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THE JOURNAL
OF THE BRITISH
PARACHUTE
ASSOCIATION

(A company limited by guarantee)



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Sport

Vol. 8 No. 4

Parachutist



After last issue's style article, a brief word about the equipment necessary for a sub nine series.

With the main mounted on the chest the legs have a shorter distance to travel to enable them to be locked in place, hence improved leg control. The back mounted reserve allows less drag in the back loop and therefore faster loops.

Front Cover:

Dave Waterman's photograph of a line.

Revised Instructors/Clubs Lists

ADVANCED RATING

Name	Club	BPA No.
Acraman, R. S.	R.A.P.A.	(P) 444
Anderson, B.	A.P.A.	4590
Boot, W. G.	T/Valley	3930
Card, R. G.	A.P.A.	1927
Catt, W.	A.A.C.	415
Charlton, A. F.	R.A.F.S.P.A.	(P) 110
English, J. A.	Northern Para	3767
Gardner, E. A. J.	Parachute Regiment	(P) 178
Griffiths, R.	Green Jackets	(P) 115
Hounsoms, N. C.	T/Valley	1598
Hughes D.	A.P.A.	(P) 116
Jackson, M. L.	R.E.	(P) 343
Jacobs, K. E.	R.A.F.S.P.A.	471
Jickells, T. J.	S.A.S.	198
Laing, J.	R.A.P.A.	1323
McLoughlin, J. E.	R.A.F.S.P.A.	(P) 175
Mapplebeck, K.	R.A.F.S.P.A.	(P) 1035
Middleton, J.	S. P. Centre	7618
Martin, M. A.	A.P.A.	(P) 1444
McQueen, A. S.	A.P.A.	4318
Meacock, W. J.	Peterborough	(P) 578
Peacock, D.	R.A.F.S.P.A.	(P) 125
Raine, G. P.	A.P.A.	2229
Reeves, M. R.	Independent	126
Rumney, C.	S. P. Centre	9492
Runacres, R. J.	R.A.P.A.	(P) 338
Shea-Simonds, G. C. P.	S. P. Centre	(P) 475
Sherman, P. W.	Old Warden	(P) 4757
Stattery, W. P.	Nomad	(P) 258
Stephenson, E. W.	A.P.A.	(P) 7699
Turner, P. W.	R.E.	(P) 220

APPROVED RATING

Name	Club	BPA No.
Armour, A. M.	A.P.A.	5649
Andreu, M.	A.P.A.	1645
Aveling, M. F.	Parachute Regiment	7450
Beard, J. A.	Green Jackets	2050
Black, A.	R.E.	1106
Bowles, J. A.	R.A.P.A.	1237
Cameron, K.	A.P.A.	7372
Cathro, G.	Parachute Regiment	1547
Cockburn, A. M.	R.A.P.A.	2749
Cole, A. J. N.	B.P.C.	(P) 346
Cooper, A. E.	Manchester	3026
Crawley, T.	Green Jackets	343
Crocker, J. T.	Green Jackets	(P) 2066
Dale, A. J.	R.A.F.S.P.A.	845
Deakin, M. D.	R.A.F.S.P.A.	4239
Day, T. J. W.	Metropolitan Police	1705
Desoldato, D.	S. P. Centre	3764
Dinneen, K. J.	R.A.F.S.P.A.	3507
Dickson, T. G.	Scottish	(P) 472
Dixon, A. C.	R.E.M.E.	6174
Elliott, W. E.	C.C.S.P.C.	4064
Ellis, G.	A.P.A.	3432
Fernie, W. G.	Scottish	1859
Forsdyke, J. K.	South Staffs.	3027
Forster, J. K.	Metropolitan Police	5783
Francis, R.	S. P. Centre	3437
Fuller, I.	T/Valley	5532
Hackett, D.	R. M.	878
Hagan, T.	Nomad	1930
Harper, I.	R.A.F.S.P.A.	5543
Harrison, J.	Old Warden	2734
Herbert, C.	Singapore	1866
Hill, A. V.	B.P.C.	193
Hull, R. J.	R.A.P.A.	8878
Jerstice, B.	Lancs.	2101
Johnson, A. T.	R.A.F.S.P.A.	898
Johnson, J. V. W.	Old Warden	119
Jones, A.	Parachute Regiment	1886
Kirkham, R. N.	R.A.F.S.P.A.	6498
Lewington, E.	Parachute Regiment	5382
Lonsdale, R. C.	R.E.M.E.	1151

Loutitt, I. A.	Hereford	4001
Maddy, W.	R.E.M.E.	1430
May, C.	South Staffs.	2643
Melville, L. W.	7 R.H.A.	1016
Miller, I. G.	Yorks.	772
McCarthy, D.	R.A.P.A.	949
McGill, J. A.	7 R.H.A.	2066
MacLennan, W. M.	Golden Lions	4060
McNaughton, D.	Parachute Regiment	417
Mitchell, G. E.	I.O.W.	407
Morrison, A.	A.P.A.	4848
Noble, K.	Northern Para.	4298
Noble-Nesbitt, R.	Northern Para.	6461
O'Brien, M. J.	B.P.C.	(P) 332
O'Brien, R. L.	S. P. Centre	3550
Oliver, A. R.	R.A.F.S.P.A.	2518
Oxley, T. E.	R.A.P.A.	1442
Parker, A. H.	A.P.A.	3138
Parkinson, H. E.	R.A.F.S.P.A.	3276
Parry, R.	Lancs.	2735
Payne, D. C.	Golden Lions	2370
Peel, F.	S. P. Centre	7096
Prin, O.	R.A.P.A.	6559
Prince, D.	Lancs.	1880
Pusey, D. C.	Parachute Regiment	2598
Railton, K.	R.A.P.A.	5932
Reddick, J.	A.P.A.	349
Reed, M.	Yorks.	596
Reiter, R.	S. P. Centre	4931
Robinson, R. J.	Parachute Regiment	4059
Ryan, R.	R.E.M.E.	2400
Rymer, D.	R.A.P.A.	7591
Sansom, D. B.	Parachute Regiment	3232
Savage, D.	Nomad	1671
Scarrett, W. T.	A.A.C.	1428
Schofield, B. S.	Parachute Regiment	2332
Scott, R. S.	S.A.S.	2899
Seeger, R. A. M.	R.M. (Singapore)	495
Shone, G. B.	R.A.P.A.	2245
Smith, E. H.	S.A.S.	759
Smith, J. F.	Nomad	3847
Souter, R. F.	R.A.F.S.P.A.	5594
Standing, B. R.	Parachute Regiment	2191
St. John, L. N. E.	B.P.C.	(P) 257
Taylor, M.	Old Warden	1982
Walmsley, J.	Parachute Regiment	930
Ward, M. R. L.	R.M.	5741
Wright, J.	Parachute Regiment	1298
Winwood, M. J.	A.P.A.	2319

AFFILIATED CLUBS OPEN TO CIVILIAN AND SERVICE MEMBERS

British Parachute Club	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	K. Miles, 96 Bargates, Leominster, Herefordshire.
Independent Sky-Divers	Greg. Walsh, 31 Milton Place, Craig-y-Rhacca, Machen, Newport, Mon. NP1 82S
Lancastrian Para Centre	B. Jerstice, 181 Bradley Lane, Standish, Wigan, Lancs. Tel. Standish 3356.
Manchester Freefall Club	R. McLoughlin, Bridgeford West, Mellor Street, Rochdale.
Martlesham Heath Sport Parachute Club	R. G. Perkins, 33 Mons Way, Bromley, Kent.

Revised Instructors/Clubs Lists

Nomad Sky-Diving Team Miss T. Rixon, 11B Keswick Road, East Putney, S.W.15. 01-874 0385

Northern Parachute Centre J. English, Northern Parachute Centre, Washington Road, Sunderland, Co. Durham.

Old Warden Flying and Parachute Group

‡**Peterborough Para. Centre** J. Meacock, Sibson Airfield, Peterborough. Tel. Elton 289 (Airfield) Peterborough 240159.

Scottish Parachute Club M. Reid, 2 Netherjohnstone, Kilbachen, Renfrewshire, Tel. Kilbachen 2176.

South Staffordshire Sky-Diving Club G. Webster, Brake Lane, West Hagley, Stourbridge, Worcs.

‡**The Sport Parachute Centre** G. C. P. Shea-Simonds, Grindale Field, Bridlington, Yorks. Tel. Bridlington 77367 Bridlington 77603

Vauxhall Sky-Diving Club R. Pridding, Halfpenny Green Aerodrome, Bobbington, Worcs. 16 Dunham Way, Plas Newton, Cheshire.

‡**Isle of Wight Parachute Club** C. E. Mitchell, Sandown Airport, Isle of Wight.

‡**Yorkshire Parachute Club** M. Reed, Flamingo Park, Nr. Pickering, Yorks. Yorkshire Parachute Club, Flamingo Park, Nr. Pickering, Yorks. Tel. Kirby Misperton 256.

‡**Thames Valley Airsports Club** W. G. Boot, Compton Abbas, Nr. Shaftesbury, Dorset. Tel. Fontwell Magna 328.

Lincoln Pathfinder P.C. M. Johnson, Kirton Lindsey c/o 17 St. Giles Avenue, Lincoln.

London Centre of Sport Parachuting Miss S. Gardner, 29 Oakley Gardens, London S.W.3

‡Denotes 'Full-time' Training Centre

SERVICE ASSOCIATION/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.

Joint Services Sport Parachute Association (Singapore) C. Herbert, G.P.O. Box 2285, Singapore, B.F.P.O. 164

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 RAPA Centre. c/o 26 Eng. Regt. Allanbrooke Barracks, BFPO 16.

Royal Air Force Sport Parachute Association

Special Air Service Freefall Club

Flt. Lt. P. Burgess, R.A.F. Weston-on-the-Green, Berks.

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

DEPARTMENT OF TRADE AND INDUSTRY EXEMPTIONS

With the liberalisation of the Department's attitude to Sport Parachuting the various Divisions will by 31st December 1971, have ceased to issue Individual Restricted and General Exemptions. From that date Block Exemptions will be issued to Clubs.

In future the BPA Membership Card will serve as an authority for a member to make parachute jumps under supervision. Those members authorised to make parachute jumps without supervision will be issued with a **BPA GENERAL PERMIT (BPA Form 104A)**.

General Permit. To be eligible for a **General Permit** a member must have attained at least category VIII and satisfied a BPA Instructor that he is competent to jump without supervision. The appropriate application form is available from clubs or the BPA, and when completed it should be forwarded to the Secretary-General BPA for registration and issue of the General Permit. To renew a General Permit (or General Exemption as previously issued) it should be sent to the BPA with a renewal certificate which can be obtained from clubs or the BPA. The certificate must be signed by a BPA Instructor certifying that the applicant has completed not less than 20 jumps in the previous twelve months and is still competent to make parachute jumps without supervision.

Special Exemptions. The Department of Trade and Industry through its various Divisions will continue to be the Authority for the issue of Special Exemptions required for Dropping Zones not located at Government or Licenced airfields. The necessary application forms are available from the BPA office.

Pilots Authorisation to Drop Parachutists. The issue of the authorisation for a pilot to drop parachutists is now the responsibility of the BPA and the necessary forms are available from the BPA office.



Dave Hampson Smith — see overleaf

"FIRST ATTEMPTS AT FREE-FALL PHOTOGRAPHY"

I decided to mount my Ricoh Super 24 camera on a helmet, and try to do a "Charles Shea". Although I had received plenty of advice, photography was an aspect of our sport of which there was little knowledge at the North Lancs Centre. However, undaunted by remarks of "expect nothing but failure", "the camera's not fast enough for the job", and "it will break your neck on opening" etc., I firmly went ahead with the project.

I knew that Albert Cooper (C.C.I. Manchester Skydivers) had made a camera mount for one of his spare helmets, and one Wednesday evening I went along to the Manchester clubhouse, which is situated under the Railway Police Headquarters, for his advice. He showed me his camera, mount and sight, and after some discussion I managed to persuade him to set up my unit, and sell me his spare sight. Within two weeks I had received a telephone call from Albert, and I duly went to pick up the assembled kit. Everything was A.1., and I only had to screw in the vacuum remote control unit, before I was ready to go.

Two or three weeks of bad weather had elapsed since receiving the mount, and only low jumps were to be had. Everything was against the first camera jump, but eventually the weekend 6-7th March showed great promise.

George Quick, Graham Kirkham and myself (The Preston Suckwhistlers) arrived at Halfpenny Green at approximately 9 am. As usual Colin May, resident instructor, was in sole attendance at that early hour. He greeted us with a look of absolute dismay, and a groan that was audible to even the deafest of ears. The North Lancs do have a slight reputation at alien D.Z.s, and although we were quite welcome, it was obvious that Colin didn't relish the idea of a full weekend with the Northern Banshees at his throat.

The Rapide was wheeled out of the hangar shortly before lunch, and although the weather was not too good I decide to try the camera for the first time. I took two practice shots of the packing shed roof, after donning all equipment, and then considered all was ready after final adjustment of sight and alignment of camera. Apart from the usual pre-jump checks, great ceremony was performed over the readiness of the photographic equipment. I have never had so much attention since I did my P.L.F. four foot from the ground on my first jump with of course the direst of consequences.

Disappointment was imminent on the first lift, because we were all reduced to ten second delays, although a quick snap of a young lady who had just left the wing in a beautiful spread came out reasonably well. The next jump promised little more, for there was still a lot of low cloud, and therefore I decide to put aside the camera. Unfortunately "The Preston Suckwhistlers" left the aircraft at 9000 ft minus camera with a 40 sec. delay ahead which was wasted as far as preliminary work in the photographic field was concerned.

There were no more jumps to be had on Saturday, and we awoke on Sunday morning to clear blue skies and light winds. These were obviously "camera work" conditions, so 9-30 am found the Preston lads at 7000ft with me at the ready. A two man link by George and Graham was a must, and I was to capture the event on film.

Away they went, and I followed. My first shot was taken when I was in a reverse arch, head down and back to earth position! It was to be my best effort for the weekend, but I was severely chastised by Colin May who advised me to give up all thoughts of free fall photography until I had learned to maintain stability with a dive exit from the aircraft. On this particular jump Mr May "bum spotted" us, and we landed well clear of the airfield although we made every effort, and drove with the wind all the way.

On returning to the packing area I was pleased to see that Bob Parry and Phil Cavanagh, two North Lancs instructors had arrived. Phil agreed to try a three man link with Graham and George, and I was to get some pictures. We all left the aircraft at 7000 ft, but I was a little slow in exit, and failed to get down to the attempted link. However I took some long shots, but they were not really effective.

Phil asked me if he could try the camera on the next jump, as he had never before experienced free fall photography work. He said it would be quite an occasion as it was to be his 300th sport jump. George and I were linked up in the slipstream, and after getting the base nicely settled I shouted "Where the hell's that Graham?"

He was there over my right shoulder, dead level and coming in nicely. Phil was in front and slightly above us. He was about 25 ft away, advancing slowly, and pumping like mad at the vacuum shutter release. Graham got the link, and it was a perfect three man, our first, and we believed recorded on film as well. We all four landed near to the target, and everyone was thrilled with the success of the jump. Phil expected perfect pictures, and he had been in an ideal position to get them. There was bitter disappointment on receiving the developed film. The cartridge had run out prematurely, there were no unexposed frames left, and Phil had been shooting with an empty magazine.

Although my first efforts at camera work did not show completely satisfying results, and fundamental mistakes were made, they created great interest, and I think inspired performances all round. There are many lessons to be learned, and much more experience will have to be gained before I can hope to achieve results which are comparable with those of the old master "Sir Charles".

*David Hampson Smith
alias Louis the Lip
"Preston Suckwhistlers"*

Dear John,

Following my article in the last issue of the SPORT PARACHUTIST entitled "I learnt about Parachuting from that" I have written a second article and would appreciate you publishing this letter by way of an explanation.

The idea I copied in fact from the RAF Flight Safety magazine AIR CLUES which has a monthly article entitled "I learnt about flying from that". Each story relates to an incident in the past from which the pilot was able to learn and become wiser. Always with a flight safety aspect it is hoped that aircrew reading the articles will not fall into the same trap....

The comparison to parachuting is obvious and I would like to see an article in each issue under this heading. Attempts have been made in the past to encourage members to write for Sport Parachutist and this will give people a ready made theme. All we need now is for members to write a short story about any incident from which they learnt something and so pass on the information to others, even those with little experience may be able to contribute something useful to other parachutists.

While I am in the writing mood I would like to comment on a couple of other points that are both recent and relevant. Back in the early part of this year I was asked, at a Sky-Van weekend to vouch for a couple of civilian jumpers who had 'forgotten' their documents. They both jumped at Weston regularly so I agreed and they enjoyed a good week-end jumping. At the RAF SPA meet recently it transpired that one of them had not taken the trouble to renew his GP for 1971 and has not a jump signed in his log book for some 4 years! The jumper in question has been jumping since the late 50's and does not jump ONLY at Weston. How many other parachutists are there who are jumping illegally? Also how many instructors check each year the Documents of GP holders who they see jumping year after year around the DZ's? Documents must be kept current and carried at all times.

Talking about the RAF SPA meet prompts me to say how nice it was to hear all the complimentary remarks passed that week-end and since. The idea was conceived by the Sport Parachutists in the Air Force for the Sport Parachutists around the country. A lot of the work was done by members of the RAF SPA but a considerable amount was done by the Officer Commanding RAF Weston-on-the-Green and his permanent staff. The only unsavoury remarks I heard concerned the weather! A number of people were surprised to see that the RAF FALCONS display team had entered a couple of teams in the meet and seemed concerned to hear that they were ruled out of the BPA relative event. The answer is simple, if you are not a member of the BPA you can't enter a BPA competition. I think that most of the jumpers were quite pleased however to see the Falcons out in the open so to speak though some of us were very disappointed that they were not prepared to pay the entry fees that applied to every other team.

Nice to see the RAF SPA NOVICE team first in the Novices event, though their dreadful name escapes me for the moment.... Also very pleasing to see the relative workers in this country going from strength strength. I can see a 16 man star being put together early next year. Rumour has it too that JC and JB will make New Year's resolutions to be friends! Must close now as have a story to finish about sunny California and some Big Stars!

*Yours sincerely
Tony Dale BPA 845*

Sergeants Mess
RAF Boscombe Down
Amesbury, Wilts.
1st November 1971

F.A.I. CERTIFICATES AND LICENCES

THE BPA HAS TAKEN OVER AS THE ISSUING AUTHORITY FOR FAI CERTIFICATES AND LICENCES AND ALL APPLICATIONS AND ENQUIRIES SHOULD NOW BE ADDRESSED TO THE BPA OFFICE. THE APPLICATION FORMS FOR CERTIFICATES AND LICENCES WILL BE AMENDED IN DUE COURSE BUT EXISTING STOCKS SHOULD STILL BE USED. P/Os AND CHEQUES SHOULD BE MADE PAYABLE TO THE BPA AND NOT THE BLAC AS SHOWN ON THE FORM.

GERMAN TEN MAN

They were all made on "the Oct. 3.71" the day the first German (or European?) 10 men Star was made in St. Johan (a beautiful Airport surrounded by the Alps). The Aircraft used was a Dornier-Skyservant (Twin) which takes 10 Jumpers plus Cameramen to 4000m without any problem, besides it is a very comfortable Ride up because of a special Sliding Door.

Six weeks prior we had made our first attempt in Sion jumping from 2 Pilatus-Porter A/c but in 9 jumps we only got 3-8 men-Stars.

This week-end (Oct. 3) we had planned 8 Jumps and we started right away very "promising" with a "4-men" on our first Jump, right there and then were 6 Jumpers about ready to go Home, but after a long Briefing we tried again and we came up with a 7 men-Star, one more 7 and a 8 1/2 men was all we got the first Day.

Next morning we started out early so we could quit early because we all had a long drive home (as far as 600 miles) first Jump a fast and good 8 men we held for at least 15 min. (it seemed) but maybe it was only 15 seconds, next jump likewise, now with only 2 Jumps to go we had to do something.

So we planned to use our Cameraman Peter B. as 4th man out, we did, and it worked, we got a fast and good 9 men, held it for some time and then along came (not Jones) but "No 10" with a hell of a Bang which the Star held and it stayed together for approx. 7 seconds.

On the ground we made another 99 10 men-Stars (or more) till someone suggested why not try it in the Air? So we did (try) what shall I say? 7 men in a Star, thereafter 10 men saying Good-bye to each other, driving home thinking "well, even if we never do it again, we did it once". (But next year we'll try again, I am sure.)

Unfortunately we don't have any Pictures of our 10 man but it is all on the Film that our Camera man Peter Bottgenbach, (Koln) took. At present German T-V People have the Film. The Jumpers in Exit Order were :

- | | | |
|--------|----|-------------------|
| Star — | 1 | Wolfgang Minstedt |
| E — | 2 | Harmut Huber |
| n — | 3 | Alfred De-Meester |
| t — | 4 | Peter Rast |
| r — | 5 | Peter Bottgenbach |
| y — | 7 | Werner Fleig |
| — | 6 | Fred Hesse |
| — | 8 | Marwig Herzog |
| — | 10 | Jurgen Habermann |
| — | 9 | Walter Eichhorn |

*Yours Truly
Walter Eichorn BPA-3115*





ACCOUNT OF AN ABNORMALITY EXPERIENCED DURING A PARAD DESCENT ON A PARAWING DELTA II ASSEMBLY DATED 30.8.71

Parachutist N. J. Forster of the Metropolitan Police Parachute Club equipped with a Delta 2 Parawing exited a Cessna 172 Aircraft at 4,200 ft above Headcorn Airfield, Kent, and carried out a ten-second delayed free-fall before manually operating the main parachute ripcord at 3,300 ft AGL.

An immediate canopy check revealed that the Parawing had developed a severe abnormality (streamer-type malfunction). The twin MA-1 pilot-chutes were inflated above the assembly and the deployment bag was clear. Some inflation had taken place for the nose section was inflated and the canopy fabric was flapping about. A decision was made to abandon the Parawing and full emergency procedures were adopted. The emergency procedure was as follows:

- (1) Main parachute ripcord was discarded,
- (2) Capewell canopy release guards were removed simultaneously,
- (3) Left and right-hand thumbs were located into the two Capewell lanyards,
- (4) Simultaneous operation of the Capewells was carried out,
- (5) Immediate operation of the chest-mounted I 24 Mk 1 reserve was carried out and its ripcord discarded,
- (6) An immediate canopy check was carried out.

The I.24 Mk 1 canopy opened satisfactorily and a successful descent was made into the airfield. Adequate left web technique ensured no oscillation during the descent but without positive steerability the landing was random. The landing made almost on top of a barbed-wire fence. Ground wind speed was in the order of 14 mph at 30 ft AGL. A cut upper lip, a grazed right leg, a sprained back and bruising were the injuries received.

The Parawing assembly floated down and was recovered from the drop zone intact. The OSI had snarled and had corkscrewed into the lines. Keel lines 1, 2 and 3 Blue, were free, the remaining rigging lines were exactly packed (i.e. in accordance with manufacturers recommended procedure).

NOTES.

An After Flight examination of the I.24 reserve parachute revealed deployment damage which was widely scattered throughout the canopy (ref. attached Inspection Card). The exact cause of the searing of the fabric is not known, however some obvious tearing was due to contact with the wire fence. The I.24 was manufactured on 12.4.62 and is within the recommended finite life of 10 years. The canopy was fitted with an MA-1 pilot chute and kicker plate and during deployment I was slightly head-down in a 'back-down frog position.' My equipment clean fatigue (i.e. no stroke brackets fitted. I had an altimeter stub cut off flush to the instrument) so there was possibility of snagging on metal protusions. The 'Capewell' covers were opened and unguarded but to my knowledge were not abairded during deployment and in any case

this would not account for the scattered *searing* of fabric.

Mr. I. B. Wright has inspected the canopy and has decided upon a full series of tests to determine the state of material. A full report will be issued in due course.

I purchased the reserve in 1967 from a qualified and reputable parachute rigger and storage and repacker conditions have been maintained at a very high standard since ownership was assumed.

A reappraisal of the emergency situation has led me to the following conclusions:

- (1) In the event of a streamer malfunction travelling at 100 ft/second there is no time to make attempts to clear the mess or to worry about guys below, because if the situation is allowed to continue a collision will occur. Relating to the emergency I was in, malfunction observation, brief attempts to clear, altimeter and 'other persons' checks cost 1,000 ft. Fortunately before the jump I'd received a telephone message from my bowels telling me of an impending malfunction and I'd forewarned and deliberately pulled high.
- (2) Simultaneous jettisoning of the 'Capewells' is satisfactory, assuming that prior to every jump a check of the fittings is made (by operating them on the Flight Line).
- (3) Cut-aways are fun!
- (4) Landing on an I.24 in 14 mph winds is funny to observers. In fact a local man on the airfield asked me to go up and do it again.
- (5) I consider that the STC's method and approach to the issuing of jump permission for flexible wings is both sensible and realistic.

Yours faithfully,

N.J. Forster
Chief Club Instructor,
Metropolitan Police Parachute Club.

Articles on parachuting are still welcome. Whenever possible they should be typed, and addressed to the Editor, at Sibson Airfield.

*The best article in 1972 will be awarded a years free jumping at the Slo*t P*!achute Ce/++e. Bridflingavon.*

EXTRACTS OF MINUTES OF COUNCIL MEETING HELD AT 75 VICTORIA STREET, LONDON SW1, THURSDAY, 30th SEPTEMBER, 1971

PRESENT

WING CDR. G. F. TURNBULL— Chairman
L. N. E. St. John Sgt. A. J. Dale
Wing Cdr. A. T. Johnson O. W. Neumark
W. J. Meacock Lt. D. Hughes
A. J. Unwin A. J. N. Cole
J. Crocker G. C. P. Shea-Simonds
P. W. Sherman

Item 65

PREVIOUS MINUTES and MATTERS ARISING

a. **DEPT of T & I EXEMPTIONS** (Item 50a/39). The Secretary General reported that as a result of a letter from Southern Div he had on 20th September advised all clubs to apply to their appropriate Div for a Club Exemption which would replace the existing individual exemptions. He had since learned that Northern and Scottish Divs would not, as was planned for Southern Div, cease to issue individual exemptions on 30th September. Mr Unwin noted that the Club Exemption was linked with a list of aircraft used by the club. He saw this as a possible restriction on the club where an aircraft went unserviceable and the only aircraft available at short notice was not on the list associated with the club exemption. Mr. Unwin felt that the present situation clearly indicated that formal consultation with the Dept of T & I was now essential if we were to ensure that such unacceptable restrictions were not placed on the sport.

b. **NATIONAL CHAMPIONSHIPS — 1971** (Item 50c/40). It was reported that because of adverse weather conditions it had been impossible to even start the Team Relative/Accuracy Event at the RAFSPA Meet. The Council agreed that the event should now be considered as cancelled for this year and that the Sec-Gen. could effect any necessary refund of entry fees.

Wing Cdr. Johnson submitted his report on the 1971 National Championships.

c. **NATIONAL CHAMPIONSHIPS — 1972** (Item 50d/41). The Sec-Gen reported considerable opinion in favour of holding the 1972 National Championships at Weston-on-the-Green. He stated that the organisation and facilities provided for the RAFSPA Meet had been of a very high standard and would have made a first class setting for a National Meet. Mr. Shea-Simonds, whilst not wishing to detract from what had obviously been a very good effort on the part of the RAF, felt that other bids ought to be given due consideration and offered Grindale Field as a venue for the 1972 National Championships. Lt. Hughes felt that the recent obvious increase in enthusiasm on the part of the RAF should be encouraged and suggested that if the RAF would agree to stage the 1972 Nationals at Weston we should accept it as the venue and then consider the possibility of an annual rotation between Service and Civilian venues.

Mr. Meacock expressed the view that there may be a case for following the USPA system whereby bids for National Championships required a comprehensive submission which included costings for aircraft hire, accommodation, messing and technical facilities. It was agreed that the cost of using any offered or proposed venue be investigated before a decision was made. It was also agreed that if possible the 1972 National Championships should be held over the period 3rd to 11th June and that the question of Daily Telegraph involvement be considered by the sub-committee when appointed.

d. **ADRIATIC CUP — 1971** (Item 51). A report from Mr. R. King highlighted the fact that in future each National Team should be accompanied by a non-competing representative well versed in the current International Rules. This view was strongly endorsed by Wing Cdr. Johnson and agreed by the Meeting, as was the view that it would be an advantage to have a British Judge on the International Panel. It was agreed to consider the question of a British Judge at the next Council Meeting.

IN ATTENDANCE

Lt. Col. C. M. Hawtrey— Secretary APA
J. Beard
Sqn. Ldr. W. Paul— Secretary General BPA

APOLOGIES

G. Webster

g. **PUBLICITY** (Item 57). The Sec-Gen reported that Mr. Fish of the Daily Telegraph had undertaken to do what he could to provide free advertising space. The Sec-Gen expressed the view that this was not really the best medium of press publicity and felt that much more was gained from news items such as had appeared in the 'Observer' and 'Evening News' — perhaps Mr. Waterman could help in this direction.

On a proposal by Mr. Shea-Simonds seconded by Mr. Unwin, acceptance of the minutes was approved.

Item 66

SAFETY & TRAINING COMMITTEE REPORT

Mr. Sherman and Mr. Shea-Simonds reported on the recently completed Potential Instructor Course which had proved very successful. The course content and organisation would be reviewed in committee to consolidate the experience gained and assist in future training plans.

Item 67

NATIONAL & WORLD CHAMPIONSHIPS SUB-COMMITTEE

The appointment of a National and World Championships sub-committee was held over but in order to assist the Sec-Gen it was agreed that the following would constitute a quorum for preliminary approaches concerning the 1972 National Championships as quoted in Item 65b:

Wing Cdr. Johnson and Mr. John Cole.

Item 68

PURCHASE OF FILMS

The Sec-Gen in seeking approval to purchase two films, 'Masters of the Sky' and 'Sky Capers' was given authority to spend up to £250 on the purchase of films without reference to the Council.

Item 70

MEDICAL DECISIONS

The recent case of a recommendation from the BPA Medical Advisor not being accepted by the S & T Committee was discussed and Wing Cdr. Johnson was invited to explain his position from the medical aspect. Mr. Sherman pointed out that the decision to permit the individual concerned to continue parachuting was not taken lightly and had been the subject of considerable discussion. Mr. Cole felt that the S & T Committee should not be placed in such a position and was not qualified to make such a decision. There was general agreement that some form of Medical Appeal Panel may be the correct procedure. Wing Cdr. Johnson agreed to discuss this with the Dept. of Trade and Industry and advise Council accordingly.

Item 71

OTHER BUSINESS

Larry Hennessey (Deceased)

The Sec-Gen reported that Larry Hennessey had been killed in a car accident and that his father had offered to provide a trophy for annual competition. Council expressed its sympathy and agreed that it would accept a "Larry Hennessey Trophy" for annual competition at the National Championships. It was also agreed that, subject to the approval of Mr. Hennessey, Senior, the trophy would be awarded for the best performance by a FIRST YEAR Individual Accuracy competitor. (Open Class)

JUMPING IN THE PHILLIPINES

By SALLY GARDNER

Dave Waterman and I were only in the Philippines for a short stay, but we were determined to do at least a couple of jumps in the glorious tropical climate. After 4 days of frustrating telephone calls, we managed to track down Jim Kanter, a serviceman at the US Airforce base at Clarke, about 75 miles north of Manila.

Jim told us he had formed the Clarke Skydiving club last October, and now the club had about 20 active members who jumped every weekend at various dzs. We arranged to go up the following weekend, and on the Saturday we caught the early morning military bus from Minila to Clarke. We rattled out of the steaming city at 7.30 and at 10 o'clock we were sitting in the air-conditioned officer's club waiting for Jim to come off duty. We phoned up his office to be told that although he was officially on duty till 12.30, he wasn't feeling well and had left to go home and rest. Five minutes later he burst in, ready for a good days jumping. Parachutists are the same the world over!

We roared off in his air-conditioned car, and reached Luisita airstrip in about 40 minutes. It had a tarmac runway in the middle of an enormous open space of rough land and cropped fields. Four large cars, and about 12 people, were at one end of the runway. Just landing was a rather battered Cessna 170. We had already missed four lifts, and the next three had already been made up by one of the other three experienced jumpers there. The others were all students. Dave was put on the eighth lift and I was put on the ninth. The next three lifts went off very smoothly, and it was really great lying in the hot sun, watching the jumping and drinking iced coke from the massive ice-lardour the Americans had brought with them. The canopies were mostly TUs and single Ts - though no doubt they will soon have sophisticated US equipment when the club is better established.

On Dave's lift (he had somehow managed to blag Jim's PC - I had to make do with a 9TU!) he went up with a student and an experienced jumper. After the student had left, they went up to 7,000 for relative. Unfortunately Dave had a floating rip cord handle, he spent the jump trying to find it, and so they never linked! he landed someway way from where the packing area was, and was brought back in a psychedelically painted bicycle rickshaw with a little Filipino peddling furiously as Dave and canopy flopped in the back.

On my lift I went up (in my borrowed size 9½ boots!) with a student and a tall American called Rick Down. As we climbed after the student had exited, I squeezed over to the door and dangled my legs out in the slipstream - it was really warm, even at 7,000! We got a good link - and the first kiss pass in the Phiippines! - and landed quite near to each other, again some distance from the packing area. Within two seconds we were literally surrounded by little Filipino children

Right — Sally with Rick Down and young onlookers.
Opposite Page — Sally and a rare Cessna 170.

it seemed hundreds of them had appeared from absolutely nowhere! Inevitably one of them picked up my reserve by the 'shiny' handle (I didn't know Filipino for 'no') - it was the shock of the little boys life when the chute popped in his face! An armed guard had come out to where I landed and gallantly insisted on hepling me carry my gear back. However, I didn't let him carry to much - he was so laden down with guns that I thought if he carried much more he'd probably knock a trigger and shoot a hole in my canopy!

Because we had arrived late, there was no time for another jump, so we piled back into Jim's car and went back to the camp. After a shower, change and a whiskey at Jim's quaters we went round to another of the parachutist's homes where they had arranged an instant party! With a parachute slung across the ceiling, we ate pizzas, drank, and chatted till the early hours.

The next morning we all took off again for another DZ, this time only 20 minutes away. This was far superior DZ, as 150 yards away from the runway was a country club, with swimming pool, snacks, etc., all available for us. The plane, flying up from Manila, didn't arrive until mid-morning, but we had got used to the total lack of any hurry in the islands, and just sunbathed and waited. When the plane, another Cessna, did arrive, it was all systems go. We packed in a large hanger that offered some shelter from the scorching sun, and of course the day shot past. On our last jump Dave, Jim, Rick and I went up for a 4-man, which we missed but it was a really fun jump and a great finale to our brief time of parachuting in the Philippines.

We had arranged a lift back to Manila with the pilot, and after swapping addresses and farewells we took off for the city. No doubt, with the continual clear skies and sunshine, the Clarke Skydiving Club will soon be a really strong club in the Far East.



I LEARNT ABOUT PARACHUTING FROM THAT!

Had a stiff pull lately? Had a few "sticky" pulls in the past? Worse still, have you seen a student or two struggling with a "sticky pull" think back then and consider if what happened to me could explain away some of those question marks.

I was jumping at Weston early in 1970 using a newly acquired P.C. in a security X-Bow "Piggy Back" rig. I was No. 3 on the last pass out of the Rapide, all practising style. With the necessary separation I was going to be deep so my opening was to be at 2,500 ft. Having done a smooth 6 second X-series in my new rig (how about that Meacock-Charlton) I went for the handle feeling pretty good. My normal relaxed pull produced a fat nothing, apart from a sharp increase in heart rate! Another harder pull, followed quickly by both hands failed to produce the required result but by now the adrenaline was pumping out of my nose (and other places!) I distinctly remember at this stage thinking that this could not be happening to me at the same time going frantically for the reserve "Lollipop". The reserve deployment was INSTANT to say the least and I was very relieved to see a complete 26 ft. conical above me, plus a star or two! The ride down was uneventful and once on the ground I was confident I would find the reason for the problem.

The pins however were straight and fully home and no restriction in the ripcord housing, everything looked fine so once again I tried to pull the handle. It came, but only with both hands and a foot against the pack! I came to the conclusion then that all I had suffered was a very stiff pull. There was of course more to it than that but it did not come to light for some time.

As some of you have probably guessed the trouble was that the pins were TOO FAR home, with the result that the shoulder of the pin (arrowed) got trapped against the grommet with the cone effectively locking it in position!-Fig. 1. Add to this a nice strong pack opening band, no bulk of sleeve under the cone and you have the makings of a very hard or impossible pull.

Those who read "Parachutist" of January 1970 will have seen that J. Scott Hamilton in his article "Master of the Jump Pt. 1 Preparations" recommends that the pin is not primed fully home but that the shoulder should rest on the grommet as in Fig. 2. He goes on to say though that if the pin is "armed" too far (pre extracted) any movement by the jumper might activate the main inside the aircraft, in the door or on exit. How about in the middle of a ten man star attempt?

For myself, I set about the pin and VERY carefully smoothed away the shoulder so that it could not happen again. With the reserve on the back, I made really sure about this problem. Fancy. Having this problem once you have 'cut away' a malfunctioned main . . . ? It makes you wonder too how many of those "failed to operate reserve" fatalities should have read COULD NOT operate reserve. Cold hands, thick gloves? Check your systems for I certainly learnt about Parachuting from that.

Tony Dale, D319

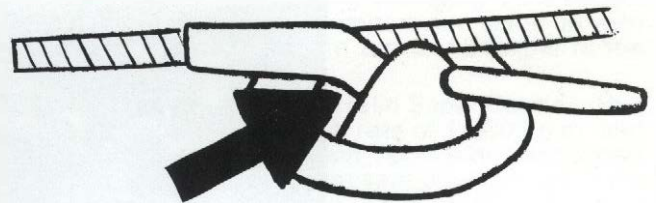


FIG 1

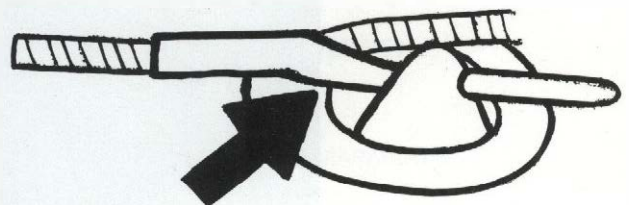


FIG 2



David Waterman photographs from the Halfpenny Green 'Skyvan' week-end shows the effect of a jumper falling below the group and destroying its lift.



HERE IS THE NEWS

For the first time, the front cover of Sport Parachutist appears in full colour. The printing of the magazine has moved from London to Peterborough in an attempt to reduce costs, and to enable me to establish a quicker and less expensive contact with the printer. With the reduction in costs came the decision to invest some of the saving in printing the cover in colour. I hope you like it.

First the good news. Midland parachutists will be pleased to hear that the Compton Abbas Rapide will be operating at Halfpenny Green on a regular basis until the South Staffs Rapide comes off it's C. of A. However there is likely to be a shortage of Instructors at Halfpenny Green when Colin May leaves for South Africa. Any B.P.A. Instructor who feels like helping out at week-ends should contact Geoff Webster who will be very pleased to see him. The South Staffs will be operating a potential Instructors course in the early spring, again contact Geoff Webster.

The second potential Instructors course to be held at Grindale will run at the same time as the final examination for the first course is held. Contact Charles Shea-Simonds for more information.

The Sport Parachute Centre will have the roof on their new multi purpose building by the early new year, and it will be completed soon after. The building will house packing, sleeping, toilets and bar facilities and should make a huge improvement to the Centre's amenities.

As you will have seen from their advert in the magazine, G.Q. are selling their Pathfinder, and the Protector reserve parachute. What they don't say is that production has begun on what is almost a mark 2 Pathfinder. The new Pathfinder has rigging lines shorter by two feet, shorter crown lines, the front of the canopy has been cut away, by I believe eighteen inches, and one of the turn slots on each side has been increased in size.

The result is improved braking and a slightly better forward speed, but the biggest change is in the way the canopy can turn. I have made only thirty jumps on the new Pathfinder so can hardly claim to be an authority, but what I can say is that this canopy can out-turn anything I have jumped. The 360 turn, from a full flying, or partly braked control is really incredible. I think G.Q. have a winner.

The B.P.A. Safety and Training Committee Chairman, Peter Sherman, has played a big part in the development of the new Pathfinder but due to increased work commitments finds himself unable to continue with the Chairmanship of the S & T com-

mittee. Under his authority, the S & T committee during 1971 was always well attended, and his handling was always impartial, fair and he brought to the committee the experience of over a thousand Sport jumps. He will be a difficult man to replace.

Irvin Airchute are currently developing a very interesting reserve parachute. Based on the conical design the canopy will be modified and be of low porosity. The big difference to all other modified reserves will be in the net skirt fitted to the periphery. All military main parachutes are now fitted with this type of nylon skirt, and it apparently almost entirely eliminates the blown periphery (thrown line) malfunction. The Irvin reserve is currently being live jumped by a series of volunteers all looking like Lofty, so by the end of the year, the British Sport Parachutist may have the choice of two home produced reserves.

The Manchester Free Fall Club are without instructors. Instructors wishing to use their ratings to a good cause should contact the B.P.A. The B.P.A. will pay expenses.

I should remind Instructors, that to re-qualify under the 1971 qualifications, you must prove that you have been engaged in the training of students during the previous two years. The days of obtaining Instructors ratings for reasons other than to train students are over.

Bad news from Bob Noble-Nesbitt. From 1st December 1971 the Northern Parachute Centre ceased to exist. All parachuting at Sunderland will be organised by the Northumbria Parachute Club on a week-end basis. Reasons are mainly financial.

The Rhine Army Parachute Association are offering their Cessna 207 for sale. It seems a combination of noise from the big 300h.p. motor, and the fact that for some reason only four jumpers could be carried in the aircraft, decided against. The 300 engine is rather noisy and their Bad Lippspringe drop zone is surrounded by Krankenhaus, or hospitals, and the sick wanted to die in peace.

The B.P.A. are considering changing their badge, tie and stationery. If any members can come up with new designs they could win a prize. Designs to the Secretary General.

I have recently jumped a Helio Super Courier. This aircraft gives an initial climb rate of 1,000 f.p.m. and with a full load will maintain 700 f.p.m. past seven thousand feet. With the front seat out it should make a great jump ship. This aircraft is up for sale, is in immaculate condition and can be seen at Leicester East Airport. Contact Joe Sharps, C.F.I. for details.

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PARAWINGS

BLACK DIAMOND RIGS

New Stock of FRENCH PARABOOT

A Letter from Vietnam

As most of my friends know; today they are the parachutists with the long grey beards who are often to be seen on the older and more distinguished drop zones of Great Britain; I have been over here in South Vietnam for about a year and a half. Before I left England I had been told by reliable sources in the US forces that there was no parachuting in Vietnam—not for sport anyway! Well, of course, these days there is not much of the other kind either, largely because you might get shot down. In consequence, it was quite a surprise to me, when soon after my arrival, I was approached by Mr. Dan Bonfink (no relation to Ratfink) who announced himself as none other than the Chairman and Secretary of the Saigon Sport Parachute Club. This it seemed was an American civilian club that had somehow managed to organise parachuting on a Sunday morning for all the enthusiasts in the Saigon area.

The sheer physical problems of doing this had to be seen to be believed. For instance, most mornings there are on average 60–80 aircraft queuing up for take off at Tan Son Nhut, which is Saigon's airport and airbase. Then of course you have the others who are coming down, and so also want to use the runway. To give you an idea of the density of the traffic at Tan Son Nhut the figures for the number of movements at the world's three busiest civilian airfields are: O'Hare at Chicago, 300,000 movements a year; Kennedy at New York, 250,000; and Heathrow comes in third with 200,000. Believe it or not, Tan Son Nhut has 650,000 movements a year and they do not count the helicopters. They are treated as wheeled vehicles moving round the perimeter track. Just imagine trying to cut down the minutes on your static-line lifts with all that lot roaring round the sky at the same time, and very largely, in the same airspace.

Be that as it may, one Sunday morning shortly after my arrival in Vietnam, I was invited to go and see a jump by the Club. As there were only 10 of them jumping, and the cost of the aircraft was \$275 per hour; bearing in mind that the flight would probably take one hour; this was going to be a trifle expensive. On this occasion, therefore, I was a spectator only. The aircraft was a C47 from Continental Airservices and the 10 American civilians boarded, followed by four or five of the South Vietnamese Army team. The South Vietnamese team were being given a free jump for all the assistance they had given to the Saigon Club, which I might say had been quite considerable. After about 20 minutes taxiing, and waiting, we finally took off for Ap Dong drop zone, a small piece of common land about 10 kilometres from Tan Son Nhut airbase.

Round and round we roared, steadily climbing until we reached about 3,000 feet. We flew over the Saigon river and eventually found ourselves over the drop zone. On the first run-in two or three static-line students were put out, another circuit at the same height, and a second run-in which culminated in the one five-second delay student going out. We then

climbed for a jump from 7,000 feet for the experts. It became rather obvious, after nearly another 20 minutes flying, that the spotter was having some difficulty in finding the drop zone. All this time I had been sitting by the door and so I leaned forward and asked him what was the matter. He replied that his eyes were watering for one, and besides this he had left his glasses behind that morning, hence his extreme difficulty in finding out where he was. By this time we had climbed to over 10,000 feet.

I asked if he would mind if I took over the direction of the aircraft. He replied that he did not. I looked out through the door and having never spotted a large aircraft such as a Dakota was quite amazed by the strength of the slip-stream. No wonder old Pete's eyes were watering so much.

It was quite obvious that we were about 10 miles away from our destination and flying at 90° in the wrong direction, so my first request to the pilot was for a turn of 90° left. On this command he flew a very straight course and we finally arrived over the drop zone at 13,000 feet, whereupon all the occupants except for myself and the crew chief, disappeared out of the door. Some were clutching hool-a-hoops, others had pistols strapped to their side, and the only respectable looking citizens were the South Vietnamese Army team, who naturally enough were wearing their uniforms. The last of these to leave was a rather perky Sergeant Major who asked if I would like to do a linked-exit with him. I would have been delighted to under other circumstances, but on this occasion I was not wearing a parachute; so I politely declined. This amused him tremendously and with a cheerful wave he disappeared through the door to join the rest of his chums over the skies of South Vietnam.

Having congratulated myself on my brilliant spotting you may imagine my horror when I realised that one of the jumpers was sailing into the nearby village. Seconds later he disappeared through the thatched roof of a Vietnamese house, and the only visible trace of his existence was the pilot chute of his PC, which just managed to hook itself onto the edge of the new hole in the thatch. With this the captain of our aircraft streaked towards the ground in a power dive which finished up with us circling a few feet above the roof of the hut in question. Having convinced ourselves that the man was only surprised and certainly not injured, we made our way back to Tan Son Nhut at tree-top height. My conclusions from the morning's sport were two-fold:

- (1) I would wait until I had my own equipment; and
- (2) I would wait until the jump rates were a little bit cheaper. At over £20 a jump a British Vice-Consul's salary does not go very far.

The following week the arrangements for the aircraft fell through, largely because of an argument about the price! For the rest of my first year in Vietnam there was no chance of parachuting at all. Having organised the club in Cyprus for two years, and knowing how

much of one's spare time this takes up, I did not want to undertake such a task a second time. Besides which, there were many other things that had to be done connected with my work and the war. I had also acquired a reputation in the Service for parachuting first and work last. This I had to live down. Therefore I decided to wait and hope that perhaps at some time in the future, if the military situation improved, the South Vietnamese themselves would be able to start operating again.

When I returned from leave, at the beginning of September last year, there was good news. Colonel Tran Van Vinh, the Commandant of the Airborne School, had been able to obtain permission for licenced parachutists, civilian or military, to jump from Vietnamese Airforce aircraft alongside his team from the School. This was of course the ideal situation, and needless to say it was not very long before I found myself sitting in a Dakota, parachutes on, waiting to see if I could still remember how to free fall after a break of nearly 16 months. But as I expect many of you know, particularly those who are in the Forces and sometimes have lengthy breaks enforced in their parachuting by duty overseas, jumping is just like riding a bike or swimming; once you have learnt it you never forget it.

I started from slow beginnings with a five-second delay from the Dakota and a nice 2 metre landing into the jump pit. This was largely due to no wind conditions, and Colonel Vinh's PC, which he very kindly lent me for the occasion. The more I think about it, all I really had to do was manage to open the parachute in a stable position. Still, it says a lot for Colonel Vinh's generosity and his faith in human nature that he trusted me with the PC after such a long lay off.

Since then we have enjoyed several excellent parachuting days. One of the interesting things is the number of different aircraft types that we use, and undoubtedly one of the best of them is the C119. On the occasional Sunday, we manage to 'acquire' a Huey helicopter from the United States Army at Bien Hoa, a base about 10 miles from Saigon. The Huey is the fat helicopter affectionately known as a 'slick' by all and sundry in Vietnam. They are the ones that you see delivering the troops into battle when you are watching the TV Newsreels back home in England.

The other Sunday we had an excellent day. I managed to get two jumps in myself, one from 8,000 feet and the second from 11,500 feet. The latter was quite an incredible load for a Huey, because we had on board no less than 11 people; 2 pilots, 2 door-gunners, and 7 parachutists. The weight of the parachutes could be calculated as the weight of another 2 men, so we took the equivalent of 13 people up to nearly 12,000 feet.

Vietnam is a tropical country and the average temperature at this time of the year, which is the dry season, is around 90° at mid-day. At above 5,000 feet the air is beautifully cool and crystal clear. At this time of the year the views and colours of the surroundings are quite unbelievable at times. The green and brown paddies stretch for miles. Away to the west is the verdant green Delta and the dry, bare plain of Reeds. South lies Saigon, its corrugated tin roofs sparkling like a million mirrors. North the dark forests leading to Cambodia.

The only mishap that I have suffered so far was a grazed knee through making a casual landing on what from the air appeared to be a big patch of dust. On making contact with the ground it turned out to be a rather dusty concrete gun emplacement. I am told that alternatively I shook each of my stinging feet for at least five minutes afterwards. My immediate thought was that I would write a letter that very night to Don Hughes to find out how my parachuting kit, especially my French jump boots, were getting on with their journey to Saigon. I need not have worried, three days later all my equipment arrived. Good old APA.

At this point I think I ought to say a little about the Vietnamese Airborne School itself. It is without doubt one of the most impressive organisations of its kind, and probably handles a larger annual number of trainees than RAF Abingdon. To give you an idea of the figures involved, the Vietnamese Airborne Division is approximately 11,000 strong and every man in the Division makes 4 descents a year. The average number of recruit trainees per year is 4 to 5,000 and all of them make 5 descents each for their wings. If you add that up it comes to a total of about 80,000 descents a year, and this does not include the free falling by the Army team. Now all this parachuting is mounted from Tan Son Nhut with the inherent air traffic control and traffic density problems. As anybody who has organised military or sport parachuting will admit, this is obviously no easy task and it says quite a lot for the day to day running of the School and the ability of its staff, that all this is done in a wartime situation. Do not forget that in Vietnam the drop zone has to be secured by a small infantry detachment, even though just to be on the safeside, before any parachuting takes place. Saigon is ringed by fire support bases, whose cannon blast all night, and sometimes bombard the surrounding countryside during the day. The shells often reach 8,000 feet before they topple over and hurtle towards the ground. A lot of air space thus becomes dangerous. Aircraft are cancelled at the last minute because they have an urgent resupply mission to do elsewhere. There is a war on.

The Airborne School trains all new entrants to the Airborne Force and, as we have already said, carries out the continuation training for the entire Division. They also hold and maintain the parachutes for the Vietnamese Airborne Division. The staff are about 80 in number, including all the riggers, the clerks and the typists in the office. The number of students at the school averages about 400. The atmosphere is very much that of the French Airborne, and this is not surprising because Colonel Vinh and most of his senior Sergeant Majors started life in the French Airborne just after the Second World War. Colonel Vinh himself started parachuting in 1947 and he first started free falling in 1948. The French Army were very early in the development of free fall, and even had clubs abroad. Naturally this interest was passed on to the Vietnamese through their instructors with the French Airborne units in Indo-China. Even so, it makes one think when one realises how late we were in picking up the basics.

Vinh has tried all sorts of methods of free falling and takes the greatest pleasure in showing visitors a photo-

graph of him when he was a 'playboy'. This was before his third, and also last, jump with batman type extensions on his suit. On this occasion, complete with Press entourage in the aircraft, he managed to get hooked up with the underside of the fuselage. Part of his suit snared itself, and instead of going down, he just disappeared underneath the aircraft. Fortunately for him the jump master had watched the direction in which he had vanished and took the trouble to lean out of the door and look underneath to see just where he was. The sight that met his eyes was of a white-clad body revolving round and round like a top, with two large eyeballs poking out of its head. The situation was finally saved by a British girl photographer who had her nail scissors in her handbag. These were eventually used by the jump master, who leaning out of the aircraft door to reach underneath the fuselage, managed to cut Vinh loose. A certain amount of panic had been caused amongst the Press by what had happened and one of them had even suggested that the pilot ought to land. This would not have done Colonel Vinh much good!

Having been cut free the Press were once more ready to photograph his jump. As the aircraft was still at 4,000 feet, Vinh decided to do a 15-second delay before he opened. Apart from the altitude he had not the first idea of where he was because, while they were trying to free him the pilot had flown many miles from the real drop zone. They were now over Viet Minh territory.

As soon as Vinh commenced his delay, the same journalist who had suggested that the pilot should

land, gave a loud scream. He thought that Vinh was plunging to his death. Nobody had told him that the jump was going to be a free fall. Eventually Colonel Vinh, or Sergeant Vinh as he was in those days, made it back to camp. To do this he had to go to the nearest village, put his parachutes and parachuting gear in a sack, borrow some old clothes from a peasant and finally, hire a local buffalo cart to get him safely back to Saigon. Needless to say many of his friends still remember and laugh about this incident. Once you can get Colonel Vinh and his senior Sergeant Majors talking, they can tell some pretty hairy stories about what life was like in the French Airborne and particularly about Dien Bien Phu. Most of them were jump masters at Dien Bien Phu and they told me that 2 out of 5 were still around at the end of the battle.

One thing about parachuting with the Vietnamese is that after a good day's jumping everybody goes and makes heavy contact with the VC. The VC in this case are usually to be found hiding in brown bottles about 10 inches high, called Ba Muoi Ba beer! Colonel John Waddy, whom many of you will know, has also been out to the School with me. So has Anne, his wife. I think their remarks make a fitting way of rounding off this story. They were admiring Colonel Vinh's trophies; the South Vietnamese had done rather well in last year's military meeting in Germany; John Waddy looked through the doorway at the recruits being put through their paces outside. "Do you know", he remarked "I really feel absolutely at home up here. Isn't it amazing, how regardless of nationality, parachutists are always able to strike up an immediate friendship."

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APOLOGY — MR. WALTER NEUMARK

In my article "Shapes of Things to Come" in Volume 8 No. 2 of "Sport Parachutist" I criticised persons who market parachutes who do not adequately test them first.

It has now been drawn to my attention that some of my references to Vol-Planes and Para Foils have been misunderstood to reflect on Mr. Walter Neumark whose company Paraglide Limited, as sole U.K. agents for the Pioneer Parachute Company, Parachute Inc., Notre Dame, and Notre Dame Dutron Corporation, markets these models.

I should like to make it clear that I did not intend in any way to reflect on Mr. Neumark's undoubted integrity in marketing or on his courage in flying his own Vol-Plane and Para Foils.

I am pleased to take this opportunity of apologising to him for the distress and embarrassment my article caused him.

PETER SCHOFIELD

MY FIRST VISIT TO GRINDALE FIELD

Charles Shea Simmonds had opened The Sport Parachute Centre at Grindale some two months previous to my first visit in April, and although I was determined to pay his D.Z. an early visit, I was only able to get there when things had quite a settled and organized air about them. Temporary accommodation had been set up; a flourishing catering trade was in full swing, and there were indoor packing facilities. The beginnings of a pit had been dug out at a strategic point, and when Charlie took me on a conducted tour in his "Champ", I could see that the foundations of the permanent buildings had been excavated. All in all Charles and his fellow instructors, Ronnie O'Brien and Bobbie Francis had spent a great deal of time and effort in getting things into shape for the convenience of visiting parachutists.

The journey from Preston had been absolutely miserable. I was with my girlfriend Pauline (she helps me to pack), and I drove her cramped little M.G. loaded with para equipment through the most diabolical of tropical rainstorms. What with the bad visibility, the leaky roof, and the flooded A59 to York, I was to put it mildly in very bad humour when we arrived at Grindale. It had been raining for two solid days. The temporary buildings, which housed the centre's equipment were leaking in like mad. Everywhere was sodden, and prospects looked extremely bad for the weekend's sport. However optimistic Charlie said that the forecast promised an improvement (obviously couldn't be worse) and with the help of Frank Peel's cheerful greeting, and the promise of a good party on the Saturday night I began to look on the bright side.

Charles rents Grindale Field from Mr. Stuart, a local farmer, who has rather a dishy daughter called Jane. She had just celebrated her 17th birthday by doing her first descent, which having been photographed from the aircraft, had been well publicised in the Daily Mirror. It was quite an occasion, and an obvious excuse for a boozy party.

Mr. and Mrs. Stuart were the perfect hosts, and the party was all that it had promised to be. All the ale, spirit etc. that even the most ardent of parachutists could engulf was to be had, and the food was both excellent and bountiful. Many of the lads I'm afraid succumbed to the evil liquor, the first to fall by the wayside being Ian the pilot.

On arriving at the field at 7 sharp on Sunday morning, a previously promised starting time, I found that everyone was apparently still suffering the effects of the party. There was neither pilot nor parachutist in sight. Charles was the first to brave the light of day, and he thundered onto the D.Z., nearly overturning the old Champ in his enthusiasm. It was 8.30 am. We immediately kicked Frank Peel out of his caravan, and without any more ceremony started the day's proceedings. The first lift consisted of Frank, Jane and myself. It was her third jump, and she made rather a good effort. We then followed her out on a short delay, because of the low cloud base.

By the time I had packed, another pilot had arrived. Charles ordered me to go base for him from about 7 grand. He got me quite easily, and we spun the link all the way down to break-off. I had two more links after this, but for my fifth jump of the day Charles said that we would both don our camera helmets for some F.F. photography. John Middleton, third man out, was to attempt a link with me after I had taken 2 or 3 shots, and Charles would keep on with the camera work.

However things didn't work out quite as planned. Although I took a nice shot of the maestro following me out of the 172, I'm afraid my back track camera position was too much for sir's delta, and he failed to get down to my level. I could hear his obvious disgust when he was under canopy, and I cringed at the rather splendid four letter word he screamed at me on his landing.

I did another relative jump for my next effort, but it was not too good, therefore it was left to my last of the day in order to regain my self confidence. This I did by getting a couple of good F.F. shots of Bobby Francis performing in front of the viewfinder.

It had turned out a very good day, having got 7 jumps in the bag I was more than satisfied. I had enjoyed the parachuting, and also the social side of The Sport Parachute Centre. There is an absolutely fabulous atmosphere at Grindale, and I sincerely recommend a visit to Charles and his company as soon as possible.

*David Hampson Smith
(Louis the Lip)*



Charles on exit.

It took Moses 40 years—so a six weeks wait isn't very long

By DAVE WATERMAN

Just to make certain of getting up on time I put in an early call for 3.30.

'Do you speak English?' I asked the telephone operator.

'Yes.'

'Could I have a call at 3.30 please?'

What seemed like only two hours later I was awoken by the telephone.

'Hallo!' Then a long pause.

At last the operator said 'It's not 3.30 yet.'

'O.K.' said I putting the phone down.

A second later I am fully awake. Did I dream it? 3.30 the phone rang again. No mistake this time. I get dressed pick up my jump suit, helmet and boots and leave the apartment to find the staff car waiting as promised. Half an hour's drive and we were at the airfield. At last the six weeks' wait is to come to an end, I was about to parachute in Israel.

It started after I presented my credentials to the Military Press Officer, Major 'Tibby' Jonas. Like all Israeli officers he sported para wings on his tunic. Soon we were talking parachutes and parachuting. The only free fall done in Israel was through the military parachute school. Would I like to visit the school? Would I!!! First I was told that he would like me to meet Brigadier General Rafful, to give him his correct name, Brigadier General Rafeal Eitan. Rafful is a legend in Israel, second only to Dyan. He led the raid into Beirut Airport, and whilst his men were busy destroying millions of pounds worth of Arab aircraft he casually walked into the coffee bar at the International Air Terminal and ordered Turkish coffee from the terrified Arab barman.

The meeting took nearly six weeks to arrange.

'Bring along your photographs and log book, etc. I was told.

A pretty girl sergeant (the type that the press always seem to take pictures so that the whole world thinks that the Israeli army consists of nothing else but) showed us into Rafful's office. He was a small man of about 5' 5", but the feature which struck me was his eyes, as cold as steel they seemed to look straight through me. Without wasting any time he looked at my parachuting photographs and log books.

'Very good,' he remarked, 'what do you want to do?'

'Jump' said I.

'O.K., there is a jump tomorrow make arrangements with the major.'

That was that, I was in!!! On arrival at the airfield at about 4.30 a.m. we were given a tight security check and then driven to the parachute store. What type of parachute would I like I was asked? In Israel they jump all French EFA equipment, some made in Israel under license, the experienced jumpers all using Olympics. I asked if they ever used Para Commanders

and I was told that they had a couple somewhere in the parachute store but nobody used them as they did not like the opening shock. 'Well,' I said if they did mind very much perhaps I could use one of the Para Commanders. It was duly presented to me already packed, by one of the many girl parachute packers who were at the parachute store. In the military centre all the parachutes, including the sport parachutes, are packed by these girl packers. Just what I had always wanted in England, a parachute packing machine.

'O.K., let's go.'

A short drive and then I get out to find the most beautiful DC3 in the world. This I was going to enjoy. In all my sport parachuting life the one aircraft I have always had an ambition to jump was the DC3. An Israeli instructor, R.S.M. Deuk, asked me what I wanted to do.

'How about some relative work with one of your jumpers?'

'O.K.' he said and introduced me to a fellow called Petal??? We arranged to do a two man, he would go first, if we got a fast link we would break away and come in again.

'In the plane in five minutes.'

I got ready, walked towards the aircraft to find all the Israelis getting into the DC3 with their parachutes casually thrown over their shoulders. In the aircraft they threw them on the floor and sat on the seats. I was the only one who was fully kitted up. After the aircraft took off kitting up began. Then a few students were dispatched on short delays, only about a dozen of us were left in the aircraft to go to max. I asked how high max. was, 12,000 feet was the reply. 12,000 feet for a two man? Sacrilege!

Running in at 12,000 feet, for the first time the small size of Israel can be really appreciated. In the north Lebanon could be seen and just to the right of the Lebanon, the Golan Heights now in Israeli hands. The River Jordan running north to south dividing Jordanians from the Israelis and then Jerusalem and below that the Dead Sea, Gaza and the Sinai Desert to the south. Israel's vulnerability to attack can be seen at a glance.

Jump time. Out goes Petal, I am right on his back, I turn in the slip stream and look for him. There he is just below and a little ahead, tighten up position a little, forward glide and the two man is completed in five seconds, glance at the altimeter, still above 10,000 feet, break away and come in again, and again, and again, a look up and above us a half a dozen Israeli instructors checking up on the English man's free-fall capabilities, break away and look down, bad spot. I can see that I would never make the pit but as the D.Z. was one big sand dune I just picked a spot and

used it as a disc. The spot I had picked was a small tuft of grass and I came in for a down wind landing which looked as if I was going to drop half a meter short so I grabbed the back risers and lifted. "!!!". Sand can be as hard as concrete especially if it has been undisturbed since the time of Moses.

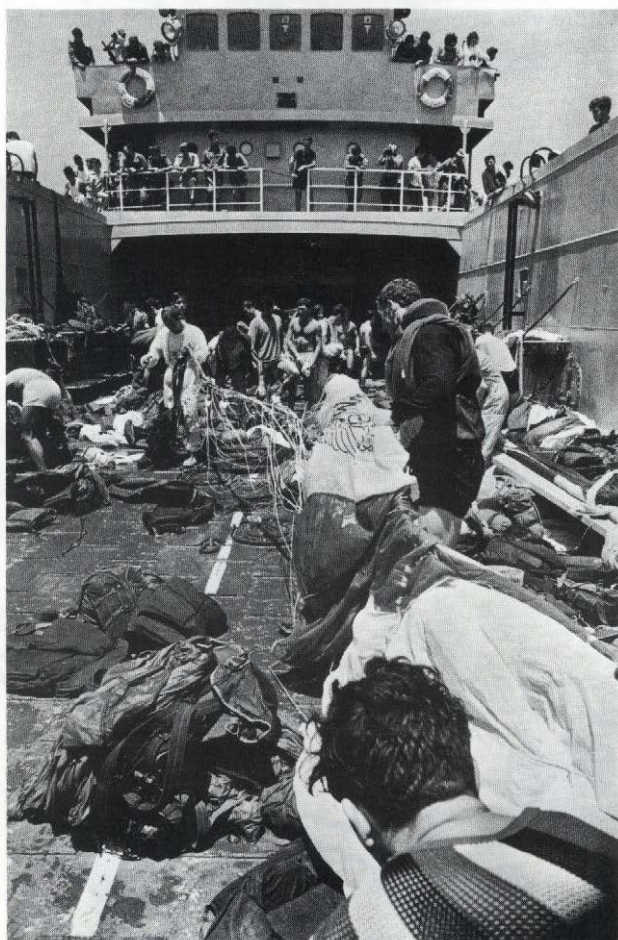
After that I was accepted by the Israeli parachutists as being an experienced jumper and I could jump with them whenever I liked, but the problem was that most of their jumping took place at 4.30 a.m. On a later jump I asked if it was O.K. to take pictures with my helmet mounted camera. After a check with security I was given the O.K. providing, I quote, that 'as I left the aeroplane I turned left and not right' and took all my pictures facing that way.'

I thought it would be imprudent to ask what they had that side of the dropping zone that they didn't want me to photograph.

On Independence Day I attended a mass jump into Haifa Harbour to celebrate 22 years of the state of Israel. About 200 parachutists took part jumping from Nords and DC3s into the sea. As well as military static jumpers some 50 free-fall parachutists took part. A tank landing craft was stationed in the harbour and from there a fleet of rubber boats manned by marine

commandos picked up the parachutists as they landed and brought them back to the TLC. To make certain that every parachutist was picked up they were each given a disc with a number which they handed in and was hung on a board. If a disc was missing so was a parachutist. All the discs were handed in.

Outside of the military school there is no sport parachuting in Israel. This is hard to believe from a country which has more persons per head of population who have made a parachute jump than in any other country in the world. I met a pilot who had his own crop spraying business and who also owned a Cessna 180 he had jumped with the army. He was an American who had flown Liberators in the Second World War and in the 1948 Israeli Arab war came over to help start the Israeli Airforce. He was interested in starting a parachute club but had no idea of how to go about it. I left a copy of the B.P.A. regulations with him as a basis from which to start and I am hoping for news of a civil parachute club in Israel, which has an ideal climate and a young and adventurous population, but spotting must be a hundred per cent accurate otherwise you may find yourself doing relative with a SAM 3 missile.



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Below — jumper splashes down under French
Olympic with the TLC in the background.**



Turn, Loop and Bumps-a-Daisy!

By TRACY RIXON

In the 1967 October/November issues of the American 'Skydiver' magazine, there was an article by Ed Bissons on freefall aerobatics. In two parts, it dealt firstly with basic manoeuvres, i.e. backloops, frontloops, etc., and secondly with more advanced ones. As I don't remember anything similar in 'Sport Parachutist' I am going to blantly copy a few of his suggestions. I know that various Instructors have different methods of teaching some of the following, most of them equally good, but these printed here seem to work fine for me anyway. So the next time you can't get enough height for that planned mass link-up or your style training is getting to be too much like hard work, try some of Ed Bissons freestyle aerobatics. I hope you have as much fun experimenting with them as I did!

FALLING LEAF: This position is used to slide to either side while holding a heading. Incorporated with a turn in the same direction it can result in a banking turn. To accomplish a falling leaf form a 45 degree bend in the arm on the side of the slide and extend leg on the opposite side, the arch and reverse the procedure to slide on the other side. (See fig. A.)

INVERTED IMMELMAN: Begin from a delta. Start a backloop, but stop it with an inverted arch just as you start to go over backwards. When you are back to earth, half roll over your left shoulder and out into a full spread. These movements should be made smoothly and in one fluid motion. (See fig. B.)

PRECISION SPIN: This demands good timing. Start in a full spread with knees bent well back. Bring your arms out in front causing you to go head high. Spread you legs apart and straight out and

bring your arms in at your sides. This will cause you to nose-dive. At this point twist the upper torso (as in a track turn) to the left, starting the spin. Just before the 360 degree turn is completed form a delta into a full spread as you pick up your heading. (See fig. C.)

BARREL ROLL: (To the Right) Start in a full spread. Bring your feet together simultaneously and bring your right arm across your chest. This will cause you to roll onto your back. Once on your back, bring in your left arm and put out your right. This will turn you over on your stomach, where you should return to spread position. Note that the reaction to bringing your arm in is quite fast, so be prepared. When properly co-ordinated you will get a smooth barrel roll. The secret of this is to have your legs out stiff at the beginning. Reverse the procedure for a left barrel roll. (See fig. D.)

CARTWHEEL: Start with a sharp left bank turn. This is important as the momentum gained from this turn is used to complete the slip to the left, flowing into a left bank 180 degree turn. Then push down with both arms to get into a stall upright positions. Bend the upper torso to the right. The gained momentum at this point should cartwheel you over to the right. Just before you complete the cartwheel fall into a delta and ease into a full spread. (See fig. E.)

(P.S. I found this one the most difficult.)

FIG. E. -- CARTWHEEL

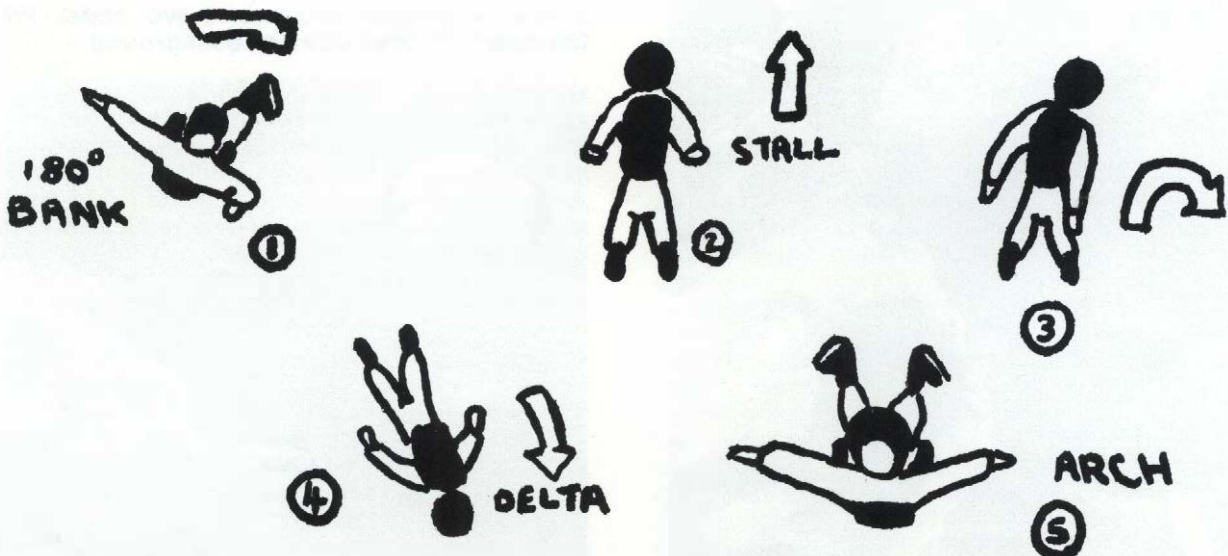


FIG. A - FALLING LEAF

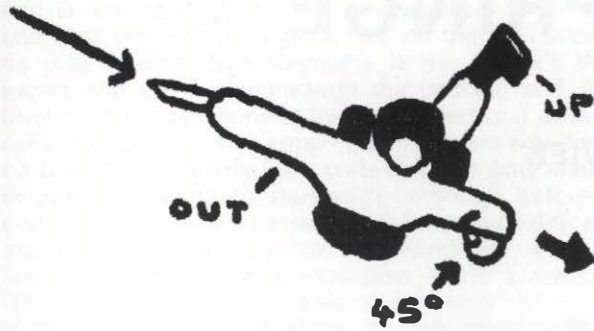


FIG. B - INVERTED IMELMAN

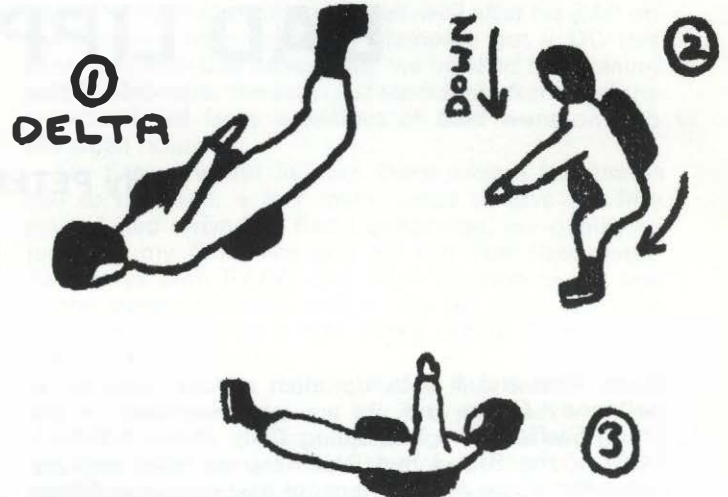
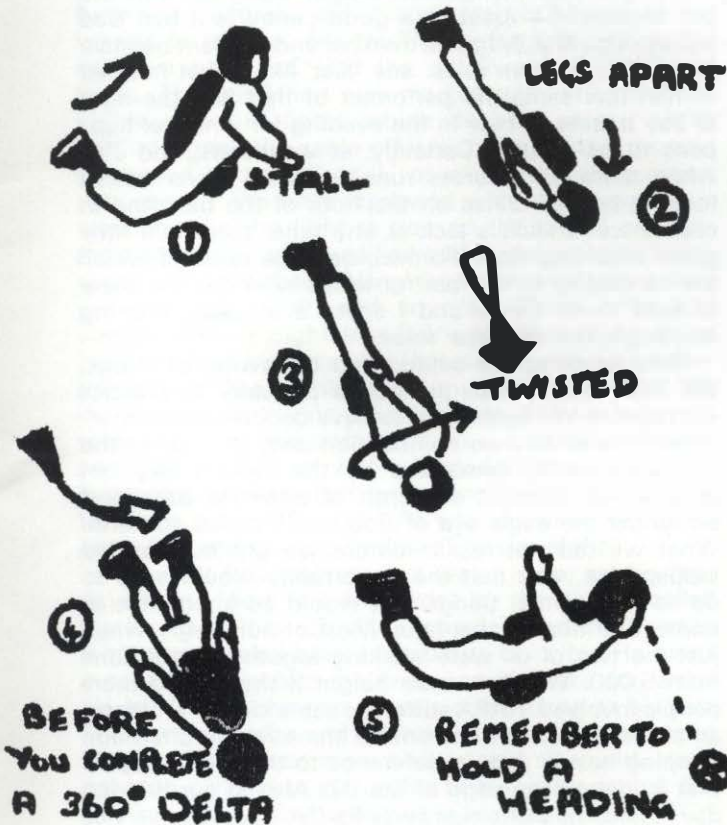


FIG. C - PRECISION SPIN



HALF ROLL.

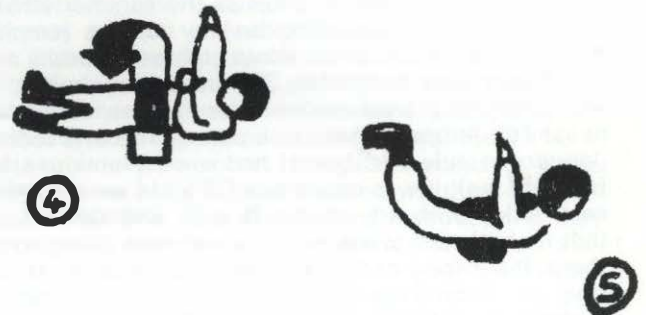
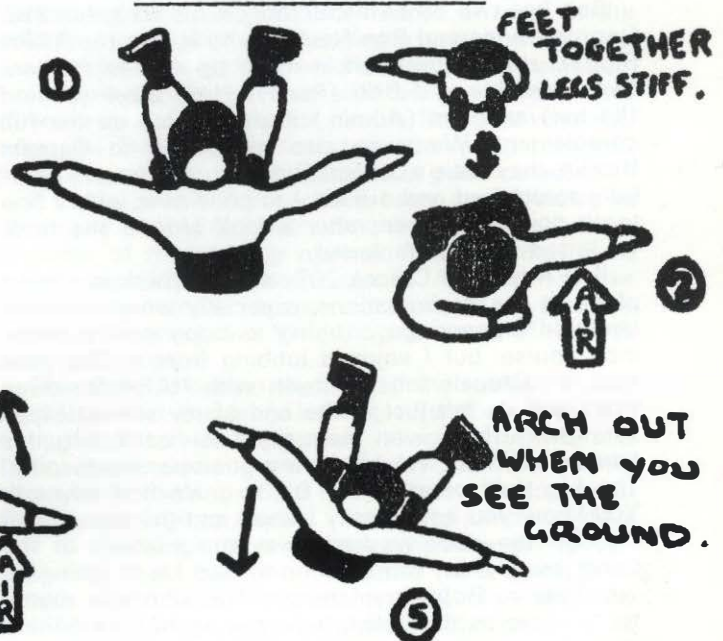


FIG. D - BARREL ROLL



DO IT SMOOTHLY AND KEEP A HEADING

BAD LIPPSPRINGE

By PETER DAVIES

Oliver Prin and I both do most of our jumping at Halfpenny Green and we are both members of the South Staffordshire Sky-diving Club. At the 1970/71 AGM of the BPA I met Bob Acraman who told me about the Rhine Army Parachute Association and their centre at Bad Lippspringe. I had already heard good reports of Bob's set-up from Colin May and other nomadic jump bums and a short talk with Bob on that cheerless January afternoon determined me to visit Bad Lippspringe as soon as the summer arrived.

Oli needs no persuading on any matters jumping. He has been doing so for about eighteen months now and has a very creditable 350 in his log books, no mean feat for a week-ender. I, for my sins, could only boast 165 jumps in that same period. To cut a tedious January to July 5th short (I had some exams to study for and take), it was only when Oli and I were heading east, laden with kit, on the District and Circle lines, that he bothered to ask me how we were going to get there. It's a long and tiring journey by train to Dover, boat to Ostend and then another train journey to Paderborn, changing at Cologne and Hagen, but we arrived eventually at Paderborn on a very hot and sunny Tuesday morning, to be met by Bob and one of his ground-instructors, Syd Reynolds. We were whisked up to the airfield and introduced to everyone.

Bob has two other instructors on his staff, his 2IC, George Shone and Ron Nevins, who is also the RAPA Rigger. His ground staff is made up of Ken Railton, Syd Reynolds and Bob (Paddy) Hull. Dave (behind the bar) and Jim (Admin.) Kerfoot made up the full complement. We were also introduced to Captain Brown, the centre's Officer. Our documents were carefully scrutinised and our kit was gone over with a fine tooth-comb and then, after a look around the field, we kitted-up and emplaned.

RAPA boast a Cessna 207, which I think is a great plane. It has its limitations, especially when a centre like Bad Lippspringe is trying to cope with a forty-man course, but I enjoyed lobbying from it. Our pilot was Ian Cornell. Ian has been with RAPA for three years and he left just at the end of my stay at Lippspringe. He has given them great service during this time and without a doubt he is a good parachute-pilot. The big thrill of any new DZ is one's first take-off. You know you have finally arrived and the slip-stream through the door washed away the memory of the tiring journey. My introduction to Bad Lippspringe was base to Bob Acraman's pin. Oli, who was meant to be there as third man, was having trouble behind us still struggling with the top of the door. Still, with

one jump under our belts, and feeling very tired, we headed for the bar.

I know that the pundits might disagree with me but an essential asset to a good centre is a bar. Bad Lippspringe luckily has its own bar and resident barman. It also has its own rules: any 'first' like a first free-fall or first link earns the performer of that first the right to buy a crate of beer in the evening for whoever happens to be around. Certainly, at weekends, and also when there are courses running, there never seems to be a lack of crates on the floor of the bar. And in case there is such a lack at any time, there is a little game involving dead Formicoidea, the rules of which are on display in the bar for those who get out there to read them. Oliver and I spent a pleasant evening learning a few of these 'rules.'

Next morning, we settled into the swing of things. We had come out to the centre primarily to practice our relative. We both seem to have become more interested in relative than competition and, in view of the standards being demanded by the various Sky-van groups, we thought a month of alternate base and pin under the eagle eye of Bob could do us no harm. What we did not realise before we got out to Bad Lippspringe, was that the opportunity would arise to do so many other things that would be impossible at home, but more of that later. Most of our jumps, when just the two of us were working together, were done from 5,000. We took more height if there were more people involved. RAPA suffer the same kind of problems as anywhere else; from one to three in the afternoon jumping has to stop in deference to the local hospital that is just on the edge of the DZ. Also in our first ten days there, the plane was away for five days for a service and a mechanical failure. But we still managed to average three jumps a day. Given this is not a furious pace, but it must be remembered that this is a student jump centre, with the plane hours available and the number of students to be jumped, three a day was a steady number.

The night life continued for these first weeks at its hectic pace. In the bar till about ten then down to the world famous Sennelage Strip and such internationally well known hot-spots as 'Geordies Bar,' 'The Tower' and various 'Snellis.' There are many such spots in Sennelage and Paderborn, which is just as well, for with Paddy Hulls' steady old Irish brand of humour, you need a few alternatives now and then.

By our second week there, Bob started to put a little variety into our lives. The centre boasts a Parawing and a Foil and these are available for those qualified

to jump them. Generally, it's 100 plus for the wing and D licence for the Foil. Oli was qualified for both and took no urging to get a ride on them as soon as he was offered. Syd Reynolds is the centre's Wing expert and takes you through the packing and jump briefing. George Shone is the Foil expert and does the same for your first Foil jump (yes, if you are wondering, both canopies qualify for a crate!). I was only allowed to jump the Wing to start with, although before the end of my stay there I passed my D Licence qualification and had my first Foil jump. The Wing was an experience but the Foil was incredible, what a machine! It's hardly a canopy, it is a flying machine.

My next crate came along in third week, with my first night jump. Again none of the 'agro' we come to associate with night jumps over here, BOT permission, airfield committees, etc. Bob decided the day before we actually did it and straight away got the wheels in motion. For the first night jump we had a car flare path and also the pit illuminated with car lights. The wind line was marked with an extremely visible arrow of lights which doubled as our air to ground signal; the cable off which the lights led could be moved into an 'I' or 'L' or whatever configuration was needed. We were equipped with a very ingenious winking, blinking light to pop on the top of our helmets and those who qualified had lit instruments. Bob's ruling was that those doing their first night jump had a ceiling of 3,200, and counted. Those who had already done a night free fall were allowed to go to 5,000 with lit instruments. That night jump was definitely one of the highlights of my jumping career. We did five lifts with one man per pass and apart from a total ZAP from two staff members . . . stand up Railton and Hull . . . both of whom landed off the airfield the event passed without any undue incident. Bob managed to stamp out a DC., sick! As you can imagine, crates came fast and furious on that particular night.

The next first was my first water jump, set up four days later. There is a lake close by the airfield called the Waldsee. It is actually a gravel pit but the German who owns it also runs a camp-site close by. He owns a speed boat which he keeps on the lake for water skiing for the campers. Locals come along to his cafe at the water's edge and if there's a water jump arranged they flock there, so more beer is sold all round. He is only too pleased to set up his boat for the centre. So, clad in a pair of flimsy swimming trunks and Oli's PTCH 7, I earned myself yet another crate. By now many of you will probably be getting the idea that Bad Lippspringe is a great DZ if you can afford the beer; the only consolation is that for as much as you are buying, there are many others doing their fair share as well.

Oli and I were still pressing on with our relative and by now were pushing out a regular 5 second link. Things tended to go a bit astray when we went after others, but we had certainly got to know our own flying.

My month had been rushing by and before I knew where I was my last weekend was approaching. Still it was a fitting end to a great month. On Friday we did another night jump and as it was my second I was allowed to go to 5,000. Also, it was a big improvement on the last, accuracy-wise. I made the pit, not brilliantly, but still 12 metres is good for me even in day-

light, Paddy Hull acquitted himself well after his ZAP on the previous night jump, by stamping out a DC this time. And after that excitement, we finished the evening with a barbecue; the eating of steaks, chickens and the consuming of large quantities of beer went on into the small hours.

On Saturday and Sunday, there were a few things still to be done, a few more jumps to give me fifty since I had arrived at Bad Lippspringe, my qualifying jump for my D licence and my first Foil (last crate). As always with RAPA, any effort is made to get you to the stage you want, and so my last jump was solo from the Cessna as it was flying out to Detmold on the Sunday.

On Monday, Ken Railton, Paddy Hull and Oli drove me to Paderborn station. Oli had decided over the weekend to stay at Bad Lippspringe till the end of the season. I had to get back to London for my exam results although, but for that and a now general lack of money, I could have happily stayed there too. So, on a wet Tuesday morning, I got back to Victoria, a little browner, and fifty jumps better off.

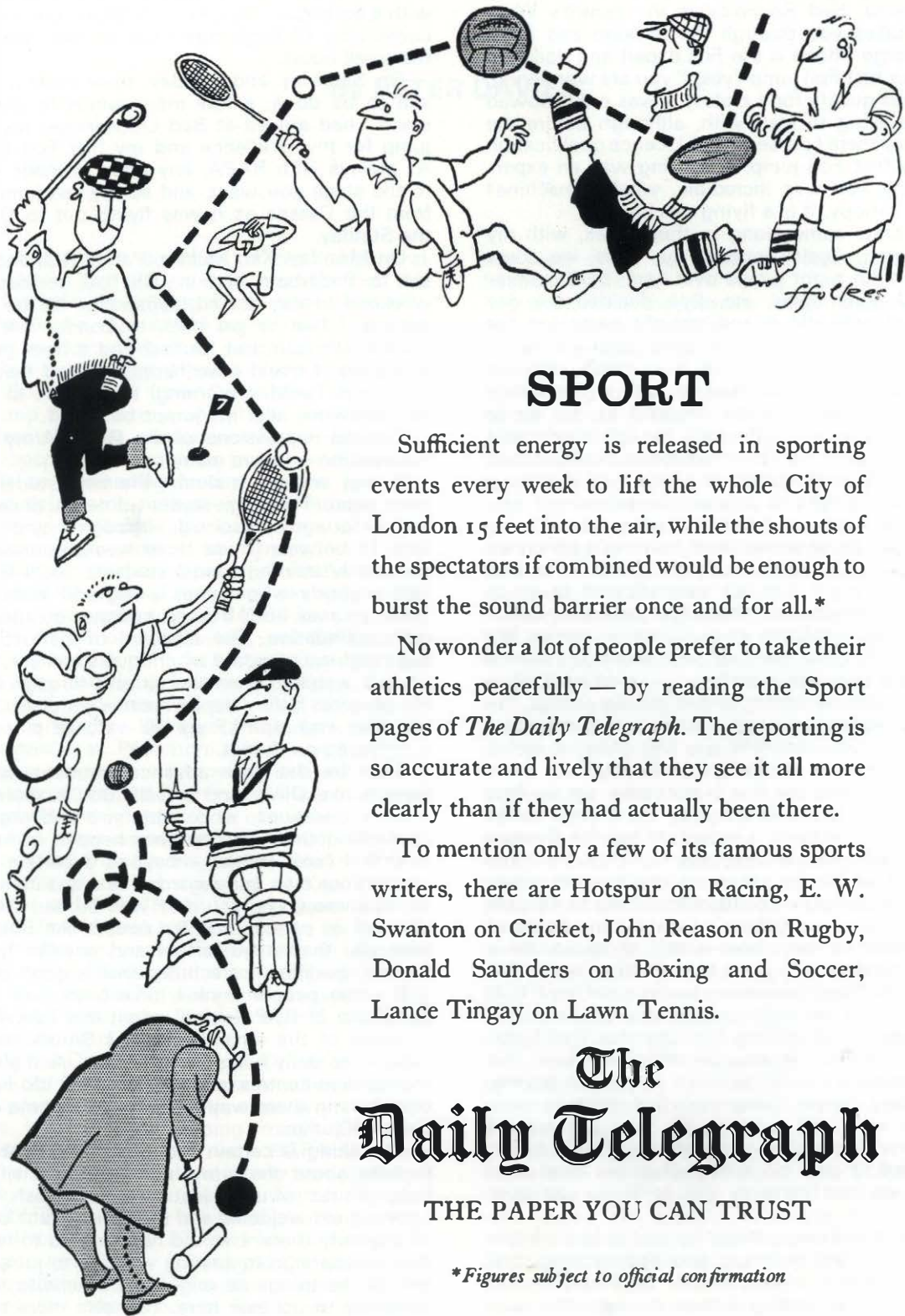
General impressions of the Rhine Army Parachute Association - I have many:

It was without a doubt the best student centre I have seen. They ran student courses once a month, mainly for army personnel, although they do take civilians. In between these three weeks courses, they are constantly training casual students, local Germans, in fact anybody who comes along and wants to jump. Their courses are 15 jump courses, so their students get continuation. The standard of instruction is very high and the standard of critique excellent. Every student is watched from the air and through telemeters. His progress before deployment is watched, his canopy handling and his PLF are all watched closely and he is critiqued on the lot.

Then for the more advanced students and visiting bandits like Oliver and myself, Bob is there to teach, answer questions, work with you and urge you on. Something that just does not happen in most of the centres I have visited - beyond a certain stage you are on your own and regarded as a qualified parachutist. In some ways, you may well be, but there is a lot of room in parachuting for people like Bob who will take you that stage further and attempt to turn you from a 'qualified' parachutist into a good parachutist.

If some people think I have been over fulsome in my praise of RAPA, I will admit that I have not been to some of the recently opened British centres from which one daily hears better reports. And also I realise that civilian centres, my own not least, do have severe obstacles in their way for setting up some of the less common jumps.

One thing is certain though, all the rubbish I used to hear about the army looking after their own and hang the rest of us, is just that . . . rubbish. Oliver and I got a great welcome and the fairest crack of the whip of anybody there. I would not hesitate to recommend Bad Lippspringe to anyone wanting to jump and do a few of the things he might not otherwise get an opportunity to do over here. You also meet some great people. Apart from Bob and his staff, other regulars, like Nick O'Brien, Ron Lutz, Bob Kirkham, they all made it a great month.



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*

Minutes of the British Parachute Association Safety and Training Committee meeting held at the Yorkshire Flying Club, Leeds/Bradford Airport, at 19.30 hours on Thursday, 7th October, 1971

Present:

P. Sherman	Chairman
L. St. John	Co-opted
J. Crocker	Green Jackets
J. English	Northern Para. Centre
J. Meacock	Peterborough Para. Centre
B. Jerstice	Lancastrian Para. Centre
M. Reed	Yorks. Para. Club
P. Schofield	Parachute Regt.
C. Shea-Simmonds	The Sport Parachute Centre
I. Louttit	Herefordshire Para. Club
W. G. Boot	T.V.A.S.

were received from their respective C.C.1 as to their having had training on packing and handling the relevant canopies.

Permission was given for all present and future members of the 'Red Devils' team to jump all recognised type of high performance parachutes.

6. Parachuting from above 12,000 feet ASL.
The Chairman raised the case of a circular letter put around by South West Aviation advertising parachute descents from 13,000 feet. It was the feeling of the Committee (some of whom admitted to sinning in this respect!) that the question of parachuting from above 12,000 feet ASL should be settled once and for all. The Chairman will write to the BPA Medical Adviser asking him for his views on the subject.
7. Steerable 24' Reserves.
It was agreed, subject to examining a canopy that had been modified to their standards, that the BPA should adopt the FAA method of modifying 24 foot reserves.
The Chairman will be obtaining a canopy modified by Mr. T. Butler to these standards.
8. Letter from G. E. Mitchell, Vauxhall Parachute Club.
Mr. Mitchell requested clarification of the 'Ground Instructor' ruling. The Committee reaffirms that Mr. Mitchell may continue to run his club as a ground instructor, subject to the limitations laid down by the BPA, but that there is not deviation allowed from the system of qualification for an instructor's rating.
9. Withdrawal of restricted permits.
The restricted permits of the following people were recommended for withdrawal by W. G. Boot C.1. of Thames Valley Airport.
Miss B. T. Halpin, Pewsey, Wilts.
Mr. A. H. Baring, London, S.W.7.
10. Student Canopy Malfunctions.
J. Meacock raised the question of malfunctions occurring on apparently stable student delays. Considerable discussions ensued. Could any suggestions as to causes and cures be sent to the Chairman in time for the next meeting.
11. Potential Instructors' Courses.
As a result of some queries the Committee would like to clarify the point that once a Potential Instructor has passed the first part of the qualification course he *is* allowed to despatch static line students providing his Chief Instructor is on the airfield but not necessarily in the aircraft.
The Committee agreed unanimously that *all* instructor courses should be run by Advanced Instructors only.

1. Apologies for absence were received from:
R. Lonsdale REME Parachute Club
2. Previous Minutes. Proposed by L. St. John, seconded by Ian Louttit that the previous minutes be passed as read. Carried.
3. Reply from Pioneer ref. Super Pro pack closures. A letter from Pioneer Parachute Co. replying to a query from the Chairman of the STC about 'Super Pro' pack malfunctions was read out.
The general opinion was that Pioneer were trying to 'fob off' the BPA. P. Schofield will write to the 'Golden Knights' in the USA who are known to have experienced this type of malfunction also. The Chairman requests reports of all past malfunctions using the Super Pro pack where the pack has stayed closed. This evidence, when collected, will be sent to Pioneer for their further comment.
4. Request for investigation from Singapore.
A letter from C. Herbert, Chief Instructor of the Joint Services Sport Parachute Association, Singapore, requesting information on a jumper attending his drop zone was read out. The letter was accompanied by photostats of log book entries of jumps supposedly carried out in England. As some members of the STC were present when the descents were said to have taken place, the weather had not allowed parachuting on that day, and the signature and licence number of the parachutist signing the jumps did not tally. It appears that the log book entries are false. The Chairman will inform Mr. Herbert.
5. Safety Committee Clearance Requests.
Permission to jump Irvin Delta 2 Parawings was given to:
J. English; R. Noble-Nesbitt; S. Shout; A. Vickers; D. Rowell; J. Barnes; J. Wood; D. Upson; M. O'Neil; K. Noble (All of Northern Parachute Centre).
Permission to jump Flexwings given to:
R. Lonsdale—REME Parachute Club
A. Riddick—Metropolitan Police Para. Club.
Applications on behalf of Mr. Dickerson and Mr. Platt were withheld until recommendations

ODDS AND ENDS

By Lt. BOB WARD, ROYAL MARINES

Some of Peter Schofield's remarks in his article 'Shapes of Things to Come' in the last issue have at last brought my pen to paper. After much hesitation, disuasion and eventual persuasion I bought a Wing. It was however a mixture of Lofty's chat, my desire to try something new and of Peter Schofield's article in May '70 that persuaded me to purchase. Incidentally Schofield's article on the Wing is a source of more information on the wing than I could ever get out of Irvins. However, I still find a big ante against such 'machines'. For instance just because most of the Skyvan gang saw Guy Sutton have a malfunction in May '70—they still assume there is still something wrong with the Wing. All I can say is some of them do not know what they are missing. So if you cannot afford a Para Plane and I am sure many cannot (unless you are subsidised or affluent like Cole) why not give a Wing a try. So come on lets see a few more Wings in the air, but remember treat it with care, or you will come a cropper!

Another topic which I feel is worth discussion, are the new qualifications for becoming an Instructor. I would be the first to admit that they make sense, but how many present day Instructors were asked what they thought about the new rulings. I know I was not. Surely if we have an Association a decision of this

magnitude should have been taken with the agreement of all Instructors. A circular could have been sent out to all Instructors, even if they did not all reply, no one Instructor could say he did not know. So lets have a bit more information coming out of the Training and Safety Committee and being passed on to all Instructors. It can be quite embarrassing when a student finds out something in casual conversation with a committee member before you as an Instructor know about it.

Another point, why don't we go back to around the club articles. At least they were always interesting and kept one in the picture to what was going on around the country and they helped to fill up our dwindling magazine. So lets hear all about it.

Last of all before I bore you all—what about a cash prize for the best article of the year or the best article in each issue if the BPA can afford it and also one for the best photograph—*professionals* of course would not be allowed to enter!

The new Instructor Qualifications were discussed in detail during the meetings of the Safety & Training Committee, and circulated to all clubs. Your club Chief Instructor, as a member of the Committee, would have been aware of the new qualifications. Good idea about prizes for the year's best article. I will see if the BPA will stand it.



Bob Ward

MY SAY ON A FEW THINGS THAT MATTER

By BOB HIGGINS

I think its about time I said a few words and invited a few(no doubt) in retaliation.

On the subject of ripcord stops I quote a fatality report in "The Spotter". 'Robert Fitzsimmons made a clear and pull from 2500ft over Spokane, Washington. He experienced a streamer on his PC and cutaway. The reserve bridle caught on the main ripcord which was retained in the housing by a cable stop. The reserve horseshoed and he died on impact.' It could easily have been a line or pilot chute that caught up. After experiencing a streamer myself I considered this idea as I lost my ripcord, but this news has finally put me off the idea as I hope it will others.

My second point on safety is an old one but I think now is the time for it to be effected before the warm weather returns. The safety committee should discuss, formulate, publicise and enforce (possibly with revoked licence penalty for offenders) a set of regulations regarding displays. The main points I have in mind are compulsory steerable reserves and D licence holders only except when the display is onto a licenced airfield with sufficient area clear to land on for the jumpmaster to be assured of getting all jumpers onto. Its been said before but how about action now before the next display season? Accidents will happen but lets minimise the risks now before we get a bad one.

I've seen steerable ripstop reserves advertised in foreign mags and heard a lot for and a lot against. Fifty quid is a lot for some of us to fork out for something we may never use so how about someone in a better position than I making a full enquiry, publishing all facts in our mag with a safety committee's final yes or no so we can do a quick conversion or resign ourselves to scraping up the loot. And a chat with one of our riggers is not a full enquiry.

Another useful bit of info I noted recently was an article (American) advocating the use of your reserve with slots at the front. If it's steerable you should be experienced enough to cope with the strangeness, and consider the advantage. Over 50 per cent of your jumps are in winds of above 5 mph (check your log) therefore you're nearly always going to be backing off. With slots up in front you can hold wind and do a good PLF or at least see and prepare yourself for what you are about to hit. When you're low and in a ten knot wind it's not advisable to turn to see where your going is it? Worth thinking about I reckon.

Finally I'd like to add a bit of news from down our way for those who don't follow the big white airship. The R.M.F.F. team was officially disbanded in 1971 for reasons I won't go into but for us (jumpers) that was a blessing. The Corp held us to a number of commitments and restrictions which nobody but us Marines would put up with, but now we are free to do privately as we wish and plans are now being made for 72. As with other teams guest jumpers will be invited subject to our committee approval. Dunkeswell is also changing for the good, the pit

(30 meters of pea gravel) is improving our accuracy no end and the four buildings we recently acquired are rapidly becoming dormitory, training room, club room and store. And it looks like we're finally getting a resident aircraft (5-place I hear) plus more than one instructor every weekend (what luxury).

Roll on the good weather and my posting to a unit where I get weekends off (I hope).

39 Benton Road High Heaton
Newcastle-upon-Tyne, 7

John Meacock Esq. Northumberland
Peterborough Parachute Centre
Sibson Airfield Peterborough

Dear John,

I am enclosing with this letter an article I have written, which may be of interest to you.

I am not sure if articles of this type are suitable for your publication or, indeed, whether you require material. I would be obliged if you could drop me a line as I have a couple of ideas for short articles and, of course, I won't bother if you have more than you need.

If you decide to publish the article I have submitted, I would ask you to use it in its entirety.

Yours sincerely, R. Noble-Nesbitt

ONE (?) MAN'S OPINION

Since first becoming actively interested in parachuting, I have consistently listened to or read, statements by leading parachute authorities claiming their undying interest and enthusiasm in promoting, advancing and widening the present limited horizons of parachuting in England, but I wonder!

In a recent issue of "Sport Parachutist", the Editor expressed the fear that if civilian centres of parachuting should fold up, the sport and in particular students, would be in for a bleak future. I feel that this view is undoubtedly true and because of this I would like to comment on a recent development in the administration of the sport which could prove to be the biggest barrier to advancement that the sport could have possibly erected, short of raising the mandatory opening height to ten thousand feet. I refer to the recently revised B.P.A. Instructor Qualifications, described in Vol. 8 No. 2 of "Sport Parachutist".

On first examination, the revisions appear to be all to the good, with the accent on safety through experience. However, further examination will reveal that they could have a very strong adverse effect on the future of civilian jumping in Britain. I have no doubt that at this point the pundits will be raising their eyes in amazement at my audacity in criticising the system, but stick with me for a while and see if you don't agree with at least some of what I say.

Let's take the points as they are shown in S.P. and examine their merit.

Continued overleaf

A. REQUIRED QUALIFICATIONS. Four points here, all good except for item (ii). Why should a potential instructor require two years involvement in sport parachuting? I personally know of one instructor who gained his rating with less than a years experience and in addition to this did 30 jumps in two days to reach the 100 jump qualification. Before anyone throws up their hands in horror at this, I would point out that since gaining his rating he has run, for two years, as Chief Instructor, one of the few full time training centres in England. He has personally trained hundreds of students and to my knowledge his centre has never been involved in a fatal or serious accident. Under the new qualifications, this man would not have gained his rating and hundreds of students would not have been trained, and possibly a few thousand jumps would not have been done. Can anyone honestly say that this would have helped advance the sport? It will be obvious to most of you that the case I have quoted is an extreme example, and while I do not think that situations like this are particularly desirable, or in fact could have occurred but rarely under the old system, I do think that sport like parachuting, which is a minority in the strictest sense, can not afford to close its doors to obvious Instructor potential thereby limiting even further the number of people who may enter and enjoy the sport.

B, C & D. I will take these sections as one. Why should it be necessary to undergo a nine day examination? Surely it should be obvious to an advanced instructor long before nine days are up that a man will or will not make a suitable instructor. I should have thought that three days would be sufficient for a man of vast parachuting experience and maturity (that's what an advanced instructor is folks!) to be able to accurately assess a mans potential. If it is not then he should not be an advanced instructor.

I feel that a far saner system would be as follows : A potential instructor would be recommended for a Ground Instructor's Rating in which capacity he would serve for six months, after which time he could be recommended for a combined instructors course and examination. Such a course could consist of one weeks instruction followed by three days examination. This would appear to be a far more sensible proposition than to involve a prospective candidate in two separate periods of instruction and examination totalling at least 17 days (more than the average annual holiday).

Finally to state that an instructor can only instruct parachutists up to category VIII is positively ludicrous. An instructor may be a seasoned accuracy or style competitor. Does the B.P.A. council honestly mean that he is not to advise or instruct others in these fields, simply because he does not have an advanced rating? Does it also suggest that parachutists of categories IX and X can not receive any instruction or help from anyone other than an advanced instructor? I ask you, will this type of negative thinking help advance the sport?

ADVANCED INSTRUCTORS

Most of the points here are well thought out, certainly the abolition of the panel of examiners is a step forward. I would also state that everyone connected with the game with whom I have discussed the matter feels that the new system of renewal of Instructors ratings is an extremely progressive innovation and this is an opinion I whole-heartedly endorse. However, and I think this is the most crucial point in the revisions, why on earth does a C.C.I. need to be an advanced instructor? Throughout the history of sport parachuting in Britain, Clubs and Centres have been run by Instructors without an advanced rating. At the present time, there are very few clubs being run by an advanced instructor. Does the B.P.A. honestly think that they are helping the sport to expand by insisting on such a ridiculous regulation. There would hardly be a Club operating if this rule were in force now. It would have been far more progressive to insist that an Instructor should have worked for a year under an established C.C.I. and also that he possess a 'D' licence, before he himself could become C.C.I.

Let us look at an example of how this new regulation may affect parachuting. Supposing a Club's administration consisted of one advanced Instructor and two Instructors with 300 or 400 jumps each. Suppose also that the advanced Instructor retired from his position as C.C.I. this would mean that the Club would have to fold up regardless of the fact that it had two other competent instructors available. This could mean that something like 100 or more jumpers may be "Homeless" and would result in a substantial loss of revenue for the B.P.A. How on earth could anyone, no matter how ostrich-like, think that this situation will help promote and advance the sport?

Maybe the points I have raised give the impression that I am not interested in furthering the safety aspects of the sport. Nothing could be further from the truth. I would whole-heartedly support any constructive advance in this field. I do think however that safety regulations can be taken to the point of absurdity. After all, the final and logical conclusion to safety in parachuting is not to jump at all!

Think carefully of the tens of thousands of jumps that have been done under the supervision of a C.C.I. who was not an advanced instructor and did not have 500 jumps to his credit. Has it resulted in wholesale slaughter of student parachutists? Of course it has not!

This revision of the rules, with one or two notable exceptions, is probably the most retrograde step in sport parachuting in Britain in the past few years. If the B.P.A. Council do not look more carefully at rules of this type it will strangle the sport in it's own red tape.

R. Noble-Nesbitt
B.P.A. Instructor 6461

2 FROM GQ



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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.

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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

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

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.



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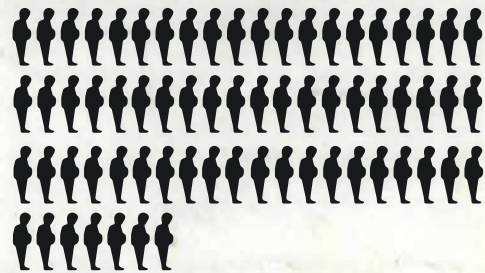
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