

# PARACHUTE

magazine

NOVEMBER 1961

FIFTY CENTS

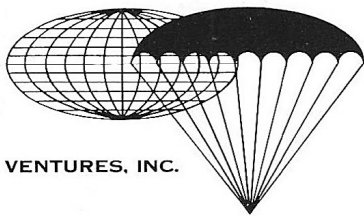


LUIS MELENDE





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# Parachute

magazine

NOVEMBER 1962, VOLUME 1, NO. 2

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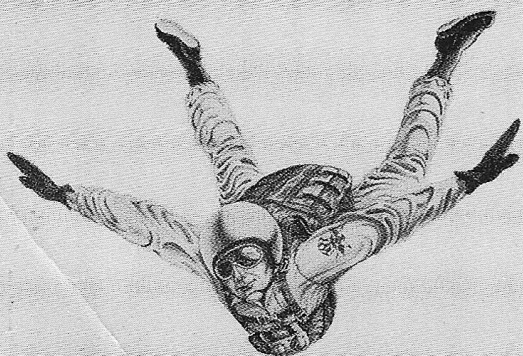
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## COVER

*Illustration by Luis Melendez of the Latin Skydivers, Los Angeles.*



## COMPETITION

Taft, California sports parachuting meet 10

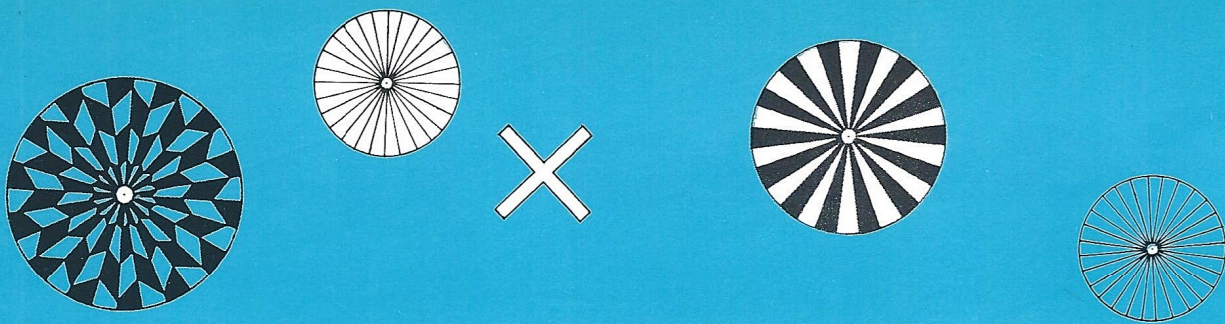
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## PLACES & PERSONALITIES

ROBERT L. WADE had a little tough luck on his first jump. He boarded an aircraft with the Texas A & M Parachute Club at Bryan, Texas, and got out with no problems. Then the trouble started! Robert landed in the top of a 60 foot oak tree, and it took him 1½ hours to disentangle the chute and climb down. He was three quarters of a mile from the target area, and it took him another ½ hour to walk back. While preparing for his next jump, Robert got sprayed by a skunk, then tried unsuccessfully in his excitement to jump an electrified fence. He got tangled on the fence and was shocked. Good luck on your next jump, Robert!



BUD SELICK, President of the Tennessee Skydivers, author of the beautiful book, SKYDIVING, and a real hard working organizer in the parachuting sport, is presently working on a feature article for PARACHUTE magazine. We are glad to be able to list Bud as one of our contributors, and you will enjoy reading his work.



TEODORO C. MONTEMAYOR, JR., of the Philippine Islands will be touring Europe during the next several months. Teodoro will be sending material from parachute centers in France, Belgium, Germany, and the Netherlands. He will then visit the Far East, and will investigate the parachuting activities in a few of those countries. We will be eagerly awaiting the results of his travels.



CAPTAIN Phillip Miller, now stationed at Ft. Campbell, Kentucky, has returned from his assignment in Europe. A man of action, Capt. Miller has served on the committee at the World Championships at Orange, Massachusetts, will serve as chief judge at the Arkansas State College meet on November 23, 24, and 25, and has served as meet director — helping Bud Sellick and the Tennessee Skydivers with their October meet. We shall see more about Phil Miller on these pages in months to come!

You have no doubt noticed the top notch photography in this issue of PARACHUTE. A good deal of this is the work of J. Barry Herron. Barry has over 10 years experience in all types of photography, including three and a half years as an air to air specialist with the Royal Canadian Air Force where he specialized in aircraft air to air photography of jet aircraft, developing many of the techniques now adopted by the R.C.A.F. in this type of photography. Barry has taken up the sport of parachuting — and can be seen swinging below a T-10, used due to his size (6'2", 210 pounds).





# EDITORIAL

What is the present philosophy of the average parachutist towards basic honesty? Is he confused? If so, whose fault is it?

In retrospect, we know that a lot of thievery and acceptance of stolen goods has taken place regarding Parachute equipment. The Armed Forces, with their policy of releasing parachute equipment from service after a ten year period, have started turning quite a bit of equipment over to Military Sports Parachuting clubs at no cost to them. A certain percentage of this gear is then sold by the military members of these clubs to civilian friends. This in itself is not exactly stealing, but is it honest? To follow the departure from honesty a little further, reserves and even back packs have been snatched from Army drop zones immediately following tactical maneuvers. Military Parachute Riggers and others with access to parachute equipment have sometimes been induced to steal gear in order to make a fast buck.

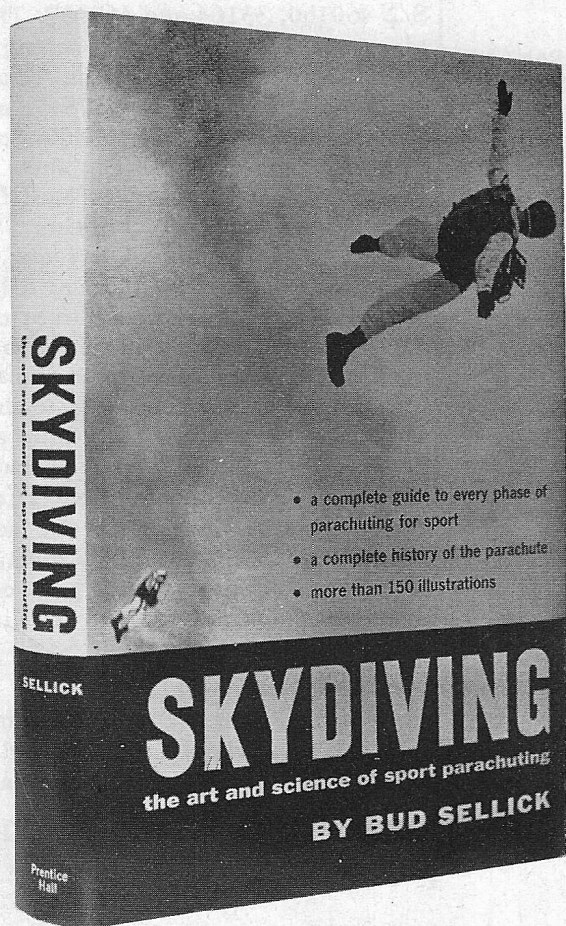
Can any of these practices be condoned? Some people feel that since the government is at the present time wasting large amounts of gear, especially with the present policy of demilitarizing canopies, then it is alright to get them any way that they can. "After all, we are taxpayers, so the government owes us something."

If you are one of the many who seem to feel that way, check your premises. If the United States Government has X number of parachutes and they decide to sell some of them through surplus dealers to us at a fraction of the cost to them, that is their choice. In so doing, they have done us a favor in that we, as sports parachutists, do not have to pay the original cost for the equipment to be manufactured unless we desire to have a brand new custom rig. If for some reason or another, the government decides to stop releasing this equipment, then it is unfortunate for us, but don't forget - the gear belongs to the government. They don't owe it to anyone, and let's not endorse the stealing of it. If we continue to think along the wrong lines it will be a serious detriment to Sports Parachuting.

This editorial was prompted by a letter received from one of our advertisers, and printed in letters to the editor. Read the letter and think the situation over. Are we going to permit these practices to continue in the midst of our sport?



## SKYDIVING



A COMPLETE GUIDE TO THE WORLD'S MOST CHALLENGING SPORT, COVERS ALL THE FACTS AND THRILLS OF FREE-FALL FLIGHT... THE WIND WHISTLING BY YOUR HELMET, YOUR SENSE OF WEIGHTLESSNESS... THE FIRST NIGHT JUMP CARRYING LIGHTED TORCHES. INCLUDES ALL ASPECTS FROM A COMPLETE TRAINING PROGRAM TO A HISTORY OF THE PARACHUTE, AIRCRAFT PROCEDURES, COMPETITIONS, EQUIPMENT, LANDINGS, SPECIAL MANEUVERS, JUMP TECHNIQUES, AND MUCH MORE, PLUS 150 BREATHTAKING ACTION PHOTOGRAPHS AND DRAWINGS. AN IDEAL GIFT! \$5.95 POSTPAID. ORDER AUTOGRAPHED COPIES DIRECTLY FROM BUD SELICK. BOX 223, NASHVILLE, TENNESSEE.



# LETTERS TO THE EDITOR

Congratulations on the entry of your magazine into the complex sport of parachuting. Best wishes for every success and in place of good luck we wish you merde.

Deke Sonnichsen  
Executive Vice President  
Parachute Club of America

thanks, Deke, and we wish you merde also!

I bought the first issue of PARACHUTE from Roxy MacDonald and all I can say is, "congratulations and well done to a fine magazine."

Lt. R.W. Vorreyer  
U.S.M.C.  
San Diego

Good luck on your new magazine, Ron.  
Keith Jorgensen  
Snohomish, Washington

FINANCING NEW AND USED AIRCRAFT UP TO 48 MONTHS AT FIVE PER CENT INTEREST PER-ANNUM. COMMERCIAL FINANCING, INCORPORATED, 211 NORTH BROADWAY, WICHITA 2, KANSAS.

Your magazine looks real good. I'm looking forward to the November issue.

May I please have SFC. Nolans address so we can send him some tacking cord and a ripcord pocket?

You missed a big item on your trip to Washington State. The home of the Smoke Jumpers lies in N. Central Washington. I spent summer of 1957 there.

Keep it up!

Ken Sisler  
Ark State College  
Sky Divers

We will publish a feature article on the Smoke Jumpers in a couple of months, Ken, and we are sure that you will like it.

I just saw a copy of your first magazine. It's the greatest. Enter my subscription for one year right away. I know already that I will stick with PARACHUTE magazine. Lots of Luck.

Lyle V. Gannon, Jr.  
Alexandria, Virginia

## MIDWEST PARACHUTE SALES & SERVICE

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\*Blank Gore . . . . \$ 80.00  
\*T-U Gore . . . . . \$100.00

24' T-7-A Reserve Chute, Brand New Surplus . \$45.00 . Used . \$35.00  
TSO-C23 APPROVED . FRESH PACKED

Gentlemen:

We have had a "rash" of burglaries in Texas recently and it seems that there is a ring of thieves operating in our midst and preying on parachute facilities. They seem primarily interested in Sport Parachute rigs, parts, and supplies, therefore, this letter to you.

Within a matter of a few weeks McElfish Parachute Service, Para Equip Enterprises, Beaumont, Texas and Olney Sport Parachuting Center, Olney, Texas, have been burglarized. Such items as helmets, jump suits, instrument panels, and just about anything and everything pertaining to sport parachuting equipment has been "gobbled up" and we here in Texas are becoming alarmed at the situation.

In our burglary here at McElfish Parachute Service, the most distinctive item that was taken was a Telsan Titan, 32 ft. jump chute, blue and white circular pattern canopy, S/N 456057, in brand new condition. Along with this parachute and other sport parachuting equipment the thieves also took three Air Force Model B-5 parachutes belonging to General Dynamics, Fort Worth, Texas, S/N 460160, 33164 and 460157. They also took two parachutes belonging to Bell Helicopter Co., Hurst, Texas, namely P5-B-28, S/N 357645, and Model S-FF-1A-24, S/N 150200. Some of these parachutes might show up in your loft. We here at McElfish Parachute Service are offering \$100 reward for the return of any one, or \$500 reward for the return of all of the parachutes listed. We trust that this will lead our friends throughout the United States to a closer scrutiny of any parachutes submitted to them for repack or rework. The blue and white, 32 ft. Telsan Titan probably stands out more than any other item taken because there were not many of the 32 ft. Titans sold. It has a sage green harness and a gray canvas duck pack and has 32 ft. Titan stamped thereon together with the serial number.

Trusting that we will hear from some of our friends with regard to some of this equipment, we remain,

McELFISH PARACHUTE SERVICE



# pioneer 'PARA-SAIL''

photography by J. Barry Herron

CASUAL PARACHUTING FOR THE SPORTSMAN





# UP!

# UP!



**T**he Para-Sail, an ascending parachute designed by Pierre Lemoigne of France, and exclusively manufactured and marketed by Pioneer Aerodynamics Systems, Inc. of Manchester, Connecticut, has opened up a new world of sporting fun. This parachute is towed behind a moving vehicle or boat. It spills air through slots in the canopy creating a low-pressure area above the canopy to produce an aerodynamic lift, causing the parachute to rise. Slowing the speed or stopping of the towing vehicle causes the Para-Sail to descend.

Russ Wheeler of Paranetics in El Monte, California, provided us with a Para-Sail and the towing equipment; piloted very capably by Jim Rinder. Jim has about 15 hours time logged as tow operator on the Para-Sail, and our knowing this helped our confidence in the operation. The tow operator in this case has most of the responsibility, as the Para-sailor does little more than hang suspended and enjoy the scenery. Jim had to observe that we had no obstructions in the vicinity while we were in operation. He also had to keep the tow

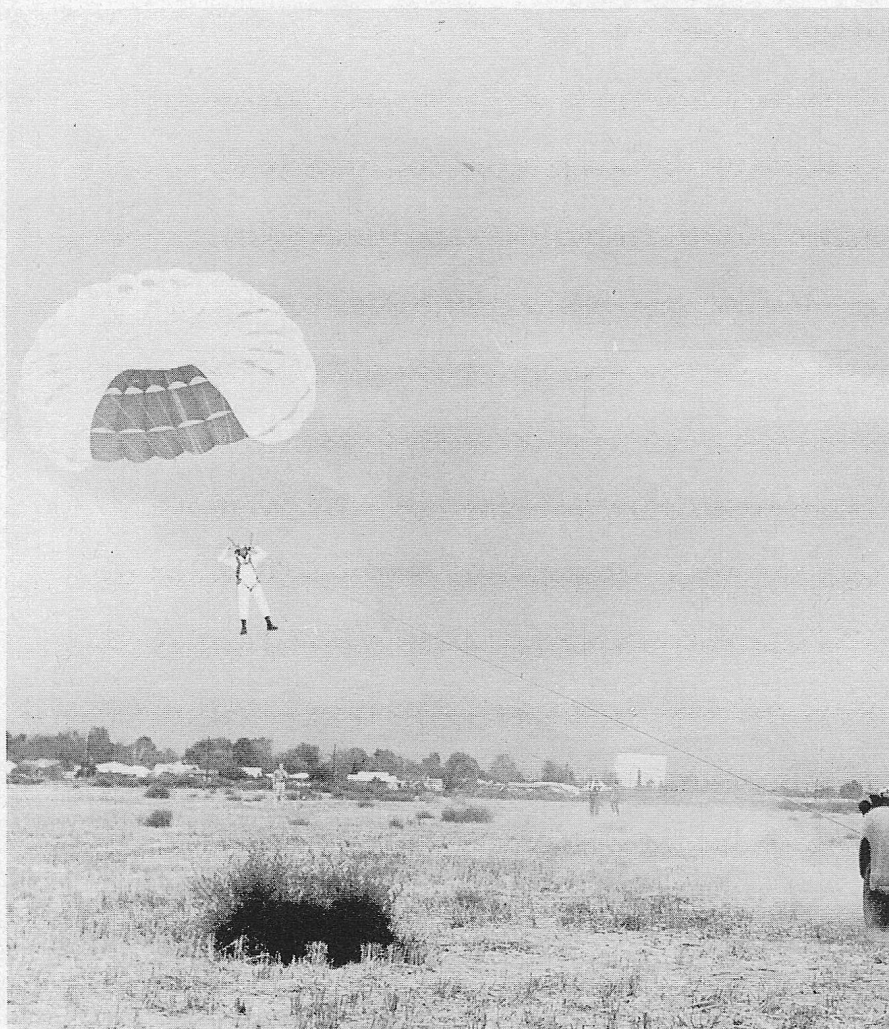
vehicle directly into the wind, provide a smooth take-off, and during the landings, he was careful to keep the tow line taut and slow the towing vehicle - allowing the chute to descend gradually, giving us soft, standing landings.

A vacant field about four miles from the Paranetics loft was chosen for our first ride on the Para-Sail. We had no trouble enlisting help from the men at the loft. All we had to do was to start packing our gear on a pick up truck, and the back of the pick up was filled with enthusiastic volunteers. Once at the field, Russ Wheeler, Jim Rhea, and Ron Simmons took turns helping with the harness and holding the Para-Sail while Ora Carr, a petite female, and Ron Simmons had all of the fun and were able to ride it.

The first step is to get into the harness. This is similar to any other parachute harness, except that you have no reserve, of course. You must line yourself straight down wind of the tow vehicle, and have two assistants hold the canopy into the wind

until it becomes fully inflated. You then signal the operator of the tow vehicle when you are ready to go aloft. He must be careful to start the vehicle moving slowly and smoothly, enabling you to take one or two bounding steps and become airborne. This part of the trial was really wierd, you will find that you have a feeling of weightlessness, similar to what we have been told it is like to walk around on the surface of the moon. To watch someone else try it for the first time or two will usually bring laughter. One moment the person is standing there talking to you, the next moment he is flying away like a huge bird of some kind. When you try it yourself it doesn't seem funny, though. It feels perfectly natural. It is the answer to all of your childhood dreams. You suddenly find yourself flying. It is not the feeling that you get from free fall parachuting, but it is quite a bit like water skiing without the noise of the boat and the vibration of your skis under you. It is

*Jim Rinder drives pick up truck while Para-Sail is towed behind it on shortened rope for photographic purposes.*





fun, but in more of a relaxed and carefree way than sky diving and skiing. We were able to look all around, and even noticed that jack rabbits panicked and ran when they saw what must have appeared to be the world's largest bird coming their way. Landings were no problem at all and we found that there is no chance of being dragged. If you are being towed with any speed at all - then you will be sailing. Otherwise you will simply land as with any normal parachute, only more softly.

The Para-Sail retails for \$503.70 complete with Dacron tow rope (for land use) so it isn't the kind of thing that everyone can afford. We feel that it is just the thing for a club to purchase, though. This way it would be a cost of only a few dollars to each to each member, and everyone could get a chance to ride it. We have found that most parachutists want to try everything at least once, and we can recommend that you give the Para-Sail a try. It's a kick!

*Tree in foreground gives perspective. Para-Sail can reach altitude of about 75 feet.*

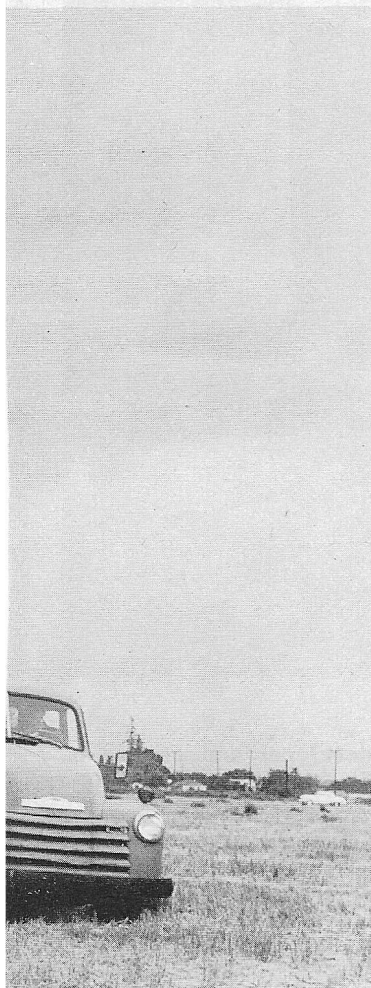


*Para-Sail during ascent (left) and flight (at right). Pioneer does not recommend that you pull down on risers during flight, we merely had our hands on rear risers for balance and because we felt like we should be doing something!*



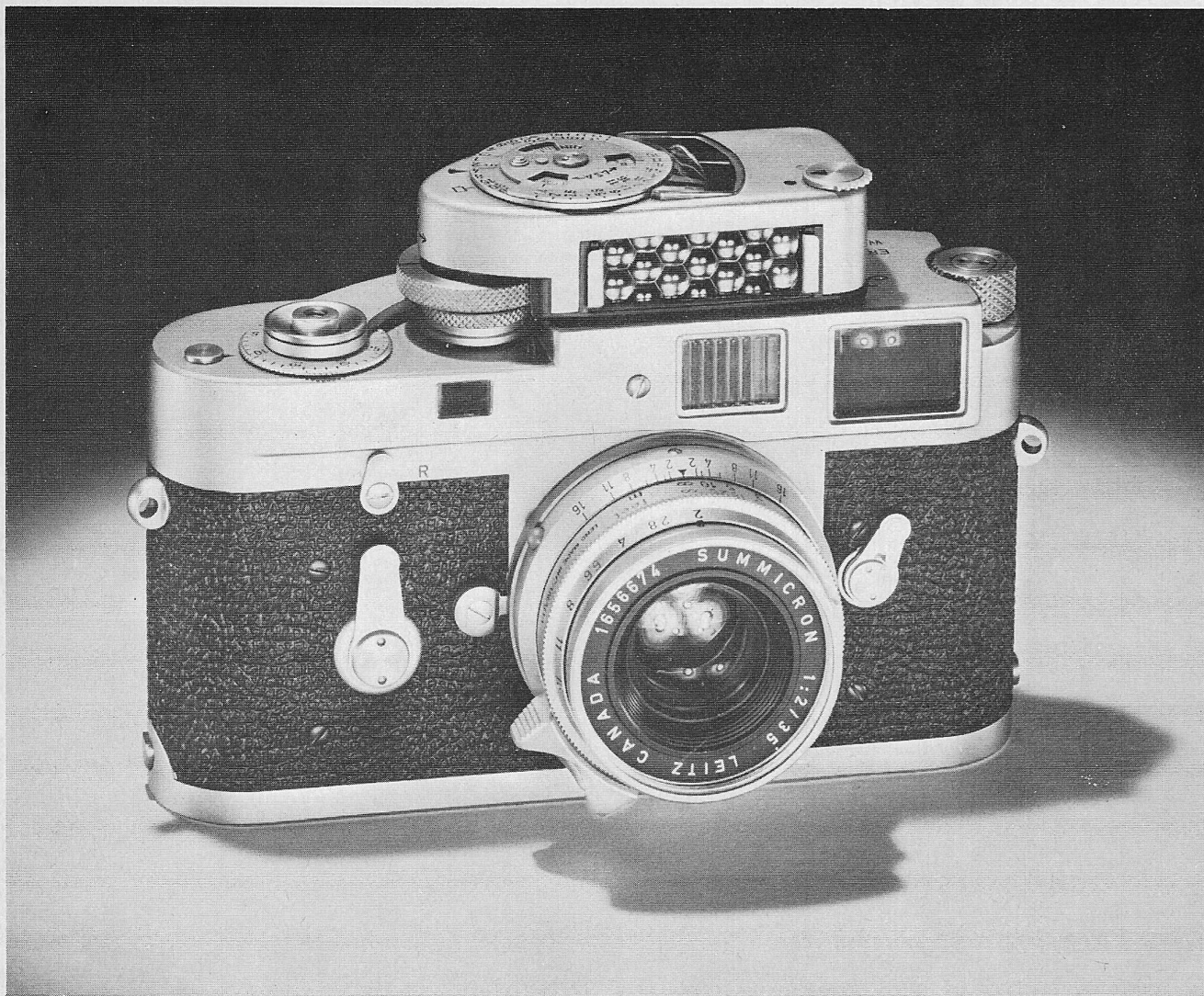
*Ron Simmons and Jim Rhea hold tiny Ora Carr on ground as*

*Russ Wheeler of Paraneitics b*  
*wind ships the Para-Sail.*





# 35mm LEICA



Last month, working with Barry Herron, Dick Dunphy and Roy Fryman, I had the opportunity to put into use the new Leica M-3, 35mm camera. Having the chance to work with excellent still photographic equipment was a change of pace for me from doing air to air movie work. The information on the camera we used is as follows:

The Leica M-3, 35mm camera used was complete with 50mm Summicron F:2 lens, list price is \$399.00. The air to air photographs with this article were photographed on Plus x pan film at 1000 of a second at F:11 using a K-2

filter, processed in Microdol developer and printed on Polycontrast F enlarging paper.

After shooting with various types of cameras, mounted on helmets, wrist mounts, etcetera, we have found that the most versatile way to handle a still camera in free fall is to have it hand held. During our tests we attached a piece of parachute suspension line approximately eight to ten inches long to the camera with the other end attached to the cameraman's wrist. This insures that the

*(continued on page 25)*







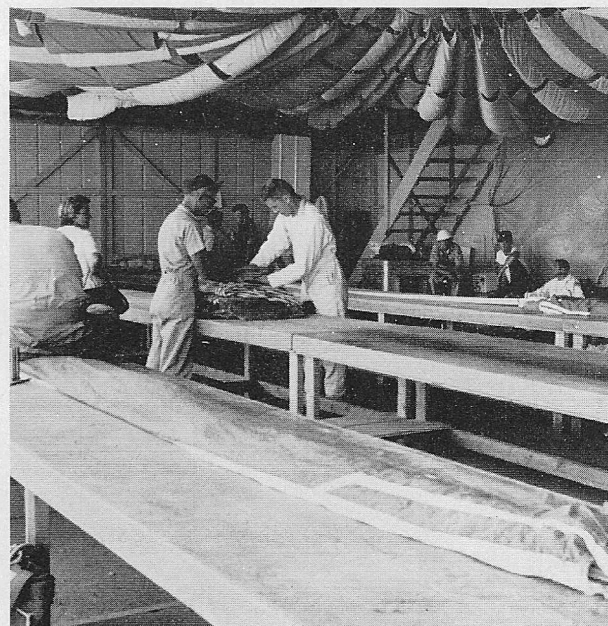
# 3rd State Open Meet

by RON SIMMONS.

## TAFT



*Kern County Airport. The uphill strip is 873 feet above sea level and dry as a bone at all times.*



*The Taft jump center offers three inside packing tables with more space in front of the hangar for packing purposes.*

Taft, California. The scene of Oil Wells, hot, dry weather, and Sports Parachuting. The third annual state open meet was attended by 102 participating jumpers and a crowd of onlookers who watched the Cessna 180, Cessna 182, and the twin Beechcraft make 142 drops on September 14 and 15. No clouds, lots of sun, and no serious wind problems together with a well organized meet combined for two days of good jumping.

The Taft airport is located about four blocks from the town of Taft, and is convenient to restaurants, etc. The motel accommodations here are good, the prices are reasonable. They have two kinds of weather; hot in the winter, and hotter than blazes in the summer. Be sure and bring a wide brim hat, shorts, and an ice chest. If you also happen to have a parachute you will go home happy, as these weather conditions make for uninterrupted high altitude sky diving. They don't grow trees in this town, they grow oil wells. During the take off and for the first 1,000 feet of climb we were a little apprehensive as these formidable appearing objects gave the surrounding countryside the appearance of a huge brier patch, but as we made a drop run over the x, we noted that there were no oil wells within a mile or so and we decided that anyone who might become impaled on one would simply be getting an object lesson in how to spot better the next time.

Competition was keen during the Taft meet, particularly in event 1, the clear and pull from 2500 feet in which Eddie Drumheller and Ken Anderson tied for first place, with Eddie Drumheller of the Los Angeles Skydivers taking the Jump Off. This left Ken Anderson of the Taft Desert Hawks in second, and Charles Choale of the San

Joaquin Sky Divers placed third.

Event number two, the style and accuracy event, was won by Bob Higbee of the Rumbleseat Club. Don Woerner of the Valley Moose Lodge was second, and Doyle Fields of the Rumbleseat Club was third. Event number three consisted of a three man team baton pass and accuracy event. This event was interesting to watch and turned out to be quite exciting when the ParaVentures team of Bob Sinclair, Dick Dunphy, and Bob Herring turned up a combined total of 52'4" after their successful baton pass. They held the record for about 30 seconds, as Rod Pack, Jack Cupp, and Doyle Fields plopped in with a total of 37' even, to snatch the big first place trophy. Third team in this event was the Sky Diving, Inc. group with Denny McPherson, Glen White, and Leigh Hunt getting a total of 84'8". Bob Higbee was awarded the trophy for Best All Around in the meet.

After the jumping was over we quenched our thirst in a local tavern where we heard jump stories of the past and future, to include the tales of how a large group made a mass exit from a four engine Boeing 307 at 16,000 feet over Taft the week before, and about the San Joaquin Sky Divers with their plans to make a 50 man mass jump from a World War II B-17 converted into a Borate Bomber on the 30th of September. When we mentioned that the fuselage on a B-17 is a bit narrow and that the Borate tank would leave even less room, wondering how 50 men and 100 parachutes could get in the aircraft, some know it all exclaimed that "I'll bet they are planning on doing it with 50 Texans with the BS knocked out of them". Easy there, Tex, he said that, not us!





over packs on asphalt in front of bangar while the San Joaquin Sky  
rs week shade of aircraft wing.



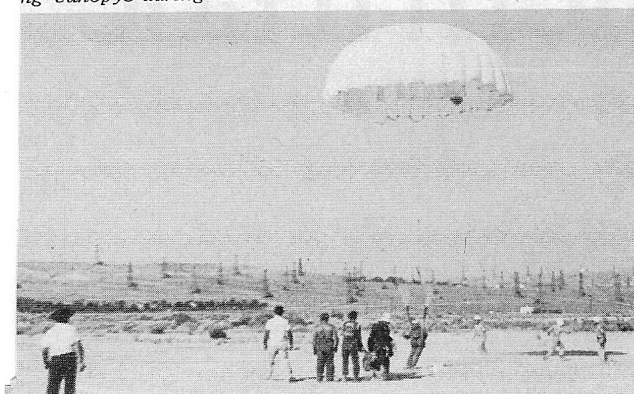
Thoughtful bystander pours icewater on hot and dusty participant  
while others watch unsympathetically.



aged boys from Civil Air Patrol were helpful, aided in field  
ng canopys during the meet.

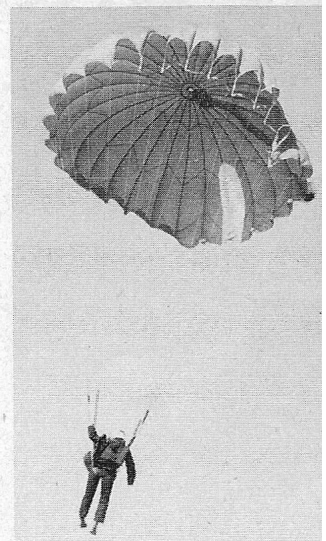


I think he dropped a quarter somewhere.



Say fellas, is this the Taft drop zone?

PHOTOS BY RON SIMMONS







photography by J. Barry Herron

# Parachuting Pulchritude



When we asked our new editorial associate to take on the additional chore of handling our forthcoming Readers Service Department, she started to balk! "Not unless you put my picture in the next issue of PARACHUTE, said she."

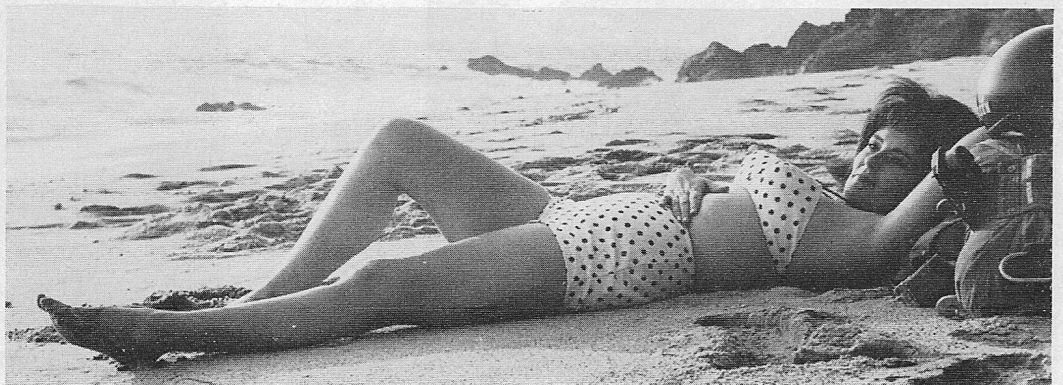
Of course we knew that our readers would fret unless she showed her form — a striking 35-24-36 — in her parachute gear, so we packed a parachute rig and our photographer in the car while Maureen placed her 5'5" 117 pound form in beside us, blinked her big brown eyes, and suggested that we find "a nice private place."

The shots on these pages were taken at our favorite D.Z., a small strip of California beach located a few miles north of Malibu. It is surrounded by high cliffs on three sides, and is accessible only by parachute or rubber raft when the tide is in!

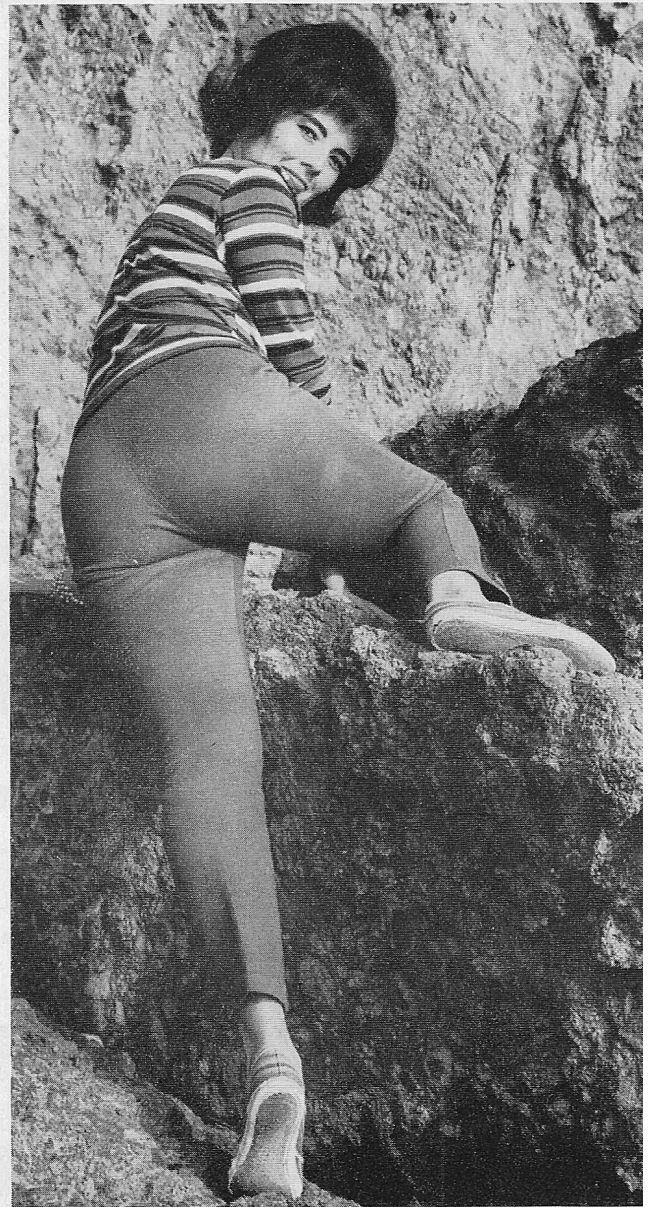
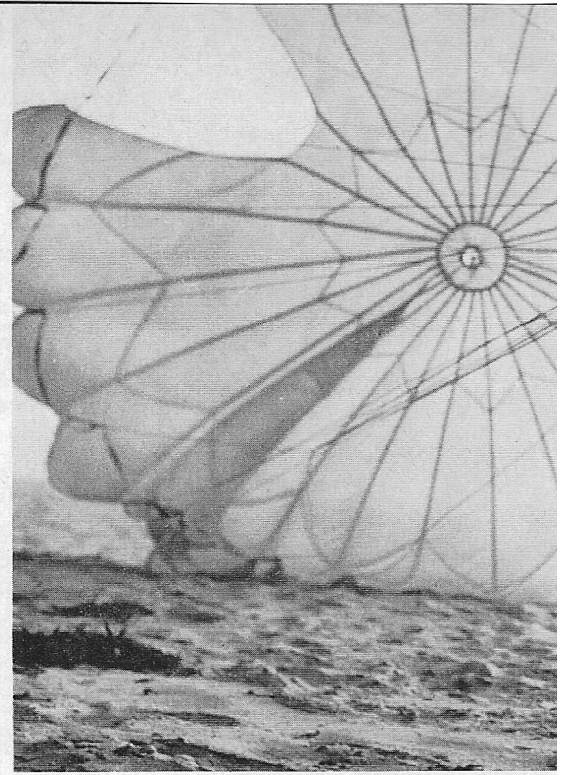
When she is not busy working on the magazine or climbing into a parachute harness, our pretty brown haired friend is busy digging Cadillacs, jazz, her two pet poodles, and steak dinners with baked potatoes, sour cream, and chives. A creature of comfort, Maureen often lounges around her pad in pajamas, but likes to dress smartly for a date. As to her choice in men, our pulchritudinous pet picks a guy that is nice looking and "a real swinger."



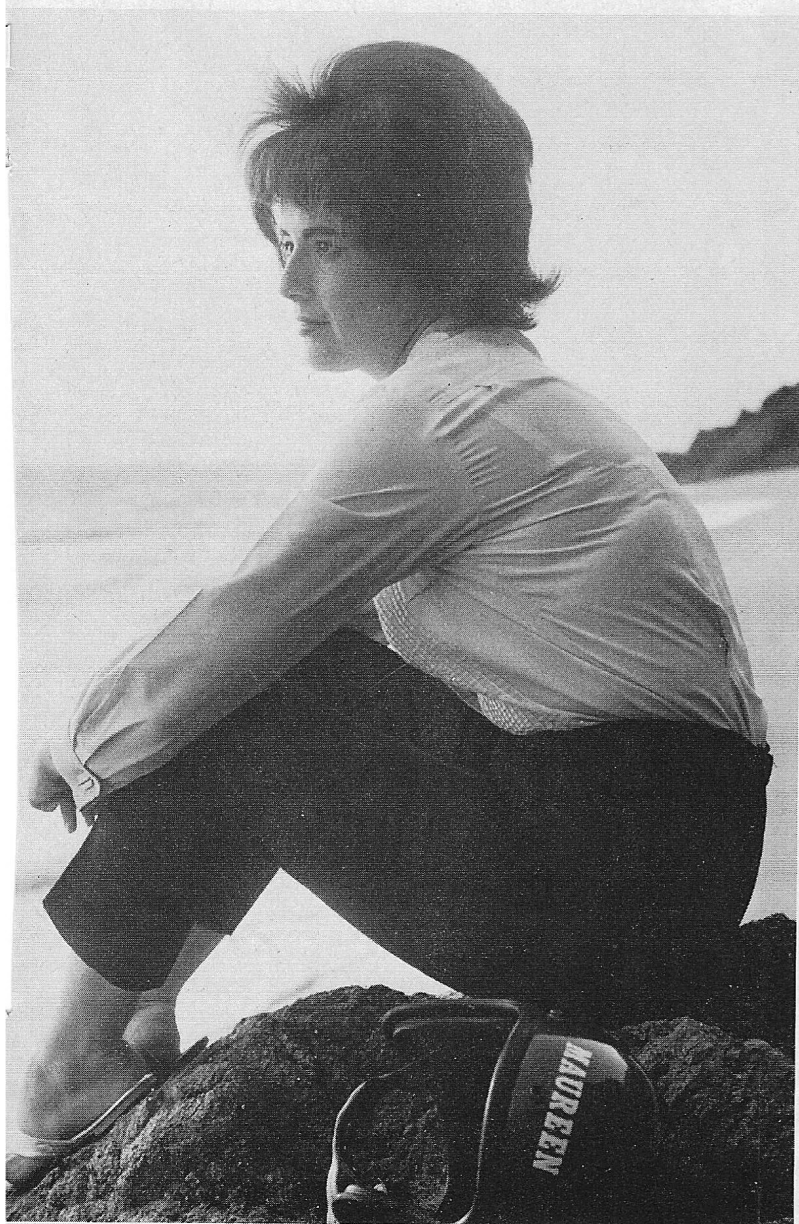
Equally attractive in a parachute or a bathing suit, staff member Maureen enjoys frolicking on a sandy beach.













# It. roy martin

★★★★★★★★★★

ARMY PARACHUTE TEAM CHANGES COMMANDERS

★★★★★★★★★★



*Seven thousand feet of altitude and falling flat and stable is 1st Lt. Roy D. Martin, new commander of the U. S. Army Parachute Team. Lt. Martin succeeds Captain James M. Perry who has been assigned as the U. S. Army airborne advisor to the Parachute School of Venezuela.*

(OFFICIAL US ARMY PARACHUTE TEAM  
PHOTO BY SFC JOE GONZALES)



FORT BRAGG, N.C., 17 Sept. - When the STRAC Parachute Team was designated a Class I agency of CONARC and re-named the U.S. Army Parachute Team, its commander was Captain James M. Perry.

Captain Perry joined the STRAC Team in September of 1960. He took command of the team in December. The STRAC Team became the U.S. Army Parachute Team in June of 1961, and Captain Perry became the first commander.

A veteran of over 16 years service, he has served both as an NCO and Officer with the Marine Corps. During World War II he saw action against the Germans as a Merchant Mariner during the Battle of the Atlantic and as a rifleman in the Marines at Okinawa. In 1950, the Korean Conflict saw Captain Perry, then a platoon sergeant with the 1st Marine Division, wounded twice during the Chosen Reservoir campaign. Upon evacuation to the United States he was commissioned a second lieutenant.

In 1958 he transferred to the United States Army and was assigned to the 77th Special Forces at Fort Bragg where he became one of the first sport parachuting instructors. An Army master parachutist, Captain Perry also holds free-fall parachutist license D-75 and has over 600 delayed-fall parachute jumps in his log book.

During his 14 month command of the USAPT, Captain Perry was responsible for the assault on the world parachute record book during the early part of this year when the Team set 19 world records. In recognition of his contributions to the world of free-fall parachuting, the Federation Aeronautique Internationale named Captain Perry as the official American judge at both the international championships at La Ferte Gauche, France, in 1961 and the Sixth World Parachuting Championships in Orange, Mass., August of this year.

Immediately after the World Championships he departed on TDY for the Vox Institute of Languages in Washington, D.C. He is currently studying Spanish in preparation for his new assignment as the U.S. Army advisor to the Parachute School of Venezuela.

In similar small units (the USAPT consists of 16 EM and four officers), a new commander often finds it hard to "fit in" at first. Not so with the USAPT's new commander, 1/Lt. Roy D. Martin. Like Captain Perry, his predecessor, Lt. Martin joined the USAPT in January, 1961, as the ex-

ecutive officer and served in that capacity until assuming command in September, 1962.

Similarity between the two commanders doesn't end there, though. Combat experience as an NCO and many varied airborne assignments highlight Lt. Martin's 12 year military career. A native of Laurel, Miss., he entered the Army in 1950, at Ft. Knox, Ky. Following basic jump school at Fort Benning, Ga., in April of 1951, he was assigned to the 11th Airborne Division at Fort Campbell, Ky., and subsequently re-assigned to the 187th Airborne Regimental Combat Team. With the 187th in Korea he received the CIB as a section sergeant in the Khumwa Valley campaign.

Continuing his string of airborne assignments, Lt. Martin served again with the 11th Airborne, this time in Germany, Alaska and Fort Campbell. The 82nd Division, Fort Bragg, was next, where he was awarded the Army Commendation Ribbon and the General DeGarve Trophy for distinguished service on behalf of free-fall parachuting. The Officers Candidate School at Fort Benning, Ga., saw him commissioned a second lieutenant in October 1959. As assistant committee chief of the Advance Airborne Committee he participated in exercise HALO, High Altitude, Low Opening, parachute tests with the Airborne and Electronics Board.

Even before his assignment to the USAPT, Lt. Martin started a series of "firsts." One of his airborne "firsts" was to make the first tactical free-fall at Fort Bragg with combat equipment. It was during Operation Tower's Moon in April of 1960. Lt. Martin's name appears in the Parachute World Record Book nine times for team accuracy records.

His latest parachute accomplishments were achieved as the leader of the U.S. Army Parachute Team which was selected to demonstrate free-fall parachuting daily for the contestants and spectators at the Sixth World Championship. As a master jumper and holder of free-fall license D-41, Lt. Martin is well qualified with over 830 parachute jumps.

As a new commander, Lt. Martin and his wife Martha, recently hosted the Team officers and their wives to dinner. As in many military social functions the conversation turned to the job. Like new commanders generally are, he was questioned as to his opinions of the USAPT and what he wanted to see done or do the most. His answer was unique in that it reflected the general affect of the U.S. Army on all free-fall parachut-

ing and not just the USAPT.

"Many times I have heard various individuals complain that the Army has purposely hindered the progress of free-fall parachuting. If possible, I would like to do my part to set the record straight," Lt. Martin stated.

"The allegation that the Army is against free-fall parachuting is the easiest to refute. In 1958 the U.S. Army published AR 95-19, authorizing the formation of free-fall parachute clubs and the sport of free-falling itself. This was the first military recognition of this form of parachuting," he said. "This was directly the result of the dedicated effort of many people in the higher echelons of command. Such General Officers as Generals Sink, Howze, Hickey, DeGarve, Powell and many others too numerous to mention, pushed this legislation and continue to give their full support today to free-fall parachuting. In particular, Generals Stillwell and Von Can were extremely active in instituting the sport in the Army."

Lt. Martin continued, "As I was one of the first military free-fall parachutists, I have been able to observe the cooperation and support given by personnel throughout the Army. I cannot recall a serious incident where the sport was anything but encouraged, assisted and promoted by decision and policy making commanders."

He concluded by saying, "We on the Army Parachute Team here at Fort Bragg have received the finest possible cooperation in fulfilling our mission of demonstration, competition, research, development, testing and evaluation of parachuting. Without the full assistance of many post activities this could not be possible."

The U.S. Army Parachute Team change of command was symbolized at the closing ceremonies recently of the World Parachuting Championships. As the representatives of 25 nations stood in semi-circle around the drop zone at Friendship Bowl at Orange, Mass., the entire USAPT left an aircraft at 14,000 feet for a mass exit. Leading the Team for the last time was Captain Perry, and in the air he received the ceremonial baton from Sgt. Sherm Williford. Once again on the ground, the team landed in a small area in front of the contestants, the baton was presented to Captain Perry, the old commander, as Lt. Martin, the new commander, looked on. Thus the U.S. Army Parachute Team experienced its first change of command.



# H

## OW OR WHO TO EMULATE IN PARACHUTING

We have decided to spend a great deal of time and money in compiling this fantastic report for you to use as a guide, in order to set the record straight for those new to the world of Parachuting. It is yours to do with as you see fit. After you have committed it to memory you may choose to wear it taped over your heart, or, perhaps, fold it neatly and place it inside your left shoe. (The one with the hole in it.)

Parachuting, like most things in our modern society, consists of a complex series of varying facets. We have over one million brave persons in this country that have, at one time or another, stepped, fell, or were pushed out of an aircraft before the aircraft was ready to return to the ground. This overwhelming fraternity of heroes, each with his own tales of derring-do, unique wearing apparel, badges, pins, patches, decals, rings and secret handshakes, has a cellular structure within its ranks.

You might someday find yourself on the D.Z., log book and pen in hand, looking for the proper person to certify the jump that you have just completed. Perhaps you will spot two stalwart men engaged in conversation. Both gentlemen appear familiar to you, although you cannot recall having seen them before. What you suddenly remember is that they have both been featured on covers of leading magazines, and one of them was the subject of a full length motion picture. You approach them and stammer, meekly asking for a signature in your log book.

The tall man with the skin tight raw silk jump suit is known to have taught the first European sky divers how to stabilize while in France during the early 1950's. Since that time, he has won seven gold medals in World Meets, and has written three books on the sport, one of which was awarded the Pulitzer Prize and has sold over 37,000,000 copies in 29 foreign countries and the states. He also holds both the high and low altitude records, having exited from the "Friendship 13" while in orbit over Catalina Island last August, as well as his spectacular ejection from an inverted X-15 while flying 20 feet below the rim of the Grand Canyon last April first. His canopy inflated about the time that he was

neck deep in the Colorado River!

The other guy, the one with the scars, is known to be a pioneer in the sport. He was born during the depression while 14 thousand feet over the Iowa State Fairgrounds. His mother, the fifteen-year-old widow of a wing walker and herself a female breakaway jumper, had failed to heed the advice of the local doctor who had warned the fair officials that the tumbling induced in a free-fall from a Curtis Robin at 17,500 feet would probably be too strenuous for a girl who was eight and a half months along, but she had needed the ten dollars at the time. The baby, as might be expected, went on to become one of the world's most active jumpers, and is still going strong after all of these years. At the age of ten, he lied about his age and enlisted in the Airborne, become one of the first troopers to hit the silk over Oran, North Africa. He was wounded seventeen times in World War II and Korea, and made sixteen combat jumps altogether. He holds every conceivable valor award issued during that era, most of them with three or four Oak Leaf Clusters. His most prized possession, however, is his Master Parachutist Badge, camouflaged behind a maze of battle stars. He has logged a staggering 21,943 jumps in the 30 years of his life, or an average of two a day since that time at the Iowa County Fair. There have been dry spells when he went for as long as a week without being able to jump, but he made up for this the day after he retired from the Army this year. He now holds a world record at 701 jumps in a 24 hour period. This was accomplished at a small strip just outside Friend, Nebraska, and has been declared official after some deliberation. A sky hook was used to expedite matters while providing sufficient jump altitude.

Now will you know which signature to get and who to emulate above all others? We have worked out a chart for you to use, in case any questions pop up in the future. Be sure to memorize it. This information will be invaluable during your first thousand jumps or so. Some day, if you keep at it, you will have done everything that there is to do in Parachuting. Then you can forget the silly chart.



SECOND LIEUTENANT WITH TEN MILITARY STATIC JUMPS  
TO HIS CREDIT

FIGHTER PILOT WITH ONE EMERGENCY ESCAPE

IGNORE HIM, AND PERHAPS HE WILL NOT PESTER YOU  
WITH A JUMP STORY.

"A" LICENSE HOLDER

"B" LICENSE HOLDER

SENIOR PARACHUTIST

BEAT HIM TO THE PUNCH WITH A JUMP STORY OF YOUR  
OWN.

"C" LICENSE HOLDER

MASTER PARACHUTIST

FIRST MAN TO PASS A BATON OVER MEXICALI, MEXICO

LOOK AROUND FOR A BIG NAME JUMPER FIRST, THEN IF  
THERE DOESN'T APPEAR TO BE ANYONE ELSE AROUND,  
GET HIM TO SIGN YOUR LOG BOOK.

VETERAN OF ONE OR MORE COMBAT JUMPS

VETERAN OF OPERATION HALO

"D" LICENSE HOLDER

GRAB HIM AND GET HIM TO SIGN YOUR LOG BOOK BE-  
FORE HE GOES AWAY.

VETERAN OF PRE-WAR BARNSTORMING DAYS AT COUNTY  
FAIRS

INTERNATIONALLY KNOWN COMPETITION SPORTS PARA-  
CHUTIST

OFFER HIM A SMOKE OR SOMETHING IN ORDER TO AP-  
PEAR ON INTIMATE TERMS WHILE YOUR ACCOMPLICE IS  
TAKING A PICTURE OF YOU STANDING TOGETHER. THIS  
SNAP SHOT WILL LATER PROVE INVALUABLE WHILE TEL-  
LING JUMP STORIES IN BARS.

FIRST MAN TO EXIT FROM 12,000 FEET, MAKE THREE  
BACK LOOPS, FOUR LEFT AND FOUR RIGHT FIGURE  
EIGHTS, A FORWARD LOOP, KISS A BLONDE, AND PASS A  
BEBE TO A SPASTIC MAN WHO HAS JUST EXITED A C-130  
ON STATIC LINE WHILE FLYING OVER CENTRAL PARK,  
NEW YORK CITY.

TRY TO KEEP AN EYE ON YOUR GEAR, THIS GUY COULD  
BE DISHONEST.



# 82nd SPORT PARACHUTE CLUB WINS RIDGWAY TROPHY

The Matthew B. Ridgway Trophy for 1961, the symbol of supremacy in military sport parachute competition, was awarded to representatives of the 82nd Airborne Division Sport Parachute Club on Thursday, September 13, at the Memorial Luncheon of the annual Airborne Association Reunion held this year in Washington, D.C.

Governor Terry Sanford of North Carolina was the principal speaker at the luncheon held in the Pall Mall Room of the Raleigh Hotel. Governor Sanford, a WW II 82nd Paratrooper, is one of the original founders of the Airborne Association and was its first president.

The handsome trophy was presented by Lieutenant General Ridgely Gaither, U.S. Army, Ret., to Major William F. Buckley, Master Sergeant

George A. Gutshall, Sergeant First Class Billie G. Nolan, and Specialist Four Thomas R. Sutherland, all representing the 82nd Sport Parachute Club.

Coincidentally, both Governor Sanford and General Gaither have observed the 82nd Sky Divers in action and have been presented complimentary "free-fall" batons. Governor Sanford received his baton at the 1961 Armed Forces Day celebrations at Raleigh, N. C., while General Gaither observed the free-falling 82nd Paratroopers at his retirement ceremonies at Fort Meade, Maryland, in May, 1962.

The 82nd Club won the title of top military parachuting group for 1961 with a total of 400 plus points, more than 100 points ahead of the nearest competitor. Since the initia-

tion of the trophy in 1959 it has been awarded to the XVIII Airborne Corps Club, the Special Warfare Club, and this year the 82nd Club took the top honors.

The Ridgway Trophy is awarded on the basis of participation in Parachute Club of America sanctioned meets, with points given for the top places, as well as 10 points for each club member to make the Army Parachute Team. The 82nd Club did very well in the 1961 National Meet held at Fort Bragg, N. C., and had similar success at the '61 Interservice Parachute Meet held at Fort Campbell, Kentucky. The 82nd Club also sent six top parachutists to the Army Team, and participated in a large number of military and civilian meets, winning them the coveted trophy.



*82d SPORT PARACHUTE CLUB WINS RIDGWAY TROPHY - Governor Terry Sanford of North Carolina, 2nd left, WW II 82d Paratrooper and first president of the Airborne Association, chats with representatives of the 82d Airborne Division Sport Parachute Club on the awarding of the Matthew B. Ridgway Trophy, symbol of supremacy in military sport parachuting, at the Memorial Luncheon of the Airborne Association Reunion held this year in Washington, D.C. The 82d Club members are, from left to right: Sergeant First Class Billie G. Nolan, Major William F. Buckley, specialist Four Thomas R. Sutherland, and Master Sergeant George A. Gutshall. (U. S. ARMY PHOTO)*



# I'M A SHY-DIVER



*Tenerani about to make his first solo return to the planet Earth.  
Author (left) and Barry Herron prior to first jump.*



## I'M A SHY-DIVER

by H. A. Tenerani

I really didn't have anything to do on a recent Sunday afternoon so I drove to Elsinore, California, a small town about 65 miles south of Los Angeles, and jumped out of an airplane.

It was quite an enlightening experience. For instance I discovered why these parachuting schools frown on this business of yelling "GERONIMO" when you leave the plane. It sounds too much like "I DON'T WANNA GO!"

Instead, they tell you to count off the seconds. When you are jumping with a static line, your chute is supposed to open automatically by the time you reach number six. If it doesn't (actually, one chance in a million) then you are supposed to have the presence of mind to pull the rip cord on your reserve pack.

In the pre-jump training, they emphasize this presence of mind business because it could mean the difference in the type of landing you're in for. Either it will be one that just smarts or one that REALLY smarts. On the latter, there's one consolation I guess and that is that you won't have to worry about having a presence of mind again... ever. You just won't be present that's all.

Anyway, it's important, they say, to try to remember as much as you can about your departure from the aircraft. Now to do this is not really a very simple matter, especially on your first couple of efforts. For those people who can easily overcome stark terror,

it wouldn't be so bad but for us confirmed cowards, it takes some doing.

So when I landed, an instructor asked me what I remembered. I told him the only thing I could vividly recall about the whole thing was when I was standing outside that airplane on a 16 inch step, holding onto a wing strut, I was saying to myself, "Tenerani, just whatinhell are you DOING out here??!?"

Come to think of it, I've asked myself that a couple of times since. It all started when a photographer friend of mine, Barry Herron, told me of some work he was doing with Para Ventures, Inc.

Among other things, Para Ventures had been the outfit serving as technical advisors on the television series "Rip Cord". They also provided the actual parachuting sequences. Barry, one of the top aircraft air-to-air photogs in the business, has made six jumps with them. He introduced me to Dave Burt, president of Para Ventures and the next thing I knew I was out on that step, holding onto that wing strut, talking to myself.

I made two jumps the first day out, both from 2500 ft. For the first four or five seconds, you're in what they call "free fall". I guess they use that term because for that length of time, you are free of everything...

Free of cares at the office... free of thoughts of payments on the car, etc. That's what avid exponents of the sport reassuringly tell you. Trouble is, there's another item that you're free of and that's a parachute... an open one at least.

At this stage, you're dropping at a speed of something like 70 MPH. The MPH stands for Misery, Panic and Hope. You will have fallen about 300 feet in about 2 minutes. In no-wind conditions, your rate of descent is 11 to 12 miles per hour.

Since there is nothing you are falling past, you don't have the feeling of dropping at all. This is the one thing that really is amazing. It's beautiful up there and, of course, not a sound.

It is so still that actually a first jumper can become a bit too complacent. You can virtually forget that you're dropping. You forget that is, until you are about 20 feet above the ground. Suddenly, you get the distinct impression that SOMETHING is indeed moving. If it isn't you moving DOWN, then darned if that ground isn't moving UP.

Before you can get your slide rule and calipers to working to figure this thing out, you discover just how firma good ol' terra ferma can be.

I remember one nice fellow who came up to me as I was gathering in my parachute. He congratulated me, patted me on the back and said, as we walked to the shuttle truck, "You'll see, after the first few jumps, it gets WORSE." A pleasant sort.

But I've been told, he was just pulling my leg. As a matter of fact, so have the doctors lately. One leg has been three inches shorter than the other ever since my first landing.

But I'm going back for another one soon. It's the only activity I've run across lately that's so much fun BECAUSE there are strings attached.





PARACHUTE magazine technical editor Bob Sinclair with high altitude bail out equipment.



photography by J. Barry Herron



Now that the 6th World Championships are over and winter has set in over most of the United States, parachute meets are going to be comparably few and far between. The main accent in big time parachuting will be on efforts to bring more international parachute records to our country. The Parachute Club of America now has four barographs and enough personnel throughout the country to officiate record attempts, and it is anticipated that they will procure more barographs in the near future.

We have no official information at this writing, but we have heard several strong rumors concerning forthcoming world's record attempts during the next six months. The United States Army Parachute Team has requisitioned an Air Force B-52 for record attempts over Edwards Air Force Base, California this winter, and we hear that they have alternatively requisitioned a Lockheed C-40 Jet Star in case the Air Force will not provide them with a B-52. Para Ventures, Inc. of Hollywood, California has requisitioned an Air Force North American T-39 Sabre Liner for this winter, and if they are able to obtain the

aircraft it will be used by them to make individual record attempts in the neighborhood of 55,000 feet altitude.

Para Ventures has, as you might already know, been working rather closely with the Air Force on high altitude emergency procedures. If a civilian organization is to be furnished with Air Force equipment, it will more than likely be Para Ventures, due to their close liaison with the Air Force. Russ Wheeler of Paraneitics has informed us of his intention to procure the use of a civilian B-17 to be used in an attempt at breaking several world records for women in excess of 40,000 feet. There are several B-17s in the Southern California area, and Wheeler mentioned two capable females from which to choose. Below is a list of records held by Americans as listed by the Federation Aeronautique Internationale and were taken from a booklet prepared by the National Aeronautic Association, U.S. Representative of the 1025 Connecticut Ave., N.W., Washington 6, D.C. are dated 1 August, 1962.

### CLASS G PARACHUTE JUMPS "DAY" (Individual opening without delay)

Date	Individual Precision Jump	Height	Average dist. cent. of circle
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1/31/62	Coy O. McDonald El Centro, Calif.	2,000m 6,561.1'	0.85m 2.78'
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### CLASS G-II-C (Opening without delay)

Date	Precision Group Jump (3)	Height	Average dist. cent. of circle
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2/2/62	L.B. Brydon, J. Norman, C.O. McDonald El Centro, Calif.	2,000m 6,561.1'	1.42m 4.65'
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(Claim)	Precision Group Jump (5) R.T. Fortenberry, D.R. Byard, R.T. Duffy, C.O. McDonald, W.J.A. Charette Yuma, Arizona	1,500m 4,921.2'	1.77m 5.80'
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(Claim)	D.R. Byard, G.F. Bourquin, R.T. Duffy, H.R. Lewis, T.T. Fortenberry, W.E. Edge Yuma, Arizona	1,000m 3,280'	3.87m 12.72'
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2/3/62	C.O. McDonald, L.B. Brydon, D.R. Byard, R.T. Fortenberry, H.R. Lewis, R.T. Duffy El Centro, Calif.	2,000m 6,561.1'	1.808m 5.926'
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#### Precision Group Jump (7)

(Claim)	R.T. Fortenberry, L.B. Brydon, G.F. Bourquin, C.O. McDonald, H.R. Lewis, D.R. Byard, J.A. Norman Yuma, Arizona	600m 1,968.5'	4.698m 15.41'
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(Claim)	D.R. Byard, R.T. Fortenberry, G.F. Bourquin, R.T. Duffy, H.R. Lewis, J.M. Perry, W.E. Edge Yuma, Arizona	1,000m 3,280.8'	3.8m 12.46'
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2/3/62	C.O. McDonald, L.B. Brydon, D.R. Byard, R.T. Fortenberry, H.R. Lewis, R.T. Duffy, R.D. Martin El Centro, Calif.	2,000m 6,561.1'	3.21m 11.3'
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#### Precision Group Jump (8)

(Claim)	R.D. Martin, M.J. Howard, A.W. Barker, D.R. Byard, W.J.A. Charette, W.E. Edge, S.H. Williford, R.T. Duffy Yuma, Arizona	600m 1,968.5'	3.468m 11.3'
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(Claim)	R.D. Martin, R.T. Duffy, R.T. Fortenberry, D.R. Byard, L.B. Brydon, H.R. Lewis, C.O. McDonald, W.J.A. Charette Yuma, Arizona	1,000m 3,280.8'	5.592m 18.3'
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2/3/62	C.O. McDonald, L.B. Brydon, D.R. Byard, R.T. Fortenberry, H.R. Lewis, R.T. Duffy, R.D. Martin, W.E. Edge El Centro, Calif.	2,000m 6,561.1'	3.45m 11.3'
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#### Precision Group Jump (9)

(Claim)	R.D. Martin, R.T. Duffy, R.T. Fortenberry, H.R. Lewis, L.B. Brydon, C.O. McDonald, D.R. Byard, W.J.A. Charette, G.F. Bourquin Yuma, Arizona	1,000m 3,280.8'	5.563m 18.3'
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(Claim)	R.T. Fortenberry, G.E. Bourquin, S. Williford, C.O. McDonald, R.D. Martin, H.R. Lewis, R.T. Duffy, D.R. Byard, W.J.A. Charette	1,500m 4,921.2'	3.867m 12.72'
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1/31/62	S.H. Williford, R.D. Martin, R.T. Fortenberry, R.T. Duffy, G.F. Bourquin, M.J. Howard, H.R. Lewis, W.J.A. Charette, W.E. Edge El Centro, Calif.	2,000m 6,561.1'	4.946m 16.3'
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(continued on page 25)



camera will not be lost should the jumper accidentally drop it during an emergency or while landing. The Leica, being very sturdy, works very well for this type of procedure.

Rapid shooting, which is one of the most important phases of this type of photography, is very simple with the Leica. The rapid wind lever mounted on top right is easily turned with the thumb. Once you have your subject lined up during the fall, it is imperative to crank off as many shots as is possible before you separate for the ripcord pull. With the Leica we got off approximately eight to ten shots during a thirty second delay jump.

We understand that the Leica has a rapid wind base plate attachment which was not available at the time of our testing. This rapid wind should make the use of the Leica even more simple and we are looking forward to using it in the near future.

A very important feature of the Leica is the high speed shutter. This shutter, operating at speeds up to 1000th of a second eliminates movement which would be a real problem with cameras using slower shutter speeds. Most of the 35mm cameras we have been using have 500th of a second shutters.

View finders, and focussing are controversial subjects, depending upon the individuals. For the regular type of photography the standard closed in view finder is fine; however, with specialized photography such as parachutists encounter this presents a problem. Leica is no exception. Viewing through an enclosed view finder limits your view and absorbs precious time. We found operating as fast as we needed to operate caused us to make oc-

casional mistakes, such as inadvertently covering the view finder with a finger. The solution to this would be an open view finder such as you find on the Speed Graphic camera. This would allow you to find your subject before he comes into frame, giving you that extra time it took to find him through the closed finder.

To come up with top notch, sharp pictures, - which is what all of us are after, it would be best if we could focus for every shot. Having only seconds in which to get your shots before the pull, this cannot always be accomplished. Pre-focus on the ground has become standard procedure. We did give the focusing in flight a whirl and with the Leica M-3 it was simpler than most cameras put to this test. With the chance of becoming too involved with focusing as even experienced jumpers sometimes do, we feel that the pre focus is still the best. With this system the cameraman uses pre planned hand signals to direct the subject into range and position. Having the Leica M-3 for only a short period of time, we did not have the chance to use it to the maximum. We are planning to work with the Leica again in the future, using various lenses and shooting a wider variety of subjects. This is not only a wonderful camera in the air, but after talking to other professional photographers about it we have found it to be one of the most widely used and highly excepted cameras in production.

A tip to jumpers ... We suggest that you do not get into this air-to-air picture taking phase until you are 100% sure of your jump procedures and abilities. When you do go into it, for some of the best photography you can get, we highly recommend the Leica.



**PARATROOPER.** By Col. F. X. Bradley and Lt. Col. H. Glen Wood.

If you happen to be a 'trooper or an ex-paratrooper you will want this authentic pictorial book on the world's toughest fighting man. It contains the story of how he is trained and how he has fought.

The preface by General Maxwell D. Taylor reads as follows: "The ultimate pay-off of Airborne operations is the battle on the ground where our successes in Europe were the result of the rugged fighting qualities of the Airborne Soldier ... He was young, bold, rowdy and sometimes offensively swaggering. Yet when the cards were down, he was the most soul-satisfying comrade that a man could want on the battlefield."

The opening portion of the book shows the jump school. You will see photos of the physical training, suspended harness, the wind machine and the 34-foot tower where most of the would-be troopers have quit. The second week of the school shows you the swing landing trainer and the 250-foot tower. Then on the third week it shows the "sweat shed" and the actual jumping, followed by graduation.

This book has photos of various military aircraft from the C-46 to the AC-1 Caribou, all of which have been jumped at one time or another. The section on equipment drops contains photos of combat situations in Korea and and heavy drops including everything from jeep trailers to a 21,000 pound tractor.

You will see photos of combat jumps, canopy malfunctions, tree landings, dog jumps, and even a brief section on Sky Diving. The back of the book seems directed towards the jump school trainee, with songs like "Blood on the Risers," and the Jody Chant.

**PARATROOPER**, with its sometimes amateurishly retouched photos and eight pages of songs, has left some room for improvement. For the time being, however, this ten inch by ten and a half inch, hard bound, 120 page book is just about the best pictorial account of the Airborne to be found anywhere.



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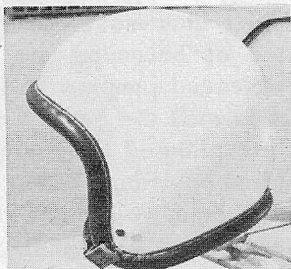
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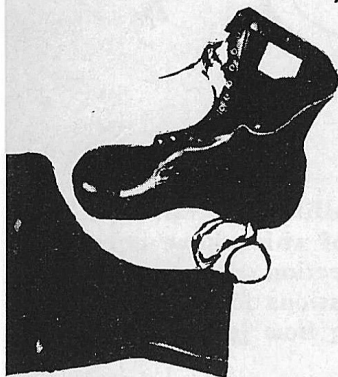
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(continued from page 24)

## CLASS G-II-D (Delayed Opening)

Precision Group Jump (4) Height Average dist.  
cent. of circle

11/28/61 J. Istel, L. Sanborn,  
N. Pond, W. Jolly  
Williams AFB., Ariz. 1,500m 4,921.2' 4.14m 13.74'

Precision Group Jump (5)

(Claim) R.T. Fortenberry, R.T. Duffy,  
2/28/62 C.O. McDonald, D. Byard,  
G.F. Bourquin  
Yuma, Arizona 1,500m 4,921.2' 4.719m 15.47'

Precision Group Jump (7)

(Claim) R.T. Fortenberry, D.R. Byard,  
3/11/62 G.F. Bourquin, R.T. Duffy,  
C.O. McDonald, W.E. Edge,  
S. Williford  
Yuma, Arizona 1,000m 3,280.8' 5.787m 18.98'

## NIGHT CLASS G-II-D (Opening without delay)

Precision Group Jump (4) Height Average dist.  
cent. of circle

11/28/61 J. Istel, L. Sanborn,  
N. Pond, W. Jolly  
Williams AFB, Ariz. 1,500m 4,921.2' 4.52m 14.92'

## FEMININE RECORDS NIGHT CLASS G-I-A (Opening without delay)

(Claim) Susan Pol  
3/19/62 Monterey, Calif. 6,395.41m 20,981.34'

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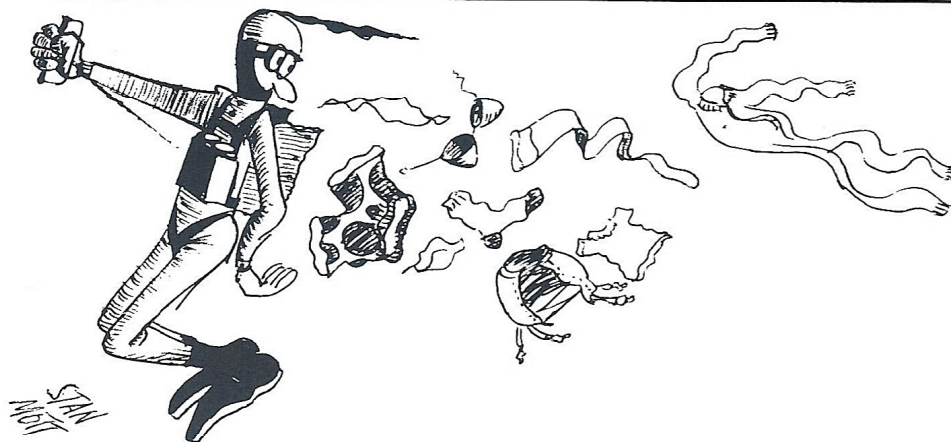
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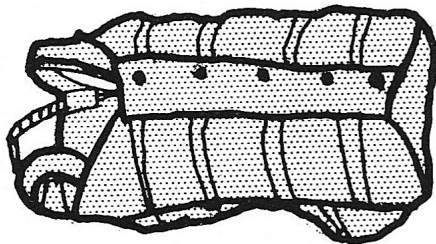
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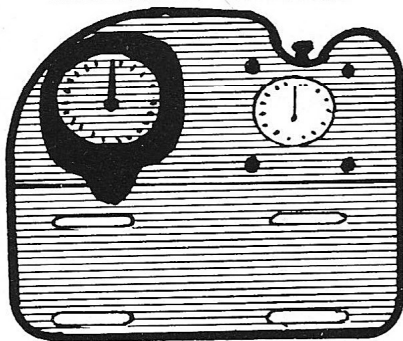
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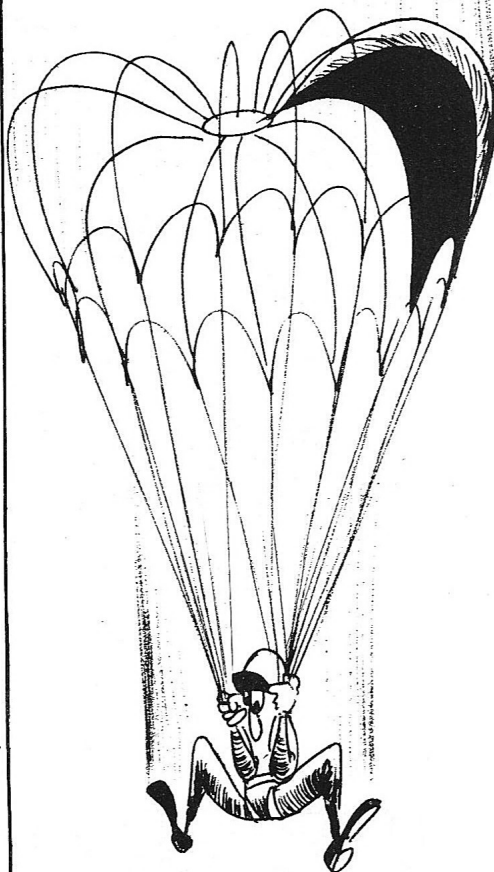
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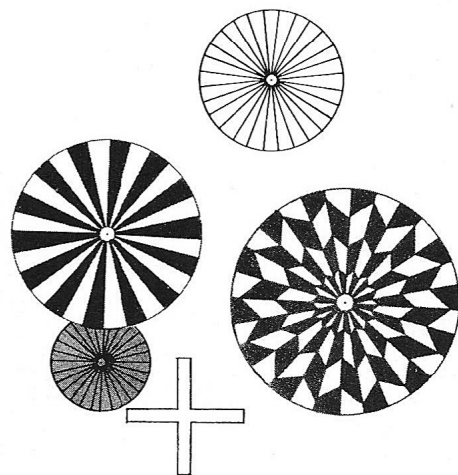
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*ight) Hey, Bob, get your feet apart and let go of my harness!*

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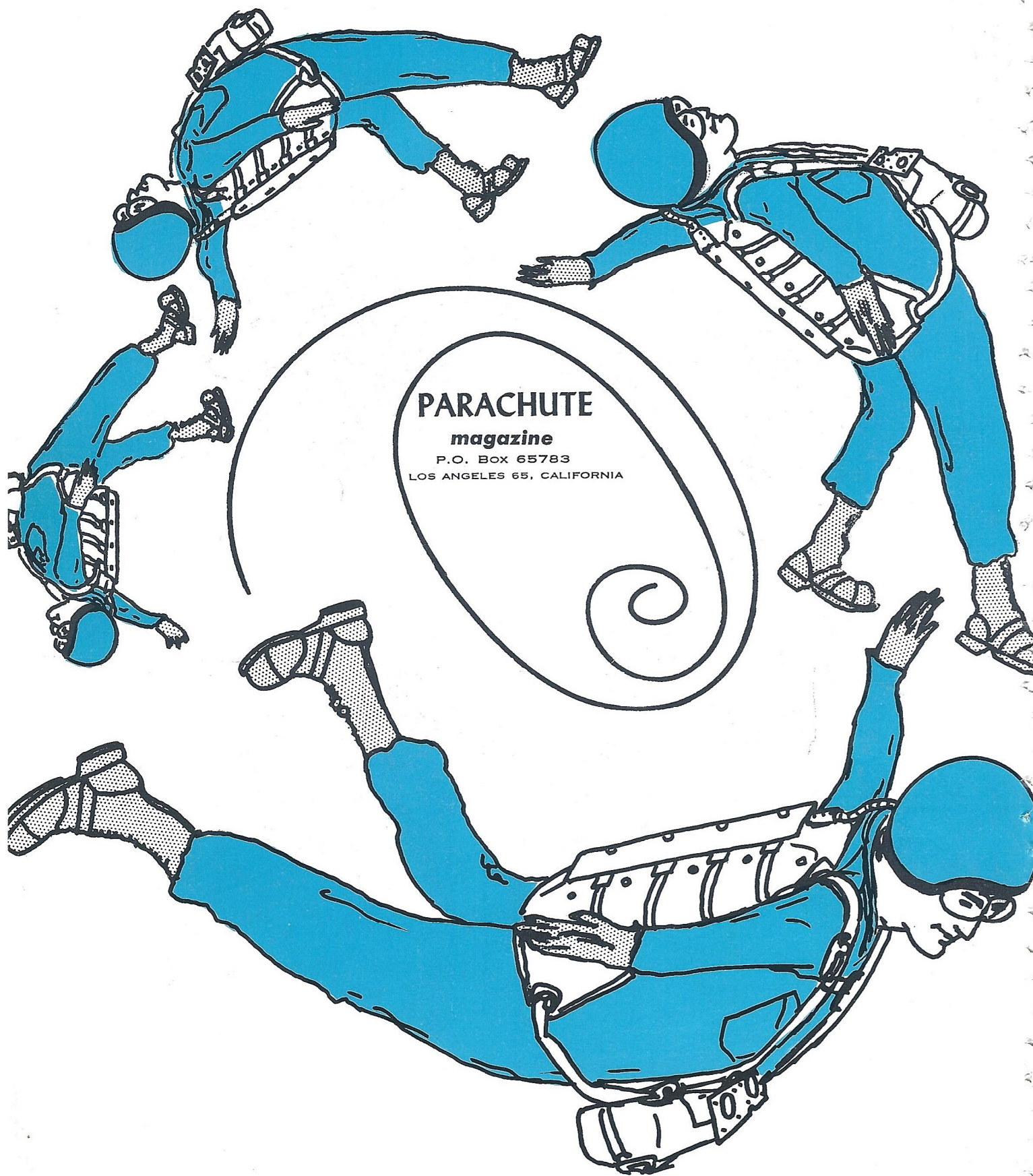
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