

and lo, a star appeared in the EAST ?

AN INTERNATIONAL PARACHUTING PUBLICATION
ORIGINATING IN THE NORTHEAST U.S.A.

OUR SEVENTH YEAR!!

VOL. V NOV-DEC 1971 No. 6

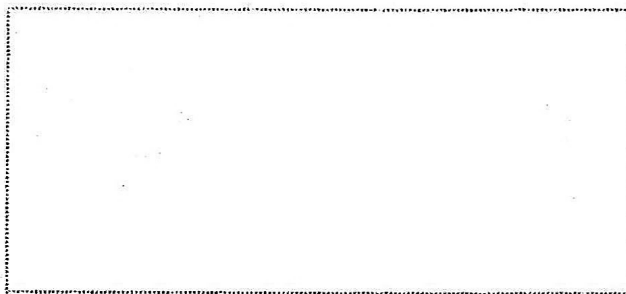
PRINTED IN A HURRY!

Editorial Offices: 48 Walker Street
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Cover by Kathy Thompson

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EDITORIAL.....

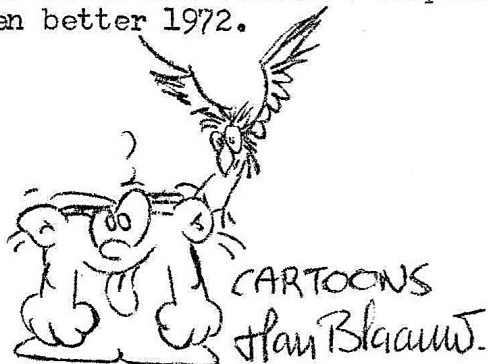
IT'S BEEN A GOOD YEAR

1971 was a year of progress and expansion in Northeast parachuting. The Greene and Lake Placid Meets and the CPI Bus Trip were some of the highlights. Student activity is way up with good reports from Malone, Ovid, Richmond, Stormville, etc.; most DZs have more than they can handle. Over 12,000 jumps were made in Mass. in 1970 and that number should cross 20,000 for 1971 with the new center at Pepperell. Large stars have come to the Northeast with the Twin Otter at Pepperell and Beeches at Stormville, Frontier and Hudson Valley. Jumpers combined from three states to form a team for the Zephyrhills meet and they made a pretty fair showing. Two more Instructor Courses were held in Ovid and Bloomingburg and Don Grant ran a couple of jumpmaster seminars. Bill Smith put on the biggest money meet ever, Larry Sargeant opened up Malone, Bob Elliott took over Turners Falls, CPI grew some more, and we had the largest conference meet ever with 63 contestants.

The council is on firm financial footing with money in the bank, a fast selling newsmagazine and an inventory of money making T shirts, song books and patches.

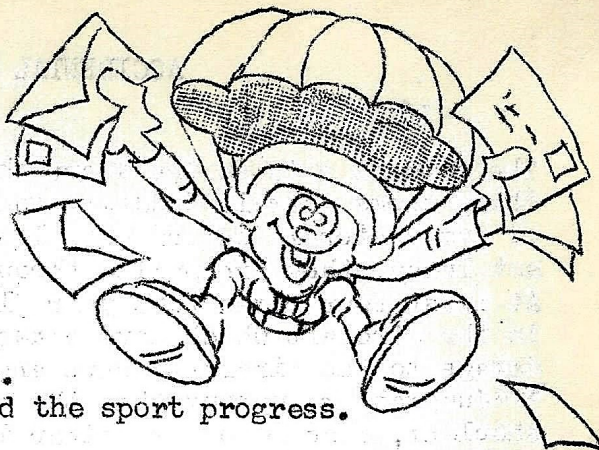
Student activity is up, regular jumping is up, there is increased interest in both individual and relative competition and based on this success, we look forward to an even better 1972.

Editor



THE MAIL CHUTE

LETTERS TO THE EDITOR



To the Editor: I just finished reading your Spotter newsmagazine. It is very informative and I personally think you're doing a great job. Only through communications can people learn and the sport progress.

Most sincerely,
SKY DIVER MAGAZINE
Bonnie (Hickey) Cameron

To the Editor: After leaving a couple issues of the Spotter lying around, the club has agreed that they couldn't function properly without a subscription to that down-home international jumping newsmagazine. It is really amazing how much more pertinent news fills the pages of the Spotter. Everyone here really enjoys your mag.

B.J. Worth
Missoula, Montana

FAA MEETING HELD IN BOSTON

Parachuting was on the agenda for the bi-monthly Air Traffic Control Advisory Committee Meeting held at Logan Airport and the jumpers turned out in force once again. All Mass. DZs were represented, all ASOs were there, the Conference Director and several interested jumpers. The tone was one of concerned inquiry and took an unusual and unexpected cooperative turn, best evidenced by the Air Transport Assn. representative, who said: "Our concern is that ATC knows where the parachuting is taking place and that we are routed around it". Quite a different approach from the usual: "We want it stopped when we're coming through". Boston Center is in Nashua, N.H., just off the end of the runway at Pepperell; many of the controllers live near the airport and have been over to watch and ride in the Twin Otter. The next meeting is scheduled for 6 January and permission has been granted to put on an equipment display and show "Masters of the Sky".

RUSSIANS REDUCE STATIC LINE JUMPS TO TWO

In early 1968, the Russians changed from five static lines and a left-hand pull to two rope jumps and a right-hand pull. The first and second jumps are now made from about 2500' with a dummy ripcord pull. The third jump is a five second delay from about 2800' from an aircraft flying at not less than 110 mph. All jumps are made from the AN-2 or the YAK-12. Ground training was not significantly altered. Free-falls are made with a KAP-3 automatic opener. Great use is made of mockups and there is a lengthy ground training period. The above is from a translation of an article entitled "Two Jumps Earlier" by D. Zhornik.

MERRY CHRISTMAS

ACCIDENTAL RESERVE DEPLOYMENTS CONTINUE

By Howard White, ASO

The student sits in the door; the jumpmaster is making last minute checks; everything seems normal. Suddenly there is a flash of white canopy and either student or jumpmaster is pulled out. If they are lucky, they clear the door; if they are not lucky, they are pulled through the side of the aircraft.

At least four times this year alone there have been accidental reserve deployments in the aircraft which have caused injuries to the jumpers involved and serious damage to the aircraft. Here are summaries of two of them:

***Jumpmaster, noting that the static line had looped around student's right shoulder, reached out to clear it. Somehow the static line then looped over jumpmaster's reserve ripcord handle and when student jumped, jumpmaster followed in a hurry. Plane was damaged and USPA insurance covered it.

***Though he had been told not to, student began playing with the field elevation calibration knob of his Sentinel while sitting in the open door of the aircraft on jumprun. Sentinel fired. Jumpmaster attempted to push student out, student attempting to climb back in, was pulled through aircraft door pillar.

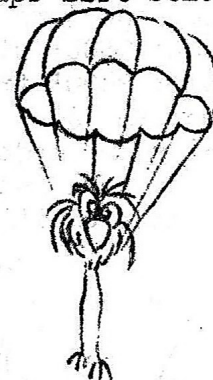
Both in training students and in actually working with them in the aircraft, jumpmasters must be especially watchful that student observes proper technique for protecting ripcord. Aside from injuries that will result, USPA insurance rates---- and therefore membership dues --- will have to go up if this trend continues.

THE WASHINGTON GRAPEVINE.....By Bill Ottley

1. The FAA will shortly issue new guidelines for use by the GADO to determine which demonstration jumps to approve or disapprove and what standard will be adhered to. These guidelines apparently suggest to the GADOs that they work in close cooperation with USPA ASOs; Norm Heaton is supplying them with a current list. The Eastern Region FAA uses a Form 8440 which is hopelessly out of date (restricts you to 10 mph winds when using a non-steerable main, etc). Dan Poynter drafted a lengthy list of suggested changes which went out over Norm Heaton's signature.
2. Various field offices have interpreted the new seat-belt-but-no-seat rule to mean that everyone in the aircraft who takes off without being seated in a chair MUST jump out of the aircraft. (that is to say, these FAA people say that if you don't jump, you have clearly proven that you are not a jumper, and therefore clearly you must have a seat). Flight Standards is trying to straighten out this kind of tortuous reasoning but be ready when the FAA man comes your way.
3. I hear from various places (and Norm can probably back this up too) that FAA's ferrets are really hitting the "fasten seat belts for takeoff" rule hard. Be sure to have these seat belts available and be sure that all your paperwork is in order.
4. Given what seems to be the FAA's developing attitude, I strongly endorse suggestions which have been made that we revise our emergency procedures in case of accident to eliminate contacting the FAA, except where the aircraft itself is in some way damaged.. A fatality caused by hitting the ground perhaps best belongs in the hands of the state police.

JOIN
THE
SPOTTER
STAFF
SEND
IN
YOUR
LOCAL
NEWS

TODAY
Page four



INSTRUMENTS IS FOR THE BIRDS
HOW TO USE THE CAT AND DUCK METHOD
(From the bulletin board at Z-Hills)

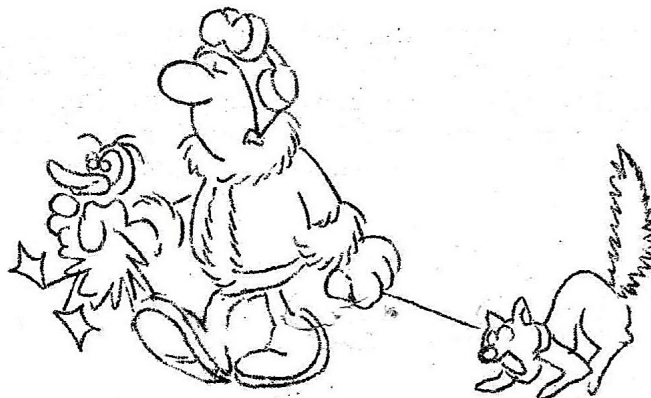
Basic rules for the Cat and Duck method of flight under the hood are fairly well known and are, of course, extremely simple.

1. Place a live cat on the cockpit floor. Because a cat always remains upright, he or she can be used in lieu of a needle and ball. Merely watch to see which way the cat leans to determine if a wing is low, and if so, which one.
2. The duck is used for the instrument approach and landing. Because of the fact that any sensible duck will refuse to fly under instrument conditions, it is only necessary to hurl your duck out of the window and follow her to the ground.

There are some limitations to the cat and duck method, but rigidly adhering to the following check list, a degree of success will be achieved which will surely startle you, your passengers, and maybe even an itinerant Tower Operator.

CHECK LIST FOR THE CAT AND DUCK METHOD:

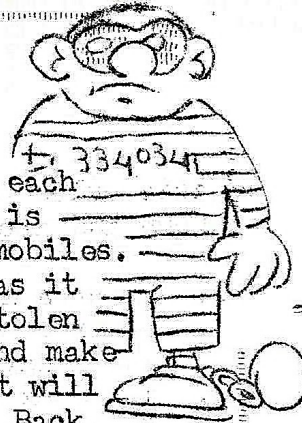
1. GET A WIDE AWAKE CAT: Most cats do not want to stand up at any time. It may be necessary to get a large fierce dog to carry in the cockpit to keep the cat at attention.
2. MAKE SURE YOUR CAT IS CLEAN: Dirty cats will spend all their time washing. Trying to follow a washing cat usually results in a tight snap roll followed by an inverted spin. You can see this is very unsanitary.
3. OLD CATS ARE BEST: Young cats have nine lives, but an old cat with only one life left has just as much to lose as you do, and will be more dependable.
4. AVOID STRAY CATS: Try to get one with a good pedigree. Your veterinarian can help you to locate a cat with good character, or try to find a good breeding farm, or if in the city, try to find a reputable cat house.
5. BEWARE OF COWARDLY DUCKS: If the duck discovers that you are using the cat to stay upright, she will refuse to leave without the cat. Ducks are better on instruments than you are.
6. BE SURE THE DUCK HAS GOOD EYESIGHT: Nearsighted ducks sometimes fail to realize that they are on the gauges and will go flogging off into the nearest hill. Very nearsighted ducks will not realize that they have been thrown out and will descend to the ground in a sitting position. This maneuver is quite difficult to follow in an airplane.
7. USE LAND LOVING DUCKS: It is very discouraging to break out and find yourself on final for a rice paddy; particularly if there are duck hunters around. Duck hunters suffer from temporary insanity when they are sitting in freezing weather in their blinds and will shoot anything that flies.
8. CHOOSE YOUR DUCK CAREFULLY: Many water birds look very much alike and if you are not careful you may get confused between ducks and geese. Geese are very competent instrument flyers, but are seldom interested in going the way you want to go. If your duck heads off for Canada or Mexico, then you may be sure you have been given a goose.



You
read
it
in
the
SPOTTER

Stolen Parachute Equipment

Thousands of dollars worth of parachuting equipment is stolen each year. Some of it is picked up by other parachutists, but most is taken by others in jump shack burglaries and thefts from automobiles. In either event, much of the stolen goods returns to the DZ, as it has little value elsewhere. The SPOTTER invites listings of stolen equipment and suggests that every jumper inventory his gear and make a note of the serial numbers on the canopies. Stolen equipment will be listed here as a public service (no charge) in each issue. Back issues should be saved for reference.



*****Security conical canopy, S/N 1987, Mfg. March 1970; black and red in a Mini backpack. Last seen in automobile in the Chicago-Hammond lot 30 May. Contact Chuck Joyce, Chicago.

TEXAS TEAM WINS Z-HILLS TEN MAN MEET

By Bob MacDonald

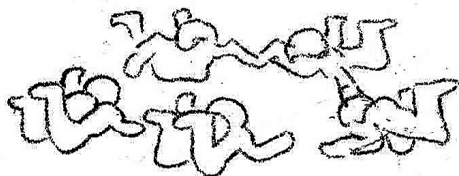
A strong Valley Mills, Texas, team averaged 36.1 seconds to edge out the Ten High Bunch home team with 36.9 in the annual Big Z ten man star competition in Zephyrhills, Florida, over the Thanksgiving holidays. The James Gang from Hinckley, Illinois, was leading and had the fastest time of 29.8, but lost a grip and could not close it back up. Some of their jumps were made from 10,500 rather than take the full distance and on one jump they made a ten man, back loop and another ten man.

Jumps were made from a DC-3, Twin Beech and a Lockheed, something which looks much like a Beech. Surprise of the meet were the Beech-nuts from Michigan; a new and very strong team. Leon Riche and his Raiders provided a Thanksgiving turkey dinner Thursday afternoon which they cooked and hauled from Louisiana. Another innovation was the "sur-grips" used by the Pieces of Eight team; cloth covered ripcord housings sewn to the arms of the jumpsuit. They aid in breaking in and in holding on. One of their stars was spinning and only the sur-grips kept it from flying apart. 40% of the jumps made resulted in ten mans, 70% were eights. Scoring consisted of one point for each man in, with the number of ten mans and time deciding ties.

Results were as follows:

1. Valley Mills, Texans	50	8. Del Rey Aerial Circus, Fla.	44
2. Ten High Bunch, Z-Hills	50	9. Get It Together, N.J.	43
3. James Gang, Hinckley	48	10. Joint Effort, Z-Hills	41
4. Avis (we try harder), Hinckley	47	11. Del Rey Donut Factory, Fla.	30
5. Beech-nuts, Michigan	47	12. Riche's Raiders, La.	29
6. Kansas Homegrowns	45	13. Electric Streetcar Co., Wisc.	25
7. Pieces of Eight, New England	45	14. Heads Up, Pickup Team	16

John Sherman was the Meet Director and judging duties were performed by Scratch Garrison and Bill Newell. Following the meet, Pieces of Eight and some of the Get It Together team built a fourteen man. Pieces of Eight built stars around Fran Strimenos and Jim Hinchman to qualify them for their patches. The meet proved tremendously successful and will be even bigger next year.



THE GENTLE ART OF SWOOPING

(Stolen from "The Same Old Para-Flyer" which stole it from someone else)

Jim Crawford is experimenting with a technique which may well be the answer to that eternal "Whuffo Question": "What if both chutes don't open?"

Using his somewhat dubious skills as a skydiver, Jim has developed an extraordinary technique known as the "Swoop". Sometimes called the double cutaway.

Method: The jumper exits the aircraft. He pulls at 2,500' and notices he has a spinning malfunction (or a total as the case may be). After a clean cutaway he deploys his reserve which also malfunctions. At this point it is advised that the jumper is provided with quick releases on his harness.

Quickly ejecting his harness the jumper then goes into a "delta" to build up his downward speed. After the desired rate of speed is attained, the jumper then goes into a "max-track" to build up his horizontal speed.

This is the most critical part. As the jumper screams toward the ground, he must gauge his altitude within inches. At an altitude of about 500 feet he then throws himself into a hard backslide. By doing this at the proper moment the jumper causes a great amount of air pressure to deflect from his body from head towards feet. This will cause him to float momentarily much like a kite on a string. His rate of descent will come to a virtual halt and he will then be able to execute a neat "standup landing".

This method has disadvantages:

- If the jumper flares too high his body will come to a halt in mid-air and fall the remaining number of feet, causing great injury.
- If he flares too late his body may skip across the ground much like a flat rock on water, causing severe ground rash.
- If he doesn't flare at all he will crash and burn or, in the case of Jim, receive a large bump on the head.

The advantages are obvious:

- It gives the jumper a third chance.
- It's quite impressive at demos.
- It irritates safety officers.
- Once perfected, the jumper never need bother himself with packing again as he may safely make "chuteless" jumps.
- Expensive equipment will be a thing of the past, as all is required is boots, helmet and altimeter.

Thanks again Jim for helping to make skydiving "THE MOST EXCITING SPORT IN THE WORLD".

THE SPOTTER MAGAZINE

48 Walker Street

North Quincy, Mass. 02171

U.S.A.

OUR SEVENTH YEAR!

☐ PLEASE FORWARD A FREE SAMPLE COPY OF THE SPOTTER.
I understand that I will be under no obligation to subscribe.

☐ I'M SOLD ALREADY. Here is my \$2.00 for one year of the SPOTTER. (\$4.00 outside North America, Sent First Class).

☐ NEW

☐ RENEWAL

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NOV-DEC 1971



GLOSSARY OF PARACHUTING TERMS
(Stolen from The Australian Skydiver)



- Airplane - A flying machine that earthlings believe was built for business trips and family outings.
- Alternate - Roof of the house nearest the target.
- Automobile - Something you used to own before you took up parachuting.
- Baby - A small mass of humanity that can cut you out of a new PC.
- Beer - A liquid that makes your style sets faster and your relative hotter in the telling.
- Batchelor - A smart parachutist.
- Clouds - A foggy formation of moisture which hangs directly above the exit point but is always equipped with a convenient hole to enable you to comply with Part 105.
- Droplet - A jump from a J-3.
- Editor - Someone to release your hostilities on. Other descriptive words are whipping post, sounding board, sucker for punishment, or b.....
- G.O.D. - Gillard of Doveton, frequently misused by churches.
- Logbook - Something the local "hotdogs" throw away after they have an enormous number of jumps. Usually 50 or more.
- Money - A means of communication between your employer and your club treasurer.
- Parachute - A "canopy" or a "rig" when being referred to by a student.
- P.C.A. - Please Check Altitude. Something you do after you notice everyone else has opened.
- Pea Gravel - A very soft loose material you can never hit when nursing an injury.
- Pilot - A man who usually knows better than the jumpmaster where the exit point is.
- Spectators - The same group that never misses a traffic accident, fire or a teenage rumble. Usually characterized by prefixing every statement with "Whuffo".
- Turtle - A wager that involves a sweet posterior.
- Wife - Someone to stay home with on weekends when the weather is bad.
- Wind - An invisible moving mass which drives jumpers into local pubs and idiots onto the DZ as it approaches 25 mph.
- Zap - Something you log as "100 yards plus" or a guy called "Chief", both are bad news.



RESULTS OF \$500 OCTOBERFEST MEET
SPARTA, WISCONSIN
2-3 OCTOBER 1971



Meet Directors-Jerry Briggs and Ed Dorey

Chief Pilot-Bill Buchmann

Judges - Diane Sherman, Bob Sprague, Ed Dorey

NOVICE ACCURACY

1st - Pat Lychywek - 2.35 - \$25.00
2nd - Jim Weber - 5.82 - \$15.00
3rd - Dave Karber - 20.00 - \$10.00

OPEN ACCURACY

1st - Dick Schindler - .36 - \$25.00
2nd - Ron Kausak - .37 - \$15.00
3rd - Jim Stoyas - .69 - \$10.00

STYLE

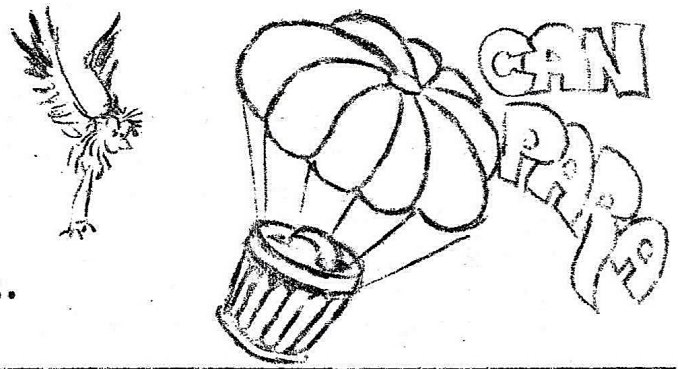
1st - John Sherman - Avg. 9.20 - \$25.00
2nd - Ron Kausak - Avg. 9.77 - \$15.00
3rd - John Wallace - Avg. 10.18 - \$10.00

OVERALL

1st - Ron Kausak - 502 - \$100.00
2nd - Jim Stoyas - 557 - \$75.00
3rd - Fred Heyenbruch - 678 - \$50.00
4th - Dick Schindler - 695 - \$25.00
5th - Dino Gilbert - 715 - \$15.00
6th - Denny Hayes - 717 - \$10.00

Every contestant received a free glass bottom mug full of beer at the conclusion of the last round on Saturday.
It is hoped that the meet will be repeated next year in conjunction with Octoberfest; more and bigger prizes are planned.

CANADIAN PARACHUTIST MAGAZINE
1003 Cedar Avenue -
Burlington, Ontario, CANADA
Attn: "Good Guy" Smyth, Editor



Please forward a free sample copy of CAN-PARA.

Name: _____ Address: _____
Zip: _____

SPOTTER NEWSMAGAZINE
48 Walker Street
North Quincy, Mass. 02171
Attn: Norm Fraser, Circulation Manager

The below listed jumper doesn't know what is going on and needs help. Please send him a complimentary copy of the SPOTTER.

Name: _____ Address: _____
Zip: _____

USPA
P.O. Box 109
Monterey, California 93940
Attn: Norman E. Heaton, Executive Director

I would like to () attend, () host an Instructor Certification Course in my area. Please send full details.

Name: _____ Address: _____
Zip: _____

Northeast Sport Parachute Council
48 Walker Street
North Quincy, Mass. 02171

Please forward the following council items postpaid. My cheque is enclosed.

1. NESPC Tee Shirt (s,m,l,xl) @ \$2.00
 2. NESPC Patch @ \$1.00
 3. Parachute Song Book @ \$1.00
- (circle items desired)

ALL ITEMS POSTPAID

Name: _____

Address: _____

Zip: _____

FATALITY REPORTS

Printed below is a list of recent parachuting fatalities. These reports are printed in the SPOTTER for instructional purposes. These are not just jump stories; they are reports of real people and it is felt that this produces a greater impression upon the reader. Learn from the problems encountered by others---Read and carefully analyze each fatality report.

***Date: 21 August 1971

Place : San Marcos, Texas

Name: James Phillips, Jerome E Laney

Age: 21, 32

Jumps: 50, 635

Cause of death: Deceased were participating in three-man relative work attempt from 7,200'. According to the survivor, Laney apparently believed the spot was long and waved off and pulled at about 5,500'. Phillips, in a delta, either did not see the wave off or was unable to stop himself from running into Laney's open PC. Laney landed under a somewhat damaged main canopy but had apparently died of a broken neck as a result of the collision; Phillips was also rendered unconscious and died on impact.

***Date: 25 September 1971

Name: Jeffrey N. Watkins

Place: Mt Sterling, Ohio

Age: 16

Jumps: 25

Cause of death: Though he had been trained to hand deploy his reserve under a malfunctioned main, deceased cut away from a streamer 1.1 main at 700-800', and then pitched somewhat forward apparently clawing at the reserve until impact. Deceased was equipped with a Sentinel but it did not fire possibly because he had disconnected the wires in clawing at the reserve. Handle and one pin were in place.

***Date: 26 September 1971

Name: Conrad Crowton

Place: Sparta, Ill

Age: 35

Jumps: 1,413

Cause of death: Deceased, using a borrowed Para-Plane, pulled the main ripcord as he pushed away from the aircraft. The pilot chute and deployment bag appeared to be entangled. Deceased pulled his reserve at about 600 feet but it entangled with the main. He made no effort to cut the main away though he had been briefed before the jump on the operation of the Rocket Jet releases with which the harness was equipped.

***Date 9 October 1971

Name: Mary Ellen Thompson

Place: Yolo, California

Age: 23

Jumps: First

Cause of death: Pilot chute was snagged by a pack opening band, causing the main to horseshoe, then streamer as the pilot chute came loose. No effort was made to deploy the reserve.

***Date: 10 October 1971

Name: Mike S Rusk

Place: Loxa, Ill

Age: 20

Jumps: 6

Cause of death: Deceased, after making his first freefall, ran canopy downwind until just before landing, then blew backwards into 6600 volt power lines and was electrocuted.

BIG TURNOUT FOR COLLEGIATE MEET IN FLORIDA

By Kathy Thompson

Over 190 jumping students turned out for the annual NCPL meet in Deland, Florida over the Thanksgiving holidays. Each made eight jumps, only one style round could not be completed. Jerry Rouillard, NCPL Director and USFA Asst Director served as meet director. Results were as follows:

NOVICE CLASS

Accuracy:

- 1, Mike Brady, So. Ill. Univ
- 2, Ron Gullie, Boise State
- 3, Pat Kvasnik, U. North Dakota

INTERMEDIATE CLASS

Style:

- tie
- 1, Mike Clouse, West Point 10.8
 - 1, Richard Sanders, AFA 10.8
 - 3, Bo Underwood, Daytona C.C.

Accuracy:

- 1, Richard Sanders, AFA .51
- 2, Ed Christie, U. New Mexico
- 3, Martin Beck, West Point

Combination:

- 1, Richard Sanders, AFA
- 2, Mark MacLellan, AFA
- 3, Martin Beck, West Point

Relative Work Team:

- 1, Air Force Academy
- 2, Kent State
- 3, Boise State

ADVANCED CLASS

Style:

- 1, Royal Hatch, U of Ala. 9.55
- 2, Rick Reed, Boise state
- 3, Chuck Boyajian, Nasson College, NH

Accuracy:

- 1, Larry Homsted, Boise State
- 2, Bob Paget, Kent State
- 3, Bill Minyard, Jefferson State

Combination:

- 1, Bob Paget, Kent State
- 2, Royal Hatch, U of Ala.
- 3, Bill Minyard, Jefferson State

Sportsmanship award: Louisiana Tech

Top Civilian School: Boise State

Gavel: Air Force Academy

MORE FATALITY REPORTS

***Date: 6 November 1971

Name: Sherman L Shhallich

Place: Antioch, California

Age: 32

Jumps: First

Cause of death: Deceased did a backloop off the step, his main streamered (sleeve and 2-3 stows of suspension line remained in place). The rig was equipped with the Stevens Cutaway System and the deceased, either accidentally or as a result of a misunderstanding of the operation of the system, pulled the reserve ripcord. Reserve entangled with the main. Deceased then operated both Capewell releases.

***Date: 13 November 1971

Name: Arlene K. (Lenny) Schember

Place: Pepperell, Mass.

Age: 40

Jumps: 490

Cause of death: Deceased left the aircraft at 15,000' as part of a "pick-up" team in an eight-man star meet. Moving toward the forming base in a delta position, she apparently collided with the left shoulder blade of another jumper who had flared out waiting for the base to form. Knocked unconscious or killed by the collision, she fell on her back, limp, turning, until impact. Jumper with whom she collided believes he was unconscious or semi-conscious for 45-60 seconds, instinctively pulling when he saw two open canopies in the air.

NORTHWEST COLLEGIATE PARACHUTING CHAMPIONSHIPS
OCTOBER 16-17 1971 ISSAQUAH, WASHINGTON

Chief Judge-Charlie Markin

Judges-Ray Heald, Tom Rau
Roger Swalley, Karen Ayers

ACCURACY

STYLE

NOVICE

1st - George Cowan
2nd - Jeff Massey
3rd - Duane Wolverton

JUNIORS

1st - Steve Buley (AFA)
2nd - Scott Stine (AFA)
3rd - Craig Monaghan (AFA)

INTERMEDIATES

1st - Mark McLellan (AFA)
2nd - Craig Fronk
3rd - Hardy Bresslen

SENIORS

1st - Daryl Emerson (AFA)
2nd - Wayne Dize (AFA)
3rd - Jim Smolka (AFA)

SENIORS

1st - Duffy Hardy
2nd - Chuck Lakin (AFA)
3rd - Ray Burnham

OVERALL

MENS - Duffy Hardy--Accuracy 1--Style 9
WOMENS - Mary McCarthy--Accuracy 15--Style 6

TEAM EVENT - R/W & Accuracy: 1st - Bob Burnham, Ray Burnham, Shep Naplin - Issaquah
2nd - Earl Cossey, Craig Fronk, Duffy Hardy - Issaquah
3rd - Ray Ayers, Tom Cave, Bob Iverson - Spokane



WESTERN CANADA PARACHUTE CHAMPIONSHIPS

Edmonton Parachute Club - Cdn. Armed Forces Base - Rochester Field, Edmonton
October 9-10-11 1971

Chief Judge-"Sunny" Jim Lowe

Meet Director-Wally McLellan

Judges-Sgts. S.F. Wykeham-Martin, Don Skipper, Jerry Vida, Dr. Colin Ross, Tom Kelly

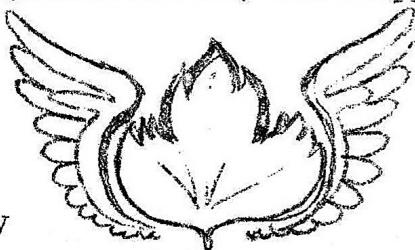
ACCURACY

STYLE

NOVICE

1st - Dave Horsley
2nd - Mike Tugwell
3rd - Terry McLeary

1st - Cpl. Doug Harasymko
2nd - Capt. Robert Lucas
3rd - Pete Johnson



INTERMEDIATES

1st - Ron Crowder
2nd - Cpl. Tom Cook
3rd - Cpl. Mike Bedel

OVERALL

1st - Cpl. Chuck Shaw
2nd - Cpl. Doug Harasymko
3rd - Cpl. Roland Benoit
4th - Capt. Robert Lucas
5th - Don Armitt

Accuracy	Style
1	4
7	1
4	7
9	2
3	11

JUNIORS

1st - Charlie Brown
2nd - Garry Lychowyd
3rd - Kevin Monaghan

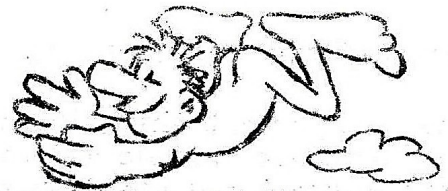
SENIORS

1st - Cpl. Chuck Shaw
2nd - Barry Carr
3rd - Don Armitt

14 Teams entered - unable to complete due to continued high wind conditions.

SAFETY AND THE BEAUTIFUL PEOPLE

By Butch Huntington
(Stolen from "The Static Line")



Many things have been written about safety and the sport parachutist and it sometimes gets to the point where you almost have to carry a computer to keep all the different data stored.

Most of this data pertains to packing, emergency procedure, relative work and care for same. But never have I ever seen or heard of anything written about safety pertaining to the "Beautiful People". The great lovers of freedom and the great outdoors, our own American nudist, and so I have taken it upon myself to help them as much as I can.

It stands to reason that they must have many, many more and complex problems skydiving than we mere everyday fun jumpers do. As a matter of fact, I have heard of many male nude jumpers who have virtually given up jumping because of "problems" that have arisen, that they didn't know how to handle.

For example - can you imagine shooting a down winder in 15 mph winds into the peas naked? Wow! Or a hop and pop with a PC and split saddle? Wouldn't that rip your apex? Or making an exhibition jump with smoke strapped to your bare foot.

Well, after many years of study and painful experiments, I have compiled a list of helpful hints that may aid the nude jumpers. So that they can enjoy skydiving as much as we do.

Equipment: Never use a split saddle. Always use a solid saddle with lots of padding (for obvious reasons). And be sure you have learned the proper way to adjust the harness. There are many male jumpers who will never have a rich deep voice because of improper harness adjustments.

The Reserve: Always carry as large a reserve as you can. This gives you extra protection and keeps you from being embarrassed on those hard openings. One nude jumper I met in southern California had quite a rig. He used two main containers, a surplus B4 with a Mark I PC on his back for the main, and an unextended B12 with a 28' cheapo inside for the reserve. Mounted to his D rings this made a fine set up. It was, like himself, sleeveless. The only problem was that he was rather short, and the reserve kept dragging the ground and chaffing his knees. But once in freefall he was fine. He used two short belly bands at the bottom of the reserve container which he tied around his ankles.

A little hint for the male nude jumper; a center pull reserve is a no-no. Side pull reserves are definitely better and safer. One Florida nude jumper was severely injured while using a center pull reserve. He had a total on his main after relative work attempt and a low pull. Well, he went after his reserve ripcord and having his reserve mounted low like most nude jumpers do, he missed the handle but went ahead and pulled away, thinking he did have it. He ended up in the hospital with severe rope burns on the inside of his thighs because after all the jerking and tugging, he finally noticed his mistake and did pull, but he Z'd and his reserve fed out between his legs. The doctors said he was very lucky; although he had some internal injuries and would probably be sterile.

That's enough about equipment. Here are a few hints on a part of jumping that has increased in popularity over the past few years.

Relative Work: There are many nude jumpers who believe something terrible will happen if they let another nude jumper get close to them in free fall. Especially female nude jumpers fear this. And something could. But! Not if you are careful. Always know your relative work partner well, and be sure that he is a stable down-to-earth person. With lots of self control. Shy away from fellows that talk with high voices and carry purses. Let them get their own hookups with each other.

Kiss passes are not recommended unless you are married to each other. There have been cases of unwanted pregnancies that have resulted from sloppy kiss passes. Another maneuver to be careful of is the cat^{er}pillar. They sometimes get a little hairy, especially if there is an aggressive pin man. There is nothing worse than an overly aggressive, grabby pin man when attempting the cat^{er}pillar.

The most important thing in relative work is the exit. The best method I have found is three people outside and one in the door; to accomplish this one person must climb under the strut and stand on the wheel. But be careful of the plane's propeller. If you move back too far, it could be a big pain in the lower back.

Accuracy jumping is another phase that can really show what a person's got under a canopy. But a lot of nude jumpers don't like to shoot accuracy because they say the pea gravel hurts. Well, there is a solution. One DZ in Mississippi has solved their problem by using Campbell's Pork-n-Beans instead of pea gravel, with a package of Oscar Meyer weiners as a dead center disk. You wouldn't believe how much the accuracy at this DZ has improved. The only problem is that they can't keep pilots because of the smell that is constantly in the plane. I have been experimenting with oatmeal and jello, and it looks as though they may have good possibilities.

Well, I think I have covered most of the major problems, and I hope I have helped a few of you beautiful people solve your jumping headaches.

Skydiving is a beautiful sport and will remain a beautiful sport only if we control it and keep it safe. The most important piece of equipment we take up with us is common sense, so let's use it to its fullest.

Have a good time and -- let it all hang out.

PARACHUTING PERSONALITY OF THE MONTH

By Dick Hawkes

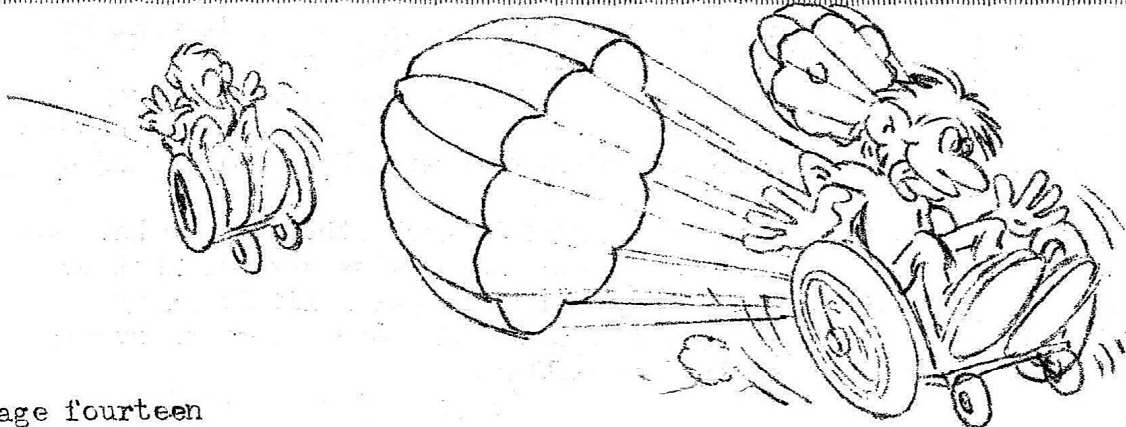
Editor's Note: This column will feature a different prominent parachutist each month; our method of recognizing those deserving of praise for their true contributions to the sport.

BUTCH RUBB is well known to most Northeast jumpers, especially students, for his firm belief that "a student who keeps landing on runways will learn accuracy quicker". This training technique (PLEs from the 180 wing into the gas pit, back-loops off barstools) have revolutionized student training in the Northeast.

Butch (or as he prefers to be called, Gordon) has well over 800 jumps, including 93 water jumps (2 intentional), 46 intentional tree landings, 63 bad spots and 3,792 jump stories. "Cutaway" Rubb is well known around the area for his wheelchair races down Orange's Walnut Hill. His most recent accomplishment was spotting ten students into a dog show for which he received \$300 for supplying a mass exhibition jump. Butch is extremely adept at instilling confidence in his students; when pointing out landmarks near the airport, he states: "I landed there a couple of times; it's not as bad as it looks".

As everyone knows, Butch has invented an elastic ripcord. On his most recent static line jump, his main opened at 18 feet and his jumpmaster suffered a broken nose a few seconds later.

When informed of his selection as the first PPOM (that's "Parachuting Personality of the Month" for those who have forgotten already) Butch said: "Can't talk now, I see some students who haven't heard about the jump into the dog show".



MINOR RECORD CORNER

The minor record section is a new feature of the SPOTTER designed to recognize the achievements not certifiable under the FAI rules. Most international records are difficult, if not impossible, for the average parachutist to attempt. Unless you are a girl with enough money to try a jump with accuracy from 50,000' at night, there is little left.

This section recognizes the unusual, the minor records. Send in your record for publication.

JIM VALLENDER: 124 jumps on a Volplane before returning it for a rebuild job in October.

SKIP STEPHENSON: (1) Most night jump malfunctions: 2

(2) Most water jumps: 118. All but one were at the Tommy Bartlett Water Show. 92 intentional, 25 unintentional (missed the beach); 55 were with a cast on one leg (kept it dry with a towel and a garbage bag).

JUMPING IN AUSTRALIA

By Bob Morrison

Stolen from the Crosswinds

You'll just LOVE the people; jumpers in Australia would sooner jump than work, and you'll find many guys taking sickies to make a relative with you, in honour of your visit; you'll be "put up" (given a place to stay) for free (but offer to pay-or much better, buy some beer and then help them drink it). The drop zones are mostly green and pretty; Gold Coast (near Brisbane) is my favorite, very green, set in the middle of a Grand Prix racetrack just 3miles inland from 20 miles of the best surfing beaches and prettiest bikinis in the world. The pace of life everywhere is easy, tomorrow is soon enough, just the right attitude for a vacation; your dollars go twice as far (7500 for \$1.85 to \$3.00) and especially when you won't be expected to pay for much (unless you're working). There's no such thing as work permits or Social Security cards. The country will love you if you want to work and jobs are easy to get and keep. This can keep you going for weeks. If you're going, write ahead to Claude Gillard and ask who can put a roof over your head in Melbourne, Sydney and Brisbane. (Claude Gillard, 10 Waratah St., Doveton, Victoria, telephone Melbourne 792-2181).

Best drop zones:

Near Melbourne: Labertouche, Pakenham: (telephone Claude 792-2181).

Near Sydney: Camden (no rules jumping, low pulls a specialty). Look in yellow pages.

Wilton: (telephone Parachutes Australia--yellow pages).

Near Brisbane: Gold Coast (a must; pretty DZ and good guys. Telephone Phil Whatmore, Brisbane 961469).

Near Adelaide: Lower Light: (a bit out-of-the-way; telephone Colin Parsons, white pages of Adelaide phone book).

Near Perth: Rockingham: (very out-of-the-way; Rockingham Skydivers in the yellow pages).

Gold Coast is my pick of the drop zones; Wilton is the main home of the star builders (recent 12 man). Volkswagens cost the same as in the U.S., most other cars 50% dearer, more or less. This is the first guidebook to Aussie jumping I've seen, hope it's not the last, as they love visitors down under - if you've got the fare plus a couple hundred dollars, lay your ears back and go! Have a nice trip.

THE EQUIPMENT CORNER

The Equipment Corner is a regular feature of the SPOTTER designed to convey industry news to the reader. Manufacturers and suppliers are encouraged to submit material.



STEVE SNYDER ENTERPRISES (331 Cherry Hill Blvd., Cherry Hill, N.J.): The single motion release, designed to jettison the canopy when the reserve handle is pulled, should be ready around the first of the year. Snyder, importer of the Papillon canopy, reports that the entire Army Competition Team is jumping the French canopy. There are reports that the Russians have ordered 500 Papillons from USA.

NIAGARA PARACHUTES (Niagara Falls, Ontario): Eddie Grimm has secured the Canadian dealership for Papillon. It is selling for \$430. with sleeve and all duties and taxes paid.

STRONG ENTERPRISES, INC. (542 E. Squantum St., N. Quincy, Mass. 02171): The rigging school now has six packing tables and eleven sewing machines in its own 3000' of floor space; it can accomodate 12 students at once. Five recent graduates came from Holland and now three more Dutchmen are in the school. Production of sleeves, jumpsuits and the Stylemaster assembly have been increased and delivery is improved. Strong has a stock of Bud Sellick's new book, "Parachutes and Parachuting", at \$7.95.

BELL-TOPTX

Bell has switched to a four day work week. Employees voted overwhelmingly to work from 7:00 am to 5:30 pm, Monday through Thursday. Bell makes the famous helmet worn by more parachutists than any other make.

HAPPY NEW YEAR 1972

PELICAN COLLEGIATE MEET

PELICAN LAND, MARYLAND - NOVEMBER 6 and 7

By Mike Schultz



Event I: Intermediate Accuracy

1st - Alfred Burkhard	USMA
2nd - Karl Arunski	USMA
3rd - Ralph Bower	USMA

Event II: Advanced Accuracy

1st - Charles Leal	USMA
2nd - Scott Scholler	USMA
3rd - Kathy Thompson	GWU

Event III: New Style

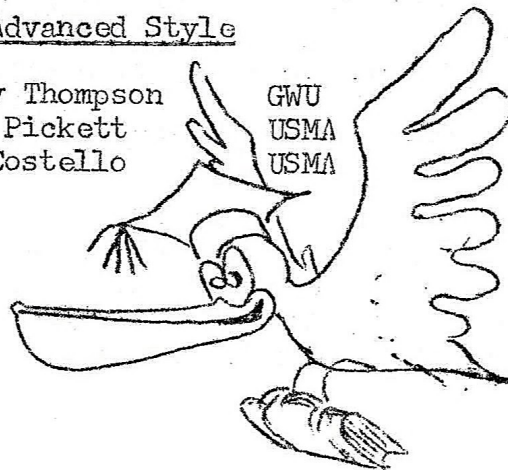
1st - Marty Beck	USMA
2nd - Dennis Pryor	USMA
3rd - Tie	
Dick Minnis	USMA
Charles Leal	USMA
Judy Patrick	UD

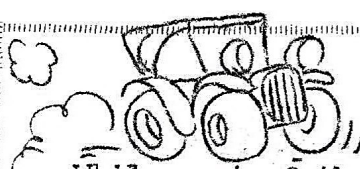
Event IV: Advanced Style

1st - Kathy Thompson	GWU
2nd - Dave Pickett	USMA
3rd - Don Costello	USMA

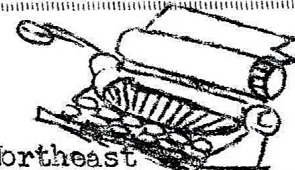
COMBINATION

1st - Kathy Thompson	GWU
2nd - Marty Beck	USMA
3rd - Charles Leal	USMA





NORTHEAST CONFERENCE DIRECTOR'S REPORT By Dan Poynter



While most of the activities of the USPA, Council and the Northeast Conference Director are noted elsewhere in these pages, listed below are some of the special items which received attention since the last issue.

Miles driven: 4800

Letters written: 48

Since the last issue, I have visited Orange, Pepperell, Z-Hills, and the end of the season party thrown by the Rhode Island Parachutists. There was an ATC meeting in Boston, one with the Westfield FAA, and a visit to the Mass. Aero. Comm. I wrote two articles for PARACHUTIST, submitted suggested changes for FAA's exhibition jump rules, wrote an SOP for the Jury at the Nationals, and rewrote USPA Part 10: Definitions. It was an honor and a pleasure to be part of "Pieces of Eight", the ten man team which represented us in Florida.

FRAUD BY THE CONFERENCE DIRECTOR REVEALED By Dick Hawkes

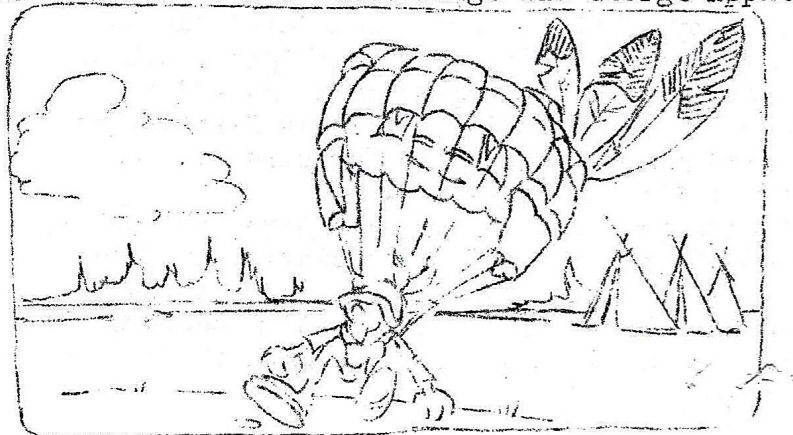
Dan Poynter, Northeast Conference Director and Editor of the SPOTTER, has finally been caught; this reporter has, through exhaustive research, gotten the goods on this rascally rigger. Everyone is familiar with Poynter's Conference Director reports in each issue of the SPOTTER; he always gives two statistics: miles driven and letters written. But how many readers realize that these figures are untrue? For example, Daniel Dog's (as he prefers to be called) trip to the Zephyrhills Ten Man Meet over Thanksgiving represented 2700 miles of the total, and he actually went in Danny Thompson's car and he didn't even drive! And how about the letters written? It includes speed letters and he even counted a letter he wrote to his parents in San Francisco! Fortunately, for the record, he doesn't correspond with them very often.

This keen-eyed reporter will continue his sleuthing and will report further on the real activities of the Conference Director in coming issues.

MORGAN WINS POOR INDIAN MEET By George Krieger

After all possible chants were sung, the weather finally improved and the Poor Indians Parachute Club had its Accuracy Meet on October 23rd. In the expert category, the recipients of trophies were: First - Morgan; Second - Snyder; Third - Puskas; Fourth - Callahan; Fifth - Winnick. (Interesting note - the first, second and fourth place winners were flying Para-planes). The intermediate group (1 to 200 jumps) brought the following trophy winners: First - Roskoski; Second - Craft; Third - Charat; Fourth - Kirst; Fifth - Barkley.

Meet Director and Chief Judge was George Applegate, assisted by Bob Webb.



SHORT SPOTS

- **PAUL TARR is back from an all expense paid government tour to the Far East.
- **DAVE CURRY broke his ankle in a tree landing; he was lowered carefully to the ground on a rope.
- **NORM FRASER received a promotion; to civilian.
- **ELSINORE will see over 30,000 jumps this year.
- **CESAR AGUILAR picked up a bottle of what he thought was sauce and dumped it over his cooking Thanksgiving turkey. It was red food coloring and he was red faced.
- **AIR FORCE ACADEMY team missed the Mountain Conference meet due to a storm. Major Craig Elliot is trying to get a rescheduling so that they may attend the Nationals.
- **PAUL POPPENHAGER crossed 4,000 jumps recently.
- **JIM HINCHMAN qualified for his eight man patch with "Pieces of Eight". It was his 35th jump.
- **DANNY "buy American" THOMPSON wears French boots.
- **PACIFIC CONFERENCE PARACHUTE COUNCIL year-end winners are Paula Peterson and Jerry Rouillard.
- **SMITTY THE JUMPER has reprinted his book. It is well worth the \$2.00 and is available by writing him at P.O. Box 103, Sulphur Springs, Arkansas.
- **MASS. AERONAUTICS COMMISSION reports that 12,505 jumps were made at the four jump centers in the state in 1970. This should nearly double in 1971.
- **WILD BILL PAULLIN won the Charles Lindberg look alike contest.
- **GOODYEAR has built an inflatable airplane. It can be blown up in 6 minutes, is 19' long, 28' wing spread, 60 hp engine, 60 kt cruise and a 5.4 hour flight endurance.
- **Did you know that the first "air to air" refueling took place 50 years ago this month? It was on November 12, 1921 that Wesley May strapped a 5-gallon can of gasoline on his back and transferred from his aircraft (a Lincoln standard) flown by Frank Hawks, to the wing skid of a JN-4 flown by Earl S. Daugherty. May then worked his way toward the engine and poured the gasoline into the tank.
- **NPA says that general aviation transports as many passengers as the airlines; 170 million in 1970, and it will reach 500 million by 1980. General aviation comprises 98% of today's total air transport system and provides the only access to 92% of the nation's airports.
- **CESSNA has 53.1% of the general aviation market.
- **BOB AND SANDY BECK have opened a new DZ in Brockport, N.Y., near Rochester.
- **LARRY SARGEANT reports that his Malone, N.Y., DZ is booming. The facilities are excellent and he is near a number of colleges.
- **FAA has printed Advisory Circular 149-2F, the latest parachute loft listings.
- **CORNELL PARACHUTE CLUB held elections recently--Pres: Philippe Chenevier, Secty-Treas: Robert Penfield, Safety and Training Officer: Randy Iverson. They jump at Ovid, New York.
- **RAY FINNERAN was seen putting on his chapstick with a lipstick brush.
- **CAL RODGERS MADE the first successful solo coast to coast flight barely 8 years after the Wright flyer flew 120 feet in its initial attempt. It was a sunny mid-September day in 1911 when Cal Rodgers took off from a Sheepshead Bay, Long Island race track in his brand new Wright Biplane, the Vin Fiz. Eighty-four days and 19 crashes later, Cal Rodgers, with his leg in a cast, landed on the beach at Long Beach, California. Making 69 stops, many of which were unscheduled due to weather or mechanical difficulties (his engine quit six times in flight), Cal was airborne for 82 hours, 4 minutes. Only the rudder, the engine drip pan and a strut or two remained of the original Wright Pusher. In becoming America's first trans-continental flyer 60 years ago, Cal Rodgers also set a record for perserverance, determination, and courage that has never quite been equalled.
- **NAA REPORTS: As a result of an agreement consummated recently with Aero Publishers, Inc. of Fallbrook, Cal., members of the National Aeronautic Association are now entitled to order any of the aviation books published by Aero at a 30% discount off list price. Aero has also agreed to ship NAA orders prepaid. NAA members will receive a listing of Aero's extensive aerospace library offerings with their next membership renewal notice.

.....MORE SHORT SPOTS

- **RHODE ISLAND SKYDIVERS of Richmond recently held elections--Pres: Dave Ferraro. VP: Don MacQuattie, Sec: Carol Hendry, PR: Allen Gencarelle, CSOs: Art Moniz and Carol Hendry, Resident Good Guy: Flip Hollstein.
- **DEBBIE AND TERRY THEBAULT have a new rug rat: Trillium born 20 October.
- **RUDY JAMBRICH replaces Bill Hardman as CSPA Technical, Training and Safety Committee Chairman.
- **DAVE ADAMS reports that parachuting will be part of the 1973 Canada Games to be held in Burnaby, B.C. The accuracy portion of the Canadian Nationals will probably be held there.
- **RHODE ISLAND SKYDIVERS of Richmond tried some cross country work. Al Gencarelle, Flip Hollstein, and Dave Ferraro made a hop and pop from 12,500' six miles out and landed five miles short. So much for Paul Kelly's calculations.
- *TOM MORRISON is making up "I'D RATHER BE SKYDIVING" license plates. They're \$2.00 postpaid. Send to United Parachute Club, Tennis Ave., Ambler, Pa. 19002.
- *PARACHUTES INCORPORATED produced an outstanding color Christmas card; a Bill Mehr photo of Santa in freefall holding a sign saying "Merry Christmas". What doesn't show is the two word message on the reverse which conveys not so cheerie a greeting.
- *PAUL POPPENHAGER is running a very interesting elimination accuracy meet as his tenth annual in Indiantown, Fla., this year and over \$1,200 will be paid out.
- *DEAN STALL, President of the Pennyhill Skydivers of Pa., passed away recently; a heart attack. The club voted a \$25. donation to the U.S. Team as a memorial.
- *THE RHODE ISLAND PARACHUTISTS have formed in the northern part of the state and note the initials: "R.I.P."
- *DAVE SAUVE has expanded his annual Tecumseh Money Meet. It should be the biggest ever this year.
- *MIKE SMITH quit Orange to fly the mail with Nate Pond.
- *STAN HICKS, GRADY STENSTRUP AND CLAYTON SCHOELPPLE have been promoted - to civilian. A great loss to the Army Team.
- *BOB JOHNSON is selling a Para-Plane; red/blue, shortlined, trimmed, two bags, nice shape. Jump it at Pop's. Write him at Box 2112, Ft. Lauderdale, Fla.
- *B.J. WORTH writes that out in Missoula they made a ten man on the first try and none of the participants had over 400 jumps. The next week they backed it up with a second place at the Spokane meet.
- *DON GRANT has finished his Instructor's Handbook and it is being costed out in Monterey for reproduction. It should be available by early spring.
- *HARVEY GLASS writes that many do not know how to properly rig static lines and suggests some printed info from USPA covering it.
- *LARRY PERKINS is getting married.
- **JOE MORGAN is married
- **PETER NELSON is back in Elsinore
- **LOGAN DONNEL, past NESPC pres is married.
- **KEN CARNIVAL is flyin g at Pepperell now.
- *Sgt Gordon Jackson, sparkplug of the Trojan Club at Ft Devens, is still in a coma. He fell down at home a few weeks back.
- ** DAN POYNTER reports that over 350 jumpers have ordered his I/E course so far.
- **CAPITAL PARACHUTING of Fayetteville is now the Capital Bumper Co. Curt Hughes is gone.
- **CLAYTON SCHOELPPLE, National Champ, received a broken hip in an auto accident.
- **STU METCALFE qualified for his Gold Wings in Eustis, Florida on 28 November.
- **DENNISON Mfg. Co is making helmet numbers. The 1-100 $\frac{1}{2}$ " consecutive numbers have a pressure sensitive adhesive. See your local stationery store. The 29¢ package carries code no: 43:110 (9040)
- **CHUCK LABELLE gets the award for the most original reason for not renewing his SPOTTER subscription. He just received the September issue and the front was stamped: "Found in supposedly empty mail bag depository, Buffalo, NY".

- **DAVID (Fluffy) KYSER jumped into his own wedding. With him on the three-man were Mike Conn and Rick Kuhns from the Alliance Club in Ohio.
- ** DON MAYER is still silk screening "anything you want" with the emblem from the Pepperell Twin Otter Sweepstakes. Send your garment and \$1. or for a good Bud T shirt, send \$4. to PO Box 63, Bedford, Mass 01730
- **ELLY'S DOWNERS won the 5th Annual Ten Man Star Meet held in Perris, California with an average of 30.37 seconds and won the opportunity to participate in TRANSPO '72 at Dulles Airport next May.
- **BRUCE BOYCE just finished first in his class in the Navy's rigging school at Lakehurst, NJ. Of course, he graduated from Strong's school last year so he had a head start.

PARACHUTES FIGURE IN SKYJACKING

By Howard White

If he survived the adventure, the skyjacker who apparently took himself and \$200,000 out the back door of a 727 over Washington state still had some problems. Among them might be a very bruised body, a shortage of money and--- just possibly--no shoes.

To find out about the caper the SPOTTER interviewed Linn Emrich (author of The Complete Book of Sky Sports), who provided the reserves; and Earl (Mouse) Cossey, who assembled the mains provided to the Thanksgiving Eve Skyjacker.

The skyjacker was given two emergency backpacks (neither equipped with D rings but both containing 28 foot unmodified, unsleeved flat circulars) and two reserves, one of which was used as a ground training rig and was sewn together so it could not possibly be deployed.

The skyjacker clearly knew his airplane, demanding control of the rear airstair door and ordering the pilot to fly with gear down and 15 degrees of flaps. He clearly knew less about parachutes, apparently leaving the plane for a flat circular at an airspeed of about 200 mph. The opening, observes Emrich, would be "pretty abrupt"--about 10 Gs.

Emrich speculates that the skyjacker removed the unusable parachute from the reserve container, and used the container instead for the money--most but not all of which would have fit inside. Since there were no D rings and the other reserve had been cannibalized of some suspension line, he also speculates that the skyjacker tied the money-full reserve onto his main harness. If he'd tried to hold onto the money sack, he probably was left with only a handle.

Since, however, he was wearing only a suit and low-cut shoes, it's possible the skyjacker lost his shoes on the 10-G opening, drifting through clouds in winds from 20 to 40 knots. Emrich believes there's a good chance he made it safely; Cossey believes he was hurt.

Both agree the skyjacker was not a sport jumper; had he been he would have been more insistent about the gear he used, and maybe would have provided his own. But he may have been either a smoke jumper or ex-military type with some jumps, enough to give him confidence in parachutes.

An artist's conception of the skyjacker, widely published in the area, drew the FBI to interview Bill Whitney, a rather well known Washington jumper. Despite what was described as an amazingly close resemblance, Whitney was freed after 5½ hours of grilling.

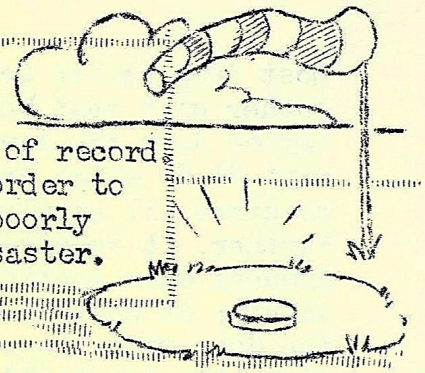
If they had to do it over again, both Emrich and Cossey agree they would try to provide the skyjacker with a rig equipped with an emergency locator beacon that could have been traced by search aircraft. Dan Poynter, who interviewed them, also suggested the canopies could have been loaded with radar-reflecting chaff.

The incident has provoked wide speculation and dozens of stories, not all printable. One, reports Emrich, is that the jumper came down a chimney and the farmer shot him. Then the farmer saw all the money, adds Linn, "and felt bad because he'd killed Santa Claus."

PARACHUTE MEET AND EVENT SCHEDULE

Printed below are all the meets and parachuting events of record. Please check the SPOTTER before scheduling a meet, in order to avoid conflicts. Conflicting meets only result in two poorly attended contests and often spiritual and financial disaster.

*Indicates money meet.



- Dec. 18: Christmas Party. Frontier Skydivers, West Seneca, N.Y. FMI: Les Kuhn, (716) 826-9186.
- Dec. 31: New Year's Eve Party. All you can eat and drink for \$15.00 per couple. THE NEST (Pepperell, Mass.).
- Dec. 31-Jan. 2: South Florida Winter Invitational. Indiantown, Florida.
- Jan 6-12: 1st World Ten Man Star Relative Competition. Mastertown, New Zealand. FMI: Jon Butterworth, P.O. Box 56009, Dominion Rd., Auckland 3, NZ
- Jan 21-23: USPA Board Meeting. Milwaukee, Wisconsin.
- Feb 1-3: CIP Meeting. Paris.
- Feb. 12-13: Sixth Annual Mardi Gras Meet. Southern Para Center. FMI: Leon Riche, Box 1134, Covington, La. 70433 (504) 892-6311.
- Feb. 19-21: Mid-winter Meet. Turners Falls, Mass. FMI: Bob Elliott, (617) 731-0190.
- March 18-19: Instructor Certification Course. Turners Falls, Mass. FMI: Bob Elliott (617) 731-0190.
- March 17-19: CSPA Annual General Meeting. Winnipeg Inn, Winnipeg, Manitoba.
- April 8-9: Instructor Certification Course. Fond du Lac, Wisc. FMI: Ed Dorey, Dept. of Phys. Ed. and Ath., U of Wisconsin, Fond du Lac, Wisc. 54935.
- May 5-6: Collegiate Meet. Orange, Mass. FMI: (617) 544-6911.
- May : Central Conference FW Championships. FMI: Bob Sprague (217) 935-2430.
- *May 27-29: Ninth Annual Memorial Day Meet. Tecumseh, Mich. \$2,750. FMI: Dave Sauve, 539 N. Hagadorn Rd., E. Lansing, Mich. 48823. (517) 332-5619.
- June 17-25: U.S. National Parachuting Championships (tentative). Site to be announced.
- Aug. 5-20: XI World Parachuting Championships. Tahlequah, Oklahoma.
- *Sept. 9-10: Lake Placid, New York, Meet. FMI: Dan Poynter (617) 471-4361.
- Oct. 8-9: Northeast Conference Meet. Site to be announced.
- Oct. 14-15: Governor's Cup. Orange, Mass. FMI: (617) 544-6911.

1972 SOUTHWESTERN CONFERENCE RESULTS

By Mike Mythen

MEN'S ACCURACY

1. Tom Bishop
2. Mike Mythen
3. Charlie Waters
4. Mike Mullens

WOMEN'S STYLE

1. Kay Boyd
2. Susie Joerns
3. Deen Thomas
4. Marrilee Lafferty

MEN'S OVERALL

1. Mike Mythen
2. Moe Sinclair
3. Tom Bishop
4. Fritz Jackson
5. Mike Mullens
6. Fred Crenshaw
7. Nokey (Joe) Klutts
8. Carl Scheineder
9. Fred Hill
10. Bob Stroud
11. Lee Harvey

WOMEN'S ACCURACY

1. Marrilee Lafferty
2. Kay Boyd
3. Deen Thomas
4. Susie Joerns

WOMEN'S OVERALL

1. Kay Boyd
2. Marrilee Lafferty
3. Deen Thomas
4. Susie Joerns

MEN'S STYLE

1. Moe Sinclair
2. Fritz Jackson
3. Carl Scheineder
4. Mike Mythen

LATE MEET NOTICE:

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5 accuracy and one team jump.
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PAGE
TWENTY-ONE

FAA CRACKING DOWN ON SEAT BELTS

Most jump center Cessnas carry four jumpers and a pilot and their jumpers don't bother with seat belts even if available. Now several local FAA inspectors are laying down the law and there is a new addition to FAR 91 to contend with. Amendment 91-89 which became effective 30 August 1971 establishes (new) FAR 91-14 which requires all airplane occupants to fasten seat belts for takeoffs and landings. Further, it requires all but those engaged in Sport Parachuting to sit in a SEAT. Jumpers were specifically exempted in response to a USPA objection for reasons of safety; it would be difficult and unsafe for parachutists to move about and toward the door with the seats in. The problem now arises in removal of the rear seat since the two inside belt fastenings are to the seat itself and the seat is in turn attached to the floor in a multiple and mickey mouse fashion. Running a belt all the way across and using it for two jumpers might work but it has not been tested and certified. The same goes for using the same anchors for both the pilot and the jumper sitting back to back with him. Earlier rules required that belts be "available". While they often were, they were rarely used. Now they must be available (and therefore approved), the pilot must "notify" the passengers to fasten them and they must do so. Thus, if the pilot erects a couple of "FASTEN SEAT BELT" signs, the burden is then on the individual jumper. But the FAA is pushing hard and many DZs are being forced to operate unprofitably (meaning that rates will have to go up) with the back seat in and carrying only three jumpers. Dan Poynter, Chairman of the USPA Safety and Training Committee has taken on this project. Bob Elliot of the Pioneer Valley Center in Turners Falls, Mass, has written Cessna requesting stress data and a quote on a modification kit which would allow the attachment of a total of five sets of seat belts. If unsuccessful here, the plan is to contact an FAA Designated Engineering Examiner to perform the stress analysis and design a kit. Cost estimates have approached \$1000. but once done, may be used by anyone. Poynter will ask the USPA Board to fund the project. A small price when one considers the hundreds of Cessnas being used for parachuting in the US.

OUR SEVENTH YEAR



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