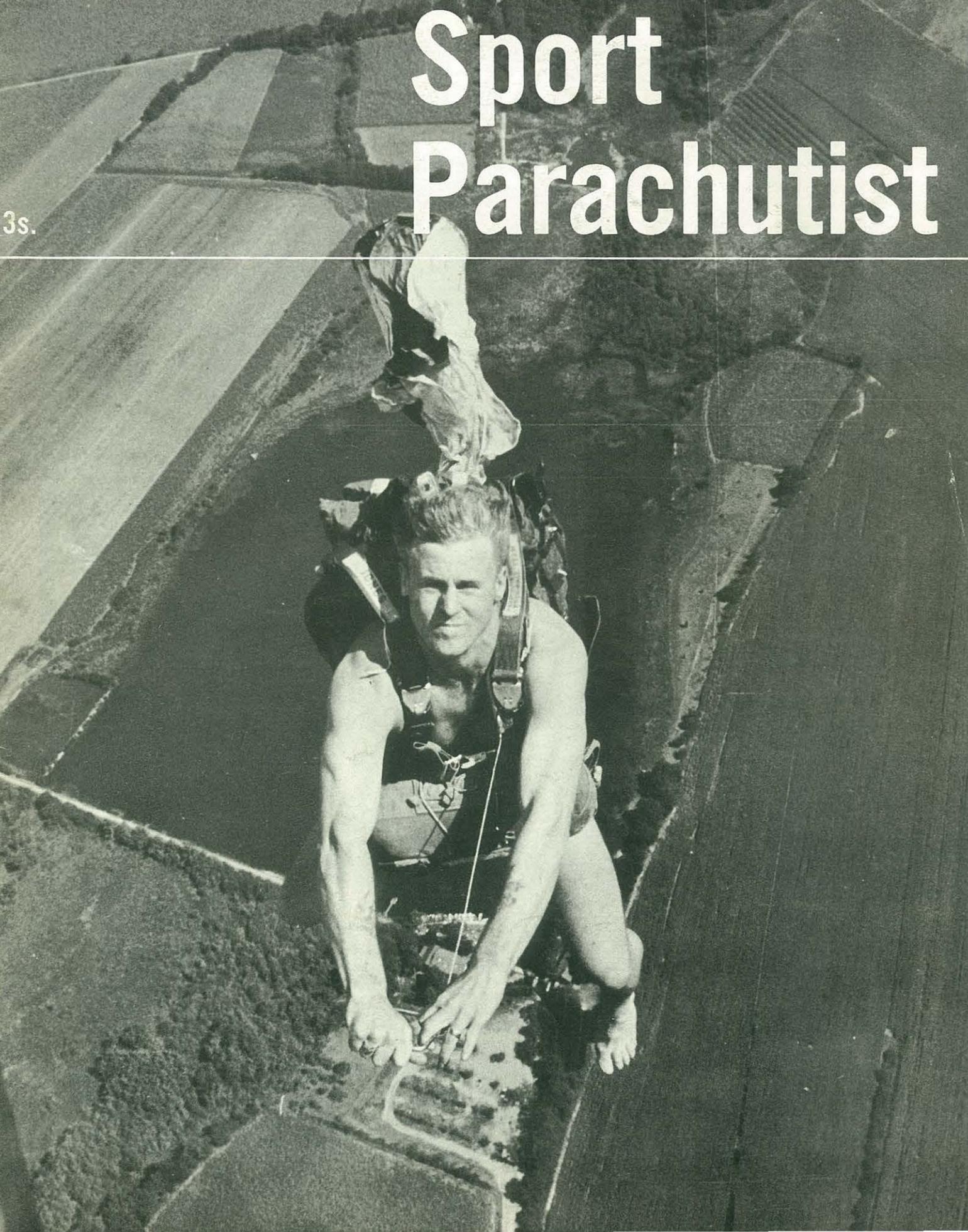


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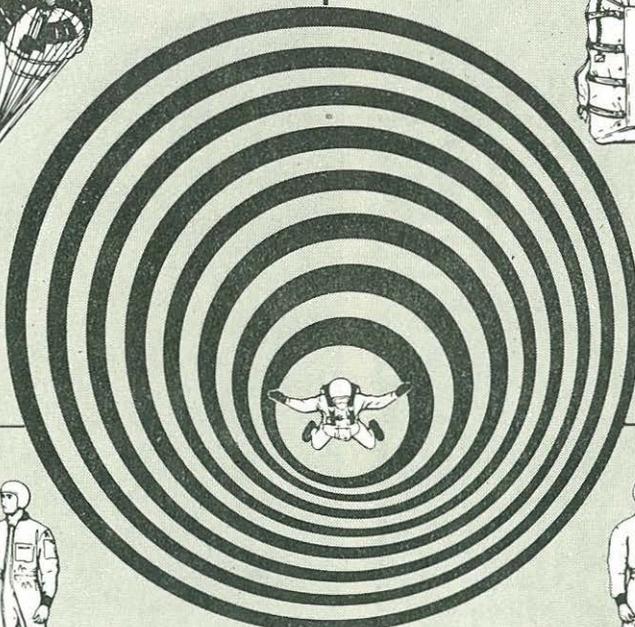
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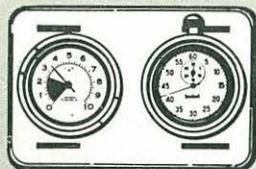
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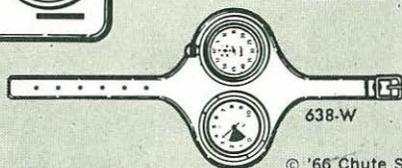
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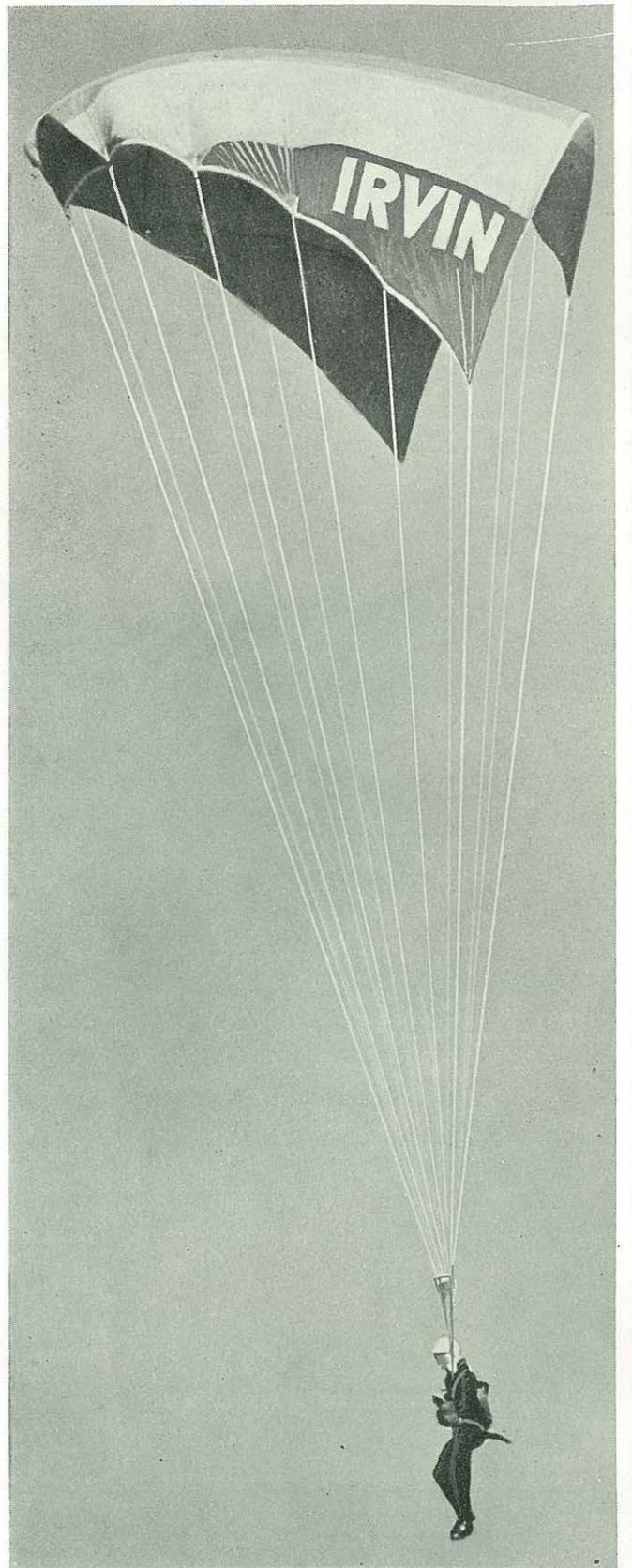
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*Picture shows the Parawing Hawk forerunner of the
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Sport Parachutist

Volume 4, No. 4

Christmas 1967

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Brian Jones practising for the water jump.

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The following dates are final dates on which copy will be accepted by the Editor.

Spring: January 31; Summer: April 30; Autumn: July 31; Christmas: October 31.

With regret, the Editor will not be able to undertake the return of any material submitted for the magazine. All such material will remain with the B.P.A.

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

Editorial

You must forgive your editorial Staff for any shortcomings in this edition of the magazine. Something of a crisis developed at very short notice and the old amateur brigade have had to take it on again.

We have done our best with the material available but because of the especial circumstances, some of your articles and photographs may have gone astray. These should be retrieved during the winter months and we hope they will be suitable for the next edition.

This issue sees the beginning of a woman's page and Tracy Rixon has kicked it off in fine style. Let's hope that she and her friends who are active in the sport will keep it up in future editions. As always at this time of the year, there is plenty of news, it is the next two editions which we find difficult to keep alive, so why not start writing, or thinking about writing an article, or getting someone else to write one? Or, if you can't do that, write to the B.P.A. office and tell them what you would like to see in the magazine and give us some helpful criticism. There's plenty of the other kind about, but it doesn't get us anywhere.

One inescapable fact, however, is that the price of the

magazine will have to go up—or we cease production. Advertising revenue is hard to come by, and our margin of error is too thin. Therefore, I shall have to propose that we ask you to pay another 2s. per copy, or another 8s. a year, making the price of the year's subscription £1 for the magazine, instead of 12s. I regret having to ask you to do this, but take my word for it, the time has arrived.

Dave Waterman, John Meacock and others I have spoken to all agree that it must happen in order that we continue to produce a magazine of such a high standard. It's not much to ask, and we shall try and give you better value for money than ever before. Please let the B.P.A. office have your views.

Don't forget, the total production (except for the actual printing) is all by part-timers, and it is difficult for us to produce a good magazine unless we continue to have a constant supply of interesting, factual news and articles of what's going on in the world of Sport Parachuting. You help us, we'll help you. It's the best parachuting magazine in the world, so they tell me!

David Pierson.

Exit Height 9,800 ft. at Thruxton.

John Beard, John Meacock, Ken Vos, Terry Hagan, Neville Hounsome.



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Meacock, W. J.	(P)A.P.A. Centre		

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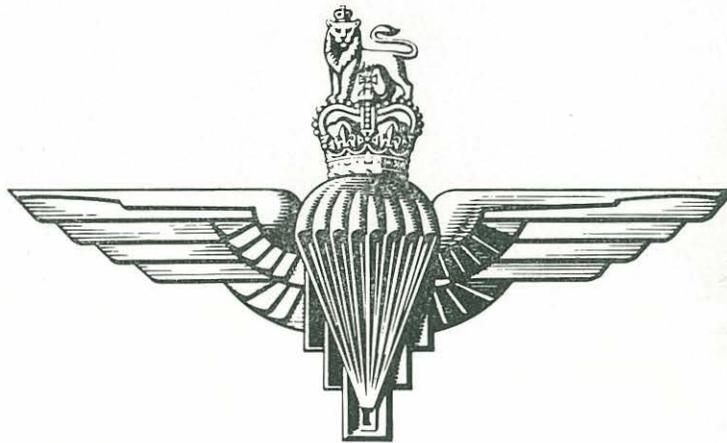
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Beard, J.	B.S.D.	Jones, K.	Parachute Regt. F/F Club
Birch, D. T.	R.A.P.A.	McNaughton, D.	Parachute Regt. F/F Club
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Burgess, J. M.	B.S.D.	Mapplebeck, K.	R.A.F. S.P.A.
Card, R.	A.P.A.	Martin, M. A.	Parachute Regt. F/F Club
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Castree, C. J.	R.A.P.A.	Parker, Miss D. M.	France
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Crawley, T.	Green Jackets P.C.	Power, M.	Parachute Regiment
Crocker, J. T.	B.S.D.	Reddick, J.	A.P.A. Centre
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Dickson, T. G. (P)	Scottish P.C.	Robertson, R.	R.A.F. S.P.A.
Don, W.		Robinson, J.	Parachute Regt., F/F Club and R.A.F. S.P.A.
Etchell, R. C.	B.S.D.	Rowberry, E.	Parachute Regt. F/F Team
Flambert, Miss H.	B.S.D.	Runacres, J.	R.A.P.A.
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Gayler, F. J.	B.P.C.	Scarratt, W. (National Champ.)	Parachute Regt. F/F Team
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Gowens, P. G.	Parachute Regt. F/F Club	Shea-Simonds, G. C. P.	Army Peregrines
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Harrison, J.	British Skydiving Centre	Thirtle, J.	R.A.F. S.P.A.
Herbert, C.	J.S.S.P.A. Singapore	Thompson, M. W. B.	R.A.P.A.
Hill, A. V.	(Cyprus)	Vos, K. V.	British Skydiving Centre
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Helen Flambert and Diane Parker about to link up over Arbroath during the 1966 Scottish Championship.

Relatively Speaking

By Dave Waterman

Although I am writing this piece in October you will, I hope be reading it sometime around Christmas and the New Year. So to start, the compliments of the Season.

In answer to Mrs. or Miss Mitzi Sapp of California's question "What are the girls who jump in this country like?" I hereby publish my own "Birds of Britain Skydiving Type". . . .

Skydiving birds are a very rare species. In fact, after some research I find that, at the time of writing, there are only six of their kind in season with general permits.

Our most experienced bird being, of course, the Greater Helen Flambert. Although this bird started off as a farmyard type she has since taken flight and migrated to the big city. An instructor with 300 jumps plus; one time British Women's Champion; normal roosting place Thruxton but has been seen as far afield as Germany and Yugoslavia. Recently foresaken (temporarily, I hope) her nylon wings for metal ones.

One Marine bird who was, in fact, a Wren. Penny Seagull, I mean Seeger. Both the cock and hen of this family jump. There are also two fledgelings in the nest who know more about skydiving than the alphabet. Winner of the 1967 Bird Show, 300 jumps plus; can be seen at Blackbushe and area. Mainly during fine, sunny days.

The lesser Angela Coletit also has a mate who jumps. About 100 jumps. Normally in white plumage can be seen at weekends at Blackbushe. A rural bird.

Our Cockney sparrow Tracy Rixon is found in the Wandsworth area during the week but at weekends has been known to migrate as far as Manchester, Northumberland and Halfpenny Green to jump. About 200 jumps; plumage normally white with a black crest.

The Great Wanderer, Diane (Wood)Parker, used to be a Knipe. At present wintering in Germany she paid a quick trip over for the Nationals and flew back. 300 jumps plus, sports a pair of silver jump boots once worn by Raquel Welch and delighted bird fanciers everywhere by having her picture taken while sunbathing at last year's Nationals.

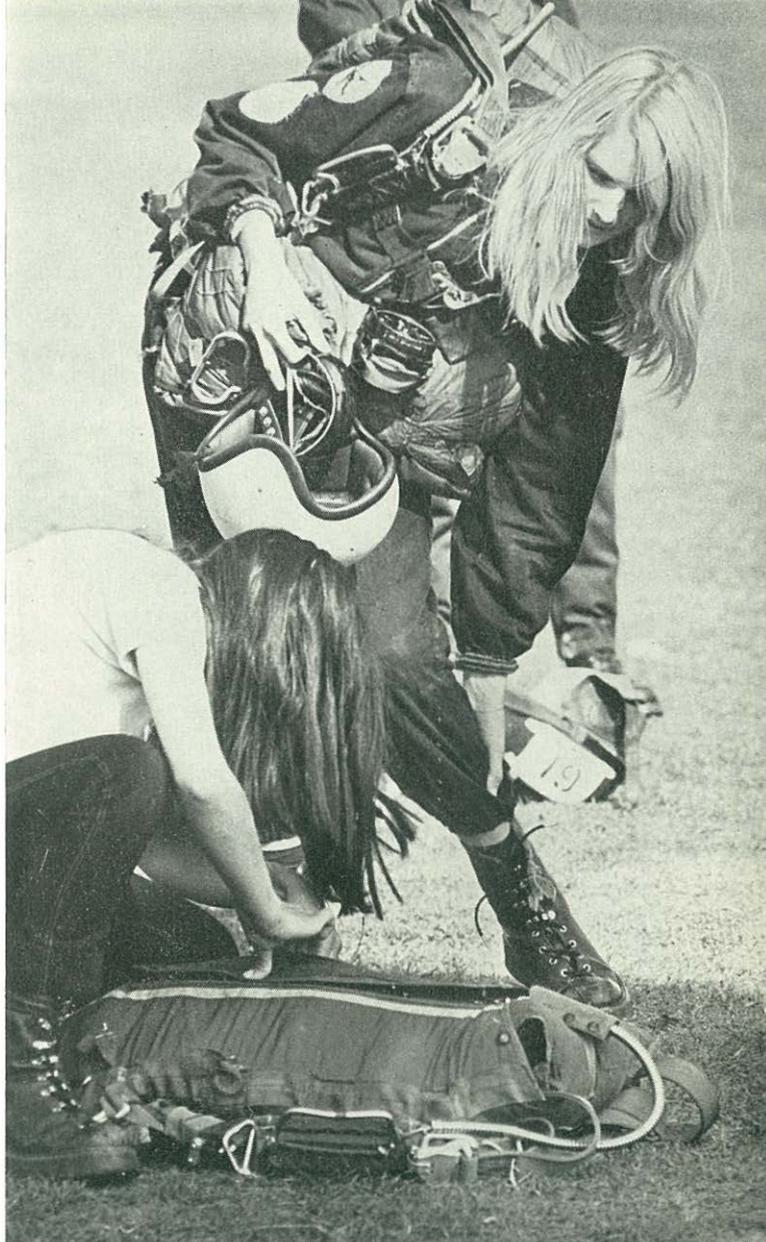
Jerry Kingfisher is one of a pair of jumping kingfishers. About 100 jumps; plumage black (ugh!) and sports a long blonde crest. Seen at the Nationals in the company of the Greater Red Devil (Canadian type).

That, Mitzi, is the complete flock of British birds barring one or two up and coming fledgelings. What we need now is a bird fancier to feed them the stuff that makes budgies bounce with you-know-what and we may end up with a team like the Americans who attended the Nationals this year. How about those American girls? Didn't they just show most of our men the way to the disc!

This year's Nationals certainly had an international flavour about them. Next year I predict some surprises from the civilian sport jumpers. With some giving such a good account of themselves that for the first time since Ron Griffith's pre-Army days we could have civilians in the British team. That in itself is going to pose a problem when it comes to team training.

Many of the sport's stalwarts are on the move. The cutaway king, Charlie Gowens, is busy learning about motor cars; many more are forsaking the blue beret for the red beret of the Army Corps and the parachute for the helicopter including Bill Catt, Bill Scarratt, Gus Martin and maybe even Sherdy Vatsndal.

Perhaps what we need is a modern approach to public relations and advertising to promote the sport. Maybe we



Gerry King at the Nationals.

could commission a song writer to compose a pop song for us on the lines of "Up, up and away in my wonderful balloon" which must have worked wonders for balloon enthusiasts; our Chairman, Gerry Turnbull, being one of them.

What did happen to him at the National's prizegiving? Maybe he got carried away literally by the song??

Another means of publicity of course are short sharp car type slogans such as "Man, you want to get really high? Like, join a parachute Club" or "Tune in, turn on, Drop out from 10,000 feet" or "with the right sort of LSD you can really float". Any suggestions?

Which Display teams give the best value for money??

Watch this space for a *Which?* type guide to Free Fall Displays.

Meanwhile a word from your sponsor . . . See you in 1968.



Angela Cole, Penny Seeger, Tracy Rixon after their team jump, Netheravon.



Tracy Rixon.

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In council, on your behalf

Minutes of the Meeting of the Council of the British Parachute Association Limited held at Artillery Mansions, 75, Victoria Street, London, S.W.1. at 18.15 hours on 21st September, 1967.

Present

Wing Commander G. F. Turnbull, O.B.E., A.F.C., (*Chairman*); P. M. Lang, (*Treasurer*); Captain T. H. Ridgway; Sgt. B. T. Clark-Sutton; K. Vos; Sir Godfrey Nicholson; Major M. R. Heerey; W.O.II D. Hughes; D. M. Pierson; L. St. John.

In attendance

K. R. C. Letts (*Secretary General*); Miss P. Longworth (*Assistant Secretary*).

Apologies for absence were received from :

Brigadier G. R. Flood, M.C.; Sqn.Ldr. R. Albrecht; Col. F. Gough; Group Captain Martin; Major Hill.

Application for membership

209 applications for membership were approved.

Report on new Instructor

The appointment of Sgt. R. Card as Instructor was noted.

Report of Safety Committee

The Chairman of the Safety Committee recommended that the Panel of Examiners should requalify Instructors as at present. If they know a man they may requalify him without re-examination. Should members of the panel dealing with the matter not know him they should see the Instructor concerned, and satisfy themselves as to his ability and knowledge.

Duck End Farm D.Z. had been approved for category IV parachutists and above.

Regulations for display D.Z.'s will be tightened by the Board of Trade next year.

The question of a non-member with no permit, giving displays was being dealt with.

Issue of Safety Regulations

The Council decided that copies of the new regulations would be issued to all approved Instructors, holders of any F.A.I. Certificate or General Permit. Affiliated Club Secretaries would receive 2 copies. Members achieving an F.A.I. certificate or General Permit in the future would also receive a copy. Other members would receive a copy of the abbreviated version, when ready.

The full edition could be bought by those not entitled to a free issue for 10s. per copy.

It should be noted that these regulations were liable to amendment and members' attention should be drawn to this.

Report on Adriatic Cup

Major Heerey suggested that Council should be pleased with the results of the National Team, spoiled only by the baton event. With a little more care the team could have come 2nd in the final order.

Sgt. B. Clark-Sutton broke his neck from hard openings and Sgt. Scarratt replaced him for the water jump. Sgt. Clark Sutton was repatriated by Air.

70 jumps in 10 days were done during training at Pau and very much hard work accomplished. This training had been very worth while, very well supervised by W.O. Turner.

The standard of accuracy at Pau was high. Without the training at Pau the results would never have been achieved. The British Team were the only team to arrive in the pit in every event. W.O. Turner's skill in training and interpretation of the Met was first class.

The financial details were still uncertain and it appeared likely that there would be no surplus towards the National Championships as originally envisaged.

Major Heerey thanked the team, W.O. Turner and Mr. Watts the Pilot, for all they had done.

Sgt. Clark-Sutton considered the team the best ever. The event had changed from a friendly contest to one taken deadly seriously, with no love lost and gamesmanship predominant.

Council wished to congratulate Sergeant Reeve of the S.A.S. Regiment for his courage and clear headedness, and his pupil for keeping his head during the "incident" at Halfpenny Green on September 17th.

Minutes of the meeting of the British Parachute Association Limited held at 58, Euckingham Gate, S.W.1. on 14th October at 17.30 hours.

Present

Wing Commander G. F. Turnbull, O.B.E., A.F.C., (*Chairman*); L. N. E. St. John, (*Vice-Chairman*); Col. I. T. C. Wilson, (*Deputy Vice-Chairman*); P. M. Lang, (*Hon. Treasurer*); B. T. Clark-Sutton; A. J. N. Cole; T. Dickson; S. Vatnsdal; F. J. Gayler; W. J. Meacock; J. Harrison; P. W. Turner; A. F. Charlton.

Absent abroad

D. Hughes; C. Shea-Simonds.

In attendance

K. R. C. Letts (*Secretary General*).

Proposed by Mr. St. John, seconded by Mr. Cole and approved unanimously that Wing Commander G. F. Turnbull be co-opted as a voting member and re-elected Chairman.

Proposed by Mr. Lang, seconded by Mr. Cole and approved unanimously that Mr. St. John be elected Vice-Chairman and Colonel Wilson be elected Deputy Vice-Chairman.

Proposed by Mr. Clark-Sutton, seconded by Mr. Gayler and approved unanimously that Mr. Lang be re-elected Honorary Treasurer.

Proposed by Sgt. Vatnsdal, seconded by Colonel Wilson and approved unanimously that the following be co-opted to Council as non-voting members :—

D. M. Pierson, Chairman Editorial Committee "Sport Parachutist"; The Chairman, Army Parachute Association—Ex Officio; The Secretary, Army Parachute Association—Ex Officio; Group Captain L. Martin, R.A.F.—For National Centre Plans; Air Vice Marshall G. Silyn Roberts—Royal Aero Club; Brigadier W. F. K. Thomson—The Press; Captain T. Ridgway; Squadron Leader J. Thirtle, R.A.F.; Colonel F. Gough; Sir Godfrey Nicholson—Liaison with Parliament; Squadron Leader A. Johnson, R.A.F.—Medical Parachuting Advice; M. Reed, Esq.—Northern England Club Liaison.

Proposed by Mr. Clark-Sutton, seconded by Col. Wilson and approved unanimously that Captain T. Ridgway be re-appointed Chairman of the Safety Sub-Committee and Squadron Leader J. Thirtle be re-appointed Chairman of the Technical Sub-Committee.

After considerable discussion, Council approved an interest free loan of £100 to the North Star Parachute Club for the purchase of parachutes to train students. No repayment should be required for one year. The loan should be repaid from hiring charges etc., as soon as possible thereafter. A condition was that a B.P.A. approved Instructor only should always be in charge of the parachutes.

The Chairman informed Council that Mr. Crocker, an unsuccessful candidate for election, wished to examine the voting papers. Council decided that Mr. Crocker should submit his reasons in writing for requiring a recount or scrutiny, for their consideration.

Council re-affirmed that Mr. Slattery should be re-examined in his knowledge of B.P.A. Safety Regulations by the Panel of Examiners.

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Chairman's Report

It is with considerable diffidence that I sit down to pen this Annual Report. Unlike some successors to high office, I do not subscribe to the theory that my predecessor was incompetent or that everything he did needed radical alteration. On the contrary, I feel very strongly that the success of the B.P.A. over the last few years was largely due to the untiring efforts of Brigadier Dare Wilson and the members of the Council. I consider myself fortunate to have inherited a "going concern" and a hard working and very loyal Council.

1967 has been a momentous year in the B.P.A.'s history. Our Secretary General, Commander Letts has settled well into office and has shown himself to be a tower of strength. He has grasped firmly the problems of dealing with a large number of uninhibited extroverts who classify themselves as "Sport Parachutists". The "sport" part of the title seeming to indicate in and should be reserved only for military parachuting. However a few cases the firm belief that discipline is quite unnecessary ever, I am pleased to report that common sense and good humour are gradually prevailing and even the radicals who were accused in the last report as "rocking an essentially happy boat" have thrown their weight in the right direction. We accept the privilege of free speech in the press with equanimity and feel that the right to let off steam at the Councils' or the Services' expense is fair enough. While we may not agree unreservedly with some statements we defend with vigour the right to voice them!

I am very happy to report that this year has seen an almost complete cessation of the "civilian versus service" bickering and sniping which has been rather too prevalent in the past. As a direct result of this happier atmosphere there has been a greater area of co-operation and mutual help. The Army Parachute Association, the SAS Skydivers and the Royal Green-jackets Sports Parachute Club have all permitted civilians to enrol and receive basic free fall parachute training on their sport parachute courses. The RAF Sport Parachute Association have now extended an invitation to civilian and service General Permit Holders to become day members and jump at Weston-on-the-Green. It is now possible for aircraft from civilian parachuting clubs to fly in to Weston-on-the-Green and operate from there at weekends. All that is required is prior telephonic notification of intention to come along to be given to the Operations Officer at RAF Abingdon (Abingdon 288, Ext. 370) on the Friday before and a telephone call on the Saturday or Sunday morning to the Duty Operations Officer in order to ensure that no Royal Flight has been promulgated to overfly Weston: a Royal Flight inevitably means a closure of the airfield and total cessation of dropping for the duration of the flight.

Our membership continues to expand slowly but steadily. During the last year 1016 new members enrolled: however, such is the wastage rate that the regular hard core membership only enjoyed a genuine increase of 100 members making the total steady membership up to about 1300. Not spectacular, but an improvement. We must all do our best to encourage the newly enrolled, and the 1016 fledgelings. Let us aim for considerably more than a 10% addition to the regulars by this time next year. Up to the end of August 1967, two new Advanced Instructors and twenty-three new instructors were approved: 61 A Certificates issued, 53 B, 69 C, 52 D Certificates issued or endorsed and 201 General Permits issued. Five new clubs affiliated: B.S.D., Halfpenny Green (now closed), Manchester Sky Divers, Joint Services Sport Parachute Association Singapore, North Star Parachute Club and the Cyprus Combined Services Sport Parachute Club.

Our Honorary Membership has been extended to include Group Captain Caster who did so much for the B.P.A. in its early days and M. H. M. Stephen of the "Daily Telegraph".

It will be of interest to members to peruse the following parachuting statistics for 1966.

(a) Total number of descents	17,647 (14,450 in UK)
(b) Injuries (Recorded) ...	39
Slight	21
Severe	16
Fatal	2

Note: of the two fatal injuries, one was a non-member.

(c) Percentage of recorded injuries to descent	.22%
(d) Malfunctions	12
PCs—11	
TU — 1	
(e) Reserves used—	
intentionally	25
accidentally	11

The serious injuries which were all fractures of one kind or another, worked out at .09% of descents which is extremely satisfactory to the BPA, but not unfortunately to those sustaining the injuries. We cannot be complacent about injuries at any time. Some of the 39 injuries can only be regarded as self inflicted. The technique of driving in down wind to gain a few feet or inches during accuracy training is to be deplored. The effect of injuries can be cumulative and it is stupid to shorten an active parachuting life by being careless or too clever on approach. From January 1st 1967 up to August 1967 there has been one fatal accident, in Germany, due to drowning, four injuries on landing (fractures unfortunately!) and one case of damage to aircraft and injury to parachutist caused by premature deployment of a parachute in the aircraft.

During the period of this report we have taken out a Negligence Insurance Policy to cover Instructors, packers, checkers and the BPA, should there be a temporary lapse of the high standards normally prevailing, at a cost of £105 per annum. Let us hope that this annual payment will be a steady "dead loss" to the association and that no claims will ever arise on it. Under the very active guidance of Captain Tom Ridgway, the Safety Committee is functioning extremely proficiently and a list has been drawn up of selected instructors who can be called on to inspect and report on Dropping Zones.

The plans for a National Parachuting Centre are progressing slowly but there is nothing to report at the moment, except that a lot of hard work has been put in by the Council and co-opted members, and a report will be issued as soon as possible. A five year development plan is to be submitted to the Central Council for Physical Recreation, by the Secretary General. In broad outline the plan will cover the provision in 1968 of a part-time National Coach and Safety Officer combined, and provision of ten parachute rigs for training civilian parachutists: in 1969 separate part-time National Coach and part-time Safety Officer: in 1970 a National Parachute Centre and in 1972 a full time National Safety Officer. Grants were given to the Scottish Parachute Club (£50) and to the Parachute Regiment Club (£25) for the Adriatic Cup. With the help of Rothmans, new Document Folders have been prepared and these are now on sale at 10/- each.

The Adriatic Cup and the National Championships have now been held and both will be fully reported in due course. The thanks of all members of the B.P.A. are due to Major Heerey for his organisation of the parachuting at the Aldershot Show and the Adriatic Cup (on which he will be reporting shortly) and for the initial setting up of the National Championships: to WO Hughes, Capt. Emson, Cpl. Ryan, Lt. Proctor and Sgt. Reddick and the Secretary General who were responsible for the detailed running of the National Championships at Netheravon. Major Heerey was unable to attend the Nationals owing to a recurrence of an old back injury, but thanks to the tremendous co-operation of all the officials with the Secretary General and the A.P.A. everything went off with clockwork precision. While discussing the Nationals it must be mentioned how nice it was to have Mr. Stephen of the

"Daily Telegraph" there to present the prizes his paper had given and to congratulate the ladies whose entries the "Telegraph" had sponsored. The visitors were great value: the U.S. International Teams and especially their ladies whose standard of parachuting was superb; the 7th U.S. Army from Germany who provided both jumpers and aircraft judges; the German Parachute School (who we hope to see again); Major Villanueva from Peru, whom we hope will form and train teams to compete internationally in the future. Our thanks are extended whole-heartedly to the "Daily Telegraph" for their financial and practical aid, to the 7th U.S. Army Aircraft Judges and the French Army Staff of ETAP for the ground judging, and to Director Lyle Cameron from the U.S.A. delegation. All of whom carried out their duties in a pleasant and cheerful manner and kept the competitors happy.

A very special vote of thanks is due to Mr. M. Henderson from Middleton Cheyney who came forward and volunteered to do anything to help and worked like a dynamo. All other B.P.A. members please note. One willing volunteer is worth a 100 persons who intend to help but don't, or a 1,000 who offer gratuitous advice from the sidelines. Finally our thanks to all the pilots and the "army of the unsung", the car parkers, cooks, baby sitters, volunteer balloon launchers and people who are always there but rarely remembered. The increase in British Civilian Team entry and individual entry was most welcome and very encouraging.

During the year the Army Peregrines visited Australia and swept the board. This was fully reported in the Spring magazine. As ambassadors of parachuting goodwill, they were excellent value. Three Instructors Conventions were held in an attempt to finalise the alterations and modifications to the Safety Regulations. I am pleased to be able to report that these have now been printed and by the time the report appears in print, will have been distributed to all entitled members. It will be readily appreciated by all that with a new membership of over 1,000 and an actual increase in solid membership of only 100 it is not financially possible to give every newly joined member a complete copy of the Safety Regulations. Council have spent many difficult hours trying to decide on a just and equitable method of distribution. The final results of these deliberations will be notified by news letter.

The last World Championships were not attended by parachutists from UK because of political reasons. It is to be hoped that this will not prevent us from sending teams to any future World Championships.

Flight Sergeant Charlton attended the FAI Parachuting Committee in Paris in February 1967 on behalf of the BPA. It is very regrettable to have to report that no decisions of any magnitude were taken nor even any decisions to take decisions. All very sad but symptomatic of large committee meetings.

An extraordinary General Meeting was held in July to change a section of the Articles of Association in order to keep a balance of service and civilian representation on the Council. These changes were passed unanimously after a short discussion.

Last year's Raffle was finalised and showed a profit to the Association of £270.

The publication of the Magazine has now been handed over to a professional publisher and we owe a vote of thanks to Mr. Pierson for the tremendous amount of work put in over the last year.

I have already mentioned Mr. Stephen and the "Daily Telegraph" and would like to report that we continue to enjoy the most cordial relations with them. Members may not be aware that the "Daily Telegraph" paid all expenses for the parachuting demonstrations at the Army Show at Aldershot, as well as printing the Safety Regulations for us, providing all the prizes for the Nationals and sponsoring the ladies entries to the Nationals.

We have managed to produce instructors for clubs during emergencies and it is hoped that we shall be able to continue

to do this on an "as required" basis. Ideally every club should have its own Chief Instructor and assistant Instructors to call on, but in an emergency a request in good time to the Secretary General will ensure that a club is not grounded for want of an instructor.

We continue to enjoy the most friendly relations with the Board of Trade (once Ministry of Aviation) and their efforts to assist us are very much appreciated. Mr. Windebank in particular has been of the greatest help to us.

Our magazine "Sport Parachutist" is well produced and eminently readable. It attempts to cater for all those interested in parachuting and if you feel you have something to report on of interest to the B.P.A. or to parachutists generally, let us have your copy in plenty of time. We are always keen to receive articles and photographs concerning parachutes and parachuting.

Thirteen daring free fallers of international repute had a unique experience at Weston-on-the-Green on the Monday after the Nationals when by special request they came along and jumped from a Mark XI parachute training balloon. PXI non-steerable parachutes from 800 ft AGL!

Finally I must record my thanks to the Treasurer, Mr. Peter Lang and all other members of the Council who have given so generously of their spare time: to Mr. O'Farrel for arranging the dance and the AGM for 1966 and 1967, to Volkswagen Ltd. who so generously loaned two mini-buses to the B.P.A. for the duration of the National Championships: to Rothmans who assisted financially with the Adriatic Cup and the Document Folders: to the De Haviland Foundation who assisted with expenses of the Adriatic Cup: to the "Daily Telegraph" for their continued support: to the many people who donated raffle prizes and to Commander Letts and Prudence who hold the fort staunchly and provide continuity for all members.

I close this report with a hope that next year we shall see more clubs affiliated, more members deciding to stay on and parachute, and a good parachuting year for everyone.

G. F. Turnbull.

(Wing Commander. Chairman.)

Club News

SCOTTISH PARACHUTE CLUB

Scotland was represented at the Adriatic Cup this year for the first time, by a team consisting of: W.O.II Bob Reid, ROAC; Warrant Officer Robbie Robertson, RAF; L/Cpl. Jim Penny, SAS; and Tom Dickson, Chairman of the Scottish Parachute Club.

The idea of putting in an entry was conceived as an alternative to running a Scottish Invitational Parachute Championships in 1967, which would not have been financially possible.

The Team was very grateful to receive a grant of £50 from the B.P.A. towards the costs of entry and the balance was paid personally by each team member. Mike Pearce, now of Garland-Compton Ltd., did a power of work towards obtaining a further donation from another source, and at the time of going to press thought success likely. We record here our appreciation of his efforts on behalf both of the Club and of competitive parachuting dating back to 1961.

We went without any illusions as to how we would fare in the competition, (which was as well, since we came last) but aimed to benefit from the experience of the other competitors and see how a big Meet was run.

Due to the fact that the technical details of the meet will be reported fully and ably elsewhere, this report is intended to give our general impressions of the Adriatic Cup, and to go at some length into the details of how to get there and come back with the minimum of discomfort.

In preparing for the trip, previous issues of "Sport Parachutist" were found to be extremely useful for building up background knowledge of the competition itself, so what follows here aims to provide supplementary details for the journey planning of future entrants.

The Team went out by train on a group ticket. This is the cheapest way to do it other than by motoring, and unless you have the time and money to spin out the car journey to four or five days each way, the trip by road is, by all accounts, an exhausting experience.

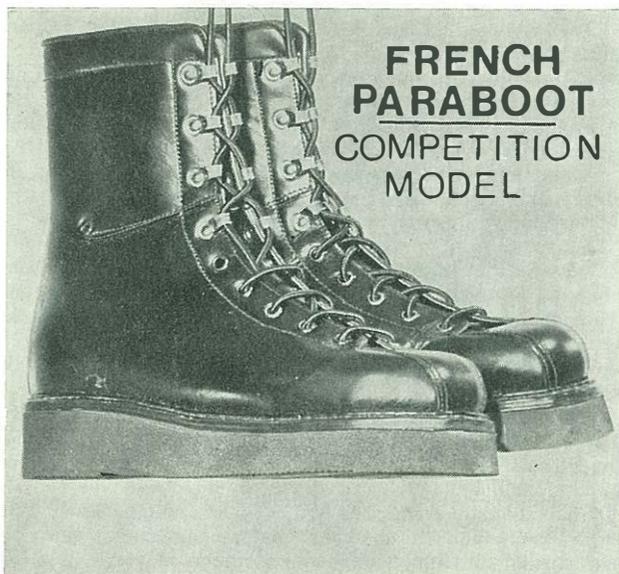
The cost of the return fare from London to Trieste by couchette was estimated at around £20 per person. The minimum size of party for a group ticket is ten. We could only raise eight people, so the cost per ticket rose to £25, but, as it turned out later, the two extra couchettes came in handy.

We were seen off from Victoria Station by Mr. Letts of the B.P.A., who had arranged the whole thing for us, and to whom we are duly grateful. To reduce luggage handling to a minimum, we registered all of our heavy baggage, including the parachutes, through to Trieste. Time has to be allowed for this at Victoria, since the luggage has to go through Customs there.

We benefited for the rest of the outward journey by having only hand baggage, but, as will be seen, this turned out to our disadvantage later.

The Golden Arrow runs to Dover, where one leaves it for the cross Channel steamer. It is as well to buy packed meals on the boat, because only light refreshments are available on the transcontinental express, and the journey lasts 25 hours.

From Calais the train runs to Paris-Nord. On arrival at



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Dick Scott and admirers. Major Villanueva from Peru can be seen over his right shoulder.

this station the train appeared to have reached its destination and considerable confusion ensued because loudspeakers were announcing the departure of buses for Paris-Lyon, where we were to pick up the couchettes.

We took one of those buses, but discovered on arriving at Paris-Lyon that this had not been necessary, because the train which we had vacated so precipitously drew in some 40 minutes later to the platform adjacent to the Simplon Express, which held our couchettes.

At this point we saw our heavy luggage being transferred to the new train, and that was the last that we saw of it for an uncomfortably long time.

There are six couchettes to a compartment. The train was not fully booked so we were able to spread our eight selves over two compartments and spend a remarkably comfortable night. There was time to buy some breakfast on the platform at Venice, before departing on the final leg of the rail journey to Trieste.

Arriving at Trieste, we discovered rapidly that our heavy luggage had gone astray. Nobody spoke English, and nobody seemed to care. The Tourist Office assured us that this happened quite often, although the luggage usually turned up eventually—sometimes as much as 5 days late. The Italians blamed the French railways.

With morale visibly lowered, three of the party stayed behind to await the arrival of the next train, in case it should contain the luggage, while the remainder of the party went in two taxis the 15 kilometres up to the Yugoslav border, where we hoped that transport might be laid on to Portoroz by the organisers.

There was no transport at the border, so the 30kms. to Portoroz had to be traversed in hot and overcrowded conditions in a public bus, via Koper. We had not obtained the phone number of the organisers before leaving U.K., which turned out to be a big mistake, because the British Team would have sent transport up to collect us, had we phoned.

The Yugoslav organisers were immediately helpful and sympathetic. They phoned Belgrade and Ljubljana to ensure that our luggage had not gone on with the train from Trieste.

Later in the afternoon the rearguard arrived still minus the luggage and minus one of their number whose passport had been taken inadvertently by the first group. The taxi driver took the document back to the border.

The Yugoslavs promised to lend us 'chutes if necessary. Late that night, however, a 'phone call to Trieste confirmed that the gear had at last arrived. It was retrieved next morning by one of the British Team's VW buses.

We were greatly indebted to Mike Heerey and the British Team, who reserved one of the two buses for the use of the Scottish Team and party throughout the Meet. Without this assistance things would have been difficult indeed, since we were staying at the Hotel Riviera in Portoroz, while the bulk of the competitors were several kms. away at Fiesa, from where the transport ran to the airfield. There was only tented accommodation on the D.Z., so the 'chutes had to be brought back each night for fear of flooding if it should rain, as it did some nights, though not, happily, during the day.

The D.Z. is an eye-opener for anyone going out with visions of spaciousness. It is long and narrow with saltpans full of mud and sea water on two sides, mine buildings on the third and vineyards on the fourth.

During the course of the competition the winds were fantastically variable. At one time the windsock was blowing at 180 degrees to a line of flags on the grandstand



'Big Moose' bites the dust; Strathallan 1967

100 yards away. Many jumpers were caught by sudden wind changes aloft and landed out in the saltflats.

The skirl of the pipes brought great crowds round on the first day to view Dick Scott, the piper, blasting forth, surrounded by the hairy knees of the Team in kilts.

Although we were undoubtedly the least skilful team present at the meet, we were certainly the most photographed. On the final jump we carried out our threat to jump in kilts. It was, appropriately enough, the Exhibition Jump.

Tony Unwin, who was there as an individual entry, volunteered to join the Team for this jump and was persuaded to don a kilt for the first and probably last time in his life. Thank you again Tony!

Bob Reid had the misfortune to break a bone in his leg, so we finished the last accuracy event short of one team member.

Friends from previous Scottish Championships were at the Adriatic in the form of Lyle Cameron, Lowell Bachman, the Turkish Team and, of course, several members of the Parachute Regiment.

We did not miss the opportunity of making known to everyone who was interested our intention to run a Scottish Invitational Parachute Championships at Arbroath in July 1968. Negotiations for this are now under way and it is hoped to have the preliminary information out soon after Christmas. We will welcome enquires from any teams, and in particular from English civilians, who have been scantily represented in the past!

The return journey from Portoroz was uneventful. Only three points are worthy of note: the organisers could only take us as far as Koper with their transport. We missed the bus connection and had to take taxis into Trieste laden with all our gear.

It was not possible to register the heavy luggage at Trieste, because the Customs Office was closed. It stayed with us in the compartments and had to be manhandled at every change of train, but at least we knew where it was.

Finally, the couchettes were boarded in Venice, and not, as the Italian railways had assured us, in Milan.

When planning this kind of journey it is as well to remember that one passes through France, Switzerland, Italy and Yugoslavia, thus it is a sensible precaution to take along some of the currency of each country, except Switzerland, which is traversed during the night. Otherwise one is inevitably overcharged, and some taxi drivers and railway buffets may refuse to accept anything but their own currency.

Planning the entry has to begin early in the year, before Easter. It is as well to have a non-competing parachutist as Team Leader, because many of the team leader meetings are held at times inconvenient for a competitor.

The number of jumps (twelve), the experience to be gained, and the built-in Adriatic holiday are well worth the £50 involved. It is an experience like going to Chalon, which can be recommended as worthwhile to anyone of 'C' Licence standard and above.

FOOTNOTE :

The Club followed up its declared policy of building up the experience of its keen members by giving rebates this season to members attending courses. To date rebates have been given to Ken Cassidy, Tom Barrie and Gordon Fernie in respect of courses at Thrupton and Netheravon.

BRITISH PARACHUTE CLUB

Our congratulations must go out to British Skydiving for winning the Best Civilian Team prize at the Nationals this year. They were consistent in their jumping and it paid off. I'm afraid that none of the civilian teams put up any real opposition to the Service teams but we can only hope that, as now seems the case, the civilians are beginning to take a real interest in the Nationals. Let's hope that next year will see a few more teams entering and endeavouring to challenge for the top three places in the Team events.

BPC sent two teams over to Dieppe for a competition against three French teams and were placed 1st and 2nd. This is reported separately in this publication.

Mike Hall has left us for a few months to work for his company in Switzerland and is continuing his jumping at Sitterdorf with one of our foreign members, Louis Anliker.

John Lowe is back with us but rarely manages to jump with us as he spends most of his time either in Germany or Northampton.

At a Directors' meeting recently it was agreed that no visiting B.P.A. Instructor should have to pay temporary club membership.

Like all other clubs in the country, we have had terrible weather recently and not much jumping has been done, however, December and January are usually good jumping months so the new 22-strong student course we are starting soon should be off to a good start.

THE MANCHESTER SKYDIVERS SPORT PARA CLUB

This has been a very successful year for the club. Our recent Annual General Meeting has shown us to be in a sound financial position and we have adequate equipment for our membership of forty. We offer jumping every weekend at Halfpenny Green, this in support of the South Staffs Sky Divers and their Rapide.

Following last Sunday's highly successful Jump Day at Halfpenny Green we all adjourned to the flying club bar. There, over a few beers it was decided that the two clubs would merge their interests, but not their identities. We offered to help with the overheads of the South Staffs club and have promised our continued support for their jump weekends.

Here we have in fact, a Midland Jump Centre actually in operation. We have first class facilities and subject to the weather, there is jumping every weekend, everyone welcome. On Sunday last we had elements from five clubs, net result: jump costs *down*. Seventy jumps were logged in a very short time and three of our first-timers logged three jumps apiece.

Our efforts to increase membership are showing results, this coupled with financial success of our football sweep has encouraged us, to the point where we feel able to lower our entrance fee from £14 to £10. This we feel will bring in more recruits and is in keeping with the basic aim of the club: to promote Sport Parachuting in the North.

Our congratulations to Pat Slattery on winning the Civilian Championship, also many thanks to Tracy, Gerry and Bob King for their efforts on our behalf at the championships. How come you haven't been up to Halfpenny Green lately, we still provide lashings of strong sweet tea,

we miss your smiling faces and we haven't seen a P.C. in weeks.

At the recent Northern General Meeting held in Leeds and presided over by the Secretary-General, Mal Read was nominated as the Northern representative to the B.P.A. Council. We were promised that every effort would be made to have him co-opted to the Council. Next year we hope he will be nominated and elected to the Council as a full voting member. He is a Yorkshireman, but a Northerner for all that, he knows our problems. It is up to us to see that he gets our support and our votes.

One of our members, Les Hinson, who is an artist of very great talent has designed a single motif, sky divers tie. It is an absolute knockout, it will sell for 21/- it will appeal to you all and will we hope, add a few bob to the coffers of *THE MANCHESTER SKY DIVERS*.

(John Cooke, Secretary).

MALAWI RIFLES PARACHUTE CLUB

After reading about the weather difficulties experienced by some of your Clubs reporting in the latest edition of "Sport Parachutist" my Committee thought it would be a nice gesture to regale you with some of the delights of free falling in Central Africa where the brilliant blue clear skies make one (occasionally) long for the wind-swept, rain-swept, cloud covered skies over Thruxton and Netheravon, and also to let you know of our existence.

The Club was formed at a meeting held at Zomba, the Capital of Malawi (population 7,000) on 1st July 1967. We had three free fallers and our equipment consisted of one double L and 2 TUs, both of which belonged to one of the three. The enthusiasm for the proposal was tremendous. It was decided to take on students starting the 14th July and so all went to work to persuade our friends and acquaintances that jumping was just for them. In the end we had four students.

The Club does drops on Zomba Airfield which is roughly two miles out of town and we have at our disposal a Cessna 172 on charter from Leopard Air Lines—an independent Air Company in Malawi. In addition there is a Cessna 150 and a private Auster all at our disposal. This little fleet is being joined by a Cessna 206 on the 17th of September so we have no problem over aircraft, nor indeed over pilots for the requests we receive from private pilots to fly the aircraft are tremendous.

The Airfield is in a most beautiful setting—previously a racecourse it is surrounded on three sides by mountains and the views and colouring that one gets must be seen to be believed, especially at sunset. It is roughly twice the size of Netheravon and has on it one large hangar which the Club has utilised as its training area. A few hundred yards from the hangar is the Zomba Turf Club where one can satisfy the inner man, play bowls or tennis. There is also the possibility of a swimming pool being built there.

For the first few weeks of the Club's life it was a terrific rush getting over all the bits and pieces required. Luckily we had obtained a catalogue from Para-Gear of Chicago which proved to be a tremendous help in getting the right things. Items of equipment began arriving from the States, Johannesburg and Bulawayo and the Treasurer could be seen walking round the rear of the Banks in order to avoid being seen. Our outgoings far exceeded the income. All

sorts of labour and help was recruited—the local prison made us sandbags and patting paddles, home made rope for use on the Flight and Stabiliser Training aids, the Public Works Department made us a collapsible cross, and the Malawi Army provided us with a ramp, mats, packing sheets and so on. We anticipated trouble when we suddenly received applications for membership from all the younger members of the local Flying Club, but no, everything and everybody got on fine. The Air Lines cannot do enough for us, and the DCA and his Staff are most helpful and our relationship with them is of the best.

Our first students, Roger Reynolds and Tony Bartlett, after walking the course one week end made their first descents on the 26th July. This was watched with baited breath by all concerned on the ground, and even more so by the despatcher. However all went well and two very good exits, flights and landings were made. This gave us all tremendous encouragement and our two intrepid adventurers were told to go and spread the gospel, which they did. As a result we now have a very active membership and most of the students manage to get in three descents a day, and we are just coming up to our first 10 second delays for students. Everyone is full of enthusiasm and we do everything we can to encourage it. We have one unwritten rule and that is that Students are the important people in the Club and their jumping comes first, and to this end, no instructor will or would even wish to jump until the end of the day. In this way we hope to instill into them the feeling that the Club is looking after their interests.

The Chief Instructor is Ingrid Price whom some may remember from Thruxton and Netheravon, her husband Gordon is the Secretary and Treasurer of the Club. Brian Pook ex 1 Para and Roger Ker of the Greenjackets are our other instructors. We are very fortunate in having John Wilkes of the Malawi Police as our pilot. He, together with his wife Pauline, put in a great deal of time and effort into helping the Club to get on its feet and nothing is too much trouble for them. We are extremely grateful to both of them and all our other unsung helpers who pitch in with the club's activities.

We are now eagerly awaiting the arrival of five more chutes from the States—one of these has been bought by a Student. More chutes, more jumps, more money, more chutes. Here in Malawi we can start jumping at 6 a.m. and go on through to 6 p.m. without seeing a cloud in the sky. We normally have a break at midday during the hot(!) season. We really feel sorry for you at home facing the prospects of a bleak winter. Our real summer begins in October. Anyone want to come? How about you, John Harrisson, you are normally the adventurous type. An added attraction here is also the length of time which one can spend in the air—Last Sunday we were jumping at Chileka Airport just outside of Blantyre. One Student, Bernie Gillan, was making his third static line descent from 2,500 feet. When his chute opened he was directly in a thermal, and he spent the next nine minutes going up and down on the same spot. People watching were making comments like "Come down, Bernie, all is forgiven" or "There's no need to sulk like that." His only comment when finally making the ground was "I hope you don't charge me double for that one".

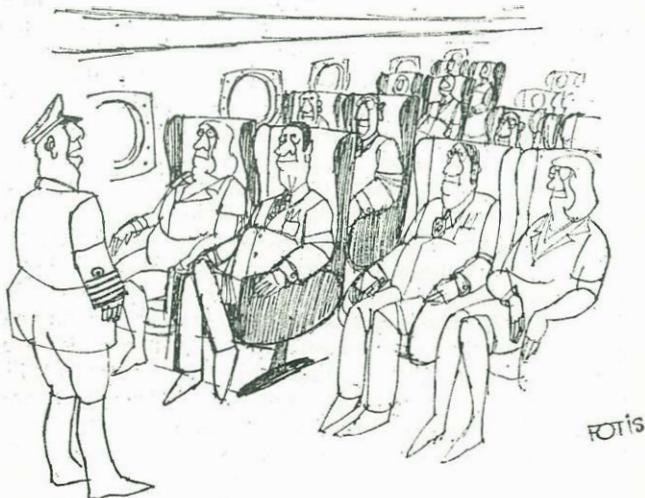
We run weekend courses for students and they cost £5. This includes one week walking the course, followed by a further weekend of training plus, if they are considered

ready, a static line descent. The aircraft costs us £6 an hour, and the pilot can get up to 2,900 feet in about 10 minutes. He searches the sky for Thermals like Sherlock Holmes. Each Student pays a minimum of £1 per jump, and 17/6 parachute hire fee. This is quite cheap compared to some of the prices of other Clubs in South Africa and Rhodesia. As I said before we have a lot of pilots willing to fly our aircraft especially when we go for the weekend to exotic places like Monkey Bay, Fort Johnstone and Palm Beach. Students have completed over 90 descents so far, and this figure will greatly increase when we get the Cessna 206 to carry five jumpers.

The Club has been approached to make an attempt on the Central African Height Record and guaranteed sponsors have been found. At the moment we are busy getting to know all we can about high altitude drops both from the parachutists side and the medical side and are shortly starting work on a suggested programme of jumps leading to the actual attempt.

We are also hoping to hold a Parachuting Week towards the end of November when we get together with jumpers from Rhodesia, Zambia, and South Africa. Invitations are in the process of being sent off, and we hope to have some favourable replies. All in all our future seems bright and amongst our students is one, who we feel, is going to be a force to be reckoned with in the field of international jumping.

We here in Malawi wish all of you in UK the very best of parachuting weather and close by saying that if anyone knows of a manufacturer that is willing to give away a couple of para-commanders to a Club of the Future, then get them to get in touch with us, please!



"Don't be alarmed, ladies and gentlemen, but how many of you can perform free fall?"

Malfunction Report

R. Griffiths. B.P.A. Instructor

I would like to bring to the attention of B.P.A. members a malfunction experienced by a member of the Army Parachute Association during a recent course at Netheravon. The parachutist involved was of intermediate standard with a good progressive record and not prone to unstable openings. The parachuting equipment in use was privately owned—standard I.1. C9, 7 gore T.U.

The jump in question was carried out from a Rapide aircraft flying at 7,000ft. The descent to pulling height went as planned for that particular exercise and the pack was opened in a controlled belly-to-earth position. Deployment was noticeably prolonged taking an estimated 2-3 secs. longer than is normal. On inspecting the canopy the parachutist noticed severe damage and several "thrown" lines. The reserve parachute was deployed using the correct procedure for the resultant rotating type malfunction. The whole descent was observed by the DZ controller of the day.

On examining the main parachute on the ground, a small tear was observed in the deployment sleeve, just above one of the mouthlock elastics, indicating that the mouthlock did not operate in the correct manner. It seems a fair assumption that the knot formed by the union of elastic band and material of the sleeve (see photo), caused a partial jam of the mouthlock which would almost certainly give—or at least contribute to—an uneven deployment. A restricted or uneven deployment was one of the main reasons for this particular type of malfunction.



It is possible that this eventuality will only come about with the kind of sleeve in use on this descent, i.e., the type with loops to accommodate the "locking stowage"! It is also possible that this is an isolated incident, the one in a million, and not liable to happen again; however, converting a mouthlock to the metal grommet or reinforced material type is a fairly easy job which is my recommendation to people using this kind of deployment sleeve.

From the Birds

To future falling females

by Gerry King

Well, women got the vote and now David Pierson has given us our own column in the mag (did you notice me chained to the railings of Buckingham Palace on your way to the AGM?) I'm supposed to be writing about jumping from a girl's point of view to 'encourage more girls into the sport', those who are still interested read on:—

Thanks for the vote of confidence. If you're like me girls, you'll start by just watching jumping and then some ace student says "I bet you wouldn't jump"—that did it—take me to your leader.

You turn up the next weekend in your trouser suit with new hairstyle and manicured nails. You end the day in your grandfather's old coalmining boots, father's boiler suit, straggly hair, broken nails and a muddy face. That was just the training!

After every boy in turn has creased in a heap at your groundrolls you are determined not to give up.

It is sometimes said that girls always 'fall in love' with their instructors. This is complete rubbish, (my instructor was Susi Wright!).

You come out of your daze at 2,000ft. looking round, everybody is—smiling? How can they smile at a time like this?

You wonder if you've gone green—mustn't dare cry—your mascara will run. Is there a ladylike way of exiting a Rapide? (You've got to be kidding) Phew! It's all over and you're still in one piece, (you're only missing one false eyelash you lost in the slip stream).

After walking back to the DZ carrying your equipment (not that you'll miss the DZ), you look like Frankenstein's grandmother and feel about 10 years older than God.

Of course there are drawbacks, like when you go to a DZ for the weekend. Do the boys offer you the nice warm bunkhouse? No, you sleep in the car. (How does it go?—If you will do a man's sport, etc.).

Finally don't forget a girl is outnumbered by about 100-1. (Oh, it's tuf!) well, hope I've convinced you to sell your mink coats and buy yourselves parachutes!

Fashion Note

Reserves are being worn high this year and we notice brown eye shadow being worn more to show up under goggles!

Petticoat parachutists

by Tracy Rixon

Why pick on me? I wondered, when asked to write a women's column for the magazine. My parachuting capabilities still leave much to be desired, and I'm certainly no Marge Proops, so don't expect too much! Gerry King is helping me, and we'd be grateful for all the latest info on

the regular women jumpers. Especially those we don't hear much about, Sylvia, Anita, Barbara etc.

Helen is getting married soon and going to Kenya, I believe. British Skydiving Club will especially miss her. With Helen gone and Diane in France, they'll have to get their girl students trained up quickly. No more lipstick passes over Thruxton for a while.

The last time I heard from Penny Seeger she was jumping Tiger Moths on a farm. Sufferable in warm weather maybe, but I can't think of anything worse than a tiger in the winter! She used her beautiful new red piggyback on the team jumps at the Nationals, but found to her cost that it's subject to premature openings—"Wasn't I supposed to be top man on our stack-up, Penny?"

I wanted a crossbow assembly myself until speaking to Sue Clements-Joerns: her style times have got even better since she reverted to a back and front, so I guess I'll stick to my conventional rig. I need all the help I can get!

Gerry has been trying to break into the world of advertising. She wrote to Wrigleys Spearmint Company telling them how she always chewed their gum before jumping. We were expecting her to get asked to make an advert for television, but instead she got sent two 'free' packets of chewing-gum. You just can't win, can you?

By the way I must tell everyone that Gerry now owns a brand new Paracommander. (To anyone wondering . . . No, she didn't get it from Wrigleys!)

I was annoyed a few weeks ago when I was told that one of the top instructors in this country 'had no time for women parachutists.' I know there are many others of the same opinion and I think it's very unfair. When on a DZ, I don't want to be helped with my gear, or generally have my nose wiped for me, but in the same manner I expect to be treated as a serious parachutist, (good or bad), who is keen to learn. Surely this is what the instructor has to find out, and not whether his student is man, woman, or beast.

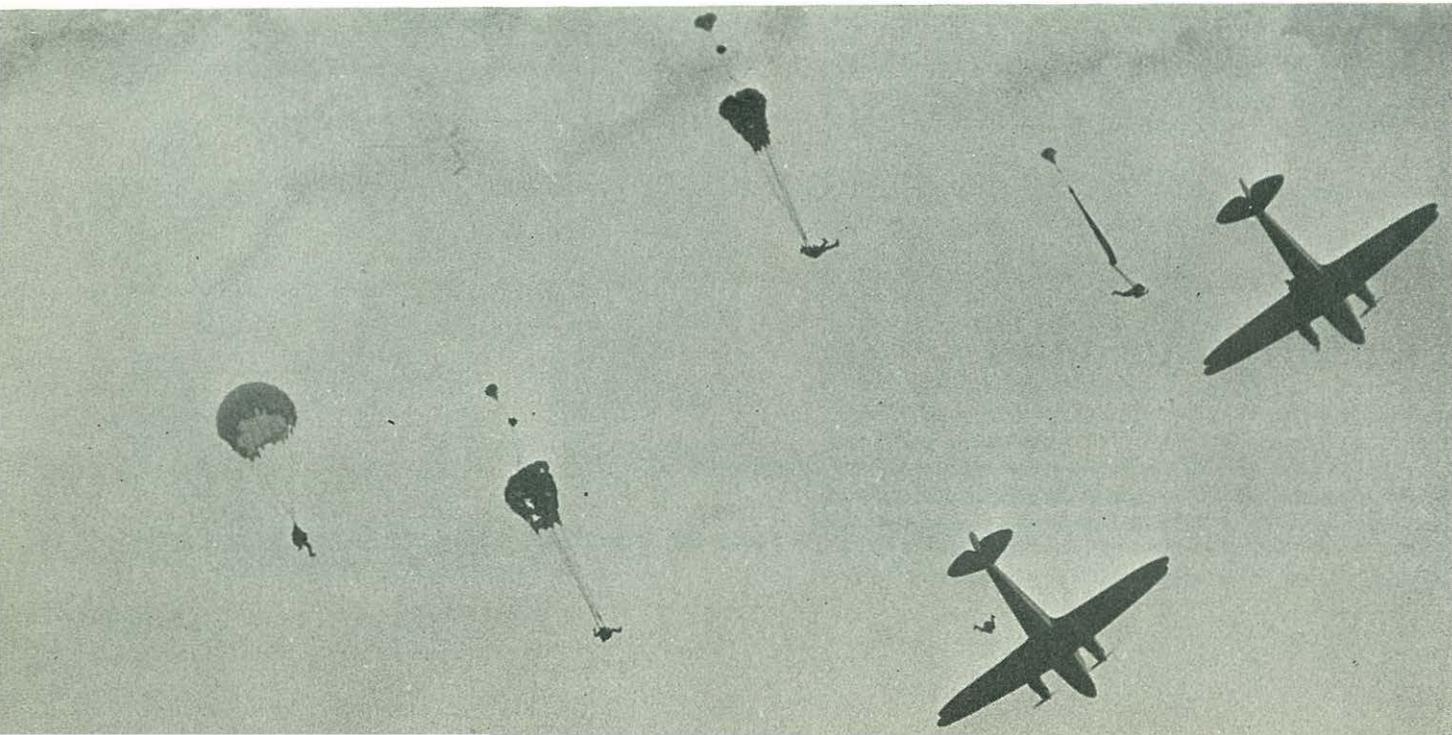
One of the Australian parachutists once told me: "You wanted to be in a man's sport, so be a man, Sport." But why can't I be a good parachutist and a woman? The American girls seem to manage it just fine, and let's face it, if British girls ever do get to the standard where they can perform like Sue Clements and Patsy Holmann, etc., I don't think we'll be hearing any complaints!



NATIONALS 1967

Pictures by Dave Waterman

1. 'Big Cal' from the American 7th Army Team makes good use of his size to get a D.C.
2. 'Big Cal' on left tries to get a 10 sec. delay from 1700 ft. in the mass drop
3. Karen Roach of U.S. Women's Team gets a D.C.
4. Don MacNought reaches for the disc
5. British National Champion for the second year running, Bill Scarrat gets close
6. Miss Hullman of the U.S. Women's Team



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7. The faces we pull!!

Ron Griffiths, Gordie Charlton,
Brian David, Terry Crawley

8. R.A.F. team enplaning

9. British Skydiving team-winners of the Civilian Team
Trophy

10. American Women's Team at the Prizegiving

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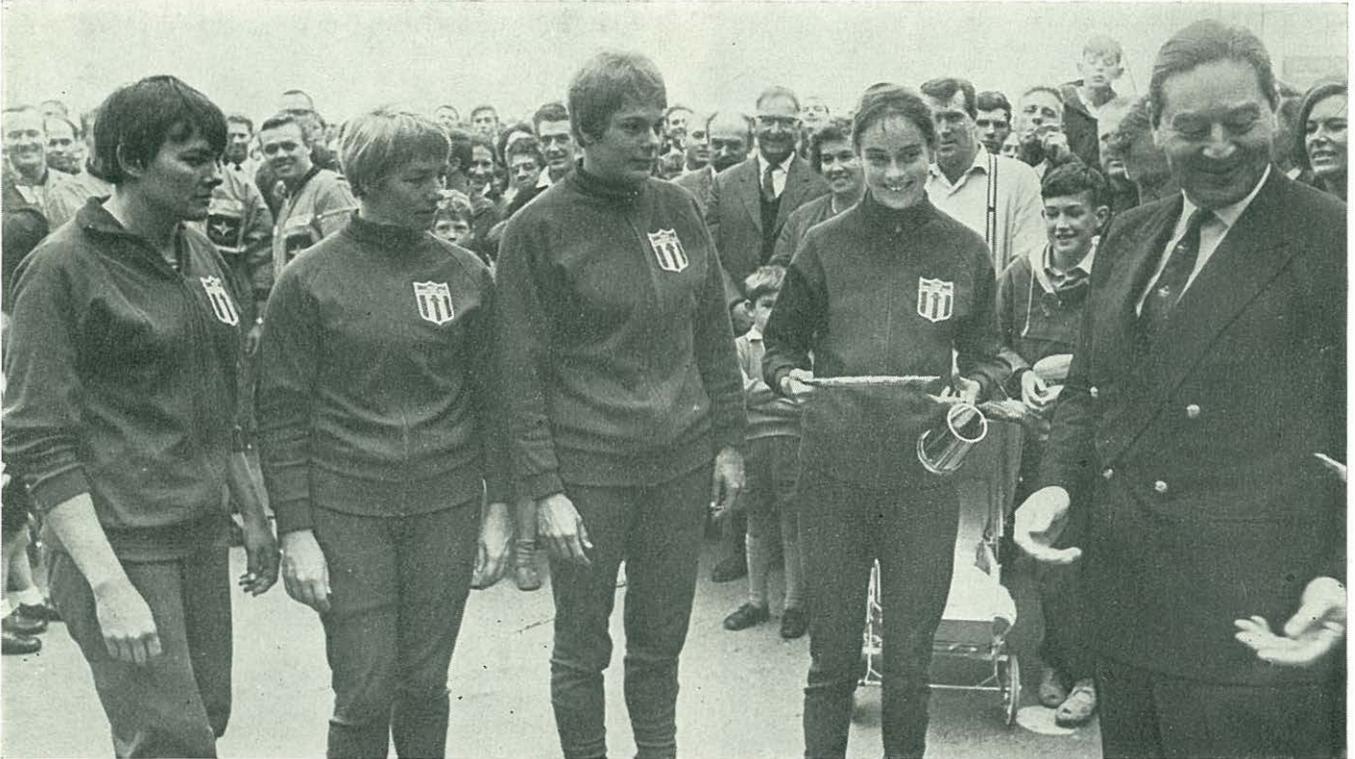
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Hang-up

By the time you read this account of the incident at Halfpenny Green on Sunday, 17th September, 1967, it will have ceased to be news, but I feel that a full factual account is necessary in order that, firstly, the full story is known for reasons of safety, and secondly, the photographs will help people at student stage to understand more fully just what did happen in this very rare case.

We had been parachuting throughout the afternoon, and having checked this particular aircraft load myself and briefed the pilot and students alike on the opening point and drills respectively, we set off for the first pass at S.L. altitude 2,500 A.G.L. On reaching 800ft. A.G.L. both of the students on static line descents were hooked up, the remainder were all on free fall, twenty seconds and above. On the first pass for live drop both students were stood up and static lines cleared for the descent. Whilst the aircraft came in off base leg to finals, having given the necessary corrections to the pilot and arriving over the opening point, I gave the "cut". The first student got out onto the wing. Having made sure he was clear to jump, I gave the order to do so, and away he went. The S.L. was pulled in and the

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second student, Mike Davies, was next. Having taken up the slack on his static line I motioned him to get onto the wing of the Rapide. When he was clear to jump, I again said "Go!" but this time, having reached the end of his static line, he just came to a stop. The following procedure for Hang Ups then took place.

He was quite conscious but spinning with his left side to the ground, holding his reserve and looking up at the aircraft. I signalled to him not to pull his reserve. I did this for two reasons; one, if he pulled it prematurely he would have taken the tail off the Rapide, and two, by this time we were well off the D.Z., over rough country and buildings. Three of us in the aircraft tried to pull him back up inside the aircraft, but found it impossible to do so, owing to the weight and drag created by the forward speed of the aircraft. I then decided we could delay no longer and told Ken Forsdyke to instruct the pilot to gain as much altitude as possible and return over the airfield to the O.P. if possible, and by some very good flying he did this in a very short time. Then I gave my rigger knife to Ken and told him I was going down the static line and to cut us both away on my signal. Having got down to the student and got him to a position so that his reserve would have a clean deployment in front of him, I gave the signal and we were cut free. We fell away and I then pulled his reserve for him (being bottom man) and seeing his reserve canopy deploying correctly I let go of him. When sufficient distance was put between us I pulled my own, a little lower than normal but quite safe. Both Mike Davies and myself landed safely with no injuries, near the target area—a good spot by the pilot.

The reason I elected to go down and operate his reserve myself was that he had been on the end of the static line for about three to four minutes and with a ride like that, unexpected as it was, he must have felt awful, and I thought he must hardly have known which way he was facing half of the time as this was only the third static jump he had done.

Congratulations go to him for being so calm and not panicking in these circumstances and also to Mr. Downs the pilot. Thank you both very much indeed for making it so easy for me to carry out my duties as Jumpmaster.

WHY AND HOW DID IT HAPPEN

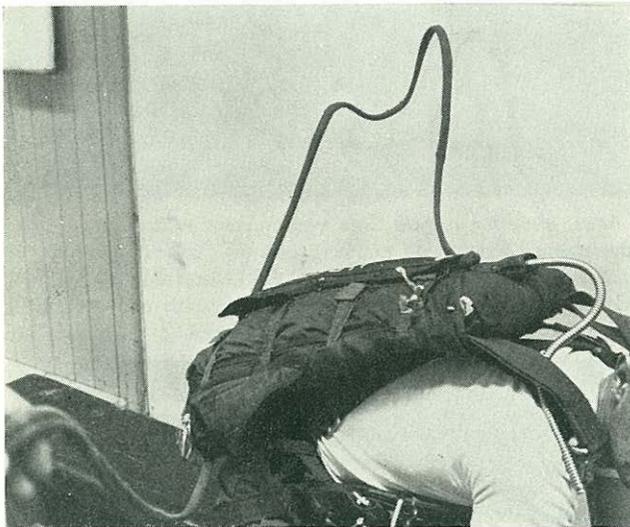
After clearing his static line and having got the student on to the wing (see photo one) I gave him the command to Go! As he left the aircraft (the following, is correct to the best of my knowledge) I noticed the S.L. form a figure of eight towards the left side of the pack. At that moment the bands had broken on the right side (see photo two). The S.L. was then allowed to blow out over to the left (photo three). As the last two stows were completely free this formed one large loop (measured afterwards when incident reconstructed) 4ft. 6in. By this time the student was slightly head down and facing a little to the left, the loop was over on his left side (see photo four) with the S.L. being attached to the aircraft, and, as the student was falling away, the loop tightened around the bottom of the pack (see photo five) this then caused the student (because he was going backwards into the loop) to tighten it still further, hard up under the back pack, thereby jamming it and hanging from the aircraft (see photo six).

The static line used was an American T10 type snap hook, the hook part being cut away inside the aircraft.

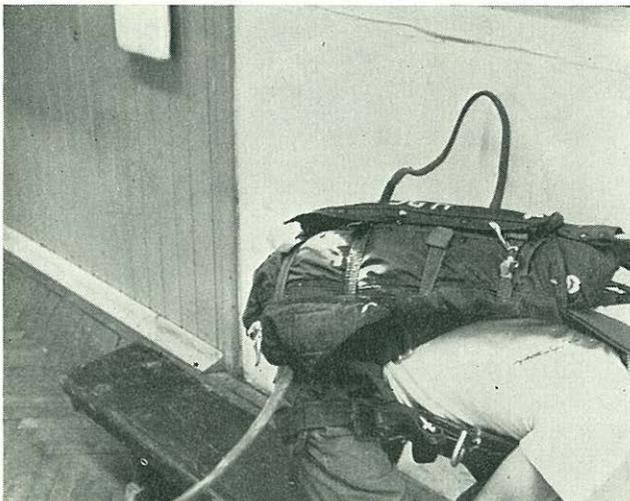
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RECOMMENDATIONS

1 The present method of stowing the S.L. on elastic bands attached to the pack opening bands should cease, unless they are renewed after every S.L. descent, owing to the fact that on deployment the pack opening bands are in almost every case drawn back into the pack tray, taking in also the S.L. stow elastics, this causes a lot of friction on the elastics themselves thereby weakening them. Separate loops should be sewn on to the pack for stowing static lines.

2 On this particular aircraft especially, trying to pull in a parachutist is impossible, without some form of winching equipment, so time should not be wasted on trying to pull him in, but the pilot should be instructed to make for the D.Z. or airfield as soon as possible for the cutaway of the parachutist, as invariably the O.P.s on most D.Z.s are on the edge of it or off it completely. Even with light winds of up to 10 m.p.h. this will ensure that the parachutist will land in areas free from hazards.

3 The normal procedure should stay for "Hang Ups" with the addition that the student is told that he should not be expecting an immediate cutaway. It must rest with the Jumpmaster to decide when it is safe to do so. Terrain and hazards below will dictate when it should happen.

To Conclude

A combination of good pilot, calm student and regulations in the B.P.A. and recommended procedures saved Mike Davies, not myself. All I did was to follow the Hang Up procedure and use a little discretion. It's still the safest sport, isn't it?

[The above recommendations have the attention of the Safety Committee, and their comments will be published in the Spring 1968 Edition. Meanwhile, keep to the existing rules and procedures. (Ed.).]

Franco-Britannique

by Lawrie St. John, British Parachute Club

We were first approached by Mr. Bedford, the Entertainment Officer of Brighton Corporation, who asked us if we could supply a team of six to compete in Dieppe on the forthcoming weekend of the Franco-Britannique celebrations.

Brighton is the twin town of Dieppe and each year there are celebrations in which both towns take part. This year they were held in Dieppe, next year in Brighton, etc., etc.

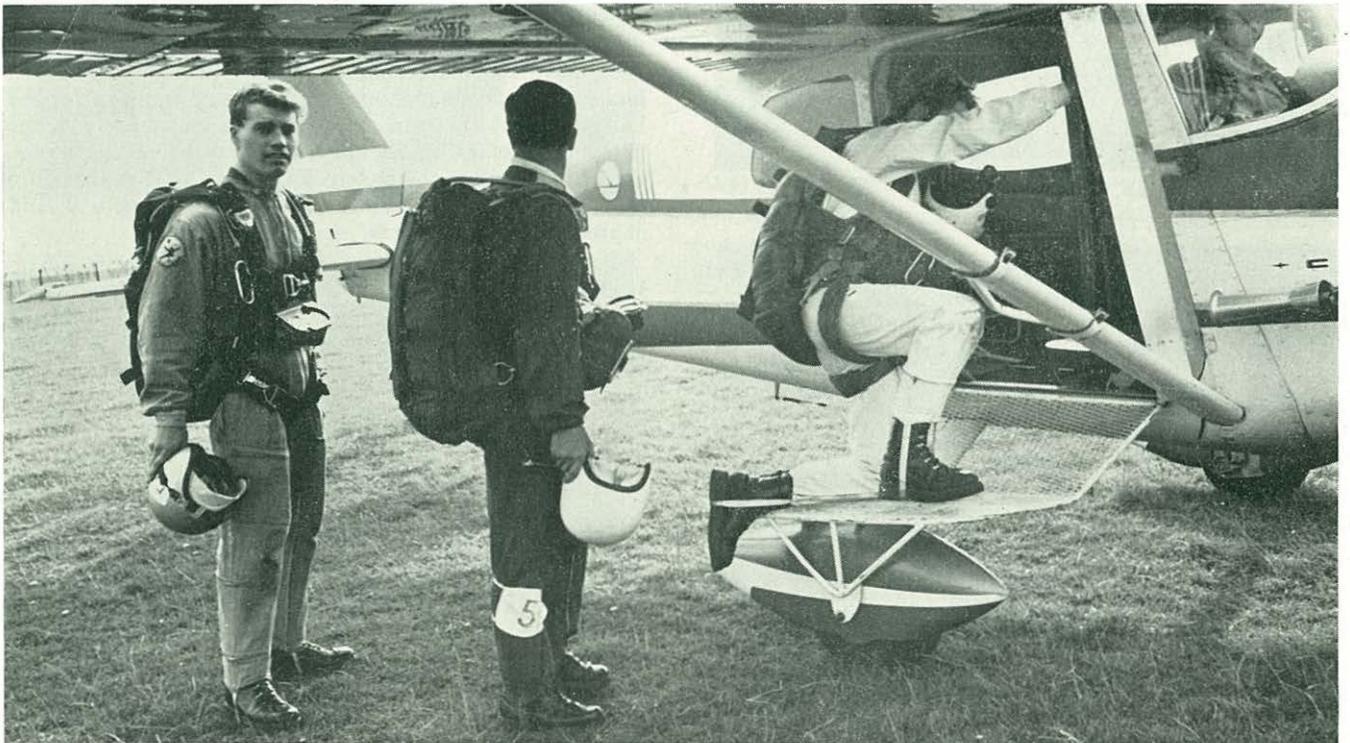
We understood initially that the competition, which was to be held at Dieppe airfield, would consist of four style jumps and four accuracy jumps which was rather worrying for us; none of us were what you would call competitive style jumpers although we reckoned we could hold our own on accuracy.

We had to pay our own fare over there on the Newhaven/Dieppe ferry, but once we arrived everything was laid on for us; each jumper could take a guest and hotel accommodation, food etc., was free. Our team consisted of Mike O'Brien, Ron Griffiths, John Cole, his wife Angela Cole, John Partington Smith and myself. We were all accompanied by our wives, who for some reason didn't go much on the idea of our being let loose alone in France for the weekend!

B.P.C. No. 2 team boarding the Cessna 172. Note the king size step and grab handle on strut. The inside was completely stripped with small lightweight seats fitted. Mike O'Brien, Ron Griffiths (Capt.) and Angela Cole.



A 4mtr. jump for Angela Cole who did very well on her three drops.





*John Cole preparing to reach out for the disc.
John Partington Smith in foreground.*

We caught the 7.30 a.m. ferry at Newhaven and arrived in Dieppe at about 11.30. A reception committee met us and we were driven to the airfield where we immediately sat down to a lunch of chicken legs, chips, and chilled Rose wine. We reckon that this was the start of the French attempts to sabotage us, because no sooner was one bottle finished, than another was plonked in front of us. However the Gods were smiling on us, and the weather clamped in. Just as well because I'm sure our planned "stack" would probably at the best have been reversed!

Later that afternoon, the team's jumping order was picked from a hat. This was when we discovered that our team of six was to be divided into two teams of three. There were five teams competing in all, these being Paris-Centre, Dieppe, Rouen, BPC1, and BPC 2.

In the evening (Saturday), there was a first class barbeque in the hangar, which was well heated. A whole sheep was cut into cubes and kebabs made by pushing about 10 cubes of meat on to a skewer; these were roasted over five charcoal grills, along with skewered frankfurters. There were also barrels of chilled Rose wine and aperitif—all on ice. Needless to say the evening was a swinging one, with dances come games! and lots of broken English and French with various forms of semaphore to aid comprehension.

The following morning, our contingent was in a sorry state and only too pleased that the weather had not improved. However, round about mid-day, it cleared and we started jumping.

We had the advantage of being the second and last teams to jump. In the first round all the teams did pretty well, but then the wind started to do a steady 315°

change in direction, and at the end of the afternoon we had exited all the way round the target and finished up practically where we had begun. This caught all the French teams out and each one had a "zap". Fortunately our experiences with the treacherous English weather paid off and neither of our teams came unstuck.

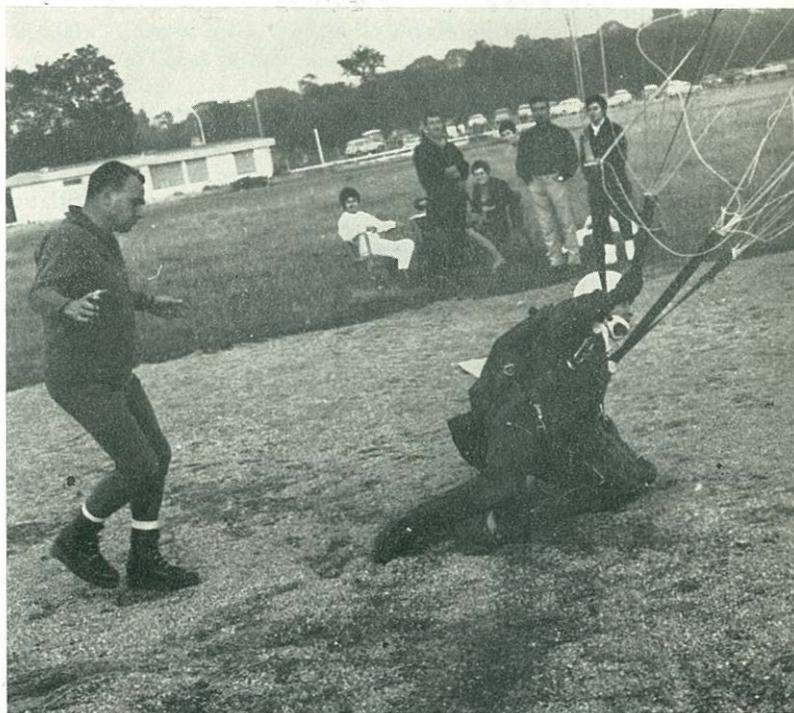
A total of three rounds were jumped off from a Cessna 172 which was fitted out purely for jumping and had an ideal step which consisted of a wide and long, heavy gauge steel mesh. Also the strut was fitted with a big 'grab' handle.

The final team placings were: 1st. BPC No. 2 team (Ron Griffiths, Capt.; Angela Cole, Mike O'brien), with a total distance for the three rounds of 34.82 metres; 2nd BPC No. 1 team (Lawrie St. John, Capt.; John Partington-Smith, John Cole), total distance 77.11 metres; 3rd, Paris-Centre—241.76 metres; 4th, Dieppe—325.86 metres, and Rouen 346.28 metres.

Ron Griffiths was without doubt "on form" and undisputed "Champ" of the day, with two Dead Centres and a .21 mtr. jump, John Cole being runner-up with 1.10 mtrs., 2.14 mts. and 1.57 mtrs. There were in fact no prizes for individual successes but at the presentation ceremony there were handsome trophies presented by the Mayor of Dieppe (donated by local businesses), and each team member was presented with bottles of wine and groceries. As a parting gift we were given 20 dozen oysters in a massive box.

The hospitality of the jumpers and flying types at Dieppe was wonderful, and without doubt the weekend was a terrific success.

Next year the Dieppe contingent will be coming to England and we hope we can reciprocate the hospitality shown to us.



Ron Griffiths, boot still on disc, getting up from one of his two dead centre jumps.



British Team Party: Brian Jones, Brian David, Mike Turner, Bill Scarratt, Ron Griffiths, Sherdy Vatnsdal.

The British Adriatic Team 1967

by Mike Turner

On the 24th January this year I received a letter from the BPA informing me that I had been selected to Coach the National Team in preparation for The 5th Adriatic Cup which was to take place in August. At this time I was happily enjoying myself in the Bavarian Alps on a Skiing holiday, and parachuting was furthest from my mind (or was it?). So it began, the many letters to and from, the hundreds of questions that have to be answered: who are the team, when do we train, have we got any money to train with, etc., etc. The team at that time were as follows (based on the results of the 1966 National Championships): — Bill Scarratt (National Champ), Brian Clark-Sutton, Ron Griffiths, Sherdy Vatnsdal. Four reserves were listed of which two only would travel: Keith Jones, Brian David, Bill Catt, John Meacock.

The team was to be managed by Major M. R. Heerey (late Team Commander The Red Devils) and Tony Charlton (National Champ 1964) was to be our Judge. Having been a member of the British Adriatic Cup Team in 1965 I had a good idea as to what the events would be and I began to form an idea of how to train the team. The conditions of the competition were as follows:

Event No. 1: Group Precision baton relay jumps from an altitude of 2,500 metres (Team of 3);

Event No. 2: Group Precision Jumps from an altitude of 1,500 metres. (Team of 4);

Event No. 3: Group Precision Jumps from an altitude of 1,000 metres. (Team of 4);

Event No. 4: Individual Precision Jumps into water from an altitude of 600 metres.

Event No. 5: Exhibition jumps for the "Tourism Portoroz Prize". (Team up to eight).

This took us up to April, and I was still in Germany working as C.I. to the R.A.P.A. and in process of handing over to Bob Runacres. On the 1st of May I arrived back in the U.K. and Major Heerey invited me to London to discuss the problems. My main concern was to assemble the team as soon as possible to get in some work prior to leaving for the final training session. It was during this meeting that I discovered many changes had taken place. Bill Catt had gone into Flying School and would not be available, Ron Griffiths looked like being a non-starter owing to work at the APA Centre and Don Hughes would be out of the country at the time of the training camp. John Meacock stated that he could not ask for time off as he had only recently started working for a new firm. This brought Brian David out of the reserves and into the team. Pete Sherman, because of his past experience was brought in as reserve, as was Ernie Rowberry (Red Devils). Training was arranged to take place at R.A.F. Weston-on-the-Green by kind permission of Wing Commander G. F. Turnbull, O.B.E., A.F.C., R.A.F., to whom we are most grateful. Originally it was planned to train on Sundays the 9th, 16th, 23rd, 30th of July. The 9th was cancelled. On the 16th and

23rd the team trained; the 30th was washed out with rain.

It became apparent that little or no competition training had been done by members of the team (precision-wise) and generally the work was bad from the handling point of view. During this time word was received that the location of the training camp would be the French Airborne School at Pau in the south of France. The problems were that we would be allowed to take one aircraft and a maximum number of one mens' and one womens' team and a maximum of 8. We were allowed three passes of the Aircraft and any altitude from 400 to 2,500 metres.

The decision was to go for three passes and a full load. The jumps would be as follows: all passes at 2,500 metres; first pass, two jumpers, link up and spiral breaking at 2,500 feet and opening the main parachute at 1,500 feet; second pass, two jumpers, one wearing cutaway, link, attach themselves to each other by additional straps, cutaway chute to open around 5,000 feet, supporting both jumpers (still attached to each other), second jumper to detach himself and fall away opening his main parachute at 1,500ft., first jumper to cut away and execute a long stream release streaming parachute at 2,500ft., fall and open main parachute at 1,500ft.; third pass, four jumpers, all wearing cutaway parachutes, to execute a four man link in line, fall linked to 3,000ft, break and separate, open cutaway chutes at 2,500ft. stream cutaway chutes to 2,000ft., release cutaway chutes, fall and open main parachutes at 1,500ft.

Most of you will undoubtedly consider this to be quite ambitious, it was and I spent long moments in doubt as to whether we were capable of executing such an ambitious programme. If there was one event where we stood a chance of winning it was the Demonstration Event and I was determined to have a good try. This again presented further problems; from where were we going to obtain five cutaway rigs?

Another problem arose here also, it would be obvious that a large amount of equipment would have to be moved from England to France and then on to Yugoslavia and home again. It was decided to copy the Special Air Services method of Cutaway, that is by using a seat pack and 24ft. sleeve chute, securing this to the seatstrap of the harness and by using long risers and capewell extensions, we could reduce the amount of equipment to be transported. In any case we could not obtain 5 piggy-back type cutaways.

I turned here to the APA Centre and Don Hughes and cried 'Help!'. Don and I studied the problem in great detail and it was not as easy as I had thought as Don was soon to point out when we studied the construction sequence. I began to feel that our demonstration plans were going to fall apart. Don asked for a week and said he would sort something out.

The next item was the canopies. No one appeared to have any. Eventually the 22 SAS Regt. came up and produced four canopies, sleeves and pilot chutes. Three days later Don Hughes 'phoned up and said he thought he had a way and if I were to come down at the weekend he would have one ready.

I arrived at Netheravon and we went over the model. It looked very good and better than I had imagined, all with 1½ shot Capewells and the left riser had a sewn-on blank tee handle. I must say it was a really professional job. Joe Reddick was, if anything, more enthusiastic about it than either I or Don. I suspect that Joe did a lot of work on them.



Brian David kicks the disc at Pau.

Don Hughes had quite a lot of work on at this particular time and he could only have carried out this extra work at night. I know for a fact he was working on them until gone One O'Clock in the morning the day I arrived to take final collection.

I selected the Fourman link as Pete Sherman, Tony Charlton, Brian Clark-Sutton, and Sherdy Vatnsdal. This news was not received with much enthusiasm, as you will understand when neither Vatnsdal, Charlton or Clark-Sutton had executed a cutaway before. They had been selected because of their high standard in relative work. All the bits and pieces were issued so that each man could become familiar with the packing and general layout of the cutaway. We were to have jumped them for the first time the following weekend. I'll swear that Brian had his bad weather prayer mat out all the week because it poured down all the next Sunday.

On Wednesday the 2nd of August we all assembled at the Red Devils' Headquarters at Aldershot for final briefing and checking. It was here I discovered that Pete Sherman had to withdraw because of more pressing Military commitments, so I now was to jump in the Demonstration event. Ron Griffiths would not be able to join in the final training until the 13th August.

Things just seemed to be working against us. On the strength of this, Aussie Powers was brought in as a possible reserve. The following day we departed for Pau in the two Volkswagen Micro Buses supplied by the North London Depot. The team were to find the use of these buses invaluable both at Pau and even more so in Yugoslavia.

The trip South was quite uneventful until we discovered that we had overlooked a target for the water jumps. Tony Charlton, with his usual RAF brilliance, was to produce from somewhere during the night an assortment of inflatable targets in the shape of a BP man and a well known brand of diesel. The BP man won the toss and became our water jump target.

We arrived at Pau around midday Friday and quickly settled in to excellent quarters in the Officers' Block and were received very warmly by our French hosts. The Red Devils members of the team met a lot of old friends as they are quite well known there. The Rapide flown by Mike Watts arrived at 5 o'clock that evening so we were all settled in and turned in early as it was our intention to get up at 5 o'clock the next morning and have the first lift Airborne at 5.45 a.m. I had never met our Pilot before and I was a little unsure of what to expect from him.

However during the next 12 days I was to get to know Mike Watts very well and discovered that nothing we asked of him seemed to be too much trouble and he did us proud with the amount of flying he was to put in. He would be in the cockpit at 5.30 a.m. and it was as late as 9.30 at night when we were putting the Rapide to bed.

The team are most indebted to Mike and I would like to take this opportunity of thanking him most sincerely. It was such a shame that he did not travel on to Yugoslavia with us.

All aboard the Volkswagens and out to the Airfield which was about 10 minutes ride away. Wake up the Rapide and carry out the usual drill watched closely by Mike Watts. Chute up. Load up and out to the runway.

The drop zone is immediately adjacent to the airfield and it boasts a fine 50 metre gravel pit. Simon Heerey was to be our driver from place to place. The simple plan in the final selection of the team was to have the training in the form of a competition and record all scores so the best four would form the National Team. (I'm not sure this is really the best way). However owing to the short time in training (12 days) it was possibly the best.

Training got off to a good start with nine jumps on the first day. I planned to make 3 jumps before breakfast (much to Sherdy Vatnsdal's disgust because he can't get a DC before having a cup of coffee) then we would stop for breakfast at the Airfield café. This would bring us to around 10 o'clock and we would make 2 more jumps before lunch, the last one being the water jump.

The water DZ was very conveniently placed at the end of the Main DZ and Major Kingston got clearance from the owners for us to use this. We had a lot of laughs during the water training as you will see from the shot of B. Clark-Sutton leaving his harness above the target.

After three days training and some 26 jumps behind the team we had settled down and were working hard to get the perfect smooth approach which is so vital under light wind conditions. Keith Jones started off brilliantly with three DCs in his first three jumps but it was soon obvious that Sherdy Vatnsdal was the master in canopy control and he kept an outstanding low average of 55cm. over the 70-odd training jumps he did, his very worst jump being 3.99m. Brian David started off not too well but soon settled down and performed some neat accuracy. It was obvious to me from the start that Brian Clark-Sutton needed a considerable amount of polishing up.

Here I must mention that no other member of the team



Did you spot his deliberate mistake? Brian David forgets to undo his leg strap before entering the lake.

worked as hard as Brian did during those days at Pau. His accuracy improved enormously and it was quite a treat to observe him on final approach. Brian finished second to Sherdy overall. Only once did he land outside the 5 metre area.

Bill Scarratt found it difficult to settle down at first and produced some sporadic accuracy varying from a DC on one jump to 3 or 4 metres on the next. It was obvious after four days jumping that Ernie Rowberry and Aussie Powers were out of their class so I dropped them from the team. In the Nationals however, Aussie Powers was to finish in second place.

Keith Jones by this time was causing considerable concern as he was dropping consistently short time and time again. I kept hoping that he would get the measure of things soon and display some excellent jumping of which he is easily capable.

The water jumping began to improve also. It appeared that some of the boys did not like jumping from 600 metres over water. On the first water jump almost everyone arrived overdressed. Brian Clark-Sutton being the worst example wearing an old jumpsuit and tennis shoes. This became the biggest problem to get the boys down to a swimming-trunks-only state. It took around five water jumps before I got them down to the correct dress. Brian Clark-Sutton hung on grimly to his tennis shoes. I also discovered that during these water jumps we had some of the world's worst swimmers, some of them wouldn't even swim to the shore which was only 75 metres away.

It is here that I would like to further mention the APA Centre and Don Hughes for the loan of five PCs for the water jumps. It was because of these extra PCs that the team were able to execute some 8 water jumps without any slowing down of the jumps made on the land. I must also express my appreciation to Corporal Hooker, (rigger for the Red Devils) for all the work he put in both

in the repair side and the repacking of the water rigs. Because of this the team had more time to get jumps in.

At this stage I was disappointed in the standard of the work which the team were producing. It was obvious that the lack of opportunity to execute competition training since the previous year was taking its toll. I was not sure we had sufficient time remaining to get the team really polished up. After eight days of training and some 50 jumps behind us it was now obvious that Keith Jones was not going to improve his form; Bill Scarratt, although he still managed to pull DCs, was continuing to be inconsistent in his accuracy.

Vatnsdal, Clark-Sutton and David were doing very well. Brian David had improved enormously to the extent that he produced five consecutive DCs. When he put his mind to his work and concentrated really hard he really threatened Sherdy's outstanding lead. Clark-Sutton continued to improve. However he was complaining of a stiff shoulder.

At first this did not give me much cause for concern, as we had been working at a very hard pace. With long hours and averaging eight jumps each day, almost everyone had some form of pain and everyone had bruised shoulders, particularly the boys on the water jumps. However I was later to find that this shoulder problem was to have a serious effect on the team.

About this time Dave Waterman arrived out from windy and wet England to get some publicity material for the *Daily Telegraph*. Dave had an enjoyable stay with us, he not only enjoyed the food (which was outstanding) and the weather but most of all the jumping. Dave made more than 20 jumps during his stay. I had the impression that he was sorry to leave.

On the 13th August Major Mike Heerey and Ron Griffiths arrived. I had a long sitting with the Team Manager over the work we had accomplished and gave him my list of the Final Team selection. It was to be as follows:— Sherdy Vatnsdal (Team Captain); Brian Clark-Sutton, No. 2; Brian David, No. 3; Bill Scarratt, No. 4; Keith Jones, Reserve.

At this stage Ron Griffiths and Ernie Rowberry were to take part in the demonstration event along with myself and Tony Charlton. I was still unhappy with the progress we had made and Bill Scarratt was causing me some concern because of his inconsistent scores in precision. I did not make these points known to the team at the time.

Ron Griffiths arrived at mid-afternoon and by that evening he had made five jumps, kicking off with two DCs. I was most impressed with Ron and his canopy control is a treat to watch.

The next day we put on the Demonstration Event rehearsal for the Team Manager. Ernie Rowberry and Bill Scarratt executed a neat spiral and looked good. Ron Griffiths and Brian David got the link but failed to become attached as (according to Brian) they were running out of altitude. It was strongly enforced that they should be attached by 5,000 feet at the latest. If not then they were not to attempt attaching to each other. No point in taking unnecessary risks.

Then it was the Big Fours turn. I went out first and took some time with all the extra kit for the cut-away, followed by Sherdy, Clark-Sutton and Charlton. Sherdy came down quickly but we had difficulty in closing under good control. This was mainly due to the location of the seat pack and

when one moved one's legs to manoeuvre, it was as if someone was lifting you by the seat of your pants.

I gave the wave off and opened the Cutaway. Checked the chute and started preparing the cut-away. On looking round I was to find three other guys close to me (a little too close) Tony Charlton was immediately below me but spotted me and steered away in good Abingdon style. O.K., shoot, and all canopies streamed, released and within the space of one tumble I observed the most frightening sight I have seen in all my jumping career. I saw distorted and collapsed canopies, bodies falling in funny positions, things breaking away from the falling bodies and finally partially inflated canopies. The sky appeared to be full of all sorts of falling objects, myself being one of them.

We all turned and drove rapidly away from each other. There were bits and pieces of kit hanging all round me, extra ripcords, capewell devices hanging open (which was not a pretty sight). I can honestly state that upon landing I felt really tired and somewhat concerned over this phase of the Demonstration Event. It was hairy to say the least. I was later to find out that it was not half as hairy as Ron Griffiths and Brian David's part.

The boys on the ground were most impressed but not nearly as impressed as the local French Jumpers who use this DZ at the weekends. They didn't even know what we were attempting and when they saw four reserve canopies



Bill Scarratt, Brian Clark-Sutton, Sherdy Vatnsdal and Brian Jones look at the Lake D.Z. from the Rapide.

come out at the end of some sloppy relative work there were quite a few "Oo-la-las".

Well the stories we were told by the other Team members, of the French reaction when the four cut-aways came off as one are best left untold. They didn't realise we were still in possession of the second reserve.

As a result of this practice two things were obvious; (i) If we could polish it up we had a winner (of this I was never surer) (ii) it was highly dangerous (of this I was never surer) I also knew that we had the most capable jumpers in the team. I was happy but was determined to practice this event as little as possible.

The greatest problem we found with this event was the altitude which we were allowed (2,500 metres or 40 secs.). If only we could get that extra 1,000 feet, but the rules put paid to that.

For interest sake I would like to relate how we accomplished the timing which I felt would be so important, as I was keen to have everything happen simultaneously. (This idea came from Brian Clark-Sutton).

As the first man left the Aircraft (for the four man link up) everyone would start their stopwatches the moment they stepped out of the door, we then had 30 seconds to get hooked up, and at 30 seconds on my watch I was to give the wave off. All cut-aways were to be pulled on the 35 second mark. This, as we were to find, left us under the canopy at 2,300 feet. Fifteen seconds were to pass whilst we prepared the cut-aways for releasing.

On the 50th second cut-aways were streamed, on the 55th second cut-aways were released and on the 60th second the main was opened. This left us around 1,500 ft. Worked this way the cut-away was displayed to the very best effect, the Para Smoke (Wessex) lasted exactly 45 seconds, so by the time we released the cutaway all smoke was out and the streamer was seen quite clearly as it was quite low down in the sky. The final days at Pau were spent in a desperate attempt to polish up our accuracy and in practicing the team events.

Up till now all accuracy was completed individually. Clark-Sutton's shoulder was worse and I had to lay him off jumping for the last three days. I just could not afford to lose him at this stage.

At 4 o'clock on the 17th we made our last jump of the training camp. In all the team had averaged some 69 jumps each, some 57 DCs had been scored and each man had eight water jumps behind him, and finally everyone was very tired. It was without question the best training camp the British team had ever experienced before. Everything, but everything had gone like clockwork. This was all due entirely to Major M. R. Heerey who must have spent many hours behind the scenes making these preparations.

I had no illusions that we were World beaters, the most I could hope for the possibility of a bottom step on the award winners' rostrum. We would have to wait and see at Portoroz.

In the 4½ days that Ron Griffiths had been with us he had completed almost 30 jumps and I had been impressed by his work. Oh, he had made some mistakes but he looked good.

During the journey to Portoroz (1,050 miles) I was pondering with the idea of substituting Griffiths in Bill Scarratt's place. I was worried that if I made the change as to how would it affect the Team morale and how would it affect Bill.

On arrival at Portoroz I had a discussion with Major Heerey over this problem, putting the whole case before him. It was without doubt a gamble but I felt sure it would pay off. The final decision was to be his. He agreed to the change. So now the team stood as follows: Sherdy Vatsndal, Team Captain; Brian Clark-Sutton; Brian David; Ron Griffiths; Bill Scarratt (reserve).

And so the Fifth Adriatic Cup began. The opening ceremony was the usual and we began with the 1,000 metre event. Conditions were very difficult to say the least.

In the morning the winds were off the sea (from the west) and around 2 to 3 MPS., but they would change in a moment by as much as 40 degrees, then increase and 10 minutes later would change again.

I began immediately to study the daily pattern and record some times also. This was to be most valuable later. It was our turn at last to break the ice.

The team looked remarkably confident (I had more butterflies in my stomach than one could see on a spring day).

The briefing being over and having seen the boys aboard the AN2 jumpship I made my way to the target area. This was the worst part of all for me, waiting for the boys to come out and do their stuff. Soon our ship was on jumprun. They were out and falling.

All was well so far, the wind was behaving itself. Sherdy led the boys in exactly as planned. Sherdy on finals and remarkably smooth, touches down right on the disc, followed by David a little short but not much. Clark-Sutton a little over and finally Grif who appeared to be right on the disc. It was a good jump as far as the team were concerned, this was as good as they had been doing in training. I could hardly complain.

When the results were announced I was surprised to discover that no DCs were awarded to us. The scores were Vatsndal 0.20, David 1.04, Clark-Sutton 1.05, and Grif with a 0.31.

During the whole meet the team were to put a foot on the disc no fewer than 11 times and be awarded not one DC.

This gave us a score of 975 which put us in third place, with the Czechs in the lead and the Soviet Union second. The USA made some bad mistakes on their first jumps. However there was a throwaway jump in this event and anything could happen yet.

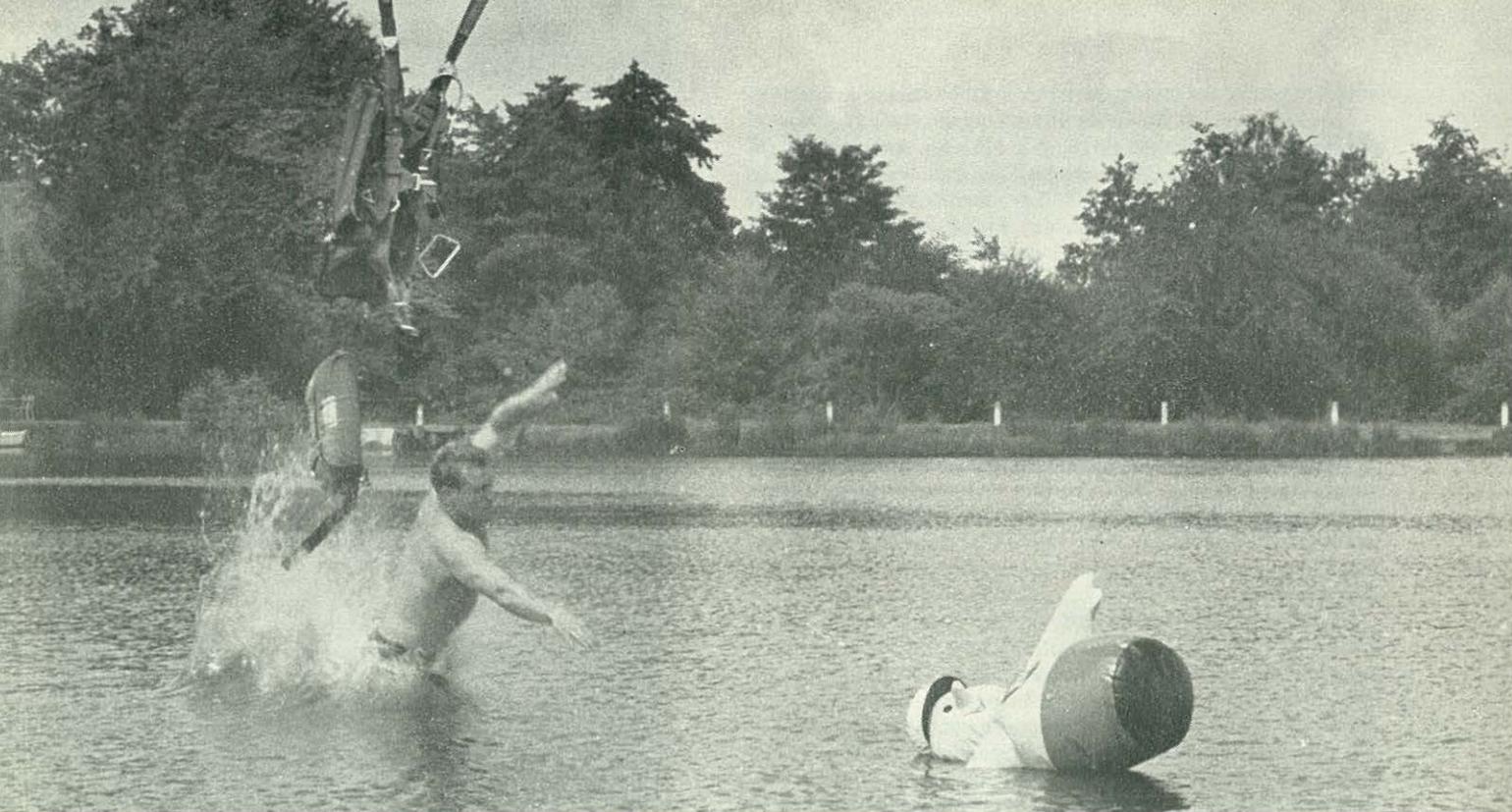
We were to complete the second jump the same day and had the following score: Vatsndal 1.31, David 1.27, Clark-Sutton 0.15, Griffiths 0.97.

This was to push us up to second place which was very heartening for the team and for everyone concerned. The French had moved into fourth place with the Czechs still in front with some remarkable precision.

The final jump of that event took place the next morning and we still jumped well but not well enough. We did not better our two earlier jumps but the boys only missed doing so by less than a metre.

Conditions were perfect for this round and all the well-known teams did exceptionally well but the final results with the throw-away jump knocked us a bit.

The Czechs took first place with a total event score of 1,960.2 (out of 2,000) The Soviet Union second with 1,949.7 (This was a new Soviet team), France was third with 1,907.7, the USA fourth with 1,907.2, Great Britain fifth with 1,903.9.



Brian Jones reaches for the target.

Without any break the organisers went into the Baton Pass event from 2,500 metres. Our team of three was Vatnsdal, Clark-Sutton and Griffiths. In this event two jumps and both to count.

Conditions were again difficult with a 180 degree dog leg in the wind and 285 metres of drift in free fall. After take off I made my way to the stands overlooking the target.

As the aircraft carrying our team was on jump run I began talking to them, "left a bit," and so on. As the A/C passed overhead I said "OK boys out now" and as if working on my command the three small dots popped out. The double pass was executed in ample time and down they came, exactly over our pre-planned opening point.

On this particular jump the boys had to cross over to the other side of the cross at six hundred feet. As Sherdy was manoeuvring into position for the cross I said out loud "not yet boy" and again he turned and held. A few moments passed and again I said "OK boy cross over" and again as if under my influence he turned and proceeded to lead the team over the other side for the final attack.

Unknown to me the USA team had been listening to all this and I was almost accused of using ground-to-air radio. This was typical of the effort the team put into the competition. Before every jump we went into all aspects of anything concerned with each jump.

Every member had his say and all were agreed on the plan of execution. This I must add was carried out with brilliance by the Team Captain Sherdy Vatnsdal: Not once did he make even the smallest error. Sherdy led the team down to score a fine 0.25 which looked like another DC. Followed by Brian Clark-Sutton to a fine 0.81 and Griffiths scoring 1.48.

This was to put us in fifth place. The USA leading, 2nd Czechs, 3rd Hungary, 4th Bulgaria.

The following day, Thursday the 24th August, we began the second jump of the Baton Pass event. Conditions were similar to the previous day, but the dog leg cross-over was higher at 1,000 feet. Only 185 metres of drift in free fall.

The team were in good spirits, they had reason to be. Briefing over, team on board, I made my way to what I now called my hot seat. There was considerable haze around that morning and it was about 11 o'clock, the time when the wind was due to change.

I deemed these conditions critical and it was most important that the team opened exactly over the correct OP which was 125 metres out on a bearing of 070 degrees. But the ground wind up to 1,000 feet was 260 degrees and if the change did come the ground wind would change to around 090 degrees.

It was imperative to open on the eastern side of the target. I could only just make out the A/C carrying the team. I could not see them leave and did not see any of the work.

The first thing I saw was Sherdy's canopy opening exactly over the OP, with Clark-Sutton right alongside. No sign of Griff. Then I saw his body falling, then his hand came in to pull, fumbled and after what seemed eternity his canopy came out.

He was low and facing the wrong way. At last he turned, I am speaking quite loud "run boy, run all the way." He must be at 1,000 feet by now and still 100 metres the wrong side of the target. Will he make it. I snatch a glimpse at the other two who are beginning their cross over to the other side.

"Change wind change now" I say but it pays no attention. He's not going to make it, he is down to 500 feet and

still 60 metres out trying to make into wind.

Slowly, ever so slowly he is making ground. If the wind changed now he could do it, but alas no such luck. Griff himself knew it was no use, but his legs were up and he fought all the way only to land on the 25 metre line. Poor Griff, he threw the baton down in disgust. I was flabbergasted.

I had hardly enough time to watch Sherdy come in for another near miss of 0.23 and Brian Clark-Sutton for a 0.75. Griff was unapproachable and I made no attempt to do so.

I had seen similar things happen more than once before to World Champions, everyone makes a mistake at some time and it was Griff's turn.

That afternoon when we were relaxing on the beach Griff and I had a talk. At first I thought that because of the poor visibility the baton pass was late. This was incorrect, the pass was over by 6,000 feet. That was where Griff lost sight of the others and got over involved in looking for them, and on top of that a stiff pull.

Ironically, 10 minutes later the wind did change but for us too late.

Having scored 732 in the first jump and only 489 in the second we were pushed down to 13th place.

Brian Clark-Sutton's shoulder was causing concern and he must have been in considerable pain during these jumps, although outwardly he seemed cheerful enough. Strangely, it was the opening shocks that were causing the pain and not the landings. He stated that he would be O.K.

Friday the 25th brought the commencement of the 1,500 metre event. Three jumps, two to count and back to our four man team. Brian David assured me that it was good to be back. Brian had accompanied me in the hot seat during the Baton Pass event and agreed that I had the toughest task of all.

The conditions were good, a straight wind line for a change and 250 metres to the opening point to the west.

This jump was critical for team morale and I had all things crossed for the boys. The pass was good, release point O.K., and all appeared well. All members following the team captain tack for tack with the RAF red white and blue at the rear.

Sherdy came in on finals and touched down on what again appeared to be a DC. Brian David next, lovely to watch and right in amongst the many judges after the disc.

Now it was Griff's turn, would yesterday's jump affect him now? Turning in a little jerky, "steady boy Steady," smooth now and short but he is so light he comes floating in to stretch out and sends the disc flying. What a relief.

Sutch comes in crowding a bit, a little jerky on brakes, gets himself a small stall which can be critical in light wind conditions, recovers well but lands a bit short.

Once again the disc avoids us, Sherdy's score 0.20, Brian David's 0.21, Ron's 0.27, and Sutch 2.71.

This put us in third place with Yugoslavia 1st with a score of 987.9 out of a possible 1,000 France 2nd and Austria 4th.

We were to complete the second jump the same day.

Conditions were more difficult now, the winds were up to 5 MPH and the dog leg had returned. Eighty-five metres drift in free fall. Clark-Sutton not looking too happy now, his shoulder is worse. We try to substitute Bill Scarratt but were informed that we cannot substitute in the middle of the event. I asked Brian if he could manage one more jump.



Brian Clark-Sutton sitting in his seat strap ready to leave the harness.

All aboard and off to the hot seat again, only three more jumps and the competition is over. I wonder if Sutch can stay it out. On jump run, Sherdy on a lovely run as usual and out precisely where I want them. This was to be almost as good a round as the last, but for one incident.

Sherdy's approach was excellent and scored a 0.55 followed by David with a 1.77, next came Sutch followed closely by Griffiths. Sutch reached and sent the disc flying and the judges seemed more concerned in the problem of was it a DC or not than replacing the disc. Well, they forgot all about Griff 30 feet up shouting for the disc which was still not in position. Griff made for the bunch of judges and as he was about 10 feet up the disc was quickly slapped into place. Unfortunately for Griff not in the place he had anticipated. With a desperate side reach he touched down amongst the maze of judges.

Sutch's score eventually came out at 0.15 (again no DC). Griff in the circumstances did exceptionally well to score 1.29. We protested of course but no go.

Clark-Sutton was now in obvious pain and we went to see the USA doctor who gave him an injection. This appeared to ease the pain somewhat. However by the time we got back to the hotel he was worse. Major Heerey took him off to hospital where he was x-rayed and it was discovered that he had serious spinal injuries and was confined to Hospital and put in traction.

This was a bitter blow to the team. Even worse was to come.



Brian Clark-Sutton leaves his harness a little high to take a header into the lake.

At the end of the 1,500 metre event we finished fourth with Yugoslavia in first place, France in second, and Austria third beating us off the lower rostrum step by 2.5 centimetres.

We duly substituted Bill Scarratt for Clark-Sutton in the water event only to be told that despite earlier information which we were given, he could jump to make up the team but his score would not be counted towards the final placings of the Nations competing.

We took off for the water jump with poor Sutch in hospital and achieved the following.

Sherdy (possibly because he is the worst swimmer in the world) got a DC on the vehicle inner tube (Target). To his amazement the judges made him swim out to the rescue boat.

Ron Griffiths came in next and was a little high, put her into a stall and just touched his big toe as he entered the water. Ron had a problem here, it was such a near thing, did the judges see it or not? Ron wisely not taking any chances swam and reached the target for the second time having lost 1.36 seconds.

Brian David was to get himself in a right old tangle with his suspension lines. We had anticipated this problem in France during the training and we were practicing leaving the harness before touchdown, as the rules clearly stated the jumper can leave the harness at his own discretion.

However upon arrival at Portoroz we were informed

that in the interests of safety the jumper will not leave the harness until his feet touch the water.

Dave came in a little high and tried to hook which landed him about 3 metres short. This was O.K., he was quickly out of the harness and striking out boldly when his canopy landed right on top of him. He lost all sense of direction and got fouled up in the suspension lines. It took Dave some 18sec. to fight his way clear and touch the target which a short while ago had been so near.

Next was Bill Scarratt who fell a little short and took 5.24 seconds to touch the target (his score was not to be counted, points which we desperately needed). This was an individual event and as there had been some 21 DCs scored the individual precision scores from the 1,000 and 1,500 metre event were added to the score of the water jump to determine placings.

This was won by the Czechs Burdukev Valdimir with an incredible score of 997.3 out of a possible 1,000, a total distance of 27 centimetres over 5 jumps.

The following day we licked our wounds and rested in preparation for the demonstration event on Sunday.

This was to suffer as well, because, as a result of Clark-Sutton's injury we had no one to take his place in the four man link and cutaway, so it was reduced to three.

Sunday came and the Demo event got under way with the Swiss being first, scoring 20 points out of 30.

The system of scoring was similar to Ice Skating—five judges can award a maximum of 10 points, the highest and lowest points are discarded, the remaining three being totalled to give a final score.

Austria were next but could only score 7.

Then came Turkey with 16.

Most countries were going to 2,500 metres and using smoke in an all-out one-pass effort. The work was exciting to watch and we eagerly awaited our turn which was second from last, with Scotland last.

It became apparent that a lot of countries were mis-potting and not making the target area because of fresh upper winds.

The Soviet Union gave their usual high standard display consisting of the guy hooked up outside the AC to the many Peace-loving banners lowered in front of the crowd. They were however only to score 17 points.

West Germany made 20. Then came the Czechs who had nearly swept the board up to now, they gave a very fine performance using a lot of dangerous looking smoke which gave the appearance of rockets. They scored 27 which again sent them into first place.

Soon it was our turn and when we started to dress up with all our gadgets this attracted much attention and photographers. We eventually struggled on board with Scotland in the front part of the Ship.

It was boiling hot so we left the door open. Looking up the aircraft from the tail it looked a right assortment, with all sorts of bits and pieces hanging everywhere. I personally felt like a fat duck.

The Scots were in their Kilts and one of them looked suspiciously to me like Tony Unwin, a notorious international jumper who will sell his services to almost any country.

Eventually it became our turn and the first run began, however it was 90 degrees the wrong way. So struggling up to the pilot and with much waving of arms and shrugging of shoulders I managed to convey to the pilot the way we

desired to go was North not West.

We found that through the lack of a team Pilot misunderstandings often occurred and this was a cause for concern, particularly to the team Captain.

I spotted this as it was time for Sherdy to relax for once, he had been under strain long enough. Bill Scarratt and Ernie Rowberry were out on first pass, a good link and a nice slow spiral down. The smoke looked very effective from the air.

They took the spiral down to 2,200 then broke and opened at 1,500. On the next pass I could see both canopies touching down on target in front of the VIP stand.

Next was Ron Griffiths and Brian David. On run, I reach down, pull Brian's smoke and he is away, Griff right with him. They are together and go over in a tumble. O.K. now I can visualise Griff reaching for the connecting straps and snapping them on to special hooks on Brian's harness.

After about 20 seconds a white canopy appears (right on time, all looks well) however no sooner had the canopy deployed and developed when it collapsed again and the two bodies continued in free fall!

I thought the harness must have broken. My mind was in a whirl, one must surely be killed. The two dots became as one as they fell further and further away for what appeared an incredibly long time.

Finally one Paracommander appeared. I searched frantically for the second but couldn't find another. That confirms it, I thought one has gone in.

I tried to fill the door completely so that the others not see. I even thought of landing the A/C but decided against it. My mouth was suddenly very dry and I had rather a sick feeling in the pit of my stomach. Two quick corrections to the plane's heading, and I am out, looking for Sherdy.

I'm about 4 feet away from him and closing sideways when Cheeky Charlton comes out of nowhere right in between both of us and seals the link for us. Still falling 26, 27, 28, seconds go by.

I give the break signal and remove my seat-pack ripcord, 33, 34, pull. Damn that opening shock, still no time to dawdle. Check covers; uncover left, uncover right, take hold of handle attached to left riser. Shoot left capewell (bless you for those 1½ shots Don), my arm moves up to full stretch now, supporting all the left side of the canopy. Right thumb through the ring on the right capewell. Check watch, hell 48, 49, shoot. Canopy collapses and I fall spinning as I go, again I get those crazy scenes before my eyes. Bodies falling in awkward shapes, trailing useless white canopies. Watch, you fool 53, 54, let go. Falling, damn I'm nearly 1,500 already. Don't look at the Altimeter Watch 57, 58, 59. Pull. It's open. Heavens, nearly 1,000 feet. What happened to the others, there they are just above me.

Now for Griff and Dave. I look down and see some people running out towards the reeds. Later I was to discover they were after our cut-away canopies. Hell, it's true. Coming in over the pit desperately trying to locate some moisture inside my mouth, but it's bone dry. And then at 300 feet I see them, Griffiths and David are standing in the pit jostling each other. Dear God, what relief. They had both landed still attached to each other.

I was met by Major Heerey who said "if that doesn't win it nothing will."

Fingers crossed again. I took off my helmet and the

Yugoslavian team Captain (Charlie Chaplan) shook my hand giving me the thumbs up sign.

The scores were being announced 9, 9, 9, 8, 7, total 26. Beaten into second place again. Just not our lucky day. Well, we got that place on the rostrum, or did we. Suddenly I was very tired. It was all over bar the final ceremony and the packing up and departure.

We left the following morning at 7 o'clock in a dash back to take part in our own Nationals.

A tremendous amount of work and effort had gone into the preparation and training of this team, both in the raising of funds, obtaining equipment, aircraft, pilot, transport, and training location. As always, most of the workers never see the team in action as a means of payment for their efforts and more than often don't even get a mention. I probably don't know half of them, but I would like to use up a little more space to mention the ones that I do know:

The Staff of the B.P.A. Office who handled the many affairs of the team. The R.A.F. Sport Parachute Association for their hospitality at Weston during early training. The A.P.A. Centre, in particular Don Hughes and Joe Reddick, for the water jump rigs and those excellent cut-aways. The Special Air Service Sport Parachute club for the cut-away canopies and six Blue jumpsuits. Mike Watts, Team Pilot during training in France for the many hours hard work he put in. The Commandant of the French Airborne School for the tremendous welcome and hospitality with which we were received. Cpl. Hooker of the Red Devils for all the work he put in (sorry you did not get more jumps in France!) The Rhine Army Parachute Association for the use of Drop Zone instruments. Dave Waterman for the publicity the team received. Major Kingston, Team Commander of the Red Devils, for the organisation and general managing of the team and for the availability of his team's equipment. Major Heerey who managed the whole affair of obtaining funds, Transport, Pilot, Aircraft, and everyone who helped with producing the finest Parachute Team Great Britain has ever had. Sherdy Vatnsdal who was an outstanding team Captain and on no occasion made a single mistake. Brian Clarke-Sutton for continuing to jump with the team even though he must have been in great pain. He is surely a credit to the R.A.F. Parachute School. And, to all the many others who I don't know about or have overlooked, thank you.



Brian David pulls his ret. canopy into the dinghy watched by coach Mike Turner

Letters to the Editor

Dear Sir,

I was pleased to notice the article on Spotting etc., in the last issue of "Sport Parachutist". I have known the basic principles of low-level spotting since my early jumps but the formulae for high-level accuracy have been unknown to me until now. What's more they work! On receipt of that issue I had to sit down and work out all the moves, then I rang up my Met. Office as advised and worked out my own problem.

I drove to Newtownards, my A/F and DZ, and booked a Tripacer-ARCF, for a 35 second delay from 8,000'. The wind speed at that height according to the Met. people was 30 Knots. They were right too! The old Tripacer crept along with the wind howling past and I went out dead over my estimated exit point. At 35 seconds I was over the opening point. I even landed within 5 yards of my target. Unbelievable—even the flying types in the Club room were surprised.

Now my established drill includes 4 phone calls before emplaning—Plane hire, pilot, Met. office and Aldergrove A.T.C.

I have just been jumping at Ards Airport for 2 months. Having obtained my G.P. and "B" FAI Certs. earlier this year. I have been pestering the Ulster Flying Club Exec. Council of War for an aircraft. They own Aircoupsés, Victas, Tigers and Cherokee 4's but the Piper is the only Jumpable A/C.

After a dormant $\frac{1}{2}$ year due to C of A on the Tripacer I finally got airborne on the 31st of August last.

I jump entirely on my own (bloody expensive and bloody lonely) but it sharpens my safety checks and the flying types regard me as a complete nut.

My eventual aim is to gain enough experience to qualify as an instructor.

Next year should give me the jumps. Then God and B.P.A. willing and with a few able-bodied G.P.'s we could get a small club going to put N.I. "on the map".

Incidentally, any G.P. holder or Instructor coming to Belfast, bring your rig and contact me. You can introduce me to the joys of relative work. My only company at present is one hairy pilot and a world of possessive seagulls.

The airfield at Newtownards is owned and operated by Ulster Flying Club—an organisation of some 250 flying members. It is entirely self contained and is only a half-hours' drive from Belfast. It skirts the eastern edge of Belfast Airport Control Zone and avoids Airway Blue Two, both West and North Corridors by a good 5 miles. The biggest hazard to pilots and parachutists alike is a muddy stretch of water due South called Strongford Lough.

Good spotting and precise safety measures should keep everybody dry!

Yours sincerely,

G. A. KELLY (1226)

"Lisheen", 463 Antrim Road,
Glengormley, Co. Antrim, N.I.

Dear Sir,

I would like to express, through the B.P.A. Magazine columns, my appreciation of the way I was treated at the R.A.F. Sport Parachute Club, Weston-on-the-Green.

The boys up there always managed to fit me in, and were most helpful. Within half an hour of arrival, after the checking of my documents, etc., I was jumping. The Jumpmasters do the job with quiet precision, the spotting is excellent, and their exits and style really impressive.

I am looking forward to jumping there again.

Yours faithfully,

E. S. HUGHES (1270)
British Sky-Diving Club.

P.S. I would love to jump from one of those balloons!

"Creg-ny-baa",
Padworth Common,
Nr. Reading,
Berks.

Dear Sir,

I like to say thank-you to everybody who made my stay in England such a success and I think you the only one who can do it for me.

It was always a kind of brainwashing for England when I meet Members of the B.P.A. or B.P. Club.

I am now back in Switzerland and see the difference between England and Switzerland: In England it is pleasure without money, in Switzerland it is Money without pleasure!

Happy crash and all the best.

Louis Anliker

Altstetterstr. 189
8048, Zürich

Gentlemen,

Halfpenny Green Aerodrome is an ideal D.Z. operated by the South Staffordshire Sky-Diving Club, supported by the Manchester and Hereford boys. The B.P.A. kindly supply an instructor and a Rapide is hired on a contract basis every weekend. To my knowledge the 'plane has only failed to appear on two occasions. We have a packing hall, office, telephone, bunk house, use of flying club bar, and a pit—the result of work by John Meacock and his men. Everything you might think for a thriving club.

What haven't we got? . . . Parachutists!

We need keen parachutists with equipment and somebody to organise them. How about you, Green Jackets—British Parachute Club—British Sky-Diving Club and North Lincs—and the like? We need you. The Plane stands idle for 80 per cent of the time and we may well not have it's use if we don't put more hours on it. We also need a Chief Instructor. Is there nobody interested in the job?

Yours faithfully,

J. K. FORSDYKE

South Staffordshire Sky-Diving Club
Halfpenny Green Aerodrome, Bobbington,
Nr. Stourbridge,
Worcs. Bobbington 325.



Link-up at 10,000 ft. over Thruxton taken with a Nikon F by Charles Shea-Simmonds. L to R: Vos, Meacock, Harrison, Hagan.



British National Parachute Championships

1-10 September, 1967—Final Results

INDIVIDUAL ACCURACY

Name	Jump 1	Jump 2	Jump 3	Jump 4	Jump 5	Jump 6	Total	Place
Griffiths R.	—	949	985	925	1000	809	4668	3rd
Hopton A.	—	730	—	1000	295	525	2550	2nd (N)
Silber T.	—	—	—	—	—	—	—	—
Johnston J.	—	596	773	466	54	524	2413	18
Joerns Mrs. S.	—	—	787	861	527	946	3121	XII
Etchell R.	—	861	963	899	535	955	4213	7th
Slattery P.	805	464	586	688	795	735	4073	8th
Waterman D.	—	—	—	—	—	—	—	—
Parker Miss D.	—	—	742	760	—	396	1898	22
Anderson T.	508	—	912	760	320	—	2500	3rd (N)
Donahue R.	723	1000	548	798	967	472	4508	V
Friel S.	—	—	—	—	—	—	—	—
St. John L.	—	—	—	—	—	—	—	—
Bahor E.	962	—	978	900	695	885	4420	VIII
Seeger Mrs. P.	—	828	939	952	235	—	2954	15th
Rixon Miss	—	—	793	200	—	375	1368	24
Cole Mrs.	—	—	—	—	—	—	—	—
Mapplebeck K.	—	193	837	1000	979	268	3277	14th
Cook A.	—	—	—	—	58	—	58	9th (N)
Roach Miss K.	—	—	949	928	193	437	2507	XV
Collins R.	—	—	—	760	—	—	760	26th
Glover D.	—	1000	1000	1000	550	880	4430	VII
Flambert Miss	—	—	—	—	—	—	—	—
Power M.	382	854	1000	916	822	722	4696	2nd Brit.
Lockwood W.	959	1000	936	888	962	876	5621	I
Middleton J.	—	428	—	976	247	688	2339	20th
Beard J.	—	—	—	—	—	—	—	—
Harrison J.	—	—	—	—	—	—	—	—
Hounsome N.	—	268	820	950	—	364	2402	19th
Kemley J.	—	512	783	410	—	321	2026	6th (N)
Bewell R.	—	—	—	530	—	—	530	8th (N)
Roth G.	—	939	742	791	522	587	3581	X
Villanuey C.	—	359	—	514	—	667	1600	XVI
Parker A.	—	—	171	—	—	513	684	7th (N)
Crawley T.	—	—	—	—	—	—	—	—
Hallman Miss	986	1000	798	788	622	753	4947	IV
Vatnsdall S.	893	—	901	976	873	958	4601	4th
Schofield P.	726	783	630	670	—	817	3626	1st (N)
Thacker G.	898	—	1000	920	947	683	4448	VI
Monger K.	693	867	310	385	413	731	3399	XI
Partington-Smith	—	—	—	—	—	—	—	—
Bennet D.	—	392	—	310	830	238	1770	23
Dal Pagetto	924	—	905	958	193	—	2980	XIII
Huddleton Mrs. J.	570	—	772	1000	727	952	4021	IX
Cole J.	—	186	—	186	—	47	1049	25
King Miss	652	—	—	—	—	—	652	27
Robinson J.	—	—	939	670	—	594	2203	21st
Charlton A.	959	—	814	770	395	576	3516	11th
Peacock D.	—	793	414	650	446	650	2953	16th
Teschke I.	—	—	—	236	—	568	784	XVII
Rowberry E.	—	764	757	966	846	—	3333	13th
Callahan C.	720	855	1000	825	592	1000	4992	III
Johnson R.	—	—	—	—	—	—	—	—
O'Brien M.	—	—	—	—	—	—	—	—
Currie R.	—	850	280	817	541	—	2488	4th (N)
Jones K.	750	—	1000	852	455	735	3792	10th
Copeland C.	440	103	452	108	322	684	2109	5th (N)
Kelbaugh R.	1000	875	989	821	795	1000	5480	II
Scarratt W.	547	970	879	960	765	975	5096	1st Brit.
David B.	916	903	964	582	459	760	4584	5th
Gotz	837	863	883	—	—	—	2583	XIV
Whitney	966	398	655	740	940	818	4517	6th
McNaughton	—	925	712	1000	358	1000	3987	9th
O'Connor	—	637	807	391	545	1000	3380	12th
Jones A.	495	583	414	572	37	658	2759	17th

"Overseas" placings in Roman numerals.

STYLE EVENT

Name	Club	Jump 1	Jump 2	Jump 3	Total	Place
Griffiths	R. R.G.J.	—	520	580	1100	10th
Hopton	A. A.P.A. (Loyals)	—	—	—	—	—
Silbert	T. R.G.J.	—	—	—	—	—
Johnston	J. B.P.C.	—	—	70	70	19th
Joerns	Mrs. S. U.S. Ladies	1000	970	1000	2970	I
Etchell	R. British Sky Diving	500	500	260	1260	6th
Slattery	P. Manchester Sky Divers	—	560	600	1160	9th
Waterman	D. R.G.J.	—	—	—	—	—
Parker	Miss D. B.S.D.	—	—	250	250	17th
Anderson	T. A.P.A. (R.G.J.)	—	—	—	—	—
Donahue	R. (U.S. 7th Army)	550	590	630	1770	VII
Friel	S. R.G.J.	—	—	—	—	—
St. John	L. B.P.C.	—	—	—	—	—
Bahor	E. U.S. Men	960	880	900	2740	II
Seeger	Mrs. P. British Ladies (RM)	310	—	220	530	14th
Rixon	Miss British Ladies (Manchester SD)	—	—	—	—	—
Cole	Mrs. British Ladies (B.P.C.)	—	—	—	—	—
Mapplebeck	K. R.A.F. S.P.A.	790	480	720	1990	3rd
Cook	A. A.P.A. (Glosters)	—	—	—	—	—
Roach	Miss K. U.S. Ladies	730	740	570	2040	VI
Collins	R. A.P.A. (R.A.)	—	—	—	—	—
Glover	D. U.S. Men	—	680	810	1490	VIII
Flambert	Miss B.S.D.	—	—	—	—	—
Power	M. Para. Regt.	690	750	700	2140	2nd Brit.
Lockwood	W. U.S. Men	900	900	900	2700	III
Middleton	J. B.P.C.	—	—	—	—	—
Beard	J. B.S.D.	—	—	—	—	—
Harrison	J. B.S.D.	—	—	—	—	—
Hounsome	N. B.S.D.	300	340	—	640	13th
Kemley	J. A.P.A. (R.A.)	—	—	—	—	—
Bewell	R. A.P.A. (Glosters)	—	—	—	—	—
Roth	G. Germany	—	—	—	—	—
Villanueva	C. Peru	—	—	—	—	—
Parker	A. A.P.A. (Glosters)	—	—	—	—	—
Crawley	T. R.G.J.	—	—	—	—	—
Hallman	Miss U.S. Ladies	—	—	320	320	XI
Vatnsdall	S. Para Regt.	420	320	470	1210	8th
Schofield	P. Para Regt.	—	—	—	—	—
Thacker	G. U.S. Men	850	830	790	2470	IV
Menger	K. Germany	—	—	—	—	—
Partington-Smith	B.P.C.	—	—	—	—	—
Bennett	D. B.S.D.	—	—	—	—	—
Dal Pagetto	G. U.S. 7th Army	—	—	—	—	XII
Huddleston	Mrs. U.S. Ladies	640	710	730	2080	V
Cole	J. B.P.C.	470	510	—	980	12th
King	Miss British Ladies (Man. Sky D)	—	—	—	—	—
Robinson	J. R.A.F. S.P.A.	—	—	—	—	—
Charlton	A. R.A.F. S.P.A.	760	850	870	2480	1st Brit.
Peacock	D. R.A.F. S.P.A.	—	560	660	1220	7th
Teschke	J. Germany	—	—	—	—	—
Rowberry	E. Para. Regt.	—	—	—	—	—
Callahan	C. U.S. 7th Army	—	220	220	440	X
Johnson	R. U.S. Men	—	—	—	—	—
O'Brien	M. B.P.C.	—	—	—	—	—
Currie	R. A.P.A. (R.C.T.)	—	—	—	—	—
Jones	K. Para. Regt.	—	440	—	440	16th
Copeland	C. A.P.A. (R.H.A.)	—	—	—	—	—
Keibaugh	R. U.S. 7th Army	—	540	260	800	IX
Scarratt	W. Para Regt.	620	620	640	1880	4th
David	B. Para Regt.	760	640	460	1860	5th
Gotz	Germany	—	—	—	—	—
Whitney	3 Para Regt.	690	—	410	1100	11th
McNaughton	3 Para Regt.	180	—	340	520	15th
O'Connor	3 Para Regt.	—	—	—	—	—
Jones	3 Para Regt.	—	—	110	110	18th

"Overseas" placings in Roman numerals.

EVENT II NOVICES

Schofield	P.	..	..	..	..	3626	1st												
Hopton	A.	..	..	..	..	2550	2nd	Kemley	J.	..	..	..	..	2026	6th				
Anderson	T.	..	..	..	..	2500	3rd	Parker	A.	..	..	..	..	684	7th				
Currie	R.	..	..	..	..	2488	4th	Bewell	R.	..	..	..	..	530	8th				
Copeland	C.	..	..	..	..	2109	5th	Hook	A.	..	..	..	..	58	9th				

TOTAL INDIVIDUAL SCORERS—BRITISH

Scarratt	W.	..	..	..	6976	1st
Power	M.	..	..	..	6836	2nd
David	B.	..	..	..	6444	3rd
Charlton	A.	..	..	..	5996	4th
Vatnsdal	S.	..	..	..	5811	5th
Griffiths	R.	..	..	..	5768	6th
Whitney	J.	..	..	..	5617	7th
Etchell	R.	..	..	..	5473	8th
Mapplebeck	K.	..	..	..	5267	9th
Slattery	P.	..	..	..	5233	10th
McNaughton		..	..	..	4507	11th
Jones	K.	..	..	..	4232	12th
Peacock	D.	..	..	..	4173	13th
Schofield	P.	..	..	..	3626	14th
Seeger Mrs.	P.	..	..	..	3484	15th
O'Connor		..	..	..	3380	16th
Rowberry	E.	..	..	..	3333	17th
Hounsome	N.	..	..	..	3042	18th
Jones	A.	..	..	..	2869	19th
Hopton	A.	..	..	..	2550	20th
Anderson	A.	..	..	..	2500	21st
Currie	R.	..	..	..	2488	22nd
Johnston	J.	..	..	..	2483	23rd
Middleton	J.	..	..	..	2339	24th
Robinson	R.	..	..	..	2203	25th
Parker Miss	D.	..	..	..	2148	26th
Copeland	C.	..	..	..	2109	27th
Cole	J.	..	..	..	2029	28th
Kemley	J.	..	..	..	2026	29th
Bennett	D.	..	..	..	1770	30th
Rixon Miss	T.	..	..	..	1368	31st
Collins	R.	..	..	..	760	32nd
Parker	A.	..	..	..	684	33rd
King Miss	G.	..	..	..	652	34th
Bewell	R.	..	..	..	530	35th
Cook	A.	..	..	..	58	36th

TOTAL INDIVIDUAL SCORES F & C

Lockwood	W.	..	..	..	8321	1st
Bahor	E.	..	..	..	7160	2nd
Thacker	G.	..	..	..	6918	3rd
Kelbaugh	R.	..	..	..	6280	4th
Donahue	R.	..	..	..	6278	5th
Huddleston	Mrs.	..	..	..	6101	6th
Joerns	Mrs.	..	..	..	6091	7th
Glover	P.	..	..	..	5920	8th
Callahan	C.	..	..	..	5432	9th
Hallman	Mrs.	..	..	..	5267	10th
Roach	Miss	..	..	..	4547	11th
Roth	G.	..	..	..	3581	12th
Menger	K.	..	..	..	3399	13th
Dal Paggetto		..	..	..	2980	14th
Gotz	E.	..	..	..	2583	15th
Villanueva	C.	..	..	..	1600	16th
Teschke		..	..	..	784	17th

EVENT 3—TEAM ACCURACY

		<i>Jump</i>	<i>Jump</i>	<i>Jump</i>			<i>Jump</i>	<i>Jump</i>	<i>Jump</i>
		1	2	3			1	2	3
Griffiths		930	46	836	Thacker	G.	1000	952	1000
Joerns Mrs.		934	943	717	Menger	K.	—	—	558
Etchell	R.	951	776	707	Partington-Smith		715	200	847
Slattery	P.	594	539	471	Bennett	D.	615	—	—
Waterman	D.	179	881	915	Dal Paggetto		602	649	987
Parker Miss		294	713	392	Huddleston Mrs.		1000	928	889
Donahue	R.	853	949	903	Cole	J.	926	924	—
Friel	S.	71	968	680	King Miss	G.	430	343	—
St. John	L.	783	885	959	Robinson	J.	801	492	590
Bahor	E.	989	885	957	Charlton	A.	732	969	981
Seeger Mrs.		969	—	—	Peacock	D.	760	788	881
Rixon Miss		408	782	300	Teschke	I.	—	300	—
Cole Mrs.	A.	679	—	521	Rowberry	E.	1000	628	738
Mapplebeck	K.	911	855	947	Callahan	C.	875	555	841
Roach	Miss	952	984	655	O'Brien	M.	480	568	797
Glover	D.	936	1000	1000	Jones	K.	109	842	1000
Lockwood	W.	1000	1000	873	Kelbaugh	R.	737	940	439
Beard	J.	453	653	748	Scaratt	W.	868	1000	676
Harrison	J.	571	1000	542	David	B.	1000	908	903
Hounsome	N.	—	822	784	Gotz		—	225	970
Roth	G.	—	924	585	Whitney		1000	810	830
Crawley	T.	587	223	807	McNaughton		708	882	978
Hallman	Miss	661	694	987	O'Connor		940	645	252
Vatnsdal	S.	1000	738	950	King	R.	507	8	725

TEAM ACCURACY TOTALS

U.S. Men ..	11,592	Manchester S.D.	4,323	U.S. 7th Army	9,330	U.S. Ladies	32,350
U.S. Ladies	10,344	German Airborne School	3,557	B.S.D.	8,007	3rd Para. Regt.	30,069
Para. Regt.	9,816	Team Overall Total		B.P.C.	7,182	U.S. 7th Army	30,300
R.A.F. S.P.A.	9,707	U.S. Men	39,911	Royal Green Jackets	7,123	R.A.F. S.P.A.	27,346
3rd Para. Regt.	9,589	Para. Regt.	33,414	Paragirls	5,058	German Airborne	13,904

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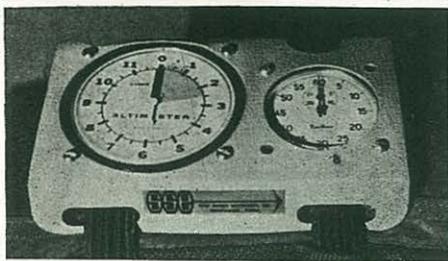
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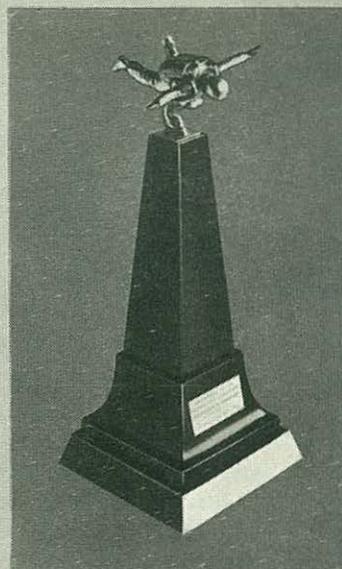
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