

PARACHUTE

magazine

DECEMBER 1961
FIFTY CENTS



J. BARRY HERRON

don't get caught up a tree!

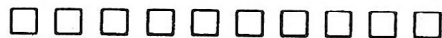


Some people are hip, others never learn. Diane is a little young, but she caught on real fast. She sent in her subscription to **PARACHUTE** and now she can spot! No more sad days for her, and she gets her new fresh copy through the mail in a protective envelope a week before it is available in limited quantities at some of the more active parachute centers. Now she saves a dollar a year or more that is helping towards that new 1.6 canopy in her future, while we are making more money which we are placing back in the magazine in order to give you bigger and better coverage than ever before. Wow! If you haven't already done so, clip out the pretty subscription blank on page 27 and send it in right away, together with your check or money order. If things are short, we will even be glad to bill you later, we are easy to get along with! Hurry!

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All other countries \$6 one year, \$11 two years. \$15 three years. Three weeks notice is required for a change of address. Please furnish both old and new address.



COVER

*Photograph of Mel Calvert at
Elsinore, California by
J. Barry Herron.*



COMPETITION

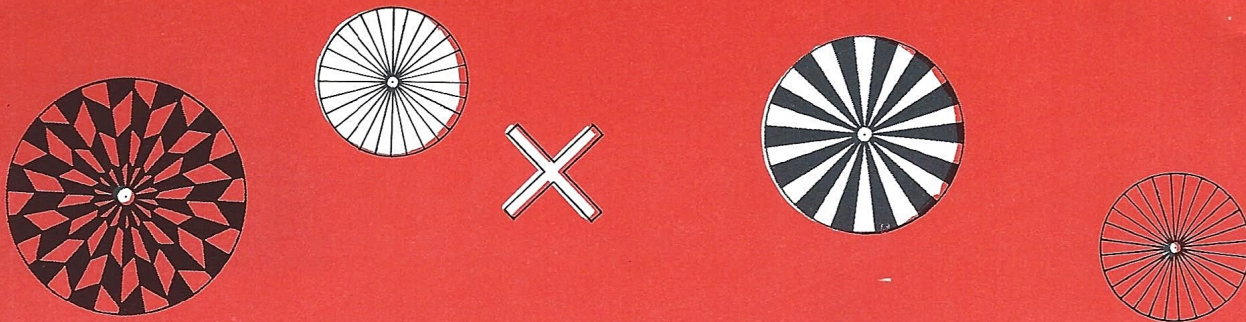
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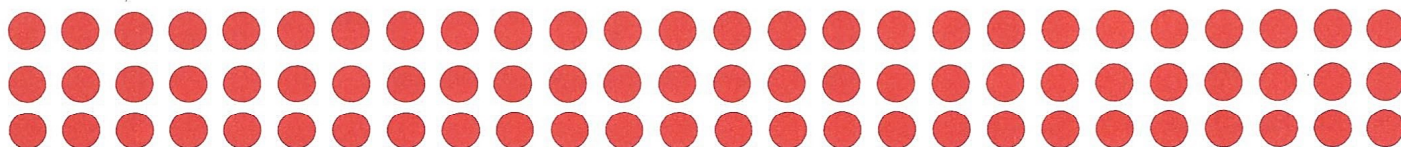
PLACES & PERSONALITIES

We have been notified that DANNY LATCHFORD of Midwest Parachute will be giving free P.C.A. memberships with each sky diving set or single sky diving back parachute. We feel that this is a very nice gesture on his part, and he has stated that he will be doing this during the next three months.

Parachute rigger JIM HILL won the overall individual trophy for style and accuracy during the first All-Navy parachute meet in Lakehurst, New Jersey.

Lieutenant WILL GOODRICH, Public Relations Officer for the Golden Knights U.S. Army Parachute Team, will be in the Los Angeles area during the Christmas season. Will has volunteered to show some films of the team in action while in town, and we have decided to throw a party at this time. Persons wishing to attend may notify this office, and we shall let you know the exact time and place by return mail.

Have you read the new book, PARACHUTING FOR SPORT by Jim Greenwood? We recommend that you buy a copy soon.



Another firm has been struck by thieves. Para Ventures, Inc., of Hollywood, California was burglarized, and lost a considerable amount of parachute gear. Any help leading to the recovery of this gear or the arrest and conviction of these criminals will be appreciated by the owners. We shall be glad to reward such help with a lifetime subscription to PARACHUTE magazine.

We have been notified by LEWIS B. SANBORN, President of the Orange Sport Parachuting Center, Inc., Orange, Massachusetts, that the center will be closed from December 2nd, 1962, until around April 1st, 1963 due to the seasonal weather. The season will come to a close following the annual Governor's Cup meet at Orange on December 1st.

We have received our October issue of the newsletter "THE CANADIAN PARACHUTIST", and have been informed that the publication may be obtained by sending 50¢ per year to Jim Taylor, 916 Friar Crescent, North Vancouver, Canada.



EDITORIAL

The December PARACHUTE magazine rounds out our last issue for 1962. In the fourth quarter of the calendar year we have introduced the magazine with 3 issues, and our letters indicate that we are off to a very good start. We intend to publish the best magazine in the parachuting world, and every effort will be made to do this in the years to come. PARACHUTE will continue to be the parachuting magazine, written by and for the parachutist. As parachuting grows, PARACHUTE magazine will continue to grow. If you are interested in parachuting, you will want to read PARACHUTE magazine. How can you do your part to help? Subscribe! If you have already done so, get your friends to subscribe. You can explain to them that our subscribers get the magazine through the mail in a protective envelope at least one full week before they are available for sale in limited quantities at the parachute centers in this country. Get your friends to take up the sport, get them to subscribe to PARACHUTE magazine, and then get them to join Parachute Club of America.

It has come to our attention that some of the merchandise advertised in our first issue was not of the very best quality and that, if sold to a novice jumper, it could become a deterrent to the sport. This has caused us to adopt a policy of accepting advertising from FAA certified lofts only, concerning parachutes. We feel that this philosophy will be beneficial to the safety of the sport, and we ask you to concur by patronizing our advertisers.



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.

MIDWEST PARACHUTE SALES & SERVICE

46901 GRAND RIVER, NOVI, MICHIGAN

LOWER PRICES—SKY DIVING SETS—BRAND NEW SURPLUS—SATISFACTION GUARANTEED
All Chutes Modified in our Modern F.A.A. Licensed Loft under special F.A.A. CANOPY, CONTAINER and HARNESS LICENSES and TSO-C23 APPROVED and STAMPED.

SPECIAL - WORLD CHAMP SET - COMPLETE - 24' & 28' \$135.00

WORLD'S CHAMPION SKY DIVING SET - *DOUBLE T-GORE - SLEEVE DEPLOYED - BRAND NEW SURPLUS, COMPLETE - with 28' BACK, Orange and White Canopy, Spiral Pilot, Colored Sleeve with center attached retainer line, Nylon Form Fitting Back Container, Nylon Capewell Harness, Nylon foam back pad, and a 24' T-7-A Chest Reserve Chute with Quick Fit Snaps and Reserve Tie Down Belt

This set has split second turns, cross wind steering, 10-20 mph forward speed and can "HIT THE SPOT." A \$200.00 value. OUR SPECIAL PRICE: \$135.00

WORLD'S COMPETITION SET - *SINGLE T-GORE or *DOUBLE BLANK GORE, Brand New Surplus. Complete Set same as the above except for Modified Gore.

"A REAL HUMDINGER for Competition" **\$125.00**

WORLD'S SPORT SET - *BLANK GORE, Brand New Surplus \$115.00

Complete set, same as above set except for Modified Gore.

32' B-4 Black - *T-GORE - Sleeve - Dual Purpose - Twill Weave . \$110.00

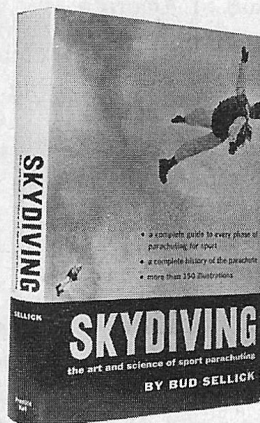
28' Backs-B-4 Type-COMplete WITH MODIFIED GORE:

COLORLED CANOPIES: \$10.00/extra

*Modified under special license of Capital Parachuting patent-
Steerable parachute No. 3,913,7531.

*Single T-Gore . . . \$ 80.00
*Double T-Gore . . . \$ 80.00
*Double Blank Gore \$ 90.00
*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



LETTERS TO THE EDITOR

I want to congratulate you on the first issue of PARACHUTE Magazine and I think it is a wonderful job.

At the same time, I believe that the last three paragraphs on page 17 [of your October issue] rather placed the blame of the bitterness on the officials at the Sixth World Parachute Championships, and I believe the following information should be known to all parachutists lest they think the officials were not fair.

Prior to 1962, there has never been more than one team jump event, but in 1962 they did allow for two team events. This year the reason Event 5 was permitted is because we depend on the gate receipts for the meet to be financial success and the general public appreciates team jumps better than anything else. However, in trying to persuade the International Commission to allow the second team event, Jacques Istel and I promised at the International Committee Meeting that we would consider it an extra event and that it would not be held unless all other events were completed.

This is the reason that we had to insist on trying to complete Event 2. Otherwise we would have not lived up to our agreement and that certainly would not look good in the eyes of any country.

The mistake that was made was not having mentioned this in the program as all contestants considered Event 2 or Event 5 on an equal basis by its omission.

I believe in your next issue, you should cover this so that parachutists will not feel we treated them unfairly.

Joe Crane
President
Parachute Club of America

I just heard of your magazine and want to take this opportunity to wish you all the success in the world and sincerely hope it catches on real quick, as we surely need a GOOD magazine that can turn out first rate parachuting news.

I happen to be president of the Vancouver Sky-Diving Club with a membership of 32 to date and at the

moment the executive and I have 11 new applications to sift through, so if you would like to have any news from us we would be only to pleased to send it along, we are quite an active club and I am quite sure we could donate news of some kind from time to time, if you so wish.

I'm sure once the membership sees my copy of your magazine, more orders will be forthcoming, I will be looking forward to receiving same by return mail.

J.W. Bathurst, President
Vancouver Sky-Diving Club

I have just finished reading your new magazine and I'm very impressed both by the layout and with the contents. I will be circulating it throughout our club and I'm sure many of our members will want to subscribe. Enclosed is five dollars for my own subscription . . .

Naturally in the first edition there are always a few errors, but most of yours were of a minor typographical nature and did not reflect on the magazine as a whole. I was particularly impressed with your coverage of the 6th world sport parachuting championships. Twice I travelled some 400 miles down to Orange, Mass. from Montreal to view parachuting at its best. I was not disappointed and I find your article accurate, complete and detailed in most respects.

The photos were quite interesting although I would have liked to have seen more of the other teams' chutes. Are you thinking of colour in the future? I hope so.

Another phase of your magazine which is also quite interesting is the coverage of the entire field of parachuting and not just sport parachuting. This is most interesting.

Good luck in the future and keep up the excellent work.

J.D.W. Peters, President
University of New Brunswick
Para-Jump Club

Thanks, Mr. Peters. We will have color as soon as our advertising space sales and circulation numbers can pay the expenses.

Just emptied the mailbox and contents of your first "PARACHUTE" and there's just one word for it: GREAT!

Photo reproduction is the finest and coverage of other phases of parachuting will interest those who don't already know about them.

Personally I was a little disappointed not seeing a mention of the Alaskans who were at the Issaquah meet, but I'll hold out for bigger and better things in the future.

Next time you take a parachute holiday try it up this-a-way. But don't forget to bring your longies and insulated jump boots.

I'm in the information business so if you ever need something, not necessarily copy or picture wise either, let me know and will do my level best to help.

Meanwhile hurry up with the next issue so I can see if it's as good as the first one.

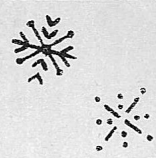
HANK HAMILTON
Anchorage, Alaska

Thanks, Hank, and we will send you a copy of our Memo for Contributors as it might help you with your article. Please send one in, and perhaps you could call it "Parachuting with Polar Bears".

Congratulations! You have really done it. I've gone through the first copy of PARACHUTE magazine from cover to cover and all I can say is, in less than ten million words, this is terrific! It denotes quality, intelligent planning and good taste. Your whole magazine is excellent. My only advise to you is that you develop a strict policy of requiring your advertisers to sell equipment that is safe for parachuting. If PARACHUTE magazine cannot stand behind the merchandise that is advertised within its pages, then you have no business accepting this kind of advertising, even if this means a loss of income to you for a few months. Do not have the possibility of a death on your conscience simply because you have allowed someone to advertise equipment such as a parachute with a faulty D ring installation.

O.A. Maxwell
San Francisco

Three stylized snowflake patterns, each with a central point and radiating lines, some ending in small dots or crosses.



An Extravaganza of Parachuting Accoutrements for Christmas. Clockwise from 11: Complete 28' Pioneer assembly from McElfish Parachute Service, \$274.50. Conquistador Canopy and complete back pack from Midwest Parachute Sales & Service, \$100. Christmas cards in brilliant color by Bob Buquor, set of 25 for \$12. Pioneer sleeves from Eddie Brown available in red and white, blue and white, green and white, black and yellow, red and yellow, black and orange, \$14.50. Sport Parachuting by Russ Gunby from Para Ventures, \$2.50. Cigarette box by Para Ventures, \$11.25. Skydiving by Bud Sellick, \$5.95. Custom Coveralls in blue, red, gold, white, and black by Para Ventures, \$20.75. Ripcord game from Para Ventures, \$3.00. Helmet by Anderson, \$25.00. Parachuting For Sport by Jim Greenwood from Sports Car Press, \$1.95. Paratrooper, from The Stackpole Company, \$4.50. Ash Tray by Para Ventures, \$9.75. Emblems from Johnson-National Insignia Company. Parachute magazine, \$5.00 a year. Aero Indicator panel - complete, by Capital Parachuting Enterprises with 7 jewel stopwatch and new surplus altimeter, \$35.95. Chrome plated parachute hardware by Paranetics, \$13 a set. Safety Pull reserve - 24' by Paranetics, \$38.50, complete.



Tree trimmers Kay Rinder, Shirley Simmons, Linda Kaplan, and Maureen Stewart swap Sky Diver stories. At left, Linda Kaplan and Jim Rinder discuss Jim's Safety Pull reserve. Below, Maureen, Kay, and Shirley joke with Tom Gifford and Bob Sinclair over cocktails during tree trimming party.



SAN DIEGO

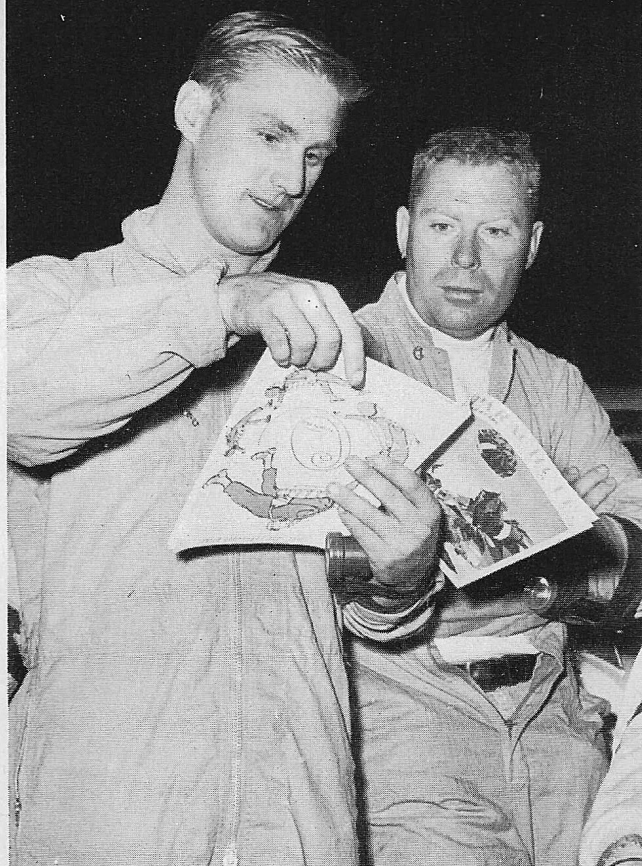
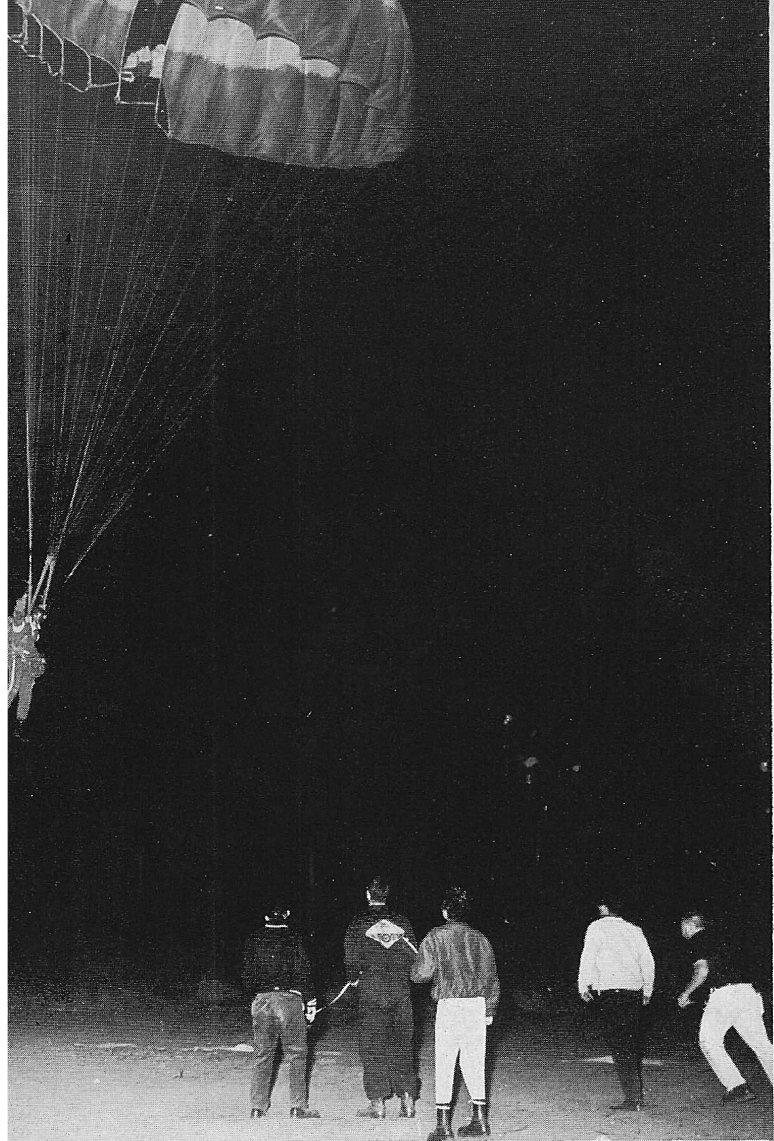
photography by J. Barry He



*San Diego Sky Divers President Chuck Whitaker checks
rigger seal on reserve of area safety officer Jim McDonald.*

NIGHT JUMP

DECEMBER 7



Chuck Olsen and Jim Poulsen check over the first issue of PARACHUTE.

We were glad to accept the invitation from Chuck Whitaker of the San Diego Sky Divers for their annual night jump contest. The San Diego club is well known as a prolific group of parachutists, and we were sure that this meet would be well organized, besides being a lot of fun!

The meet was held on a Saturday night and we had a previous engagement to do evaluation jump on some parachute gear that day in the Los Angeles area, so we were not able to get to the San Diego loft until eight PM, and the jumping had already started. We met the San Diego jumpers and also saw a lot of familiar faces from the Los Angeles area jump centers. One of the latter was Verne Williams who had just thrilled the spectators by putting the yellow light in the middle of the target with a dead center on his first jump of the night!

Jumping in on the jet black D.Z. was a strange but pleasant experience; the target was well lighted in the form of a cross, with a yellow bulb indicating target center. We tried to get a slight edge by not jumping first and using the other jumpers as wind dummies, but this selfish scheme was of no value as the others disappeared into the inky sky within two seconds despite the fact that they were holding lighted flashlights!

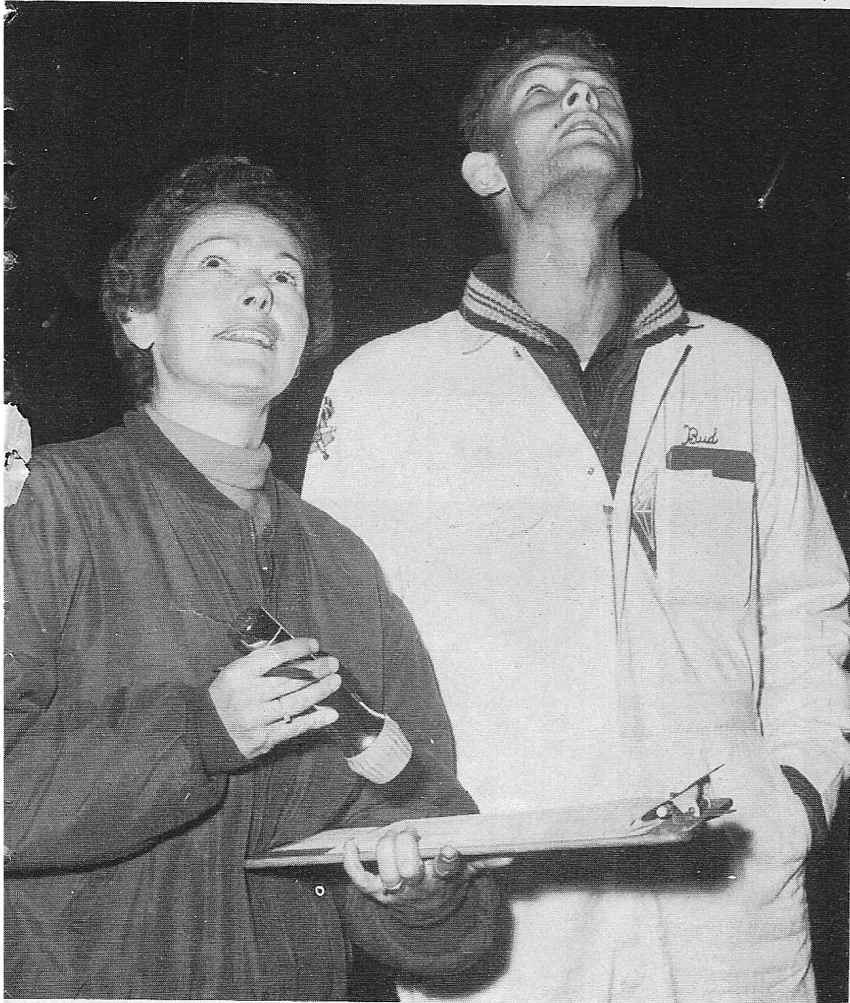
Bob Sinclair was able to grab the first place trophy, while Fran Mowat took the ladies trophy. Everyone had a lot of fun, and we all had a few beers after the last jump was completed at about 1:30 AM. We wished that we could have stayed on for a few jumps the next morning, but we had to drive back that same night and had to say good bye until the next time that we have the opportunity to jump in San Diego again.



Fran Mowat, winner of ladies trophy.



Night Jumps are wierd to make, strange to watch! At San Diego it was quite dark, and jumpers could not be seen from the ground until they were about 100 ft. away.





Circulation manager wishes her husband good luck (left), then he manages to get an eight foot jump.



Say, I'll jump first, then you throw the pilot out, okay?



LAS VEGAS

by RON SIMMONS.

Hal Evans explains to Felicia Atkins and other girls from the Follies Bergere that they must remove their feathers before flying with him. (Photo by Michael Nagro of the Tropicana).





PARACHUTE staff member Diane Chapman enjoyed the Lincoln Continental during our Las Vegas trip. Shown above, Diane chats with Dick Dunphy during a So. California jump session prior to the trip while her boss field packs his rig in the background.

photography by J. Barry Herron



Prior to Dick's jump Diane wishes him good luck, then rewards him with a big hug for landing close to the car.

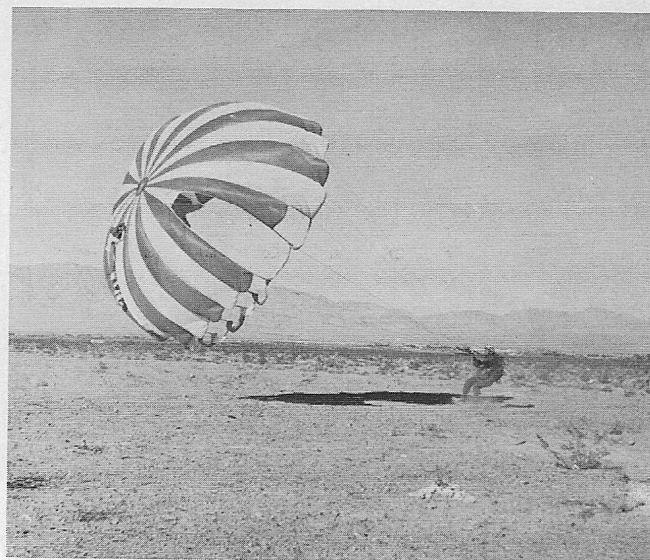




Floyd Martin, one of the original organizers of the Las Vegas Sky Divers. (Photo by Roy Stevenson).



Genial Don Legg of the Las Vegas Sky Divers. Don has completed over 200 jumps in his one year of participation. (Photos by Roy Stevenson).



Long a favorite spot of ours, Las Vegas is a desert paradise that is on the go 24 hours a day. They really swing from midnight until five AM, but during the other 19 hours you can also do whatever catches your fancy in this air conditioned mecca.

We decided to put on the dog a bit, and requested a Lincoln Continental convertible for our trip. We picked it up at the Los Angeles factory several days before we were to start our trip, and the editor had a tough time getting to drive it as the girls on our staff seemed to find one errand after another which had to be done right away, all of them wanting to use the "White Company Car". Diane exposed it to some parachuting activities near Los

Angeles, and we were lucky that Dick Dunphy of Para Ventures exercised a little restraint in landing next to the car instead of on the seat next to Diane as he had threatened to do!

The short trip to Las Vegas was quite nice in this big car, we had the top up and the air conditioning on, so we were not aware of the hot desert air until we got out to eat near the half way point. There were two couples in the car together with luggage and parachute gear, so the comparably small trunk space was completely filled and we had a few things in the back seat but all four of us agreed that this was the most comfortable automobile trip that we had ever taken. We just sat back on the plush leather seats and listened to the radio. There

was no wind noise at all in this four door soft top, and the ride was exceptionally smooth. The top is permanently fastened to the top bows, and when you pull the proper lever the whole lid folds up and tucks itself into the trunk area, providing that the trunk is absolutely empty at the time. We pulled into town right after dark, and although all of us had been in this town before we were thrilled at the sight of the lights along the "Strip". We had reservations at the Sands this time, and felt a slight tinge of disappointment when we parked near our rooms and noticed that the other cars parked there consisted of nine Cadillacs, five Lincoln

(continued on page 25)



Pat Ryan holds Hal's ripcord handle while other Minskys girls admire log books.

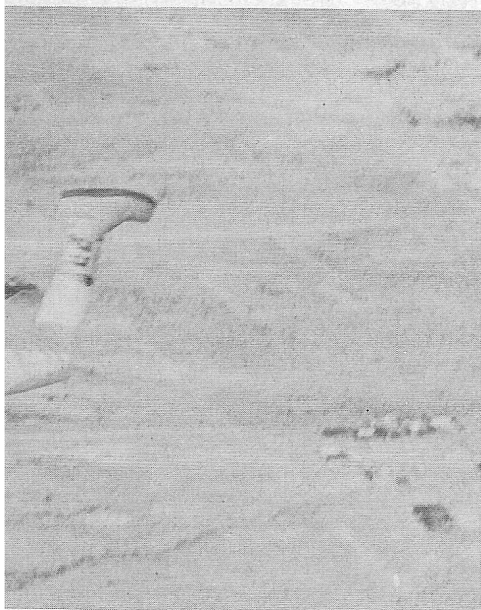


JOE MANGINE

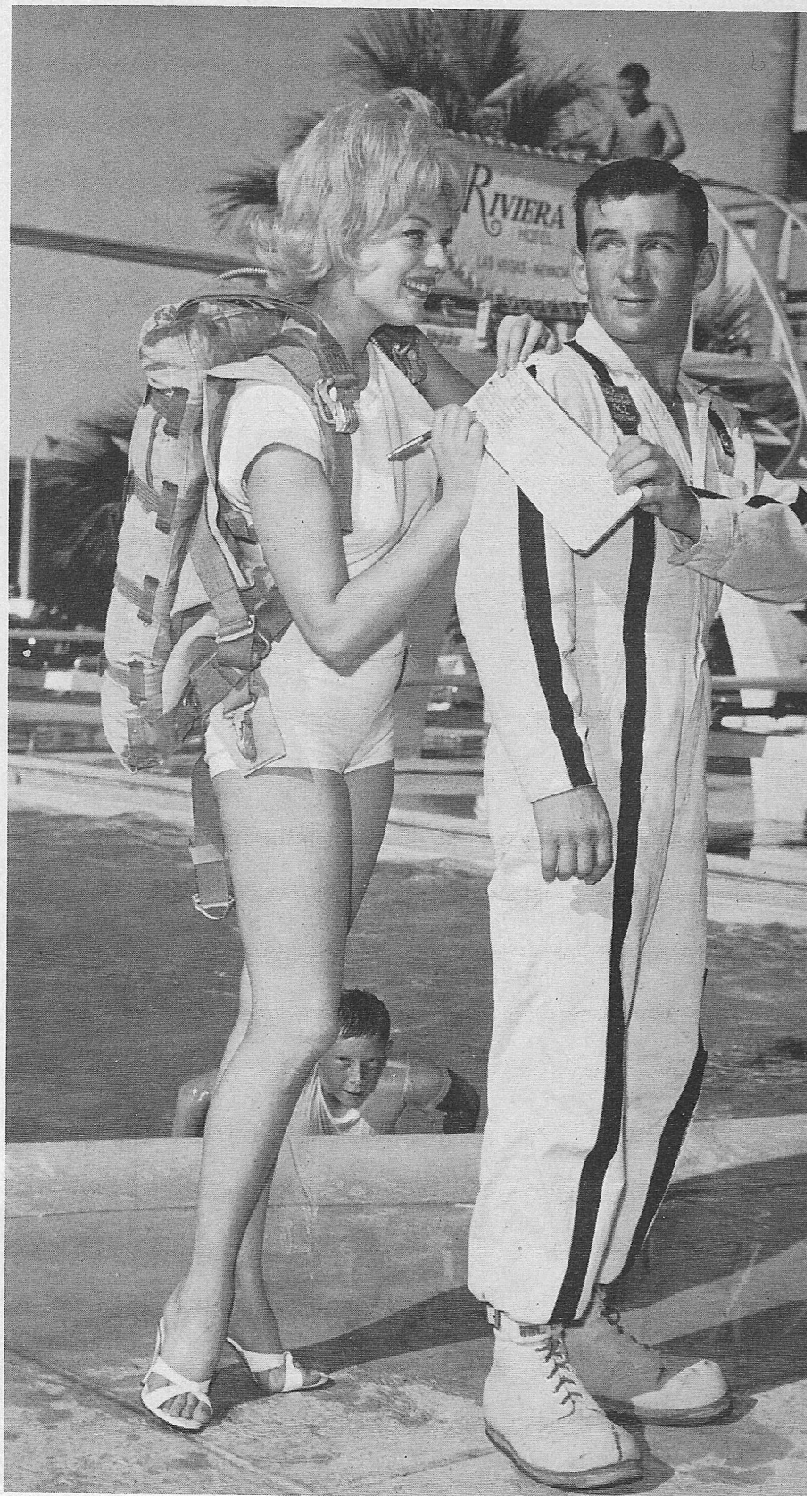
Hal Evans exits Cessna 172 over Las Vegas, Nevada.



JOE MANGINE



Performer from the musical "Bye Bye Birdie" jots her number in Hal Evans' log book while small porpoise in white tee shirt emerges from Riviera Hotel pool in futile attempt to steal Hal's famous "Bunny Boots". (Photo by Las Vegas News Bureau).

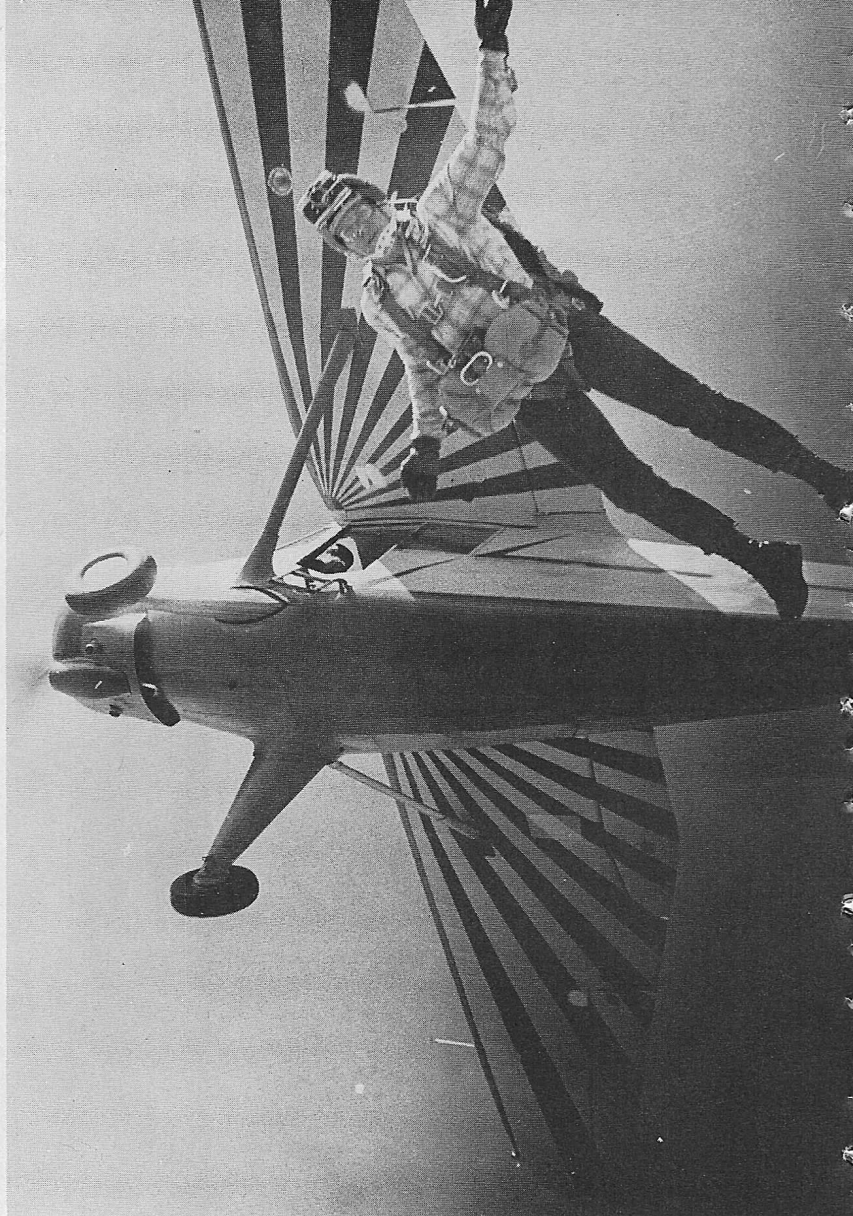




PHOTOS BY RON SIMMONS



5'3" 105 pound JoAnn Durand enjoyed sunbathing on the Lincoln Continental at the Las Vegas drop zone in November. When not watching parachuting events she spends her time swimming, painting, dancing, and modeling. An 8 year resident of Las Vegas. JoAnn has not learned to gamble!



Frank Binford, of the Lincoln, California Sky Divers exits a Stinson V-77 over Reno, Nevada. (Photo by Robert E. Archuleta of Reno was taken with an Exakta at 500 of a second).

Las Vegas, Nevada Parachute Meet.

January 19, 20, 1963. Meet to be held at Thunderbird Field, Las Vegas. Free housing and free line separators to all EARLY entrants.

EVENT ONE: Style and accuracy from 7,500 feet. Fee is \$12 now or \$14 at time of meet. Two jumps.

Back loop, front loop, right figure eight, and back loop.

EVENT TWO: Style and accuracy from 5,500 feet. Two jumps.

Complete figure eight and hold heading. Fee is \$10 now or \$12 at time of meet.

EVENT THREE: Accuracy from 3,500 feet. Jumper must hold flat and stable on heading. Two jumps.

Fee is \$8 now or \$10 at time of meet.



Gary Morrison (left) and Dan Hatch with visiting friends.

FORMATION MEETING OF
CALIFORNIA PARACHUTISTS

ADVISORY BOARD

Reported by Dave Burt

An open meeting of California parachutists was held on October 30th, 1962, at the Municipal Airport in Fresno, California. This meeting was called by those jumpers in attendance at the Sacramento meeting of the California Aeronautics Division on October 22nd.

The purpose of the Fresno meeting was to consider the selection of an Advisory Board to work with the California Aeronautics Division towards realistic regulations governing parachuting in California. Telephone and written invitations were given to all elements of parachuting. Eighteen showed up for the meeting. It was felt by all in attendance that a fair representation was present.

Dave Burt, Para Ventures, Inc. reviewed the background on the California Parachuting Regulations. It was felt, by all in attendance, that unified proposals coming from a truly representative Advisory Board would have considerable favorable influence on the decisions of the 5 man Executive Board of the California Aeronautics Division. The following

classifications were decided upon and representatives from among those present were selected.

Northern California Parachuting Council: Perry Stevens and one more to be selected by N.C.P.C.

Southern California Sport Parachuting Council: Art Armstrong, President and Frank Carpenter, S.O. from Council.

Parachute Club of America: Russ Gunby, Executive Director and Dick Enarson, Assistant Executive Director.

Jump Pilots: Bob Reddick, Piru, and one more to be selected by the pilots.

Commercial Parachute Centers: Three centers now fit this classification. With their spokesmen, they are:

Piru - Les Flick
Taft - Don Molitor
Elsinore - Dave Burt

Molitor and Burt were selected to represent centers on the Advisory

Board.

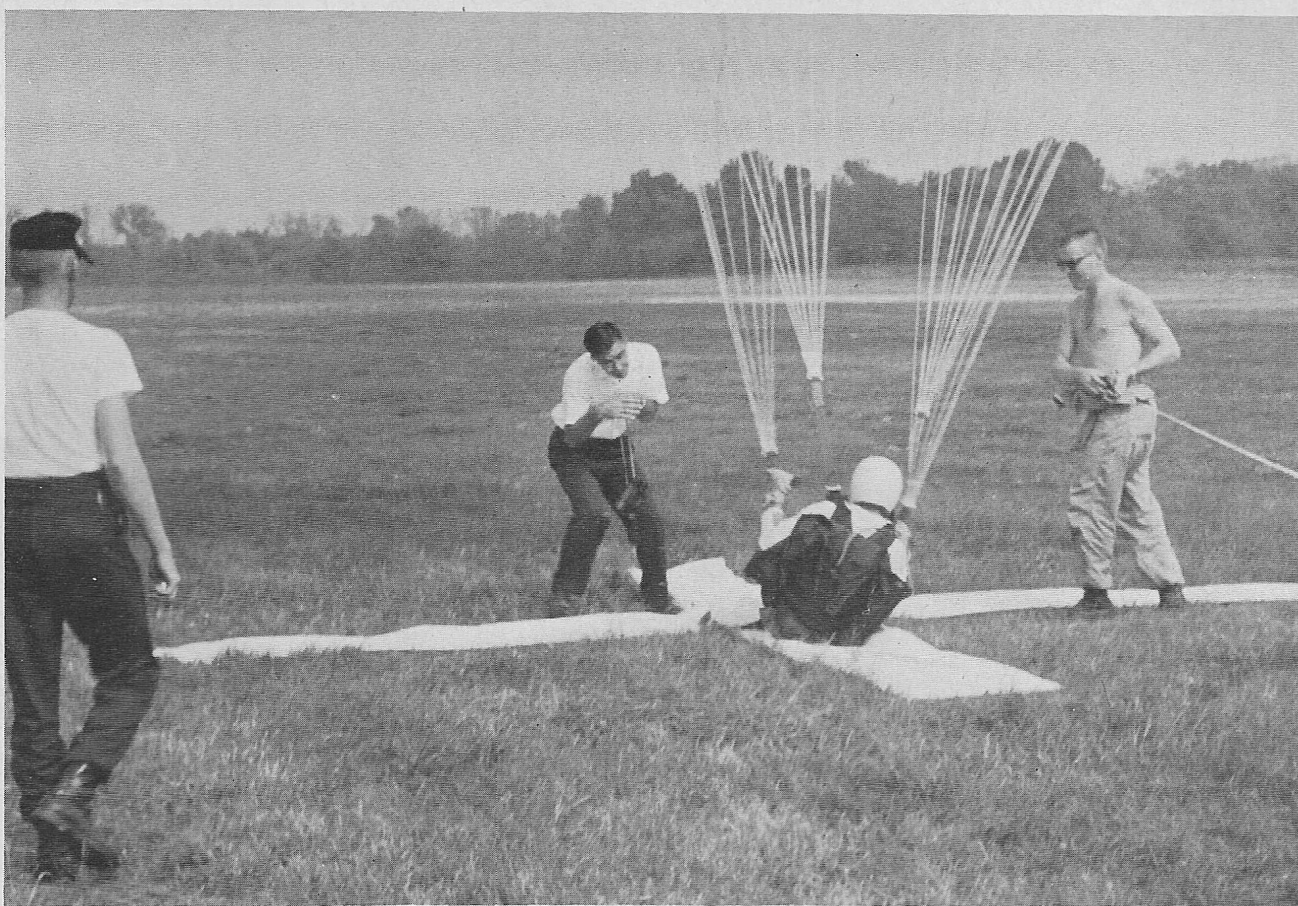
Professional Jumpers: Those involved in professional jumping and Lyle Hoffman to represent them on the Advisory Board.

Those and only those directly involved in the above classifications will be responsible for selection of their representatives to the Advisory Board.

Each element must communicate among itself to make their ideas and wishes known to the Advisory Board representatives.

Each of the above six classifications will have one vote on the Advisory Board.

The group then selected Dave Burt to be their chairman and Frank Carpenter as Secretary. Burt to represent the Advisory Board in Sacramento. A lengthy discussion, (covered separately) was held on the parachuting regulations and the Advisory Board's proposals to the State Aeronautics Division.



Skydiver Richard Hess scores a dead-center landing at recent competition held at Nashville and hosted by Tennessee Skydivers. Hess is from Oak Ridge, Tennessee and a member of the Volunteer Skydivers of Knoxville. Photo by Tenn. Skydivers.

TENNESSEE

Everybody will agree we pulled off one of the slickest jump meets ever held in middle Tennessee (and that might be because it was the first one!) But no kidding, everybody can be proud of themselves and the others for the 100 per cent cooperation of members, visitors, judges, airport manager, FAA and state aeronautics commission, and spectators — if anybody had fallen down on his job we would never have been able to complete 57 competition jumps and 9 “fun” jumps in the allotted time. Probably the biggest mistake was made by yours truly who dragged in almost one hour late.

Captain Phil Miller acted as meet director and scorekeeper for the event with the aid of two fellow skydivers from Ft. Campbell, Kentucky. Joe Womick and Mike McCarthy acted as tape men measuring distances. Jack

and I flew all of these flights in order to act as jumpmaster and pilot both, so that 3 jumpers could be put aboard on each flight. The 14 contestants made two jumps each for a total of 27 scoring jumps. Points were awarded on a graduated scale worked out along the same lines as the world’s championships. Order of jump was determined by drawing lots before the event.

We all owe a debt of gratitude to Phil Miller who organized the events and acted as meet director. Jack Norman furnished the cross, public address system and flying to name some; Earl Ballard did a fine job on the PA system; Gene McDonald acted as safety officer checking equipment and getting jumpers packed and ready to go; Graden Parker and Lil helped; etcetera. Thanks to all!

Jack Norman Jr., drops in close from 5,200 feet. Jack was winner of this event with a score of 269 out of a possible 300. Bobby Vaughan placed second with 268. Both are members of the host club, Tennessee Skydivers. Jack is a prominent Nashville attorney, has his own twin-engine Apache plane and flew many of the jump loads as well as competing. He's vice-president of the club and holds a "C" license.



MEET

by Bud Sellick

A contestant does a beautiful stand-up landing only feet in front of the meet director Capt. Phil Miller at the Nashville competition. Unfortunately for him the contests were scored for accuracy and not stand-ups!

Event I: 3,000 ft., no delay accuracy only for jumpers with 15 or less sport jumps.

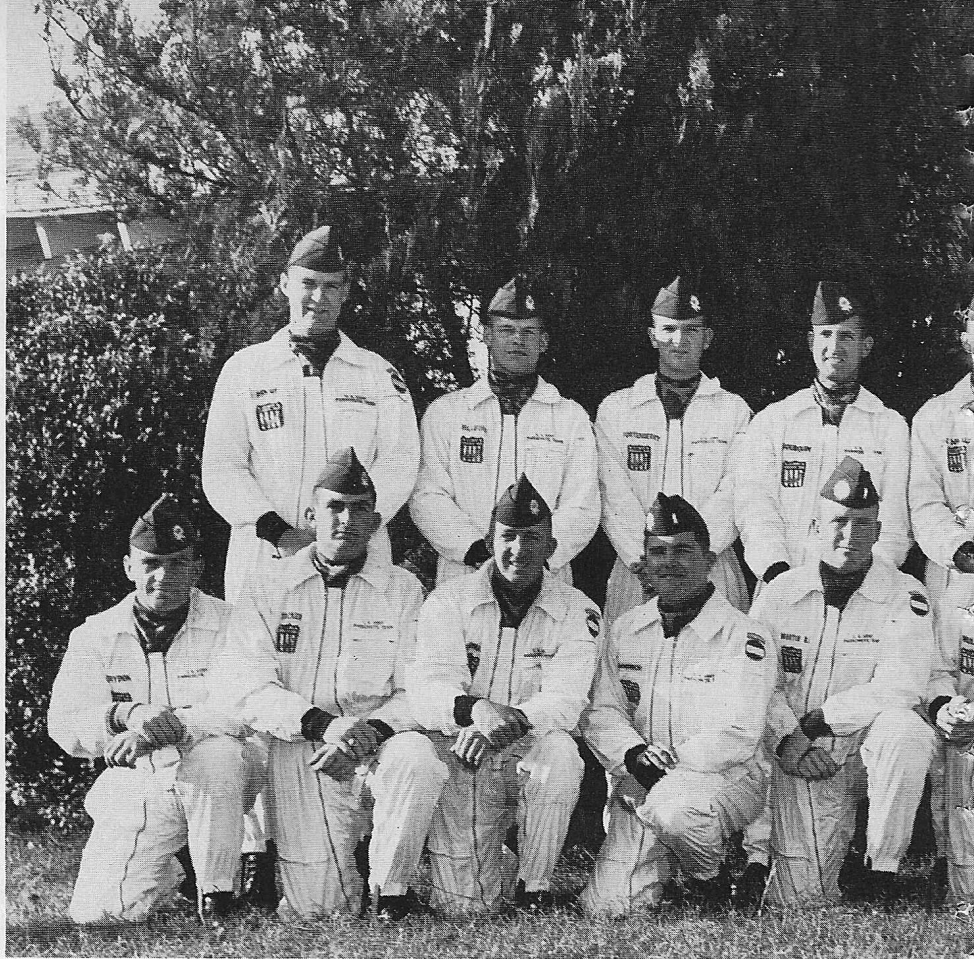
1. Harrison	36'9" & 37'0"	Nashville
2. Robinson	73'5" & 8'1"	Chattanooga
3. Daugherty	68'9" & 61'4"	Gadsden

Event II: Accuracy only from 5,200 ft., with opening not before the 10th second nor after the 20th second.

1. Norman	10'2" & 23'2"	Nashville
2. Vaughan	14'2" & 19'9"	Nashville
3. Butler	32'0" & 26'3"	Nashville



Event III, a scheduled hit and run from 3,000 feet was cancelled for lack of sufficient time to make all jumps. Davis (Knoxville) and Steffy (Chattanooga) made 1 fun jump each since they were the only contestants entered in the hit and run event *only*. Vaughn, Butler and Jackson made a 30 second demonstration jump (relative work) and landed in front of the 5,000 spectators in the packing area. Sellick, Ballard and McDonald also made a 30 second demonstration jump with Ballard trailing smoke. A total of 65 sports jumps were made in the 5½ hour period of jumping. There were no injuries noticed or reported either to jumpers or spectators at the Cornelia Fort Airpark.



''GOLDEN

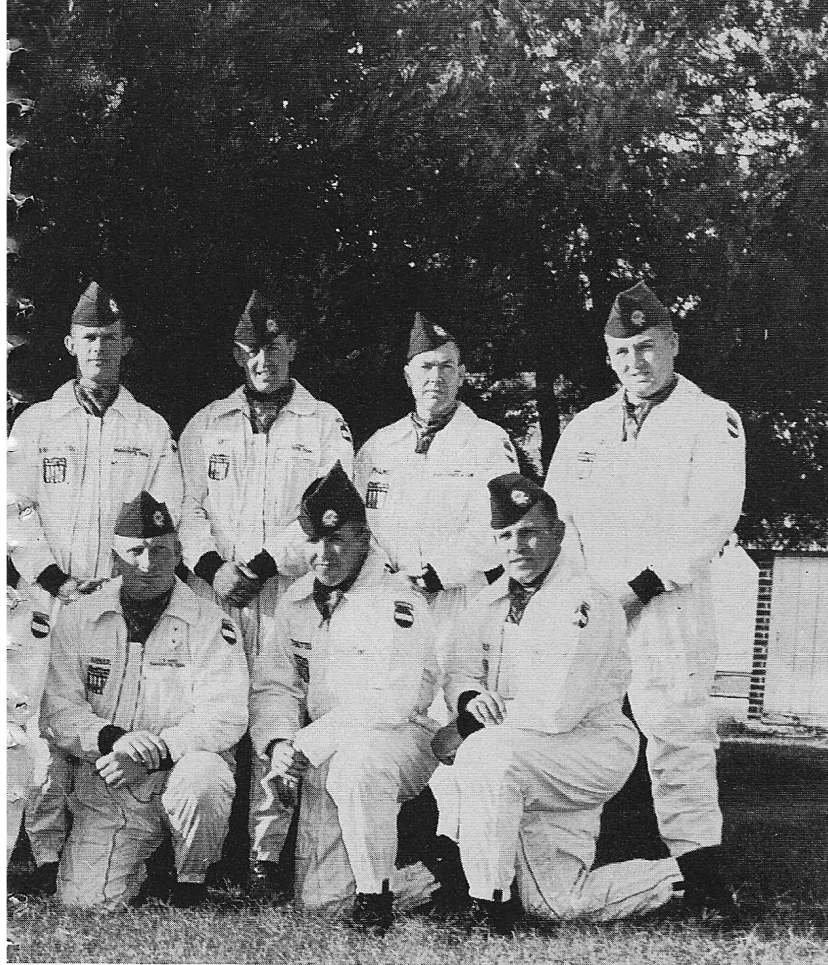
PHOTOS BY SGT. JOE GONZALES

The evolution of the United States Army Parachute Team took another step forward this week when the Department of Army authorized its new official nickname, the "Golden Knights."

Many changes have occurred to this unique unit since its inception in September of 1959. At that time the Army realized the world-wide publicity value of a championship team. Consequently, it selected the better jumpers from the 101st and 82nd Airborne Divisions, the XVIII Airborne Corps and the Special Warfare Center and placed them on special duty with the Army's newly created STRAC Sport Parachute Team. The job of the STRAC (named for the Strategic Army Corps) Team was to compete, demonstrate and research free-fall parachuting and equipment.

In April of the next year two important events took place for the STRAC Team. Its second name evolved into The U.S. Army Sport Parachute Team, and its members captured

SFC Phil Vander Weg (foreground) Sp 5 Coy McDonald (bottom) and Sp 5 Bobby Letbetter (right, background) utilize their seventy seconds of free-fall to practice a little formation work. The formation mass exit is a regular feature of the demonstration the Golden Knights have staged over 400 times for over 22,000,000 spectators.



Roll Call for the U.S. Army Parachute Team, the Golden Knights, and the following members are present; 1st row, left to right; Sgt Loy Brydon, SSgt Gene Thayer, Sgt Joe Norman, 1/Lt Wil Goodrich, 1/Lt Roy McCall, 1/Lt Chuck Mullins, SFC Al Barker, Sp 5 Bobby McCall, 1/Sgt John Hollis, second row, Sp 4 John Richardson, Sgt Sherm Williford, Sp 5 Dick Fortenberry, SFC Jim Bourquin, Sp 5 Coy McDonald, SFC Phil Vandergriff, SSgt Ray Duffy, SFC Ralph Palmer and Sgt John Mueller. SFC Harold Lewis is not present and SFC Gonzales, Team photographer, is present, but out of sight, behind the camera.

KNIGHTS''



World record holder, Sp 5 Coy McDonald, glides effortlessly through the air above Fort Bragg, N.C., during a recent practice session of the Golden Knights.

the first 11 places at the 1960 national meet and become the United States Champions. As the United States Team, they entered the Fifth World Sport Parachute Championship of Sofia, Bulgaria in August of 1960. Specialist Fourth Class Jim Arender, now overall individual world champion, took the first Gold Medal for the United States as the Style Champion. Second Overall Individual World Champion went to Specialist Fifth Class Dick Fortenberry, then the National Champion of the United States.

Demonstrations began taking an increasingly important place in the Team's schedule. By June 1961, the Army Sport Parachute Team averaged 10 demonstrations with crowds of 600,000 each month. As a recruiting vehicle, the Army Sport Parachute Team was proving a better drawing card than the "Blue Angels" or the "Thunderbirds."

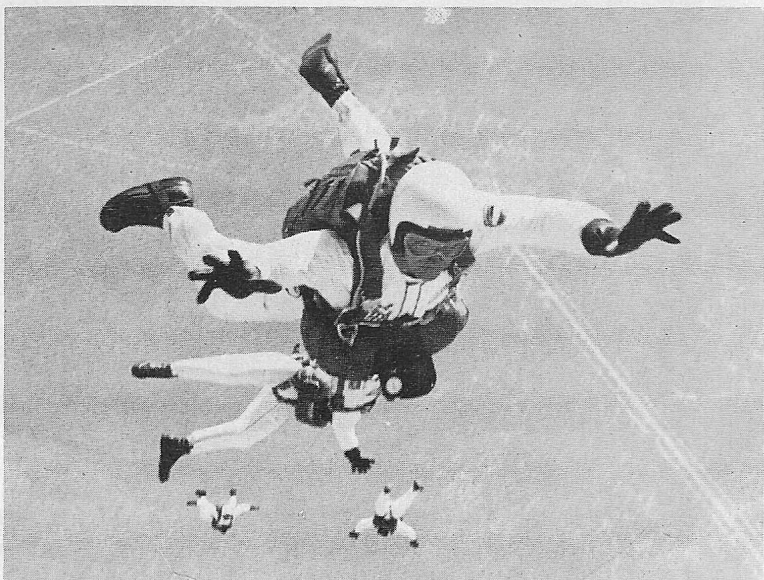
The decision was made by the Department of the Army and in June Team members were taken off special duty status and assigned to the new official United States Army Parachute Team. The word "sport" had been dropped because the Team was now a class I agency of the Continental Army Command with a mission and an organizational status. All Army units now had a Team representing them. The U.S. Army Parachute Team had become a full-time professional unit composed of the Army's and the nation's finest parachutists.



Six members of the U.S. Army Parachute Team wait for spectators at Rome, Ga., to inspect the jump aircraft from Fort Bragg, N.C. In just a few minutes the Army Team will make their first jump under their new nickname, "The Golden Knights." Waiting to board the 61st Aviation Company's AC-1 Caribou are (left to right) SFC Phil Vander Weg, 1st Lt Roy Martin, Sgt Sherm Williford (partially hidden behind Capt Bill Houser, pilot), Sgt Joe Norman, SFC Jerry Bourquin and Sp 5 Dick Fortenberry.

Practice on relative work occupies the free-fall time of four members of the Golden Knights. Jumping for the U.S. Army Parachute Team are Sgt Joe Norman (foreground), Sgt Sherm Williford (partially hidden), Lt Roy Martin (left) and Sgt Loy Brydon (right).

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To Pull

Or Not To Pull

by Robert L. Wick, Jr., M.D. Department of Aerospace Medicine

A recent series of unfortunate accidents has spotlighted the sport of sky diving. The question is raised, "why have some of the people apparently not pulled their ripcords?"

Subsequent examinations have shown the "D" rings, rigging, and packing, to be in proper working order so that the jumper just apparently did not attempt to open either chute. We probably will never be entirely certain of the answers, since the victims are unable to confirm the cause, but we make several educated guesses as to some factors involved.

The first thing which comes to mind is fright or panic. In the confusion of the moment, it seems possible that the jumper may be pulling on the harness thinking he has the "D" ring. There is a more insidious culprit than pure flat out panic, however, and this is hyperventilation. This condition, to which we are all susceptible, is more likely to occur during periods of stress or excitement, consequently; we should not be at all surprised to find neophyte sky divers exhibiting the symptoms.

In order to understand hyperventilation, literally "too much breathing", we must understand some basic human physiology. The human body breathes in oxygen as a requirement for life and breathes out carbon dioxide as a waste product. Normally there is a balance in the lungs of these two gases (plus nitrogen and water vapor, which play essentially no part in the life processes for our purposes). The blood stream carries the oxygen to the cells and the carbon dioxide from them, the oxygen having been picked up as the blood passes through the lungs, and the carbon dioxide at the same time being dropped off at the lungs. This usually goes on at a rate determined in general by the amount of physical exercise taking place. If we breathe faster or more deeply than is required by our present activity, we are hyperventilating. There is a common misconception that it is possible to "store up" extra oxygen. This actually is not so. In otherwise healthy individual, the blood carries just about all the oxygen which it is capable of carrying. This is the case up to about 10,000 feet. Beyond this altitude, it is necessary to have an extra supply of oxygen, but *extra breathing will not take the place of extra oxygen.* What actually happens is that we breathe off carbon dioxide too rapidly, even though it is a waste product, a certain amount is always present in the lungs. If we then hyperventilate, this amount is decreased and the body finds itself operating under different conditions than normal. This causes a number of symptoms including dizziness, spots before the eyes, and numbness and tingling of the fingers and toes. Kept up, it can even lead to unconsciousness. This is not usually a serious problem, because as soon as one loses consciousness, hyperventilation ceases, the excessive rate of blowing off carbon dioxide slows, and the body physiology returns to normal along with the return to consciousness. It is entirely possible for an individual to be mildly hyperventilating and not be aware of it. This is likely when

(continued on page 26)

BASIC SAFETY AND EMERGENCY PROCEDURES

I. BASIC SAFETY PRACTICES:

a. When approaching all aircraft, stay clear of props and tail rotors. Never penetrate their pattern of arch even when aircraft is shut down. (Form and practice good safety habits).

b. Parachute Landing Falls (PLF): The reluctance of parachutists to execute a proper PLF has unquestionably been the greatest direct cause of most parachuting injuries. Students should never attempt standing-landings.

c. Do not play with capwell releases in the air. (One fatality has occurred due to this action).

d. Accidental reserve Activations: During movement by any person inside aircraft (whether airborne or on the ground), reserve parachute rip-cord handles should be protected by placing left hand over the handle. This protective action should be executed by all persons in close proximity of movement. If for any reason the reserve is activated within the aircraft during flight, the following procedures are followed:

(1). If individual is well inside aircraft compartment, immediately fall on top of and attempt to smother the spilled canopy. If accomplished, move to rear of aircraft and detach reserve from harness. Assistance from other parachutists may be rendered, however extreme caution must be exercised to preclude any person from crossing or becoming located between aircraft door and the parachutist with a spilled reserve.

(2) If obvious that spilled canopy will immediately be pulled to outside of aircraft, the affected jumper should execute the most rapid and expeditious exit possible. Do not attempt to pull canopy back in or attempt holding onto aircraft once inflation has begun. After exit and reserve has fully deployed and if undamaged, do not attempt to deploy the main pack. (Elaborate on known fatalities occurring from accidental reserve activations).

e. Mid-Air Collisions Between Jumpers: The inexperienced attempting relative work is a definite hazard. Participation in relative work of any type requires proficiency in all facets of free-fall. The basic danger is body contact at any excessive rate of closure, which can be both vertical and horizontal. Know the capabilities of any jumper with whom relative work is attempted. Students must be cleared beyond 30 second delay before permission is granted to engage in relative work.

f. Jumper Right-a-Way: Remember the rules of right-of-way in the air. The lowest jumper has right-of-way. The reserve (Non-steerable canopy) has right-of-way over the main or controllable canopy. Stay alert; do not move into, on, under, over or across another man's canopy. The lower canopy will steal air from the one just above, causing either a partial or complete collapse. Low men making their final run for target are not relieved of responsibility to maintain a sharp lookout during descent by virtue of his lower position with other jumpers in close proximity.

II. EMERGENCY PROCEDURES - FOR RESERVE ACTIVATIONS

a. A complete or total malfunction; simply means the main parachute has not started deployment, consequently, rate of descent has not been slowed or reduced. For first time static-line jumpers; if by the time of your six-thousand count the main parachute has not started deployment - "ACTIVATE THE RESERVE IMMEDIATELY". Free-fall jumpers; after cable is clear of housing and if main deployment fails to occur - place right hand on reserve rip-cord handle keeping left arm extended. This action will cause your body to roll to the right. As you roll through the 90° degree point, attempt to look at your main to determine if it is deploying at this time. It is possible that you may have a "flutter" of the pilot chute. If this were the case, a normal deployment of the main would have commenced with movement of right hand to the reserve. (Instructor demonstrate). If you cannot ascertain that the main is now deploying - immediately activate the reserve while on side of or approaching the back to earth position.

III. EMERGENCY TYPE LANDING: Occasionally parachutists are forced to land in areas other than the intended target area. The following procedures should be well thought out and followed when landing on or in the vicinity of obstacles. The first action by a jumper subjected to any type emergency landing, is to try avoiding the obstacle by proper canopy manipulation. Often referred to as seeking an escape landing area.

a. Water Landings: If all efforts to avoid a water landing prove to be in vain and at 1000 feet above the ground, it is obvious that you will enter a body of water, prepare for the landing in the following manner:

(1) Remove helmet, goggles and gloves. Before releasing these items, take a good look below to insure they will not hit a fellow jumper in the air or persons on the ground; then drop them.

(2) Reaching behind with both hands, pull your saddle well down under buttocks.

(3) Release one side of reserve waistband, then release the butterfly snap from "D" ring on the same side as you did the waistband, letting the reserve hand free on the opposite side.

(4) Employing both hands, release leg straps (one then the other) If trouble is encountered releasing leg straps, don't panic, keep calm, keep working until they are free. Then disconnect your chest strap, keeping arms folded across chest until toes enter water.

Note: If jumping within one (1) mile of any body of water, you are required to wear a life jacket. If wearing an inflatable CO2 type jacket, do not inflate until after having entered water and slipped clear of harness.

(5) DO NOT, REPEAT, DO NOT slip out of harness until your feet strike water, at that time throw your hands well above your head, simultaneously snap-arch your body forward, freeing yourself from the harness. Then inflate your life jacket and swim upstream from the equipment to safety.

(6) If for any reason you cannot release yourself from the harness, at least make sure that one side of the reserve, waistband and your chest strap have been undone prior to entering water. Once in the water, inflate life jacket. Next, release Capewells, permitting main canopy to drift free, then remain calm and in place until picked up by boat.

(7) If for any reason you are forced to make a water landing without the security of floating gear of some type, follow steps 1 & 3 above. Once in the water and free of your harness, DO NOT try to swim, merely tread water or float, saving as much energy as possible until you are picked up. Remember, stay CALM, even a non-swimmer can fill his lungs with air, hold head under water and float, coming up for air as needed, then placing his head back into the water. Many, Many persons (Non-swimmers) fully dressed have remained afloat for many hours and lived using this method.

Note: A properly packed reserve has a flotation capability of approximately 15 to 20 minutes.

(8) If leg straps cannot be released prior to entering water and you are without flotation gear do the following:

a. Remove and drop reserve parachute, disconnect chest strap to provide more freedom of movement.

b. Just before entering water, inhale, filling lungs with air and hold it.

c. Once in the water, immediately release both Capewells then slip completely free of harness if possible. Use the float method until picked up.

d. Remember as parachutists, the best aids in coping with hazardous and unintended landing obstacles is a serious, calm and attentive mind. Example: If unavoidable contact is made with the side of a high building or other such vertical surface; simply kick and push away, using your feet NOT your hands. The best safety device yet! is a cautious MIND.

The above suggested parachuting instructors outline has been jointly staffed and accepted as meeting the requirements and standards considered to be essential and a mandatory instructional subject coverage for all European Clubs. We the undersigned hereby offer to the parachuting public at large, the procedures herein for safer and more sensible parachuting.

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WRITTEN BY: CAPT. MILLER

CAPT. PHILLIP C. MILLER, CHIEF S.O. EUROPE (PCA Examiner I.R. No. 14).



Reviewed by Bud Sellick, author of SKYDIVING.

Although Jim Greenwood made his last jump thirteen years ago (before the word "sky diving" was even invented), his understanding of parachuting is up-to-date. This is a well-written book in roughly the same format as Russ Gunby's 96-page paperback. Of the 48 photographs that illustrate the book, some have been seen before. They range in scope from one of a jumper fouled in the tail of an old biplane up to some of Jim Pol's excellent free-fall to free-fall shots. I read this book twice - once as a copy-editor and once as a skydiver-author. It stood up well both times in both style and content. While it obviously was not intended as a manual for training, an enormous amount of general-interest information is packed between these 132 pages. This is the kind of book a non-jumper can understand. It should be put into the hands of wives and parents who are not yet convinced sport parachuting is anything more than a complicated form of Russian Roulette. I doubt that the well-informed skydiver will learn anything about the sport that he didn't already know. But for those who aren't "in the know", this is an excellent place to get some ground-

work. Don't look for a step-by-step account of how to do anything - it isn't there. But this is good because it stays within the grasp of the casual reader who has no intention of jumping - yet. The first half of the book discusses the history and growth of parachuting while the last half breezes through PCA and sport jumping. Jim Greenwood is to be commended for a job well done.

SKYDIVING, the art and science of sport parachuting.
By Bud Sellick.

Now in its second printing, this beautiful 250 page cloth bound book is, in our opinion, the most complete book ever printed on our sport. Author Sellick tells us that the book was written to (1) "acquaint the public with the parachute and the parachutist; and (2) furnish the basic information every skydiver needs to have before that first step - its difficult to write a general interest technical manual . . . It was not written to replace instructors but rather to assist them."

We feel that Bud Sellick has done a very good job of this. He has also given us a very good background history of the sport in this book, and we feel that SKYDIVING is a book that every parachutist should own.

(continued from page 13)

Continentials, and one new Chevrolet. We thought we were living high, and it turned out that we were just keeping up with the other guests.

We had a ball the first night, and spent all of it shooting craps, eating steaks, and watching some of the best girlie shows. The next morning we showed up at Thunderbird field and met a good many of the Las Vegas area jumpers. We have never seen a more friendly group of people than these young sportsmen, most of them soft spoken and earnest. They were even civil to the airport waitress, a very mean lady who was quite free with caustic remarks. We found it more pleasant to drive a mile south of the airport for our drop zone area snacks.

We did not get to jump during this first day, as we were busy doing the ground work on the photos for this article and learning about the local parachuting picture. We attended a party that evening, one of many that are put on by the jumpers in this town. We learned that there are two clubs here, the Las Vegas Sky Divers and the Thunderbird Sky Divers. The Las Vegas club was started several years ago by Floyd Martin and several other

of his close friends who had read about free fall parachuting and decided to try it themselves. We missed the opportunity of meeting Floyd as he is a Dealer in a Casino and had to work odd hours, but we were able to meet his wife, Donna, a real nice girl who spends her time taking care of their four children and packing Floyd's parachutes. Floyd is very well liked by all jumpers in this area, is described as being a very pleasant guy and a real good jumper. We also talked with Bill Garvey, one of the long time jumpers here, and an ex member of the editor's old Korean War outfit, the 187th Airborne R.C.T.

We talked with Bill West and Don Legg who we had jumped with in San Diego, and promised Bob Fleming that we would mention his famous Cessna 172, affectionately known as "The Animal". We saw nothing unusual about this craft and did not really believe the stories of it's climbing capabilities after jumping it the next day, so we have spared our readers a picture of this very ordinary clunker despite the fact that Bob has threatened to not let us jump it again unless we run a full page photo of it in PARACHUTE. We also met some of the guys from the recently formed

Thunderbird Sky Divers, a club consisting mostly of Air Force men from nearby Nellis Air Force Base.

The next day was spent away from crap tables and out at the drop zone where we were much better off. We jumped with Hal Evans and Joe Mangine, and had a lot of fun and wished we could also have jumped with Dan Archuleta and some of the other guys that we talked with. Hal Evans is running the center here, and he has over 400 jumps starting with his first ones instructed by Steve Snyder in the Pennsylvania area several years ago. Hal has jumped at quite a few places around the country, settling down in Las Vegas where he can enjoy good jump weather and beautiful girls. Hal has decided to organize a large scale jump meet on the 19th and 20th of this coming January, and plans to have jumpers attending from all over the world. This is a natural place for a winter time meet, the weather is usually great, the town is the greatest, Hal has promised to try and have free lodging for all contestants, and we are certainly not going to miss it. Bring your own girls if you can, but if not; a tip from the local jumpers! Catch the midnight jam sessions at the Moulin Rouge!

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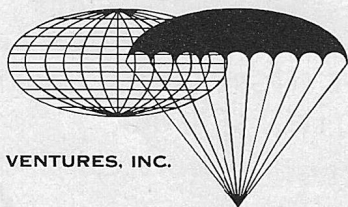
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(continued from page 23)

his attention is directed elsewhere as is the case before a dive.

This is not a serious problem, that is, unless one is involved at the time in a crucial situation such as sky diving. Even though complete consciousness has not been lost, judgement can be impaired and it can easily be seen that dizziness and numbness of the fingers are not desirable in a sky diver during his dive. All persons involved in sky diving should be aware of the tendency to hyperventilate. It might be well to have another diver or the aircraft pilot check the diver just before leaving the aircraft to see if he appears to be over-breathing.

Alternately, it may be wise to have the diver hold his breath for 10-15 seconds just before his jump. If he notes an improvement in his condition, he has been hyperventilating and should consciously slow his breathing for a few minutes before leaving the airplane. Watch out for hyperventilation, usually harmless, it can be a killer in this sport!!

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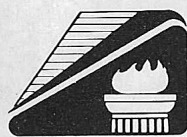
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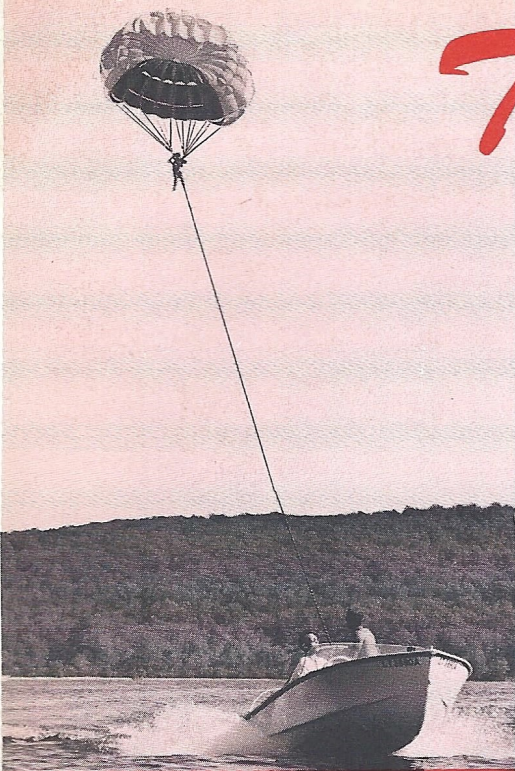
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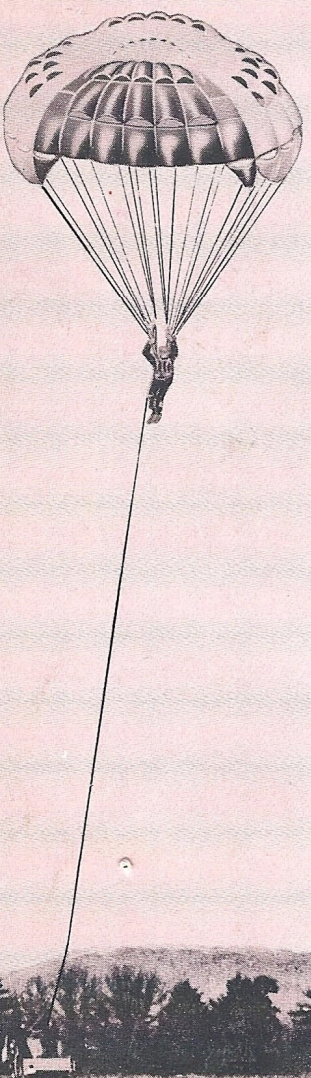
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