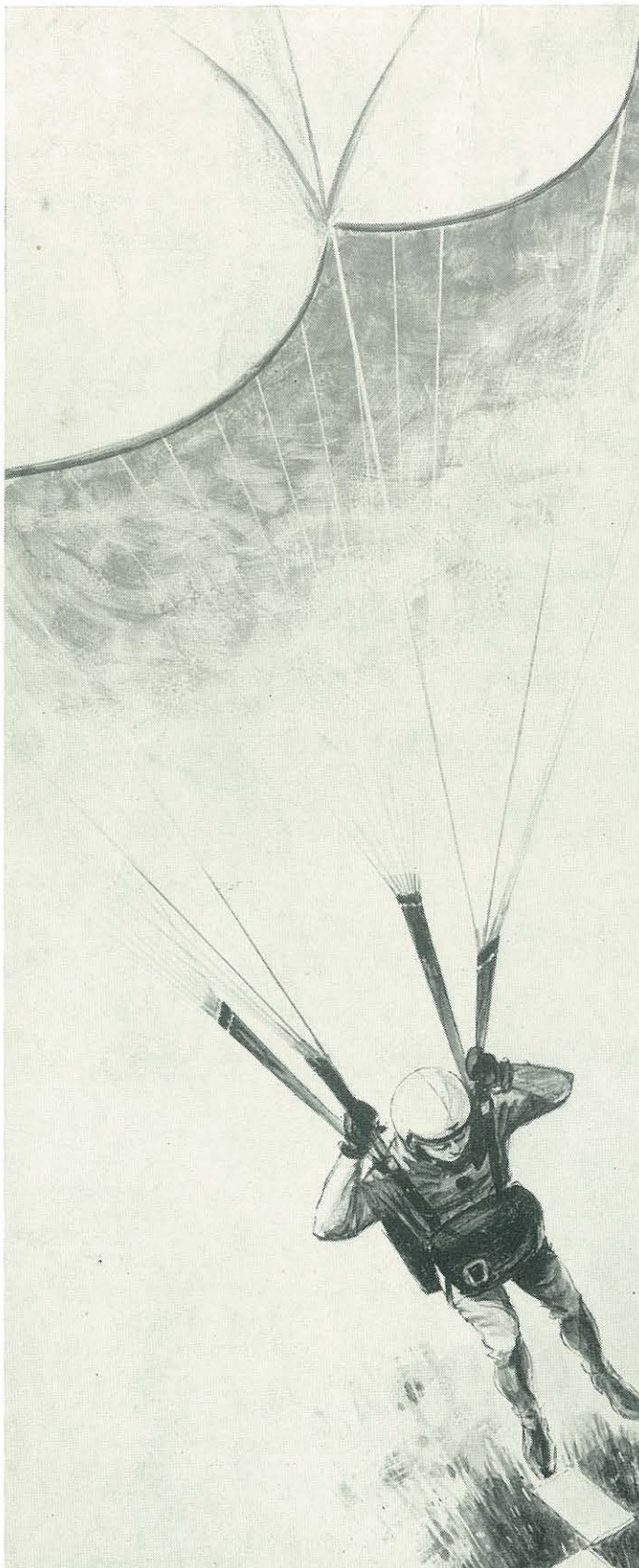


Sport Parachutist





DROP IN under an **IRVIN** CANOPY

— New Skydriver & Skyranger from Irvin are dead centre in their class

- ✚ Close weave rigging lines
- ✚ Puckered vent attachment
- ✚ Sterling area purchase

Also available:- Improved coloured deployment sleeve; low porosity auxiliary with 30 lb. spring and net vanes; all synthetic rigs; jump suits in Ventile and Gaberdine.

For full details contact our service manager:-

**IRVING AIR CHUTE OF G.B. LIMITED,
LETCWORTH, HERTFORDSHIRE. TEL 6262.**



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

(A Company limited by guarantee)

Sport Parachutist

Volume 6, No. 2

Summer 1969

Four Shillings
Ex U.S.A.

British Parachute Association Ltd.,
Artillery Mansions,
75 Victoria Street, S.W.3. Phone 01-799 3760

CHAIRMAN

Wing Commander G. F. Turnbull, O.B.E., A.F.C., R.A.F.
(Retd.)

VICE-CHAIRMAN

L. St. John

TREASURER

P. M. Lang

CHAIRMAN SAFETY COMMITTEE

Squadron Leader A. T. Johnson, R.A.F.

MEMBERS

A. J. N. Cole
T. G. Dickson
W. J. Meacock
M. Power
Flt. Sgt. A. F. Charlton, A.F.M.
Captain J. N. A. Goldsworthy, R.M.
Warrant Officer D. Hughes, M.B.E.
Flt. Sgt. D. Peacock
Captain G. C. P. Shea-Simmonds
Warrant Officer P. W. Turner, M.B.E.

CO-OPTED MEMBERS

Sir Godfrey Nicholson, Bart.
Brigadier W. F. K. Thompson
Major E. A. T. Gardener
B. G. Bagge
W. Neumark
J. K. Forsdyke
B. Ward
D. Pierson

BPA JOURNAL

Bernard Bagge

PHOTOGRAPHERS

Capt. G. C. P. Shea-Simmonds
Dave Waterman

SECRETARY GENERAL

Squadron Leader W. Paul, B.E.M., R.A.F. (Retd.)

ASSISTANT SECRETARY

Mrs. Dorothy Paul



Cover: Sean Friel and John Saar of the Green Jacket club with tape recorder for a mid-air interview

CONTENTS

Editorial	2
1st Rothmans Pacific Parachute Meet	3
Rotorua Rumblings	5
Around the Clubs	6
Les Woolgar	9
Letters to the Editor	10
Setting up a Full-Time Centre	11
Council Minutes	12
Pictorial Review: above Netheravon	16-17
'Even the birds stop singing'	18
Ten Seconds Over Arnhem	19
41 Commando in Cyprus	21
Safety Notes	25
Tale of a chute - concluded	27
Malawi Rifles	32

The following are target dates on which copy should be in the Editor's hands for the appropriate issues:

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.

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



Editorial

Regrettably I must begin my stint in the editorial chair by echoing the pleas of my predecessor, David Pierson. With few exceptions members look forward to the arrival of an issue of our magazine – but scarcely a thought is given to the problems involved in its production. I have made it clear to the Council that I can only help to get *Sport Parachutist* published if material is forthcoming from clubs and members. A glance at the Spring issue shows that a very large proportion of items were reprinted from other magazines *because nothing else was available*.

What on earth is wrong? Stand at a bar or on a DZ in the company of parachutists and you hear more than enough entertaining stories to provide a year's supply of copy. Attend the AGM and listen to the moans about lack of communication of news and events taking place elsewhere. Why then do we get club reports only from the 'old faithfuls'; what happened to our ladies' column? This is your magazine. Read it, criticise it, use it to express your views or to seek information; publicise your activities through it.

At the supposed 'closing date' for acceptance of copy for this present issue sufficient material had arrived at the BPA office for a mere eight pages, and much of that from overseas. Let it be understood that we are in desperate need of articles and photographs. If they are not forthcoming *Sport Parachutist* will eventually cease to function. It is as simple as that!

BERNARD BAGGE

Enter the new boy . . .

First Rothmans Pacific Parachute Meet Rotorua, New Zealand - February 15-22

ALAN SKENNERTON



Kevin Dineen of J.S.S.P.A. coming in for a close one in the Accuracy Event at the South Pacific Championships

'I never thought we'd make it,' was the first thing I said on New Zealand soil. Echoes of the same sentiment poured forth from the whole team. Nevertheless, there we were, after much hard work by many people, anxious hours and earnest prayers, in Auckland. Courtesy of the RAF, namely a Hercules of 48 Squadron, we had covered approximately 6,000 miles, leaving a mere 150 more to Rotorua, to take part in the first South Pacific meet, sponsored by surely the noblest of parachuting promoters, Rothmans.

Having been subjected to the customary spraying one has to undergo when entering New Zealand in a plane load of equipment, we stepped out into our first Kiwi summer. UK would have been hard pressed to beat this lot in November. Cloud base was 800 ft, it was raining and above all, after the constant 85 degrees of Singapore, it was cold! Undeterred by such conditions the team fought its way to the airfield buildings, only to plead for our Land-Rover which had to suffer the indignities of yet another steam-clean. An overnight stop in Auckland and the next morning saw the team on their way to Rotorua, still under the same cloud base, which apparently spread from one end of the North Island to the other!

Arrival at Rotorua Race-course, which was to be our DZ for the next 10 days, was an event in itself. The other overseas teams had already arrived and our Kiwi hosts were out in force having just finished their own Nationals. In a short space of time we met the Australians, the French from New Caledonia, and last but not least our Yankee cousins who rumour (ours) had it, had escaped from Guam! The Anglo-American friendly rivalry which

was to escalate beyond parachuting and verbal slanging matches to slogan writing in strategic places was to be the source of much merriment during the meet!

Oui 'hosts' really did live up to their title and immediately made us feel very much at home. The first evening was spent at the bar of the Race-course clubhouse, which was an ideal meeting place. Who knows how much of Rotorua P.R.O. Ernie Leonard's charm went into such arrangements but the facilities made available to us throughout our stay were remarkable, to say the least. Ernie is also President of Sulphur City Skydivers, the host club, and did a wonderful job of entertaining all the visitors both in and out of jumping hours.

The weather stayed exactly as it was for the next three days and we were getting a little worried about a cancellation when, lo and behold, the weather broke almost overnight and we were ready to go. True to form, the host offered the remains of that day to us and the Americans for practice jumps and DZ familiarisation. Using two Cessna 185s flown by Gavin and Warwick, two excellent pilots, we all cleared at least three jumps each in two hours, which wasn't a bad way to start off at all. For some of us it was the first time we'd seen anything that even resembled a pit, so downwind, full-drive landings were in! Kevin, Roger and Bernie inspected the overshoots at close quarters after an unfortunate wind change, while I spied on the Yanks for four lifts while experimenting with toggle positions on my brand new P.C. Ever come in downwind in a 15 m.p.h. wind with so much control line that you can wrap it round your hands? Thank the Lord for jump-pits!

The morning after the first dance of the many we were to have laid on for us, saw the commencement of Individual Accuracy. Winds were somewhat higher than we'd have liked but nevertheless manageable. On the winds, I personally felt that the Patch 6s we had with us weren't too suited to those conditions and with ground winds swinging through as much as 60 degrees the odds swung even more in favour of the P.C.s. Of the canopies in the meet only 50 per cent were P.C.s which is a low percentage for an international meet. Patch 6s were all around (or is it 'all over the place?'), Olympics for Les Francais, and New Zealand 'B' had everything but old Mother Hubbard's Handkerchief. To our straightlaced minds some of the horrors of the black museum were in the air, and C.9s with stabilisers and derry slots abounded—Ugh! Not being a large type DZ, and having built-up areas on three sides and a lake on the fourth, the spot became highly critical, even in style would you believe, and ZAP usually meant a spot of bother!

Individual Accuracy went right through the 19th and into the next morning. Overall, most people were fairly satisfied with their own personal results except for a

couple of our team and the Guam boys who had all done much better on other no-pit DZs. On to style, and we got through two-thirds of the first round when it was obviously too windy to carry on. As we had to exit so far out the judges were having to place themselves *between* the race-course and the T and competitors were having to exit on a downwind run, do a quick 180 and then start the series. From the results, most people were concentrating more on 'getting in' than getting a good series.

The winds remained high so the whole meet set out the next morning for Galatea, a king-size (must be Rothmans influence) DZ 50 miles away. It was a zapper's dream! Miles and miles of Kiwi country and the only hazards being mobile, not to mention four-legged and woolly. And, would you believe it, the winds were still too high. Having got in enough to finish the first round the judges called a halt, rather than risk landing injuries, so the para-train of a dozen or so vehicles moved back to Rotorua. We arrived back in good time to prepare for more festivities. This time a Maori feast followed by a Maori cultural group who sang and danced to the obvious delight of all the overseas visitors.

*Joint Services S.P.A. (Singapore) team, South Pacific Championships at Rotorua, New Zealand, February 1969
From left: C. Herbert, A. Skennerton, K. Dineen, R. Collins and B. Guignard*



Red eyes and thumping heads prevented no one from realising that Saturday was also unsuitable for style and out of the question for team accuracy and unfortunately the judges were forced to cancel the remainder of the meet. Having completed only one round of style that event had to be considered scrubbed as well and the only results obtained therefore were for Individual Accuracy. However, there was to be more jumping. As a good crowd had attended all the previous days' drops, the organisers felt that a display as programmed, should go on if possible. So, being a rather suspect day, the volunteers stepped forward (the wise stepped back) and we did indeed put on a display. Every aspect of canopy work and free-fall was evident and an excellent commentary kept the crowd informed. Don Cosgrove, the Guam leader, lost his smoke on the all-American tracking demo much to the delight of us Limeys, but overall the crowd were well entertained. Last jump was a mass drop, ten men out on one run and we all got in, much to our surprise.

A final dance and prizegiving took place that evening. All competitors received a medallion and speeches were made by the sponsors, our host president and chief judge. Team leaders also had their moment and an enjoyable evening was had by all. One felt rather on the sad side with regard to the actual competition but the ever-evident spirit of sport-parachuting must have surely proved the first meet in the South Pacific series was only marred by the weather.

After fun-jumps on Sunday we left Rotorua very reluctantly on Monday morning and drove back to Auckland. Our recovery aircraft being postponed until the following Saturday were were *forced* to jump every evening at Whenuapai airfield by courtesy of the RNZAF boys who we had met at Rotorua! Three-man's were in evidence and relative work improved tremendously.

The team, less the team manager who travelled independently, arrived back in Singapore on Sunday, March 2nd, feeling glad to be back, but sorry to have left New Zealand. We averaged fifteen jumps each which was far less than our optimistic target before leaving, but they were very useful and instructive jumps and we all came back a lot wiser about accuracy, relative and most of all competition jumping.

Our placings in the Individual Accuracy were not as high as we'd hoped, but we consoled ourselves that being the least experienced team entitled us to make a few mistakes *this year*. Next time we'll be that much better. More consolation is drawn from the fact that when working out a team order from the Individual results we are placed third behind the New Zealand 'A' and 'B' teams.

I speak for the whole team when I say many thanks to our Chairman, Lt-Col Goss, for so much of his valuable time and effort, and without whom none of this would have been possible; to our hosts, Ernie and Betty Leonard, Harvey Hutchinson and all the New Zealand boys for their wonderful hospitality; to the RAF for enabling us to cover the many thousands of miles; to our fellow competitors in the meet for so much help and encouragement, and many happy hours.

To conclude, my personal thanks to Don Cosgrove of Guam for pouring cement on Anglo-American relations, Jan Melrose for the bandages, and last but not least, my team-mates and manager, whose time, effort and many personal sacrifices made our entry possible, because when all is said and done, I never thought we'd make it.

Joint Services Free-fall Team (Singapore):
Mr Chris Herbert (Team Manager)
S.A.C. Kevin Dineen (RAF)
Gnr Roger Collins (RA)
Cpl Bernie Guignard (REME)
Mne Alan Skennerton (RM)
Lt Mark Bentinck (RM) (Liaison Officer).

ROTORUA RUMBLINGS

Oh, what a trip, a jumper's delight,
Talking and boozing all through the night.
The first four days an endless round
(Trouble was, we stayed on the ground!).

'Our worst summer for eleven years',
Thanks very much (increasing our fears!);
Six thousand miles and what do we get?
'Rotorua Special' — all cold and wet.

Time's running out, 'twill be quite a feat,
If we ever get through this parachute meet;
Then lo and behold, 'good' weather begins,
No rain, no cloud (just bloody high winds).

Well, we finished Ind. Acc. and started on Style,
Got blown all around so stopped for a while,
'A fateful meet', it's already been dubbed,
And then came the word, 'the rest's been scrubbed'.

But more jumps to come! — 'they've come here for days'
Think of the crowd, they want their displays;
A quick gather round, much straining of ears,
And owing to winds — they want Volunteers!!

And in one's book — a damn good display.
Much talk of medals, citations and such,
Well, least this one's free (they gave us that much!);
It all went well, the crowd had their day,

So only too soon it came to an end,
We left Rotorua and friend after friend.
We didn't jump much but one thing's for sure,
We'd love to go back to New Zealand for more.

A.D.S.

— P A R A Q U I P —

Agents for PTCH-7 Parachute

*Demonstration canopy can be jumped
by approved prospective buyers*

*PTCH-6 and other OMNIPOL marketed
equipment can also be supplied*

KAP-3P Automatic Opener—£49 10s.

C9 Complete rigs, New surplus—£39

32' Complete rigs, New surplus—£38

Canopy repairs and modifications to order

Send S.A.E. now for new Price List:

**Steve Talbot, 71 Old Hawne Lane,
Halesowen, Worcestershire**

AROUND THE CLUBS

A quarterly review of happenings on some of the country's DZs

Northumbria Parachute Club

Once again it is gratifying to be able to report nothing but progress in the Northumbria Club.

Since the weekend when everyone visited Sunderland for the official opening of the Northern Parachute Centre we have had only three weekends scrubbed through the weather, which is a fair record if you consider what it has been like. Even these have been made up for by a considerable amount of mid-week jumping, made possible by having 'Aussie' Power here on a permanent basis. Fifty jumps from January to date (April) are to be seen in some log books.

We are getting a steady influx of beginners every weekend and quite a lot of visiting parachutists from all over this country and abroad. The latter this year include Americans, Australians, Canadians, French and Germans. Nice to see you all and don't leave it too long to the next trip.

During the summer evenings jumping will take place every time sufficient members arrive, complete with the necessary funds, of course.

Membership now stands at over a hundred with a very notable increase in the number of the more shapely variety of parachutists helping us to support the Flying Club bar. One trio in particular warrant mention if only to underline how our sport seems to rule our lives. Fay Henson, Barbara Holt and Jackie Hindmarsh started jumping down South and when Jackie had to move to Durham the others came up to visit our club for a weekend. Since that fateful day they have moved jobs and homes from London to Nottingham and now, inevitably, to Newcastle. They have risen even further in the lads' estimation by going to work for Scottish and Newcastle Breweries!

Fay became the first lady member to progress on to freefall with our club and this happy event was only marred by the thought that, when this goes to print, she will have returned to her native Canada. Ingrid Edwards, Secretary of the Flying Club, made her first recently and is now a confirmed follower. At this rate we will end up with a ladies' team! Rumour has it that Anne, our barmaid, will be the next.

Rae Selkirk has joined the growing number of flying members to take the plunge and has decided to continue on to better things. We are now using a PA/32 Cherokee Six as a jump aircraft from Gill Aviation, Newcastle, and the general opinion is that it's the greatest. This change is due of course to the untimely demise of our much beloved Rapide 'Sierra Lima' in a taxiing accident. We would like to take this opportunity of thanking Bill Downes, Dave Moore and Trent Valley Aviation for their past help and support and some really terrific flying. Don't become strangers will you, gents?

Mike Gill, the owner and pilot of our Cherokee, has started his training and should be jumping before the end of April along with the C.F.I. of Newcastle Aero Club. It looks as if 'Aussie' had better hurry up and get his P.P.L. as all the pilots are going to be too busy jumping to bother to fly.

On the social side we now have several Supreme Cardinals and Cardinals available for demos any weekend and also a 'Yard' is available for anyone wishing a pleasant death. Mike Gill holds the record of one minute nine seconds, beating Kerry Noble by seven seconds (these flying types are getting in on everything). We are hoping that Bob 'The Human Sink' Burn will get back on form and regain the lost honour of the Club. He's never been the same since he started on the Draught Lager.

The standard of jumping in the club is steadily improving under Aussie's expert guidance and 'G.P.s' were granted, in March, to Bob Burn, Dick Reiter and Kerry Noble. More and more you can detect the conversations turning to Relative — a sure sign.

Forthcoming attractions for the summer months are numerous but not as yet hard fact. For example we hope to have a Dakota in for a weekend, and now that we have a helicopter company based here, complete with three Wessex, we're all keeping our fingers crossed. A pit is on the cards and at present we are waiting for Corporation permission to go ahead.

To sum up the general feeling here for those of the Fraternity who haven't yet visited Sunderland: 'Don't take our word for the excellent facilities both jumping and social-wise, come North and we'll see you then'.

N.P.C.

Scottish Parachute Club

This year the number of winter descents by club members reached an all-time high. Those of us who braved the cold (minus 14 degrees Centigrade inside the aircraft on one descent) are all the more keen to 'pile up the jumps' this summer.

The student intake has been encouraging; Peter Fairley, an Edinburgh pilot, is now sharing the weekend flying with Stewart Russell, who is to be married soon, and thus, quite understandably, has other things on his mind.

The Government's decision to close the Royal Naval Air Station at Arbroath was bad news for the Club, as we are now without a venue for the biennial Scottish Invitational Parachute Championships. At a recent club committee meeting, it was regretfully decided to suspend the Championships meantime, as no other suitable base is available.

At the end of April we said goodbye to Mark Leach, an Australian computer operator who's off stravaiging

again, to Canada this time. We've had a tame Aussie in the club for the past three years — John Middleton in 1967, Neils Asche in 1968, and Mark in 1969. We've got used to having a 'Digger' around, so future Australian visitors will be assured of a warm welcome.

In April, too, the club welcomed two new members, Bill MacLennan and Ronnie Scott of the Royal Highland Fusiliers.

The big news for us, though, was that Gordon Fernie had attained his Instructor Rating. Congratulations are due to Gordon on a well-deserved achievement. With Tom Dickson as Chief Instructor, and Gordon as Instructor, things should be a mite easier to organise.

Finally, we had an unusual DZ problem this Spring. Our DZ is on a large stretch of moorland, and it appears that a number of grouse (or is it grice?) don't appreciate being dropped on from a great height at this time of year, as it's their nesting season. In deference to their wishes, and to those of the huntin', shootin' fraternity, who'll be blasting them out of the sky in a few weeks' time, we agreed to move our DZ for a few months to a patch of farm land slightly further west. Later, we'll move back, as by next Spring the lady sheep on the new DZ will be in an 'interesting condition' and, like all females so fixed, rather nervous. In the Spring a club committee's fancy turns, not so lightly, to thoughts of nesting grouse and pregnant sheep. What next, I wonder? Seriously, though, we do understand the problems of the landowners and tenants concerned, and we've been gratified at the ease with which a satisfactory solution has been found.

Weekend jumping will continue at Strathallan throughout the Summer, weather permitting. Intending visitors should phone Gordon Fernie at 041-POL 2083 between 6.15 and 7 p.m. on Fridays.

IAN MACLENNAN

British Parachute Club

Since February 7th we've been able to do high jumps again at Blackbushe on Sundays; jumping at the same place from which you take off is a welcome luxury after a lean, though still enjoyable, year of off-field DZ's and a maximum of 7000 feet.

Mike O'Brien is now our chief instructor and our thanks go to him for doing the work of investigating the possibility of flying up into the air lane. The procedure now is to phone London Airport Air Traffic Control half an hour before jumping and they either tell us what height we can have or tell us to ask over the radio, when airborne. In any case we are allowed up to 9000 feet, and the pilot is in

Left: Lofty Thomas heading in under his black and gold P.C.

Below: John Lowe uses Mike O'Brien's Aztec as a target



constant contact with London. So far the restrictions have been few, and never below 7000 feet.

Unfortunately we are still suffering from high prices since both the aircraft we use live elsewhere. The club pays £9 to bring the Rapide from Booker, and £6.15.0 to bring the Cessna 180 from Pulborough. This means that the charging rate per minute per person has to be raised to that the club breaks even after so many lifts. We have made this three lifts for the Rapide and five for the 180, assuming average times. Obviously in the Summer this is a ridiculously small amount of jumping, so we should be able to lower the price so that it approaches the cost of parachuting flying time.

We still have the use of RAF Odiham for a DZ which is passed for students and has no height restriction. The only disadvantage apart from the obvious ones of an off-field DZ is that we have to have a radio in the plane in contact with a man on the ground who is with the gliding club people; this is the only efficient way of fitting in with them, which we are obliged to do.

Over the last couple of weeks Mike O'Brien and Adrian Hill have been training a student course of twenty. This went off very smoothly and, except for two, they all did their first jumps on April 20th at Odiham. The club has twenty G.Q. Trainer main parachutes for static line jumping and twelve G.Q. 'X' type reserves. Also, we are once

again extremely grateful to the G.Q. Parachute Company for the donation of six LOPO rigs—three double-Ls and three TUs. These chutes are for hire to students and visitors —7/6d. a jump for mains and 2/6d. for reserves.

Although I don't agree with the idea, or perhaps just understand it, several outsiders have recently remarked to me that the so-called 'Blackbushe Attitude' is changing. I hope this means that people are finding it easier to get jumps with us. We do need more maximum height jumpers in the club, otherwise we cannot use the aircraft enough; the same people regularly go on two consecutive lifts.

We now have the opportunity to do some good relative work. Jeff Jeffries has been taking photos of Jeff Lancaster, and a packet of a certain brand of washing powder; however, Mike O'Brien seems reluctant to be filmed drinking Coca-Cola. It may be well known that no one in the Club takes style at all seriously—we just can't understand the fascination of it, even if it is the only way to competition jumping. Club-trained jumpers seem to be doing their first link before their first back loop.

We have decided to try and do more displays this year. Terry Fawden, who is in charge of this, has been arranging advertising and chasing around all the DZs. I hope that by the time you read this you will have heard of 'The Falling Stars'.

MARK MILLER

Jeff Lancaster gets a check from Dave Fiddler at Booker



Jeff Jeffries, triumphant after a 'clear and pull' at Odiham



Vauxhall Sky Diving Club

It was in October, 1968, that a party of would-be skydiving enthusiasts assembled in a room of the works club house. Experience varied from that gained by military service, to none at all, but all were interested enough to find out more about this sport which had either fired their enthusiasm or merely stirred their curiosity. That night saw a lively discussion and the election of a working committee, and so Vauxhall Sky Diving Club was born.

It was soon apparent that two assets were at our disposal which together gave us a great chance of success. Firstly, we had the assistance and guidance drawn from the considerable experience of our Chief Parachute Instructor, Barney Ward, a man known to many readers through his sport parachuting activities and military service, and secondly, the backing and support of Vauxhall Sports and Social Club Committee, thus giving us the distinction of being, we believe, the first works club in the United Kingdom. So we embarked on the long road of raising a club and getting it 'off the ground'.

Throughout that frustrating period of ordering and confirming equipment purchase, we commenced a regular programme of training sessions in one of the works canteens. Also during this period members were accommodated in small parties by the Lancastrian Parachute Training Centre at their DZ at Cockerham to fulfil a weekend training course culminating with their first static-line descent from 2,500 feet. It is sufficient to say that afterwards, though some showed signs of wear and tear in the form of mud and water, and in some cases evidence that the resident herd of cows were anything but constipated, it was voted an overwhelming success and served to whet appetites for more jumps. Up to date over thirty members have completed this initial weekend with more to follow.

Also during this period we have gained affiliation to the BPA and with a view to establishing ourselves at a regular DZ, are seeking amalgamation with the Midland Parachute Centre. Our representatives attending the BPA Annual General Meeting and visiting Halfpenny Green have reported back and noted the sincere help and advice offered and the friendship extended which we are only too anxious to develop. Whether this runs to the examination of members' cars bought from our company is a moot point even with an invitation to 'take it round the hangar and see for yourself'.

Now, with the winter weather behind us and the news that equipment from America is only days away, we hope to be looking up newly acquired friends, and in general, making ourselves known in the Sport Parachuting world.

May I conclude with a sincere 'thank you' to the BPA Secretary-General Bill Paul and the Council, the Midland Parachute Centre Committee, the Lancastrians, and our other friends contacted over the past six months without whose advice and assistance we would not be where we are today. We look forward to a long and happy association in a sport second to none.

D. T. MUNN

DON'T FORGET

We need articles and photographs.

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

LES WOOLGAR

Members will have learned with surprise and regret of Les Woolgar's fatal accident at the Wilstead Drop Zone near Bedford.

That such a capable and experienced parachutist should die is a shattering reminder to all jumpers of the demands of the sport. Les Woolgar began parachuting at the end of 1966 at Blackbushe, and in 1967 began to jump each week-end at Thruxton. Taking full advantage of the generally good weather for that year he made rapid progress, and by the end of the year had completed over 200 jumps. He competed in the 1968 Nationals, scoring in all events, and turned in the mid twelves in the style event, in this, his first competition.

Up to the time of his death he devoted himself to competition training with a thoroughness and determination which was entirely characteristic. With a combination of fitness training, gymnastics and style jumping, he brought his style times down to an accurate and consistent low ten. That he was capable of great improvement was obvious to all who knew him and watched him train. His death is a considerable blow to the British competition scene. The sympathy of the Association goes to his parents and his wife Marilyn.

PARAGLIDE LTD.

2, Churwell Avenue, Heaton Mersey, Stockport
Cheshire. Tel: 061-432 7315

U.K. DEALERS FOR PARACHUTES INC.
U.K. AGENT FOR PIONEER,
AND LEMOIGNE.
DESIGN AND TRAINING CONSULTANTS.

*** Pioneer Para-Commanders**

for free fall and ascending in ALL COLOURS
stocked by Pioneer's Main Distributor in the U.S.A.

*** Paraglide Overshoes**

fit over Army Boots in seconds. One inch thick
foam soles. Small, Medium, Large, for boot sizes
6-7, 8-9, 10-11. Cost . . . 60/-d.

* Ancillary Parachute Equipment and Spares direct
from stock in U.S.A.

* All ascending parachute equipment and ascending
training.

* Hydraulic Tensiometer.

* Helmet Mounted A.S.I.

* Miniature Electric Variometer.

*** Para-Foils now available**

Letters to the Editor

Dear Sir,

I would like, somewhat belatedly, to comment on the possible danger attached to the use of reserve ripcords with short cables. The following incident took place on February 4th, 1968.

After the usual pre-jumps checks I emplaned with one other parachutist for a 30-second delay at Nicosia Airport, Cyprus. The seating arrangements in a Tripacer are rather cramped and I sat facing the rear with my legs stretched out, No. 2 to jump. We ran in at 7200 feet, No. 1 made his exit and I 'scrabbled' across the floor to the doorway. I had my left leg halfway out when to my horror I noticed someone's white nylon canopy snaking through the doorway and into the slipstream—MINE! In the split-second that followed I had a momentary glimpse of an empty reserve pack followed by a close-up of the aircraft fuselage and tailplane. I was hardly aware of the impact as I was dragged out, although the aircraft was damaged quite badly, and myself to a lesser degree. Much to my relief the canopy proved to be undamaged and functioned normally. I remember being vaguely surprised at its smallness and how clean it looked. By now the Tripacer was some distance away and descending towards the runway. It seemed to be flying OK but the door seemed a bit larger than usual.

I checked my height, 7000 feet, and tried to estimate my chances of landing on Cyprus. With an 8-knot surface wind and the canopy oscillating badly the immediate prospects were not encouraging. However fairly soon after I made a hard but welcome landing on the edge of a ploughed field not too far from the DZ.

During the descent I noticed that the reserve handle was still stowed correctly and that the right-hand flap was now open. (During deployment the canopy had streamed from the left-hand side of the pack only.)

The Tripacer was bent and grounded for a fortnight. The repairs, for which thanks must go to several club members, involved welding, rebuilding and re-covering the damaged area to the rear of the doorway. Myself? Slight damage to one Capewell, goggles ripped, another dent in my helmet. Split upper lip, swelling and bruise under my chin and a sore shoulder. I got off pretty lightly in fact.

How did it happen? Instead of using my own reserve which needed re-packing, I fitted an altimeter panel to a 'straight' club reserve and as far as I know I was the first to use it after its arrival at the club. I secured it to my main harness and pulled it down fairly tightly in the normal manner. I believe tightening the 'belly-band' and subsequent body movement had the effect of priming the pins. My efforts in leaving the aircraft stretched the pack still further, releasing the second pin and allowing the canopy to deploy from one side of the pack.

I would like to make the following points:

- a) the reserve pins were checked immediately before emplaning and pushed fully home;
- b) the ripcord handle was *not* snagged in the aircraft;

- c) the reserve handle was a tight fit requiring only a short pull to disengage the pins from the cones.

It was perhaps unfortunate that this was my last free-fall descent before leaving Cyprus but it does not detract from the great times I had with the Cyprus Combined Services Parachute Club and I would like to take this opportunity to bring to attention the work Adrian Hill put in to get the club going. You did a great job Ade. Not forgetting Jan Sparkes, Club Chief Instructor, who despatched many first-timers including myself.

Hope you are able to make use of this letter in your next issue and thanks for an excellent magazine.

Yours faithfully,

LEN WALTON (BPA 2828).
7 Beamish Close,
North Weald, Epping,
Essex.

Dear Sir,

Parachuting is a very serious business to be sure, but like many serious matters it has a comic side. I have often been struck by this aspect of the sport and the enclosed piece [see page 11 — Editor] is (I swear!) a fairly sober and unexaggerated account of a scene which is enacted time and again like a ritual at parachute centres all over the country and not only at Halfpenny Green where I have seen it. I am sure it would strike a chord in anyone who has seen a ragged bunch of students take to the air for the first time.

Lest I be misunderstood I should say that I have nothing but admiration for all parachute instructors and indeed I consider myself privileged to have been taught by one who I firmly believe to be among the finest in this country.

It made me smile anyway!

Yours faithfully,

ROD McLOUGHLIN (BPA No. 5720).
"Bridgefold West",
Mellor Street, Rochdale, Lancs.

You just can't win . . .

We had just jumped into the playing fields behind Thornbury Barracks at Pudsey and had decided to give our pilot, Arthur, a drink. We were sitting over our pints in the bar of the Yorkshire Aeroplane Club where parachuting is still regarded as a somewhat magic entertainment.

After his third pint Arthur decided that he should 'phone his wife and make his excuses for his late return home.

Ten minutes later he returned.

"Bloody women . . .", he muttered.

"What's up?", we asked, not very helpfully.

"Well," said Arthur, "I told her I was late as I was having a drink with three parachutists I had just dropped over Pudsey, and she replied, 'Yeah, and I've got Santa Claus watching television with me!' . . ."

G. C. P. S-S.

FROM THE COUNCIL MINUTES

Minutes of the Meeting of the British Parachute Association Ltd. held on 27th February, 1969.

Present

Wing Commander G. F. Turnbull, OBE, AFC, RAF
(Retd.) — Chairman
J. Cole
B. R. Ward
J. K. Forsdyke
M. W. Power
B. G. Bagge
W/O. D. Hughes
W. J. Meacock
Sir Godfrey Nicholson, Bart.
D. Pierson
Captain G. C. P. Shea-Simmonds
L. St. John
P. M. Lang — Treasurer

In Attendance

Sqn. Ldr. W. Paul, BEM, RAF (Retd.)
D. Waterman
A. V. Hill

Apologies for Absence

W/O. P. W. Turner, MBE
T. Dickson
Sqn. Ldr. A. T. Johnson
Captain J. Goldsworthy.

Previous Minutes

The minutes of the meeting held on 28th November, 1968, were read and W/O. Hughes proposed that the minutes be accepted and signed. J. Meacock seconded the proposal and it was agreed.

Parascending Policy

The Chairman read a suggested statement on the policy decisions required by the agreement to take Parascending under the general control of BPA. The meeting approved the statement and a copy is attached to these minutes. In addition it was agreed that all Parascending instructors must be full members of BPA.

Safety Committee

Due to the absence of the Chairman of the Safety Committee there was no report and matters for the Safety Committee were held over till the next meeting.

Loan of Parachutes to Clubs

It was agreed that the parachutes held by BPA should be loaned to clubs as follows:

South Staffordshire Skydiving Club	3
Metropolitan Police Para Club	3
Royal Marine Sport Para Club	3

(the one remaining parachute to be held in reserve by BPA).

The meeting agreed to the proposal by Mr. P. M. Lang, seconded by Mr. J. Cole, that clubs pay the sum of £15 per parachute for a loan period of eleven months; the remaining month in the year to be used by BPA for the examination and servicing of the rigs. Alternatively the clubs may have the rigs on a three months loan at a cost of £5 per parachute. The clubs are to be responsible for insuring the rigs against loss and fire and the policy is to be deposited with BPA.

Purchase of Altimeters

The Secretary General informed the meeting that he had received information from a member in Cyprus to the effect that 50 altimeters were to be auctioned for a price between £250 and £300. The Secretary General had asked for full details and asked the meeting for approval to purchase the 50 altimeters if the reply to his recent letter to Cyprus was favourable. The meeting agreed that the Secretary General should pursue the matter and gave approval for the purchase.

Report on Duxford

The Secretary General reported that he had submitted a bid to the Eastern Sports Council for the use of Duxford as a Club and Regional Centre. The Eastern Sports Council is acting in conjunction with the Cambridge County Council to secure Duxford for development as a Sport Centre. The outcome will depend largely on whether or not any Government Ministry has a plan for Duxford.

National Centre

The Secretary General reported on recent unofficial talks with a CCPR representative which indicated that the Sports Council was only now beginning to look at requirements for Specialist National Centres. It would appear that the BPA would be advised to revise its original plan and to submit a much more detailed plan of its requirements. It was also suggested during the talks that an application for a full time National Coach/Safety Officer may well prove to be successful. The meeting agreed that these points should be followed up by the Secretary General.

Group Membership

It was reported that the APA had received a request from an Army unit asking if BPA would consider a Group Membership for units. The meeting agreed that Group Membership was not acceptable.

Loan

The meeting agreed to extend the period of a loan to the South Staffordshire Skydiving Club for a further six months, subject to no urgent requirements by BPA.

Deposit Account

The Treasurer, Mr. P. M. Lang, informed the meeting that he had received information which showed that BPA may do well to consider the effect of transferring some of the money in the deposit account to a deposit with a building society. It was noted that the bank rate had just gone up and that this would of course benefit the present deposit account. It was agreed that the Treasurer should look at the situation and Mr. D. Pierson agreed to provide details of a stockbroker with whom the Treasurer could have discussion.

Office Equipment and Documentation

The Secretary General explained the current Addressograph system and stated that combined with the present unwieldy method of documentation an unnecessary heavy workload was placed on the office. The three systems which he was currently considering were (a) Elliott, which still meant a stencil card for addressing and required additional storage of master record cards; (b) a Computer System which a BPA member, Mr. Tony Unwin, had been most helpful in costing and describing. This system had the advantage of taking the workload out of the office, but all

records apart from a master list would be held at the computer centre. (c) Scriptomatic; with this system the master record card was also the address card and storage space was very little. All three systems would cost approximately £220 to install and at present the Secretary General preferred the Scriptomatic system. It was agreed that the Secretary General be given approval to investigate the various systems and to introduce whichever of the three systems he felt was best suited to the office requirements.

Magazine

The Chairman informed the meeting that David Pierson had found it necessary to relinquish the Editorship of the BPA Magazine. He thanked Mr. Pierson for his efforts on behalf of BPA and for the excellent results he had produced. He reminded the meeting that Mr. Pierson had taken over for a second time when the magazine had run into difficulties. Mr. Pierson thanked the Chairman for his remarks and went on to give what he hoped would be useful and acceptable guidance to the Council and his successor. He felt that apart from the general items received from members there should be a pattern of permanent features from the Chairman of BPA, the Chairman of the Safety Committee, Clubs and the Secretary General.

The Chairman introduced Mr. B. G. Bagge as the successor to David Pierson. Mr. Bagge pointed out that he was a comparatively new member of BPA and that he was far from being an experienced parachutist. He felt that he was in no position to comment on BPA policy and hoped that the Council would appreciate that he could only be responsible for the general production of the magazine based on the material supplied. Mr. D. Waterman and Mr. J. Meacock advised that they would be willing to assist Mr. Bagge by vetting the copy received at the BPA office.

Affiliation — Vauxhall Skydiving Club

An application from the Vauxhall Skydiving Club for affiliation to BPA was received by the Council and affiliation was unanimously approved.

POLICY DECISIONS ON PARASCENDING CLUBS

At the Annual General Meeting at Buckingham Gate on 11th January, 1969, and at a Council Meeting held at Artillery Mansions on 27th February, 1969, the following policy decisions were made:

1. The BPA agreed to take parascending under its general control.
2. A sub-committee, chaired by the Chairman of the BPA Safety Committee (Sqn. Ldr. A. T. Johnson) to be set up. The members to be drawn from experienced parascenders nominated for the first year of office by Mr. W. Neumark and subsequently to be elected by the parascending fraternity.
3. The duties of the sub-committee to be as follows:
 - (a) To act as a Council for the parascenders.
 - (b) To act as a Safety Committee.
 - (c) To advise on changes of regulations as required.
 - (d) To advise on selected members being ratified as BPA/Parascending Instructors.
 - (e) To formulate regulations for granting Parascending Instructor Ratings and Renewals.
 - (f) To elect one of the Parascending Instructor Committee members to serve on the BPA Council as a co-opted member.

- (g) A select committee comprising:
Chairman BPA
Secretary General BPA
Chairman BPA Safety Committee
Mr. W. Neumark

to study the current Parascending rules and regulations and to amend as required to conform to BPA requirements.

4. There would be no compulsion for parascending club members to become members of BPA but the Council reserved the right to review this decision after one year.

Council Meeting, 17th April, 1969

Present

Wing Commander G. F. Turnbull, OBE, AFC, RAF (Retd.) — Chairman
J. Meacock
Captain G. C. P. Shea-Simmonds
B. G. Bagge
B. R. Ward
J. Cole
J. K. Forsdyke
W/O. D. Hughes, MBE
F/S. D. Peacock
L. St. John.

In Attendance

Sqn. Ldr. W. Paul, BEM, RAF (Retd.)
Lt. Col. G. M. Hawtrey (Retd.)

Apologies for Absence

W. Neumark
Sqn. Ldr. A. T. Johnson
Captain J. Goldsworthy
Sir Godfrey Nicholson, Bart.
F/S. A. Charlton

Previous Minutes

The minutes of the meeting held on 27th February, 1969, were read and Capt. Shea-Simmonds proposed that the minutes be accepted and signed. Mr. Forsdyke seconded the proposal and it was agreed.

Points Arising: Altimeters. The Secretary General explained that further to his previous information concerning the possible purchase of altimeters from Cyprus he had now received correspondence from Capt. R. Ryan to the effect that the altimeters were not for sale.

Report from Secretary General

(a) *Insurance.* Contact had been established with a Broker whose representative was currently investigating the possibility of providing Personal Accident and Life cover.

(b) *New Documentation System.* The new equipment and cards had been purchased and the new documentation system was being prepared. The new system would greatly reduce the work load on the office and would be much simpler to maintain.

(c) *Visits to Clubs.* The Secretary General stated that he had arranged to visit the South Staffs Club over the weekend 17th/18th May and intended to visit as many clubs as possible during the coming summer season. Mr. Ward, Lancastrian Para Centre, offered the month of August as a suitable period in which the Secretary General could visit his club. The Secretary General agreed to confirm a date in due course.

(d) *Government Grant.* The Secretary General reported that in making his request for the Annual Grant he had expressed the hope that the Ministry would consider increasing the present grant of £2,300 by £300, i.e. sufficient to meet the cost of the recently purchased addressing machine and the possible purchase of a letter franking machine. The Ministry had indicated that the request was being considered.

(e) *National Centre (Regional Centres).* The Secretary General stated that he would be attending a meeting with representatives of the CCPR, Sports Council, BLAC and BGA on 29th April. The meeting was to consider the preparation of a Paper on the Requirements of Air Sports which would be presented to the Ministry of Defence (Air) with a view to establishing the principle of the various Associations having the use of airfields. A further consideration would be to establish the requirements of the various Air Sports and to determine whether or not these requirements were compatible on one airfield. The Sports Council is considering the requirements of each in relation to the establishment of Regional Centres. The Secretary General pointed out that Regional Centres were in no way related to any plans which BPA may have or were considering for a National Centre.

National Championships — 1969

The Secretary General asked that a date be agreed for a meeting of the National Championships Sub-committee in order that the Rules and Regulations be agreed for publication. The date agreed was 1st May, 1969.

FAI Meeting — Paris

Mr. J. Cole reported that he would be attending the FAI meeting in Paris on 24th/25th April, 1969.

Safety Committee

The Chairman apologised for the absence on duty of Sqn. Ldr. Johnson and if the meeting agreed they would consider the various items that were to hand:

- (a) The request by Mr. A. J. Unwin for reinstatement as a BPA Instructor was considered and it was agreed that he be permitted to requalify as an Instructor under the normal instructor qualification procedure.
- (b) *Requests for Appointment to the Panel of Examiners — Messrs. Slattery, Power, Ward and Thompson.*

These requests were discussed but W/O. Hughes expressed the view that, because of the widely varying opinions of the members, the matter should be referred to the Safety Committee. This was agreed.

(c) *Extension of Instructor Rating — Major R. A. M. Seeger.* The Secretary General stated that a letter had been received from Major Seeger requesting that his instructor rating be extended and also seeking approval for him to be given temporary powers of a member of the Panel of Examiners. In this way he hoped to relieve the difficulty of getting instructors qualified in the Far East. The meeting agreed to extend Major Seeger's rating to cover his period of duty abroad, but referred his request for powers of Panel of Examiner to the Safety Committee.

Appointment of a Deputy Chairman of Safety Committee

The meeting felt that owing to the pressure of work on Sqn. Ldr. Johnson it was advisable to appoint a Deputy Chairman of the Safety Committee and such an appointment was proposed by Mr. J. Meacock and seconded by W/O. Hughes; the meeting agreed. Mr. J. Meacock offered his services and was duly appointed Deputy Chairman of the Safety Committee with the unanimous agreement of the meeting.

S/Sgt. G. Downing (USPA)

A letter from S/Sgt. Downing requesting BPA recognition of his USPA authority to act as an Instructor/Jumpmaster was referred to the Safety Committee.

Deposit Account

The Treasurer, Mr. P. M. Lang, was still considering the possibility of transferring some of the money from the Bank Deposit Account to some other form of investment and would report on the matter in due course.

Talks to Outside Bodies

The question of payment for talks given to Outside Bodies was discussed and the meeting was equally divided between:

- (a) A payment of £5 to BPA (4 votes).
- (b) Payment of expenses to the lecturer (4 votes).

The Chairman offered the compromise that expenses be paid to the lecturer and that the Outside Body be encouraged to make a donation to BPA. This was agreed by the meeting.

Displays

It was agreed that clubs should notify the Secretary General of all bids received and accepted for displays and that he should maintain a register of such bids.

There being no further business the meeting closed at 20.30 hours. Next meeting, 29th May, 1969, at 18.15 hours.

LIST OF BRITISH PARACHUTE ASSOCIATION APPROVED

Anderson, B.	.. ..	S.A.S. Skydivers
Catt, W.	.. ..	P.R.F.F.C.
Charlton, A. F.	.. .. (P)	R.A.F.S.P.A.
Clark-Sutton, B. T.	.. .. (P)	R.A.F.S.P.A.
Gardiner, E. A. J.	.. .. (P)	Parachute Regiment
Griffiths, R.	.. .. (P)	Royal Green Jackets
Jackson, M. L.	.. .. (P)	R.A.P.A.
Hughes, D., M.B.E.	.. .. (P)	A.P.A.
Jickells, T.	.. ..	S.A.S.

ADVANCED PARACHUTE INSTRUCTORS

McLoughlin, J.	.. .. (P)	R.A.F.S.P.A.
Meacock, W. J.	.. .. (P)	British Sky Diving
Peacock, D.	.. .. (P)	R.A.F.S.P.A.
Reid, R.	.. ..	Army Peregrines & Scottish Parachute Club
Reeves, M.	.. ..	Zambia
Runacres, R. J.	.. .. (P)	R.A.P.A.
Turner, P. W., M.B.E.	.. .. (P)	Army Peregrines
Mapplebeck, K.	.. .. (P)	R.A.F.S.P.A.

LIST OF BRITISH PARACHUTE ASSOCIATION APPROVED

Acraman, R.	.. ..	Parachute Regiment
Addison, N. F.	.. ..	R.A.F.S.P.A.
Anderson, T. R.	.. ..	A.P.A.
Basnet, J. T.	.. .. (P)	B.P.C.
Beard, J.	.. ..	B.S.D.

PARACHUTE INSTRUCTORS

Bilbao, G.	.. ..	S.A.S.
Birch, D. T.	.. ..	R.A.P.A.
Black, A.	.. ..	R.A.P.A.
Bowles, J.	.. ..	R.A.P.A.
Brewin, D.	.. ..	R.A.F.S.P.A.

Card, R.	.. .. .	A.P.A.	Lonsdale, R. C.	.. .. .	A.P.A.
Carr, G.	.. .. .	A.P.A.	MacLennan, W. M.	.. .. .	Scottish Parachute Club
Castree, C. J.	.. .. .	R.A.P.A.	McGorry, J. P.	.. .. .	Metropolitan Police P.C.
Cockburn, A. M.	.. .. .	A.P.A.	McNaughton, D.	.. .. .	Parachute Regiment
Cole, A. J. N.	.. .. .	B.P.C.	McQueen, A. S.	.. .. .	A.P.A.
Crawley, T.	.. .. .	Green Jackets Parachute Club	Martin, M. A.	.. .. .	Parachute Regiment
Crocker, J. T.	.. .. .	B.S.D.	Mitchell, C. E.	.. .. .	B.P.C.
Dale, A. J.	.. .. .	R.A.F.S.P.A.	Moloney, T.	.. .. .	R.A.F.S.P.A.
David, B. A.	.. .. .	Parachute Regiment	O'Brien, M.	.. .. .	(P) B.P.C.
Day, T.	.. .. .	Metropolitan Police P.C.	Power, M.	.. .. .	Northern Parachute Centre
Dickson, T. G.	.. .. .	(P) Scottish Parachute Club	Reddick, J.	.. .. .	A.P.A.
Fernie, W. G.	.. .. .	Scottish Parachute Club	Reed, M.	.. .. .	Manchester S.D.
Forsdyke, J. K.	.. .. .	South Staffs.	Rees, B.	.. .. .	Parachute Regiment
Friel, S.	.. .. .	B.P.C.	Robinson, J.	.. .. .	R.A.F.S.P.A.
Gayler, F. J.	.. .. .	B.P.C.	Ryan, R.	.. .. .	R.E.M.E. F/F Club
Green, A.	.. .. .	B.P.C.	Seeger, P. Mrs.	.. .. .	R.M.S.P.C.
Goldsworthy, J. N. A.	.. .. .	R.M.S.P.C.	Seeger, R. A.	.. .. .	R.M.S.P.C.
Hackett, D.	.. .. .	A.P.A.	Shea-Simmonds, G. C. P.	.. .. .	(P) B.S.D.
Hall, F. M.	.. .. .	Scottish Parachute Club	Shone, G. B.	.. .. .	R.A.P.A.
Harrison, J.	.. .. .	B.S.D.	Slattery, W. P.	.. .. .	(P) Nomad
Hagan, T.	.. .. .	B.S.D.	Smith, E. H.	.. .. .	S.A.S.
Henry, T.	.. .. .	S.A.S.	Sparkes, J.	.. .. .	Cyprus
Herbert, C.	.. .. .	J.S.S.P.A.	St. John, L.	.. .. .	(P) B.P.C.
Hill, A. V.	.. .. .	C.C.S.P.A.	Thompson, C.	.. .. .	Independent Skydivers, Swansea
Hogg, J. E.	.. .. .	C.C.S.P.A.	Thompson, M. W. B.	.. .. .	South Staffs.
Hounsome, N.	.. .. .	B.S.D.	Vos, K. V.	.. .. .	B.S.D.
Hunter, D. W.	.. .. .	Australia	Walmsley, J.	.. .. .	Parachute Regiment
Jocko, R. L.	.. .. .	R.A.P.A.	Ward, B. R.	.. .. .	(P) North Lincs.
Jacobs, K. E.	.. .. .	R.A.F.S.P.A.	West, M. J.	.. .. .	South Staffs.
Johnson, A. T.	.. .. .	R.A.F.S.P.A.	Wilson, J. W.	.. .. .	R.A.P.A.
Johnson, J. V. W.	.. .. .	Ripcord Club	Wittke, R.	.. .. .	R.A.P.A.
Jones, K.	.. .. .	Parachute Regiment			

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.

16 May 1969

Affiliated Clubs open to Civilian and Service Members

British Parachute Club, Blackbushe Aerodrome, Camberley, Surrey.	C. R. Plummer, 32 Mill Road, Stokenchurch, High Wycombe.
Brunel University Sky-Diving Club	Paul Manning, Brunel University, Kingston Lane, Uxbridge.
Hereford Parachute Club, Shobdon Aerodrome, Shobdon, Leominster, Hereford.	W. E. Beddoes, 33 Emlyn Avenue, Hereford.
Independent Sky-Divers, Swansea Aerodrome, Swansea, Glamorgan.	C. Thompson, 63 Maescym Street, Barry, Glamorgan.
Manchester Sky-Divers, Halfpenny Green Aero- drome,	J. Cooke, 36 Astley Road, Harwood, Bolton, Lancs.
Bobbington, Worcs.	
Metropolitan Police Parachute Club, Martlesham Heath, Ipswich, Suffolk.	T. Day, 5 Westbury Terrace, Cranham, Essex.
Nomad Sky-Diving Team	Miss T. Rixon, 10 Ruskin Street, London, S.W.8.
North Lincs. Para. Club	B. Ward, 107 Fishers Lane, Pensby, Wirral, Cheshire.
Northumbria Para. Club Sunderland Airport.	G. E. Russell, 47 Swinley Gardens, Newcastle-upon-Tyne, NE15YHX.
Royal Marine Sport Para. Club, Dunkeswell Airfield, Honiton, Devon.	Capt. J. N. A. Goldsworthy, R.M. Sports Para. Club, I.T.C. Royal Marines, Lymptstone, Exmouth, Devon.
Scottish Parachute Club, Strathair, Strathallan Airfield, Auchterarder, Perthshire.	W. G. Fernie, 26 Regent Park Square, Glasgow, S.1.

South Staffordshire Sky-Diving Club, Halfpenny Green, Aero- drome, Bobbington, Worcs.	G. Webster, Brake Lane, West Hagley, Stourbridge, Worcs.
Vauxhall Sky-Diving Club c/o North Lincs. Para. Club.	G. E. Mitchell, 9 Kennedy Close, Off Ethelda Drive, Newton, Cheshire, CH2 2PL.

Service Associations/Clubs

Army Parachute Association	The Secretary, A.P.A., Airfield Camp, Netheravon, Salisbry, Wilts.
Cyprus Combined Services Club	Capt. R. Ryan, 48 Cd. Wksp., R.E.M.E., B.F.P.O. 53.
Joint Services Sport Parachute Association, Singapore	Lt. R. Turpin, Officers Mess, 42 Commando, B.F.P.O. 164.
Parachute Regiment Free Fall Club	Browning Barracks, Aldershot, Hants.
Rhine Army Parachute Association	Sgt. M. L. Jackson, 44 Field Support Regt. R.E., B.F.P.O. 16.
Royal Air Force Sport Parachute Association	Flt. Lt. J. Robinson, No. 1 P.T.S., R.A.F. Abingdon, Berks.
7 R.H.A.	Lille Barracks, Aldershot, Hants.
S.A.S.	Sgt. B. Anderson, 22 S.A.S. Regt., Bradbury Lines, Hereford.

Other Clubs

Isle of Wight Parachute Club, Shankland Airfield.	A. Green, 21 Anderri Way, Whitecross Lane, Shanklin, Isle of Wight.
---	--

Overleaf: Four Green Jackets, John Beard, John Harrison, Terry Silber and Sean Friel at 8,000 feet over Netheravon





'Even the birds stop singing...'

It is a warm, sunny afternoon in late spring, the wind has dropped and the first-time students are waiting to be checked out. They are milling anxiously about in front of the aircraft uttering little whimpering cries of despair and peering nervously towards the windsock which is hanging vertically in the still air. They are dressed in a bewildering variety of clothing and headgear and one of them, who is wearing wellingtons and an old dressing gown, is escorted gently away from the aircraft, blinking shortsightedly in the bright sunlight. A group of visiting instructors stand nearby watching in stunned disbelief. They are all stripped to the waist and are wearing very brief shorts and paraboos. They are very relaxed so as not to make their muscles ripple too much and all of them are smoking each others' cigarettes because none of them has any of his own. One of them has a foot-high tattoo on his chest of the burning dagger of the Special Air Service and all have thickened welts and ridges of scar tissue on their backs and shoulders from the snatch forces of thousands of P.C. openings.

From inside the packing shed across the way can be heard strange chantings and moanings as another doomed batch begins to practise its exits and emergency drills. Soon this sound will be replaced by regular muffled thuds and cries as head after head whips back with sickening violence against the mats during PLF training.

The students on the tarmac sense a crisis and huddle more closely together, tugging pathetically at each others' equipment and bleating with fear. So far only one of them has managed to pop his reserve and he is now attempting furtively to stuff the canopy down the front of his overall.

The jumpmaster appears round the hangar and a sudden hush descends. Even the birds stop singing. The students make a terrified effort to shuffle into some kind of line but not all of them are facing the same way and no two of them are even approximately the same height. Webbing is hanging everywhere.

The jumpmaster is about seven or eight feet tall and wearing a hand-tailored black mohair overall with a simple embroidered badge on it which shows him to be an honorary instructor to the USSR national team. He is rumoured to have made over 6,000 descents, many of them using nothing more than a sleeve and extractor. The following brief dialogue takes place as checking begins.

JUMPMASER (to first student): "You have stopped counting and have checked a perfectly deployed canopy in flying configuration. Unfortunately, your left Capewell has flown open and the only thing which is preventing the hem from streaming is the fact that your left ankle has become entangled in the rigging lines. It feels to be broken. A passing vulture has become trapped under the deploying canopy and is jammed in the high pressure zone with its head stuck through the apex hole. What is your procedure?"

STUDENT (remembering Albert's training): "I throw my reserve, quickly, but with dignity and composure. After this I wipe my helmet."

The students emplane, two of them having to be winched bodily into the aircraft, and a quarter of an hour later the Rapide drones into view at 2,800. The incredulous watchers on the ground stare in fascination as tiny figures tumble kaleidoscopically from the aircraft, gibbering with terror, counting backwards, praying, all of them threshing and kicking on the end of the static lines like gaffed salmon.

Soon the sky is filled with brightly coloured canopies and the rapt spectators can hear the thin, piping voices of the students as they call helplessly for their mothers and nannies, promising never to do it again. Their parachutes are pointing in all directions to the wind-line quite at random. Many of them have not even begun to look for their toggles. In less than a minute they will be down. There will be no PLFs, no parachuting position, no holding off. After field packing there will be dandelion heads, stones, live worms inside the sleeve. But they have all done it, that is the point. They have *survived*. Tonight they will walk into the bar modestly but *lithely*. Another generation of aces is born. . . .

NATIONAL CHAMPIONSHIPS - 1969

at

A.P.A. CENTRE NETHERAVON, WILTS.

on

1st, 2nd, 3rd and 8th, 9th, 10th AUGUST, 1969

Entry Forms and Rules and Regulations
available from

BPA OFFICE

TEN SECONDS OVER ARNHEM

Charles Shea-Simmonds

With the Airborne Memorial at Oosterbeek in the background, General Sir John Hackett recounts the story of the last few hours of the battle near the Hartenstein Hotel



When I was approached by the Public Relations branch of the Ministry of Defence to jump with a camera for Anglia Television I was immediately enthusiastic, but when I was told that it was for a documentary on the Battle of Arnhem I wasn't so sure. After all, there were no freefallers at Arnhem and I don't suppose that M. Lemoigne had even conceived the basic idea of the P.C.

After a long telephone conversation with Michael Robson, the producer, I discovered that my uncertainty was groundless. He wanted me to film the original 4th Parachute Brigade at Ginkelse Heide in freefall and then a parachutist's eye view of coming in to land. In their turn they were to film my landing as close to the memorial stone on the DZ as possible. The idea of this was to contrast modern sport parachuting with the considerably more dangerous reserveless type of 25 years previously.

Thanks to the generosity of a very tolerant Commanding Officer, and after a last minute MOD panic on insurance and the usual problems of excess baggage, I finally found myself winging towards Düsseldorf in a Lufthansa Boeing 727. On arrival at Düsseldorf I introduced myself to General Sir John and Lady Hackett, with whom I was to travel to Arnhem. General Hackett had commanded the 4th Parachute Brigade at Arnhem and will be remembered by the Army Parachute Association when, as its President, he had done so much in gaining recognition for Freefall Parachuting as an official Army sport.

Soon we were in Arnhem and the General immediately took us on a conducted tour of the Arnhem/Oosterbeek area, reconstructing and reliving the dramatic events of late September 1944 with incredible lucidity, humour and modesty. We saw the Bridge itself where Lt.-Col. John Frost and the 2nd Battalion the Parachute Regiment, with elements of the rest of 1st Parachute Brigade, held off constant German attack for three days and four nights; the historic crossroads in Oosterbeek where the 10th Battalion of the Parachute Regiment was reduced to thirty soldiers with no officers; the Hartenstein Hotel which was General

Urquhart's Divisional HQ for most of the battle and where General Hackett was nearly fatally wounded on the seventh day and the little hollow in the woods near the Bilderberg Hotel where the remnants of the 4th Parachute Brigade (about 100 strong) gathered round Brigade Headquarters on the fourth day and fought off attacks by tanks and flame-throwers until dusk, when they broke out with fixed bayonets, leaving their dead and wounded behind them to join the diminishing Divisional perimeter around the Hartenstein Hotel. It was a very humbling experience.

Later that evening we met up with the team from Anglia Television who outlined the plans for the next few days. Next day was almost entirely devoted to General Hackett, at various places in the area, being filmed giving vivid reminiscences and colourful impressions on the battle. It was soon time, however, for General Sir John and Lady Hackett to leave as he had to return that evening to London University to prepare its defence in case of attacks from the London School of Economics! We then moved to the Airborne Museum in Oosterbeek for further filming. The museum, set in a castle complete with moat, is full of all manner of weapons and equipment and was well worth visiting.

The next morning found me standing on the DZ at Ginkelse Heide with Ron Lappin of MOD Public Relations and our gorgeous Dutch hostess, Miss Riemke Van Netten, from the Information Office in Arnhem, trying to decide whether to jump or not. The wind was fine but the cloud was varying alternately from 700 feet to 7,000 feet. I decided to chance it and we drove initially to Deelen, a nearby Dutch Air Force Aerodrome, to clear the airspace, and thence to Teuge, near Apeldoorn, where we hoped an aircraft would be waiting. Teuge turned out to be a small grass airfield which was the home of the local aero club and, rather incredibly, a parachute club as well.

The aircraft was a Cessna 172 and my pilot turned out to be a very cheerful character who had done plenty of parachute flying. Soon I had the camera rigged up and



Charles Shea-Simmonds, with camera, discusses his first jump with Michael Robson and Harry Aldous of Anglia Television

Riemke, who was keen to come along for the ride, secured in the back seat. The pilot proved to be excellent but we could only get 2000 feet. It was the first time I had spotted with a camera secured to my skull (normally I like to let someone else do the honours) but it didn't present any problems. A quick 'hop 'n' pop' and I was hanging under my P.C. over the DZ. Looking down from this lonely silence at 2000 feet it was difficult to imagine that from a similar place in the sky 25 years previously, General Hackett had seen Lt.-Col. Payton-Reid's 7th Battalion, the King's Own Scottish Borderers, clearing the DZ with a bayonet charge! My spot was fair and I concentrated on landing close to the memorial by the trees; the 25 yards I managed seemed to satisfy the cameraman and director Harry Aldous.

After repacking there was just time to grab a sandwich before driving back to Teuge to emplane for the second time. Soon we were once again flying towards Arnhem and luck was with us. The clouds had lifted enough to give me just over 3000 feet. Another streamer run and moments later we were plumb over my exit point. 'Cut!'—hastily switch on the camera and for a split second listen to the

reassuring hum of the motor in my right ear before leaping into nothingness. I turned and faced the expansive heath and panned the camera from one end to the other. A glance down shows opening time and the satisfying jerk of the risers at my shoulders pulls me upright. Now switch off the camera to save a few feet of film for the landing. The wind is up a bit this time but no real problem. At about 200 feet I again turn on the camera to record my second landing of the day near the memorial.

Thus ended my part of what looks like being a very interesting documentary, due to be shown around September 17th, which is the 25th anniversary of the battle. The following day, having seen all the other landmarks, including the stark beauty of the Airborne Cemetery at Oosterbeek, I said farewell to the Television Unit and travelled back to Düsseldorf and thence by BEA Comet to Manchester.

The parachuting side of the trip apart, it was thoroughly worthwhile. I shall go again as Riemke has promised to provide me with all the information on the various Dutch parachute clubs. Perhaps next visit I might get some pictures of a tulip pass at ten grand over Amsterdam.

G. C. P. SHEA-SIMMONDS

41 Commando in Cyprus

Pat Walker

We arrived off Dhekelia in Cyprus in the last week of April, and hardly had the anchor stopped rumbling over the side and down into the blue water of the Mediterranean than our eyes turned towards the direction of Kingsfield Airstrip where the tiny dot of a Cessna 172 could be seen climbing steadily and disappearing inland.

We had heard in advance about the Cyprus Sport Parachute Club at Dhekelia and were eagerly awaiting the chance to get ashore and join them. However, two short exercises prevented this immediately, but then in the first week of May we went ashore as a unit and moved into a disused detention camp a stone's throw from the airstrip. From here we could see the tarmac strip, the small hangar in the middle, the bright yellow windsock, and then the unwelcome sight of gliders; for wherever there are gliders you can guarantee there are problems with jumping.

After a week of scorching hot sun and clear blue skies, the first weekend brought high winds and low cloud. In between long spells of waiting and boredom kicking their

Final adjustments for 'Trish' from Cpl. Pat Walker. Five minutes later the rig was floating earthward by itself after a cutaway necessitated by twelve shredded gores



heels on the tarmac, Bob Higgins and Pete Padley did manage a couple of jumps but nothing really worth while.

The routine for jumping was rather complicated since it involved three areas several miles apart. If the gliders were up, and this was normally at weekends only, we had to use Pyla DZ in an area of ploughed land surrounded by scrub and rocks.

One climbed aboard the very overworked little blue and white Cessna and took off from the strip between glider launchings. Then after take-off headed along the coast a couple of miles to gain height and circle the DZ, where a cross and a ground party were waiting. After jumping, landing, and field packing, private cars or a Land-Rover were used to take jumpers back either to the strip to pack on tarpaulins in the hangar, or to the clubhouse a couple of miles the other side of the strip to pack in comfort on lino floors in an old nissen hut, which also had the added luxury of a packing table.

The end of the day's jumping was signalled by a mass exodus to the clubhouse for a busy session of packing, drinking, and what parachutists always talk about — why the last jump was a Zap! The clubhouse was well equipped with student facilities, mats, harness, fridge, bar, etc., and ran with smooth efficiency like a well-oiled machine. Captain Ray Ryan runs this very excellent club and there is certainly no lack of enthusiasm or first rate instructors. Ken Mapplebeck of 'Nationals' fame is sometimes on hand from RAF Akrotiri while Major Pete Kingston, one-time leader of the Red Devils, appeared before we left. The club is well stocked with rigs and has more than a dozen double Ls, nearly as many TUs, and several PCs. There is a large membership, Akrotiri supplying most, while the Danish UN forces provide several students. B.M.H. provides one sister known to everyone as just 'Trish', and on the books was one other female parachutist still on static line. Some SAS stationed temporarily nearby provided interest with H.A.L.O. jumping and also by bringing their multi-coloured PCs along to the DZ. A lot of tracking and personal style series was seen but it was left to the two Marine veterans to show them how to do link-ups. Even though I was on the DZ on nearly every occasion I'm still not convinced Bob and Pete managed it, though they swear to me they did. Not to be outdone, however, they did a linked exit from a Wessex V for the benefit of the cameraman and walked around six feet tall ever after!

Once we were firmly entrenched ashore, due to the fact the Cessna was only available at weekends we fixed up for a Wessex to help us out some afternoons between the SAS H.A.L.O. jumps from 4-6 o'clock, and by speedy packing and minimum delay in embussing we managed to get an average of forty jumps in these two hours. This normally included at least two lifts to 7,000 feet, so we didn't do so badly. There were only four regular jumpers from the Unit, Lt. Bob Ward, Cpl. Pete Padley, Bob Higgins and myself. I being the real novice with only fifteen jumps up. I personally found jumping from a Wessex a great experience. Partly because the exit is so easy compared with a Cessna 172. A Wessex climbs fast and can land without the trouble of a runway but mainly of course the old problem of money. 'They don't come any cheaper than a Wessex!' My initial problem of stability on exit I managed to correct and ten second delays gave me ample time to come in for a stable pull. The veterans scoffed at this since they were only limited by how high the chopper would go.





Above: Bob Ward exits the Wessex V above Kingsfield, Cyprus, on a 10-second delay

Left: Lt. "Aussie" Hall (R.A.F. Akrotiri) leads out from seven thousand feet

Below: SAS member in action



The jumping went well for over a week and when the SAS were present, between Ray, Bob and them the sky was dotted with PCs. However, we had a bad patch in the middle which started after we lent a unit rig to 'Trish'. She unfortunately went through her rigging lines on opening and threw half a dozen lines over the top of the canopy, but had a safe reserve landing after a cutaway. It turned out there were twelve gores needing renewal, a very sizeable job.

We were now down to one unit TU serviceable and at this stage Bob Ward did practically the same with my personal TU. I can't say I was very pleased at this, especially when it turned out after examination that fourteen gores were in shreds. However, he also landed safely with cheque book in hand!

Then before we could throw off the jinx, Pete Padley had a line over and to prevent serious damage, cutaway. His damage was three gores needing replacement. On examining the field where he landed we noticed a twelve-inch deep furrow for some distance with a pair of jumpboot marks at one end, and knee, chin and nose marks at the other. He was in fact all right. By this time we were wondering if it was possible to come down on one's original main only!

On the last two days of Wessex jumping we were lucky enough to have the ship's aircrews do some photography.

The results were some excellent photographs taken from inside the Wessex and from a Wasp flying alongside the jumping machine.

I feel I must describe, before ending, a routine which amused me greatly. At weekends it was not unusual to see the little Cessna lumbering down the tarmac to rise like a brick and head for Pyla DZ. Then while circling the cross Bob and Pete throwing out every unwanted nut and bolt and anything not actually welded to the fuselage to lighten the load for the poor aircraft as it chugged round and round in a slowly rising spiral and headed for 7,000 feet. It was rumoured that a quick visit to the heads prior to take-off was good for an extra couple of hundred feet!

However, when the time came for us to leave, the faithful Cessna had finally coughed its last and was grounded for extensive maintainance. Before we did go we threw a party for all the club members, pilots, aircrew, and helpers to thank them. It turned out to be a wild evening with everyone being led astray by the SAS and 845 Squadron. We did eventually get back to camp after a rotor arm had both mysteriously disappeared and been found, and the Squadron 'bus' finally went careering off.

We now look forward to further jumping in Malta and Toulon if the restrictions are not too severe and if our friends in the squadron are willing to take us up, we'll always be there waiting.

Marine Bob Higgins of 41 Commando (left) on his one hundredth jump in a linked exit at seven thousand feet with Cpl. Padley (R.E.M.E. attached) over Kingsfield Airstrip, Cyprus



SAFETY NOTES

Sqn. Ldr. A. T. Johnson, Chairman, Safety Committee

No great message for you all in this issue but more a collection of odds and ends. Little bits of information are all I wish to pass on, but on reflection it is often the little bits that are the most valuable (diamonds seem to do O.K.). What I am trying to say is that the Safety Committee are bound to pass on formally to you the major safety points which occur from time to time but I think that it is useful to give as much publicity to some of the snippets of conversation that one hears around DZs, in clubrooms, in fact wherever a group of parachutists gather together. (What is the collective name for a group of parachutists? Perhaps a para-noia?). Any suggestions please forward to the editor.

One thing characterises us as a group and that is — we talk a lot. A lot of the talk concerns itself with the DCs we've just missed or the advantages of Y-fronts in achieving sub-5-second series but in the midst of all the bull stories are often swapped which deserve a wider publication.

I heard of a case in point the other day. One of our brethren had crunched in backwards somewhat unceremoniously and had covered his 'piggy back' with a fine collection of mud and filth. Being a neat sort of chap he carefully cleaned it off until the back pack and reserve looked its normal pristine self again. Several jumps later he was doing a pin check on the reserve when he noticed that inside the end of the ripcord housing (reserve) was a nice impacted mass of that same good English muck. Taken aback by the prospect of what might have happened, had he required the reserve during the jumps he had made since his hard one, he meticulously cleared it out. I can hear you all shouting that he should have done this originally and that *you* would never be so careless or unobservant. If we were all perfect I and the Safety Committee would be out of a job and the magazine editor would be looking round for copy. (??—*Editor*.) The moral is obvious but before leaving this subject think about those small bits of pea gravel that can get up the housing and could, I repeat, could cause a sticky pull or a complete jam.

I received a splendid letter from Nick Forster of the Cyprus Combined Services Club recently which pointed out the difficulties and dangers of drab coloured jump suits. In particular he was referring to the service jumpers who often use their military jump suits, denims, combat suits, etc. We have in the sport a splendid rule giving the man below the 'right of way' and placing the responsibility on

the upper man. This works if you can see the low man, but if he is skilfully camouflaged to blend into the underlying countryside then the first sight you might have of him is his pilot chute in your face. Nick suggests that we introduce a ruling that jump suits are of an outstanding colour to counter this 'invisibility' factor. The Committee supports this view and are considering taking action but meanwhile I bring it to your attention. Look at yourself in a mirror and see if you have contrived to wear kit which makes you blend into the Hampshire, Wiltshire, Oxfordshire (or even Northumberland) countryside. If you have, then do something about it—a contrasting helmet or a stripe (even a yellow one) down your back pack would help if you can't afford a shocking pink jump suit. Thanks again Nick for highlighting a point which many of us have chatted about but never written up.

And now a word about the PTCH-7. Those of you who were lucky enough to go to the last World Championships saw the PTCH-7 in abundance but for the most part it is a comparatively rare canopy in British skies. However, it is now on sale, as an advert elsewhere in the magazine tells us, and so it will be appearing more and more. (That is incidentally not a plug for it). Some of the older ones amongst us have noticed the short mouth lock on the sleeve and those of us whose memories have not been too badly affected by head whips and bad landings can recall the trouble we had with short mouth locks a few years ago. (Anyone who doesn't know ask their CCI's—not me). The Safety Committee have looked at the PTCH-7 sleeve and are satisfied with it BUT we would like to stress that any lucky owners follow the manufacturer's recommended instructions regarding the routing and stowage of the rigging lines (this applies to all canopies). If you have got a bright idea that you think will improve the opening characteristics of your chute check it with your CCI before you mod it—that's what he is there for.

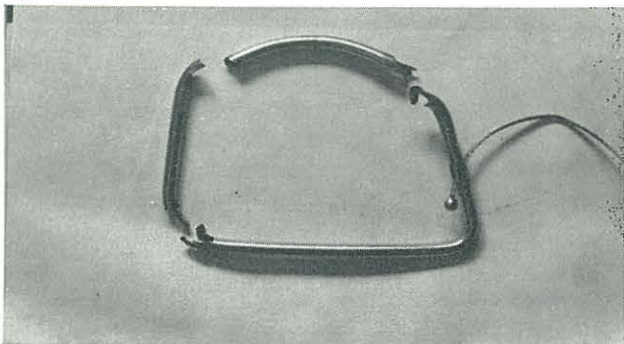
Well as I said at the beginning these notes are a collection of bits and pieces and my last story is literally one about bits and pieces. The photo shows just what I mean. This happened to Bill Cook of the Singapore Joint Services
(continued on next page)

SAFETY NOTICE—C-20P short de luxe sleeve

In some instances the integrated tie-on line and bridle cord have been subjected to excessive wear and stress at the sleeve attachment point where there is presently a 3-point W stitch which, under severe conditions, can be pulled loose. The result is that the crown lines are pulled out at the top of the sleeve by the pilot chute and the canopy may stay encased in the sleeve. On future production of this sleeve Pioneer are strengthening this area with a double row of 4-in. double-throw zig zag.

As a stop-gap measure you are urged to convert any sleeve you may have. Any of the following methods are good:

1. Remove the retainer line completely and re-tie it back around the bridle loop and sleeve apex loop with a bowline knot.
2. Bind the 3-point W stitches with cotton 5 or 6 cord.
3. Remove the 3-point W stitches and resew with FF nylon thread 4-in long double rows of double-throw zig-zag with 8–11 stitches per inch.



Old Warden Flying and Parachute Group

Chris Freeman

In the short time that the group has been in existence a great deal has taken place. The drop zone at Duck End Farm is south of Bedford on the Luton road near the village of Wilstead, and with the steady help of a Percival E.P.9 and a twenty-metre pea gravel pit, parachuting has started in earnest.

John Meacock and Jeremy Johnstone are the driving force behind the operation, and it is thanks to their efforts and the tireless flying of such pundits as John Searson and Ron Burgess that it is once again possible to log seven or eight jumps per day.

The Group has been formed with the advanced parachutist in mind in an attempt to cater for those who find it difficult to train as hard as they would like at airfields with predominantly student atmospheres. This does not mean, however, that style and accuracy are the only things on the agenda. Relative workers are welcome and might well find that after the nationals many more people will be thinking the way they do. The cost of jumping is rea-

sonable, the facilities somewhat limited, but as the stress is on serious parachuting, the absence of beer and a snack bar is looked on as a blessing in disguise.

The tragic death of Les Woolgar was a personal bereavement to anyone who enjoyed the privilege of knowing him. The pilots and parachutists at Wilstead feel, as indeed all the parachutists in the country do, that his enthusiasm and serious dedication to the sport serve as the finest example to us all.

Gordon Maskell is the man on whose farm the Group operates, and it is without doubt to him that we owe our greatest thanks. He has allowed us the use of his landing strip, has permitted us to use part of one of his fields for the pit, and has shown great patience throughout. We are interested in finding four or five more people to join us, and if you are at least a category six parachutist, and think it sounds attractive, contact John Meacock after working hours at 01-845 1621 and talk to him about it.

ÆSOP REVISITED

There once was an old-time jumper and super master rigger named Daniel Dog who was a coolie for Strange Enterprises, a parachuting equipment manufacturer of dubious merit. One day Daniel, in his haste to hustle home for several well-earned beers, failed to stitch down the ripcord housing on a rig he was making. The rig was sold the next day to Butch Grubb, a hardcore jumpmaster who prided himself in landing students on runways. The next weekend, Butch and eight other intrepid relative workers attempted a nine-man star from a Cessna 150 over the Inn at Orange on a ten-second delay. In order to get a good stack, all participants agreed to pull on Butch. Butch, due to Daniel Dog's error, had a floating ripcord handle that he never quite found. The results were earth-shaking.

Moral: A stitch in time saves nine.

(Spotter)

(continued from previous page)

Club when he dumped during the FEAF Championships. Surprise, surprise! I can only echo Chris Herbert, the Club CCI's remark that he would also have liked a photograph of Bill's face at the time this happened. The handle has been metallurgically analysed to establish the cause of this dramatic failure but as yet we have not got the details. The only thing I can think of is that the beer out there is getting more potent or the Far East Club is breeding a race of Tarzan in the Malaysian jungles.

(P.S. If you have got any 'bits and pieces' you think are worthy of repetition then send them along to me and I will see they are spread around.)

RIG N' LINE

I'm one of many hanging 'round,
When I'm suspended off the ground:
To left and right my brothers share
My load of tension, stress and care:
When working we're a happy band,
United we fall, divided we stand.

We're often treated carelessly,
As anyone who cares can see,
Stepped on, dirtied, packed too tight,
Too much moisture, too much light,
Could you spare a little thought
For us — you need all our support!

Keep us free and clean and neat,
Lay us out but mind your feet
Pack us safely with both hands
And firm yet gentle rubber bands.
Remember that your fate is mine,

Yours sincerely:

RIG N' LINE.
(Australian Skydiver)

A TALE OF A CHUTE -

- concluded -

In the Christmas 1968 issue of *Sport Parachutist* we reprinted an article from *Australian Skydiver* setting out one side of a case concerning a 'Tracker' parachute. A further article has since appeared, and in fairness to all concerned we again reprint from that magazine.

In the October issue of the AUSTRALIAN SKYDIVER an article appeared written by Mr Jack Jessop. After careful thought we have decided that all of the facts should be made known so that the jumping public can draw their own conclusions.

In replying point by point we offer the following facts:

1. On March 27, 1968, we received from Mr Jessop his letter dated March 23, 1968, with an attached Test Report conducted by Mr John Hinchcliffe, which was published in total in your October issue, and a piece of the Black 1.1 oz/sq. yd. LopPo fabric. In his cover letter Mr Jessop did not explain what had occurred other than his statement which we quote.

"On several occasions the Black panels have ripped extensively from apex to periphery and a week ago again to the extent that there is some doubt that it is repairable or warranted. In desperation, because no reasons could be vouchsafed for this extraordinary behaviour I had the Black material laboratory tested and the enclosed photostatic copy of the report will be self explanatory."

In reviewing the test report the following facts were noted. The breaking strength was well below the minimum requirement of 42 lbs. Sample No. 1 tested at 19lbs Warp and 19.6 Filling and No. 2 tested at 18 lbs. Warp and 18.3 lbs. Filling. It was also noted that the elongation test was below the minimum of 20% and reported at 10.7% W and 10.8% F for sample No. 1 and 8.82% W and 9.20% F for number 2. The acidity tests showed a P.H. factor of 3.7 for No. 1 and 3.0 for No. 2. Both samples showed a sulphuric acid content. Examination of the sample of Black fabric showed evidence of frictional burns adjacent to the radial mainseam.

2. On April 22 we received another letter from Mr Jessop advising that he had not heard from us, as of April 17, 1968, the date of his letter. Due to the press of our military contracts we were unable to perform an in-depth analysis and respond. We resumed our investigation reviewing our inspection records and the material test reports on the subject material from our supplier. We were unable to test a sample of this material in question as there is no longer any of this material in stock. Therefore it was necessary to rely on our Receiving Report and the Supplier's test report. The material was received from the J. P. Stevens Company on July 13, 1964. Tracker Canopy, S/N 604 was fabricated in May 1966 and shipped May 23, 1966, to Southern Cross Parachutes. At the time of shipment, Tracker S/N 604 was a completely acceptable parachute in accordance with *all* drawings and specifications.

3. On May 23, 1968, we received another letter from Mr Jessop dated May 19, 1968. Entering a new complaint relative to the red dye running on his Pack and Harness and again we quote.

"So far I have not mentioned the Back pack container and the Reserve container which are also a great disappointment. Now I am adding them to my original complaint. It was a wet day when I first jumped this equipment and the red dye ran from both containers to the extent that I became the disgusted owner of a pink jump suit. It took weeks before the dye stopped running, then the stitching burst on the main container and the steel ribs in the Reserve container started wearing through the material. On top of all this, because of the design of the main pack with no stiffeners in the flap—the system is now reputedly malfunction prone."

On May 1968 we completed our findings and forwarded a copy to Mr Jessop denying his claims. See letter attached.

4. On June 28, 1968, we received Mr Jessop's last letter refuting our findings and conclusions and demanding replacement or refund under threat of disclosure.

5. In all Mr Jessop's correspondence he made no mention of a malfunction in deployment or opening.

6. He offers no explanation of events that occurred that may cause the following:

- A. Presence of acid in the canopy fabric.
- B. Degradation due to sunlight (actinic degradation).
- C. Dye running and degradation of the Tracker Main and Chest Pack.
- D. Failure to analyse his own test reports.
- E. What had occurred to the Tracker Parachute between August 1966 and March 1968.

From August 1966 to date there has been no correspondence from Southern Cross Parachutes supporting or relative to Mr Jessop's claim. It can only be assumed by such lack of correspondence by the original purchaser of Tracker S/N 604 they did not support his claim. Although during this period there has been considerable correspondence between Southern Cross Parachutes and Security Parachutes Company. Mr Jessop in his article raises the question of storage life. Under the Federal Aviation Requirement F.A.A. TSO C23b and N.A.S. 804 there are no age requirements, but we follow USAF Specification MIL-P-6645E, Parachutes, Personnel, Paragraph 3.4.3 which we quote.

"3.4.3 Textiles. Textile materials that have been manufactured (as evidenced by date of manufacture) more than 2 years prior to the date of award of contract shall not be used in the fabrication of Parachutes or parts."

From material date of manufacture July 1964 to May 1966, 22 months, which conforms to Paragraph 3.4.3 of MIL-P-6645E.

Storage of materials are in fibreboard containers indoors and free from contaminates, acid or sunlight.

Mr Jessop finally mentions at least one malfunction in the third and fourth paragraphs of his article, we quote.

"Next disappointment came when the Black panel started ripping on deployment from the 5th jump onwards (third paragraph in part). "After the first major repair and modification, Claude Gillard F4, test jumped it, and wham, a mess of rags again—back to the repair shop. A very expensive oddity. This time we thought we had it beaten—30 odd jumps without incident. Then on jump Number 52, bang, the Black panels literally (sic) blew themselves to

ribbons, leaving the gold panels in perfect condition. A slight line-over was experienced on the jump but not even a Mae West could have accounted for that mess." (Para 4 in total).

Questions

1. What caused a colour fast dye to run?
2. There was apparently at least two malfunctions. Neither of which Mr. Jessop cared to make Security Parachute Company aware of?
3. What modifications were made in conjunction with the first major repair?
4. Where did the sulphuric acid come from?
5. What caused the actinic (sunlight) degradation to the Black material?
6. Why did not our dealer and representative, Southern Cross Parachutes confirm Mr. Jessop's claim?

Summary

1. All materials under military specification when dyed, are required to be colour fast when exposed to normal environmental conditions, rain, snow, dust, sunlight etc. Due to fairly rapid degradation of the Main and Reserve containers after the subsequent wetting on the first jump, it would appear that there were acid contaminants in the ground on the landing area. It would further explain the presence of sulphuric acid in the Black material. The tests on the yellow fabric evidently did not progress to the acidity tests before they were discontinued as no mention of this is made by Mr. Hinchcliffe in his report.

2. Mr Hinchcliffe's conclusion states and we quote the first paragraph of Part 4.

"4. Conclusion. It is the considered opinion of the test operator that the causes of failure of the Black "Ripstop" fabric can be attributed to (1) acid degradation (sulphuric) and (2) actinic degradation (first para).

3. The conditions under which the materials are stored, the parachute manufactured and packaged preparatory to shipment would preclude exposure to sunlight (actinic rays) or sulphuric acid.

4. All materials employed were in accordance with all applicable specifications on receipt and are backed by certified laboratory test reports and by inspection and tests conducted by Security Parachute Company on receipt of materials.

5. The "In-Process Inspection" record for Tracker S/N 604 confirms the parachute conforms to all drawings and specifications.

6. After its wetting and exposure on its first jump the Canopy fabric was damaged on the 5th jump. On the 15th jump, Mr Claude Gillard experienced a malfunction. On the 52nd jump the Canopy again malfunctioned (line over). This is substantiated by the friction burns on the sample fabric (Black) and tests conducted by Mr Hinchcliffe. The frictional heating damaged the fabric and the heat setting explains low elongation of 8 to 10% on Samples 1 and 2 tested by Mr Hinchcliffe. Quoting Part 4 Conclusion, third paragraph of Mr Hinchcliffe's report.

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

(80 degrees C = 176 degrees F) (206 degrees C = 408.8 degrees F.) (concluded on page 31)

BPA Shop

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

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

Note: Overseas members should add postage, sea or air mail, as required.

* * *

A selection of books is on order and outstanding orders will be met as soon as the books are available.

The man who wears this badge uses the world's best parachute



New Dominator from G.Q. is the most exciting news in sport parachuting. Dominator has a high performance and accuracy, plus low rate of descent, positive braking, high rate of turn and "on target" landings! The only thing you will miss are those dangerous stall and oscillation characteristics often associated with high performance sport parachutes! The man who jumps Dominator gets performance with safety, whether he be an expert aiming to trim those vital centimetres to target centre or a trainee looking for experience with a built-in safety factor.

G.Q. **Dominator**

The British Sport Parachute
with an International Future!

Write for fully illustrated details to Sales Department

G.Q. Parachute Co. Ltd.,

Portugal Road, Woking, Surrey.
Tel: Woking 61321 Telex: 85205





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

Latest style helmet made in Spain especially for racing drivers. Ideally suited for the trained Parachutist giving plenty of neck room, complete with nylon chin cup and well padded foam edges bound with leather. Made of fibre glass and polyster resin — available in White, Red and Blue. **Price £6.10.0.**



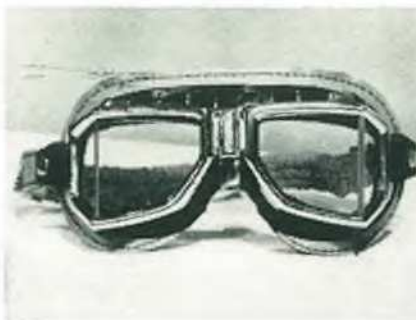
Also available similar to above specifications, the **French St. Christophe Helmet** as used by the French teams, with super-soft leather and foam backed throughout. Available in White and Black. **Price £6.0.0.**

Please state head size when ordering.



Paraboot Model Competition
All sizes in stock from 6 to 12—no half sizes.
Price £7.10.0. per pair.

Also available **Paraboot Model Style**, similar to *Competition* but lighter and with a thinner sole. **Price £7.10.0.**



Super quality goggles—all round vision. Hinged centres, safety glass lenses, foam padded and leather bound. Beautifully finished. Ventilation top and bottom. Really comfortable. **Price £2.5.0.**



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

COLLIN GLASS • PLEINHEAUME • VALE • GUERNSEY

Customers please note that Purchase Tax is payable on entry into the United Kingdom which varies per item. Send 5d. stamp for our list of styles and colours of overalls available. Special prices for quantities and discounts for Clubs.

A tale of a chute—continued

7. At some time, or an accumulation of time, between August 1966 to March 1968, Tracker S/N 604 had been exposed to sunlight to a sufficient extent to add to the decrease in strength from its original condition. Inasmuch that no exposure occurred during the storage of the material or during manufacture, it had to occur after receipt by Mr Jessop. Storage at Security Parachutes is in a room without windows and lighted by incandescent lights, and lighted only when personnel are in the storeroom.

Conclusion

Tracker Parachute S/N 604 when manufactured and shipped May 23, 1966, did conform to all material specifications, drawings and inspection requirements.

Tracker S/N 604 had been exposed to acid contaminants and sunlight which caused the degradation of the materials.

Further it had experienced at least two malfunctions, 15th and 52nd jumps.

Modifications ? and repairs had been made.

Tests conducted by Mr John Hinchcliffe in no way detracts from, but supports these conclusions.

Not all facts known by Mr Jessop have been reported to Security Parachute Company.

Based on Mr. Hinchcliffe's report and an examination of our records, we denied Mr. Jessop's claim for replacement or a refund of his money even with his threat of publication.

DAN S. ABBOTT.

Director of Engineering,
Security Parachute Company.

Safety for Concorde crew

Following the successful first flight of the British-assembled Concorde aircraft, comes the news that the crew members have been provided with very special personal safety equipment, which will be carried through all phases of the test programme.

The equipment, designed and manufactured by the G.Q. Parachute Company Limited of Woking, Surrey, comprises the G.Q. 3 stage Stabiliser System (Concorde) and is made up of a very special parachute assembly including secondary harness and a very advanced Skeletal Torso Harness. The Skeletal Harness is tailored to the individual crew members ensuring a very high degree of comfort and is worn in conjunction with a life-saving waistcoat. A further part of the assembly is the personal survival pack designed and supplied by R.F.D. Company Limited.

The escape system is designed to operate at any height between 300 feet and 65,000 feet. It utilises many of the components which were originally developed for escape systems on the Gnat Trainer, the Swedish Draken and Vigen aircraft and for rear crew members of the British V-Bombers. The first stage of the escape system is called the Man Alignment Drogue and deploys automatically one second after the man leaves the aircraft. The second stage is a stabilising parachute, which is only deployed above 10,000 feet and is itself automatically operated by the first stage approximately four seconds later. The third and final

stage uses the G.Q. 18ft. 6in. diameter lightweight canopy which automatically opens at 10,000 feet in the case of a high altitude escape or approximately 1½ to 2 seconds after leaving the aircraft at an altitude below 10,000 feet.

G.Q. carried out exhaustive flight testing of the escape system using aircraft and facilities of the Royal Aircraft Establishment at Farnborough, and a spokesman for the Company said "While we are particularly proud to have supplied this very advanced escape system for the Concorde crew we naturally hope that they will never be called upon actually to use it."

First Aid on the Drop Zone

I do not intend to go into a long discourse on First Aid but a few words of advice I think are in order. Most injuries I have come across in parachuting involve fractures of the leg, thigh, spine and skull and all are potentially fatal if incorrect first aid is given. Any fractured bone can slice through nerves or blood-vessels causing irreversible damage often resulting in permanent paralysis or disability. More often than not this damage occurs after the accident by well-meaning people who only want to help. So golden rule number one: "If you suspect a fracture don't move the patient." Make him as comfortable as possible and call an ambulance. Fractures of the spine and skull are often difficult to recognise so if in doubt treat as a fracture.

In any club there should be at least one person present who has received First Aid Training. The British Red Cross or St. John Ambulance Brigade are usually only too pleased to provide formal training to anyone and have visited Halfpenny Green in the past to give practical instruction on site. Make sure you know where the nearest hospital is and where to find a doctor. Don't be afraid to call the ambulance—it is far better to err on the safe side. Make sure your club members are aware of the dangers of moving a patient—it may be you they are treating.

J. K. FORSDYKE

Nut case . . .

A new passenger and freight air service linking the wilds of East Anglia with the Channel Islands to the south and points north into Scotland having previously been announced, I planned to travel in style to the opening of the Northern Parachute Centre at Sunderland. In making arrangements the following telephone conversation ensued:

Me: Er, I want to make an enquiry concerning your domestic passenger service.

Voice: Yes, Sir, and how can I help you.

Me: I wondered if you could tell me what the baggage allowance is, and the rate for excess baggage?

Voice: Why, what had you particularly in mind?

Me: Well, I intended to fly to Newcastle next Friday week and planned to take a parachute in addition to my normal luggage . . .

Voice (obviously to a colleague in the same office): I've got a bloody nut on here!

B.B.

Malawi Rifles Parachute Club

With a very hectic time preparing for the Second Malawi Internationals very little time has been available for writing an article for the *Sport Parachutist* and due to lateness this is a very brief newsletter.

On 26/27 April, 1969, the Club held its Second International Meet and teams from the same countries as before attended. A full newsletter and results will be available for the next issue.

On 9/10 January, 1969, Ingrid Price, the Club's Chief Instructor, became the first woman in Africa to obtain her 'D' Licence issued by the Aero Club of South Africa. To do this she made a journey of over 1,400 miles to Pretoria in the Transvaal, and watched by four Aero Club Safety Officers, carried out three jumps on the Saturday (one at 10.30 p.m. at night) and seven jumps on the Sunday. All, with the exception of the night jump, were with 30-second delays. An Advanced Instructor jumped with her each time and three watched through telemeters. Although not having shown much interest in International Series she carried out two full International Series in 10.4 and 10.3 seconds. For this, and obtaining her 'D', we congratulate her.

In March the British High Commission arranged for the Short Skyvan to come over and give demonstrations throughout Africa, one of the stops being Malawi. Hearing the news some frantic telephone calls were made with the result that a free drop was arranged. Came the day and four jumpers managed to get along (mainly through it being a working day and distances involved). However, Chris Redfern, Tim Arnott and Ingrid Price did a 73-second delay from 18,000 feet and Andre Dennison came out earlier on a 15-second delay.

It wasn't until the aircraft got down again (having taken 17 minutes to get to 18,000) that we found out that the aircraft had oxygen aboard and the jumpers could, if they wished, have gone up to 30,000 feet. Needless to say my name is now mud for not finding out before the jump (especially as it was free). However we are extremely grateful to Short's of Belfast and the British High Commission for giving us the opportunity.

Today (30 May) two teams are leaving for Salisbury to take part in the Rhodesian Championships—more news in our next newsletter. Jumping should be close. Good jumping to all readers.

Gordon Price.

ARTICLES

preferably illustrated, are especially invited on the following topics for inclusion in future issues of *Sport Parachutist*:

- Water jumps
- Cutaways
- Student training
- Demonstrations

ACKNOWLEDGMENT

BPA acknowledges the skill and assistance of photographers supplying material for this issue; Dave Waterman: cover and pp. 16-17; Graham Rudd: p. 2; Ron Leader: pp. 7 and 8; L/Cpl Luchens, p. 21; R. G. Mitchell (H.M.S. Bulwark) pp. 22, 23 and 24.

Runways are not roads!

N. Carter, Chief Aircraft Engineer, Northern Parachute Centre

And that means you cannot, with safety, stand at the edge, let a plane go by, and then cross. You are much too close.

On a busy airfield, all day and every day, you'll see aeroplanes belting up and down the runways in a very uneventful fashion. Most of you will never have seen a ground loop or a vicious swing, principally because most aircraft of today have tricycle undercarriages and this has largely obviated such happenings. The tail wheel jobs are in the minority, but they're still about, and so therefore is the possibility of swings and ground loops. Also to be considered, of course, are burst tyres and their effect.

At the side of the runway, if an aircraft swings, you've had it; and there's another point, you may cause a swing by inducing a pilot to overcorrect because he's so worried about you being so close.

The requirement is that you should be 200 feet away. During working hours there's a Controller on duty. Keep your eye on the Tower; if you see a RED, stop; a flashing RED, go back; a GREEN is obvious, of course. Out of hours you're a bit on your own. Keep your eyes peeled and *give all aircraft a wider berth.*

FOR SALE

Readers are invited to avail themselves of this opportunity of free advertising space for the sale and disposal of surplus items of equipment, etc. While every effort will be made to ensure accuracy no liability can be accepted for error. The Editor reserves the right to refuse advertisements or to abbreviate them as necessitated by restrictions of space.

* * *

B4 PACK and harness with all black 1.6 canopy with twin high speed extractors; X-type reserve canopy and pack; altimeter and stopwatch mounted on panel; one altimeter; one pilot chute.—Offers for all or any of the above equipment to be made to Helen Steele, Wayland Cottage, Kimp-ton, Andover, Hants. Tel: Weyhill 279.

* * *

COMPLETE OUTFIT: American Service parachute, reserve, packing gear, brand new orange/white TU type canopy. Whole outfit as new, £50. Also French paraboos, worn once only, British size 7, £9—Ring 01-499 8040 (London) daytime only.

* * *

IN EXCELLENT Condition: extended B12 harness, Dominator canopy, twin high speed drogues, T7A reserve in T7 container; new Racemaster helmet (size 7); one pair paraboos (size 9 British/10 French)—Going cheap—the lot £130.—G. N. Grieve. Tel.: Uxbridge 30677 (home), or Uxbridge 34414 (office).



In the World Parachuting Championship organized in Austria in 1968 the **KRAS PTCH - 7** parachutes have scored unique successes :

Gold medal:

H. Tomšíková absolute world champion in ladies' precision landing.



Gold medal:

J. Kalous absolute world champion in men's precision landing.



Gold medal:

for victory in ladies' group precision landing from an altitude of 1,000 m. (3,280 ft.).



Write for detailed information on other types of KRAS practice, training and reserve parachutes as well and on special parachutist equipment.

Exported by:



**Washingtonova 11
PRAHA - Czechoslovakia**

KRAS-PTCH-7

**The new competition parachute
for exacting sportsmen and experts
has furnished convincing evidence of its
superiority :**



THE GREATEST NAME IN CIGARETTES

