

SPORT PARACHUTIST

2 FROM GQ



'PATHFINDER'

Flight Data

Terminal velocity opening time—2.5 secs. approx. Normal rate of descent with 220 lbs.—15.5. ft/sec. Rate of turn—360° in 4 secs.

Canopy

Manufactured of nil porosity heat sealed 1.6 oz. nylon fabric, the canopy has 24 gores and 30 shaped apertures to provide drive, lift and turning.

The canopy is extremely stable and recovery after stall is immediate with minimum surge.

Harness

Nylon webbing with a breaking strain of 4,000 lbs. (1820 kg), with conventional American ejector snaphooks and 1½ shot Capewell canopy releases. The harness is instantly adjustable at main suspension and backstrap points. A full length backpad and comfort pads are provided.

Pack

Available in either three pin 'style' configuration or the more conventional four pin assembly. Both packs are designed for use with the Irvin Hitefinder and other automatic openers.

Sleeve & Auxilliary

The sleeve is of heavy duty 4½ oz./sq. yd. cotton fabric with conventional line stowage and mouthlock.

The 36" diameter auxilliary is manufactured from low porosity nylon.

also 'PROTECTOR' 17ft (5.2m) Steerable Reserve

Flight Data

Terminal velocity opening time—1.5 secs. Normal rate of descent with 220 lbs.—17.5 ft./sec. Rate of turn—360° in 7-8secs.

Canopy

The canopy is manufactured from 1 oz. ripstop weave, heat sealed, nil porosity nylon. There are 20 gores, two of these have blank portions to provide drive and steerability. The blank gores are covered with nylon net for additional safety during deployment. Stable in flight, the canopy will provide adequate manoeuvrability coupled with a low descent rate.

Liftwebs

Manufactured from 4,000 lbs. (1820 kg) nylon webbing the liftwebs are connected by a strop for additional safety. American snaphooks with 5,000 lbs. rating are used. The Protector can be adjusted to any of four positions on the wearer.

Pack

Of synthetic materials and shaped to fit the body. The ripcord position can be either right hand side or top pull. The tie downs are integral with the pack.



Further details and prices available from:

**RFD-GQ LTD., Parachute Sales Division, Godalming,
Surrey, England. Tel: Godalming 4122 Telex: 85233**

UOZ 8 NOJ

THE JOURNAL
OF THE BRITISH
PARACHUTE
ASSOCIATION

(A company limited by guarantee)



Sport Parachutist

The British Parachute Association Ltd,
Artillery Mansions,
75 Victoria Street,
London, SW3
Phone 01-799 3760

Chairman:

Wing Commander G. F. Turnbull, OBE, AFC,
RAF (Retd)

Vice-Chairman:

L. St. John

Treasurer:

A. J. N. Cole

Chairman Safety Committee

P. W. Sherman

Members:

W. G. Fernie
W. J. Meacock
J. Crocker
G. Webster
Major E. A. J. Gardener
G. C. P. Shea-Simonds
Lt D. Hughes, MBE
Sgt. A. Jones
Sgt A. J. Dale
Wing Commander A. T. Johnson, RAF

Co-opted Members:

Sir Godfrey Nicholson, Bart.
Brigadier O'Kane, APA
Group Captain Green, RAF, SPA
W. Neumark

BPA Journal:

John Meacock

Photographers:

Carl Boenish
G. C. P. Shea-Simonds
Dave Waterman

Secretary General:

Squadron Leader W. Paul, BEM, RAF (Retd)

Assistant Secretary:

Mrs. Dorothy Paul

EDITORIAL

As you are probably aware, I have taken the job of attempting to produce your magazine *Sport Parachutist*, and hope that by reducing the number of pages, and appealing to people directly for copy, it should be possible to produce it on a slightly more regular basis than has been possible in the past.

The object is a bi-monthly magazine, and several points are clear at the outset. Bi-monthly printing costs money, and to offset this increase in costs we need to increase the circulation well beyond its present level.

The Council have therefore agreed to support a COMPETITION, and to offer as a prize the new G.Q. steerable reserve the "PROTECTOR", worth over fifty pounds, and offered to the member selling the most subscriptions to the magazine. This issue of the magazine will contain one application sheet with four forms to it. Please make the effort, additional sheets are available from the office, it's a chance to win yourself a first-class reserve parachute, and give the magazine much needed support.

If we can finance the magazine properly all we need to do is to fill it. I have written to people involved full-time in parachuting, seeking "contributing editors", and have received letters of support from Claude Bernard, late of Chalon sur Saone, and now assistant chef de Centre at the French National Centre at Biscarrosse, Doug Peacock of the Falcons, Major Schofield of the Red Devils, Don Hughes and "Steve" Stephenson of the A.P.A., Charles Shea-Simonds and Dave Waterman. In anticipation of your support gentlemen, thank you.

Obtaining regular copy for the magazine has been a problem in the past. If you have anything to say or any interesting photographs please write to me. On the subject of photographs, I spent some time at Elsinore, California, a few years ago and met a very pleasant guy, Carl Boenish, as you might know, Carl is probably the world's leading free fall cameraman, and remembering our meeting I wrote asking for contributions to the magazine. Carl replied promptly with some tremendous photographs including this issue's cover, the world record twenty man.

J. M.

Cover photograph: Carl Boenish. Twenty man star at Elsinore.

Centre spread: Seventy-year-old Neville Browning, one time jump pilot at Stapleford Tawney, demonstrates to a terrified Dave Waterman, who did the filming, his upside down ZLIN. Altitude. . . low.

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.

Revised Instructors/Clubs Lists

LIST OF BRITISH PARACHUTE ASSOCIATION APPROVED INSTRUCTORS

Name	Club	BPA No.	Name	Club	BPA No.
Acraman, R. S. *	R.A.P.A.	(P) 444	Lindsay, D. C.	N. Ireland	2317
Addison, N. F.	R.A.F.S.P.A.	2566	Lonsdale, M. C.	A.P.A.	1151
Anderson, B. *	S.A.S.		Louitt, I. A.	Hereford Parachute Club	4001
Anderson, T. R.	R.G.J.	4590	MacIellen, W. M.	Scottish Parachute Club	4060
Andreau, M.	A.P.A.	1645	Mapplebeck, K. *	R.A.F.S.P.A.	(P) 1035
Armour, A. M.	A.P.A.	5649	Martin, M. A. *	A.P.A.	(P) 1444
Aveling, M. F.	Parachute Regiment	7450	May, C.	South Staffs.	2643
Beard, J. A.	B.S.D.	2050	McCarthy, D.	R.A.P.A.	949
Birch, D. T.	R.A.P.A.	3036	McGill, J. A.	Parachute Regiment	2586
Boot, W. G.	T/Valley	3930	McGorry, J. P.	Martlesham Heath	4804
Born, A. R.	R.A.F.S.P.A.	2661	McLoughlin, J. E. *	R.A.F.S.P.A.	(P) 175
Bowles, J. A.	R.A.P.A.	1237	McNaughton, D.	Parachute Regiment	417
Buxton, L. W.	A.P.A.	5098	McQueen, A. S.	A.P.A.	4318
Cameron, K.	A.P.A.	7372	Meacock, W. J. *	Peterborough Para Centre (P)	578
Card, R. G. *	A.P.A.	1927	Melville, L. W.	7 Parachute Regiment R.H.A.	1016
Carr, G.	A.P.A.	494	Miller, I. G.	Yorks. Parachute Club	772
Castree, C. J.	R.A.P.A.	978	Mitchell, G. E.	I.O.W.	407
Cathro, G.	P.R.F.F.T.	1547	Morrison, A.	A.P.A.	4848
Catt, W. *	P.R.F.F.C.	415	Noble, K.	Northern Para.	4298
Cavannah, P.	Lancs. Parachute Centre	2817	O'Brien, M. J.	B.P.C.	(P) 332
Charlton, A. F. *	R.A.F.S.P.A.	(P) 110	O'Brien, R. L.	Lancs. Parachute Centre	3550
Cockburn, A. M.	R.A.P.A.	2749	Oliver, A. R.	R.A.F.S.P.A.	2518
Cole, A. J. N.	B.P.C.	(P) 346	Oxley, T. E.	A.P.A.	1442
Cooper, A. E.	Manchester F.F.C.	3026	Parker, A. H.	A.P.A.	3138
Crawley, T.	Green Jackets PC	543	Parkinson, H. E.	R.A.F.S.P.A.	3276
Crocker, J. T. *	Green Jackets PC	(P) 2066	Parry, R.	Lancs. Parachute Centre	2735
Dale, A. J.	R.A.F.S.P.A.	845	Peacock, D. *	R.A.F.S.P.A.	(P) 125
Daubney, J. E.	22 S.A.S.	2290	Price, A. J.	R.M.	5489
David, B. A.	Independent	(P) 822	Pringe, D.	Lancs. Parachute Centre	1880
Day, T. J. W.	Metro Police Club	1705	Raine, G. P. *	A.P.A.	2229
Deakin, M. D.	R.A.F.S.P.A.	4239	Reddick, J.	A.P.A.	349
Dickson, T. G.	Scottish Parachute Club	(P) 472	Reed, M.	Yorks. Parachute Club	(P) 596
Dineen, K. J.	R.A.F.S.P.A.	3507	Rees, B.	7 Parachute Regiment	874
Dixon, A. C.	R.E.M.E.	6174	Reeves, M. R. *	Independent	126
Elliott, W. E.	A.P.A.	4064	Reiter, R.	Ravens	4931
Ellis, G.	A.P.A.	3432	Robertson, R. J.	Parachute Regiment	4059
English, J.	Northern Parachute Centre	3767	Robinson, J.	R.A.F.S.P.A.	938
Fernie, W. G.	Scottish Parachute Club	1859	Runacres, R. J. *	R.A.P.A.	(P) 338
Forsdyke, J. K.	South Staffs.	3027	Rymer, D.	R.A.P.A.	5967
Forster, N. J.	Metroparas	5783	Savage, D.	Nomad	1671
Francis, R.	The Sport Parachute Centre	3437	Scarratt, W. T.	J.S.S.P.A.	1428
Gardener, E. A. J. *	Parachute Regiment	(P) 178	Schofield, B. S.	Parachute Regiment	2332
Green, A. H.	I.O.W.	190	Scott, R. S.	S.A.S.	2899
Griffiths, R.	R.G.T.	(P) 115	Seeger, R. A. M.	J.S.S.P.C.	495
Hackett, D.	A.P.A.	878	Seeger (Mrs.)	J.S.S.P.C.	496
Hagan, T.	Peterborough Para Centre	1930	Shea-Simonds, G. C. P. *	Ravens	(P) 475
Hall, F. M.	Scottish Parachute Club	662	Sherman, P. *	S.A.S.	(P) 4757
Harbaugh, J. R.	N. Ireland	6688	Shone, G. B.	R.A.P.A.	2245
Harper, I.	R.A.F.S.P.A.	5543	Silander, S.	Ravens	3377
Harrison, J.	R.G.J.	2734	Slattery, W. P. *	Nomads	(P) 258
Henry, T.	S.A.S.	3110	Smith, E. H.	S.A.S.	759
Herbert, G.	J.S.S.P.A.	1866	Souter, R. F.	R.A.F.S.P.A.	5594
Hewitt, B. N.	Northern Parachute Club	6023	Standing, B. R.	Parachute Regiment	2191
Hill, A. V.	B.P.C.	193	Stephenson, E. W. *	A.P.A.	7699
Hines, I. G.	Yorks. Parachute Club	772	St. John, L. N. E.	B.P.C.	(P) 257
Hughes, D. *	A.P.A.	(P) 116	Thomson, C.	Ind. Skydivers, Swansea	3198
Hogg, J. E.	B.P.C.	187	Thomson, M. W.	South Staffs.	1117
Holt, A. C.	Northern Parachute Club	2224	Turner, W. P. *	Army Peregrines	(P) 220
Hounsome, N. G.	T/Valley	1598	Walmsley, J.	Parachute Regiment	930
Jackson, M. L.	R.E.	(P) 343	West, M.	South Staffs.	133
Jacobs, K. E.	R.A.F.S.P.A.	471	Whitney, D. M.	Para. Regt. F.F.T.	2163
Jarratt, R. G.	Parachute Regiment	8370	Willis, R. J.	R.A.F.S.P.A.	5542
Jerstice, B.	Lancs. Parachute Centre	2101	Wilson, J. W.	R.A.P.A.	2900
Jickells, T. J. *	S.A.S. Regiment	198	Winwood, M. J.	A.P.A.	2319
Johnson, A. T.	R.A.F.S.P.A.	898	Wiseman, J. M.	S.A.S.	2183
Jones, A.	Parachute Regiment	1886	Wittke, R.	R.A.P.A.	2505
Jones, D. J.	R.A.F.S.P.A.	6979	Wright, J.	Para. Regt. F.F.T.	1298
Kelly, G. A.	N. Ireland	1226			
Kirkham, R. N.	R.A.F.S.P.A.	6498			
Laing, J.	7 R.H.A.	1323			
Lewington, E.	3 Parachute Regiment	5382			

(P) denotes member of Panel of Examiners.

* denotes Advanced Parachute Instructor.

AFFILIATED CLUBS OPEN TO CIVILIAN AND SERVICE MEMBERS

British Parachute Club Blackbushe Aerodrome, Camberley, Surrey.	D. F. Fiddler, c/o Y.M.C.A. Hostel, Farnborough Road, Farnborough, Hants.
Brunel University Sky-Diving Club	L. K. Gornall, Brunel University, Kingston Lane, Uxbridge.
Hereford Parachute Club Shobdon Aerodrome, Shobdon, Leominster, Hereford.	I. Louttit, 262 Kings Acre Road, Hereford.
Independent Sky-Divers Swansea Aerodrome, Swansea, Glamorgan.	Greg. Walsh, 31 Milton Place, Craig-y-Rhacca, Machen, Newport, Mon. NP1 8ZS
Lancastrian Para. Centre Cockerham, Nr. Lancaster, Lancs.	B. Jerstice, 181 Bradley Lane, Standish, Wigan, Lancs. Tel. Standish 3356.
Manchester Freefall Club Tilstock D.Z. Twenlows Hall Farm, Whitchurch, Shropshire.	R. McLoughlin, Bridgeford West, Mellor Street, Rochdale.
Martlesham Heath Sport Parachute Club Martlesham Heath, Woodbridge, Suffolk.	Mrs. J. P. McGorry, Heath Lodge, Broomheath, Woodbridge, Suffolk.
Nomad Sky-Diving Team	Miss T. Rixon, 10 Ruskin Street, London, S.W.8.
†Northern Parachute Centre Sunderland Airport, Washington Road, Sunderland, Co. Durham.	J. English, Northern Parachute Centre, Sunderland Airport, Washington Road, Sunderland, Co. Durham.
Old Warden Flying and Parachute Group	J. Searson, 145 Ickwell Green, Biggleswade, Beds.
‡Peterborough Para. Centre Sibson Airfield, Peterborough.	J. Meacock, Tel. Elton 289.
Scottish Parachute Club Strathair, Strathallan Airfield, Auchterarder, Perthshire.	W. G. Fernie, 26 Regent Park Square, Glasgow, S.1.
South Staffordshire Sky-Diving Club Halfpenny Green Aerodrome, Bobbington, Worcs.	G. Webster, Brake Lane, West Hagley, Stourbridge, Worcs.
‡The Sport Parachute Centre Grindale Field, Bridlington, Yorks.	G. C. P. Shea-Simonds, Tel. Bridlington 77367 Bridlington 77603
Vauxhall Sky-Diving Club Halfpenny Green Aerodrome, Bobbington, Worcs.	R. Pridding, 16 Dunham Wav, Plas Newton, Cheshire.

SERVICE ASSOCIATIONS/CLUBS

Army Parachute Association	The Secretary, A.P.A., Airfield Camp, Netheravon, Salisbury, Wilts.
Cyprus Combined Services Club	Lt. Hall, 58 Sqn. RCT, Dhekelia, BFPO 53.
Green Jackets Parachute Team	J. Beard, 40 Brill Close, Cox Green, Maidenhead, Berks.
Joint Services Sport Parachute Association (Singapore)	C. Herbert, G.P.O. Box. 2285, Singapore.
Metropolitan Police Parachute Club (Non police accepted)	A. J. Riddick, 33 Apsley House, Stepney, London, E.1.
7th Para. Regt. RHA Freefall Team	Lt. J. M. Patrick, 7 Parachute Regiment RHA, Aldershot, Hants.
Parachute Regiment Freefall Club	Major B. Schofield, Browning Barracks, Aldershot, Hants.
R.E.M.E. Freefall Para. Club	Major R. I. C. Macpherson, Garrison Officers, Mess, Woolwich, S.E.18.
Rhine Army Parachute Association	Sgt. R. S. Acraman, RAPA Centre, c/o 26 Eng. Regt., Allanbrooke Barracks, BFPO 16.
Royal Air Force Sport Parachute Association	Ft. Lt. R. Mitchell, No. 1 P.T.S., R.A.F. Abingdon, Berks.
Royal Marine Sport Para. Club	Lt. A. J. Price, R.M., I.T.C. Royal Marines, Lymington, Exmouth, Devon.
Special Air Service Freefall Club	Sgt. B. Anderson, 22 S.A.S. Regt., Bradbury Lines, Hereford.
‡Isle of Wight Parachute Club	C. E. Mitchell,
‡Yorkshire Parachute Club	M. Reed, Yorkshire Parachute Club, Flamingo Park, Nr. Pickering, Yorks.
‡Thames Valley Airsports Club	W. G. Boot, Tel. Fontwell Magna 328.
	Compton Abbas, Nr. Shaftesbury, Dorset.

‡Denotes 'Full-time' Training Centre'

LIST OF BRITISH PARACHUTE ASSOCIATION APPROVED ASCENDING PARACHUTE INSTRUCTORS

The following are full B.P.A. members and have been approved to hold Ascending Parachute Instructor Ratings as quoted:

Name	BPA No.	Category	Name	BPA No.	Category
O. W. Neumark	923	(Full)	W. G. Boot	3930	(Prov.)
Capt F. E. Thewles	6794	(Full)	Lt. A. J. Price	5489	(Prov.)
Capt B. C. A. Lee	5929	(Full)	I. G. Henderson	6129	(Prov.)
Major R. Conningham	4497	(Full)	Major R. H. Ker	1064	(Prov.)
J. Birkett	2364	(Prov.)	Capt. R. H. Fox	5646	(Full)
M. de Cartier	3207	(Prov.)	M. K. Wilson	5911	(Prov.)
D. Burns	5509	(Prov.)	Major J. A. Green	7875	(Prov.)
H. J. W. Fletcher	6881	(Prov.)	Lt. J. N. P. Walsh	7878	(Prov.)
R. K. Walker	6904	(Prov.)	Lt. J. A. Darnley	7880	(Prov.)
Major I. G. Graham	631	(Prov.)	Sgt. M. P. Moore	7877	(Prov.)
Lt. J. Clark	1584	(Prov.)	S. Sgt. J. O'Brien	7876	(Prov.)
Major B. S. Schofield	2332	(Prov.)	Lt. D. J. M. Daniels	7879	(Prov.)
W.O. E. E. Bedford	5067	(Prov.)			

The above ratings are only valid whilst full BPA membership is held. If an Instructor Rating Card has not been received please notify Secretary General BPA

THE BLACK KNIGHTS R.A. IN THE FAR EAST

THE Regiment's team has suffered a temporary upset this season, due to a three-month tour in the Far East. We did not want to absent ourselves completely from the display scene at such a crucial time in the season, so we left behind a team of eight to continue the display calendar. Four other team members were considered indispensable(!) by the Regiment, and so departed for Malaysia early in April.

Those leaving for Malaysia in fact departed in high spirits, as stories were filtering through concerning the possibility of jumps from the scout helicopters of the Brigade Aviation Squadron. Unhappily most of the 'stories' came to naught. Some of the pilots were only too keen to help us, but regulations concerning flying hours intervened, and so they were restricted. Towards the end of the exercise a Scout was spared for a couple of hours, and was put to very good use on the Penarek Airfield.

At the risk of boring those readers who have tried to parachute in Malaysia, we include a few notes on our progress out there. Most of the parachuting we did was with the kind assistance of the Joint Services Sport Parachute Club. In particular we owe a debt of gratitude to Chris Herbert, a civilian jumper, and his wife Rene. Together they do much of the organising, running, and training within the JSSPC. A major problem out there is the shortage of aircraft; only one Cessna 172 was available for parachuting. At \$1.00 per minute (nearly 2s. 7d.) you would need to be a millionaire to go higher than 7000 feet! In addition there is a ferry fee, which could be anything up to \$5.00 per lift, depending upon the airfield used. For students there is a

fixed rate of \$6.00 per jump, up to 4200 feet. The Cessna is operated by the JSSPC (it is owned by the Singapore Flying Club) from 1600 hours on Saturday afternoon, and all day Sunday. The Saturday afternoons are generally devoted to students, limiting other members and guests to Sundays only, and by no means does this mean every Sunday.

Parachuting on Singapore Island is difficult due to the large volume of air traffic from the five or so main airfields on the island. Air space was so tight that mid-week jumping was virtually out of the question. When at all possible Seletar airfield is used, but more often it is necessary to move north some 60 miles to the Kluang airfield in Malaya. Here again, only weekend parachuting is the general rule.

Our first weekend was quite a success as each jumper made four or five descents from 7000 feet. This included a unique experience for the writer—a night free-fall jump. For those who have yet to experience this thrill it is quite an experience! An idea that springs immediately to mind is a night accuracy meeting somewhere. The other weekends were not quite so fruitful, and as a result the three-month stay yielded in all about fifteen jumps per man.

The jumps we did get were put to good use as on most relative jumps a link was made. On the odd occasion when we attempted to grind up to 7000 feet with three jumpers on board, we failed to complete a three-man link.

We would like to conclude with a few thoughts on the Joint Services Sport Parachute Club, offered in the most friendly spirit. As visitors to the Club we did not get the impression that many members were particularly keen to jump, or to get the jumping going. Jump scores will, of course, illustrate this point, and as a result, our scores suffered too. We are fully aware that "hogging" jumps is not everything, particularly when they are so expensive, but

Continued on Page 12

PARAGLIDE LTD.

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

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

- * **PIONEER VOLPLANE and
PARA FOIL**
- * **Pioneer Para-Commanders**
for free fall and ascending in ALL COLOURS
stocked by Pioneer's Main Distributor in the U.S.A.
- * **Ascending Para Commanders
and Foil**
- * **Paraglide Overshoes**
fix over Army Boots in seconds. One inch thick
foam soles. Small, Medium, Large, for boot sizes
6-7, 8-9, 10-11. Cost . . . 60/-d.
- * Ancillary Parachute Equipment and Spares direct
from stock in U.S.A.
- * All ascending parachute equipment and ascending
training.
- * Hydraulic Tensiometer.
- * Helmet Mounted A.S.I.
- * Miniature Electric Variometer.
- * **Para-Foils now available**

Jump Suits

Various sizes and colours
readily available—new
'Flameproof' material, also
black leather gloves

send for list to:

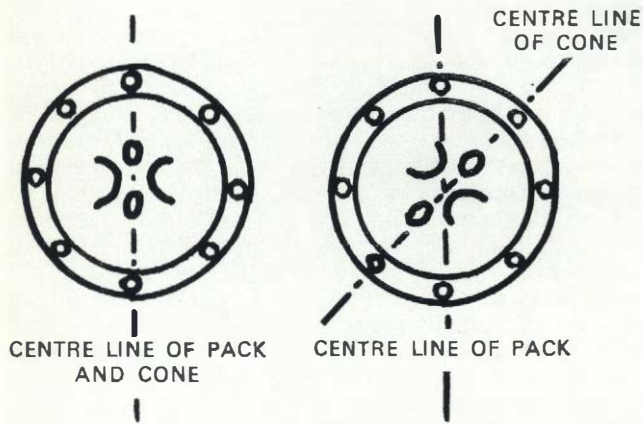
British Para Ventures
12 Victoria Avenue,
Chard, Somerset

TOTAL...

The student was observed from the aircraft to carry out his briefed descent satisfactorily up until he activated his main parachute. The time recorded from exit to canopy emerging was 18 secs. When the canopy was completely developed it was realized it was not a main but a reserve.

On debriefing the student, the instructor learnt how the student came in to pull his ripcord and felt unusual resistance, attempted to pull with two hands but could not and immediately activated his reserve. This account was verified by the instructor who was observing the student through Telemeters.

The inspection of the main parachute revealed that the ripcord was extremely difficult to pull. The reason for this was not apparent at first, but one point that was noticeable was the sleeved canopy was folded so that the bulk was unduly high under the centre two cones, and gave little support for the top cone. Closer inspection revealed a basic rigging fault:—The second cone had, at some time, been restitched, but whoever did it (and it was impossible to find out as no mention of this repair was ever recorded on the log card) stitched the cone on one hole out. (See diagram)



The student has a packing certificate and had jumped the same rig on a number of previous descents, one on the same day. In fairness to the student and instructors, this fault was difficult to spot especially when the rig was packed.

In my opinion this malfunction was caused primarily by a rigging error, (classified as a Minor repair), and secondly by the incorrect folding of the sleeved canopy in the pack causing the undue pressure on this cone to aggravate the resistance on the pin.

It is easy to blame a number of people for this incident, but this is not my intention, but it is my intention to ensure that in future closer supervision is given to minor repairs carried out at this centre.

Conclusion: minor is probably the wrong word to use when referring to any repair to equipment. Because as this incident has shown a minor repair incorrectly carried out has MAJOR consequences. We can thank ourselves that this student reacted to a situation in a manner he was trained to, otherwise he would have been an ugly statistic on BPA records. We must remember that every time a needle and thread ventures near a pack and harness—we, as instructors

PARTIAL...



A student on a course at RAPA was rotating quickly under this D/L canopy. He approached the D/Z controller rather shaken who questioned him and examined his equipment.

The student landed close to the packing area, the canopy he had folded onto his arms leaving the cause of his trouble visible from behind.

It was found one of his steering toggles had passed through a webbing loop in the pack giving him a constant right turn.

Many experienced people jumping PCs use these containers and would be impossible to jettison cleanly with this malfunction.

In this case to counter the turn, the canopy would be on stall for landing.

The photo shows a B/4 pack with a steering line and toggle through one of the loops.

ACTION: Remove webbing loops from surplus equipment.

and experienced parachutists, must inspect and satisfy ourselves that the repair/modification has been done correctly and is not likely in any way to impair the safety of the equipment.

Micheal Deakin,

C.C.I., RAFSPA

ONCE UPON A TIME

or A Bedtime Story for Parachuting Pundits

By Dave Waterman

THE story you are about to read is true, only the names have been changed to protect the innocent. The scene is Aosta in the Italian Alps, September 1970, the parachute competition has just finished and the next event is a small demonstration by parachutists from Britain, Belgium, France, America and Italy, each country doing "its own thing", aircraft an Air Macchi height about 7,000 feet. The first lift gets ready to emplane the British contingent comprising of Terry Crawley, Terry Day, Dave Waterman and Sally Gardner who watch the other nationalities getting ready with interest. The Belgian team from Spa are rumoured to be doing something exciting. As they kit up we see that apart from their usual parachuting equipment one man is strapping to his harness a 20 ft. length of nylon rope and a rope trapeze. He wears a security piggyback rig, his partner is wearing only a harness with a 24 ft. unmodified reserve chest mounted. "What are they going to do?" you might well ask. The plan is, we are told, that they leave the aircraft hooked up, the piggyback man opens his main, a Para Commander, his "hook up" partner then unhooks and slides down the 20 ft. nylon rope. The top man then lowers the trapeze, which is hooked to his harness, to the bottom man who sits on the straps and unhooks himself from the rope, hoping to do some circus-type gymnastics suspended 3,000 feet above the crowd with only a 24 ft. unmodified reserve.

The whole idea to us seemed fraught with danger. We didn't fancy the idea of two people leaving an aircraft unstable and then opening a PC; and we were also worried about the bottom man only having an unmodified 24 ft. Still, this could be very interesting and in order to record this breath-taking event I even put a telephoto lens on the camera, just in case! Just in case? Just before they got into the aircraft Terry Crawley exclaimed: "I am sure there is something wrong with the fellow in the piggyback rig."

And sure enough on closer examination we saw that his right-hand riser instead of going clear over his shoulder into the main pack, did in fact go under his chest strap and then under his right armpit to the main. My readers, I am sure, will immediately appreciate the effect of a man opening with his riser in that position, especially if he had another man strapped up to him as this fellow did. We debated for a short time as to how we were going to break the news to our intrepid parachutist, but then decided this was not the time for diplomacy and a direct approach was needed.

"Oh thank you very much," said our fearless Belgian when the mistake was pointed out to him and proceeded to remove one riser from its dangerous position leaving the other one intact. Another exclamation from us soon put him right about the other riser which he immediately corrected.

Terry Day was in the aircraft with the two Belgians as they were climbing to altitude and tells that the higher they got the more their brash over-confidence seemed to be slipping away. At the time to jump he says they went through the door like the proverbial sack of you-know-what. From the ground we saw the main Para Commander blossom immediately and intact, much to our surprise, and watched with bated breath for the trapeze artist to make his descent on his 20 ft. nylon rope. Sure enough a little figure began descending like a Robert the Bruce spider, when suddenly it proceeded into free fall with only a 24 ft. unmodified reserve between him and the ground. The rope had snapped. Credit where it is due, he wasted no time in getting the reserve flying and took a very hard landing on the concrete runway, the sound of which we heard half a mile away. Try as he might later he never did quite disguise that limp. The other parachutist landed spot on in front of the crowd who I am certain did not realise that anything had gone wrong and were applauding like people possessed.

This story has a moral, quite what I don't know, but I am sure my readers can make up their own.

★ ★ ★

9-Gore T.U. Irvin Skydriver B-4 pack and harness

In excellent condition throughout, complete with log card record of jumps.

Price **£55.00**

ALSO: Stop watch and Altimeter on a mounting plate: **£15.00**

N. J. Forster

Phone: LETCHWORTH 4847

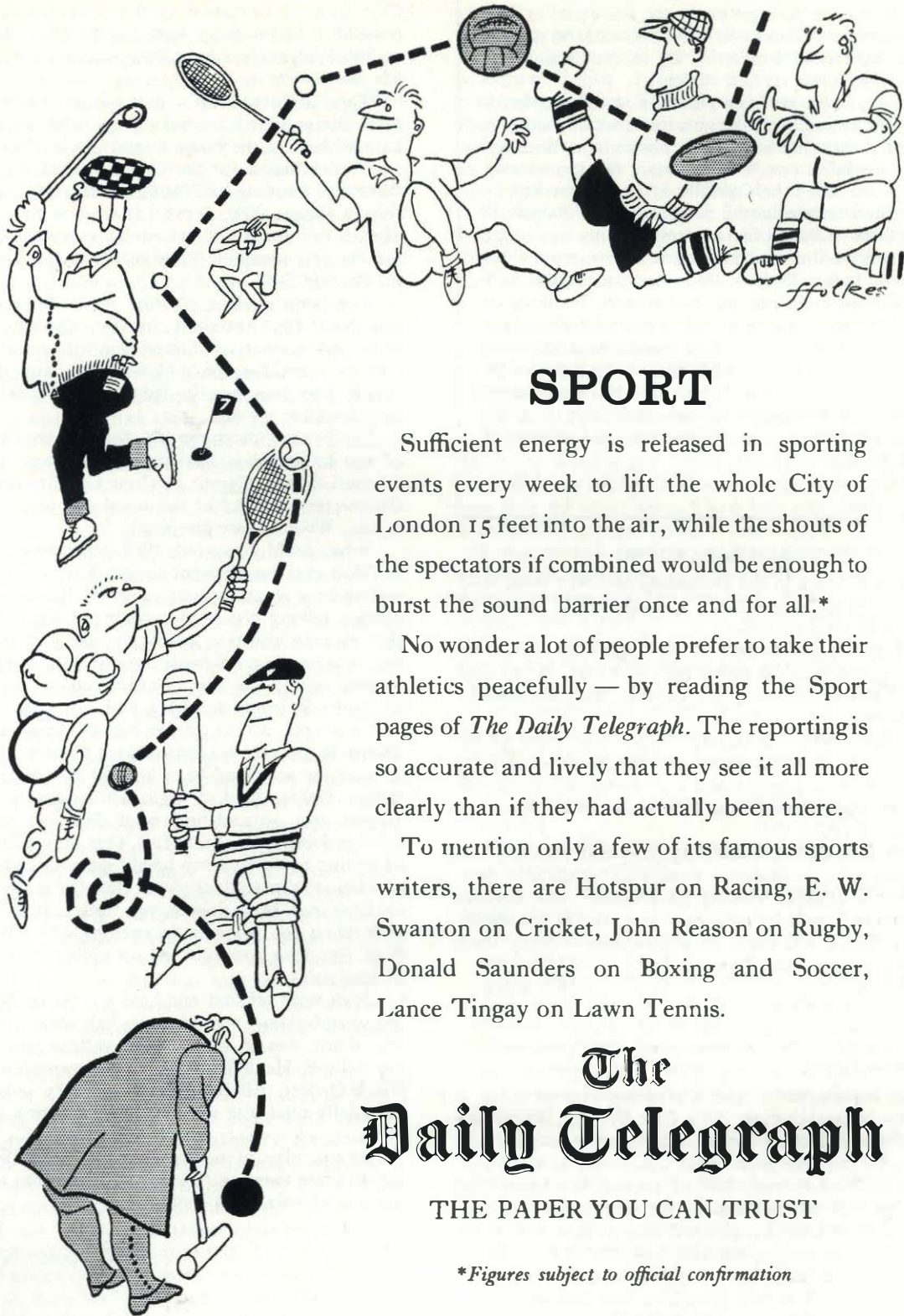


Work? 'Course it will bloody work!



As I was saying . . .





SPORT

Sufficient energy is released in sporting events every week to lift the whole City of London 15 feet into the air, while the shouts of the spectators if combined would be enough to burst the sound barrier once and for all.*

No wonder a lot of people prefer to take their athletics peacefully — by reading the Sport pages of *The Daily Telegraph*. The reporting is so accurate and lively that they see it all more clearly than if they had actually been there.

To mention only a few of its famous sports writers, there are Hotspur on Racing, E. W. Swanton on Cricket, John Reason on Rugby, Donald Saunders on Boxing and Soccer, Lance Tingay on Lawn Tennis.

The Daily Telegraph

THE PAPER YOU CAN TRUST

**Figures subject to official confirmation*

CYPRUS NEWS

COMMENT

After years of depression, the parachute scene in Britain appears to be improving. Although constantly advised that jumping was both getting better, and easier to find, the jumpers have found this to be a fiction, and student training has lacked continuity. By student training, I mean of course the civilian student.

However, in the past two years a slow but significant change has begun. Full-time centres have appeared at Compton Abbas, Flamingo Park, Sunderland, Bridlington and the latest one, Peterborough. On the military net proposed moves between the Army and the R.A.F. could mean strengthened service Sport Parachute Associations. If the civilian centres can only stay in the sport it will be the most important advancement since the B.P.A. began. Perhaps the sport can become self-supporting without state aid, and without National or regional centres. If the new civilian centres fold up I see a very bleak future for student parachutists, the only hope then would be for a National Centre followed by regional centres, but current plans for a National Centre have existed for the last five years, with little progress. It would seem the ball is well and truly in the court of the individuals.

J.M.

YORKS PARA CLUB

Another new name in the expanding northern field, after two years of negotiating, a hazard-free, unlimited height, licensed all grass DZ.

Situated in parkland known as Flamingo Park (five miles north of Malton and 20 miles NE of York). A resident Cessna 175 is the club's regular aircraft, with an Islander available as required.

Membership is growing rapidly, 90 per cent being beginners, but the more experienced are being encouraged to become competition minded and a 25-metre pea gravel pit has been installed. Parachuting will be on a full-time basis as from March 1st.

The park is a caravan, camping, zoo and pleasure fair combination, open seven days a week with restaurants, bars, hot showers available. Visiting parachutists and families also light aircraft will be most welcome. But if accommodation is required (six-berth caravan-chalet—bring linen only) prior booking would be needed.

MAL REED.

Continued from Page 6.

there again a parachutist cannot progress without doing a fair amount of parachuting. As a friendly club, where one can casually amble along for the odd jump, it is first class. However, for the keen parachutist who wants to make progress, the JSSPC has only limited appeal. We know that Chris Herber will not feel that we are ungrateful—without his help we would have registered zero jumps—but these thoughts did occur during our visits. A remark must be included here concerning the two pilots who flew us while we were out there. You will go a long way before meeting two better cloud-dodgers and hole finders!

For anyone interested in parachuting in Singapore or Malaysia, here is the address to contact: Chris Herbert, 5 Holland Grove Walk, Singapore (Telephone—Singapore 664149).

The Akrotiri Free-Fall Club, which was operating at RAF Nicosia on the weekend of 19 October, 1969, was surprised to receive a telephone call at the Cyprus Aero Club from an unknown sport parachutist asking about the possibility of jumping. Ken Jacobs said: 'Come on over', and to everyone's delight the parachutist was a girl named Liz Davis.

This brightened up a day during which everyone had been disappointed by prevailing weather conditions and Liz had been in the Nicosia International Airport Buildings, over from Beirut for the day, when word got around that there was jumping on. Jorn Hansen (the pilot of the jump ship, a Cessna 206), drove Liz over to the Aero Club and after a document and kit check, everyone kitted up ready for the only available jump of the day, a 20-sec delay over the Airfield DZ.

The jump made a pleasant break for everyone, especially Nick Fry who had another attempt at 20,000 feet foiled by weather conditions. Liz will doubtless be over in Cyprus again for the odd weekend, and it goes without saying that everyone in the Free-Fall Club will be only too pleased to see her.

On Friday afternoon, 26 September, Chris Thompson of the Independent Sky-Divers, Swansea, made a visit to Akrotiri here in Cyprus as Crew Chief to an RAF Vulcan. On meeting, instead of the usual greeting, it was, 'I've got my rig. When are we jumping?'

What could I say but, 'Will tomorrow do?'

That evening we went to the Wine Festival in Limassol and spent a pleasant hour sampling the local wines and, of course, talking about parachuting. Nick Fry was on duty that evening and was unable to take part in the wine tasting reunion, but he made up for this when we paid our second visit to the Wine Festival on Sunday evening.

Early Saturday morning with car fully laden to Max-all-up weight, we set off for Nicosia International Airport. The only aircraft available was a Cessna 172; this we had to wait for as it had been booked up for fare paying passenger flights. At last, with all moveable equipment removed, gear on and final brief done, we taxied out for a relative jump from 7,000 feet. Our lady pilot did very well in getting us up to jump height quite quickly but she complained of the cold. 'Lesson One for Lady Pilots: Don't fly high in a Mini skirt as not only is it cold but it is also distracting for whoever is spotting'. Not that it bothered Nick Fry who concentrated on giving us a deep but good release point.

Nick went off first and held a good anchor position and we were holding a good clean link within seconds of exiting. Chris was a little late in getting out—*Mini* trouble, we believe. He didn't link up but came close enough for the B.O. test. All in all it was a very enjoyable descent, especially at it was the first one for Chris at Nicosia Airport.

It was nice to see you again Chris. Come again and BRING YOUR FRIENDS. 'There's always room at my place for anyone who wants to stay.'

KEN JACOBS,

RAF Akrotiri Sport Para Club.

THIRD FESTIVAL OF PARACHUTING – San Martinho

Pat Slattery

On a recent visit to the BPA office I was asked if I would be available to go to Mocambique to judge an accuracy and relative meet to be organised by Rod Murphy of the South African Skydiving Centre. A quick look at my team schedule showed that I would be able to manage with half a day to spare. This meant that I would arrive back from a meet in Germany and go straight out to East Africa.

The details were submitted to BPA council and approved, so on my return from Germany I went to the office for my final instructions. I was given my airline tickets, which had kindly been supplied by TAP the Portuguese airline, and told that the other judges would be Norm Heaton and Lyle Cameron from the USA, and Jacques Dubourg from France. I obtained the contact address for Rod Murphy in case of trouble en-route, and left for Heathrow to board the Boeing 707 to Lisbon, the first leg of the journey.

This was the first jet flight I had ever made and although the service on board was first class, and the facilities luxurious, I joined the ranks of the jet-set as a seat-gripping, sweating, heart-thumping coward. Flying at 35,000 feet at a speed of 600 mph without a rig is not my idea of fun. Despite my emotional problem we made a perfect touch-down at Lisbon Aeroport, and I went to the TAP desk to book my seat for the second leg of the trip to Beira.

Here I was politely told that I would need a special visa for Mozambique and after trying everything in the book to overcome this setback without success, I got the address of the National Security Office which issued the visa, and after a very hectic ride across town in a supercharged taxi found I was two minutes too late. I sent a quick cable to Rod Murphy, telling him of the situation and that I would continue the journey as soon as I could.

Next morning saw me hammering on the doors of the visa office. They let me in and I explained my problem to a very sympathetic clerk who told me that it was possible to get a visa and that it would take five days. After much cool blowing and arm throwing she agreed that the Governor-General of Mozambique would be very angry and did not think it necessary to telephone the Queen, and she would have my visa ready for me the next day. I settled for this, reluctantly leaving my passport with her, and set off to find an hotel for the night. The next morning I arrived bright and early, and was told to come back at 5 o'clock. I spent the day stalking around the streets of Lisbon, where I discovered the art of making the traffic stop: thump the car bonnets with a big stick!

I returned to the office, and after a long wait finally got my passport back with the all-important visa. After this it was plain sailing, I booked on to the night flight to Beira stopping at Luanda in Angola, and Salisbury, Rhodesia.

The 707 took eight hours to get to Luanda, and I even managed to sleep. At Luanda I was joined by Carlos Lima and the two teams from Angola who were also going to the meet. The rest of the trip passed quickly, and I was thankful for someone with whom to talk shop, and I found that I was not gripping to seat arms as tight as I had been.

On arrival at Beira we transferred from TAP to Deta airlines for the last hop down to Lourenco Marques. This took 50 minutes and when the jet taxied to a stop we were heartily greeted by Luis Ribeiro Couto, Delagado Da, Aeronautic Civil, Valter Carmelo Chief Instructor LM parachute club, and the entire LM parachute club.

Thanks to Luis and Valter we went straight through customs, and on to the largest restaurant in Lourenco Marques. During the huge dinner that followed, Valter told me that Norm and Lyle could not make the meet and that Lowell Bachman and Jerry Rouillard would be coming instead. After the meal transport was arranged and I was to travel in Valter's car to the Parque Flores at San Martinho where the meet was being held.

We arrived unexpected at 3 a.m. and after a bit of confusion were shown by the african night porter to a rondaval. This is a sort of two-roomed native type hut with a thatched roof. The hut was in complete darkness and there were all sorts of noises and mysterious rustlings going on. As I put my foot in the doorway something ran across my toe. I back-looped from the room and introduced Africa to that well-known British saying, 'You must be bleedin' joking, mate'.

We retired hurriedly to the Parque office where we were met by Marianne Guerreiro, manager of Parque Flores. Marianne quickly got things organised and showed me to the bungalow which had been set aside for the judges. It was now 40 hours since I had had any sleep so I hit the sack, planning to get up around mid-day.

I was roused, however, at the unearthly hour of eight o'clock by Marianne and Rod Murphy. Rod, who was Meet Director, told me that Jerry Rouillard would not be coming and Lowell Bachman would not arrive until the following evening. So it was up to the two of us to formulate the rules and regs of the competition. Since this was the first International Relative Work competition ever to be held we had no real guide on how the rules should go. After a lot of scribbling on bits of paper we finally ended up with the following:

Junior events

Three Jumps hit and run, time from touch-down to 100 seconds.

Three straight accuracy jumps, marked out to 100 metres. All jumps on airfield.

All jumps would be team, with individual scores to count.

Senior events

Three accuracy jumps, to be scored as team with individual scores to count.

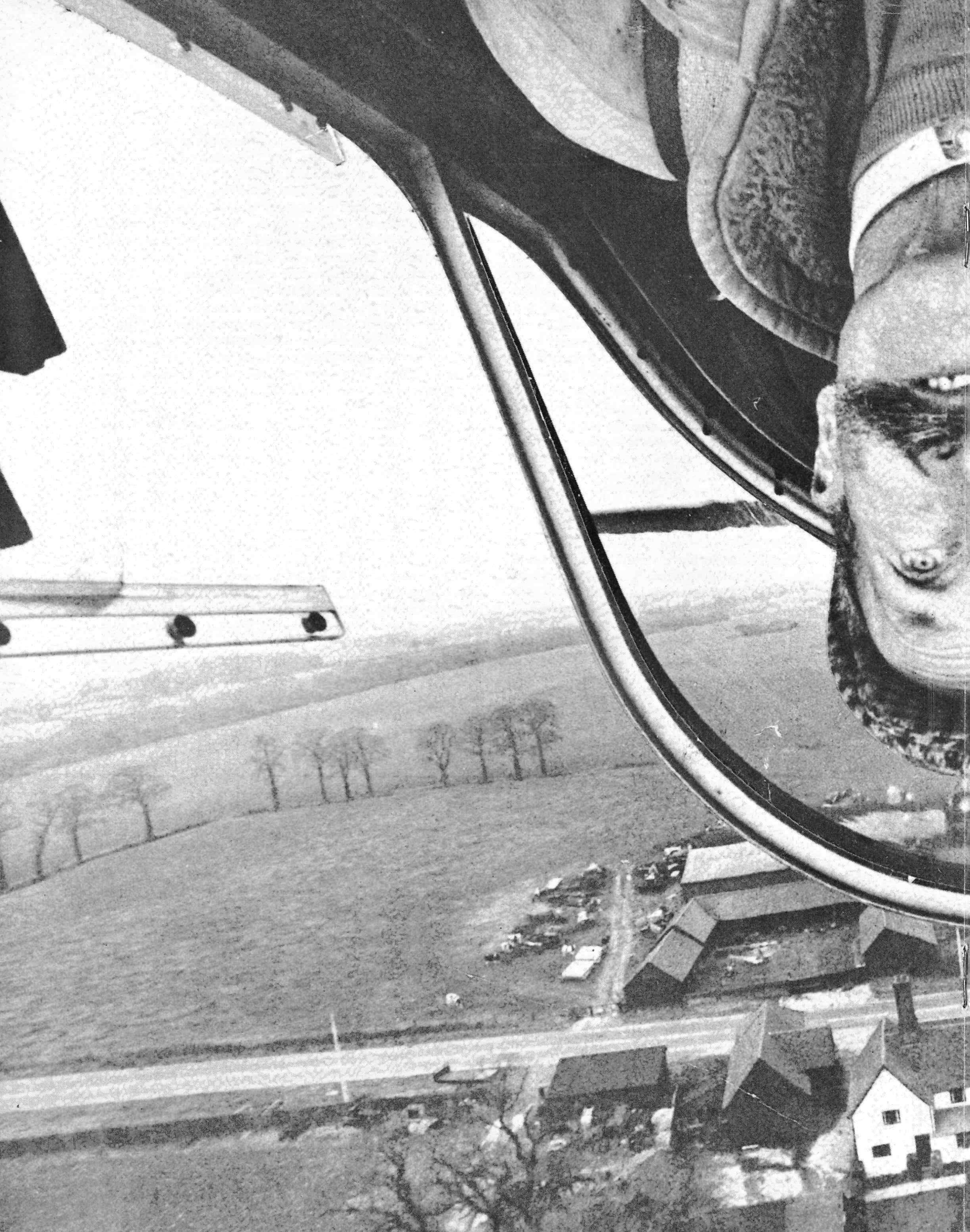
Three relative jumps by a team of three from 10,000 feet. First formation to be a three man star, held for five seconds, a 360 degree turn by each team member then a second formation to be held for five seconds. On all relative work jumps accuracy was to count. Total delay time allowed, 50 seconds, time allowed for relative work 40 seconds.

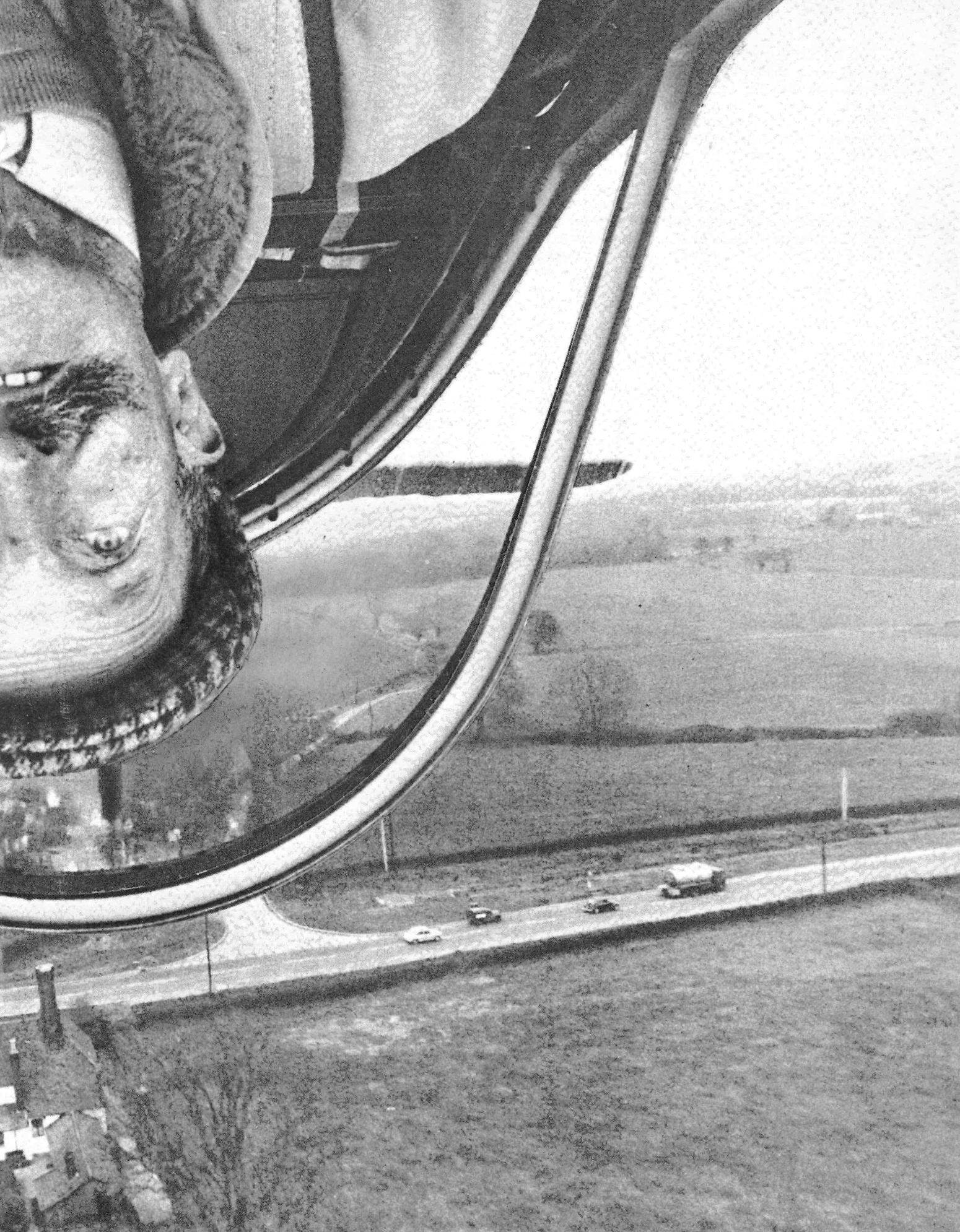
All senior events would take place on the beach at Parque Flores.

We had a late lunch in the tea room on the beach where the staff, Fernando and George, could produce steak, egg and chips at the drop of a hat. After lunch Marianne took me for a tour around the Parque.

Parque Flores is a beautiful place, situated 120 miles north of Lourenco Marques, being flanked by the river Chicunga on one side, and the Uembje Lagoon on the other with the lagoon leading out into the Indian Ocean. It was the brain child of Senor Flores who transformed the bush and jungle into a resort second to none.

Continued on Page 16





During the rest of the afternoon, the teams which had arrived had a chance to do some practise jumps, and I got familiarised with the equipment and facilities with which we had to conduct the meet. Due to the efforts of Rod, Marianne and the Mozambique officials these could not have been better. We had the use of two Cessnas from the SASC and a Beaver from the Beira club. Three sets of telemeters, six walkie-talkies, a platoon of Portuguese soldiers with radios, three boats supplied with naval crews and a jeep for the DZ supplied by Laurentina beer. We even had an electronic computer for adding up the scores and a whole tribe of African natives, who, directed by Marianne, did a lot of the heavy work and really made the going easy.

That evening there was an opening dance at the restaurant, and I had an opportunity to meet the rest of the officials and competitors. Among the South African jumpers were 'General' Pat Smith, Cecil Bosch, and John Benham. Pat with 1300 plus jumps under his belt, is the most experienced jumper in South Africa. His second jump was with a camera attached to his boot, and if you ever get down to Jo'burg, try to get a look at Pat's photo album. He has taken some of the best free-fall shots I have ever seen.

Cecil Bosch, nicknamed 'The Kid', stands around 6 ft 4 in and is built like a gladiator. But despite his size and weight he turns style in the low 10s and has a mean eye for the disc. John Benham is South African parachute champion, just back from a visit to the USA. John is turning style in the high 7s.

I also met Capitano Albano Calvalho of the Portuguese green berets. The Capitano is Chief Instructor of the combined civilian and military club in Beira. I also heard that South Africa and Israel had been refused entry into Yugoslavia for the World championships. It's a great pity that politics enter into the field of sport. It must leave a bitter taste in the mouths of a lot of the world's competitors.

The next day was Sunday and the teams carried out more practise jumps. This gave me a chance to have a look at the standard of relative work and some valuable practice on the telemeters, as up to now my only meter work had been with style jumping.

The standard of relative work for the teams was very good indeed, and most teams had little trouble putting the star together, but some had a little trouble with the second formation. After the day's jumping, we checked the list of entrants and found that we had six senior teams, seven junior teams, plus one individual jumper making a total of 40 competitors. The teams came from South Africa, Angola, Beira, Lourenco Marques, Rhodesia and Australia.

Monday saw the start of the junior hit and run, with the judges being Valter Carmelo, Capitano Cavalho, and myself standing in for Lowell Bachman as chief judge. The manifesting was carried out very efficiently by Gary Magnusson who is a director of the SASC.

The event proved to be a great success, with lots of good accuracy, hard landings, and a lot of long distance running. The junior SASC team quickly took the lead with the lesser experienced Lourenco Marques team right up their boots.

We carried on jumping until dark, and had all but finished the hit and run event, so we decided to go straight into the remaining jumps first thing in the morning, and then the junior accuracy.

Rod had left early that afternoon in one of the Cessnas to pick up Lowell Bachman who was arriving at Lourenco

Marques that evening. So Marianne and I waited at the airfield for their arrival. Thanks must go to Louis Couto, who somehow or other had arranged permission for the first ever night landing at Parque Flores. We had to light candles in the airfield office, as the electric was not on, and had around an hour's wait for the landing of the Cessna.

During this time Marianne told me the history of Mozambique and Africa and to hear this lady talk about Africa is really something. My history lesson was cut short by the arrival of the Cessna which had landed on its second attempt, and deposited a very tired Lowell Bachman on to the tarmac. After introductions all round, we dumped Lowell's gear in the bungalow, and had a great dinner at the tea room, after which I hit the sack as we had a six o'clock call for the morning.

The first teams were airborne by seven and we dug in at the pit for the rest of the day. The remaining hit and run jumps were completed, and we went straight into the junior accuracy. The standard of the juniors was good, with some great jumps by the SASC team led by Hans Van Dongen, who again took the lead with the LM boys chasing. The Beira and Angola teams were jumping French EFA parachutes so were at a slight disadvantage against the PCs. As we were measuring out to 100 meters we really had to sprint to get some of the strays, and I was very pleased to see that as the day wore on the standard of precision got better. Maureen McNamara and Carlos Jardim should be strong contenders next year.

By early afternoon the junior events were completed and some quick calculation found the SASC to be the winners, with the LM team a close second. The individual champion was Hans Van Dongen with team mate Roy Magnusson second and F. Carmelo of the LM club a worthy third.

Wednesday saw the start of the senior accuracy, this event taking place on the beach. The weather was very hot with the wind blowing in from the lagoon, and shifting around all the time. Despite the tricky winds and spotting over the water the teams coped very well and we were soon pretty busy in the pit. We saw some great jumps from the Rhodesian team, who quickly took the lead, with the South African team, whom Pat Smith led in with the first DC of the meet, pushing hard 'a beaut Pat'.

Some of the teams had less luck and carried out some smart water landings, with some making it to other beaches. Pat McConnell won the 'wrong beach' prize, and good naturedly accepted a horse's something-or-other as a trophy. After two rounds had been completed, we decided to start the relative work event and take advantage of the good weather.

On the telemeters were Lowell, Rod and myself, with Albano Cavalho timing the delays. The weather conditions were good, slight cloud at altitude, with the wind at 2000 feet blowing out to the lagoon, at 1000 feet it did a smart 180 degree turn and blew back into the beach. This, plus spotting from 10,000 feet, doing two sets of relative formations, and then stacking for a shot at the disc seemed to me to be a pretty tough event. I was amazed at the way the teams coped with the variable conditions, and I was privileged to witness some of the finest relative work I have ever seen. Particular mention must go to the Rhodesian team, who, with some fantastic relative really dominated the event. The South African teams were also of a very high standard, with 'General' Smith's (Pop's) team again pushing hard with some equally smart work.

A point I would like to make here is that when jumping in South Africa you take off at 5000 feet above sea level, so these guys must have really done some hard training. Small

wonder they call Max 'tea with Jesus'.

At the end of the day's jumping, the scores showed the Rhodesian team to be in the lead, with SASC (A) (The pops) second and SASC (B) (Parabums) third.

After a quick dinner we visited a place called Xai Xai which was a resort further up the coast, the trip had been laid on by Marianne, who had also fixed up a tribal dance for the rest of the evening. We were driven to Xai Xai in a jeep loaned to us by Senor Eng Queiroz, the Provincial Secretary for Mocambique, who I would like to thank not only for the jeep and driver, but also for his support and enthusiasm towards the entire meet.

We arrived back at San Martinho a little bit late, and found the dance had already started.

For the next three hours we sat fascinated by the drums, and rhythm of the native performers who danced so vigorously that they dug large holes in the ground with their feet. The stars of the show were the witchdoctor and a guy who had been passing and just joined in. His footwork was so fast he quickly got the name Karate Bill. The dance ended with a special demo by the witchdoctor and Bill.

Thursday morning saw everyone up bright and early. We went straight into the last accuracy jump and finished with the last rounds of the relative work event.

I was again amazed at the speed some of the stars were put together, and the teams worked really hard on the second formations. The Naval crews on duty in the lagoon also had a bit of work to do, as not all the jumpers made the 100-yard strip of beach.

By early afternoon and a lot of hard and fast jumping it was all over. A quick look at the scores showed that Messrs White, Brown and Pierson of the Rhodesian team were in first place with SASC (A) second and SASC (B) third. With the competition finished the teams immediately attacked the previous year's record for drinking Laurentina which stood at 10,000 beers. A check was kept by making a chain out of the tops of the cans, and at the finish Fernando made it 7000, but said that not all the tops were handed in so we will never know if the record was broken.

The next two days passed with the competitors trying their hand at anything and everything. Fun jumping, fishing, underwater swimming, speed-boats, or just lazing in the sun. I unfortunately went down with the 'dreaded shamrock'. This was a mysterious disease that had been hanging around during the meet, a cross between malaria and Mao flu, but believed to be of Irish descent. I spent the best part of the time in bed sweating it out.

Saturday evening was loot time, and everyone got presented with something. The winners and runners up received magnificent trophies, the pilots who had done some real hard work received medals, and Lowell, Albano and myself also received huge medals and a bag filled with all sorts of good stuff.

I spent the rest of the evening chatting to the teams, and had a last friendly argument with Pat Smith and a couple of beers with 'The Kid', then hit the sack. Sunday was our last day in San Martinho, and Marianne had organised a trip to the Parque Flores farm, and a film show at the Parque's open-air cinema. My thanks for everything Marianne, without you the meet would have been at a great disadvantage.

Monday saw Marianne, Lowell, Rod, Gary Magnusson and myself en-route in a jet for Beira, to start the second part of our trip to Mocambique.

We were met at the airport by Capitano Cavalho who was the organiser of this part of the tour. Albano had arranged for us to stay at the Officers' Club of the Portuguese

Air Force and, after a very good dinner, we spent a comfortable night with the air conditioner full on.

Next morning saw us up at 6.30, and at the Air Force base at 7 o'clock.

The base is also the home of the Portuguese Green Berets, the equivalent of our SAS. Albano, with the kind permission of his commanding officer, had arranged a jump from a Nord Atlas. While we waited for the aircraft to be prepared, we met the members of the civilian part of the Beira parachute club.

The most prominent being the Jardim family. Carlos Jardim, who I had already met at San Martinho introduced me to his very beautiful sister Carmo, who has made fifty static line descents. Two other sisters also jump, and Senor Jardim has booked in for a free-fall course in France.

As soon as the Nord was ready, we took off for a star attempt from 5000 metres. As the Nord is geared to carry 40 paratroopers the four of us found we had a stack of room on the way up to altitude.

A member of the Beira club was base man, with Rod second, both leaving from the port door, with myself and Lowell leaving third and fourth from the starboard door. The Nord soon reached altitude and away we went. The base man had a fearful back-slide going and by the time I reached him at 7000 feet Lowell had already made the two. I made the three on my second attempt, but Rod who was wearing very large coveralls could not get down to us.

We broke at 3400 and I pulled a little bit high as it was a long spot.

Rod and I made the DZ with a bit to spare, but Lowell who had not seen the distant target pulled at 2000 feet and managed to land slap bang in the middle of a nearby native village with not a clue as to where he was.

After a rushed lunch we were hustled into an open top safari wagon, and away we roared to the Gorongosa game reserve for a two-day jungle trip. The truck as well as our African driver 'Rock' had been loaned to us by Senor Jardim, and the trip was sponsored by Senor Davies of the CIT in Beira.

Thanks to Rock's driving philosophy (he believed the truck was not working properly if the accelerator was not all the way down) we arrived at the Gorongosa in time to see a 'proper African sunset' as Rod put it.

Our accommodation was in the reserve camp, and was really first class. We dumped our gear and walked down to the native village. Here we heard one of the Africans singing, and accompanying himself on a home made instrument that sounded like a harp, but was in fact a large shell with nails hammered through it. It made a real great sound.

Next morning we were up at dawn, and after breakfast started our trip through the game reserve. During the next two days we saw nearly every form of wild life that Africa had to offer. Everything from Lions, elephants and crocodiles to puff adders and the extremely rare Black Sable. This is a beautiful member of the deer family with huge swept back horns.

While we were watching some crocs, Lowell started moaning and bawling, and we all got very worried thinking that something had bit him, we were relieved to find that it was only his very expensive automatic do-everything-for-you camera that had malfunctioned, I felt sorry for Lowell who suffered a great deal at missing some great shots, as some of the animals we saw were really magnificent.

All too soon our safari was over, and Rock drove us back to Beira in record time. On our arrival we were met by Jose Antunes the TAP rep in Beira, who presented us with

jet flight tickets to Nampula, a beauty spot 500 miles to the north. As J had already made plans to jump at the base for the next few days I elected not to go. Next day Marianne, Lowell, Gary and Rod left for Nampula, and I made my way to the base to catch up with my jumping.

Later that morning we were joined by Hans Van Dongen and crew who were on their way to the Rhodesian champs held at Bulawayo. We all managed at least one jump from the Beaver, I watched Carmo Jardim leave on a static line at 1200 feet and she was as good as she had said she was, I left at 3,200 using a EFA rig with a double blank gore mod. I gave a rough spot and had to suffer a lot of kidding from Carmo, after my mile long walk back to the pit.

After the day's jumping I moved my gear from the Officer's Club to the Emmbaxador Hotel, the Savoy of Beira, where I was to stay for the next week, compliments of Mr Davies of CIT.

Next day the guys arrived back from Nampula, and Albano and myself met them at the airport. Rod and Lowell left almost immediately for Bulawayo, and Marianne returned to San Martinho. I was booked on to the 7 o'clock flight to Lisbon on the third of June. This gave me six days in which to see Beira and get a tan.

On Tuesday, my last day in Mocambique, I had the honour to be present at the initiation ceremony of three new officers who had just arrived from Lisbon for their tour of duty. After the initiation the brandy and wine flowed, and I must confess that I went under the table, along with an officer who shall remain un-named. I had a great time, and was told later that the party will go down in the history of the para-quedista regiment. Next day I was seen to the airport by Albano, Carlos and Carmo, after saying farewell to everyone, I was escorted to the 707 by Carmo who said she would cry later as she did not want to ruin her eye make-up. Well that was it, my trip to Africa was finished, and what a trip it had been. Already plans for next year's meet are being made, and these are bigger and better. Next year might also see an African competition circuit. Speaking for myself, it was one of the best meets that I have ever been to, and the jumpers some of the friendliest I have met to date.

I hope to make the meet next year, but if I don't, I wish every success to the IV Festival De Para-Quesdismo De San Martinho Do Bilene.

FOR SALE

C9, T.U. with B4 Pack and harness £30 o.n.o.

to P. Connolly
6 St. Davids Close,
Sydenham, Leamington Spa.
Tel: Leamington Spa 28988.

C9, T.U. with G.Q. backpack and French harness canopy — never jumped, £40 o.n.o.

to R. M. Cheyne
Woodrising, Ashurst Road,
West Moors,
Wimborne, Dorset.

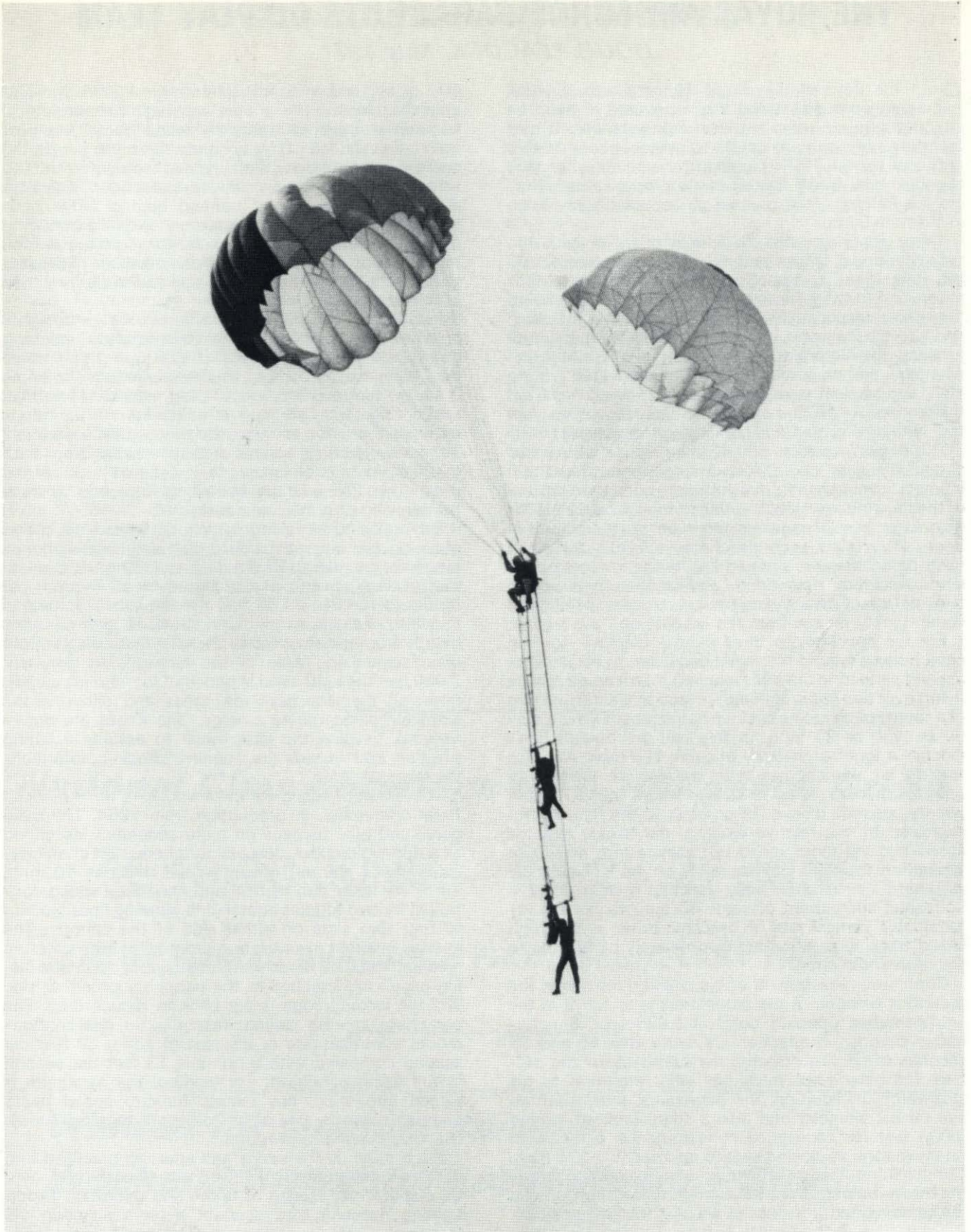
Peterborough Parachute Centre

SIBSON AIRFIELD PETERBOROUGH

Telephone: ELTON 289

OPEN THROUGHOUT THE WEEK

Chief Instructor: JOHN MEACOCK



This is the trick the two Belgians were attempting. It would seem it is a well used Soviet display number in international events, and always earns them high marks, I can see why.

THE ROYAL AIR FORCE PARACHUTE DISPLAY TEAM

DOUG PEACOCK, May 1971

From the days of the Royal Flying Corps, Service tradition has demanded that an aircraft in flight be abandoned only under extreme circumstances. It may therefore seem paradoxical that a great deal of valuable publicity for the RAF is gained by a team who daily abandon high flying aircraft at the drop of a hat. They are the Falcons—the premier parachute display team in Western Europe.

Thirty years ago the RAF was charged with the task of training British and Allied airborne forces, and the Parachute Training School was formed at Manchester's Ringway Airport. This task still exists, being the special responsibility of the Physical Fitness Branch and the Falcon team is selected from RAF parachute jumping instructors stationed at No.1 PTS. All team members are physically fit, highly motivated young men, and have at least three years' experience as Staff Instructors. An NCO may look forward to a three-year tour with the Falcons, and competition for places is keen.

The display consists of a 12-man mass exit from an aircraft flying at 12,000 feet. A six-man star formation is flown, forming a datum for the bomb-burst track pattern of the remainder which is visible to the crowd by means of orange smoke canisters worn on the parachutists' boots. After sixty seconds of free fall, at 2,000 feet, main parachutes are opened and the team come in to land. Accuracy demanded, and achieved, is within five metres of two yellow target crosses positioned some twenty metres from the crowd line.

For the spectator, a three-minute display—for the parachutist a way of life. A life dedicated to accumulating and perfecting the skills required to exit an aeroplane flying over two miles high and to land in an area the size of a soccer pitch centre circle, in windspeeds which may be as high as 20 mph. In free fall, the human body reaches a terminal velocity of some 120 mph. At these speeds, six parachutists must manoeuvre relative to one another to form a stable linked circle within twenty seconds of exit. In contrast to the fine control exercised by the relative workers, the tracker requires speed and yet more speed to translate into maximum separation from his colleagues. This he achieves by assuming an aerofoil body position which adds a horizontal component of some 60 mph to his already formidable vertical rate of descent; turns in this high speed tracking position are made merely by leaning in the desired direction.

Continuous assessment of his position relative to the ground is essential if the parachutist is to arrive at the predetermined opening point at 2,000 feet. Simultaneous changes in direction are made after 15 and 35 seconds of fall. To preserve the symmetry of the pattern, the parachutist must pay strict attention to his stopwatch. In addition, the parachutist must keep an eye on his altimeter and also a sharp lookout around 3,000 feet for colleagues converging on a restricted opening zone at closing speeds approaching 120 mph. Complicating factors affecting his trajectory include the throw-forward from the aircraft, drift in free fall and the aerodynamic efficiency of his own tracking position.

Such, then, is the display pattern. The training of the display parachutist is, naturally enough, not achieved overnight. Over 100 descents are required to bring a student up to a competent standard, and a further

100 or so for him to consolidate his knowledge and gain experience in many varying meteorological conditions. Initial descents are made from 2,600 feet with a delayed fall of five seconds. On these jumps, the student is taught basic stability, exit technique, and the safe manual operation of his parachute. Once at altitude, more advanced training begins. Now he is accompanied by an instructor on each descent and minutely critiqued on his work. He is taught the aerofoil track position and how to vary his vertical rate of descent within fine limits, an essential skill to the performance of relative work.

In a full spread position the human figure presents an area of roughly 10 square feet to the airflow, resulting in a terminal velocity of around 120 mph. In a vertical dive (Canarozzo position) this area is reduced to some 2 square feet and a corresponding increase in vertical speed to about 180 mph is achieved. All variations between these two extremes are thoroughly researched. The final exercise is a series of relative work jumps with the instructor until linked pairs become routine and guaranteed. Thus is the fledgeling launched to trace his name against the summer sky.

Strangely, a free falling parachutist has no sensation of falling. It is not until below 2,000 feet that the phenomenon of ground rush obtrudes, reminding the careless that, at terminal, time passes altitude at six seconds per thousand feet. At 2,200 feet the left arm is extended above the head, the right hand comes in and eases the handle from the elasticated pocket situated on the right main suspension strap of the harness. At precisely 2,000 feet the right hand is punched forward six inches, releasing the pins from the cones and allowing the extractor parachute to emerge. The knees are drawn forward, causing the parachutist to assume a sitting position and absorb the opening shock comfortably, via the seat strap.

The assembly used by the Falcons is the American ParaCommander, in production from 1964. The main parachute may perhaps be more accurately described as a non-rigid glider, possessing inherent lift characteristics and a still air forward speed of some 10 mph. Turns are made and vertical and horizontal speed controlled by two toggles attached to steering lines leading to four turn slots on either side of the canopy. The apex is inverted in order to increase the high pressure area and improve aerodynamic efficiency; five stabilising panels are attached to the periphery on either side and the leading edge is cut back to reduce drag. The parachute can be stalled, reaching, in this configuration, a vertical rate of descent of about 30 feet per second compared with a nominal 13 feet per second in full flying condition. For landing, the parachute is turned into wind, any excess forward speed being damped down by use of brakes (both toggles down). Stand up landings are routine.

Such, then, is the space age sport as practised and demonstrated in the RAF. The Falcons perform at over 60 displays per season at home and overseas; taking training descents into account a team member will make about 200 descents a year. The routine is demanding, the travelling boring, the satisfaction immense. In this sophisticated Air Force of the 1970's the flight of the Falcons remains absorbing and unique.

NETHERAVON NEWS

1971 is with us and the APA prepares to go into its seventh season. Our three Rapides should be ready to grace the skies of Netheravon by the first week of March—if our engineer, Bill Cairns, has his way. With this aim in view the APA staff spend their working days in the hanger covered in grease, silver paint or red dope.

Recent months have seen changes in the staff; but we hope that by the end of March our new team of instructors will be ready for the first of our main courses. Towards the end of last season Geordie Laing moved to Germany and handed over the Chief Instructor slot to Gus Martin and he in turn has handed over to Steve Stephenson. Unfortunately our commitment to the Sport Parachute Centre in Cyprus deprived Gus of a longer stay at Netheravon, as it was felt that his talents were needed out there.

Arthur Armour has returned to his regiment at Bulford, but still manages to help us out with instructional duties at weekends. Len Buxton is back with the Marine Commando in Singapore, but finds it difficult to commute so has had to be taken off our "duty roster"! "Stick" Winwood has left us for the winter period (it's rumoured that the thought of winter work in the hanger was one of the reasons), but we look forward to his return in March. Unfortunately it seems that we will be saying cheerio to George Raine at the beginning of the season and by the time this goes to press he may be taking his first recruits on drill . . . don't forget, George, lateral movement across the square

is known as marching—not tracking!

Steve is fortunate in having Mac McQueen and Mick Andreou as his senior instructors and the foundation of his training team. Jesse James is doing well as a rigger and hopes to make similar progress with his jumping this year. Roger Ireson is the newest member of the staff and we hope he will be with us for a long while.

No report from the APA would be complete without mention of our two founder members. Don Hughes is still the "boss" and has moved from the jumpmaster's seat into the cockpit. We hope that he will get his "twin rating" sometime and find time to take a break from flying his desk to flying the Rapide. Joe Reddick is still with us and makes sure that our equipment is second to none. Every day of the year (Christmas Day included) he turns up at the Centre—he says it is just to feed the cats; but he always manages to find some repair job that needs doing. Besides keeping our 'chutes in the air he produces the fabric sections for the Rapides and many other jobs that helps to keep us in business; so we hope that his association with the APA Centre will continue for a long while yet.

In concluding, Don Hughes and the APA staff take this opportunity to wish *Sport Parachutist* and its new editor every success and a happy year of jumping to all jumpers everywhere.

NOTE: The telephone number for non-working hours is Bulford 3371, ext. 4328.

National Championships 1971. Halfpenny Green

18/19/20 JUNE — 25/26/27 JUNE

ENTRY FORMS AVAILABLE FROM SECRETARY GENERAL

Wanted for summer season . . .

Weekend Instructors at Halfpenny Green

Contact **Geoff Webster**, Brake Lane, West Hagley, Stourbridge, Worcestershire
Phone: Hagley 3993. Weekends Bobbington 295

A Year to Remember

Another winter's day, another AGM, and another parachuting year over. Lord, how *Gloria Mundi Transits!* Still, if Scottish Parachute Club members ARE heaving wistful sighs over seasons past, they are suffering from the very best brand of nostalgia, because 1970 has been a super year.

A year in which we beat our own record in jumps—pre-season, saw our demo team, the Skymasters, enjoy a very successful inaugural year, welcomed a host of new faces to the club, and generally had a great time.

The last few months have been particularly eventful. We were inundated with fresh talent from the Northern Parachute Centre who came up to steal the Border Shield from our brow, Heiland lads. We gave them a sporting chance by NOT stuffing their mattresses with thistles and filling their jumpboots with porridge—but the blighters took advantage of us and won the trophy! Still, we were delighted they came. The new songs they taught us in the pub that night are still being aired at Strathallan—though not always so tunefully!

We had a long and lively AGM in Edinburgh on November 28. The turnout of members was high, and, after a dinner-dance and a riotous party, most of the members were pretty high, too!

The 28th was important for other reasons, though, for two of our members. Faye Howieson and Bob Thomson got hitched! Faye declares she asked the minister to perform the ceremony in free fall—but he had to refuse. Seems he couldn't get a canopy big enough to support an organ.

Faye, one of our fast-growing female contingent—we acquired another seven this season—gave one fellow quite a turn on a recent jump. The DZ controller was twiddling his thumbs waiting for Faye to descend when he caught sight of a gigantic pair of feet in the sky. No legs, no body, no head—just feet. And he was stone-cold sober. The mystery was solved when the feet finally hit the deck. They were Faye's. Petite Faye, who takes a size three, had borrowed a pair of size nines for the occasion—hence the awful apparition.

Faye, however, is not the only apparition seen recently at Strathallan. On a recent Sunday morning, in the cold and damp of the early hours, we fielded a whole team of wraith-like figures. White faces, red-veined eyes, and—a definite touch of the Edgar Allan Poe—flaring matches in their hands. This was not some ancient Gaelic ritual—this was our efforts to make sure Peter Fraser, our dashing pilot-parachutist—negotiated his first night-landing safely. That he did. And we were chuffed to hear that our pyrotechnic efforts had been visible from 14 miles away!

We could have used some of these fiery beacons on another occasion, too. Gordon Fernie, Peter Fraser and Alistair McMillan were all set to fly over the DZ for a job. When they were airborne, however, they discovered the cloudbase so low they couldn't even see the target.

Watchers on the deck strained their eyes to catch a glimpse of the thing that was buzzing somewhere overhead, and looked absolutely puzzled when the sound retreated into the wide blue yonder. The pilot, Ian Hopkin, told us later that he couldn't see the airstrip, and had thought it wise to fly to Edinburgh's Turnhouse Airport to land the plane and its frustrated cargo intact and undamaged.

Just as well, with all that excitement on the airfield, that we've found a comfy, cosy, and weatherproof retreat in which to relive our glorious moments. It's a wee room in the local hotel which we recently adopted as our apres-jump den. The management have been most hospitable, and even let us turn the place into a museum, with club photographs plastered around its walls.

If all this gives you the impression we've devoted the season to booze and bamboozlement, let me set the record straight right now. We've been working like mad lately.

We'd decided some time ago to have a stand-down during the whole of December, and we put the free time to good use. The first weekend, we fitted in a fire-drill practise, arranged and supervised by Ian Robertson, who has put tremendous enthusiasm into the project. We may not be expert firemasters, but I think now we all know the basics of the subject—and the relevance of it.

The following weekend we devoted to get our gear in good nick. I was pleased to note that the fellas were as handy with needle and thread as the girls when it came to maintenance and repair work. I wonder if they darn their own socks, too?

Well, that's about it for last season. Now, we're looking ahead to 1971 when we hope to do as much as we did last year, only better.

Our office bearers for this season, by the way, have changed. Gordon Fernie stood down as Chairman so that he could concentrate on being chief instructor and running the demo team. In his place is Tom Dickson, a hardy annual who has been involved in the club since it began ten years ago. Secretary is Malcolm Reid, a journalist who puts his flair for words to good use with his quarterly newsletter, and Gordon Thow remains as our treasurer. He says it pleases him to see nice, round figures. Well, I ask you!

Irene Rowe



Faye Thomson, nee Howieson – Brenda Neil.

Re Instructors Meeting (AGM) 9th January.

During discussion at this meeting I raised a point about temporary packing pins in student rigs. It was obvious from the attitude of some instructors present at the meeting that they were unaware of Rule 3, Section XIX, which states:

“The only approved types of temporary packing pin are a ripcord complete with handle or a set of 3 or more pins TIED TOGETHER WITH NYLON CORD to which a red tag is attached”.

I feel that, rather than scoffing at me, these instructors could well spend their time revising the contents of their rule books (If the cap fits WEAR IT!!). I fully understand the colossal task of amending the rules to keep pace with the sport but surely these important points could be dealt with and clarified. My only regret is that I didn't bring this rule out at the meeting, but as most of you know, I was busy answering another important point regarding static lines.

Next, I would like to raise the matter of election of BPA Council. At a time when the BPA is pushing forward its policy of Regionalisation surely it is reason-

able to expect at least one representative from each region to be on Council. Wing Commander Turnbull has, on a number of occasions, asked members who represent them on Council and invariably there is nobody close enough to their problem that can be said to truly represent them. For example, I vote each year for John Meacock to be elected to Council, but in all fairness to John he is not close enough to our set-up in Lancashire to be conversant, at first hand, with any problems we may have so how could he be said to truly represent us? In fact, apart from G. Fernie in Scotland, the only Council member north of Birmingham is Charles Shea-Simonds in Yorkshire and believe me there is a lot of England (and parachuting) north of Birmingham!

I would appreciate any comments from members on any of the points I have raised. I know that many of you have strong feelings on these matters so please feel free to voice them through the magazine then we can all share them.

Brian Jerstice

News from South Staffordshire Skydiving Club

Halfpenny Green

Well with the end of 1970 out of sight we must now look to 1971 to see what this sport offers us, or rather we offer the sport to offer us.

Firstly a word or two about 1970. Certainly a record breaking year for us with nearly 4,500 descents ranging from static lines to 12,000 feet. There can be no doubt that this excellent number must to a fair degree be attributed to a handful of very keen and indeed new parachutists from both our club and Terry Day's Disciples who also jump with us. There are several names which immediately spring to mind:—Sally Gardner, Allan Thorn, Peter Davies, Oliver Prin and Sally Cain.

For those of you who are not yet experienced parachutists but are aspiring to become so, it is I think worth mentioning that Sally Cain had her basic training course in May 1970 and had earned her D Licence by the end of the year, not bad going by anybody's standards.

If we all make an effort to bring into the sport more people like Sally Cain and offer them sufficient encouragement we might one day be something stronger than the weak organisation we are today.

Many people have asked us to convey to Jane Cain (Sally's twin for those of you who have not had the good fortune to meet them both) their good wishes and the easiest way of doing that is for us to say here, Good Luck Jane and happy and plentiful jumping in New Zealand.

Peggy Webster has as usual been thoroughly energetic and dedicated to looking after the parachutists' gastronomical needs with Jeff running as efficiently as ever the administrative side of the jump sessions.

We find that quite often potentially good jumpers are held up by nagging wives and girlfriends and I think that it is time they were given a break. What about it ladies.

In 1970 apart from weekend training we held three courses lasting a week each and we hope to have at least two this year. The 8th to the 16th May is a certainty and possibly the 1st week in August. Everybody is welcome, but you must have all your documents with you. No relaxation of this rule can be shown to anybody. Also there is no necessity to write first; Just arrive.

Providing you have a sleeping bag there is plenty of room for you in the clubhouse and of course food and drinks are available all day everyday from Peggy.

The Saturday before Christmas the club put on a Father Christmas jump into a Children's Home and this gave a great deal of pleasure to a number of kids without our opportunities in life.

The year's jumping was finally rounded off with a night free fall on the 31st December. The jump was completely successful and from 5,000 feet everybody landed within 25 yards of the target. This was in fact the first night jump at Halfpenny Green, but it is hoped that we will have regular night jumps throughout 1971.

As for 1971 in general, things really look promising now that Mr. Collis has purchased the airfield and we look forward to a long and happy association with him.

The pit is being enlarged to a 35-metre diameter so even I should be able to land in it now.

There is a strong possibility of the Flying Club purchasing a B. N. Islander and if this transpires it will be available for parachuting every weekend without fail.

At the present time jumps cost around £1.50 for 7,000 feet, but if the Islander deal comes off the jumps will be £1.25 for a minimum of 10,000 feet. All jumpers are welcome any weekend and as in 1970 weekend membership will cost 50p.

Arrangements are being made for the 16-man star team from California to visit the club in the spring or summer of 1971 and it is hoped that South West Aviation will supply the Skyvan.

I would like to mention how sad it was to lose the Manchester Skydivers who are now operating from their own DZ. Remember Albert, if things don't work out rightly and all your muckers are more than welcome back here.

Finally it seems that it would be an excellent idea for 1971 Nationals to be held at Halfpenny Green and perhaps the Council will consider this.

With best wishes from South Staffs Skydivers to the Editor and all Sport Parachutist readers.



'Black Knights Sky-diving Team' at Kirkby Show (Liverpool)

*Left to right: Brian Jerstice, David Prince, Stan Palin, Bob Parry, Ronnie O'Brien, Bobby Francis and Phil Cavanagh.
Mini-coach supplied by British Leyland (Austin-Morris) Division.*

AT LAST! NEWS FROM LANCASHIRE

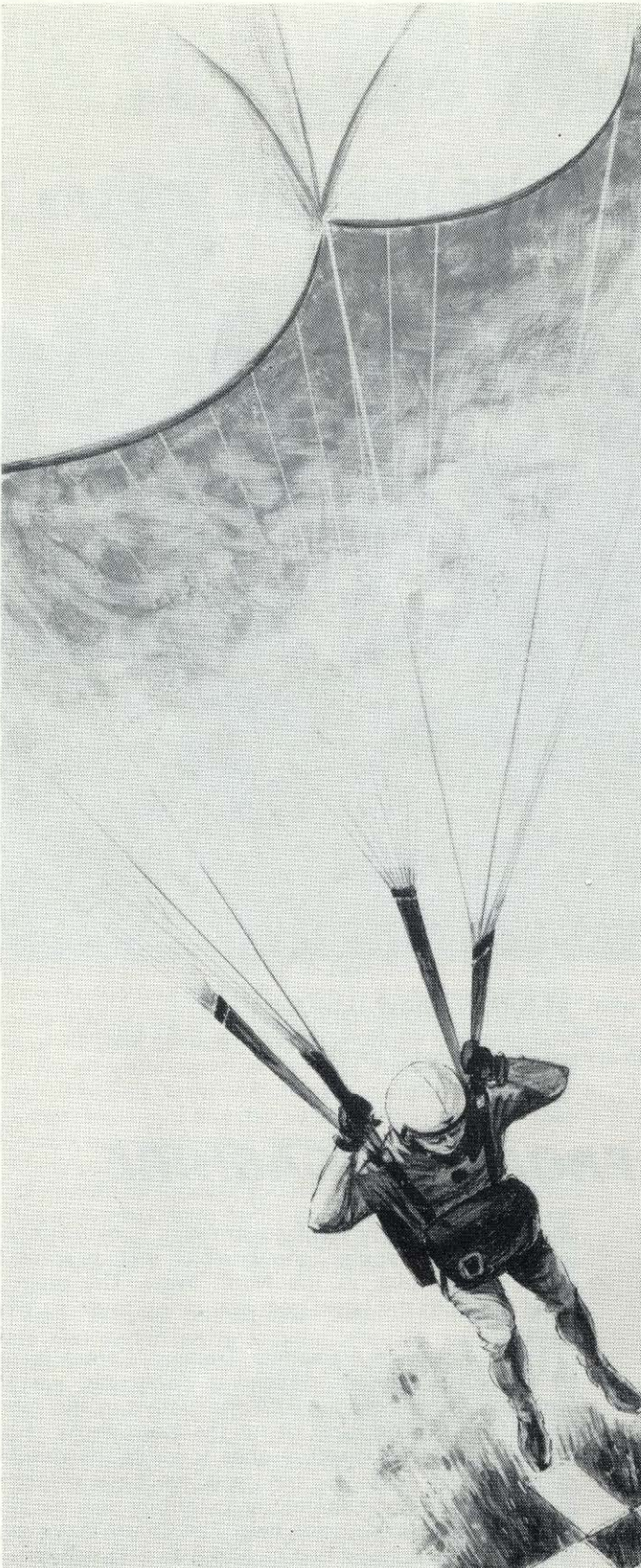
The Black Knights Skydiving Team have enjoyed many successful display seasons since 1964. During this time there have been several changes within the team but our hardcore still remains.

In the early days most of our bookings were from local fêtes and carnivals but now the team operates throughout the North West, Midlands and even into Yorkshire (take note Charles!!). We have, on occasion, done displays with such experienced teams as the Red Devils and the Falcons (bit of free publicity lads!) and this year we made the pop scene at Blackpool by "dropping in" on a charity football match to meet the Baron Knights pop group. Our task was made much easier this year by the loan of a JU 12 Mini coach from the Sales Division of British Leyland (Longbridge) and on behalf of the team may I offer our warmest thanks to British Leyland. Already, we are looking for-

ward to a very busy 1971 season with bookings coming in for our "regular" shows which include some of the largest shows in the North West. The team is fitted out with the latest gear and raring to go so wish us luck.

The Lancastrian Parachute Training Centre is run by the Black Knights Skydiving Team and we are fortunate in having four BPA Instructors in the team. Apart from buying new kit for the team, most of the money earned on displays goes towards the running of the Centre and over the years we have managed to accumulate good student rigs and buy new packing tables without any outside help. The Centre is growing steadily and we hope that careful planning will ensure that this growth continues and that parachuting in the North West is here to stay.

Brian Jerstice



DROP IN under an IRVIN CANOPY

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

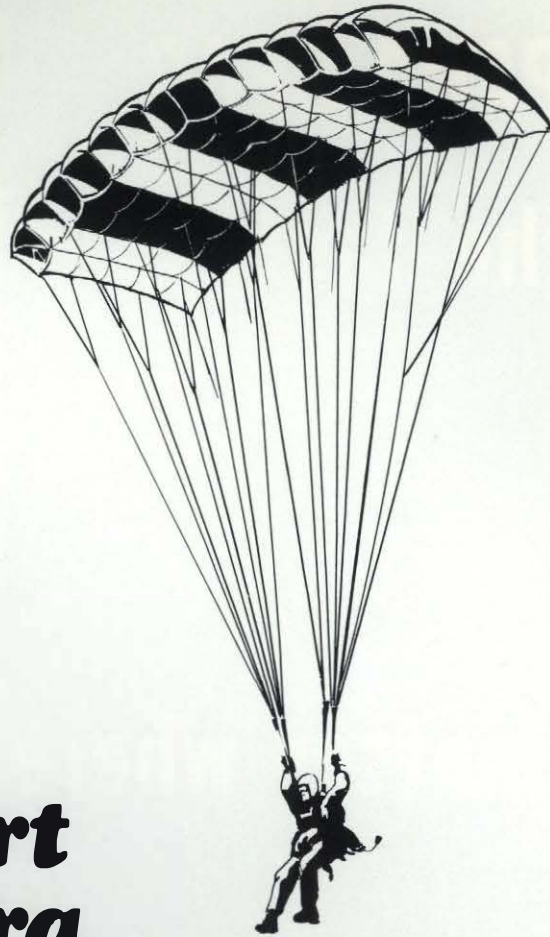
- ✦ Close weave rigging lines
- ✦ Puckered vent attachment
- ✦ Sterling area purchase

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

For full details contact our service manager:-

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





Sport Para Services of Fleet

Appointed RFD/GQ Agents for Southern England

SOLE U.K. AGENTS
FOR THE PARA-PLANE,
SCHERMULY
SMOKE GRENADES.

Altimeters, watches & plates
Gloves, Helmets
& ROD'88 Goggles
also stocked



Schermuly
Smoke Grenade



Everoak
Parachutist
Lightweight
Helmet



Slimline plate
ideal for high
mount reserve

Full details and price list available from

Sport Para Services · 25 Crookham Road · Fleet · Hants · Telephone Fleet 3793

**call PARA-GEAR
for the fastest deliveries...**



no matter where you jump.



PARA-GEAR EQUIPMENT CO.

5138 North Broadway

Chicago, Illinois 60640

Telephone (312) 334-6461 or 334-6407