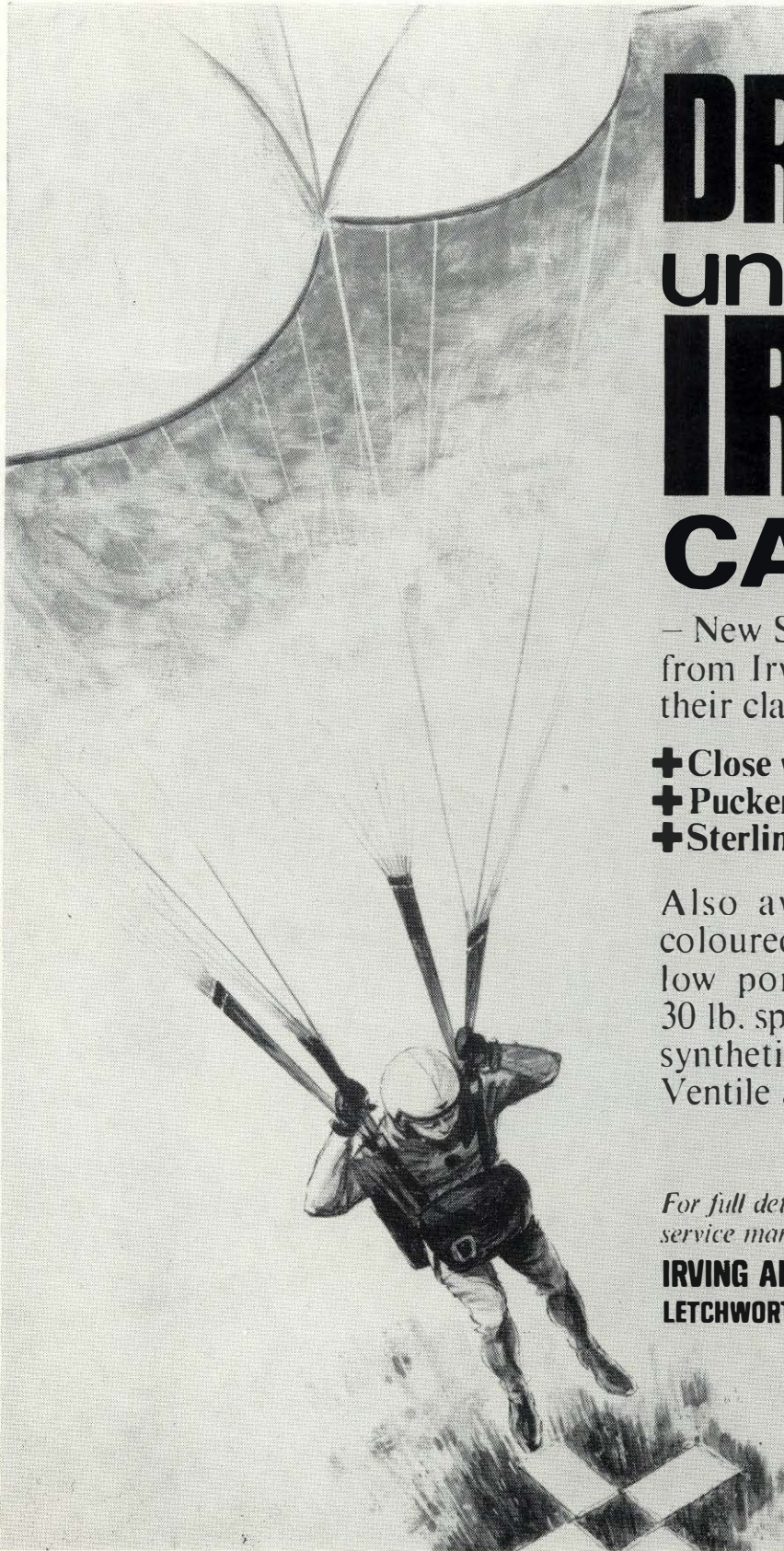


Sport Parachutist





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OF THE BRITISH
PARACHUTE
ASSOCIATION

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Cover picture: 'Fish-eye view' of Rapide exit. Jim Crocker and John Beard follow Dave Waterman out of the Blackbushe Club Rapide at 5,000 feet. Picture reproduced from a Kodachrome transparency.

The following are target dates on which copy should be in the Editor's hands for the appropriate issue
Spring: January 31; Summer: April 30; Autumn: July 31; Winter: 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 of at the time of publication.



Editorial

Considerable thought and discussion at a recent meeting of Council was devoted to the joint subject of finance and support for the team to represent Great Britain in the World Championships at Bled in 1970.

Though an initial assessment of the cost of training, fitting out and transporting British representatives is somewhat awe-inspiring few would deny the desirability – indeed necessity – for us all to take up a challenge so that those selected have a fighting chance in the face of fierce competition from the larger nations.

A number of club display teams have indicated their willingness to contribute fees from one such event; it seems probable, though, that support from industry will be rather limited.

Ultimately, then, it will rest with *us*, as individual members of the British Parachute Association, to ensure that *our* representatives can take a step up from the initial foundation of a bronze gained at the last championship.

Council has decided that on renewing their annual subscription members should be invited to make a donation to the fund. But why wait until then? Why not do something positive and send your own contribution now? If every BPA member pitched in with a ten bob note we would be pretty well home and dry.

How about it?

BERNARD BAGGE

Bob King watched very closely at the Nationals by judges Vatnsdal, Sherman and Anderson



Major-General Wilson presenting the prize for Individual Accuracy to Bachelier. Smaers, Belgian runner-up, is on Major-General Wilson's left

APA International Triangular Tournament – May '69

Major John Clark

AT Lyneham on Sunday, May 4, the Belgian and French teams immaculate; neat, fit little men who looked like the sort of people who would represent their country well. The French under the leadership of Commandant Bore, and the Belgian team led by Captain Michel Nyte, arrived at ten o'clock and moved by bus to the APA Centre.

At Netheravon after a good big somnolent Sunday lunch the weather permitted two practice descents per competitor. Clearly, from the skill shown on this quick introduction to Netheravon, they really meant business. That evening with the help of imported female talent and hard work by the Centre staff and their wives we managed to entertain our guests to a buffet supper. It was a most enjoyable evening despite our guests being slow drinkers.

Thereafter the week was disappointing. Mick Turner, ably assisted by Pete Sherman did the briefing at 0900 hrs on Monday, and the waiting game then began! A great deal of card playing, much volley ball, and too much low cloud and rain. In the end only two rounds of the individual accuracy event were completed—quite impressively. The Frenchman Bachelier thumped out DC and .24, with his team mate Venchata one DC, closely followed by the Belgian Van Kerhoven with a DC and .95.

Rothmans of Pall Mall had again been more than kind, this time the company had produced a most handsome shield trophy, well worth competing for; at the time of writing this is being done in Paris and I believe will be done again in Belgium next year.

This disappointing week ended on a high note when Major General R. D. Wilson, CBE, MC, Director of Land Warfare came to Netheravon on Friday to accept on behalf of the APA the trophy from Mr Keown-Boyd of Rothmans. The French Military Attache Colonel P. E. Duplay also attended.

The teams selected to represent the Army from each country were as follows:

FRENCH

<i>A Team</i>	<i>B Team</i>
Adjutant: Noel Hardouin	Capt Michel Berguin
Adjutant: Michel Felix	Sgt Michel Williame
Adjutant: Noel Hardouin	Sgt Robert Leberon
Adjutant: Francois Ventaja	Sgt Jean Le Foch

BELGIAN

<i>A Team</i>	<i>B Team</i>
Sgt Joseph Smaers	Sgt Leon Hassener
Sgt Felix Vankerhove	Sgt Maurice Vandenberg
Sgt Joseph Pattyn	Sgt Jean Krakonski
Sgt Edward Baeke	Sgt Andre Lebeau

BRITISH

<i>A Team</i>	<i>B Team</i>
Sgt Brian David	Sgt Trevor Anderson
Cpl Tony Jones	Sgt Bob Card
LCpl Graham Cathro	LBdr John Kemley
Pte David Whitney	LBdr Melville

NETHERAVON again, but in June. Whether by accident or design I don't know, at least the idea was good weatherwise. May is a temperamental month and I always felt that we have been extremely lucky not to have had more than one weatherwise ZAP since 1964. The parachuting programme included a Novices Competition during the week 2-7 June with the final gladiatorial event 9-14 June. The Novices meet confined to accuracy was in two grades—20-50 using conventional parachutes and 50-75 descents using

Jickells and Sherdy Vatnsdal had almost expended their fund of anecdotes and reminiscences—even Bob Acraman appeared subdued! Charles Shea-Simonds was heard to say something about risking his *neck* this time if he only had a chance to parachute once.

All became well in the end, however, for between tea and last light Thursday we had completed two high-speed rounds of individual accuracy and one round of team jumping. The Parawing had made its cautious debut to the pit. Flown by Pete Schofield it

maculate gliding aerobatics and Pete Schofield, Pete Sharman and Gus Martin took three Parawings aloft to demonstrate the grace of this piece of nylon. They did it beautifully with full and adequate airborne commentary.

A last round of team completed the event by seven-thirty, and was followed by a light-hearted prizegiving which brought the meet almost to a close, but not quite. Our friends in Rothmans had decided once again to have the last word in support of APA. Our Chairman, Brigadier Thursby, ac-

1969

ARMY CHAMPIONSHIPS

John Clarke tells the tale . . . Charles Shea-Simonds took the photographs

Para-Commanders; as last year the entry was most encouraging and the standard equally high.

Perhaps the most rewarding thing about this competition is to see all the new faces, perhaps of budding stars of the future! Leput of 9 Sqn. won the junior section novices with Mason of the Royal Marines second; and in the senior section Morrison of 2 Royal Anglian Rgt. won, with Neman of the Royal Signals runner-up. A good cross section of the military community being represented—a healthy sign for future events.

I suppose that pessimism about the entry for the Army Parachute Championships is due to the rather late, last-minute scramble which usually takes place to get things started. As usual the entry list filled up rapidly between lunch and teatime on Sunday, and a total of 45 individuals who had accuracy skills equal to the occasion paid their fees. Thirty-eight felt they could complete the altitudinous choreography of the style event, while from most of those taking part a total of eight teams completed the entry.

Those of us who have served in the Middle East will know what I mean by a *chamag* wind; it is hot and strong with great staying power. At Netheravon it started to blow in glorious sunshine from the south-east on Monday morning and continued, punctuated by occasional lapses to 8-9 metres per second, until teatime Thursday afternoon. With morale really low we felt that a repeat of the 1967 postponement was almost inevitable. Our optimistic band of judges; Sherman,

made a pretty sight, but the old lags had few complimentary remarks about its opening pattern and final stages of approach. And would you believe it, we had that 'thermal' again—you know, the one at Netheravon which really gets a grip and keeps a poor bloke hanging about upstairs so long that he loses all form of concentration—'tis a great way of collecting a quid for a frivolous protest!

Among those whom we have seen before, our guests from the RAF were clearly intent on doing well. Charlton and 'Marty Feldman' Robinson had a ruthless competitive streak when airborne; fortunately this was matched by a very keen sense of humour in the packing hall and bar. As for the Marines, well (?) their parachuting looked good enough—that is, provided they were there—one never really knew!

What a great day we had on Friday; a hot day, with a slight zephyr of wind up to 2 knots. Up at six-thirty with two rounds of accuracy followed by two rounds of style. Clearly the style had a better look about it from last year. People like John Kemley, Trevor Anderson, Pat Canglely and Bob Acraman all did well. 7 RHA had two teams, both of which 'clicked' an acceptable standard in style and a very good result in accuracy. The scores indicated that a generally high standard was the order of the day, better than last year and most encouraging.

During the afternoon we operated three aircraft to complete style by five-thirty. Our many guests who attended for the afternoon had two excellent displays. John Evans repeated his im-

accepted a cheque on behalf of Mr Keown-Boyd of Rothmans. Thank you, Sir, for your kindness. We are most grateful for your help. So also are we grateful to our backroom boys at the APA Centre who manifest, cook, serve the drink, fly the aeroplanes, write and type. We give you our wholehearted thanks.

RESULTS

Individual Style

Winner: L/Cpl Acraman, RCT.
Runner-up: Sgt. David, 2 Bn Para Regt.

Individual Precision Landing

Winner: L/Cpl Cathro, 1st Bn Para Regt.
Runner-up: L/bdr Kemley, 40 Regt RA.

Team Accuracy

Winners: 7 RHA.
Army Champion
Winner: L/Cpl Cathro, 1st Bn Para Regt.
Runner-up: L/bdr Kemley, 40 Regt RA.

Competition Outside UK

Winner: L/Cpl Acraman, RCT.
Highest Member Para Regt
Winner: L/Cpl Cathro, 1st Bn Para Regt.

Best Bn Team, Para Regt

Winner: 1st Bn Para Regt.
Best RA/RE Team
Winner: 7 Para Regt RHA.
Best Unit Team not in A/B Forces
Winner: ITC Royal Marines.

Cameronian Trophy

Winner: 4th Bn Para Regt.
Rothman Trophy
Winning Unit Team: 1 Bn Para Regt.

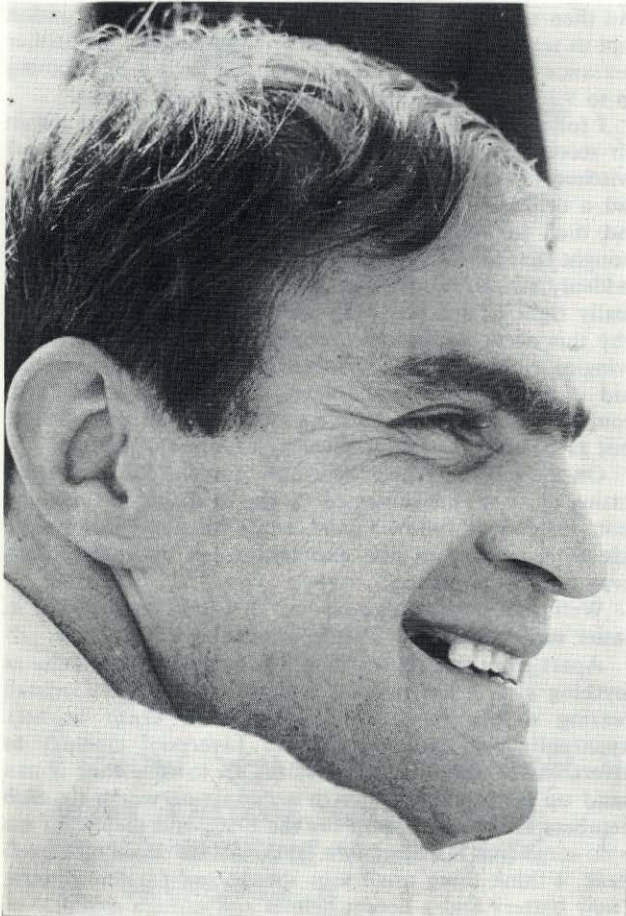


ABOVE

Left: Andy Anderson, from the APA, about to plant his foot on the disc; Centre: John Kenly, showing rapt concentration as he touches down for the first of his two DCs; Right: Geordie Charlton (one of the 'Blue-Job' visitors) coming in for his DC

BELOW

Left: Robert Acraman, Chief Instructor RAPA and Army Style Champion 1969, grins as another rival ZAPs!; Right: Pete Sherman, Chief Judge, fichtes Graeme Cathro of the Red Devils – Army Champion, 1969. Terry Jickells, behind, watches the pea gravel being pounded





Smile, burp, but keep stable

Mark Miller, (pictured, above right)

THE possibility of making money by selling free-fall film has continued to fascinate me, so I decided as a start to produce a specimen film. This would attempt to show what could be done at a standard commercially useable standard.

The first thing I had to do was to improve my relative work – or at least work more of it into my camera jumps. This didn't prove too difficult when I changed to jumping with subjects of my own experience, and slow-falling descent rate. This was confirmed by a short string of successful jumps, all within grabbing distance, with Terry Fawdon. These included exit shots, acrobatics and openings.

Lawrie St. John sold me his Bell and Howell AN-N4 16-mm gun camera and Newton Ring sight. This enabled me to film 16-mm at 32 frames per second, which is an important step towards a good quality film.

The Newton Ring is a polarising glass sight with an interference pattern of coloured rings seen at infinity along the axis. This is a superior sight, for although it is only a single ring to look through, it acts as two, specifying a direction, when you look through the coloured rings. Once it is synchronised with the camera direction, you only have to get the subject in the rings, and you know the camera is pointing the same way, regardless of helmet position.

At the moment, the power for the 24-V camera is provided by a pack of four large 6-V dry batteries mounted on top of my reserve. Each of these packs costs 19/- and seems to last for only about 300 feet of film. Dave Waterman has advised me to use a Deac battery, these being rechargeable and much smaller, but also expensive at about £15.

For the action of the film I decided that a single subject would drink a bottle of a certain brand of fizzy-pop, followed by various acrobatics and a close opening shot. You might think that it would be easy to get someone to act as this subject, especially if there was a small chance of making some money. In practice it has proved very difficult to get the same individual to stick around from week to week to practice and complete the film. In the end I had to take whoever was available and I finally got what was wanted on the first two jumps with my fifth subject—Jeff Lancaster.

The bottle was to be held in the left hand, secured with elastic tied to a Jubilee clip, a safety wrist tie was also provided; Yateley village inhabitants dislike us enough without having bottles dropped on them during Sunday afternoons. Originally I had straws fitted because I thought it might look uncouth to drink straight from the bottle, but apparently these were sheared off in the first instant of emerging into the slipstream. Spillage of the real stuff on jumps meant watering down to keep the bottle filled up. After adding instant coffee to bring back the colour it ended up as a very evil-looking liquid with things growing in it. At this stage it was decided to keep the bottle firmly corked once and for all, and to merely pretend to drink it.

On the 27th July we had perfect weather all day at Blackbushe. The Rapide did not arrive from Booker until 11 o'clock, however. When I phoned London Airport for height clearance into the air lane we were given 9,000 feet after a fair bit of coming and going at the other end. Believe it or not we then had to wait until twelve to make up a lift of eight and get them packed. I was jumpmaster, and after the drift run we put four blokes out at 3,400 feet, and then up to put two trackers out at 7,000 feet. London kept us waiting an anxious three or four minutes for further clearance but then we realised the true luxury of climbing up to 9,300 feet with just Jeff and myself left aboard.

I followed Jeff out to get the sun behind me and within ten seconds we were the required fifteen feet apart and I switched on the camera. Jeff raised the bottle, smiled, and had a drink. A back loop was followed by another drink and then he rolled sideways on to his back, kicking; I thought that might look good. Getting back close again, we suddenly swung round each other, with me pointing frantically right as Jeff went off into the sun. We don't know why this occurred, though Jeff suggested it was due to me swinging right out using shoulder turns; naturally enough I said it was him doing the same thing. Perhaps leg turns would eliminate this? Anyway, it messed up the opening shot as I pulled on Jeff, looking up at him and the sun.

On the next jump we were only granted 5,000, so after getting close we concentrated on the drinking and opening shot. Instead of following the 'chute opening I kept close this time, looking at him and letting his 'chute grab him away out of the picture.

Well, I have the film now – so all I have to do is sell it. Easier said than done! This is where the work begins.

Apart from this stunt which was as much an exercise as anything else, I am making a short film of Jeff Orchard wearing a wig in free-fall (without a crash helmet). Apparently this will be used in Liverpool cinemas to advertise the wig; "If it can stand up to this, then it can stand up to anything", etc. In a couple of weeks six club members are doing a jump for the BBC, and they want me to do some free-fall film there, so the future doesn't look too bleak. I think these small jobs should pay for the camera, a new battery and a decent helmet and camera mount.



I KNOW YOU ARE LATE FOR
 WORK, FREDDIE, BUT I WISH
 YOU'D CONFINE YOUR JUMPS
 TO WEEKENDS "

The day my boss took me out!

by Jill Hargreaves of *Motor Cycle*

DUNNO, it just doesn't seem fair. Other gals get tall, romantic, handsome bosses, but mine's a tiny little chap, thin on top to say the least, and *ever* so old. He's still pretty keen on the bikes but he's got another hobby, parachuting, of all things! He rabbits on about this quite a bit and I must say I've become more interested than I was. Knowing I'm way out, with it, and ultra-trendy (I ride a Triumph six-fifty and sporty chair) he's said once or twice "You ought to come down and see the lads jump one day". He belongs to a group called the BBC or the BPC or something. Anyway a few weeks ago, he bumps his car and has no transport, apart from the firm's Thunderbird he's conned the Editor into lending him.

Casual like he says to me, "How about coming up to Denham next Saturday, we've got a display on there". Okay, I fall for this one, then it turns out he wants me to take the parachutes and gear while he takes his pal, a slim handsome type called John Deegan on the "Bird". Why couldn't he take the 'chutes and leave me the dishy Deegan. that's what I'd like to know?

Anyway, off we go, the weather is fine, and we only get slightly half-lost once on the way. He dawdles about in the middle of the road and then explains "Just waiting to see you're all right, dear". Ugh!

On arrival there the air seems filled with busy aircraft buzzing in all directions. We meet all the other display types who greet boss as old and valued (?) friend. Surprise! After a lot of natter about nothing in particular, we decide to move the kit over to the Rapide; trying to be helpful I pick up his reserve, and there it is all over the ground. The chump never told me not to life it by the handle. Serve him right! Actually he was very good about it, and a bit of pushing and shoving from him and a character named Lofty and it's soon back in. Trying to get round me, he says I might be able to go up in the Rapide, but the pilot thinks it's a bit tight on this runway, so that's another dream gone.

Soon they're off and I'm standing all important on the DZ with other aficionados, disdainfully looking at the crowd beyond the ropes. I can't believe that little figure standing up there on the wing belching green smoke is my gaffer! Soon they're all on the way down and thump, thump, thump, they're all round the target, and it's all over. A few beers and more natter and away home. Tearful farewells to Lofty, Dave, John, Jeff, etc., etc.!

Come to think of it, I really did enjoy it, think I'll go again. (Oh, I did have a nice meal too, after a struggle; that can't be bad, can it?). As I said, my boss may not be Omar Sharif but he is a parachutist and that Omar ain't (far as I know anyway!). Who's my boss? Oh, his name's Jeff Orchard. Ancient widows apply to me for further details!

Major Edward Gardener

Safety Officer, Army Parachute Association

bits 'n pieces

IN 1967 I was lucky enough to be sent on a two-year exchange tour to the United States. I spent most of this time at Fort Bragg which, as many of you probably know, is the home of the American Airborne and a great place for free falling. As well as doing a lot of jumping with one of the parachute clubs (there are three on the Post!) I was also able to spend about two months with the Army Parachute Team (the Golden Knights) and three months with the Special Forces military free fall school (the HALO Committee). In such surroundings I inevitably picked up a lot of useful tips, and I have selected a few at random that I think may be of interest or help to parachutists over here.

Demonstration events

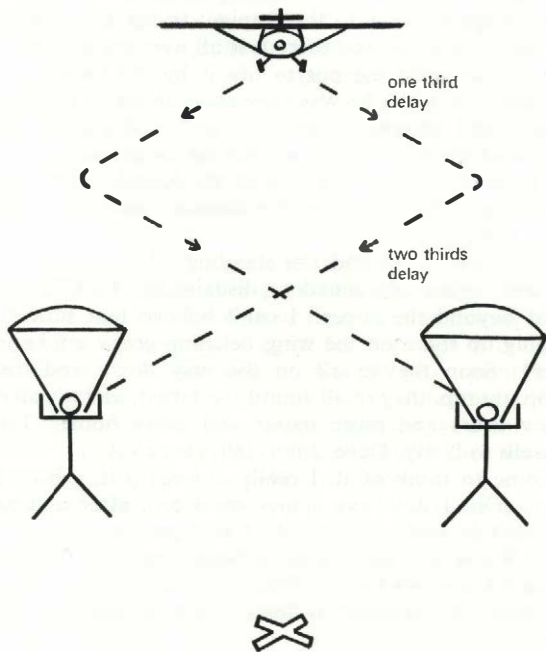
The standard programme of a team from the Golden Knights involves nine men on four passes; two men on a Baton Pass, one man on Cut-Away, two men on Diamond Track and four men on a Formation. The first two items are well known to jumpers over here, but the last two are less common. A short explanation of these might provide a useful addition to a club's display programme or simply give something new to try on an ordinary day's jumping for experienced parachutists.

The Diamond Track has been selected in place of the

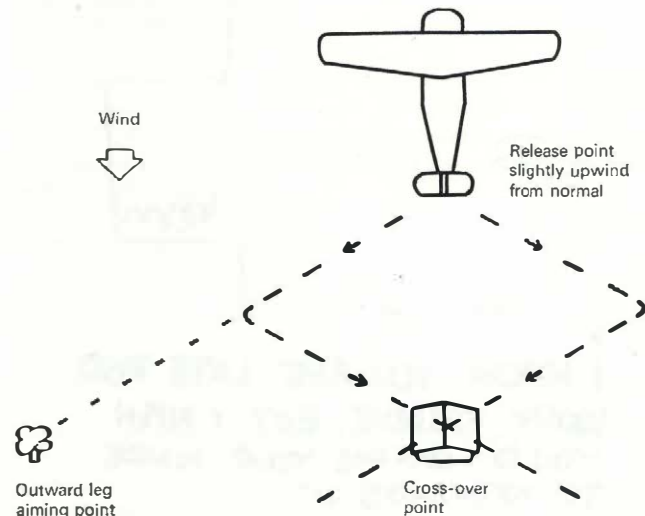
straight Max Track, as it saves a long trudge back to the DZ and avoids the inevitable comments by the 'whuffos' that the jumpers weren't much good as they missed the target by miles! The exit point should be selected slightly further out than normal so that when the jumpers track out and back they are not battling an exact cross wind but can face slightly down wind to get a little extra push. If possible, the jumpers should agree on a cross-over point on the ground before they exit - usually near the opening point; even with smoke it is not always easy for one man to pick out his partner in free fall and the crossing may be missed. Preselected aiming points for the outward legs are also useful, so that each man guarantees heading in the right direction. The secret of ensuring that you can make the cross-over is to track outwards for only one third of the delay before turning back inwards; thus, on a forty-five second delay go out for fifteen, turn and come back for thirty.

Hints on a good tracking position were well described by Bill Molloy in his article 'Put a Hump in Your Back' (*Sport Parachutist*, Spring 1969). Although slight variations in position suit different people, I found one additional tip really useful to give that extra bit of speed. When actually putting the hump in your back, tighten your stomach muscles until you get the same feeling as hanging face outwards on a set of wall bars and trying to raise your legs out in front of you with straight knees; on a long track it should literally make those muscles hurt, but it certainly produces results (try it from 25,000 feet down to 2,000 feet and you'll see what I mean!).

Diamond track - vertical view



Diamond track - horizontal view



A final important point is to maintain the track throughout. It is, of course, virtually impossible to observe your altimeter while in this position. To determine the correct point at which to turn back on to the inward leg it is therefore necessary to count the seconds (one third of the total delay) then execute a quick, downwind turn without breaking the track. Immediately start another count for the inward leg, but for reasons of safety break your track sufficiently to observe your altimeter five to ten seconds before the end of the count. Also, if you do see your partner, beware the danger of becoming so engrossed with making the cross-over that you forget your height. Finally, remember to flare out to reduce speed before pulling.

The Formation requires a lot more practice and skill than most people imagine—until they try it! A thorough briefing is necessary before the jump and the jumpers must be allotted the positions of Leader, Left and Right Wings, and Slot. From exit to opening, the wing and slot men should have their eyes only on the leader and never look at their instruments or the ground; this throws a lot of responsibility on the leader! For ease of recognition he should have a coloured strip on his pack or helmet.

The exit should be as tight as possible in the following order: leader, wing men, then slot; but the leader should then be allowed at least five seconds to pick up his heading before the remainder start to build the formation. The wing men should close in until they are level with and almost touching the leader's feet, while the slot man slides in between the wing men's feet. The greatest danger lies in one man dropping below the leader. It is very often easy to build a good formation but quite another to hold it on a long delay; however, with practice the leader will be able to take the formation in slow turns and glide towards an opening point – if necessary he can give simple, pre-arranged hand signals to indicate his intentions.

For a final, dramatic effect, the formation should cross over and bomb-burst before opening; initially this should be done at about 4,000 feet, but with practice it can safely be performed at about 3,000 feet. The leader should give a distinct wave-off and then turn 180 degrees; the wing men turn inwards 90 degrees while the slot man remains facing the leader. All then track forward, taking care to avoid a collision on the cross-over by passing in a pre-

arranged pattern. The wing and slot men then have the awkward task of continuing their track while still keeping their eyes glued on the leader over their shoulders or between their legs! The leader then gives a final wave off to indicate time to flare out and pull.

Accuracy jumping

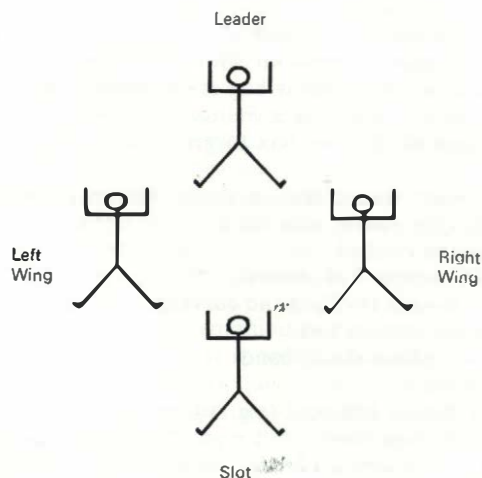
Although I enjoy it, I am a poor competition jumper and have no illusions about winning even the lowest standard event. But I picked up some useful tips which even improved my standard a bit and certainly added to my enjoyment of accuracy jumping. These points are for the newcomer to competitions; the pundits will either know them already or will have rejected them for good reasons of their own.

One of the greatest problems is learning to relax. So as soon as you have opened, checked your canopy and ensured that you are on the wind line facing the right way, drop your hands to your sides, take a deep breath and hang limp in the saddle for a few seconds. If you then periodically remind yourself to relax during the descent you will avoid the muscle-binding tension that can so easily rob you of those elusive last few centimetres (or perhaps metres!). Next, check the point of stall on your canopy; this can vary considerably from day to day or even hour to hour.

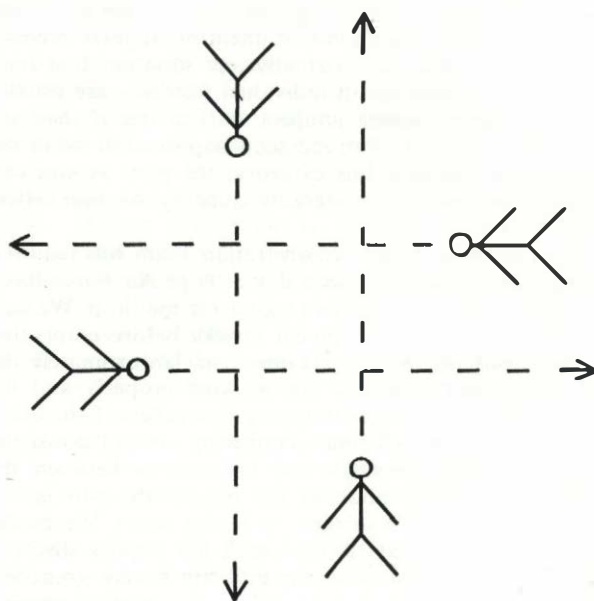
Most competitors like to make their approach facing the target with the canopy on half brakes. But if your spot was short or the wind higher than expected, this may not be possible. However, with practice it is possible to virtually eliminate the forward speed of a Para-Commander without it becoming unstable; it requires very short, gentle movements of the toggles just into and out of the stall position (if the toggle movements are too great, the canopy will descend in a series of 'steps').

It is generally accepted that goggles should be removed on an accuracy jump as even a good, clean lens can distort your view of the disc in the last few feet. It is also easy to allow your attention to be slightly distracted to, say, a judge standing in the pit; concentrate on nothing but the

The formation



The cross-over



disc from the start of your final approach until you hit the ground.

Many jumpers like to release one side of a chest mounted reserve to give a clearer view; this is certainly a help, but don't try it for the first time in a competition – the new view will be unfamiliar and may upset your final approach. Another well known trick is to keep the hands well forward so that they are just within the field of vision; this eliminates the possibility of unintentionally allowing one hand to ride higher than the other causing an unexpected turn.

There are, of course, an endless number of further tips which could be listed. But these are best passed on by an instructor during training.

Sleeve retainer lines

Sleeve retainer line lengths on Para-Commanders have often been a subject of controversy. A very short line keeps the sleeve out of the way in the apex of the canopy after deployment; with a long sleeve it frequently causes a heavy opening, while with a short sleeve it makes packing difficult as the crown lines have to be unhooked from tension before the sleeve can be pulled down. On the advice of the Golden Knights I tried the other extreme – an eighteen foot line; the result was nice, gentle openings and the sleeve streaming well clear behind the canopy. However, the length of the line did appear excessive, so I tried reducing it to fifteen feet; but occasionally I then found a pilot chute caught through a slot. As soon as I returned to the eighteen foot line I had no further trouble. This length of line does, of course, require folding into a figure of eight and stowing in bands in the top of the sleeve (don't, please, leave eighteen foot of line flapping around loose!); I find it well worth the few extra seconds required during packing. My Para-Commander is getting old and we both like our comforts; the combination of a long retainer line and a short sleeve gives positive but gentle openings which suit us both.

Emergency situations

Emergency situations and incidents can come in many varied forms in parachuting; it would be impossible to list all of them. Thorough training, sound equipment and common sense can prevent most of them or at least prepare the jumper to deal with virtually any situation that may arise. However, reports on individual incidents are usually worth circulating among jumpers, particularly if they are of an unusual nature. Two incidents happened to me in the States which fall into this category; the first, as you can imagine, cost me a considerable quantity of beer afterwards.

Our Divisional Club Demonstration Team was required to give a display at a big open day at Pope Air Force Base. We were given an Air Force Dakota for the drop. We carried out the normal equipment checks before emplaning and then took off for the streamer run. Unfortunately the crew chief's intercom was not working properly and the pilot was unfamiliar with dropping free-fallers; I therefore had to spend a lot of time clambering up and down the fuselage relaying messages and instructions between the jumpmaster and the pilot; in the process the pins in my main pack must have worked up in the cones. We finally ran in for the drop at 10,000 feet; I did a quick dive out the exit and reached down to pull my smoke grenade – then it happened! I had a sensation of something coming

off my back and the next instant found myself hanging under a fully deployed canopy. Luckily all the pins cleared together; if only the bottom one or two had popped I would have been left hanging upside down which would have made the situation far worse. The next twenty or so minutes were quite interesting, particularly as winds on the surface were fifteen knots and at 10,000 feet nearly fifty; in addition there was quite a lot of scattered cloud and considerable thermal activity. I eventually landed in a forest about six miles from the DZ having been escorted all the way by the Dakota (a rather unwelcome companion when passing through layers of cloud!). Within five minutes of landing I was riding back in a helicopter and had time to repack for the next drop. The moral of this story is simple; despite a thorough pre-emplaning check on the ground, check your pins again shortly before exit, particularly if you have been moving around in the aircraft. You can do this quite easily yourself by just feeling the bottom pin (if this is well seated then the others will also be in place). I was lucky; the results could have been serious.

The other incident occurred on a small competition at Fort Bragg. On an individual accuracy jump from 2,500 feet I delayed for about four seconds then came in to pull. The handle moved a short distance and then stuck. Looking down I saw that the stitching securing the bottom of the ripcord pocket to the harness had broken so that the lower half of the pocket was turning outwards with the handle; no amount of pulling would release the handle from the pocket which was still firmly stitched to the harness at the top end. I could probably have reached across with my left hand to try to get the handle free; but by this time I was below 1500 feet so decided to go for my reserve. After an uneventful landing, a quick reserve repack and a few stitches in the harness I was in the air again on a rejump. I had conducted a thorough check on my entire rig only a few days before; all the stitching had appeared sound. Obviously the thread had in fact weakened with age and use. A very minor and easily overlooked fault resulted in an emergency situation; annoying for an experienced jumper but potentially dangerous for a student who might have spent too long wrestling with the main handle.

Repair box

Have you ever been caught out at the start of a day's jumping by finding a broken sleeve retainer line, a missing connector link screw or some loose stitching on your rig and no equipment to repair it? The simple answer is to take an emergency repair kit with you. A tool box, ammunition box or small canvas bag are suitable containers.

The actual contents is a matter of choice; I am listing the contents of my own box to give you a few ideas.

- Packing gear (stakes, tension frame, hammer, line separator, packing paddle, shot bags).
- Spare reserve ripcord.
- Spare kicker plate (for reserve).
- Assorted needles (straight and curved).
- Spare sleeve retainer line.
- Packet of retainer elastic bands.
- Sewing palm.
- Assorted thread and cord (e.g. waxed 5 cord, nylon type 6 thread, E type thread and type 550 rigging line).
- Ripstop tape – very useful for small canopy repairs.
- Plastic or electrical tape – for odd jobs.

Beeswax – for waxing sewing needles and rubbing on control lines.
Adjustable spanner.
Small monkey wrench.
Small pliers.
Two screwdrivers (crosshead and conventional).
File.
Scissors.
Knife.
Sharpening stone.
Felt tip pen.
Ruler.

Spare connector link screws.
Spare pack opening bands.
Bodkin for pack opening bands (made from bent clothes hanger).
Matches.

You could add many more items to the list until you had enough equipment to run a complete rigger's loft. But you will find that you can cope with most emergency repairs with the above items; they save the frustrations of cancelling jumping half way through a good day for some minor fault.

NINETY-SIX MILLION BUTTERFLIES

Jim David

THE fatal day has finally dawned. "What is the date, by the way?" "The Thirteenth." GULP! Oh, well! I've turned down two opportunities to do free fall. I can't go up to him now and mutter something about "Another dummy pull . . . Happy on statics", etc. I'm committed to a seemingly dodgy journey into the wild blue yonder, for three seconds, totally alone.

It's a good day; for the thirteenth, that is; the sun already high over the yardarm, windsock hanging like a limp orange sausage in the middle distance; hardly a cloud in sight.

"O.K.! Get kitted up." The sound I've dreaded hearing precedes my sigh of relief. At last, something to do. This is the first time I've put a rig on with a live handle in the pocket. No different to a rig with a static line really — except for that handle which seems to irradiate a feeling of power and security. Funny, no butterflies yet. Still, I suppose they must come sometime. Den, my fiancée of three weeks, asks me how I feel about it. "Great!" I say, trying to sound convincing. Already the blood is draining from my cheeks which have now taken the colour of anaemic chalk.

We move out to the apron "en masse" to watch the first sortie emplane and I take a few feet of film to try and forget my slowly shredding nerves. The engine of the Cessna 172 fires and awakens the 96,000,000 butterflies which were lying happily dormant in the pit of my stomach.

We stand and watch the little red and white jump ship claw its way into the sky. My fellow passenger on this trip will be Ken. Good old Ken, on his second lob. He fails miserably to look nervous. Why am I the only one with the jitters? I show Denise how to operate the movie camera. I want this auspicious occasion down on film to show our grandchildren, or the coroner, which ever needs it first. "Now don't forget to take the lens hood off." "How do you feel now," she asks. "Not too bad; better than the other times," I say feeling a little sick. Perhaps I shouldn't have had beans for breakfast. Yuk!

Chris has now unceremoniously dumped the previous sortie out in the sky and is speeding back, like some great bird of prey, for his next victims — me and Ken. My heart is going well; it feels as though it's going to break my chest strap. The aircraft fails to land but hovers above the main drag at about eight feet then goes on for another circuit. "Oh, aye! so the — is going to prolong the torture." We

were told later that the aircraft could not land for thermals off the runway.

Suddenly we have been checked out and are sitting in the 172 taxi-ing to the end of the runway. I am first out, so I bear the brunt of the slipstream as it belts through the hole where the door should be. I clutch at the two ripcord handles in case some nit pulls one, out of spite.

Swansea wobbles on to our horizon as we gain height, and the Gower Peninsula travels slowly beneath us. Gazing down on its blue sea and golden sands it makes me rather homesick, wondering what the hell I am doing in a draughty flying mini, 2,000 feet plus above the earth, trussed up in a harness that was probably designed by the Maquis De Sade.

I try to think what I must do "One thousand — two thousand — three thousand — PULL — one thousand, etc." Chris turns to the pilot: "One minute to drop." Ohmigod! not already. Sixty agonising seconds. "Five right." Hell, I've lost count; must be about thirty seconds to go. "Five right — CUT! — OUT!" Wow! it is me he's shouting at. Catch hold of the door frame and lever myself out of the seat; reach for the wheel with a foot that feels like fourteen stone of lead in the slipstream, clutch at the strut, swing out, bring up my other foot, both hands are now on the strut. I'm just about set for a ride around the Gower when: GOoooo! My hands have let go of the strut and are starting to stretch my arms from my shoulders. My feet are pushing through the soles of my boots, and my back feels as though it's bent double. "One thousand," strewth! no static this time, what a fine time to remember. "Two thousand — three thousand." — I've done a dummy pull; pulled a second early. But what's this, I'm still travelling, wow! Oh yes, there's the control tower, straight down. This is great, there's the car park, the gang should be there somewhere. Now what's happening, there's the horizon, CRUNCH! blue sky and a perfect green camouflage T.U. roll into view, I've done it.

All I've got to do now is keep my head screwed on and it's roses all the way. Funny, no matter how many times you hang under a 'chute the novelty never wears off. You could control the world from here. Oh! Oh! ground grows up fast around here. Gawd! its made of concrete. Never mind, better than nothing. UMPH! The canopy dies above my head.

Later I walk into the bar with a grin that will take twelve months of plastic surgery to erase. I've been hooked on free fall.



The 'Blue Stars' Freefall Team



KERRY NOBLE

As "Aussie" Power mentioned in his article concerning the opening of the Northern Parachute Centre in the Summer issue, one of his priorities was the formation of a demonstration team run under the auspices of the Centre. He went about this by picking the more advanced members of the club for the team and lecturing them throughout the winter on demonstration procedure and PC handling. By the time each member was ready to jump a PC the technique was already known in theory—a good start. These first jumps were made on Aussie's Red, White and Blue, but eventually the five Black and White chequerboards arrived from the States and experience soon mounted. When Aussie was satisfied with the performance of each member a practice area was marked out and team stacks and accuracy training commenced in earnest. The results, under Aussie's expert eye, were encouraging, and by the end of March all members were qualified for demonstrations and declared capable.

Our first jump was scrubbed through high winds so the team made its debut on a Charity Jump for the Boldon British Legion. This was voted a great success and we were launched.

Since this memorable occasion the team have roamed far and wide for demonstrations including the Air Show at Woodford, Manchester, and on to the beach at Boulmer in aid of the Boulmer Volunteer Rescue Service. We were also booked for a jump at an American Base at Harrogate

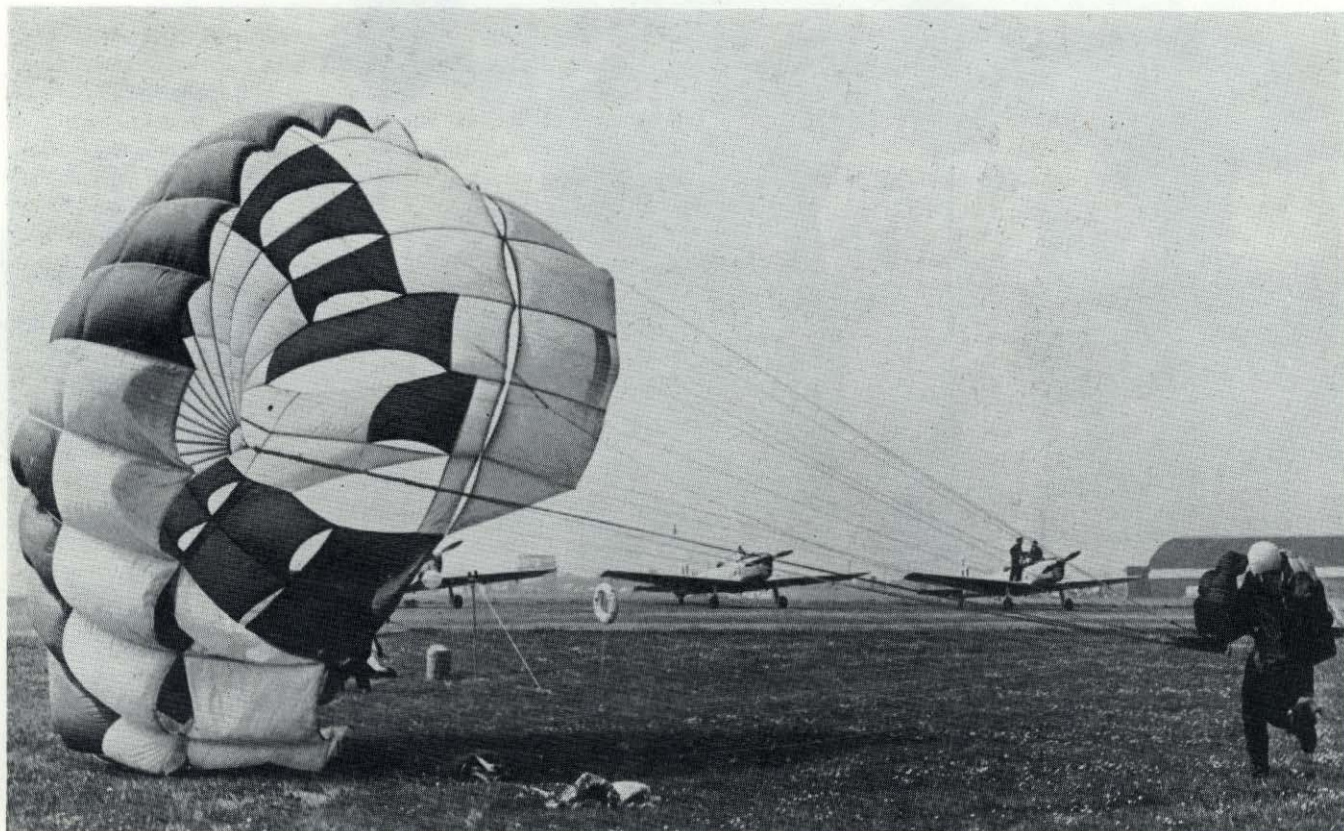
for the July 4 celebrations, but regrettably high winds grounded us. This was not a wasted trip, however, as the whole team spent the evening cementing Anglo-American relationships and the next two days recovering.

The Sunderland Air Day presented the team with a jump from a Wessex by kind permission of Bristow Helicopters Ltd., expertly flown by one of their pilots, John Cameron. Guest jumpers from foreign lands are always welcomed on the team and on this jump Percy Ford-Smith and Terry Masters from Canada jumped with Aussie on a separate pass from the rest of the team.

The demo season still presses on and now Aussie is nominating further members who show promise to train for the team. Until fully qualified and experienced on PCs these "apprentices" act as ground party and learn by watching the regular members in action.

The next event is to be a water jump into the sea off Seaburn beach when for once the team will revert to LLs. For a first season everyone concerned is more than satisfied, but Aussie of course still criticizes regularly—all for the good, of course. In the next issue we will give a comprehensive report on progress and an intro to all members.

As a last comment I must tender the team's apology for absence at this year's Nationals, but owing to demonstration commitments a team could not be spared. They'll be there next year, however, to try their hand at the finer points of team jumping. See you all then, if not before.



First Royal Marine three-man link

ALAN SKENNERTON

THE first ever link-up of three Royal Marines in free-fall took place at Simbang airfield (Singapore) on May 9. The jumpers were all from H.Q. 3 Commando Brigade, by name Captain Ram Seeger, Corporal Alan Skennerton and Marine Bill Yates, who make up the Brigade free-fall parachute team.

Happily for us, 14 Flight AAC who operate Scout helicopters at Simbang are without a doubt the most helpful non-jumpers around and readily supplied our jumpship. With Captain Hunt at the controls we made ten thousand feet in little over ten minutes and were soon ready for the off. Those of you who know the Scout can imagine what a merry game the pilot has when two jumpers plus equipment leap off one skid whilst one more of the same does likewise off the other skid. We never see the mess since we are earthbound by then, but imagination is enough!

Well, from our point of view, the exit was fine—much credit to Captain Hunt who was undergoing the rigours of free-fall dropping for the first time. Bill Yates went off first, Ram Seeger and myself following within a split second.

After 15 seconds of free-fall and much manoeuvring by all, I closed and caught hold of Bill. Ram Seeger arrived with a bang soon afterwards and despite some tumbling the three-man link was completed. It was held for approximately 10 seconds (enough to be witnessed from the ground at least) and at 4,000 feet the team split and tracked apart and pulled at 2,500 feet.

Accuracy had been cast off in favour of the relative work but nevertheless the team landed comfortably near the control tower and within a five metre radius. For a team which concentrates primarily on accuracy the combined relative/accuracy was very satisfying. For the jumpers it was perhaps a personal triumph, especially for Ram Seeger, having strived to promote sport parachuting in the service for some years.

Our thanks go to 14 Flt. O.C. Major Riches and all his pilots for much help and understanding, often in very busy times; to Lt. Cdr. (Air) Barras and P.O. Partington of Simbang Air Traffic, and last but not least, photographer Marine R. McClurg for his time and efforts.



'Have rig, will travel...'

Larry Hennessey

HAVING not had much of a break in 1968 due to pressure of work in Belgium I decided that this year I would take a parachuting holiday in the south of France. Following extensive enquiries among friends in the parachuting fraternities at the two centres I had used in Belgium—Schaffen, near Diest, and Temploux, near Namur—it was in the balance whether I should go to Gaillac, which is close to Toulouse or Royan, on the coast.

It was eventually decided for me when I learned that two of my friends, Susie and Pierre van Mensel were planning to be at Royan for the first two weeks of August. The couple are very experienced parachutists, and with the centre instructor's critique I felt I ought to be able to improve my technique all round. It would also give me the opportunity of picking up a few tips on the EFA Olympic I intended to order. Plans were finalised, and I ordered the Olympic IIA.

We met in Antwerp on July 31, and since by this time I had met a young lady with just three static line jumps to her credit made over a period of five months, whose holiday arrangements had gone a little haywire, we took her along. After a tiring drive across France we stopped at Clichy to take delivery of the new rig, the main canopy being supplied in the colours ordered but the main pack and reserve being bright orange!

Our destination was located at the Medis-Royan airfield to the north of the town, and on arrival we were made most welcome by Alan Libermann, the 'Chef du Centre'. Accommodation charges are a nominal 1 franc per person per day. Pierre and Susie had a large tent which they were permitted to site at no cost on the edge of the airfield, using the centre's adequate washing and bathing installations. Cooking facilities were also offered, again for the price of 1 franc for 14 days.

Alan checked our documents and equipment (including reserves) following which we took out the obligatory French State insurance cover, before jumping began next day. A policy was determined regarding the rig to be used by our young lady on static line. We had taken with us a C9 with single T modification hooked to a Pioneer 4-pin pack and harness employing a standard Irving sport parachute static line. The alternative was the official French military TAP650 static line rig. After consideration Alan agreed to the use of the C9, subject to the static line being stowed on the lift webs. It was interesting to note that we were the first British jumpers at Royan and when, after twenty static line descents our young lady was allowed her first 'hop and pop' a small piece of history was made for we were told that females usually need between 35 and 45 such descents before freefalling!

A typical day's routine was as follows:

- 0700 aircraft wheeled out and started
- 0710 manifesting
- 0715 fitting
- 0720 first lift (S/L) boarded the aircraft

Jumping then continued until 11.30, one getting washed and breakfasted between lifts. The usual practise was to put the ladies on the first lift so that when they came in the men repacked their 'chutes while they got breakfast under way. At the end of jumping sessions we gathered round for critique, having been observed from both aloft and the ground. This will indicate how well organised were both critique and instruction.

The principal aircraft used was that workhorse of most French para centres, the 'Broussard'; a single-engined, high-winged monoplane capable of carrying a pilot and six jumpers. A Lockheed Airmacci was in evidence undergoing a top overhaul and we also jumped a Dragon Rapide which put in a two-day appearance. (We gathered that its usual occupation was to transport lobsters and shellfish from the coast to Paris.)

After a break, jumping continued until dusk; one could get in six descents a day at a cost of 200F per fifteen descents for advanced jumpers and 125F for students up to a maximum of 10 seconds delay; from Monday to mid-day Friday a restriction was in force limiting us to 6,000 feet; however, we arranged our jumping so that we made two descents in the morning following which we spent the afternoon sunbathing on the beach; then back to the airfield for perhaps a couple more in the evening.

The last two lifts of the day were usually turned into a competition; one lift being entirely French, the other rather more international being comprised of Belgian, US, UK and German jumpers. The losers later paid for a round of drinks at the bar (it worked out pretty even)! We used to get quite a crowd of spectators when local residents and flying club members realised the significance of the daily event.

On the odd occasion when the weather turned against us 16mm. films taken at Biarrosse, the French national centre where instructors are trained and examined, were shown. From these we learned much about flight control, body position, etc.; one cannot praise too highly the patience and enthusiasm shown to students by the French instructors.

On the twelfth day we made our last descents; our young lady was by this time on 8-second delays, and I had gained experience in packing and maintaining my Olympic and learned to fall in the frog position and turn style.

Saying 'au revoir' we headed north to Belgium where we were to watch the first Belgian Championships. Unfortunately the weather turned sour and scratched plans to jump from a C119 and a large helicopter laid on by the Belgian air force.

Belgian parachutists in general showed a keen interest in the Irvin 'Black Diamond' rig (at the time of writing only one or two are about) coupled to a skyranger canopy (TU7), while the Belgian Army display team closely examined the pack and harness. The colour scheme of the latter was maroon trimmed with black for the pack and reserve, together with a black harness. I feel that these should sell well on the continent, since price for price and with such attractive colouring they compare more than favourably with any equipment one can purchase outside the US, and, except for the Dominator, the pack has the advantage of accommodating any canopy.

We finally headed homeward, having jumped in France and Belgium, clocking some 60 plus descents at an average cost of under £1. We had gained a wealth of experience, many parachuting friends, and a good tan!

LIST OF BRITISH PARACHUTE ASSOCIATION APPROVED ADVANCED PARACHUTE INSTRUCTORS

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

LIST OF BRITISH PARACHUTE ASSOCIATION APPROVED PARACHUTE INSTRUCTORS

Acraman, R.	Parachute Regiment	Jacobs, K. E. .. .. .	..	R.A.F.S.P.A.
Addison, N. F.	R.A.F.S.P.A.	Johnson, A. T. .. .. .	..	R.A.F.S.P.A.
Anderson, T. R. .. .. .	.. A.P.A.	Johnson, J. V. W. .. .. .	..	Old Warden
Basnet, J. T.	(P) B.P.C.	Jones, K. .. .. .	..	Parachute Regiment
Beard, J. .. .. .	.. B.S.D.	Kelly, G. A. .. .. .	..	N. Ireland F/F Para Club
Bilbao, G. .. .. .	.. S.A.S.	Lonsdale, R. C. .. .. .	..	A.P.A.
Birch, D. T. .. .. .	.. R.A.P.A.	MacLennan, W. M. .. .. .	..	Scottish Parachute Club
Black, A. .. .. .	.. R.A.P.A.	McGorry, J. P. .. .. .	..	Martlesham Heath S.P.C.
Bowles, J. .. .. .	.. R.A.P.A.	McNaughton, D. .. .. .	..	Parachute Regiment
Brewin, D. .. .. .	.. R.A.F.S.P.A.	McQueen, A. S. .. .. .	..	A.P.A.
Card, R. .. .. .	.. A.P.A.	Martin, M. A. .. .. .	..	Parachute Regiment
Carr, G. .. .. .	.. A.P.A.	Mitchell, C. E. .. .. .	..	B.P.C.
Castrec, C. J. .. .. .	.. R.A.P.A.	Moloney, T. .. .. .	..	R.A.F.S.P.A.
Cockburn, A. M. .. .. .	.. A.P.A.	O'Brien, M.	(P)	B.P.C.
Cole, A. J. N. .. .. .	.. B.P.C.	Oxley, T. .. .. .	..	A.P.A.
Cooper, A. E. .. .. .	.. Manchester Skydivers	Power, M. .. .. .	..	Northern Parachute Centre
Crawley, T. .. .. .	.. Green Jackets Parachute Club	Raine, G. P. .. .. .	..	A.P.A.
Crocker, J. T. .. .. .	.. B.S.D.	Reddick, J. .. .. .	..	A.P.A.
Dale, A. J. .. .. .	.. R.A.F.S.P.A.	Reed, M. .. .. .	..	Flying Services Inc.
David, B. A. .. .. .	.. Parachute Regiment	Rees, B. .. .. .	..	Parachute Regiment
Day, T. .. .. .	.. Metropolitan Police P.C.	Robinson, J. .. .. .	..	R.A.F.S.P.A.
Dickson, T. G.	(P) Scottish Parachute Club	Ryan, R. .. .. .	..	R.E.M.E. F/F Club
Fernie, W. G. .. .. .	.. Scottish Parachute Club	Seeger, P. Mrs. .. .. .	..	R.M.S.P.C.
Forsdyke, J. K. .. .. .	.. South Staffs.	Seeger, R. A. M. .. .. .	..	R.M.S.P.C./J.S.S.P.A.(S)
Friel, S. .. .. .	.. B.P.C.	Shea-Simonds, G. C. P.	(P)	B.S.D.
Gayler, F. J. .. .. .	.. B.P.C.	Shone, G. B. .. .. .	..	R.A.P.A.
Green, A. .. .. .	.. B.P.C.	Slattery, W. P.	(P)	Nomad
Goldsworthy, J. N. A. .. .. .	.. R.M.S.P.C.	Smith, E. H. .. .. .	..	S.A.S.
Hackett, D. .. .. .	.. A.P.A.	Sparkes, J. .. .. .	..	Cyprus
Hall, F. M. .. .. .	.. Scottish Parachute Club	St. John, L.	(P)	B.P.C.
Harrison, J. .. .. .	.. B.S.D.	Thompson, C. .. .. .	..	Independent Skydivers, Swansea
Hagan, T. .. .. .	.. B.S.D.	Thompson, M. W. B. .. .. .	..	South Staffs.
Henry, T. .. .. .	.. S.A.S.	Vos, K. V. .. .. .	..	B.S.D.
Herbert, C. .. .. .	.. J.S.S.P.A.	Walmsley, J. .. .. .	..	Parachute Regiment
Hill, A. V. .. .. .	.. C.C.S.P.A.	Ward, B. R.	(P)	North Lancs.
Hogg, J. E. .. .. .	.. C.C.S.P.A.	West, M. J. .. .. .	..	South Staffs.
Hounsom, N. .. .. .	.. B.S.D.	Wilson, J. W. .. .. .	..	R.A.P.A.
Hunter, D. W. .. .. .	.. Australia	Wittke, R. .. .. .	..	R.A.P.A.
Jocko, R. L. .. .. .	.. R.A.P.A.			

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.

31 August 1969

Affiliated Clubs open to Civilian and Service Members

British Parachute Club, Blackbushe Aerodrome, Camberley, Surrey.	C. R. Plummer, 'Climaur', 32, Mill Road, Stokenchurch, Bucks.
Brunel University Sky-Diving Club	Paul Manning, Brunel University, Kingston Lane, Uxbridge.
Hereford Parachute Club, Shobdon Aerodrome, Shobdon, Leominster, Hereford.	W. E. Beddocks, 33 Emlyn Avenue, Hereford.

Independent Sky-Divers,
Swansea Aerodrome,
Swansea, Glamorgan.

C. Thompson,
63 Maccyscwm Street,
Barry, Glamorgan.

Manchester Sky-Divers,

J. Cooke,
36 Astley Road, Harwood,
Bolton, Lancs.

Metropolitan Police
Parachute Club

T. Day,
5 Westbury Terrace,
Cranham, Essex.

Nomad Sky-Diving Team

Miss T. Rixon,
10 Ruskin Street, London, S.W.8.

Lancastrian Para. Centre
Cockerham, Nr. Lancaster,
Lancs.

B. R. Ward,
107 Fishers Lane,
Pensby, Wirral, Cheshire.

†**Northern Para Centre**
Sunderland Airport,
Sunderland, Co. Durham.

M. Power,
Northern Parachute Centre,
Sunderland Airport,
Washington Road,
Sunderland, Co. Durham

Northumbria Para. Club
Sunderland Airport,
Sunderland, Co. Durham

G. E. Russell,
47 Swinley Gardens,
Newcastle-upon-Tyne, NE15YHZ.

Royal Marine Sport Para. Club,
Dunkeswell Airfield,
Honiton, Devon.

Capt. J. N. A. Goldsworthy, R.M.,
I.T.C. Royal Marines,
Lypstone, Exmouth, Devon.

Scottish Parachute Club,
Strathair,
Strathallan Airfield,
Auchterarder, Perthshire.

W. G. Fernie,
26 Regent Park Square,
Glasgow, S.I.

South Staffordshire Sky-Diving Club,
Halfpenny Green Aerodrome,
Bobbington, Worcs.

C. May, 39 Broadway,
Codsall, Wolverhampton, Staffs.

Vauxhall Sky-Diving Club
c/o North Lancs. Para. Club.

G. E. Mitchell,
9 Kennedy Close,
Off Ethelda Drive,
Newton, Cheshire, CH2 2PL.

Old Warden Flying and Parachute Group

J. Searson,
145 Ickwell Green,
Biggleswade, Beds.

Green Jackets Parachute Team

D. Waterman,
94, Hamlet Gardens, London, W.6.

Service Associations/Clubs

Army Parachute Association

The Secretary, A.P.A.
Airfield Camp,
Nethcraven, Salisbury, Wilts.
Flt. Lt. J. Robinson,
No. 1 P.T.S.,
R.A.F. Abingdon, Berks.

Royal Air Force Sport Parachute Association

Lt. Hall,
58 Sqn. RCT., Dhekelia, BFPO 53.
Lt. V. M. Bentinck, RM,
40 Commando Royal Marines,
BFPO 164.

Cyprus Combined Services Club

Joint Services Sport Parachute Association, Singapore

Parachute Regiment Free Fall Club

Major B. Schofield,
Browning Barracks,
Aldershot, Hants.

Rhine Army Parachute Association

Sgt. R. S. Acraman,
RAPA Centre, c/o 26 Eng. Regt.,
Allanbrooke Barracks, BFPO. 16.

Special Air Service Free Fall Club

Sgt. B. Anderson,
22 S.A.S. Regt.,
Bradbury Lines, Hereford.

7th Para. Regt. RHA Free Fall Team (The Black Knights)

Lt. C. J. B. Copeland,
7 Parachute Regiment RHA,
Aldershot, Hants.

Other Clubs

†Isle of Wight Parachute Club,

Sandown Airport,
Isle of Wight.

A. Green,
21 Anderri Way,
Whitecross Lanc,
Shanklin, Isle of Wight.

Flying Services Inc.

Flamingo Park Zoo,
Nr. Malton, Yorks.

M. Reed,
1, Laburnum Grove, Golcar,
Huddersfield, Yorks.

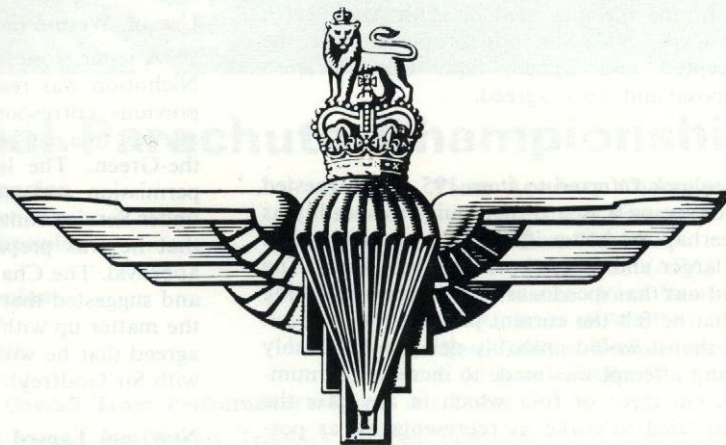
Martlesham Heath Sport Parachute Club

Martlesham Heath,
Woodbridge, Suffolk.

Mrs. Mary McGorry,
Heath Lodge, Broomheath,
Woodbridge, Suffolk.

†Denotes 'Full-time Training Centre'.

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

From the Council Minutes

Minutes of the Meeting of the Council of the British Parachute Association Ltd. held on 3rd July, 1969.

Present

Wing Commander G. F. Turnbull, O.B.E, A.F.C., R.A.F. (Retd.)—Chairman.
Captain G. C. P. Shea-Simonds.
Sir Godfrey Nicholson, Bart.
O. W. Neumark
J. K. Forsdyke
W. J. Meacock
Sqn. Ldr. A. T. Johnson, R.A.F. (Chairman Safety Committee)

In Attendance

Sqn. Ldr. W. Paul, B.E.M., R.A.F. (Retd.)—Secretary General

Apologies for Absence

Warrant Officer D. Hughes, M.B.E.
Captain J. N. A. Goldsworthy, R.M.
Brigadier W. F. K. Thompson
B. R. Ward
Lt. Col. G. M. Hawtrey (Retd.)
A. J. N. Cole
B. G. Bagge

Previous Minutes

The minutes of the meeting held on 29th May, 1969, were read and Capt. Shea-Simonds proposed that the minutes be accepted and signed. Sqn. Ldr. Johnson seconded the proposal and it was agreed.

Points Arising

Mr. W. J. Meacock referred to item 195 and suggested that instead of convening a Board of Inquiry as speedily as possible it may perhaps be better if BPA allowed more time and convened a larger and more representative Board. The Chairman pointed out that speed was essential in assembling the Board and that he felt the current practice was correct. The meeting felt that it would probably delay the assembly of the Board if any attempt was made to increase the number from the present three or four which in any case the Secretary General tried to make as representative as possible according to the circumstances of the incident. Sqn. Ldr. Johnson stated that as yet he had not been officially in touch with the Board of Trade on the subject of the convening of Boards of Inquiry. It was agreed that the Secretary General write to the Board of Trade to seek agreement on who should in fact convene Boards of Inquiry into Parachuting Accidents. If the BPA is recognised as a competent authority it should be suggested that any Board of Inquiry set up should have authority to call for and expect Board of Trade specialist assistance should this be considered necessary. Mr. J. K. Forsdyke asked if instructions were available as a guide to the action which should be taken at the scene of a fatal accident. It was agreed that there were no written instructions available but that Sqn.

Ldr. Johnson would prepare an instruction for use by clubs. In the meantime he did suggest that clubs should liaise with their local police in order to ascertain their requirements. Sqn. Ldr. Johnson informed the meeting that the Coroner's Inquest into the fatal accident to Mr. L. Woolgar would be held at Bedford on 25th July, 1969.

National Championships--

Scottish Parachute Club Trophies.

The meeting agreed to accept the loan of the two Chandy Trophies from the Scottish Parachute Club, and to award them to Scottish Competitors at the British National Championships. The meeting expressed their thanks to the Scottish Parachute Club but hoped that they would soon be in a position to again hold the Scottish National Championships. In the meantime the BPA was pleased to accept the trophies for which the Secretary General would arrange the necessary insurance cover.

Northern Meeting

Capt. Shea-Simonds announced that the Northern Meeting would be held at Thornbury Barracks, Pudsey, on Friday 26th September, 1969. The Chairman emphasised the importance of the Northern Meeting and stated that he, the Sec. Gen. and the Chairman of the Safety Committee would be attending. Capt. Shea-Simonds stated that any other member of the Council who could attend would be most welcome.

Use of Weston-on-the-Green

A letter from the Secretary of State (Air) to Sir Godfrey Nicholson was read to the meeting. The letter referred to previous correspondence initiated by Sir Godfrey in his attempt to again get permission for BPA to use Weston-on-the-Green. The letter upheld the previous withdrawal of permission and affirmed that only aircraft and personnel under Service control could use the field. Sir Godfrey stated that he was prepared to continue in his attempts to get approval. The Chairman thanked Sir Godfrey for his efforts and suggested that it may now be more appropriate to take the matter up with the R.A.F. Sports Board. The Chairman agreed that he would be available to visit the Sports Board with Sir Godfrey.

New and Lapsed Members

During the period 1st April to 30th June, 1969, there were 515 new members and 277 lapsed members.

World Championships—Finance.

Captain Shea-Simonds stated that as a contribution towards financing the British team for the 1970 World Championships he would donate the proceeds from one of his team's displays and suggested that other display teams should be invited to do likewise. He further suggested that demonstrations around the country by the 'National Team Squad' may offer a source of income. The Chairman thanked Capt. Shea-Simonds for his generosity and sug-

concluded on page 34



1969 National Parachute Championships

Men's Overall National Champion

J. Meacock—(Old Warden)

Women's Overall National Champion

G. King—(Nomad)

Individual Accuracy Champion

J. Kemley—(APA) (R.A.)

Individual Style Champion

J. Meacock—(Old Warden)

Best Overall Team Performance: Royal Air Force

Team Accuracy Champions

Royal Air Force

Best Novice

P. R. Dickerson (APA)

Best Style Performance (First Year Competitor)

A. Born (RAFSPA)

Best Civilian Performance

J. Meacock—(Old Warden)

The Scottish Parachute Club kindly loaned the Chandy Trophies for best performances by Scottish competitors

Best Novice Performance

A. Morrison—(R. Anglian Regt.)

Best Overall Performance

J. Kemley—(APA) (R.A.)

APPRECIATIONS

The British Parachute Association is indebted to the following for their generous support and donations:

Daily Telegraph—for trophies and prizes, and to its Managing Director, Mr. H. M. Stephen, for kindly presenting the prizes.

Army Parachute Association—for providing their facilities and staff.

Shell Mex-BP—for their donation of aviation fuel.

Ultra Sondoscope Co. (London) Limited—for donating a special prize of a parachute for the best novice and to the General Manager, Mr. G. Dillaway, for presenting the prize.

Mrs. M. Woolgar—for donating and presenting 'The Les Woolgar Trophy' to the best first year style competitor.

The Judges and their assistants, the pilots, all other officials and behind the scene helpers who, under difficult conditions, gave so much time and effort toward the championships.

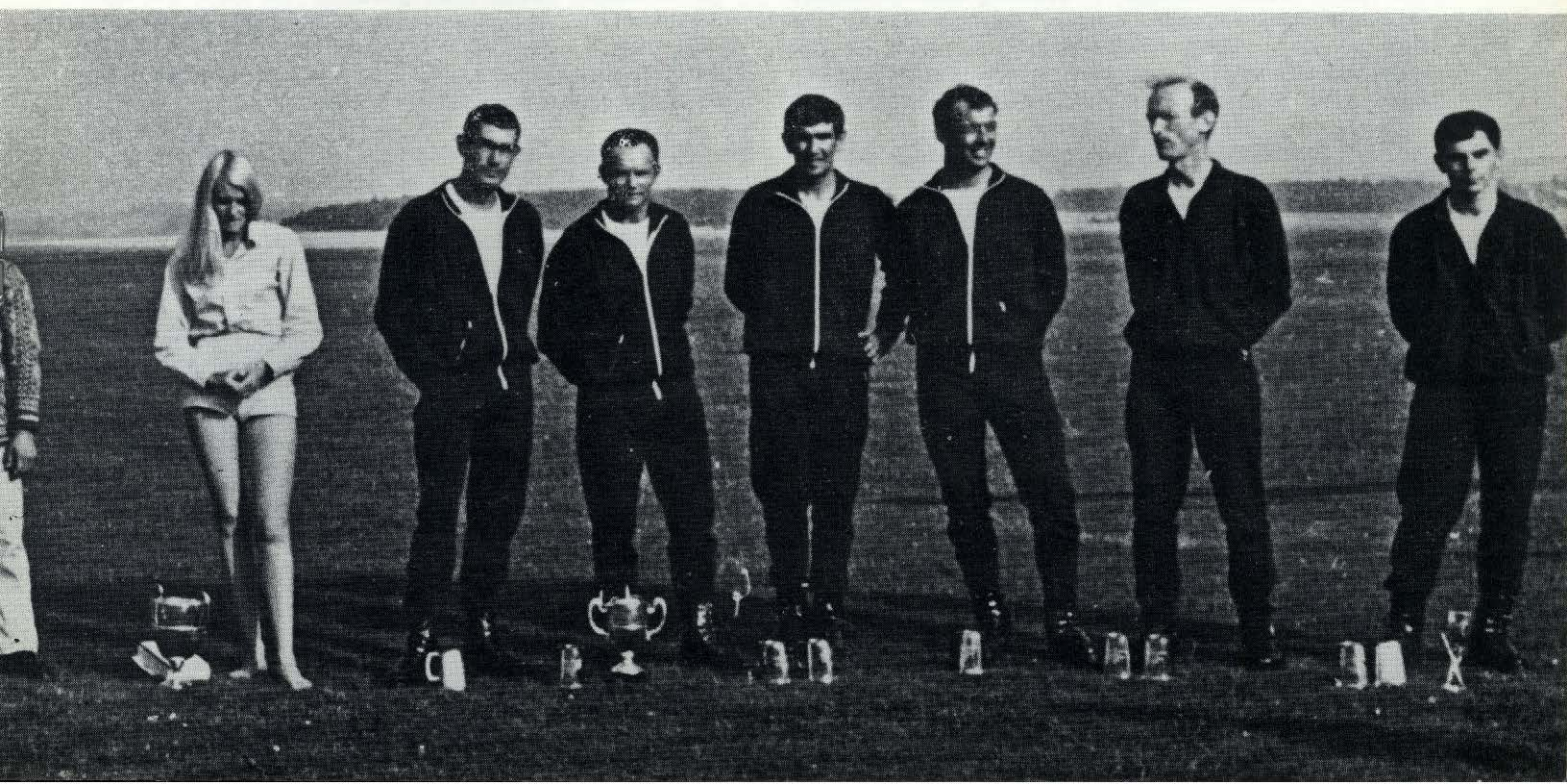


Previous page: John Meacock receives his trophy from Mr. H. M. Stephen, Managing Director of the Daily Telegraph, an award which has eluded him for the past three years; Above: Tony Unwin, trying hard for more lift on his back risers, lands 1½ metres short; Below: prizewinners with their rewards





*Above left: Dave Savage drops short; Right: Pat Slattery kicks up the gravel on a 2-metre landing
Overleaf: First of many? Peter Schofield of the Red Devils, touches down for the first competition landing in this country on the
Irving Parawing at the Army Championships*





AROUND THE CLUBS

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

Scottish Parachute Club

Progress in the Scottish Club has been satisfactory throughout the season, and we are more optimistic than ever that a bright future lies ahead. Because of increased resources, and in the hope of further development at Strathallan, it has been decided to double our membership if possible. To judge from the stream of applicants beating a path to the Secretary's door, this shouldn't prove too difficult! (I notice a Co. Durham address on our list - I hope Aussie Power doesn't think we're poaching!)

We've settled down to our new DZ now, and access to it has been made much easier by the friendly co-operation of a local farmer, and by the helpfulness of a new member (a real crackerjack) in lending us his Land-Rover for transport.

Congratulations are due to one of our pilots, Peter Fairley, on achieving Flying Instructor rating. Unfortunately, we'll be losing him soon, as he'll be taking up a Flying Club appointment. Stewart Russell, our other pilot, much more placid now, no doubt under the influence of his charming wife Sandra, continues to fly for us in his own impeccable fashion.

Our congratulations also go to Bill MacLennan (no relation), who joined us recently from the RHF, on his promotion to Instructor. We now have three Instructors, and the impact on the Club has been immediately felt, not least in the decreasing number of ZAPs by yours truly!

Strathallan DZ is looking much brighter this year; perhaps we Scots are becoming more colour-conscious. It's not uncommon now to see blue-and-gold PCs, a Dominator, and TUs of all hues draping the target area. Changed days; the predominant colour used to be khaki! However, much as we try, we can't come up with a tartan canopy; designers please note.

On 19th July the Club began a 10-day continuous parachuting holiday-cum-course at Strathallan. Unfortunately, the Scottish weather clamped down for the first four days, most of which were spent in ground-training students. When the cloud and wind relented, we had a few days' hectic louping, and most of our students got well under way. The more advanced jumpers sneaked quite a few descents in as well, culminating in a link-up between Ronnie Scott and Bill MacLennan. The proceedings were enlivened by our first lady member for some time, a petite and attractive journalist from Glasgow, whose build is, among other things, exceptionally well suited to the Tripacer. Fashion note: ladies, try a length of rigging-line for holding back those flowing locks - decidedly fetching!

After a good start to the summer, we look forward to finishing the season in style. One highlight we look forward to is a competition meet with the Northumbria Club towards the end of the year. Weekend jumping will continue

at Strathallan, weather permitting, throughout the year; visitors, needless to say, are always welcome. Just phone Gordon Fernie (041-POL 2083) between 6.15 and 7 p.m. on Fridays.

IAN MACLENNAN.

Northumbria Parachute Club

Hello again from the Northern end. Once more we can report progress in the Club despite certain difficulties encountered during the Summer months, namely weather and aircraft. It is surprising to record that more weekends have been scrubbed through weather from May to August than during our winter session. I suppose this comes of living in this fair land. As for the latter we have lost a few good days through let-downs on aircraft charter. Lee and George Bambrough, our Centre Directors, have decided to end the problem by purchasing our own aircraft. As I write this (at the last minute as usual) we sit expectantly in the club listening for the arrival of our new Cessna 172. This great event will mean jumping at the Northern Parachute Centre at any time, weather and parachutists permitting. Without doubt this is the biggest step forward yet for our sport in this part of the country. Our thanks here to Lee and George for making this possible and we are sure the results will more than adequately compensate.

Strictly on the club side I am pleased to report further General Permits obtained by members, namely Alfie Vickers, Ray Foster, and Turner Fielding. Congratulations especially must go to Turner who has been parachuting with dedication for many years and despite circumstances limiting his jumping activities has finally made it. Well done, mate!

June was a busy month owing to preparations for "Air Day 1969" at Sunderland, but despite this time was found to pass out a few more packers including Barbara Holt (our first lady packer). It is hoped that she will take under her wing future lady students and thus save us all going prematurely grey! This month we again had an international flavour in the club in the form of Terry Master and Percy Ford-Smith from Canada. They were here in the UK for a month's touring holiday, of which they spent three weeks and three days up here (must be a plug of some sort there!). Whilst here, they completed an invitational jump with the "Blue Stars" on Air Day which is reported elsewhere. Continuing the International side, more world travellers arrived toward the end of the month. These were "Buzz" Bennett, another Canadian, and Chuck Kelly from the States. They stayed with us for a fortnight during which time they grew love, drink, and hate (in that order) Newcastle Brown Ale and certain other Northumbrian habits!

We certainly seem to be getting to know people from that side and look forward to meeting them all again if we get over there. The last arrival in June crawled into the bunkhouse in the early hours of a Sunday morning complete with full kit for a month's stay. This was another waster from "down-under", Brian Hewitt, who has since moved into permanent digs in the "Three Horse Shoes" next to the Centre, got a good job locally, and swears he is here for at least three years!

Brian started well by jumping into a Monastery with the "Blue Stars" on his first morning. This is no reflection on his social habits incidentally. Apart from being a good all round parachutist Brian is also a joiner and was therefore immediately put to work on constructing two packing tables of which he has made a great job.

July was a bad month owing to high winds, but we managed to stay sane by erecting a Volley Ball court which

has proved a great success. One weekend the wind was so strong even Volley Ball was suspended. "Aussie" Power, not to be outdone, invented a new sport to be known as "Para-Karting". This comprises of strapping an old C9 canopy on to a four-wheeled battery cart (borrowed from our aircraft engineer), inflating said canopy and hanging on for dear life as you career across the airfield at up to 40 m.p.h. This was found to be most exhilarating but it was noticed that on the second run the five intrepid Karters were all wearing Jump Suits, helmets and boots as opposed to shorts and sand shoes. I can't understand why! For full details of this sport please apply to Northern Parachute Centre. All patents are available as we have now ceased operations!

By far the most important event since our last report must be the birth of a baby daughter on July 13 to Dick

continued on page 35

Toronto Daily Star, 28th August 1969

Chuteless 'chutist undaunted by expulsion, will jump again

Skydiver Bill Cole, facing a possible lifetime bar against making any parachute jumps after he plummeted 7,000 feet from a plane before putting on his parachute in mid-air yesterday called his parachute club's action "a big ho-lum".

He said he plans to make a 35,000-foot jump next week.

Cole, 37, of Mississauga, and three other jumpers flew to 13,200 feet over Centralia on August 20th. He stepped out without a parachute and dropped to 6,000 feet where a companion—who had jumped ahead of him—handed him a chute.

The Parachute Association of Toronto expelled him and recommended to the national body, the Canadian Sport Parachute Association, that Cole and all three companions be barred from making any jumps for the rest of their lives.

Lloyd Kallio, president of the Toronto association, said this would mean Cole would have difficulty finding a pilot willing to take him up.

Kallio said that while the national association has no legal power to stop anyone from jumping, pilots are reluctant to take up any jumper who does not belong to an association.

Cole, a professional photographer who has jumped for the past seven years, said his jump next week will be made with Murray Smith of Guelph, who was also suspended by the Toronto group because he accompanied Cole on the August 20th jump near Centralia.

Cole said he had "anticipated this (the expulsion) before we did it."

He added he wasn't worried "a bit" about the action and said of the Toronto association: "I can live quite well without them . . . I have for some time."

Cole said he makes most of his jumps in the United States. But he wasn't worried about not being able to jump in Canada and said he was sure he could jump here if he wanted to.

Kallio called the jump a "publicity stunt" and said the four men had violated a series of regulations.

The Canadian Air regulations say, in part: ". . . except as otherwise authorised by the minister (of transport), no person shall . . . leave or attempt to leave an aircraft in flight except for the purpose of making a parachute descent."

Department of Transport officials said they were not exactly sure just how this section applied to Cole's jump and are investigating.

Cole said he didn't think the DOT was "alarmed". He said the jump was made "completely out of commercial air lanes."

He added he and his companions had studied laws governing jumping and flying and could find nothing illegal about what they planned to do.

Cole said he joined the national parachute association this year because he wanted to put on record a jump of 22,500 feet—the highest jump ever attempted in Canada. As for losing his privileges as a national association member he said:

"For the life of me I don't know what these privileges are."

This was the first time this type of jump—without a 'chute—had been tried in Canada.

A similar jump was made in California four years ago. However, Kallio said all participants were suspended for life from U.S. parachuting associations.

Reserve Procedures

**'Let us be keen, and rather cut a little
Than fall, and bruise to death.'**

Measure for Measure
Act II, Scene I

DURING the past few years in America there has been an alarmingly high number of accidents caused by the entanglement of a deploying reserve parachute with an unstable, malfunctioned main. In the days of the modified flat circular, the manual deployment of a reserve presented relatively little trouble. But a malfunction with a modern high performance canopy, such as the Para-Commander, frequently results in a series of wild, unstable gyrations accompanied by a high rate of descent – conditions which make reserve deployment extremely difficult. As a result, a great deal of research and thought has been devoted to developing a safe system of getting the reserve flying; USPA now advises the main cut-away system when jumping with high performance canopies. Having used this method in earnest on two occasions myself, I would recommend it to all experienced parachutists. However, I appreciate that some experienced jumpers prefer to stick to the old system of reserve deployment. Providing that the decision is based on sound knowledge, the final choice should be left to the individual.

A malfunction can be an unnerving experience, particularly for a relatively inexperienced jumper. The cut-away drill requires a cool head and sound judgement which will come only with experience. It should therefore not be considered by anyone with less than a 'C' licence. If you accept that this is the safest method of deploying a reserve with a malfunctioned high performance main, it follows that no one should be allowed to progress to a Para-Commander or similar type of parachute until they have reached this standard; personally I support this idea and would recommend that instruction in high performance parachutes and cut-away procedures be given at the same time.

A word on prevention before turning to the cure. About 90 per cent of the malfunctions in Para-Commander type canopies are caused by problems with the stabiliser panels

and/or the control lines. Fast packing ('flaking and sleeving'), while not recommended if the canopy is to have a reasonable life expectancy, will not in itself cause a malfunction. But it is essential that however quickly or slowly you pack, those extra few seconds are spent in dressing both sets of stabiliser panels individually and tracing up both control lines from the lift webs to a point under the skirt of the canopy immediately before the sleeve is pulled down. A visual inspection is not enough; all too often a rigging line can be concealed between two stabiliser panels, a stabiliser panel can be completely inverted or a control line can be laying on the wrong side of the apex – such faults can go unnoticed unless a careful physical check is made.

Before deciding to adopt the cut-away system, some essential equipment modifications are required. A small MA-1 type pilot chute must be attached to the reserve using a regular bridle of 1,000-lb tubular nylon (not a length of rigging line). When packed, the pilot chute must be installed with an unattached six-inch launching disc or kicker plate. Attached plates (tied to the apex of the reserve or threaded on to the pilot chute) have been known to trap the pilot chute or become entangled with the reserve canopy and rigging lines; when your life is at stake, the cost of a new plate (about 10s.) is very small. It is also worth noting that kicker plates threaded on to main canopy pilot chutes are not only unnecessary (the sleeve provides an adequately firm base and launching platform) but can also snag up on deployment; they should therefore not be used. Finally, the main harness should be fitted with suitable canopy releases. The old '2-shot' Capewells (requiring the squeezing of two plungers after removal of the safety covers) are too awkward, particularly if you are wearing gloves. Some jumpers like the '1-shot' releases which simply require a second pressure on the safety covers to release the lift webs; personally, I have always been concerned about the possibility of an accidental release if the safety cover is knocked open and much prefer the '1½-shot' variety. On these, a ring cable automatically pops forward when the safety covers are removed; the thumbs can easily be hooked into the rings and a downward tug releases the lift webs. Kits for conversion to '1½-shot' can be purchased for about £4, and can be installed on a harness in a matter of minutes by a qualified rigger. A parachutist should make a definite decision that he intends to use the cut-away system of reserve deployment before installing the pilot chute. Conventional

hand deployment can be accomplished with a pilot chute in an emergency but is definitely not recommended.

Parachutists using piggyback rigs have little option but to cut away a partially malfunctioned main before deploying the reserve and should therefore automatically have a pilot chute, kicker plate, and good canopy releases installed. The reserve static line hook-up should be used on these rigs if fitted.

When the parachutist discovers that he has a malfunctioned main above him, he may initially spend a few seconds attempting to clear it. But these efforts should not be prolonged as the decision to cut away should be made above 2,000 feet, and the actual breakaway accomplished above 1,800 feet. After checking altitude and ensuring that there are no jumpers directly beneath him, the parachutist should make his final decision to cut away and make no further attempt to clear his main; I stress the necessity for a firm, irreversible decision as any hesitancy or change of plans half way through the drills could obviously be very dangerous. Next, throw away the main ripcord or, if it is fitted with a stop, drop it out of the way. Take up the correct body position; with a chest-mounted reserve, bend forward at the waist, round your shoulders and spread your legs in front of you (this will put you on your back when you cut away); for a piggyback, arch the back and bend your legs behind you in a frog position. Look for the position of the reserve ripcord handle; it will probably move slightly when you release from the main. Remove the protective covers from the canopy releases (if you have 1-shots, this is where you leave us!). With 1½-shots, insert your thumbs into the rings and activate them with a sharp tug. With a chest reserve, the releases should be activated simultaneously; to avoid the possibility of a one-sided release some jumpers attach a cross connecting strap between their lift webs, but this is not really necessary provided the drill is carried out correctly with 1-shot or 1½-shot releases. With a piggyback rig using the reserve static line, the right hand releases should be activated slightly before the left so that there is no risk of the reserve being deployed before the main is completely cut away. Immediately you are free of the main, go for the reserve handle, pull it and throw it away; do not waste time and altitude attempting to stabilise perfectly before pulling. Even on a piggyback rig with a reserve static line hook up, give the reserve handle a pull as soon as you are in free fall—just in case. If you have time, try to cover your open canopy releases with your free hand as they do present a slight snagging hazard to the reserve. Within about one hundred feet and two or three seconds you will be brought up short by the jerk of an open reserve—probably wondering how it all happened! The whole drill from decision to complete reserve deployment should take no more than five or six seconds.

To summarise the major points in the drill:

1. *Observe* malfunction and make brief attempt to clear it.
2. *Check* altitude and look for parachutists below you.
3. *Decide*, finally, to cut away.
4. *Discard* ripcord.
5. *Position* legs and body.
6. *Look* for reserve handle.
7. *Remove* protective covers and activate releases.
8. *Pull* reserve and discard ripcord.
9. *Cover* open releases with free hand.
10. *Check* reserve canopy—and start breathing again!

A thorough training programme in cut-away procedures should be undertaken before a parachutist adopts this system, regardless of his experience. The simplest method is to carry out numerous practices in a suspended harness until the drills become automatic; they should be repeated at regular intervals (say, once every six months) to keep the rust off. This training system on its own is quite adequate; but ideally every experienced jumper should then practice a live cut-away jump. This must only be done under the strict supervision of an experienced instructor and using a display-type cutaway rig with a piggyback mounted canopy above the main and a chest mounted reserve. The piggyback canopy should be deployed first at an altitude of at least 3,500 feet; this is then cut away and the main used for the final descent, leaving the chest reserve for a real emergency. Chest-mounted reserves should not be used on practice jumps.

A few comments on reserve canopies are appropriate at this stage. Until recently the 24-foot flat circular canopy has been accepted as standard; however it has a high rate of descent for anyone except a light-weight and cannot be steered. As a guide line, the following table gives recommended types of canopies for varying weights of parachutists:

<i>Weight of parachutist (without equipment)</i>	<i>Minimum standard of reserve canopy</i>
Up to 150 lbs.	24'
150–175 lbs.	26' conical (1.1 ripstop)
175–200 lbs.	lopo 26' conical or 28' 1.1 ripstop
over 200 lbs.	lopo 28' or zero porosity triconical

If these recommendations are followed, the parachutist should have an acceptable rate of descent. However as the reserve is purely an emergency parachute, it is perhaps reasonable to accept a fairly fast descent although minor injury may result; but a heavyweight should certainly avoid the faster canopies. Another problem involves the virtual lack of manoeuvrability of the more common reserves—a minor annoyance on a large DZ but a definite hazard on a tricky display. Twenty-eight foot canopies can, of course, be modified but they are very bulky. Low porosity conicals and zero porosity triconicals are usually constructed as steerable canopies but are expensive. Conventional 24 foot canopies should definitely not be modified. However the 26 foot 1.1 ripstop conical can safely accept a single T modification (50 inch bar and 18 inch windows with a 12 inch packing strip) for an average weight jumper; but the work should only be undertaken by an experienced, qualified rigger. The modification will give sufficient manoeuvrability for the jumper to be able to avoid most major hazards. One word of warning concerning the new zero-porosity reserves; their performance (for a reserve) can only be described as magnificent, but if opened at terminal velocity in the conventional chest mount position the opening shock could be sufficient to cause a back injury—these canopies are best used in a piggyback rig or possibly with the new high-mounted chest pack.

A few final words on general reserve procedures. In the unlikely event of a total malfunction (where the main fails to leave the pack) the normal procedure for an experienced jumper with a conventional chest-mounted reserve is to roll onto the back to allow a clean deployment of the reserve;

Letter to the Editor

however this position can result in a nasty jar to the back if the jumper is travelling at terminal velocity because of the severe opening shock taken in the middle of the torso. If altitude permits and the jumper is sufficiently experienced, I recommend that he rolls on to his right side before pulling; the risk of severe discomfort will be considerably reduced. As reserve D rings and snap hooks are rated at 5,000 lb, there is no danger from the slightly unequal loading when opening in this position.

The standard British system of manual reserve deployment with a partial malfunction requires the parachutist to place his left hand over the pack, pull and discard the ripcord with the right hand then to grasp the canopy in both hands and throw it outwards into the direction of rotation or (if the malfunction is stable) away from the wind. A slight modification of this system can considerably improve the chances of a clean reserve deployment. If, after pulling the ripcord, the parachutist slides his right hand into the side of the pack between the folded canopy and the stowed rigging lines he can grasp a piece of the periphery of the canopy; using both hands but maintaining the grip on the periphery, the canopy is thrown outwards in the normal way. As soon as the left hand is free it is also transferred to the periphery approximately one gore's width from the right hand; the canopy is then shaken like a table cloth. It will inflate rapidly and be pulled from the parachutist's hands as it rises. An important pre-requisite is to ensure that the reserve is always packed with the periphery on the right hand side of the pack tray.

One of the problems encountered with teaching reserve deployment is that every time a reserve is pulled in a suspended harness, it has to be repacked. A very useful and easily manufactured reserve training aid has been designed in America. It consists of a ten foot tapered sock made of scrap canopy material which is filled with rags to resemble the size and shape of a pleated canopy; it is attached by two three foot lengths of heavy elastic to the reserve snaps sewn into an old reserve pack tray. The student can get the feel of deploying a real reserve, yet it takes less than a minute to repack.

One of the greatest equipment faults which appears all too frequently is the incorrect installation of 'D' rings on a harness. As the reserve may have to be opened at terminal velocity, opening shock may be severe. 'D' rings and reserve snap hooks are rated at 5,000 lb (twice the strength of other hardware items on a harness); it is therefore essential that the 'D' rings are installed on the harness so that the entire system can withstand a similar strain. 'D' ring installation should only be undertaken by a qualified rigger using an approved system and working with all the necessary equipment.

A final reminder to all instructors and jumpers. Your reserve is probably the most important piece of equipment that you wear. You may never have to use it; but if you do, it may well be to save your life. Treat it with the respect it deserves. Ensure that you and your students are thoroughly trained and conduct regular practice in the correct procedures for its use. Inspect and repack it at least every 60 days with meticulous care. Do not issue a parachutist with a reserve packing certificate without detailed instruction and a thorough test; it should never become an almost automatic extension of the main packing test. Problems with a main may spoil an enjoyable day's jumping; problems with a reserve may ruin your entire jumping career.

Dear Sir,

The annual subscription of the British Parachute Association is £2 10s. which in my view is very reasonable. My Club subscription is much more as are subscriptions paid to most professional institutions. The cost of living has gone up by 25 per cent in the last 3 years and many Club and professional Institution subs have gone up by about that amount recently.

The B.P.A. are constantly complaining that they have insufficient money and its members complain that as a governing body it could be more active in helping the sport by more direct assistance, e.g. grants to Clubs, training, purchase and running of aircraft, advertising for students, etc.

These complaints are in my view, incompatible with the present annual subscription. Is it not time that we parachutists gave the B.P.A. a rise perhaps linked to a Harold Wilson type productivity agreement?

Yours truly,

J. K. FORSDYKE.

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A DAY WITH THE RED DEVILS

On the 9th of July I was lucky enough to have been invited to jump with the Red Devils at the Great Yorkshire Show at Harrogate. Unfortunately my photographs don't show the professionalism and expertise of the team whose displays are always coolly and slickly performed, making them, without question, the No. 1 Free Fall Display team in the country.

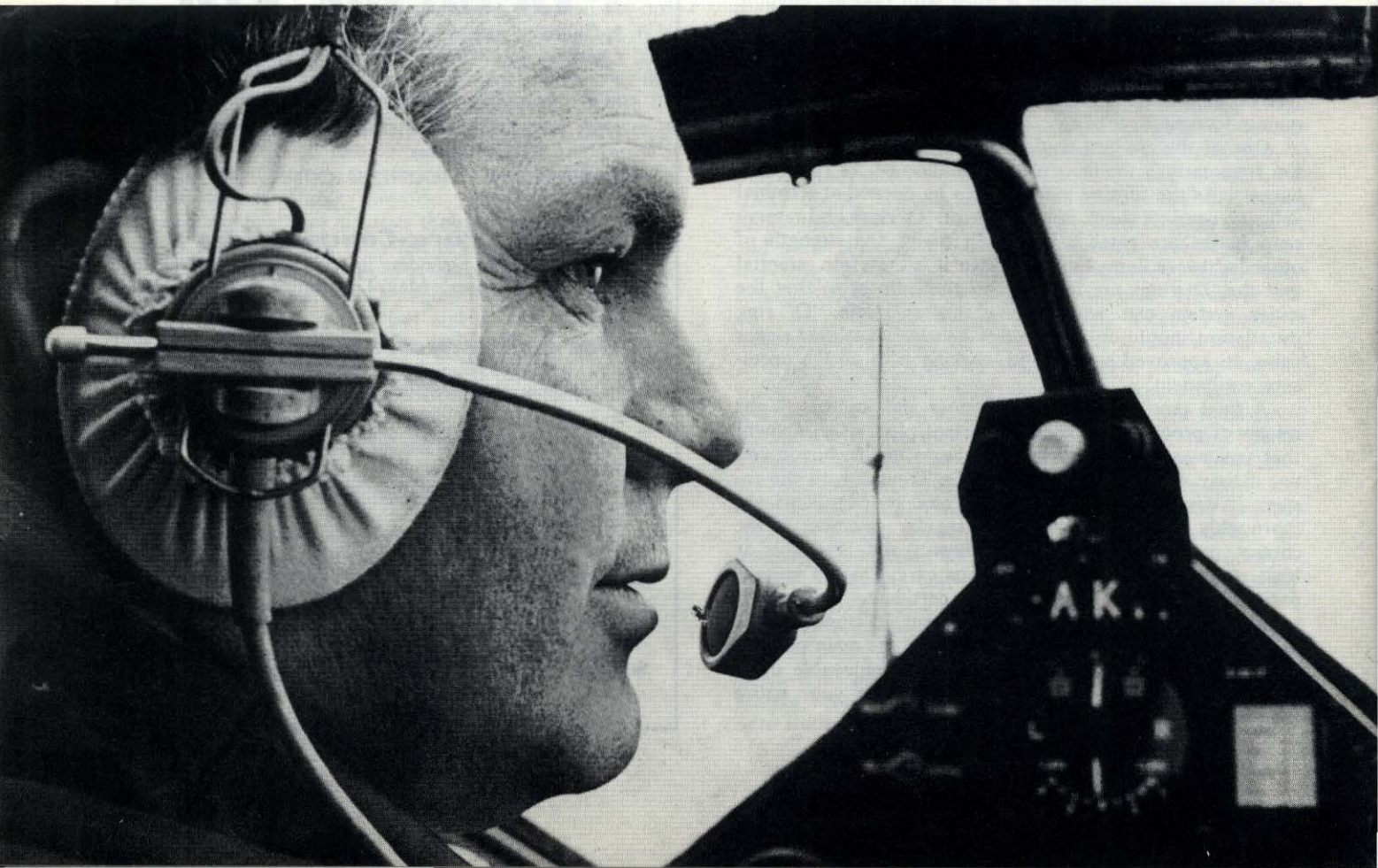
Charles Shea-Simonds

Above right: Major Peter Schofield, Team Commander, on exit. Note microphone for aerial commentary and show ground at bottom left.

Below right: 'See no evil'? Brian 'Sooty' Standing. Sooty is hooked on cutaways and this display was no exception.

Above: Jumpmaster Brian David, Red Devils Chief Instructor, lines up the Rapide

Below: Ron Palmer at the helm of 'India Foxtrot', the Red Devils' Rapide





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Jeff Orchard reckons:

IT'S IN THE BAGGE!

WELL, let's hope so, both for his sake and ours, if we really want to see *Sport Parachutist* continue. I feel rather sorry for BB really. He has yet to experience the heavy impact of almost total apathy to anything on paper displayed by parachutists. In the Spring, 1968, issue (over 12 months ago!) of *Sport Parachutist* David Pierson was appealing for members to air their views in his editorial and on another page asked for views on the proposed National Centre (and, what's more, offered a prize of £10!). The prize didn't inspire me (although I could have done with a tenner as well as the next man) but because I had a number of criticisms and some comments (largely destructive) I plumped for a longish article, as I thought it would fill a page and provoke comment. I must say I thought some folk would be inspired to sort me out, and I also expected some thoughts on the National Centre. I should have known better. My screed inspired no opposition (a lot of folk later agreed with me in conversation on various parts) and members' and clubs' thoughts on the

Centre seemed like a pit without a cross. A dirty great zero!

Looking back at "Parachuting as I feel about it" I find little change. In fact, with one happy exception the article would serve very well today. The exception is, of course, Bill Paul. I called for a bright and breezy Secretary General with knobs on, and I think we must agree we've got him! Speaking personally I have always found him cheerful, efficient, helpful and friendly. Indeed, we now exchange insults like old pals. Don't let him get worn down, lads. Remember, if you pull your fingers out, you can at least use 'em to prod the BPA, the Secretary General and poor BB! Let's have more bits and pieces by Charles Shea-Simonds (the best of the lot), Adrian Hill and other witty wights and we'll all be happy (BB included!). Not forgetting Dave Waterman and the assorted birds, of course.

For myself, I've an antipathy to repeats of ancient Australian anecdotes, so come on you Pommy B's and fill *Sport Parachutist*!

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	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	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
	(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
Parachutist engraved on each. Overseas postage of 5s.	0	
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.

British National Championships 1969—Score Sheets

Individual Accuracy

No.	Name	Club	Jumps				Total	Position
			1	2	3	4		
1	L. St. John	BPC	237.3	221.7	163.2	245.8	868.0	17
2	C. May	S. Staffs.	147.6	Z	217.1	184.8	549.5	33
3	D. Waugh (N5)	Nomad	109.2	Z	191.7	Z	300.9	39
4	R. Miskin	BPC	Z	146.2	Z	61.0	207.2	41
5	J. Meacock	Old Warden	237.0	240.2	246.4	237.7	961.3	3
6	G. Raine	RCT	248.2	242.3	Z	190.4	680.9	28
7	R. Card	RCT	245.1	248.5	224.4	248.0	966.0	2
8	R. Hiatt	Nomad	130.5	149.0	234.7	1.0	515.2	35
9	D. Sansom (N3)	Para Regt.	213.3	147.1	Z	144.2	504.6	36
10	M. O'Brien	BPC	216.8	209.7	241.1	239.6	907.2	10
11	G. Sutton	Old Warden	247.8	139.8	244.2	223.2	855.0	18
12	B. King	Nomad	241.8	216.9	209.2	244.7	912.6	9
13	R. Suttle	Old Warden	135.6	Z	145.9	Z	281.5	40
14	R. Swainsom	RAF	201.7	Z	224.5	133.0	559.2	32
15	T. Ford Miss (N9)	Nomad	Z	Z	Z	Z	0	46
16	T. Rixon Miss (L1)	Nomad	222.4	140.0	129.0	222.9	714.3	24
17	A. Unwin	Old Warden	166.1	246.6	234.3	250.0	897.0	12
18	P. Dickerson (N1)	APA	210.8	201.8	16.5	232.5	661.6	30
19	R. Greig (N4)	APA	203.1	Z	225.5	27.7	456.3	37
20	J. Harrison	Old Warden	232.9	230.6	Z	211.2	674.7	29
21	D. Savage	Nomad	191.0	224.1	225.2	243.4	883.7	13
22	J. Johnson	Old Warden	247.0	227.1	222.5	Z	696.6	26
23	S. Harber Miss (NB)	APA	Z	Z	Z	Z	0	45
24	J. Robinson	RAF	237.0	231.0	212.0	192.7	872.7	15
25	A. Born	RAF	227.3	232.8	241.3	247.9	949.3	6
26	A. Dale	RAF	216.0	246.2	176.7	231.7	870.6	16
27	M. Deakin	RAF	243.9	Z	229.2	245.7	718.8	23
28	D. Brewin	RAF	243.2	138.8	209.7	223.9	815.6	20
29	T. McCartney (N6)	RCT	Z	Z	21.1	172.7	193.9	42
30	G. Ellis	APA	241.9	220.8	177.0	234.6	874.3	14
31	W. Slattery	Nomad	248.1	203.2	236.9	Z	688.2	27
32	J. Kemley	APA	250.0	240.5	234.3	244.9	969.7	1
33	D. McKenzie (N7)	APA	166.1	Z	Z	Z	166.1	44
34	J. English	REME	223.5	223.2	239.1	218.9	904.7	11
35	G. King Miss (L2)	Nomad	203.4	22.5	119.0	167.0	711.9	25
36	D. McNaughton	Para Regt.	224.1	245.4	209.8	249.2	928.5	8
37	D. Whitney	Para Regt.	250.0	228.7	227.0	228.2	933.9	7
38	B. David	Para Regt.	228.1	235.5	243.8	250.0	957.4	4
39	J. Walmsley	Para Regt.	210.7	199.9	218.4	222.4	851.4	19
40	G. Cathro	Para Regt.	233.6	239.9	236.8	246.6	956.9	5
41	T. Hagan	Nomad	20.8	202.6	147.1	Z	370.5	38
42	A. Morrison (N2)	APA	159.7	84.0	178.1	227.3	649.1	31
43	A. McQueen	RHA	218.0	185.0	181.1	223.4	807.5	21
44	R. Leader	BPC	93.2	Z	93.8	Z	187.0	43
45	N. Abisch Mrs (L3)	APA	Z	208.0	148.8	160.1	516.9	34
46	J. Lowe	BPC	238.5	124.4	246.7	180.2	789.8	22

Individual Style

Name	Club	Jumps			Position	
		1	2	3	Total	
C. May	S. Staffs.	211.0	Z	201.0	412.0	21
J. Meacock	Old Warden	266.0	267.0	265.0	798.0	1
R. Card	RCT	226.0	235.0	239.0	700.0	8
R. Hiatt	Nomad.	231.0	234.0	233.0	698.0	9
B. King	Nomad	232.0	234.0	231.0	697.0	10
R. Swainson	RAF	210.0	226.0	219.0	655.0	16
T. Rixon Miss	Nomad	Z	239.0	Z	239.0	22
J. Harrison	Old Warden	Z	Z	137.0	137.0	23
D. Savage	Nomad	250.0	258.0	260.0	768.0	2
J. Robinson	RAF	227.0	220.0	215.0	662.0	14
A. Born	RAF	258.0	243.0	250.0	751.0	4
A. Dale	RAF	245.0	Z	240.0	485.0	20
M. Deakin	RAF	232.0	239.0	230.0	701.0	7
D. Brewin	RAF	228.0	206.0	243.0	677.0	12
W. Slattery	Nomad	243.0	Z	249.0	492.0	19
J. Kemley	APA	251.0	240.0	240.0	731.0	5
J. English	REME	215.0	210.0	230.0	655.0	16
G. King Miss	Nomad	232.0	226.0	185.0	643.0	18
D. McNaughton	Para Regt.	230.0	239.0	228.0	697.0	10
D. Whitney	Para Regt.	241.0	240.0	241.0	722.0	6
B. David	Para Regt.	258.0	255.0	250.0	763.0	3
J. Walmsley	Para Regt.	216.0	225.0	221.0	662.0	14
G. Cathro	Para Regt.	229.0	224.0	223.0	676.0	13

Team Accuracy

Name	Jumps				Individual Totals	Team total and Position
	1	2	3	4		
RAFSPA						
M. Deakin	248.0	170.2	235.5	157.2	810.9	
A. Dale	178.5	243.3	214.6	219.0	855.4	1
J. Robinson	175.4	211.6	234.1	225.6	846.7	3415.9
A. Born	228.1	224.7	248.2	201.9	902.9	
Warden/Nomads						
W. Slattery	248.8	27.5	202.4	246.1	724.8	
J. Meacock	244.8	Z	234.8	226.6	705.2	2
B. King	211.0	250.0	210.9	218.8	890.7	2641.9
J. Harrison	95.1	3.9	Z	221.2	320.2	
Para Regt.						
B. David	Z	228.1	242.8	248.3	719.2	
G. Cathro	Z	250.0	250.0	238.1	738.1	3
D. Whitney	214.4	Z	231.9	20.9	467.2	2332.0
J. Walmsley	Z	Z	196.5	211.0	407.5	
BPC						
L. St. John	234.3	Z	Z	220.9	455.2	
J. Lowe	198.9	Z	Z	133.5	332.4	4
M. O'Brien	137.9	Z	Z	224.3	362.2	1494.4
R. Leader	210.9	Z	Z	133.7	344.6	

Total Individual Scores

Name	Club	Score	Position
J. Meacock	Old Warden	1,759.3	1
B. David	Para Regt.	1,700.4	2
J. Kemley	APA	1,700.7	3
A. Born	RAF	1,700.3	4
R. Card	RCT	1,666.0	5
D. Whitney	Para Regt.	1,655.9	6
D. Savage	Nomad	1,651.7	7
G. Cathro	Para Regt.	1,632.9	8
D. McNaughton	Para Regt.	1,625.5	9
B. King	Nomad	1,609.6	10
J. English	REME	1,559.7	11
J. Robinson	RAF	1,534.7	12
J. Walmsley	Para Regt.	1,513.4	13
D. Brewin	RAF	1,492.6	14
M. Deakin	RAF	1,419.8	15
A. Dale	RAF	1,355.6	16
G. King Miss	Nomad	1,354.9	17
R. Swainson	RAF	1,214.2	18
R. Hiatt	Nomad	1,213.2	19
W. Slattery	Nomad	1,180.2	20
C. May	S. Staffs.	961.5	21
T. Rixon Miss	Nomad	953.3	22

Name	Club	Score	Position
M. O'Brien	BPC	907.2	23
A. Unwin	Old Warden	897.0	24
G. Ellis	APA	874.3	25
L. St. John	BPC	868.0	26
G. Sutton	Old Warden	855.0	27
A. McQueen	RHA	807.5	28
J. Lowe	BPC	789.8	29
J. Johnson	Old Warden	696.6	30
G. Raine	RCT	680.9	31
P. Dickerson (N1)	APA	661.6	32
A. Morrison (N2)	APA	649.1	33
N. Abisch Mrs.	APA	516.9	34
D. Sansom (N3)	Para Regt.	504.6	35
R. Greig (N4)	APA	456.3	36
T. Hagan	Nomad	370.5	37
D. Waugh (N5)	Nomad	300.9	38
R. Suttle	Old Warden	281.5	39
R. Miskin	BPC	207.2	40
T. McCartney (N6)	RCT	193.9	41
R. Leader	BPC	187.0	42
D. McKenzie (N7)	APA	166.1	43

From the Council Minutes—continued from page 18

gestions which would be taken up by the Secretary General when the overall plan of campaign for financing the Team was formulated.

Army Air Day—Middle Wallop—25th July, 1969

The Secretary General informed the meeting that he had arranged in conjunction with the "Daily Telegraph", the Army Air Corps and Mr. W. P. Slattery, for a Ladies' Team of four to jump at Middle Wallop. Mr. Slattery, who has devoted considerable time to training the group, had reported that one member, Miss T. Ford, had to date completed a total of only 30 jumps. He therefore sought approval for Miss Ford to take part in the display. He thought it probable that Miss Ford would have completed at least 50 jumps before the display but of course this could not be guaranteed. The Council agreed to Miss Ford taking part in the display subject to a certificate confirming Miss Ford's parachuting ability and her having completed 50 jumps.

Affiliation

The Council received and approved applications for affiliation by the following:

- a. The Old Warden Flying and Parachute Group.
- b. The Black Knights Free Fall Display Team of 7th Para. Regt. R.H.A.

Altimeters

The Sec. Gen. informed the meeting that he had been offered a supply of ex-R.A.F. altimeters through a member, Mr. Paul Manning. The price quoted was £6 10s. to £7 but he believed this would come down, probably to £6 each. The Sec. Gen. pointed out that there was a demand by clubs and individuals for these altimeters and that he would only make the purchase if he was assured of resale.

Instructors' Rating—Renewal

The Sec. Gen. pointed out that the delay in Instructors renewing their rating was in part due to the difficulty of getting two Panel Members together in one suitable location. The Sec. Gen. put forward a suggestion which he thought would ease the problem. He asked the Council to consider accepting two separate certificates from Panel Members during the final six months period of an Instructor's current rating. Each certificate would be passed to the B.P.A. Office by the Panel Member and when two certificates had been received from separate Panel Members the rating of the Instructor concerned would be renewed for a further two-year period. The meeting felt that the Sec. Gen's suggestion had some merit and agreed that it should be tried. The Sec. Gen. was authorised to announce this additional method of Instructor Rating Renewal.

There being no further business the meeting closed at 8.15 p.m.

ANNUAL GENERAL MEETING

The next A.G.M. will be held in the Imperial Hotel, Birmingham, on Saturday, 10th January, 1970. The provisional programme is:

- 1.30 p.m. to 3.00 p.m.—Instructors' Convention.
- 3.15 p.m. to 3.45 p.m.—Council (outgoing) Meeting
- 4.00 p.m. to 5.30 p.m.—A.G.M.
- 5.45 p.m. to 6.15 p.m.—Council Meeting
- 7.30 p.m. to 8.30 p.m.—Films
- 9.00 p.m. to 9.30 p.m.—Raffle

Buffet and bar facilities will be arranged and the normal Hotel facilities will be available for Luncheon, Dinner and Accommodation.

South Staffordshire Skydiving Club has kindly agreed to make parachuting facilities available on Saturday (a.m.) and all day on Sunday.

Further details will be sent to members in a Newsletter.

PARA-FOIL

Many APA instructors and some of the competitors in the Nationals tried out target approaches on Walter Neumark's PARA-FOIL at Netheravon on the 1st and 9th of August. This is an old and large 360 sq. ft. version developed from Jalbert patents by the University of Notre Dame and approaches from 800 feet were made at about 10 minute intervals using ascending training/conversion techniques. It flies with a still air forward speed between 10 and 30 mph and it can be stopped dead just before touch down on one foot.

The 200 sq. ft. free fall version is available with reefing system from Paraglide Ltd. Anyone who is thinking of obtaining a Para-Foil is welcome to contact Walter Neumark and to try out the Para-Foil on most Sundays near Stockport. Tel.: 061-432-7315.

ASCENDING TRAINING AND EQUIPMENT

BPA members having problems concerning ascending parachuting are invited to contact the Secretary General BPA or Walter Neumark direct at: 2, Churwell Avenue, Heaton Mersey, Stockport. Tel.: 061-432-7315.

**Post early for the Christmas issue of *Sport Parachutist*
Club reports, news items, photographs, articles**

Around the Clubs—continued from page 24

and Donna Reiter, and I'm sure all jumpers throughout the country will join me in congratulating them on a future lady member. Second only to this was the historic moment in May when our C.P.I. "Aussie" Power qualified for his P.P.L. Another few hours and he will be flying us as well as instructing. Well done, Aussie.

On July 27 yours truly at last made the "ton" and on landing was promptly stripped and doused with several buckets of cold water. I wouldn't have minded if the water had been all they were drinking afterwards! Mick O'Neil is due shortly with only five to go and several others are only just around the corner.

As you will realize from these comments everything is still happening up here and now with our very own aircraft even better things are anticipated. Among senior club members much Relative work is going on and four-man links are not uncommon when we get the Cherokee 6 over for the odd weekend. This is still available to us when large numbers turn up or when high lifts are wanted.

I will wind up by once again extending a standing invitation to all jumpers everywhere to come and sample our facilities and hospitality whenever possible, neither of which we believe can be surpassed in this country.

KERRY NOBLE.

South Staffordshire Sky-divers

Disagreements between Clubs and individuals can cause a great deal of trouble on a D.Z. and we at Halfpenny Green suffer from this malady rather less than some other areas but cannot claim to be entirely free of it. We now have one answer to this problem. Take the aircraft away! Suddenly it is realised by one and all that we are primarily there to parachute and that the moans and groans and arguments about who does what are a secondary sport. The camaraderie has returned in no small measure and everyone thinks Geoff Webster is a great chap.

It is with great regret that we find ourselves without the Trent Valley Aviation Rapide and sympathise with Bill Downes in his present difficulties. It did not however go unnoticed that when Bill flies someone else's Rapide, the record flight time for despatching a plane load of Statics is broken. Let it go on record that a plane full of Statics were dispatched in a total engine on/engine off time of 14 minutes which includes about 6 minutes taxiing and three separate passes over the D.Z.

The search for a new aircraft goes on and by the time you read this, it should be resolved. Geoff Webster has done very well to ensure that we have not missed a day's jumping during this difficult period and we have had the opportunity to jump different aircraft including a Britten Norman Islander, Cherokee 6, Tripacer and Cessna 206. The Britten Norman Islander deserves mention because of its fantastic take off and suitability for parachuting. It is probably fair to say that the students might have difficulty in getting on to the wheel but for relative work it must be the best aircraft. With the troubles over aircraft, another change at Halfpenny Green has gone relatively unnoticed. Ernie Kirkham has moved into the control tower and we welcome him. He has already impressed some of us by his drinking capacity and we hope, naturally, that he will join us under a canopy sometime.

concluded on page 38

Book Review

Doddy Hay—The Man in the Hot Seat

(Collins 36s.)

The very first page tells us that Doddy Hay was accidentally rendered Grade 4 "Totally unfit for military service". This story of remarkable men written by one of 'em would never have been written if this had been acceptable. But, of course, it wasn't and the rest is history, unknown to the man in the street, slightly more pertinent to the thousands of pilots still with us; Courtesy of Martin Baker! Nevertheless the details are largely unknown even to airborne types and this book divided into two quite separate but unequal halves one dealing with Hay's early parachuting, the other with ejector seat testing proper, fills 'em all in.

Strangely enough the parachuting portion is uninspiring although the author, a British Team man in the 1954 World Championships, has quite a tale to tell. This is mainly due to the heavy overlay of 'Service Attitude' and to the long passage of time since the post-war parachuting pioneers were about. Parachuting is a game for today and tomorrow, not yesterday, as we all find out!

Then James Martin comes on the scene and the tale comes violently to life and from then on never looks back. By the time one has discovered what makes Martin and Hay tick, the parachuting has faded away as if it never was and the literally death-defying seat takes all our attention. The V-bomber scandal, the official attitudes encountered and the hair-raising tests and the physical degradations suffered as a result, all add up to yet another strange tale of that strangest of all animals, Man.

Yes, read this one, think what these men did and watch your ego deflate, as your chest inflates with pride at what the human race can achieve given the will!

J.H.O.

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.

PARA COMMANDER, with shorty sleeve B4 Pack and Harness. Reserve with Instrument Panel including stop watch and Altimeter. Paraboos. size 9. Best offer secures. P. N. Gibson, Boddington Lodge, Hale Road, Wendover, Bucks.

DON'T FORGET

We need articles and photographs.

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

Dave Waterman is

Relatively Speaking

'Relatively Speaking' is back in the magazine after an absence of over a year. Its absence is due mainly to my own idleness. Since the last time this column appeared I've jumped at Fort Bragg and Lakewood in America as well as Bergerac and one or two other places in France. It is interesting to note the different approach to the sport in these two countries and compare it with our own.

I have come to the conclusion that our basic approach is a very negative one.

According to BPA's published list of instructors we have about a hundred, including advanced instructors. If each of these only produced ten students into free-fall, this would mean we would have a thousand new members each year. As the largest percentage of new entrants come from only two centres in the country, employing a total of possibly ten instructors, what are the other ninety instructors doing each year to be able to re-qualify for ratings? Instructor ratings are looked upon in too many cases as a status symbol. I feel that this would be overcome if, before instructors were allowed to re-qualify, they should be able to prove they have been living up to their ratings and have, in fact, been instructing.

Another of our negative approaches to the sport is shown in the restriction of aircraft to a maximum of 7,000 feet in our more organised centres. Sky-diving means many different things to the people involved in it, what with style and accuracy, but surely one of the most enjoyable forms of sky-diving available to most jumpers over category eight is relative work. In America sixteen-man stars are the order of the day. What type of relative work is available with only 7,000 feet of free-fall? Possibly only two-men links. I personally think that it is dangerous for anyone other than experienced relative workers to attempt anything more adventurous than a two-man link, as one would almost certainly be breaking rule No. 8 in Section 16 of our rules and regulations, which states all relative parachuting must stop at or above 3,500 feet. The argument against aircraft going above 7,000 feet, I am told, is that engine wear is greater. The life of a Rapide engine is 1,000 hours and I do not know of an engine not lasting 1,000 hours even if it has been to 10,000 feet on most of its parachuting life. I cannot see what harm taking four or five parachutists on one extra pass to say, 9,500 feet would do. But it would certainly make relative parachuting much more enjoyable, not to mention safer.

* * *

Did you go to the Nationals this year? If so, were you surprised that you were unable to get even a soft drink, and did you feel you were uninformed as to the goings on? I was, and hope the BPA also noticed. Perhaps the APA are trying to tell us something?

* * *

Parachute displays are becoming very popular and more and more teams appear. A BPA recommended price for a display parachutist is £10 per jump. This I agree with, as it has probably cost a parachutist, at the required BPA standard, about £500 invested in kit and number of required jumps. Now, the "Black Knights" sent the following letter to a selection of parachutists around the country:

FREE FALL DISPLAYS

This year the "BLACK KNIGHTS" will be giving at week-ends, free fall displays throughout the country. Although the backbone of the team comes from 7 RHA we invited guest jumpers in 1968 to join us on all displays. We provided all equipment, etc., less for helmets and boots and only require those jumping with us to arrive on time at a mutually convenient RV.

A member of our team receives no financial reward for jumping, but *all* expenses (travel, accommodation when required, food, etc.) are very adequately covered, so that individuals are not out of pocket as a result of participating in a display with us.

This year we intend to enlarge our circle of guest jumpers in order to give more people in the free fall world the benefit of display jumping at places of convenience to them. Possibly you are already in a team and have no need of this offer! However, should you be interested in jumping with us this year would you complete and return the enclosed form at your earliest possible convenience.

Most of the parachutists I know who took up this invitation were relatively inexperienced in display jumping and were only too keen to accept this invitation for free jumps plus about £1. 10s. expenses—most incidentally, using their own parachutes.

The letter says, "A member of our team receives no financial reward for jumping". Fair enough, but whilst you were paying only expenses to guest parachutists for your displays, "Black Knights," how much were you charging the people you were doing the displays for, and what paid for the visit of most of your team to Switzerland for a parachuting holiday with jumps to 16,000 feet?

So next year, would-be display jumpers, beware. You are worth every bit of your £10, if not more!

* * *

What a good meet the Old Warden accuracy competition was. May I say thank you on behalf of all who took part and I am sure Bill Paul, who attended, took notes as to the way the Nationals should be conducted next year.

ANNUAL RAFFLE

Proceeds to World Championships Fund (1970)

FIRST PRIZE

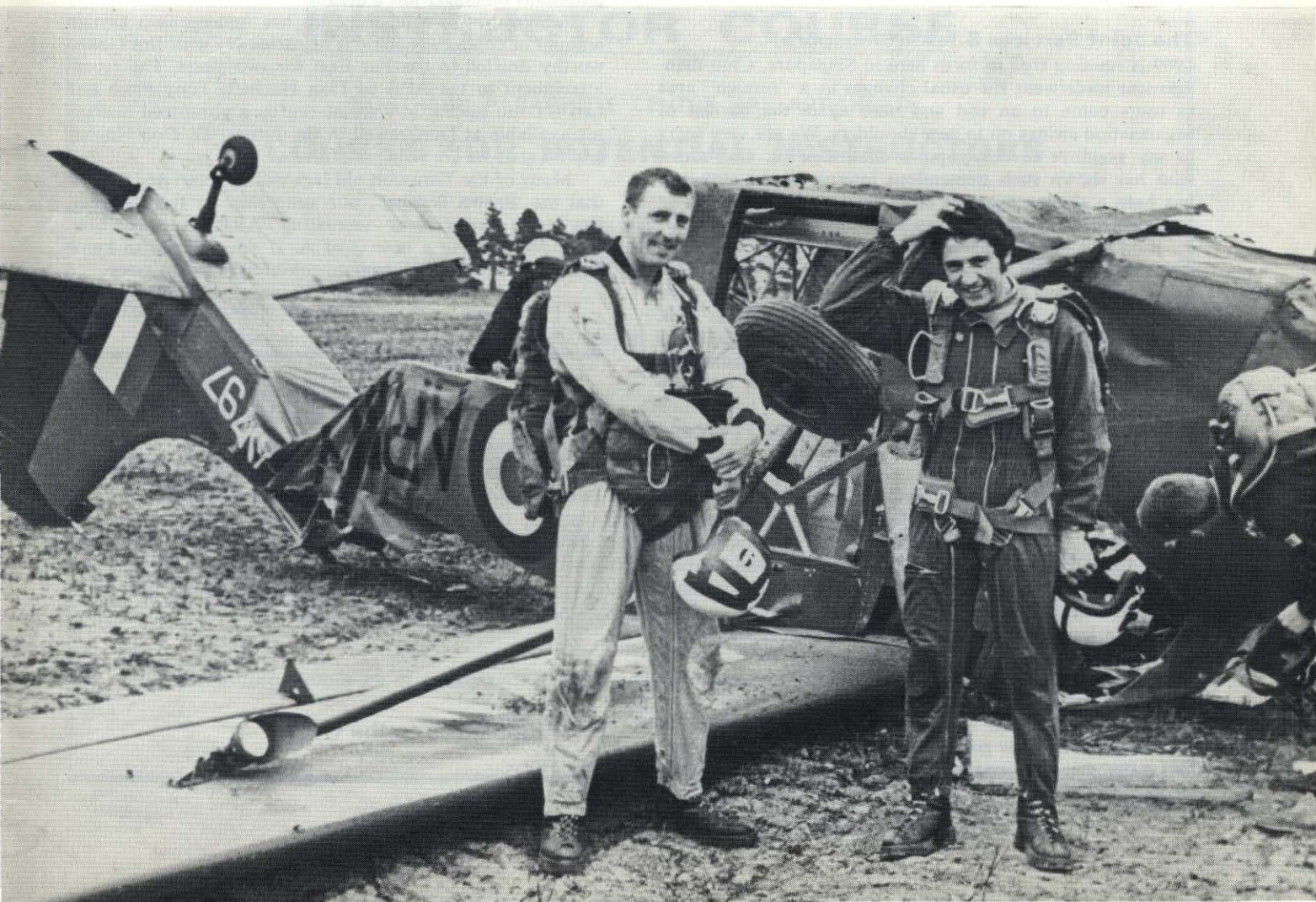
'A Holiday for Two in Majorca'

(Kindly donated by Sunair Holidays Ltd.)

★

*You should have received two books of tickets with this magazine
—more books can be obtained from BPA office*

"Now, when I mean cut, I mean cut!" (Upturned E.P.9 at the Old Warden Accuracy Meeting)



We have been pleased to welcome a number of visiting Clubs not least the British Parachute Club, Brunel University, E.M.I., Vauxhall and the Metropolitan Police. One club member tried unsuccessfully to be arrested by Sally Gardner when the last mentioned club came up! Pat Slattery and the Nomads have made several visits and it is most useful to have his expert knowledge and advice. Other Panel men also visit regularly so there is no excuse for potential and trainee instructors not to be passed out as soon as they are up to standard.

The quality of parachuting has without doubt improved this past year and the magnificent Lytag Pit has stimulated interest in accuracy. It is possible that a future national championship will be held here.

The cost of jumping is a common topic for discussion at Halfpenny Green and it is therefore odd that the practise of meeting the aircraft on the runway is not followed more often. The Rapide takes 5-6 minutes taxiing from the runway to the usual pick up point by the packing hall. Halving the taxiing time would lop 5s. off every jump. It is common sense really. Why don't we make a real effort to cut down this taxiing time.

Finally congratulations to all the first jump students on completing their descents. We hope you will come back for more. We need members and we need jumpers.

Stop Press—A Rapide aircraft is now available full-time at Halfpenny Green and can be available for hire by demonstration teams. Contact G. Webster, Brake Lane, West Hagley, Stourbridge, Worcs.

The Joint Services S.P.A. (Singapore)

1969 is running true to form here in Singapore. Club management underwent the usual changes in a "foreign" area as tours come to an end and once again the burden of organisation swings on to new shoulders. We are very sorry to say goodbye to our popular chairman, Lt. Col. Goss, who has shown such tremendous interest in the club and has been a shining example of selflessness by putting in so much effort for no personal reward.

Ram and Penny Seeger, plus Clare and Kate, were very welcome arrivals in the new year, and Ram has undertaken to be our new Chairman. Secretarial changes also took place and Mark Bentinck takes over the 'chore' from Dick Turpin who was a stand-in after the highly successful Tony Oliver. Instruction is much as before; ground instructors training the students on Monday and Wednesday evenings at Nee Soon Garrison gymnasium. We now have three BPA instructors within the club, with Ram and Penny and Chris Herbert, and a fourth, Jim Goldsworthy, is expected in August. The ground instructor situation is fairly strong, Mick and Judy Deakin returned to UK in February, but the return to Singapore of Bill Yates (lovesick but still jump-happy) maintained the number. Also returned to UK is Mo Linnell and on the arrival side we have Jim Turner.

The situation in the Far East in May affected our jumping very little and we've had a good programme so far—the future looking promising. The return of the team from New Zealand was closely followed by the formation of 'The Black Eagles', our demonstration/display team. Performances at the Singapore and Malaysian Grand and at the end of the 1st Asian Highway Rally on three consecutive weekends got us off to a good start. There are two water displays lined up and numerous 'ordinary' ones.

No news letter would be complete without DZ trouble. We've had our share in attempting to move from our up-country DZ (which is a round trip of 150 miles) to a DZ here in Singapore. Naturally, this has its problems (don't they all!) and negotiations are under way. Until a decision is made, plans for an international competition here are in a state of suspense and the odds are swinging in favour of next year—so start saving! There'll most likely be the usual accuracy events, and (whoopee!) a relative competition.

The Marine members of the club now have yet another claim to fame—the first one-service three-man in the Far East, allelujah! (See page 14, Editor.) Plans for Jim Goldsworthy to go base for a four-man are well formed—unbeknown to him! Tony 'Peanuts' Perry has sold his PC and is awaiting arrival of his 'wing' (from the States, natch!) and is using a 'cheapo' in the meantime. Us PC drivers are running rings round him while the going's good!

Club Secretary's address is: Lt. M. Bentinck, R.M., Officers Mess, 40 Cdo., R.M., B.F.P.O. 164.

Dunkeswell

Dunkeswell is now firmly established after three years operation, and shows every indication of being a leading centre in the west country in the years to come.

Membership is running at nearly 200 and over 30 students have been trained this year. The prospect of more service units being posted to this part of the world in the near future means an ever-expanding club with very real ambitions no longer just a dream.

Administrative-wise, the club has undergone a certain amount of change (or could it be turmoil?) with Jim Goldsworthy drafted to the Far East for two years. The recent attachment to the APA of Don Hackett, Tony Price and Len Buxton means, in spite of drafts, a guaranteed instructor available at Dunkeswell in the future. To Don Hughes and his staff we are very grateful.

Many of the Thrupton old lags will be interested to hear that the 'Brown Bomber', our jump ship for the last year, has now, under ever increasing ARB pressure been grounded pending a new C of A. If you happen to know anyone who wants a chocolate coloured museum picce. . . .

TONY PRICE.

Someone, somewhere
needs an article from you

(with apologies to the GPO)

First Aid on the Drop Zone

—continued

Last issue I reminded you of the importance of not moving injured parachutists and made one point which I think should be repeated following an accident to Mr. D. T. Munn at Halfpenny Green the other day. Fractures of the spine and skull are often difficult to recognise so if in doubt treat as a fracture.

In Mr. Munn's case he landed badly but walked unaided off the D.Z. After some minutes the pain in his back increased but he was still convinced that he had only pulled an odd muscle. Very much against his wishes he was pushed into a car with a reclining passenger seat and taken to the local hospital. The mode of transport was far from ideal and an ambulance should, without doubt, have been called. Mr. Munn had a fractured spine.

As luck would have it, he is recovering in hospital and should be out in a few weeks. He might have been there for good. When in doubt treat as a fracture. *All* fractures of legs, thigh, spine and skull go in the ambulance. This is not advice—this is a rule.

J. K. FORSDYKE.

***BPA Office will be closed
for the period***

10th to 21st November, 1969

Urgent business should be referred to:

TECHNICAL/SAFETY:

Sqn. Ldr. JOHNSON

Tel: Farnborough 24461 Ext. 4071
(Home: Abingdon 4957)

PARASCENDING:

O. W. NEUMARK

Tel: 061-432 7315

GENERAL POLICY:

Wg. Cdr. G. F. TURNBULL

Tel: Woking 61321
(Home: Farnborough 45245)

INSTRUCTOR COURSE

NORTHERN PARACHUTE CENTRE HAS ARRANGED

A COURSE FOR POTENTIAL INSTRUCTORS

at

SUNDERLAND AIRPORT

FROM 24th to 30th NOVEMBER, 1969

To be eligible you must:

- a. Have completed not less than 100 Delayed Opening Jumps, of which at least 25 have been made from 7,000 feet or more A.G.L.
- b. Be over 21 years of age.
- c. Be rated Category X by your Club C.I.
- d. Have experience with high performance canopies.

The course syllabus will cover the subjects listed at Appendix 'B' to B.P.A. Rules and Regulations 1967, and include despatching practice and jumps (static line), jumps from 7,000 feet observing other parachutists, and compiling critiques. Two Panel Members will be in attendance to conduct examinations during the final phase of the course.

Contact 'Aussie' Power (Tel. Boldon 7530) for details of cost, etc.

Those attending should be in possession of their personal copy of B.P.A. Rules and Regulations 1967

There are only ten vacancies

GQ's new Directors

THREE new Directors have been appointed to the Board of G.Q. Parachute Co. Ltd., of Woking, Surrey. Mr. F. A. J. Orledge is appointed Director with special responsibilities for Production and he will ultimately take over the post of General Manager. Mr. Orledge joined G.Q. in 1949 and after some years as Sales Office Manager, was appointed Sales Manager four years ago.

Wing Commander G. F. Turnbull, O.B.E., A.F.C., R.A.F. (Ret'd), the Controller of Research and Development at G.Q., is appointed Sales Director with special responsibilities for export sales. Wing Commander Turnbull joined G.Q. last year from the Royal Air Force, where he finished his service as Officer Commanding the No. 1 Parachute School at Abingdon. Wing Commander Turnbull is the only B.O.T. Examiner for Balloons and Airships, is the Chairman of the British Parachute Association and the Safety Member of the British Balloon and Airship Club.

Mr. P. D. Clarke, C.A., who joined G.Q. as Company Secretary in 1962, is also appointed to the Board. Mr. Clarke will assume the responsibilities of Financial Director and combine these duties with those of Company Secretary.

— PARAQUIP —

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C9 Complete rigs, New surplus—£39

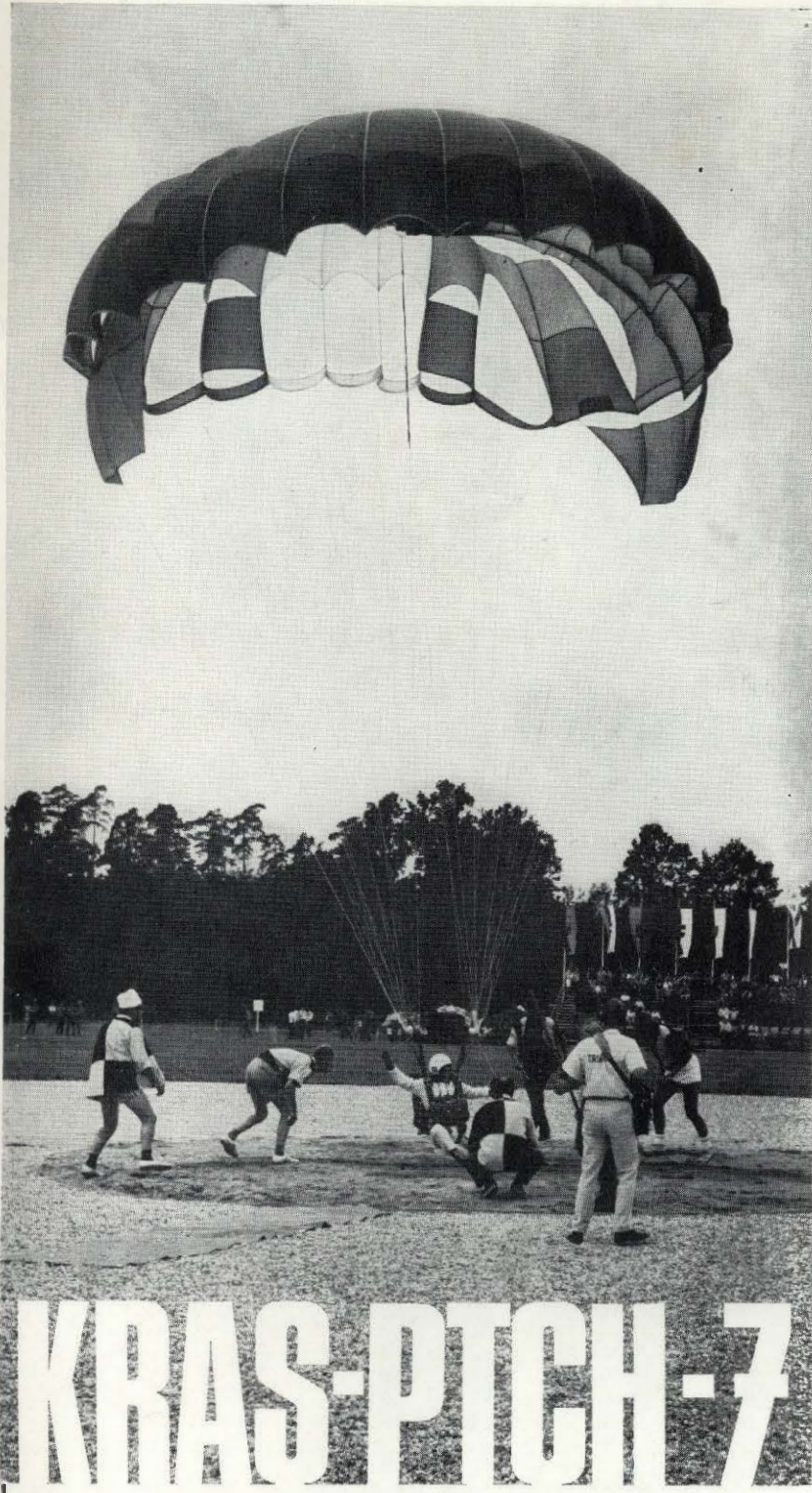
32' Complete rigs, New surplus—£38

Canopy repairs and modifications to order

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Steve Talbot, 71 Old Hawne Lane,
Halesowen, Worcestershire





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



Gold medal:

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Gold medal:

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



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