in from their tour.

The free beer never tasted so good. Excuses 435, 375 and 7 were, and will be, for a long time yet, put forward in self defence.

(Reprinted from *Australian Skydiver*)

Put a hump in your back

by Bill Molloy

Tracking is a variation of the French "Dereve", developed by Loy Brydon of the U.S.A.P.T. and is an extremely useful manoeuvre. You only need to strike unexpected high upper winds on a drop or be last out on a load which I spot to realise the full value of the manoeuvre.

I was taught to track in 1961 by Claude Gillard and thought that I was reasonably good at it until I visited the U.S.A.P.T. at Fort Bragg after the VI World Championships, here I found out just how good these "Golden Knights" were, they would track past, do a back loop, and keep right on going.

The position used by these master parachutists is known as the "Maxtrack" (short for Maximum Tracking Position) or, in the U.S. Army vernacular, "Put a Hump into Your Back."

Fortunately, I was able to gather a few clues from these guys and I would like to relate what I know of tracking here for those that are interested.

It is necessary to understand the aerodynamics that are involved, just as you use the cushion of air built up under you to vary your vertical and horizontal displacement in relative work so you use this same method in tracking, it can be likened to the body attitude of the surfer when body surfing or the skier gaining maximum glide on a ski jump.

Using the "Delta" position as a starting point, bring the arms to within six to eight inches of the sides of the body and bend the elbows slightly, cup the hands and spread the fingers to gain as much lifting surface as possible (big gloves are a definite help), round the shoulders, give the chest a sunken shape to form the hollow or concave needed, arms may be dropped a little to help produce this hollow, but not too much. Now force the head back against the top of the back pack to gain maximum lift and bend a little at

the waist, again, not too much, bring the legs together until the boots are within six to eight inches of each other, legs straight and feet pointed away from the body or extended similar to a ballet dancer on her toes (perhaps you will find it easier to just bring the legs together and touching with the feet pointed away from the body.)

Using the above as a guide, find your best tracking position, then practice, practice, practice, both in the air and on the ground, and put real effort into it, when you find the position really strain your muscles to hold it, if you haven't got to rub a muscle or two after a hard track from 12 grand then you are not putting enough effort into it.

To emphasise this hard tracking position, you should be trying to push the main off your back with your head, trying to push your fingers through your gloves, your toes through your boots and your legs as stiff as boards.

You should aim to break out of the track at 3,500ft. for safety sake and even though you have your head pressing back against your pack don't forget to have a look at your height every five seconds or so, drop the head if necessary while learning, you can go straight back to the "hump" when you are sure of your altitude.

Get a group together to practice tracking and make sure that you include at least one good tracker to set the pace, if you find you are falling below the other guy you have not got enough lift and are probably on too steep an angle, if you see his boots disappearing and you are not keeping up to his horizontal speed then you are not pushing hard enough into the position. Have an instructor follow you and critique your position and practice correcting any faults on the ground before the next attempt.

It will take you a while to gain judgement in tracking, you will probably pull out too early on your first attempts at tracking to a predetermined point, then you may overcompensate and overshoot a few times but all it takes is practice, keep at it and results must come.

There is a theory that altimeters will play up during a track because of the altered pressure on the forward surface of the body, whether this is true or not it pays to break off tracking at 3,500ft. while you are learning and you should have optical altimeters working well.

(Reprinted from *Australian Skydiver*)



"Gerry King — Now there's a girl I could freely fall for"



Some of the happy parachutists who attended the opening. Aussie Power (wearing helmet) is the Resident Chief Instructor.

Northern Parachute Centre Opening Weekend

by Turner Fielding

After the last few days of frantic preparations, the staff and members of the Northern Parachute Centre began to get some idea of the response to the official opening of the Centre, when on Friday evening some fifty parachutists had already arrived, packed and were all set for first light Saturday morning. Friday evening was spent making new and renewing old acquaintances and the hairy stories were in full swing. At the bar, beer was being consumed at such an alarming rate that one would have thought the Newcastle and Scottish breweries were going on strike.

Saturday morning dawned bright and clear with light winds and nearly one hundred jumpers—half military, half civilian—present, representing nearly every club in the country. After document checks and briefing by the Centre's resident chief instructor, Marshall "Aussie" Power, the Rapide and Tri-Pacer were rolled out of the hangar and our two pilots from Trent Valley Aviation, who provide our aircraft, Bill Downes and Dave Moores, prepared themselves for a tiring day's flying. It was apparent after the first few lifts that the wind was getting up and a low cloud base moving in. Shortly after this, Aussie Power limited the jumping to TUs and PCs only as wind conditions were rising above 10 m.p.h. Most of the jumps done on Saturday morning were from below 5,000ft., anxiously watched by students hoping for the wind sock to drop. The relative workers and style jumpers were not moaning as usual under these conditions, for at 5s. a jump, who could grumble!

As noon approached, Grame Cathro, the Red Devils' Team Leader summoned Aussie to get kitted out for his last demonstration jump with the team. Due to conditions, their display was somewhat limited, but everyone agreed it was the highlight of the weekend. Sgt. Gus Martin caused a few gasps and heart palpitations from the spectators when he performed his impressive cut-away and became the object of hero-worship from the hordes of kids who were running around the spectator area like an army of ants. No doubt John Noakes, of Blue Peter fame, was relieved at this, as it gave him a chance to get some peace, as he was



The Nomad Skydiving Team, with its two leading lights Tracy Rixon and Pat Slattery.

suffering from writers' cramp after signing hundreds of autographs all morning. Only one more lift got airborne before Aussie pulled in the cross and called it a day, as wind conditions were getting over the limit.

On Saturday evening a social was organised in the Flying Club, by kind permission of the flying members, and the staff and members of the Centre got on with the job of cooking one hundred steaks! A word of thanks must go to the following people, who did a marvellous job in the cookhouse and bar: George Bambrough, the Chairman of the Northumbria Parachute Club, his son Lee, who is managing director of the Centre and his fiancée, Margaret, the Treasurer, Turner Fielding and his wife, Betty (who cooked meals with Margaret all day long), Bob "The Human Sink" Burn who was serving beer at the rate of 12 gallons per hour, and finally, Aussie, who did the work of ten men. After the evening meal, all those present were entertained by a local folk singer and the serious business of drinking was soon under way. Andy "The Hulk" Cuthbert presented the Centre with a splendid pennant on behalf of the Scottish Parachute Club, along with three haggis which were greatly appreciated by all the jumpers at the Centre. In the small hours of Sunday morning, jumpers began hitting the sack after a very tiring day.

Sunday morning greeted us with overcast skies, but an 8,000ft. ceiling and a slight wind. Aussie soon organised the lifts to benefit the student jumpers, but it wasn't long before the familiar cry of "TUs and PCs only" could be heard. The next lift up saw Charles Shea-Simonds, the Centre's other instructor and Geordie Laing of 7 RHA getting a link-up, which was immediately followed on the next lift by a three-man from Pat Slattery's Nomad Sky Diving Team. Wind conditions were becoming extremely tricky and within two hours of jumping commencing, everyone had to stand down. Occasional lifts were getting up whenever there was a lull, including a lift with Tony Unwin as pilot, being checked out and cleared for dropping parachutists.

By mid-afternoon, after the Red Devils had to cancel their display because of wind conditions, jumping was abandoned for the day. The jumpers with long journeys back home ahead of them began saying their farewells and by dusk the majority of visitors had departed.

In conclusion we would like to thank :

The Red Devils for setting a standard of parachuting for all to emulate, including their chief rigger, Albert Hooker, for giving on the spot repairs and advice on equipment.

The numerous teams, both Army and civilian.

The Clubs, their officials and members.

The dozen or so instructors who acted as jumpmasters and gave excellent instruction.

The Sunderland Flying Club officials and members.

The Airport authorities.

Our pilots, and Trent Valley Aviation.

George and Lee Bambrough, for financing the venture.

All the jumpers who supported and attended our opening weekend

Finally, now that you have jumped at the Northern Parachute Centre and put it on the map, please try and parachute with us whenever you can, though the jumps won't be 5s. next time. Do not hesitate to 'phone or write for information on mid-week, weekend jumping or parachute courses.



Aussie Power, fondling his newly grown moustache, introduces Albert Hooker, the rigger of the Red Devils, to George Barnbrough, Chairman of the Northern Parachute Centre.

Photographs by Charles Shea-Simonds.

The Red Devils Display.

Gus Martin having performed his cutaway watches Jonah Jones landing. Sunderland Flying Club in the background.



One Man's meat...

Yes, it's been quite a good year for me, parachuting wise, that is.

From a 25 jump 'sprog', doing shaky 15 sec. delays, to an Ace doing very shaky 20s. with 75 jumps in my logbook.

Yes indeed, 50 Jumps this year, at about 30s. each, £75 for all that beautiful, painful pleasure. Cheap I'd say . . .

But wait!!!! What about the 20 or 30 times I went down to Halfpenny Green and didn't jump at all, mainly due to bad weather. All that petrol, 200 miles round trip at 18 mpg, plus all the times I went when I *did* jump. A mere £120 approx. not counting tyres and general wear and tear. Still I did enjoy the lobs, didn't I.

Of course my wife strongly disapproves of my absence from home, most Sundays, so of course I have to sweeten her occasionally.

Like the '62 Minor 1000 I bought her, so that she too, could go dashing around the countryside, pleasing *herself*, this package deal included tax and insurance and about £25 for a general overhaul. I have a slight recollection of a couple of dresses during the summer, plus a delightful coat with a fur collar not to mention boxes and boxes of choc's, also those lovely bunches of flowers which are sold at the wayside near Halfpenny Green.

Happy halycon summer days, the sun beating down on one's neck, packing like the clappers, to try and get on yet one more lift, the memory of Cuthbert's cultured voice "I'm bloody choking for a sup". Hey Ho!! But I'm digressing. . . .

As I was saying, one can hardly quibble over a few trifles like flowers and chocolates when one thinks of the Pioneer jumpsuit, paraboos, LoPo, reserve, altimeters and goggles that I so eagerly purchased this year, also the Belgian trip in September.

A quick check here . . . still below the £500 mark, not too bad yet I suppose . . . just remembered the lovely C9 canopy I wrecked back in April. That was the time I had the idea of selling the nylon gores to friends, to make scarves and ladies' k . . . k . . . s. One hell of a scheme that turned out to be.

The weekend at Topcliffe when we jumped and jumped and jumped. The limping, painful walk into the bar of the Busby Stoop, where I, a virtual teetotaller, on an empty stomach, drank two pints of Threaston's Old Peculiar, very bloody peculiar indeed. I pranged my brand new car on the way home and that cost me £35.

Dear friends, I'm not complaining, this has been one of the happiest years of my happy and carefree life. On the credit side I have gained many advantages. As a keep fit enthusiast, I know that I am far better off without those heavy businessmen's lunches, with the consequent saving of at least 30s. per week. Having virtually signed the pledge, none of those dreadful hangovers for me and who needs to pay 7s. 7d. an ounce for pipe tobacco.

No wonder I look a young 42 year old. . . .

No longer do I spend money foolishly on such things as rose fertiliser, lawn dressings, manure and slug killer and tomatoes are cheap enough anyway. Plus, I get free milk from the local farmer in return for grazing rights on my back lawn/hayfield.

My God! I have just realised that I have yet to pay for

wall to wall carpeting. This as a direct result of losing that age old argument "If you can go parachuting every weekend, I can have new carpet." Reasonable!

I do not include in this soul searing reckoning, my expenses as Secretary of that great Northern club The Granchester Muffdivers, plus B.P.A. fee and club subs.

I shall include in next year's estimates, the bill for twin beds, to replace the double bed we now own, this will entail a move to a house with another bedroom.

Or I could give up this crazy sport and return to a normal comfortable married life, where one is 'stable' at all times and a 'good basic spread' means Roast Beef and two veg. with plums and custard for afters.

YOU MUST BE KIDDING!

Seriously though, I think that any woman who is prepared to put up with this kind of situation must be rare indeed. My tribute is to the wives of parachutists in general and my own wife in particular. . . .

Letters to the Editor

Dear Sir,

May I use the good offices of your magazine to thank the Army Parachute Association, Sgt. Major Don Hughes, Major Stacey, and the entire Netheravon staff of the Army Parachute Centre, for the use of their splendid facilities during this last winter.

Notwithstanding often appalling weather conditions and frequent adverse meteorological forecasts, the Centre remained open every weekend, enabling a considerable amount of parachuting to take place.

Yours faithfully,

JOHN MEACOCK.
22 Suffolk Road,
Harrow,
Middlesex.

Dear Sir,

STATISTICS

I feel that the following statistics concerning French Sport Parachuting would be of interest to readers of *Sport Parachutist*.

During the period 1st October, 1967—30th September, 1968, a total of 172,180 descents were made from a total of 27 clubs, using 12 private aircraft and 18 aircraft *owned by the State*. There were two fatalities.

Paris were top of the poll, having made 18,094 descents, followed by Chalon (17,664), Avignon (15,912) and Lille (15,662). Out of 1,636 parachutes in use, 661 were *owned by the State*.

All this and they haven't even got a Minister of Sport! It makes our total of 30,010 descents for 1967 seem very small. The only consolation is that we managed to beat the French in the 1968 World Meet.

Yours faithfully,

CHARLES SHEA-SIMONDS.
4th (Volunteer) Battalion,
The Parachute Regiment,
Thornbury Barracks,
Pudsey, Yorks.



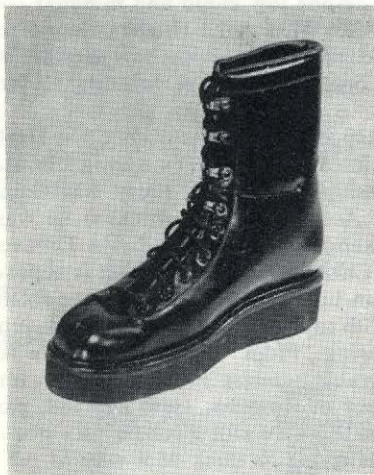
Vinyl Holdall with separate compartment for Boots made by the manufacturers of *Paraboot*. **Price £4.0.0.**

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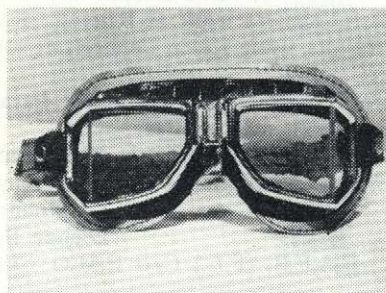
Also available similar to above specifications, the **French St. Christophe Helmet** as used by the French teams, with super-soft leather and foam backed throughout. Available in White and Black. **Price £6.0.0.**

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The ideal economy **Helmet** made by the manufacturers of *Paraboots* — especially suited for Clubs. Colours available Green, Bronze, Blue, Ecru and Red canvas. **Price £3.5.0.**

All prices include postage; send cash with order to

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Far East Air Force Parachuting Championships - 1968

Either they were bugged or somebody had decided that they shouldn't happen. This seemed to explain the general feeling towards the Far East Air Force Parachuting Championships which were planned to take place, for the first time, at R.A.F. Changi in October of this year and were cancelled at the eleventh hour due to an insurance technicality. However, after spending weeks in November badgering at Insurance Companies doors and sending frantic signals to 'Secretary Paul' at the 'up-till-now elusive' £100,000 insurance coverage required by MOD was found at an acceptable premium—and things could happen.

Despite the general air of disbelief among competitors, Saturday 16th November dawned and the Championships started in earnest. Only two events were planned—one an Individual Accuracy Event of 3 jumps from 3,000ft. (all to count) and a Team Accuracy from 3,500ft. Changi, being a normal R.A.F. airfield, has no pit but the ground—being permanently soaked by monsoon rains—is softer at Changi in November than that at Kluang in August.

The result of it all—the champion of the meet was Kevin Dinneen from R.A.F. Tengah who, as a result of four jumps averaging 1.21 metres from the disc (repeat no pit), walked off with three of the six trophies—winner of the Individual Accuracy Event, the closest jump of the competition, and as a member of the winning team in the Team Event. Second in the Individual Accuracy came Mick Deakin with a creditable 5.33 metre average and third Bob Reid who, after jumping a TU for two jumps (more of a challenge), traded it in for a Patch-6 (more satisfying).

There were seven teams in the Team Event—comprising a team from the FEAF Free Fall Parachute Display Team, an R.A.F. team from the Joint Services Sport Parachuting Association (Singapore), a 'mixed' Joint Services Team, an Army Team and three teams from the Commonwealth Free Fall at Malacca. Winners of the Team Event were Kevin Dinneen, Tony Oliver, and Mick Deakin with a 3.32 metre average. They were noticeably "twitchy" on this jump as they jumped just after watching an impressive 5.11 metre average by the FEAF Team on Conquistadors! It was therefore a pretty close fought result between the first and second teams.

We were very pleased to have with us, over the Championships, Don Burroughs of the United States Air Force who happened to be down on R & R ('rest and recuperation'—although we don't think he got much) from Vietnam.

Many listeners were more than casually interested in his accounts of sport parachuting between mortar attacks! We think Don may have gone away with the wrong impression as virtually every other person he spoke to tried to talk him into selling his PC. Anyway, glad to have you with us, Don—please pass the word around up North that there is jumping to be had in Singapore.

November is not the season for parachuting in Singapore. Monsoon clouds build up in the early afternoon, the wind rises and swings, the rain pours down—and then the evening quiet and clear skies makes you wonder what all the fuss was about. The Championship weekend was no exception and on both days breaks had to be made while competitors and spectators alike dived for cover. On the Sunday, however, we were lucky in being able to continue most of the day, despite low cloud and minimal conditions up to the point when Miss Avril Hughes, the current Miss Changi, presented the prizes—somehow making some of the competitors forget all about parachuting. (Man, is she photogenic!)

What else is happening in Malaysia? Chris Herbert and Tony Oliver qualified for their 'D's during the aforementioned Championships. "Peanuts" Perry was doing triple backloops in the Accuracy Event—because he was bored. On the first weekend in November, Kevin Dinneen, Alan Skennerton, and Chris Herbert made what is believed to be the first three man link over Malaysia. Steve Silander has just come back with mysterious stories of people jumping at Weston and showing "Plum" a balloon. There is, at the moment, considerable interest in sending a team to the South Pacific Meet at Rotorua, New Zealand, early next year. Apart from this—we still have no pit—not nowhere—and everyone is trying to think of a way to get cheaper jumping and make friends with 14 Flight AAC at Sembawang. Oh, and by the way, Mick Deakin has been doing some very successful camera work at Kluang. Below are some of his first results, using Kevin Dinneen as subject;

The address of the Joint Services Sport Parachuting Association (Singapore) is now:

2nd/Lt. R. St. G. Turpin, R.M. (Secretary),
Joint Services Sport Parachuting Association (Singapore),
40 Commando RM,
Dieppe Barracks,
F.A.F.B. (F.E.) C/o F.M.O. Singapore.



RESULTS

Event 1

Individual Accuracy Event

Position	Name	Club	Jump			Average	Rig
			1	2	3		
1	Dinneen	JSSPA	1.54	0.42	2.07	1.34	PTCH-6
2	Deakin	JSSPA	9.97	4.61	1.41	5.33	PC
3	Reid	CFFC	7.35	1.63	9.46	6.05	TU/PTCH-6
4	Oliver	JSSPA	6.21	1.08	14.15	7.39	PC
5	Collins	JSSPA	8.15	7.55	11.31	9.00	PTCH86
6	Burroughs	USAF/Vietnam	9.28	2.60	16.83	9.57	PC
7	Guignard	JSSPA	6.34	16.69	5.78	9.60	TU
8	Silander	JSSPA	1.12	10.05	25.12	12.10	PTCH-6
9	Dudgeon	CFFC	8.00	2.02	26.91	12.31	TU
10	Levenspiel	CFFC	24.04	13.04	3.98	13.69	TU
11	Winwood	CFFC	8.44	8.74	23.93	13.70	TU
12	Palmer	CFFC	6.83	14.49	32.09	17.84	TU
13	Skennerton	JSSPA	4.96	60.00	11.46	25.47	PTCH-6/PC
14	Yielding	CFFC	9.46	8.54	60.00	26.00	TU
15	Dernley	CFFC	14.05	10.27	60.00	28.11	TU
16	Keen	CFFC	5.60	60.00	21.50	29.03	TU
17	Linnell	JSSPA	2.40	60.00	60.00	40.80	TU
—	Perry	JSSPA	5.20	60.00	Retd.	—	PC

Note ZAP counts 60.00m

Event 2

Team Accuracy Event

Position	Team	Names	Jump	Points	Average	Rigs
1	JSSPA (RAF)	Dinneen	0.80	9.97	3.32	PTCH-6
		Oliver	2.18			PC
		Deakin	6.99			PC
2	RAF	Teesdale	1.59	15.34	5.11	CONQ
		Thomas	5.45			CONQ
		Furness	8.30			CONQ
3	CFFC 'C'	Dudgeon	4.19	44.09	14.69	TU
		Herbert	18.40			PTCH-6
		Keen	21.50			
4	CFFC 'A'	Reid	6.89	61.20	20.40	PTCH-6
		Levenspiel	12.55			TU
		Winwood	41.76			TU
5	JSSPA	Silander	21.41	70.44	23.48	PTCH-6
		Skennerton	4.00			PC
		Burroughs	45.03			PC
6	CFFC 'B'	Palmer	32.09	152.09	50.69	TU
		Yielding	60.00			TU
		Dernley	60.00			TU
7	Army	Linnell	60.00	180.00	60.00	TU
		Guignard	60.00			TU
		Collins	60.00			PTCH-6

Note ZAP counts 60.00,

Closest Jump of Competition

Dinneen 0.42



1

Scenes from FEAF Championships

RAF Changi

16/17 November, 1968



3

1 Steve Silander and Don Burroughs confer after a team jump.

2 Ian Dudgeon, Under-Secretary to the Australian H.C. in Kuala Lumpur, in more than unusually undignified posture.

3 Alan Skennerton and Steve Silander—Team jump.

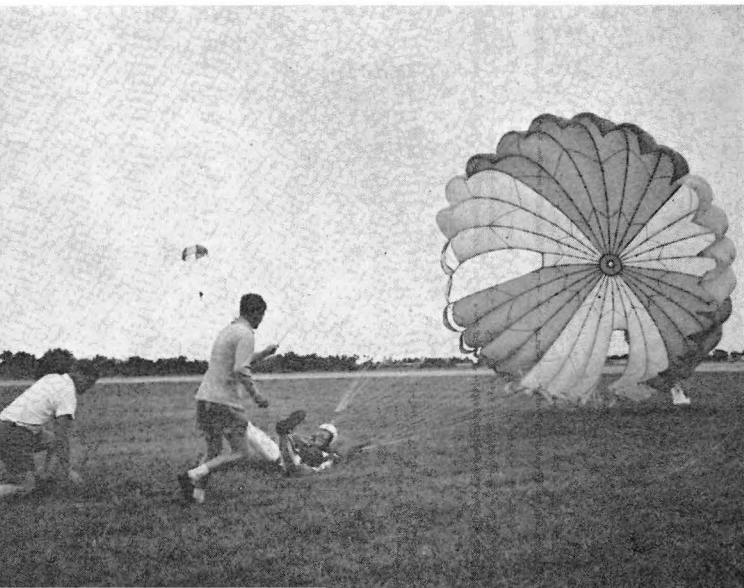
4 Mick Deakin going for a close one.

5 Kevin Dinneen coming in for a 0.80m. touchdown in the Team Event.

6 Miss Changi with winners of the Team Event, left to right: Tony Oliver, Mick Deakin, Kevin Dinneen.

7 Kevin Dinneen, winner of the Individual Accuracy, receiving trophy from Miss Changi.

8 Seen with Miss Changi, Prize Winners, left to right: Tony Oliver, Keith Teesdale, "Smokey" Furness, Kevin Dinneen, Bob Reid, and Mick Deakin.



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Club News

British Parachute Club

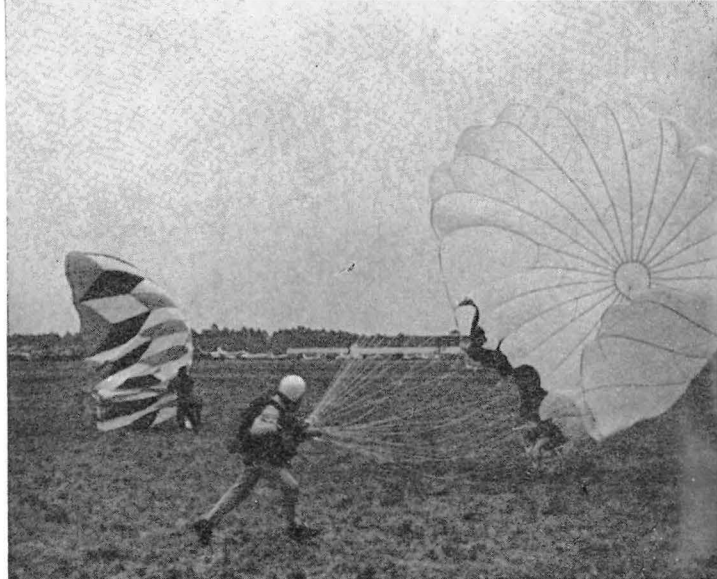
We've had the usual D.Z. troubles, especially since April when due to the widening of air lanes, our height at Blackbushe was reduced to 3,200ft. We now operate from two bases. We use Blackbushe for accuracy jumps, where we have a 30ft. dia. pea gravel pit. We also take off from Blackbushe when we get permission from the R.A.F. to jump in to Odiham, which is eight miles away and has no category or height restrictions. We also use Booker Airfield where we have the use of two off field D.Z.s, one at Crowell, where a farmer kindly allows us to use one of his fields, this D.Z. is cleared for students, but has a height restriction of 6,500ft. A.S.L. Our other D.Z. is at Russells Water Common which is restricted to Category VI and above and again has a ceiling of 6,500ft. The common is owned by Lord Camoys, who has our sincere gratitude for his keenness and the support he has given the club over the last year or so.

On the 14th July, members of the club were invited to Lord and Lady Camoys' 30th Wedding anniversary and eight of us jumped from the Rapide and landed on the front lawn of Stoner House, luckily our accuracy was up to standard because apart from the lawn there was practic-



Mike Hall and Mike O'Brien drifting in on to the Major's front lawn.

Club members with the Major in front of his house. The Major 'obtained' the fire engine to get us out of the trees if necessary.



Eric Mitchell — a cold windy day at Blackbushe.

ally nothing but large trees! Anyway we all thoroughly enjoyed ourselves.

Another very successful 'social function' was a jump-in barbecue given by one of our members who owns a farm, George Field. As a mini-size D.Z. this must take some beating with all the usual hazards plus a few powerlines, bonfires and hungry cows, or were they bulls? It all made for 'on target' landings.

Lawrie St. John who used to be our chief instructor has moved house and business to Kent, where he 'resides in his 16th Century mansion', so I'm afraid we will not be seeing quite so much of him. Another of our members who has been with the club since its early days, 'Trodder' Green, has started a jump club at Sandown, Isle of Wight, it is a full time concern with jumping in the week as well as at weekends using Austers. We wish him every success with this new venture.

Owing to various troubles (D.Z. etc.) we haven't managed to put through as many students as we would have liked, however, Frey Gayler and Mike O'Brien trained up 20 odd students who despite some rotten weather have all done their first jumps, and most have logged about 5, and should soon be on freefall.

Our last A.G.M. saw some changes on the board of directors with Clive Plummer being elected and becoming correspondence secretary, Mike Hall financial secretary and Terry Fawden display organiser.

Mark Miller, one of our new directors has rigged up a helmet mounted cine camera for taking freefall films, and has had some very encouraging results. All of a sudden the club is full of budding 'film stars'.

Needless to say we are still looking for an on field D.Z. with no restrictions somewhere in the Home Counties (some of us still believe in miracles!).

Manchester Skydivers

Once again a great year for the Club, records broken in the number of jumps and the number of students trained. Cash wise and kit wise, we are fine and we have now settled down happily at Halfpenny Green.

Our thanks must go to Geoff Webster and his boys for all the donkey work they have put into making the Midland

Centre so successful. It is difficult for us to do much manually as we are so far away and Sunday's are well . . . "Six days shalt thou labour and on the Sabbath shalt thou parachute."

Despite our affiliation with the South Staffs. Skydivers, we still continue our nomadic wanderings, Kirton Lindsay, Topcliffe, Usworth, Moorsele, Lille, Chalon, we've been scattered over some of the best D.Z.s in Europe.

Not without a touch of sadness however, Jumping Jim Hoskins, that old, bold, ex-Para Regt. civilian type skydiver came a nasty cropper at ½d. Green. Now after a longish spell in hospital he is hobbling around with new king pins and bushes in his hip. Also Eddie Dixon suffered a similar fate on his third jump, he too got a metal injection in his thigh.

Bob Haslam, Daz Jackson, Colin Holt and John de Cooke all progressed to G.P. status. Haslam and Jackson, inseparable on the ground, have now perfected the two man link. Watch it lads, people are talking!!! Ginger Rogers Forbe is still the best 'storyteller' in the club and Albert Cooper is hoping to improve his spotting this year. One of our young lady members has been fancying a P.C. for ages but finds that they are mostly too tall.

We are once again without an Instructor but we are hoping that Albert Cooper will get his rating soon, this will solve our biggest headache. In the meantime any Instructor who'd like to come and look us over would be more than welcome.

We have received a great deal of help and encouragement from Charles Shea-Simonds, he is now a confirmed Northerner and a much needed leader in this area. Come and see us more often Charles.

The Social side of our Club has waned somewhat as no one seems interested in becoming Social Secretary. This despite the fact that we have a first class clubroom and bar that most clubs would be delighted to own.

The year ended with a party at the home of yours truly, sorry I couldn't ask everyone but it is only a house. Everyone got quite hilarious and so help me, Cuthbert. actually turned up in Paraboats.

JOHN COOKE, *Club Secretary.*

Surely the daffiest joke of '68

"Mark! Mark! Mark! Mark! Mark!"—An Alsatian dog with a harelip, trying to bark.

Indeed

The blokes get pottier,
The jokes get grottier,
And the 'spots' get spottier,
God help us in our hour of need!!

Scottish Parachute Club

On 30th November, 1968, the Scottish Parachute Club held its Annual General Meeting, at which new office-bearer were elected. Our new Chairman is:

Gordon Fernie, 26 Regent Park Square, Glasgow, S.1.
Tel. 041 POL 2083

The Secretary is: Ian MacLennan, 51 Keir Street,
Glasgow, S.1. Tel.: 041-423 8670.

The same evening saw the members gathered at the Orchard Park Hotel for the Club's annual dinner. Guests of honour were Doc Robertson, a founder-member and past Chairman of the Club, recently returned from Canada

for postgraduate work, and the retiring Chairman, Tom Dickson. In his speech, Doc compared the Club's earlier days to the present situation. He also outlined the service given to the Club by Tom Dickson. Gordon Fernie, our newly-elected Chairman, rounded off his maiden (!) speech by presenting Tom, on behalf of the members, with a silver quail in recognition of his five years' service to the Club. Tom, incidentally, remains as the Club's Instructor, though relinquishing, with some slight relief, one feels, his admin. duties.

The evening was rounded off by a party at Gordon's flat, where members, girl-friends and wives let their hair down in a most satisfactory manner.

Jumping took place at Strathallan on 21st December, after a lengthy weather-enforced lay-off. Every member present managed two descents. One take-off on that occasion coincided exactly with a rather more momentous take-off, namely that of Apollo 8. Ah well, if you can't join 'em . . . This outing gave us a chance to try out Strathair's newly-acquired Tri-pacer. Everyone was impressed by this little bird's rate of climb, and reassured by the surprising ease of exit. Lobs were made from 4,500ft. in clear, windless weather, a welcome interruption to what has come to be regarded as the annual winter lay-off.

Sunrise on New Year's morning, 9.50 a.m.—a time when most good Scots are abed, recuperating from Hogmanay. High above Strathallan, the buzz of a lonely aircraft in the empty sky. Exit Gordon Fernie, starting his Chairmanship as he means to go on. We'll be interested to know if there was an earlier descent in 1969 in the British Isles.

On Sunday, 5th January, the Central Scotland Flying Club was founded at Strathallan. The new Club hopes to have two Tiger Moths operational by the spring, for instruction; as already stated, they have a Tri-pacer. The Scottish Parachute Club is now affiliated to the new Flying Club, and we hope to achieve great things together in the near future.

IAN MACLENNAN, *Secretary.*

Brunel University Skydiving Club

General

Brunel University is one of the new technological universities, gaining its Charter in June 1966. It is at present in the process of being developed on the open campus principle and is situated in Uxbridge, Middlesex.

Brunel University Sky-Diving Club was formed in November of 1967 by two second year students engineers with previous parachuting experience; the aim being to promote Sport Parachuting generally by introducing the sport to a university community. The club became affiliated to the B.P.A. on March 14th, 1968, and is the first to be formed at an English university.

Students at Brunel University, due to the structure of the undergraduate courses spend six months of the year—October to March—at the university, and the rest of the year, from April to September form an 'industrial training period' which students spend with different firms all over the country. As a result, our activities are based at the University at Uxbridge during the winter months, when we operate in conjunction with the British Parachute Club at Blackbushe. During the summer months we operate in smaller groups, jumping at clubs nearest to where our training firms are situated.

Activities

Club activities started at the beginning of this year with a training course twelve strong, under Bob Reid's perhaps rigorous though excellent instructorship. Mr. B. Green very kindly allowed us to use the facilities at Thruxton, where the training course members went to do their first jumps on weekend 3/4 February. John Meacock, Esq., did the despatching and press photographer Mr. Alisdair Macdonald took exit shots from inside the Rapide for a *Daily Mirror* feature article on the club.

Activities dropped to a minimum with the termination of the academic year at the end of March. A few members jumped at Thruxton until the motor-racing circuit finally took over the airfield. Two club members were present at the RAF Topcliffe meet organised by Charles Shea-Simonds, and a few of us put in appearances at the Northumbria Parachute Club and Halfpenny Green. With the help of Mal Reed and the Manchester Sky-Divers, for which we are very grateful, four club members were ground trained and subsequently jumped at Halfpenny Green and Topcliffe.

We started off the present academic year in October with another training course, with Mr. F. J. Gayler of the British Parachute Club instructing. Mr. Gayler has twelve years of parachuting behind him and we are very grateful to have the benefit of his experience.

Organisation

B.P.A. Instructor: F. J. Gayler, Esq.; W.O. II Bob Reid.

Ground Instructor: N. Greive, Esq.

Equipment Supply: J. Thomas, Esq.

Chairman: Mr. Michael Batchelor (Mechanical Engineering).

Secretary: Mr. Paul Manning (Mechanical Engineering).

Treasurer: Miss Diane Rayner (Psychology/Sociology/Economics).

Assistant Secretary: Mr. Esmond Reid (Engineering).
Secretary, December, 1968.

Brunel University Sky-Diving Club

Students' Union, Kingston Lane, Uxbridge, Middlesex.

South Staffs Sky-Diving Club

During the past four years that I have been associated with parachuting at Halfpenny Green I have made many friends from many parts of Great Britain and abroad, and have met nearly all the Mikes, Johns, Petes, Brians and Daves, and to meet all of these names in parachuting amounts to a large number of lads. At one time we had in our club no less than six Mikes, five Daves, five Johns, three Petes and three Brians.

What I would like to see this summer is all these faces at Halfpenny Green again; how about it lads, you have nearly all tried Peggy's cooking and it gets better, so get in touch and let me know when to expect you.

We now have at Halfpenny Green a 20 metre pit filled with a super gravel, never before used for this purpose.

This gravel was introduced to me by Cpl. Tom Robertson of the Red Devils Free Fall Team, who had seen it used as crash barriers at motor racing circuits and he convinced me that it would be ideal for a pit. After a few enquiries by Ken Forsdyke we found that this was a synthetic lightweight gravel made by a firm in Staffordshire known



One of the most important members. Bill Downes of Trent Valley Aviation pilot of the Rapide and an ace at dropping parachutists.

as "Lyttag"; it is used a great deal in the building trade for lightweight concreting and central reservations on motorways, etc. When Lytag learned of our need for this gravel they promptly started delivery of 90 tons free of charge. Now I am certain that South Staffs has the finest pit in the world today. Lytag gravel would be a must for a National Centre Pit.

The South Staffs also have a real packing shed to boast about, it was the original R.A.F. packing shed, a bit dilapidated when we took over, but with a few of our ambitious members working a large number of hours, it was transformed into a home from home, central heating, the lot. The club house is almost finished, we are only waiting for someone to give us a large carpet to finish it off (any offers).

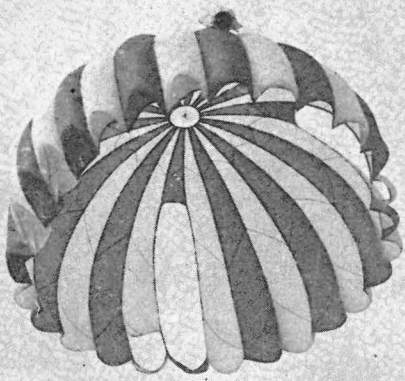
Jumping at Halfpenny Green is well organised now, we have three very experienced instructors in Mike West, Warrant Officer Brian Thompson and Ken Forsdyke. We work an instructors' rota, and a pilot rota. The Rapide is permanently based here and as long as weather conditions allow, we jump every Saturday and Sunday and Wednesday evenings through the summer.

The Manchester lads travel down every weekend and share in the expenses, rents, buildings, etc.; without them we would not have made the progress we did in 1968.

It gives me a great deal of pleasure to see their smiling faces on a Sunday evening when they come to me and pay for their weekend jumps, never a moan about the price and always the same comment before leaving for home, "A very enjoyable weekend Geoff, thanks for everything, see you next week". This happy state of affairs exists throughout this club, "impossible to achieve this in any parachute club", these were the words of a number of instructors visiting us early last year. If any other club wants the secret of this success, get in touch with Uncle Geoff.

As an old member of Halfpenny Green Flying Club I have also made many friends on the flying side, who are all very helpful; Mr. H. E. Gibson, the Airport Manager, is a great help to us in many ways, Chief Air Traffic Controller Mr. L. Cowne and his assistants give us invaluable help. The C.F.I., Mr. A. Jeffs, was very concerned about our safety when he first arrived at Halfpenny Green, but he has now resolved himself to the fact that the ripcord is always pulled before 2,000 feet.

Before closing this letter I must thank another important figure who has been a great help to us over the past year, this being Major Schofield of the Red Devils



Ray Davies on his way back from a spin.

Amanda West being given exit drill by husband Mike.



Instructor Warrant Officer Brian Thompson doing his best to make Geoff Webster comfortable.

Photographs by Paul Delmar "County Express" Stourbridge.



Some of the Wednesday Evening crowd. This Wednesday evening session is very popular and the lads travel many miles to attend. 1969 promises to be even more popular as we now have quite a large number of local people in the club.

A competition was run through the summer of 1968 for the Skydiver of the Year trophy. Here from left to right are Instructor Ken Forsdyke; Tony Marsh, the well-known racing driver; our President, Jim Fairweather, winner of the Kenneth Oakley Trophy, this being a silver £100 cup. Jim also won the Express and Star spot landing trophy. Extreme right Chairman Geoff Webster. Amanda West was the winner of the Mike Hennessy Lady Parachutist of the Year award and Ann Reed won the Lady Parachutist Special Award.





This is not Greenland. It is Halfpenny Green on December 27th, 1968.

Free Fall Team, Aldershot, and his lads who helped us with equipment when it was needed most, both with student rigs and Lo Pos for the more experienced. I am looking forward to another visit to Aldershot in early Spring.

GEOFF WEBSTER,
Chairman,
South Staffs Sky-Diving Club
and Midlands Centre.

Isle of Wight Parachute Club

Usually when one puts pen to paper, the first reaction is "what can I write about?". When first forming the Isle of Wight Parachute Club I had no intention of immediately filling the British Parachute Association's magazine with high hopes or pipe dreams; indeed, I thought six months may well be too soon to have enough material to make a decent report; however, here we are with six months gone by and I am at a loss to know just where to start—at the beginning I suppose!

It really all started over eighteen months ago when Peter Malec and myself were having the proverbial "noggin". Peter, who is not totally unknown by most of the British Parachute Club boys had not forgotten what he had seen on his visit to the U.S.A. a couple of years back. Also when the "free-fall" bug hit me back in 1958 the idea of a full time para-club had always been a thorn of contention. Between us the idea, though not a new one for the fanatics, was born and the problem of where, how and when, often disturbed the midnight hours.

What is coincidence? Eleven years ago when sleeves were frowned upon and TV openings were nothing but cruel, Jim Basnett and myself first organised for the B.P.C. its first summer holiday (parachuting, swimming, boozing, parachuting) at Sandown Airport on the Isle of Wight. It so happens that for eleven years since I have always spent my summer holidays there, doing just what has already been described. During the Summer of 1967 my wife Peggy, and I, put a deposit on a new bungalow, ten minutes walk from the airfield. You may wonder why! Personally, just because I always enjoyed my holidays and it was an investment—one we can't really afford even now but you do decide to do crazy things just once in a while. It would be good for holidays, give Dads and Mums a cheap and pleasant holiday each year, and perhaps we could hire out to personal friends to help the rates and that. I had for-

gotten the idea of a full time para-club, especially after a year's fight to get the Ministry to clear Russells Water D.Z. for the B.P.C. to allow Category Six lads to jump there; what was the use? There are so many restrictions regarding parachuting areas, petty or safety-wise, air lanes plus local opposition, etc.—what was the use? Russells Water Common is still not cleared for students even though two B.P.A. examiners cleared it with recommended restrictions.

I mentioned coincidence; from the very first time my wife spent her first weekend in the new bungalow she wanted to stay. The finger was on the trigger, for the Isle of Wight does not offer good employment against London—O.K. the airfield isn't far away! The B.P.C. have dropped students there for years now—I know, I've always been there. We, Pete and I, have a few more noggins and early last January, 1968, we made the trip to Sandown Airport to discuss with the airport authorities their reactions to a full time para-club.

My fears and worries need never have bothered me. Mary and Don Ellis who run Sandown, were nothing but enthusiastic; constructive criticism was all that we met as opposition, the rest was "in what capacity can we help?". At a further meeting, however, came the question of aircraft availability, pilot availability, hire rates, rent, electricity, responsibility, discipline, liaison, indemnities, insurance, accommodation, expansion, amenities, etc., etc. Oh boy, is it going to be worth it! British type weather, are parachutists going to travel here (two-and-a-half hours from London) and what will be the local reaction?

As I said at the beginning one usually looks for something to write about—I'm only just starting.

Thank you Don Hughes and your dedicated lads at Netheravon. I took my Instructor's Rating there in June, and I am for ever in debt to your organisation and devotion. Strange how just because we are "old hat" at the game we think we know it all—we don't! I would advise anyone who hasn't been to Netheravon to go there, even if it's only a visit and you have left your "rig" at home. Also, lest I forget, thank you the British Parachute Club of which I have been made a life member. Until this venture, it was my club and I was honoured three times as a Director. To me, this honour was always foremost in my thoughts and actions and having to resign was a bitter decision to be made. I am glad I am not forgotten and please call on me anytime if I can be of assistance.

Pete and I opened the Isle of Wight Parachute Club officially on 13th August, 1968. We had five C9 D/L B4 Rigs and five Reserves—all new. We had an advertisement in the local press for three weeks, the rest must come from the lads already in the game to spread the good word. I notified the Board of Trade and the Secretary of the B.P.A.; my intention of becoming affiliated was also notified, but I had to reserve this decision until I could see the way things were going. This was purely me, for I hate to jump any hurdle until I reach it and if it were a flop, it wouldn't be worth it.

The story is a little different now. We are in the middle of January and no comment is necessary to the dedicated. However, we stand by every weekend, even got a few in on December 29th. With freezing wind and light snow falling, it didn't put the hard-core off, and one lift did get six grand before cloud base descended to two and a half. I am in the process now of sorting out the affiliation forms.

With 46 paid up members plus 16 temporary so far, there is no reason to suppose 1969 won't be a bad year.

If there is any scratching of heads over the last sentence I must explain as follows. We run one jump week courses, Tuesday-Sunday, and the course fee automatically gives the student insurance cover to the tune of £100,000. Regardless, I recommend that they join the B.P.A. for they are only covered whilst they jump at Sandown. So, if the ranks of the B.P.A. haven't swollen yet by I.O.W.P.C. members, please give them time to be more proficient and want to travel further afield.

Local applicants compete with those from the mainland and the residents, old and young, follow our sessions with keen interest (what a difference when one thinks of the odd people who write in stupid complaints to the Ministry from the mainland)—oh well!

At the moment we have the use of two Austers, and please don't frown too much, you Rapide boys; later this year a Cessna 172 will be at our disposal, but as yet no definite arrangements have been made. I said don't frown, because when one knows how to exit an Auster, there is no better platform to exit from. Also, because you can only despatch one student at a time, they get a more accurate assessment of their behaviour and have a better chance for accuracy as each one exits over the same place each lift.

Another snag which I wish to rectify is the self spotting opportunity. It's quite a shock to see log-books where lads have 50, 60 or 70 plus jumps to their credit and have never had the chance to spot for themselves. My students will be encouraged to self spot just as soon as they are proficient in free-fall, and this is another advantage of an aircraft that doesn't seat too many parachutists—I know things are different these days, but I spotted for myself on my fifth free-fall back in 1958.

Now! What does it cost? For the one week course we charge £14. For that you receive all ground training, one year's membership, third party insurance, and first jump. Any further static line jumps cost around 30s., inclusive of chute hire. Accommodation is laid on, bed/breakfast or full board, at extra charge. For full B.P.A. members the annual membership fee is £4, three monthly £1 10s., week-end 15s.

That's it then. To all the lads who came to our jump-in and "friendly" last October, we intend further events this year, including a free jump day and booze-up if possible. Will let you know through the grapevine.

Carry on leaping.

TRODGER.
Sandown Airport,
Sandown,
Isle of Wight.

Malawi Rifles Parachute Club

After competing in the Rhodesian Championships at Borrowdale Racecourse in June of this year, the Club began to prepare for the Malawi Championships which had been fixed for the 6th-8th September, 1968, at Zomba Airfield, followed by two more days of fun jumping at Monkey Bay. This was the first time that an International and National Parachute Meet had ever been held in Malawi and an awful lot had to be done. Invitations were sent out to all the neighbouring countries and affirmative replies

were received from Zambia, South Africa, Rhodesia, Mozambique and, from over 3,000 miles away, Angola.

The Club entered two teams and held its jump off for team placings in early August. The teams were selected and training began in earnest.

For the ten days before the meet winds at Zomba Airfield were between 15-20 m.p.h. and many anxious glances were cast skywards. At one time it was almost decided to call off the Meet, but the "let's wait another day or so" view prevailed. On 3rd September the teams from Angola arrived at Chileka Airport and were met by Gordon Price, organising the Meet. Only one of the team spoke a little English, but as we had laid on a Portuguese interpreter to be at Zomba, no difficulty was experienced. They were followed rapidly by teams from Mozambique (who also brought along five non-jumping jumpers to act as observers and who returned to Mozambique with notebooks full of points), Rhodesia, Zambia and South Africa. The South Africans were the only ones who caused heart failure, as at the last moment some of the team couldn't make it due to time and distance, but luckily we had some demonstration aircraft laid on to come up from Johannesburg, and after some frantic signals, they were given free seats and arrived here the day before the competition. Another, Ginger Evans of the Welkom Skydiving Club, drove up alone (at least that's his story) some 2,000 odd miles and still another hitch-hiked some 700 miles from Bulawayo in Rhodesia carrying his kit on his back, and rather luckily managed to get a lift with a chappie who was flying one of the competition planes over to Zomba. Alistair Kenney from Zambia even brought along his wife of two days and made it a working holiday!

All competitors were accommodated in private houses in the Zomba area and on Friday evening we had a get together. Those who had arrived before Friday managed to get in a few practice jumps and many were the shaking of heads when windspeeds and cross currents of the Zomba Mountain caught them unawares and pushed them miles off target. The Club has been extremely lucky in the help it has been given by both locals and the Army, ranging from the use of a tractor and plough to turn up the pit, and tentage for use by competitors. There is also a large Government sawmill in the immediate vicinity of the field, and so we were able to make a pit some 140ft. in diameter filled with sawdust up to a depth of 18in. plus.

During the pre-competition meetings and discussions one of the things which most impressed the other jumpers was the fact that the clubs from Angola and Mozambique require their students to do a *minimum* of thirty automatic (static line) openings before being allowed on to free-fall.

The morning of the competition dawned and a quick glance out of the windows showed no wind, and a brilliantly blue and clear sky, so away to the airfield for briefing and team draw. This was done and the competition began on the dot. We had for our use Cessnas 206, 180, 175 and 172. The first drop was carried out by the Rhodesians and George Murray scored a dead centre in his first jump of the meet, thus giving us a taste of how high the standard was going to be. Chutes in use included PCs, TUs, DLs, EFA and several others. Jumping was carried out every ten minutes, helped along by brilliant ground to air control by Norman Edwards and equally brilliant flight manifesting by Steve Miller, one of the Club non-jumpers. About 12.30 p.m. there was a break for lunch and the



Mrs. Ingrid Price — Team Captain of Malawi — being congratulated on receiving Cup for 3rd Place (Team).

ladies of the Club rallied round and produced an excellent salad (some of the wits had suggested we serve curry to weigh the competitors down and give Malawi a sporting chance). After lunch there was a flying display and jumping recommended.

After a quiet night on Saturday, jumping started again at 9 a.m. on Sunday—again another brilliant day—the gods were certainly kind to us that weekend. Large crowds had begun to gather and both beer bars and refreshment tents were doing a roaring business. After an excellent morning's jumping there were displays and fly-pasts. George Oldbury of Rhodesia did an exhibition cut-away and, although the Dakota we had booked to carry out a mass drop had been taken away for use by the President of Malawi for one of his up-country tours, we managed to get over the problem by having a Cessna 206, 180 and 172 fly over together to do a mass drop of eleven jumpers. Each aircraft carried its full load, and each stick consisted of jumpers from a different country. The jump went off perfectly and some of the competitors made a better distance in the pit than they did on their competition jumps. The sky was ablaze with colour and many were the comments from the spectators (some of whom had never seen parachuting in any shape or form). This was followed by an attempted link-up from 12,000 using smoke by five jumpers, who included Steve

Loagie, one of South Africa's team in the previous World Championships.

The Minister of Transport and Communications, The Right Hon. John Msonthi, M.P., came along to see and went away very impressed. As at one of his previous speeches he had mentioned "Some crazy people who jump out of aeroplanes", so Gordon Price, the Organising Secretary of the competition, took the opportunity to buttonhole him and get his promise to correct this at his next appropriate speech.

The last two lifts of the Meet provided some excitement when, due to an error, two teams came out almost together, and six jumpers came bombing simultaneously into the pit, with fitchetts running in all directions. Within minutes scores and placings were worked out and prizes presented by Colonel Paul Lewis, the Army Commander. Final placings and positions appear elsewhere in the magazine.

No injuries or malfunctions of any sort occurred with only two rejumps claimed and everyone retired to the Turf Club where Roger Kerr had organised a "Braifleiss" (South African type barbeque). The Portuguese Teams gave renderings of their war chants and a first class time was had by all. A point of interest of the competition was that Coca-Cola had very generously provided free cokes for the competitors and officials, and such was the heat that 1,800 bottles of this excellent beverage were consumed in the two days by about sixty people.

Next morning saw the competitors making tracks for Monkey Bay, where another two days of fun jumping had been arranged, and which included both water and land jumps.

The Rhodesian Team made a bad spot on their first water jump and appeared to be coming down on the side of the mountain. However, they all made a small lawn in the midst of the trees and all did stand-ups (in bare foot). Chris Redfern, of the Malawi "B" Team, also made an error of judgment and came down beyond the spur of the mountain which jutted into the Bay; we watched anxiously as the boats made their way with what seemed agonising slowness round the spur, only to be regaled with Chris's story when he returned of how seeing he was going to miss the Bay, he shouted at a couple of native fishermen in a dug-out cause to come and give him a hand as he hit the water, and offering them a "prizee". This caused them to paddle like mad to get to him, but as he was only a few yards off the beach, the problem wasn't so urgent. However, he clung to the side of the boat until the launch arrived, and the rest of the two days was spent by other jumpers trying to avoid the dug-outs standing by for possible "prizees".

Roger Kerr and Ingrid Price did a link, broke away and relinked, from 12,000 feet and the two days passed very swiftly.

Those who were resting between jumps spent most of the time in the water, or photographing the hippo who very obligingly came on shore. One brave chappie even going so far as to pat him on the nose.

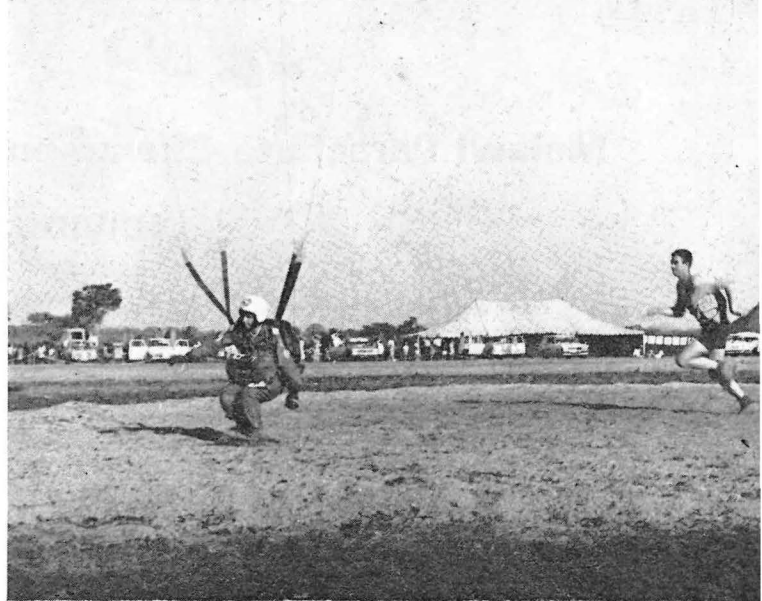
Wednesday morning saw the departure of the competitors to Rhodesia and South Africa (the Angolians and Mozambique teams had left earlier) and the meeting was voted a huge success.

The following weekend "Chip" Cathcart-Kay, Managing Director of Leopard Air Limited, had asked if we could stage a jump at his "fly-in breakfast" which was being held

at his house and five jumpers, Roger Kerr, Ingrid Price, Brian Gunn, Tim Arnott and Chris Redfern, did this from the 206. Chip has a private landing strip at his house, but the ground controller thought this too easy and laid a cross on the lawn which measured about 15 yards by 30 yards, again fairly easy, but what the jumpers had not been told was that freshly pruned tea bushes surrounded all sides of it. They exited for a 15 second delay, opened, and then gaily shouting insults at each other, made for the cross. Seeing the tea plants below them they suddenly realised that they would have to work, and so they did, Ingrid being 9 inches from DC, Roger 3 feet, and the rest between 3-7 feet away from the centre.

After a slap-up breakfast at Chip's house, we moved on to Luchenza Flying Club where, joined by other jumpers, we had a most successful day jumping and swimming in the pool at the Club.

Since the competition and with the approach of the

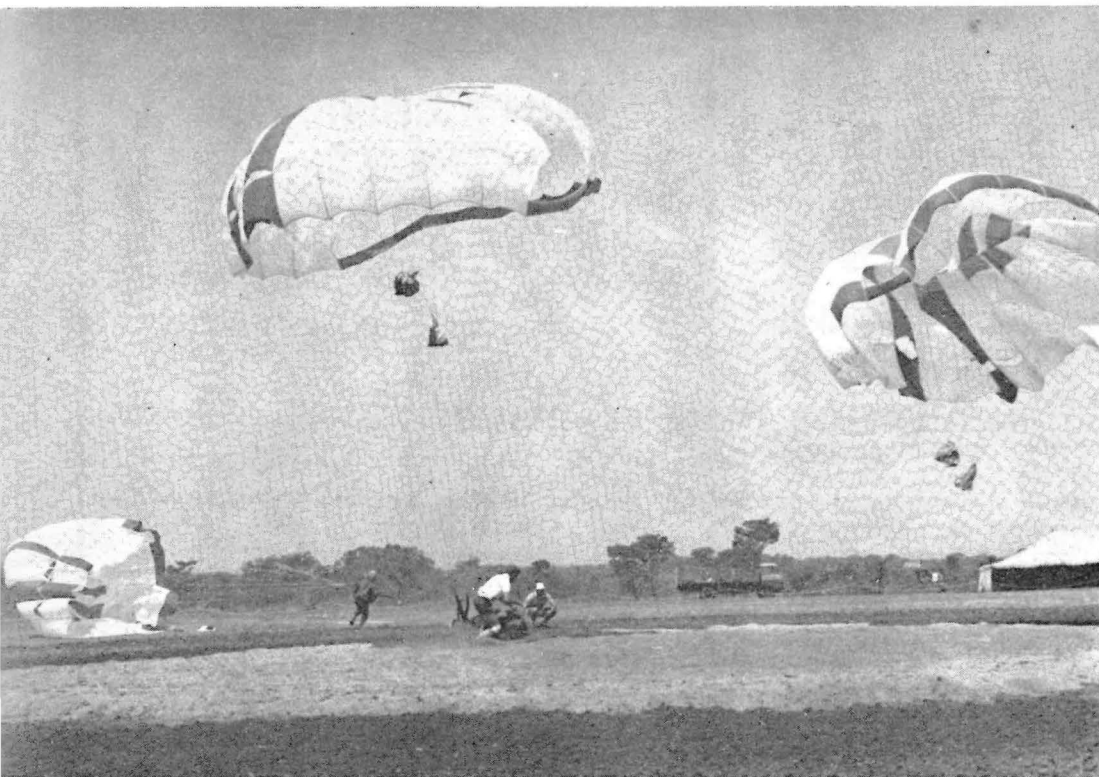


Mrs. Ingrid Price ensures she has a soft landing.

Mozambique's Mansilha trying for the disc, using French EFAs.

(Note: these chutes, all expenses, travelling money are provided free by the Portuguese Government and a 12,000ft. normal jump with their clubs cost roughly 7/6).

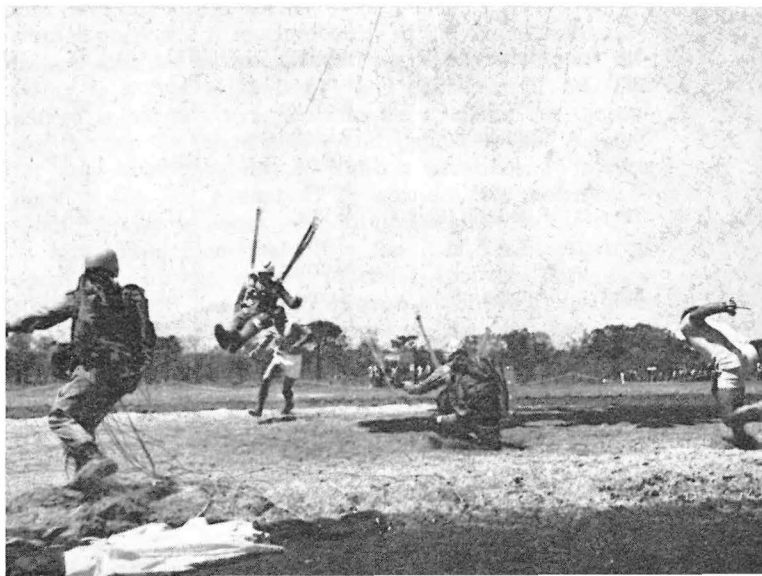
Another good score by the Rhodesia Skydivers (Samler, Oldbury and McGagh).



rainy season, things have begun to slacken off a little, and we are now anxiously awaiting the end of the rainy season, so that jumping can start again in earnest.

By the time this goes into print we shall have lost one of the Club stalwarts in Roger Kerr, who is rejoining 1 RGJ at Tidworth and will be a frequent visitor at Netheravon (but watch out—he is always thinking of some ways to try and cut costs), and, good news, we shall have joining us Andre Dennison, who is at present on 15 second delays, but who, if we can break him away from golf, should be up in the 60s in no time at all.

We have had a spate of weddings in the Club with Tim Arnott and Tom Richardson, our Canadian jumper, both agreeing to share parachuting costs with wives; so far there has been no sign of their enthusiasm abating.



Malawi Parachute Championships — 7/8 Sept. 1968 — Zomba

INDIVIDUAL PLACINGS

(6 Jumps—5 to count)

Position	Name and Country	Chute	1st Jump	2nd Jump	3rd Jump	4th Jump	5th Jump	6th Jump	Final
1st	Samler (Rhod.)	PC	68	74	91.83	83.66	97.58	96.58	443.65
2nd	McGagh (Rhod.)	PC	85.33	70	76	83.58	97.58	78.91	421.40
3rd	Mansilha (Mozamb.)	EFA	57	88.83	84.75	84.75	83.25	60	401.16
4th	Oldbury (Rhod.)	PC	ZAP	60	72	88.33	83.41	93.83	397.57
5th	Pope (Zambia)	PC	75.25	67	87.08	87.83	44	74	391.16
6th	Lorenzo (Mozam.)	EFA	85.73	86	65	74	75.08	37	385.81
7th	Kenney (Zambia)	TU	73	ZAP	86.25	63	74	74.50	374.75
8th	Mrs. Price (Malawi)	PC	ZAP	89.25	62	70	67	81.91	370.16 (1st Malawi)
9th	Ker (Malawi)	PC	71	52	75.58	77.91	75.17	51	351.66 (2nd Malawi)
10th	Bodley (S. Africa)	PC	84.51	90.58	ZAP	34	94.41	45	349.40
11th	Carmelo (Mozamb.)	EFA	ZAP	66	61	85.08	72	78.08	344.08
12th	Quinn (Rhod.)	PC	72	65	93.41	ZAP	1	94.91	326.33
13th	Gunn (Malawi)	TU	61	54	75	73	53	54	317 (3rd Malawi)
14th	Arnott (Malawi)	TU	88	ZAP	87.66	29	35	71	310.66
15th	Murray (Rhod.)	TU	100	80.17	49	ZAP	ZAP	75.75	304.92
16th	Helder (Mozam.)	EFA	ZAP	48	61	47	39	76.58	301.58
17th	Evans (S. Africa)	TU		95.50	ZAP	74	ZAP	85.75	299.75
18th	Cavaco (Angola)	EFA	ZAP	75.66	91.50	40	ZAP	85.66	292.82
19th	Slade (Malawi)	TU	10	22	75	54	50	83.08	284.08
20th	Jones (Rhod.)	TU	ZAP	49	ZAP	53	64	76.66	246.66
21st	Redfern (Malawi)	TU	52	60	63	57	ZAP	ZAP	232
22nd	Richardson (Canada)	TU	ZAP	ZAP	ZAP	59	98.08	72	229.08
23rd	Loagie (R. Africa)	TU	ZAP	13	ZAP	99.58	ZAP	69	181.58
24th	Pinherio (Angola)	EFA	ZAP	40	73	ZAP	67	ZAP	180
25th	Ferrerio (Angola)	EFA	ZAP	75.66	91.50	40	ZAP	67	164.66
26th	Willis (Rhod.)	TU	ZAP	36	ZAP	ZAP	ZAP	80	126

RESULTS OF TEAM PLACINGS

6 Jumps—0/10 Sec. Delay—5 to Count

Position	Team	Jumper	Using	1st Jump	2nd Jump	3rd Jump	4th Jump	5th Jump	6th Jump	Total Score
1st	Rhodesia (Skydivers)	Oldbury	PC	ZAP	60	72	88.33	83.41	93.83	1247.29
		Smaler	PC	68	74	91.83	83.66	97.58	96.58	
		McGagh	PC	85.33	70	76	83.58	97.91	78.91	
2nd	Mozambique	Lorenzo	EFA	85.73	86	65	74	75.08	37	1100.40
		Carmelo	EFA	ZAP	66	61	85.08	72	78.08	
		Mansilha	EFA	57	88.83	84.75	84.33	83.25	60	
3rd	Malawi "A"	Slade	TU	10	22	75	54	50	83.08	963.24
		Gunn	TU	61	54	75	73	53	54	
		Price (Mrs.)	PC	ZAP	89.25	62	70	67	81.91	
4th	South Africa	Loagie	TU	ZAP	13	ZAP	99.58	ZAP	69	826.23
		Bodley	PC	85.41	90.58	ZAP	34	94.41	45	
		Evans	TU	40	95.50	ZAP	74	ZAP	85.75	
5th	Malawi "B"	Arnott	TU	88	ZAP	87.66	29	35	71	823.32
		Ker	PC	71	52	75.58	77.91	75.17	51	
		Redfern	TU	52	60	63	57	ZAP	ZAP	
6th	Canadians	Richardson	TU	ZAP	ZAP	ZAP	59	98.08	72	743.32
		Helger	EFA	ZAP	48	61	47	39	76.58	
		Jones	TU	ZAP	49	ZAP	53	64	76.66	
7th	Rhodesia (Saints)	Willis	TU	ZAP	36	ZAP	ZAP	ZAP	80	637.48
		Quin	PC	72	65	93.41	ZAP	1	94.91	
		Murray	TU	100	80.17	49	ZAP	ZAP	75.75	
8th	Angola	Kerriara	EFA	ZAP	85	ZAP	79.66	ZAP	ZAP	637.48
		Cavaco	EFA	EFA	75.66	91.50	40	ZAP	85.66	
		Pinherio	EFA	ZAP	40	73	ZAP	67	ZAP	
9th	Zambia (Insufficient to count as team)	Kenney	TU	73	ZAP	86.25	63	74	78.50	—
		Pope	PC	75.25	67	87.08	87.83	44	74	

The Club was rather startled one day to see a Japanese hitch-hiker (Isao Kono) turn up. He had been on the road eighteen months and was making his way round the world. As he was most interested in parachuting, we fixed him up with a course and, before he left, he had completed four static lines with us. Ingrid used the "hard thump" method of despatching him rather than the gentle touch. He has since jumped in Rhodesia and South Africa, and at time of writing, is in Durban waiting to thumb a lift to South America. Our good wishes go with him and we look forward to the autographed copy of his book when it is eventually produced.

That's all for the present; this newsletter closes wishing all jumpers reading the magazine good jumping and soft landings in the New Year and the compliments of the season. If you ever get to Central Africa, look us up.

SOUTH STAFFS SKYDIVING CLUB

*

A weeks course starting May 12th

— All welcome —

*

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British Rescue Stretcher Approved by Royal New Zealand Air Force

The very successful "Paraguard" rescue stretcher has been approved for use in helicopter rescue work by the Royal New Zealand Air Force. The stretcher is designed and manufactured in Britain by the G.Q. Parachute Company Limited of Woking, and marketed by The Mills Equipment Company Limited, Knaphill, Surrey, both member companies of R.F.D. Group Limited.

The Paraguard stretcher is already in use throughout the U.K. for industrial rescue and safety and is also widely used by the Services, coastguard, Fire Services, etc.

The stretcher is extremely lightweight and can be folded into a small valise and carried on the back. It can be quickly assembled with no special skill. Materials chosen for lightweight and strength are used in the construction and have the added advantage of corrosion resistance for storage purposes. A special feature of the design is the protection afforded to rescued patients under conditions differing as widely as pot-holing and helicopter lift-off. The patient is securely strapped into the stretcher but the design allows for the stretcher and patient to be "hinged" for easy manoeuvrability in difficult situations. It is even possible for the patient to be carried face downwards should this be necessary, without undue loss of comfort.

Mills Equipment state that the R.N.Z.A.F. approval opens up further export potential for the Paraguard stretcher which has already proved a winner in overseas markets. G.Q. Parachute Company, the designers, are known throughout the world for the design and production of their wide range of parachutes for all purposes.

Public Relations for Clubs

By LENI ALEXIEUV

Skydiving in Australia is still primarily a pioneer sport. The public must come to accept and enjoy it if we are to progress. To do this we must sell our image in the way we want it to appear. This is more complicated than it sounds, and in today's age of easy communication must be done thoroughly. As easy as it is to communicate good news, so is it easy for bad news to spread.

Public Relations is the method of correctly managing to convey the required news to the appropriate media, thus letting the public hear, see or read the image we want to present.

Obviously this requires hard work and intense study on the psychology of human nature, etc. As obviously, all of us cannot afford to do this, however, all of us can afford the time to learn the basic principles required. A beginning is better than nothing.

The main tool of P.R. is the "Press release". What is a Press Release? A Press Release is the basic instrument of conveying a statement or story to all medias of communication. It is the most convenient and powerful weapon in P.R., and must be handled accordingly. Whatever form it takes, it must contain news and be of value to the media receiving it.

The most common and obvious form of communication are our daily newspapers. Therefore this article shall cover this type of Press Release.

Firstly, what do newspapers deal in? News. We therefore know that *anything* sent to newspapers *must* contain news. News is any subject that is of human interest. A thing is of human interest if it plays on the basic emotions of people—a person, a thing, or an event is new, different, amusing, dramatic, romantic, etc. Important trends or changes are also of human interest.

Something that is news to us need not necessarily be news to the newspapers. Assess carefully your news and then write your press release. DO NOT write three paragraphs on how John Smith broke his ankle upon landing. However, should John Smith have landed in an unusual way—perhaps amusingly, and someone took a photograph—do send it in with relevant facts. One must always look at anything through the eyes of a person who knows absolutely nothing about skydiving.

When the P.C. first came to Australia, an article with picture should have been issued to all leading newspapers. Why? Because the P.C. is a completely new type of canopy enabling one to manoeuvre so much better. The possibilities were unlimited. Soon another revolutionary canopy shall be seen here—the "Para Sail" (which has an appearance so different from today's canopies that it is, in itself, a perfect story).

If this is not developed as a news release on a national scale, the first club to receive one should feel obligated to write a release and promptly send it to the main newspapers (plural) of that state.

Newspapers differ greatly as to what they print. Some are staid, some verge on the trivial, while others like romantic or gory stories. Decide what your release deals with and then send it to the appropriate newspaper.

In a sport such as ours I personally feel a picture should be included as often as possible. People, I have observed, notice pictures concerning skydiving whereas they tend to disregard written articles. The reason perhaps being that they know nothing about us and are therefore attracted to pictures.

Always be sure that your facts are correct and honest. Remember you are going to send more than one press release. To establish a good name with newspapers is excellent P.R. in itself.

When writing a press release be clear, concise and complete. Use short sentences, simple words, no paddings—unnecessary descriptions, etc.

Poor press releases can be as damaging as good ones can be beneficial.

After you have sent your press release never ask to see the story prior to printing. It is against journalistic ethics for the Press to show you a story before it is used. If you are in doubt concerning some facts, you may suggest that "perhaps the editor would like to recheck his facts." I must add, that it is preferable not to do this as it may give the editor the impression that you think he doesn't know his business. Should an article give incorrect information it is also better not to inform the editor—unless, of course, it alters the basic story.

Often newspapers prefer to write their own articles from information received from you or any other source. Be as helpful as you possibly can, *after* suggesting you write a press release. It's always more preferable to write one's own release.

Another small but handy hint is that it is wiser not to ask why a story was not printed. The answer will usually be the same, not enough space.

One fault we jumpers have is that we tend to try and hide any serious accidents from the public. This is natural but bad. Business organisations have discovered from experience that one can never hide bad news. Sooner or later it always comes out, then usually as a discredit to the company. In a sense, where P.R. is concerned, we also are a business. Bad news should be issued to the newspapers, preferably written by us as a news release.

We must also not forget the country or suburban newspapers. So many of our clubs are situated in the country, yet I have not actually heard of one club releasing press releases to their newspapers. One warning, it is a fallacy to think that because a newspaper is run by "locals" it will accept rubbish. The standard and thought behind press releases issued to country or suburban papers must be as thorough as to the metropolitan ones. Make every possible effort to include local colour, local interest and appeal.

Always remember that whether you are writing for a metropolitan, country or suburban newspaper *your release has to compete for space*.

There is another way of obtaining space in a newspaper and that is by advertising. Should we want to release information, and have it printed in its entirety without any alterations, we would buy advertising space. This can be very handy, but since we jumpers always lack finance, suffi-

cient has been said. Oh, one thing I must add. There would be one definite case where we, all jumpers, must contribute a small amount of money, enabling us to use this technique. Should an accident receive unfavourable nationwide publicity, for our own safety as a sport, because something like this can set back all the hard and good work done up to date, by a number of years, we must write a "letter to the editor" of all leading newspapers in Australia, giving the *correct* facts. In a case where the fault was negligence on our part, explain this, and that in future jumping laws will be stiffer, etc.

I shall now give some basic rules to use as a guide for preparing news releases for the press. These rules were given to students studying P.R. in the Royal Melbourne Institute of Technology.

- (1) Include essential elements of the story in the first paragraph, if possible. Essential elements are who, what, when, where, why and how.
- (2) Make sure all names are spelled correctly.
- (3) Check all figures (facts) for accuracy.
- (4) Make sentences short and to the point.
- (5) Use adjectives sparingly.
- (6) Type and double space all copy on quarto size white paper.

If the release is to be submitted to more than one newspaper, prepare an original copy for each editor. Keep each copy on file.

I would like to add that there is a lot more than can be said, but the points mentioned should give you a general idea on how to go about doing this thing called Public Relations. Basically it is logic and good manners, and of

course one must think before acting. LOGIC, GOOD MANNERS and THOUGHT, if you always follow these three in all your dealings with the press and public you will be okay.

Before we go any further I feel it is well worth repeating, Press Releases *must* contain some news—something of human interest. This applies to any medium, magazines as much as newspapers.

The Oxford Dictionary gives this definition for a journal: daily newspaper, other periodicals. For a magazine: periodical publication containing articles by various writers. The daily newspapers may in parts be treated as journals—sports, women's, children's (good potential here, not only for children, indirect P.R.), motoring sections, etc.

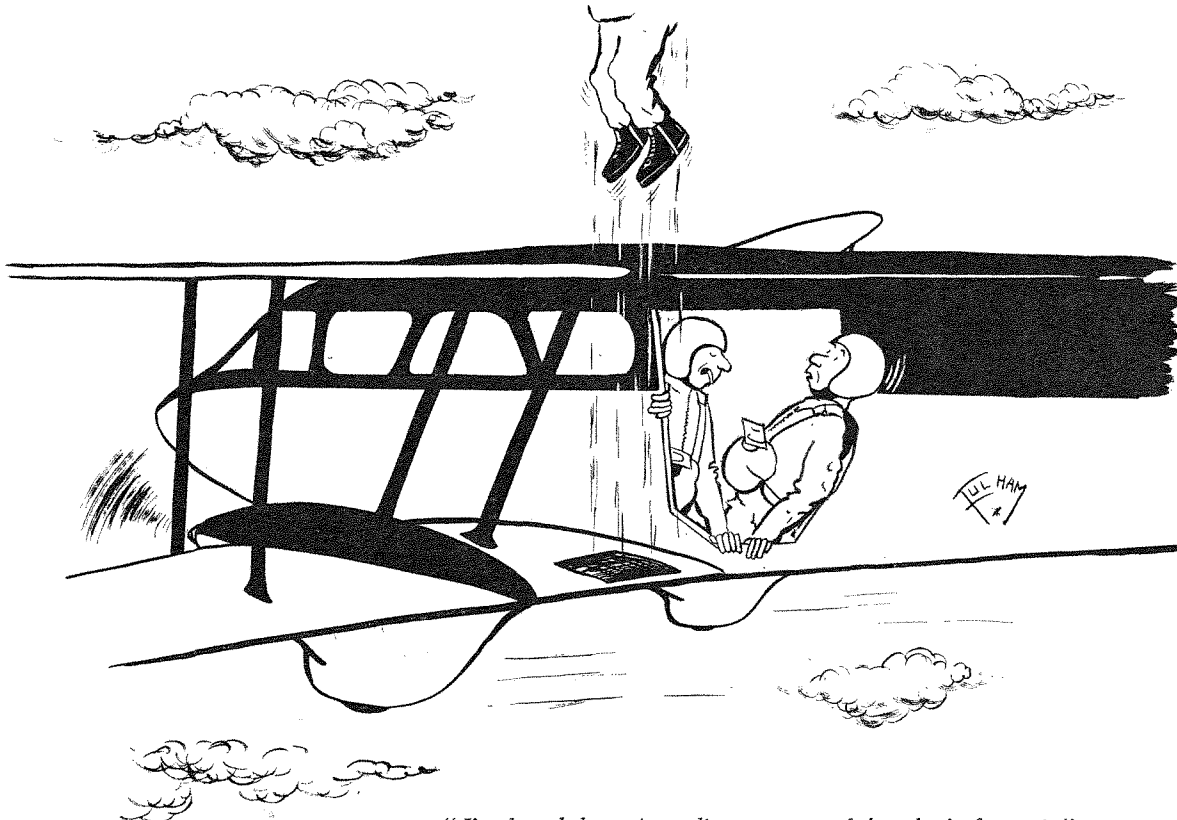
To simplify the writing of this article I shall use the "periodical" to cover journals, newspapers and magazines.

The daily newspapers cover practically every aspect of human activity, whereas a periodical is specialised in its contents, therefore also its readers. The specialisation might be slight, as in the case of the "Australasian Post" or the women's magazines, yet it can be so great that its readership is quite numbered, as is the case with our own A.S.M.

Releasing articles to periodicals in our case must (due to the fact that as yet we have no central P.R. body, therefore lack of planning on a nationwide scale, and lack of finance) be looked upon as an individual accomplishment. Individual in person or club. The results may not be effective but should still be felt considerably.

There are two points which must be known and followed to write a successful release for periodicals.

continued on page 36



"I've heard these Australians were good, but that's fantastic."

Know the periodical you have chosen

We know that there are a great number of periodicals, covering a wide variety of fields. Some are useless to us, while others have great potentialities. Amateur Athletics Association of N.S.W. Year Book, Athletics Australian, Australian Flying, Australian Gliding, Australian Sportsman, etc., are periodicals to which we are capable of submitting articles.

You must know the periodical you are writing for. You must study the type of periodical it is. The type of article it prints. The basic style of the printed articles. *After* you have carefully studied these points, write your article accordingly.

It would be pointless to release a technical article on Skydiving to the women's magazines or the "Australasian Post". Yet that same article would perhaps be ideal for "Australian Sportsman". However, an article giving the outlines of Skydiving with pictures of one of our sexy female skydivers could be highly appropriate for the "Australasian Post" or the "Pix".

Again, I shall repeat the one basic rule, always make your articles newsworthy. Should the article be strictly technical, could we please add one sentence on how "Joe Smith", at the age of 65, first perfected this line, Okay?

In cases where illustrations are used, you must know the type of illustration your chosen periodical prints. For instance, some periodicals may give columns for use on a personality, yet not print a photograph of one, therefore my suggestion is, stick to photographs of our sport, with the only people appearing being females or colourful characters, etc. Carefully study the periodical and decide what style of illustrations they prefer, only then take or choose the appropriate pictures. The same amount of thought and selection should go into illustrations as goes into the written article. Remember illustrations, as the written article, must have news value of their own.

A point I must mention is that some periodicals use pictures only if a block is supplied. This can be quickly checked with a telephone call. Should this be the case you then have to be familiar with the screen sizes and column widths and decide whether your picture warrants a single, double or even more generous space. Also this is where you must decide whether the cost of having a block made is worth while. Consolation, only a few periodicals insist on a block being supplied.

Okay you camera bugs, here is a perfect situation where you can show us your skill. All in a good and worthy cause too. Show us what you are capable of doing. Action, action you always shout, and boy, **ACTION IS WHAT WE WANT.** Australian Photography, Camera World, Photo Trade News, The Showman, are just a few photographic periodicals. Something to start on—right? For press or magazine reproduction, a contrast glossy print of whole plate size, 8½in. x 6½in. inclusive or 10in. x 8in. is preferable.

Another important fact is that you must know when the periodical goes to print. Get your article in early, well ahead of the deadline. Some periodicals have an earlier deadline for illustrations, find out if this is the case. Your hard work will be wasted should your material reach the editor so late that he has to omit it or use it to fill space—

in which case your article will be condensed by the editor. The earlier your article is seen by the editor the better the chance of it being printed.

Know skydiving

To be able to write successfully you must know the topic you are writing about.

You have your own thoughts on why you skydive, this is good, but don't forget that other people have other views. Listen to them, combine them with your own to form a clear, general outline.

Know skydiving—our activities, personalities, gear used, and being planned for future use, our policies and plans. Being enthusiastic skydivers I assume you are already interested in these points.

Yards and yards of press clippings do not mean good P.R. It is what is in the article that constitutes good P.R.

As a typical example of our attitude to what should be written to convey an image of safety, etc., I would like to draw your attention to *The Bulletin* of May 20th, 1967, to the article on "Out Sports". The views expressed by Ken Bath as our representative to our sport are views which have been drummed into us since we first started to take an active interest in skydiving. I am only using this article as an example because back copies are available to anyone in Australia.

Before we continue with the image created by the article may I ask, didn't we have any photographs to show the reporter? I suggest that in future all clubs or centres have a few photographs on hand.

It was inevitable that the reporter would question K.B. concerning Jennifer's death at Bendigo. K.B. answered with the correct information, that it was only the (a) fourth death in seven years. Then K.B. was (b) **ANXIOUS TO POINT OUT THAT ALL DEATHS HAD BEEN CAUSED BY HUMAN ERROR, NOT EQUIPMENT FAILURE.** All very true. (c) Next we discover that personal insurance is a private matter, and insurance companies would find a confessed skydiver a bad risk. We then learn that the (d) club of 30 is a "redoubtable" group; (e) there are a thousand parachutists floating alone in the Australian skies . . . This is excellent.

I gather from the article that K.B. and the reporter just chattered. You can see for yourselves what bad P.R. (a) and (b) gives. As to (c) I believe K.B. did not state anything explicitly, but the reporter "gathered" this information from general talk; (d) is one point that smacks a little of sarcasm. We must have been exceptionally vague with our answers, or perhaps some of our more colourful personalities were talked about. That one sentence is enough to give us a slightly shady character, which is *not* what we want. Adventurousome, daredevil—yes, shady, no. There was a great distinction between what is good fun and individualism for us, or for the public. We must learn to distinguish between the two. Let us assume that we have constant fueds between "A" and "B", and "K" gets drunk after a day's jumping. We live with them, we know them, we like them, therefore we think they are individuals and all is extremely funny—which it usually is. However, remember the public does not see them, does not know them; it only knows the facts, which are, they constantly bicker and fight and "K" certainly drinks a lot.

Think of skydiving as a very good friend, you'll be surprised what is suddenly omitted from your dialogue.

K.B. should have answered the question concerning Jennifer by stating that "yes, it was extremely sad, a rare and unusual accident" then he could have turned away from the reporter and yelled at some jumper, telling him he shouldn't pack that way etc. After a few minutes he returns to the reporter with an apologetic smile and says, "we take exceptional care of our equipment, and make sure everything is 100% safe" then continue to chatter, with a gleam in his eyes, about how thrilling, what contentment, feeling of happiness one feels in skydiving. Note, not one other sport mentions its death rate.

Assume Joe Smith is an average guy. He has a buddy who takes a casual interest in skydiving, therefore Joe Smith also takes an interest. He likes to tease his buddy by saying how dangerous the sport is. He doesn't actually know much about it. But he is becoming more and more interested. Even has been a few times to watch them jump, but only from a distance. When the commercial for SKI cigarettes appears on TV (Sydney) and he sees the skydiver jump, he feels a tautening of muscles and informs anyone around all about skydiving—sure knows the game, after all, he's watched them. Soon he will take a more active interest. He's a good guy, is Joe Smith. Normally he wouldn't read the *Bulletin* but this time he is attracted by the huge letters "The Out Sports", and leafs through it. Reads the article. Joe Smith is now a real authority. He doesn't come and watch us so often, after all he read all about it, but he still talks, with facts to help him. What are these facts? They are (a), (b) and (c) above. The more he talks the more convinced he becomes on how dangerous the sport is. On top of this he convinces others of the fact. If anyone contradicts him he'll always say, the *Bulletin* said so. Joe Smith does enjoy being the centre of attraction in his little

group, that being one of the main reasons he first took an interest in skydiving.

We seem to have a phobia concerning safety in our sport and are constantly drawing attention to it. One should never hide bad news but one does not voluntarily supply facts and figures detrimental to the subject. In this article me managed to supply undesirable facts of which most people were unaware. I know, up to date I have been saying state the safety of the sport, but, I did not mean that we should go ahead and state things like, "accidents are from human error etc." A death is a death.

I suggest that from now on *NEVER MENTION SAFETY*, unless expressly asked about it. Don't mention *anything* concerning accidents. This, of course, does not include press releases issued to newspapers immediately following a serious accident (this was covered in my first article on press releases to newspapers). I am now speaking only concerning press releases released to periodicals. Still, you must stress the excitement, fulfilment and drama inherent in the sport. If we stress only the safety aspects of the sport we are only drawing people's attention to these statements and create the impression that "there is no smoke without fire". To explain fully why we should follow this line I would have to give countless examples which would take up too much space. Let me assure you that *it is a fact in all propaganda that one never draws attention to the faulty aspects of a thing*. Try it for a while. You'll see I'm right.

I shall again conclude by stating that logic, good manners and thought are as applicable here as elsewhere. Also repeating the rule we should now follow, *NEVER MENTION SAFETY AS YOU ARE ONLY DRAWING ATTENTION TO THE OPPOSITE*.

(Reprinted from *Australian Skydiver*).

Northern Parachute Centre

Sunderland Airport
Washington Road
Sunderland
Co Durham
Tel. Boldon 7530

The Northern Parachute Centre opened officially on the weekend of the 25th/26th January, 1969. Already the Centre has its own aircraft, a DH 89A Rapide, based at Sunderland permanently; a full time Chief Instructor, Marshall Power, late of the Parachute Regiment Free Fall Team—The Red Devils; and unlimited quantities of parachute rigs for student and advanced parachuting.

We confidently believe that the Northern Parachute Centre has unrivalled facilities for civilian sport parachuting in this country and as a result the Centre will be running basic student courses of a fortnight's duration during 1969. It is felt that once the Centre becomes known in the Sport Parachuting world basic parachute courses will become heavily over-subscribed due to lack of facilities elsewhere.

Write *now* for details to the Chief Instructor at the above address.

See report on page 16

U.S.A. Order British Safety Harness for F.111

General Dynamics have placed an order valued in excess of a quarter of a million dollars with the British firm G.Q. Parachute Company Limited of Woking, Surrey, (a member of R.F.D. Group) for crew restraint safety harnesses for their F.111 swing-wing aircraft being supplied to the U.S.A.F. and other customers. This export order, which is the first for equipment of this type to go into U.S. Airforce aircraft, adds the F.111 to the impressive list of aircraft and airlines currently specifying G.Q. harnesses. G.Q. are already supplying their Skeletal Torso Harness for ejector seat escape systems in the R.A.F. Phantoms and Harrier, the Concorde (crew), and the Company expect their equipment to be adopted for the Anglo-French Jaguar.

DON'T FORGET

We need articles and photographs.

Write to the editor,
c/o the BPA office. **NOW!**

NB *remember the copy dates*

Solo in the Bahamas

by Charles Mahon



As the Rapide ran in at 12,000ft. over Halfpenny Green I vainly tried to spot through the thick clouds (there was even a snowstorm underneath them) and, rubbing my numbed cheeks, thought again of the brochure, "Spend Winter in the Bahamas, where the crystal clear sea washes the white sandy beaches of these romantic islands." It went on to list a dozen or more spots available to the tourist, although parachuting was not included. Of course, nobody in their right mind goes to the Bahamas merely to parachute but once there it would be too good a chance to miss. Perhaps my priorities were a little out, however, as my 'chute took up 42lbs. of the 44lbs. baggage allowance. But as I walked from the aircraft at Nassau into a temperature of 74° at 7.00 p.m. on the 1st of January, Halfpenny Green became just a bad memory.

There was no club on New Providence Island, but there had been one two years ago, and so parachuting was not unknown there, and yet I was unable to find anyone who had been concerned with the club. On looking at a map of

the island, one fact stood out clearly; there was only one possible D.Z. and that was Oakes Field. The island was 18 x 7 miles at its longest and widest; but in the middle was Windsor Field (an international airport) and a lake 3 x 2 miles, while at one end lay the sprawling mass of the capital, Nassau. Tucked into the edge of Nassau, and only five miles from the airport, was Oakes Field, shown on the map as a motor racing circuit. On inspection, however, it turned out to be an extinct racing circuit, overgrown and deserted, but with the addition of a sports stadium (complete with batteries of floodlights), and a private flying club. Despite the drawbacks, the presence of the latter clinched the choice.

At no point in the mass of thorny bushes and trees between the runways, however, was there even room for a target cross. Finally a clearing about 15 metres x 10 metres was discovered between a Go-Kart Track and the main runway. "The snakes here are harmless" said my guide Norman Fox. Norman was a teacher on the island and had found me wandering on the field. Without further ado he threw himself whole-heartedly into the task of helping me sort out the problems of where and how to jump. He appointed himself my manager (how many parachutists can boast their own manager!) and took me on a tour of the field. Without his help, I might not have got off the ground. As we toured the field so many wires, fences, lights and marshes appeared that I stopped marking them on my map. In fact, from the air, it later became apparent that most of the island was marsh.

That evening I dined at Norman's home and met his lovely wife, Margaret, and daughter Sarah Jane (ever met a three-year-old vamp?). Sitting in shirt sleeves, sipping a whisky that never seemed to end, I began to understand some of the reasons that make people leave England to live and work in these islands. The absence of income tax helps too, I imagine. A couple of hours later I was introduced to Ellis Smith and his wife, Ray. Apart from being an experienced engineer with Bahamas Airways, Ellis was also a veteran pilot who had taught Norman to fly. He had never dropped jumpers before, but he took to the idea immediately. I could not have wished for a better man for the job.

Although my Bahamas exemption permit had not yet arrived, the Assistant Director of Civil Aviation, Don Ingraham, who had done his utmost to rush it through, read the details of it to me over the 'phone. It included the requirement for the jumper to wear a 28ft. canopy on the back and a 24ft. canopy reserve on the front (what about my piggy-back P.C.?), to be packed by a professional rigger. There wasn't time to argue over details however, as one week of my holiday had already gone.

You will understand my praise of Ellis Smith when I tell you that he got up at 8.30 on the first day of jumping, after finishing work at 3.00 that morning. He picked me up at my hotel, drove me to the field, and sat around happily (I think) while I packed. Indeed on several occasions he helped me to pack while Norman did wonders with the crown lines. To cap it all Ellis charged me only for the running time of the aircraft, and each time I jumped he cut

his engine and came gliding down. You can't ask much more of a pilot than that, although to my embarrassment he even taxied the aircraft over to the target area after one jump and offered to take me back to the hut to pack. On one lift he gave me an impromptu flying lesson as we climbed—I reckon that as a pilot I make a fair parachutist. His aircraft was a Cessna 150, which climbed like a bullet with two of us aboard. Not that there was room for anyone else; climbing out of it wearing a piggy-back was no mean feat. In fact I doubt if a hefty six-footer would get out of one! Even getting in on the ground required a rear-end approach.

The first jump was a low one, 4,200, after a streamer run. No, it wasn't a cloudless blue sky with balmy breezes, more like barmy breezes. That streamer travelled a good 800 metres before draping itself over one of the many lines scattered about. There was a U.S. Marine Sergeant in the ground party, Bob O'Callaghan, on leave from Vietnam. He made a brave effort to retrieve the streamer but was beaten by (he said) a six foot barbed wire fence. He carried a cigarette lighter with this inscription, "Live by Chance, Love by Choice, Kill by Profession." U.S.M.C. He laughed at it too.

Parachuting Poynters

Sunlight vs Parachutes

After 250 jumps many canopies are ready for the scrap pile, not from wear and tear but from the effects of the sun! Here are some startling figures for 1.1 oz., Type 1 ripstop nylon fabric:

In the course of making 250 jumps the parachutist spends about two minutes under the canopy for a total of 500 minutes. If he spends 15 minutes packing, his parachute is exposed to the sun for 3,750 minutes and these two periods add up to a total of 4,250 minutes, or in excess of seven ten hour days (one week) and the parachute has lost over half its strength. And the above does not even consider the exposure during field packing, walking in from the D.Z. or just plain leaving it in the sun during packing or between flights, or the six hours it was left to dry out after that last water jump. Nylon is unaffected by, and resists just about everything except the sun's ultraviolet rays which can damage it in a very short time.

Per Cent. of Breaking Strength Lost		
One Week	52%	40%
Two Weeks	71%	61%
Four Weeks	94%	85%
Outdoors, Summer Sun		Outdoors, Summer Sun, Behind Glass

Wave Length: Ultraviolet light cannot be seen as its wave lengths are shorter than those in the visible range. Ordinary window glass will screen out the very short but not the longer, upper end, ultraviolet waves. This partial screening is reflected in the above chart. Obviously, parachutes should not be stored near a window.

Type of Light: Fluorescent lights are almost as bad as sunlight. They do damage equal to that of the sun in less than twice the time when in close proximity to the parachute. The incandescent lamp (ordinary household bulb) produces very little ultraviolet radiation and is no great threat to the parachute.

There is no doubt that the Bahamas are best seen from the air. Once or twice as we climbed, Ellis circled over some of the small islands and coral reefs dotted around New Providence, and there were some great chances for photographs. Ellis offered to take a cine shot of me leaving the Cessna, and for that jump from 9,500ft. I climbed on to the step and wheel (yes, he remembered to put the brake on) and turned round to exit backwards. I have no doubt it would have been a great shot if only the cine had been working! We did manage one feat of aerial photography, however, when on a low jump I pulled high to allow Ellis to drop down and take a photo as he went by. I wouldn't say that he passed close to my canopy, but either of us could have pressed that camera shutter!

Through my parachuting I met some good friends such as Norman and Margaret Fox, Ellis and Ray Smith, and Bob and Val Hopps. Bob had been one of the original club members two years ago and he was very helpful on the D.Z. We also had a great night out at the Casino the night before I left. Did I see those sandy beaches and crystal clear sea etc., and enjoy the dozen or more sports? Let me put it this way—I did get a suntan on the back of my neck where the barman left the shutter open.

Of course, there are many variables which can speed up or slow down the adverse effects of the sun on nylon such as the altitude (intensity), climatic conditions screening effect of the weather, seasons of the year and distance from the equator (angle of sun) and so on.

Weight of the Fabric: A heavier fabric or webbing will retain its strength longer period because the outer fibres shield the inner ones from radiation damage. For this reason the 2.2 oz. fabric used in the Para-Commander will probably experience a longer life than 1.1 oz. fabric. By the same token, pack cloth and harness webbing will not deteriorate as rapidly as the canopy. Once a parachute is exposed to the sun and the ultraviolet waves start their destructive work, the damage is done; the parachute will not regain its strength if subsequently stored in the shade. On the other hand, the damage will not continue to increase while the parachute is in the shade.

Dyed fabrics, such as international orange, deteriorates faster than natural (white).

Coatings, finishes and ultraviolet absorbers are sometimes applied to fibres to filter out the harmful rays of the sun and do increase nylon's resistance somewhat.

Sunlight damage in white canopy fabric can be identified by a yellowish colour when viewed in daylight and a white fluorescence when viewed by an ultraviolet light. Sometimes it is necessary to compare the suspected specimen with a known good piece of fabric. Severely damaged fabric is easily torn with light finger pressure.

The adverse effects of ultraviolet radiation on nylon cannot be overstressed. A treed canopy should be retrieved immediately, not left until the next week-end or even until the next day.

A parachute assembly with more than 500 jumps to its credit is not uncommon, but you can bet it was not packed or stored outside in the sun.

(Reprinted from *Parachutist*).

From the A.G.M

Chairman's Annual Report. The Chairman made his annual report to the meeting (a copy of report is attached) and made the following additional points which were not available when the report was issued:

- a. He welcomed the newly formed Isle of Wight Para Club and Vauxhall Skydiving Club and was pleased to inform the meeting that both these clubs were making good progress.
- b. He stated that there was a possibility that the Board of Trade would be issuing General Exemption Permits for a five year period instead of one year as at present. Confirmation of this was awaited and would be passed to members when received.

In response to the Chairman's request for any points arising from his report, Mr. T. Hagan referred to the appointment of the new Secretary General and welcomed Sqn. Ldr. Paul to the Association. He fully endorsed the remarks in the Chairman's report. This was greeted by applause from the floor and the Chairman expressed his thanks to the meeting for their generous and spontaneous action.

Accounts and Balance Sheet. The treasurer, Mr. P. M. Lang, explained the accounts and balance sheet. He pointed out that the Council did not propose to increase subscriptions for the current year and went on to remind clubs of their responsibility to pay 10 per cent of all display income to the Association. Mr. J. Orchard complimented the treasurer and council on the sound financial position of the Association. Proposed by Mr. J. Riddick, seconded by Mr. D. Gray and approved unanimously that membership subscriptions be unchanged for the current year and that the accounts and balance sheet be adopted.

Election of Council. The elected council for the new year was announced as:

<i>Civilian</i>	<i>votes</i>	<i>Service</i>	<i>votes</i>
Turnbull	202	Shea-Simmonds	231
Meacock	191	Turner	222
Cole	179	Hughes	221
St. John	179	Johnson	216
Lang	178	Charlton	175
Power	171	Peacock	172
Dickson	146	Goldsworthy	144

Chairman's Report to British Parachute Association Ltd. January 1969

1. I open this my second report by referring to Paragraph 2 of my first report in which I observed that common sense and good humour were gradually prevailing. I am pleased to say that the past year has been one in which these qualities have been evident in all the Association's activities. The fullest co-operation has existed between the Civilian and Service elements and I believe it fair to say that all traces of bickering and sniping have gone now. Some members may have felt that the withdrawal of permission for civilians to use the R.A.F. facilities at Weston-on-the-Green was hardly evidence of co-operation. You can be assured that the decision was not taken lightly but was forced on the R.A.F. because of overloading of the faci-

ties and air-space. I can tell you that the door is still open and that everything possible is being done to try and resolve the problems so that civilians can again be permitted to use Weston-on-the-Green.

2. Membership continues to expand and since the previous A.G.M. fifteen months ago 1596 new members enrolled. However wastage was such that regular membership has increased 550 to a total of around 1,850. I would point out that some of our losses are accounted for by foreign personnel who underwent courses with C.C.S.P.C. and R.A.P.A. whilst serving in those areas then returned to their homelands—very few renewed their membership. I must again emphasise that all of us must do our best to encourage the newly enrolled to progress and join the hard core.

In the 15 months period up till today eight new advanced instructors and 41 new instructors were approved: 20 A Certificates were issued, 28 B, 43 C, and 24 D Certificates were issued or endorsed and 350 General Permits issued. The Board of Trade has now agreed to issue G.P.'s for a five year period.

3. The loss of Thrupton was a blow to the sport. We must all be very grateful to Bernie Green for the tremendous amount of work he put in at Thrupton and I know you would wish me to express our sincere thanks to him for all his efforts on behalf of the Sport. I hope that we will see Bernie active in the sport again. I was especially pleased when the Council approved the re-affiliation of the North Lancs Para Club—we welcome you back to the fold and wish the club every success. Also affiliated in the past year was Nomad Skydivers—rather a select group but very active. The Isle of Wight Para Club has been formed and hopes are high that the coming summer will see the club well and truly established and affiliated.

4. Annual Returns

a Total Descents	30,010		
b Injuries		%	against Descents
Slight	83		.123%
Severe	23		.080%
			Total 61 .203%
c Fatalities	1		
d Malfunctions			
P.C.	16		
T.U.	30		
e Reserves Used			
Intentionally	51		
Unintentionally	5		
f Displays	92		
	(56 by Para Regt.)		

5. *Safety Committee.* The Council extends its thanks to Major Ridgway for his work as Chairman of the Safety Committee. Tom found it necessary to relinquish the chair because of posting overseas. His place was willingly taken over to Sqn. Ldr. Alan Johnson, who as a doctor specialising in Aviation Medicine, has a very keen interest in Safety. Apart from being an active free-fall parachutist he has carried out extensive studies of parachuting injuries and the causes. The Safety Committee has been reviewing the rules governing instructor qualification and re-qualification and the Panel of Examiners. Sqn. Ldr. John and Instructors will be discussing these points at length during the Instructors Convention to be held prior to the A.G.M. and

I hope to be able to elaborate on this when I speak to you at the A.G.M.

6. *National and World Championships.* The results of the 1968 National and World Championships have been published in the Magazine (Christmas 1968 issue). Inclement weather caused the Nationals to be postponed but excellent work by all concerned enabled us to complete the events over one weekend. The bad weather had the effect of reducing the income and caused some entrants to withdraw. The thanks of all are due to the A.P.A. for the use of Netheravon facilities and staff, particularly those two stalwarts Don Hughes and Joe Reddick. Likewise we are very grateful to our judges who took over when our French guests had to return home and to the pilots who served us so well throughout the championships. The Nationals showed a profit of approx. £95, despite no income from car parks. The World Championships must have been the highlight of the year—for the first time the National Team was amongst the prize winners. You will know that we were placed sixth overall amongst 26 Nations taking part and that the team won the Bronze Medals in the team accuracy event. This was indeed a tremendous feat and our thanks must go firstly to the team members who did so well and who managed to survive the 'driving' of W/O Turner who certainly showed that he was completely dedicated to putting the team amongst the medals. Major Schofield who was our Head of Delegation is to be thanked for accepting the task at such short notice. I especially would like to thank R.A.P.A. who provided facilities and arrangements for the period of vital pre-championship training. Whilst we are delighted with the success of the team we also recognise that if we are to improve on the 1968 results we have got to be better prepared for the 1970 World Championships—in this connection W/O Turner and Major Schofield have expressed their views to the Council in no uncertain terms. The Council has taken notice of their comments and has set up a sub-committee to start planning now for the 1969 and 1970 Nationals. The sub-committee is currently comprised of myself, John Cole, Peter Lang, John Meacock, Laurie St. John, W/O Hughes, W/O Turner, Major Schofield and the Secretary General, and our first action was to recognise that the dates of the Nationals must be such as to permit maximum attendance and entry by civilian members and has therefore been agreed that the 1969 Nationals will be held over two weekends with a third weekend as an alternative, i.e. on 1st, 2nd, 3rd August, 8th, 9th and 10th August and 15th, 16th and 17th August. The sub-committee is currently planning the financing and training of the 1970 National Team. I am delighted to tell you that in response to efforts by Major Schofield we have already received the sum of £250 from Shell—a good start. The Secretary General has put this money into deposit and we are of course accumulating interest.

7. *Annual Raffle.* The 1967 raffle was finalised and showed a profit to the Association of £253 and this year there is every indication that we will improve slightly on that figure. We are indebted to everyone who donated prizes and cash to this year's raffle and a list of donors will be on display at the A.G.M. when the raffle is to be drawn.

8. *Magazine.* David Pierson has continued to give us a well produced and eminently readable magazine which is the envy of many other countries. David gives a lot of time to the magazine but can only work with what you give

him as copy. I appeal to you to help him to help you—let us have your copy either in the form of interesting articles and/or photographs or as letters giving your views or ideas; constructive criticism is always welcome. I have to tell you that due to the pressure of business David will be giving up the editorship after the Spring 1969 issue. He has given us excellent service and this his second period as Editor began when he took over again after the magazine had run into difficulties. We are indebted to David and I am sure you will wish me to express our sincere thanks for a job well done.

9. *Purchase of Parachute Rigs.* The ten parachute rigs which we purchased from America have now arrived. We are indebted to the Ministry of Education and Science for a grant of £174 (50 per cent of the cost) and of course to Don Hughes for getting them back to this country at no cost. These rigs will be available on loan to clubs and bids should be made to the Secretary General who will put them before the Council for consideration.

10. *Secretary General.* Sqn. Ldr. Bill Paul took over as Sec. General in June. He comes to the job with the advantage of having spent many years as a parachuting instructor and of knowing parachutists and their ways. He is settling in well and has brought a cheerful willingness to the office and as many of you are aware any queries will be sympathetically received. He is aware of the recent lack of news letters but these will be back in full swing again in January. I think it is fair to say that he has established cordial relations with clubs and members.

11. *Northern Meeting.* A Northern Meeting was held at Pudsey on 25th October, 1968, and proved to be very successful. It was attended by approx. 40 of our Northern friends and the Council was represented by myself, John Cole, Capt. Charles Shea-Simmonds and the Secretary General. The Meeting gave our Northern Members, many of whom may be unable to attend the A.G.M., the opportunity to air their views and hear of the Council's work and plans. Capt. Shea-Simmonds and his associates in the North did us proud and all are agreed that the meeting should be a permanent feature.

12. *Loans to Clubs.* In August, 1968, the Council approved a six months interest free loan of £200 to the South Staffs Para Club.

13. *National Centre.* I am still unable to report much progress on the plans for a National Centre. We have looked at many sites and made many contacts and only last month I, in the company of the Secretary General, attended a meeting at which the Minister for Sport was available to answer questions. We had previously submitted a question for the Minister and from his answer we now know that he is prepared to consider a grant of 50% (up to £10,000) to purchase the lease of an area providing the lease is for a period of not less than 28 years. We are considering going back to the Sports Council with alternative suggestions and in this connection the Secretary General is meeting a representative of the Central Council of Physical Recreation in early February 1969. 'Do we really want or need a National Centre?'—this seems to be a question being asked by some members. Some believe that a National Centre would only take pupils and incomes away from clubs and that the emphasis should be towards getting more clubs formed. We want your views and I would urge you to lobby your representatives so that we in Council can be

continued on next page

given a true picture of your views on this subject.

14. *Board of Trade.* We continue to enjoy friendly relations with the Board of Trade and I would thank Mr. Cringle (South) and Mr. Beckingham (North) for their support.

15. *Parascending.* The Council has agreed that Ascending Parachutes Clubs should come under the auspices of the B.P.A. All matters pertaining to parachuting should be under our control and it is with this basic truth in mind that we approached this request for affiliation and recognition by the 'Parascenders'. It is intended that they will have their own sub-committee elected from within their own membership but chaired by the Chairman of the B.P.A. Safety Committee. One of their Committee members will be co-opted on to the B.P.A. Council but the 'parascenders' will have no vote concerning your affairs. With our assistance Parascending Clubs will continue to expand and run their own show on sound lines. There is no doubt that they will provide a steady trickle of free-fallers to B.P.A. Membership. By accepting them as a sport in their own right we assist their clubs to gain National and Service recognition which in turn enables them to function on a sounder basis. Coincidentally when our Insurance cover was negotiated some unknown far-sighted parachutist made allowances for the parascender and third party cover.

16. I am very pleased to refer to the award of the George Medal to S/Sgt. Reeves for a very gallant rescue operation when he climbed down a static line in order to free a

trapped parachutist, and to the award of the Royal Aero Club's Silver Medal for 1968 to Major General Wilson for his services to free fall parachuting. I am sure you will agree with me that both these awards were truly earned by the recipients.

17. Finally I must record my thanks to the Treasurer, Mr. Peter Lang, and all other members of the Council who have given so generously of their spare time: to Willis for allowing us to take part in the Kidlington Air Show, to Volkswagen Ltd. for the loan of the Mini Bus for the duration of the Nationals, to Shell who assisted with petrol for the Nationals, to British Leyland Triumph for the loan of a vehicle for World Championships and to the following for financial assistance towards the World Championships: Rolls Royce, Hawker Siddley, G.Q. Parachutes, Smiths Industries, Westland Helicopters, Para Rgt. Free Fall Team, the Ministry of Education and Science and our own members and clubs. Also I thank the *Daily Telegraph* for their continued support by sponsoring us in so many aspects of our work; providing the prizes for the Nationals, providing publicity, meeting the cost of the lady members' entries for the Nationals, paying for aircraft for various displays and providing facilities at the Farnborough Air Show and Aldershot Show.

18. I close this report by wishing members and clubs every success in 1969 and with the hope that this year will see the Association continue to expand and progress.

7th January, 1969.

G. F. TURNBULL, *Chairman.*

Annual Raffle - 1968

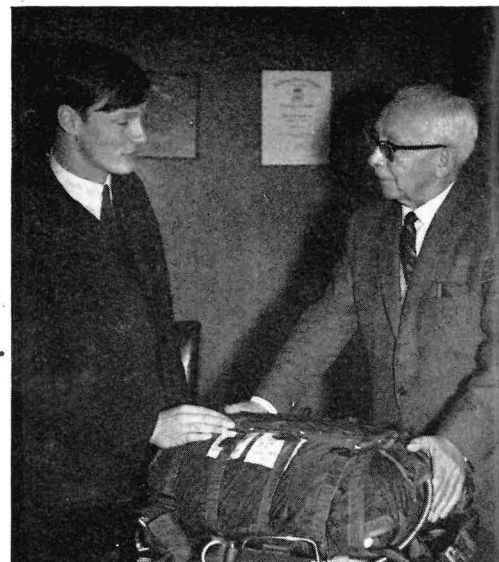
List of Prize Winners

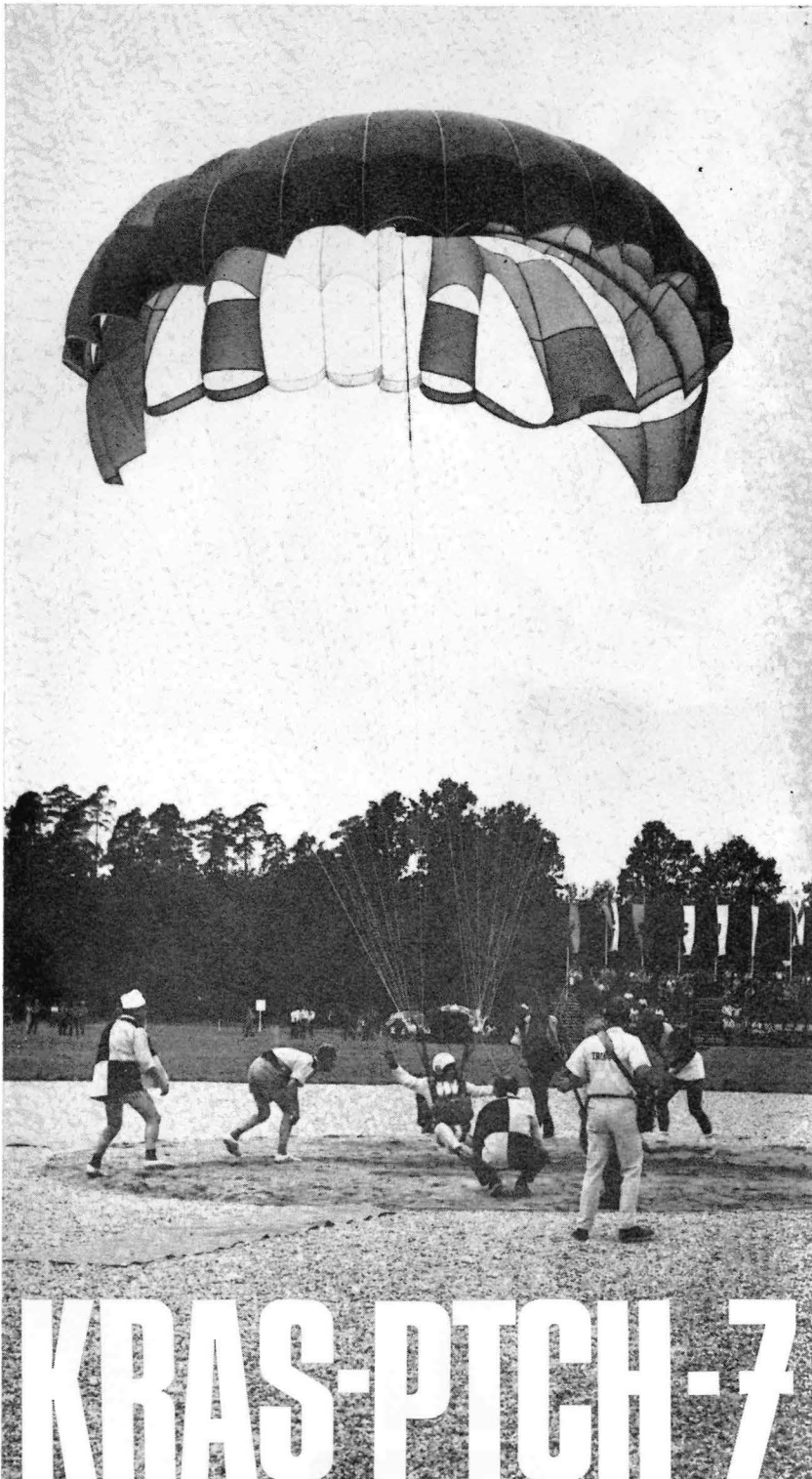
Name	Ticket No.	Prize
L/Cpl. A. J. Graham	26157	G.Q. 'Dominator' Parachute
M. J. Clutson	13868	12 Cans of Beer
C. Weston	02764	12 Cans of Beer
D. Naylor	15196	12 Cans of Chandy
B. Hewett	02852	12 Cans of Chandy
Gowans	02735	Box of Chocolates
Grieve	02679	Book— <i>Falcons Disciples</i>
T. Snook	37883	B.P.A. Blazer Badge
Mrs. B. Graham	26146	Morny Gift Set
W. G. Fernie	29551	B.P.A. Cup & Saucer
G. E. Wise	36969	Book— <i>Skydiving</i>
Mrs. Derragh	16284	Max Factor Gift Set
J. Speight	09205	Bottle of Martini
Miss L. Hawe	32799	Jump Suit
Barnett	00956	B.P.A. Scarf
M. L. Shankland	33055	B.P.A. Ashtray
S. G. Marlow	24423	Bottle of Brandy
J. P. Kiszely	39799	Morny Gift Set
Cpl. Selmes	33871	Jump Suit
G. Rowlands	13449	Parachuting Helmet
Richardson	04503	Parachuting Helmet
D. Fiddler	23085	Bottle of Gin
Mne. Yates	34774	B.P.A. Car Badge
N. Grover	26068	Bottle of Whisky
D. B. Simpson	32881	Box of Chocolates
B. G. Bagge	13485	Brief Case
R. Thompson	13649	Max Factor Gift Set
D. T. Munn	01323	Box of Chocolates

The British Parachute Association are indebted to the following for their generous donations to the Annual Raffle:

G.Q. Parachute Co. Ltd.	G. Q. Dominator Parachute
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Filaspun Ltd.	Cash
I.C.I. Fibres Ltd.	Cash
Burgess & Sons (Abingdon) Ltd.	Cash
Whitbread & Co. Ltd.	24 Cans of Beer
Everitt, W. Vero & Co. Ltd.	Helmet
W. W. Hawes (Printers)	Brief Case
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L/Cpl. Graham and G.Q. Managing Director, Mr. Arthur C. Dickinson.





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