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magazine

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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.

**FOR INFORMATION CONTACT
HAL EVANS**

**670 HIGHLAND AVE APT J
LAS VEGAS NEV.**

EDITOR AND PUBLISHER: RONALD D. SIMMONS
TECHNICAL EDITOR: BOB SINCLAIR
EDITORIAL ASSISTANT: DIANE CHAPMAN
CIRCULATION MANAGER: SHIRLEY SIMMONS
EDITORIAL ASSOCIATE: MAUREEN STEWART
CHIEF PHOTOGRAPHER: J. BARRY HERRON
CONTRIBUTING EDITORS: BILL BERG,
BUD SELICK, JACK SMITH, ED VICKERY



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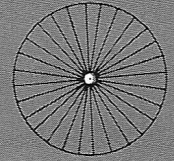
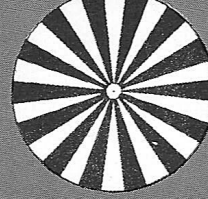
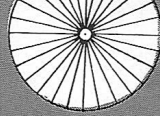
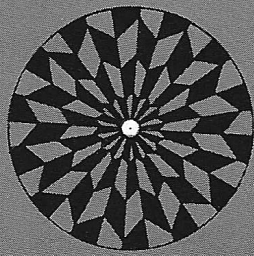
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COVER

Photograph of Overall World Champion Jim Arender over Taft, California by Bob Buquor.





PLACES & PERSONALITIES

FIRST IN EUROPE: A double baton pass from seven thousand feet from an L-20 aircraft over Colemand Barracks on 2 December 1962. Angelica, to Boyer, to Flynn. Pass completed at thirty five hundred feet. Fastest pass in Europe to date.

Have you seen the very inspiring Camel Cigarette commercial on Huntley-Brinkley Report, McHale's Navy, or Mr. Smith Goes to Washington? Our friend Jim Arender looks good, as do his female companions!

In direct competition to American Airlines, Gerald the Bartender at the Fontainebleau and the Miami Beach mid-afternoon shuffle board tournament, PARACHUTES INCORPORATED offered a turn of the year horizontal to vertical trip to the sun! Plans were to leave the frozen drop zone at Orange, Massachusetts in two Norseman jump aircraft on December 22nd, jumping into Vero Beach, Florida, and return to Orange on January 2nd. All this for a modest \$99.99 round trip; including a 60 second delay!

A telephone call from Lt. Will Goodrich of the Golden Knights U.S. Army Parachute Team revealed that they set 13 new world records in December, 1962, at Eglin AFB, Florida. Among these records were three - nine man, one - three man, one - five man, and one - six man team accuracy delayed jumps. One of the nine man records had an average of 2.82 meters! At this writing the team has not yet decided on the location of the forthcoming attempts, but they will probably decide between Eglin or Yuma, Arizona. These attempts will be made during late January and early February, 1963.

LETTERS TO THE EDITOR

As one of the persons who subscribed to your magazine before it was ever published, I'm certainly not sorry I did so; you are doing an excellent job and I have enjoyed both issues immensely.

In the past few months I have seen numerous jumpers who have had difficulty in pulling their ripcord. As an F.A.A. licensed rigger, I have had occasion to run across several different reasons why this might occur.

1. Pilot chute cocked in pack, forcing the cones against the grommets.
2. Bulkiness of the parachute in the container, either under the top or bottom grommets.
3. Container material, pilot chute material, and/or sleeve material caught between the grommets and the cones.
4. Lastly, a larger parachute or any parachute for that matter, being packed into a container that was never intended for that size chute. Such as a T-10, with a sleeve, packed

in an unmodified B-4 container which I saw, but couldn't quite believe last week.

I just thought that you would be interested in the above, in case you might want to pass it along.

Be looking forward to seeing you again soon.

Ed Drumheller,
Safety Officer
LOS ANGELES SKY DIVERS

I'm convinced that your new magazine is worth the \$5.00 per year, therefore enclosed is a check for one year's subscription plus a copy of the first issue.

The quality of the magazine plus the fine photographs are wonderful.

Robert L. Force
Traverse City, Michigan

PARACHUTE magazine appears to be a top quality publication and we sincerely hope that we will be reading it in years to come.

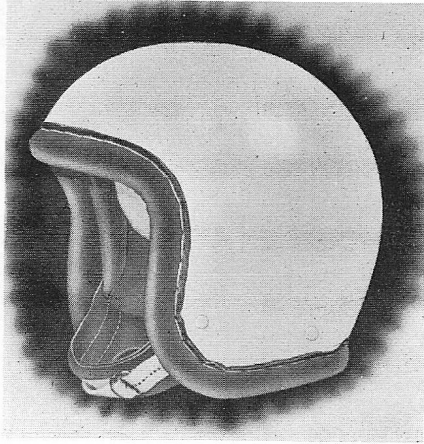
C.E. Bockstahler
Sales Promotion Manager
Piper Aircraft Corporation

I would like my subscription to start with the December issue and also receive the three back issues that I have missed starting with your first issue covering the World Parachute Championships. I picked up one of your subscription blanks from Ben's Surplus in Van Nuys in August before I left for school at Maryland University but lost it. I have heard from friends in California that the magazine is *bitchen*. Hope to hear from you soon.

Cliff Stone
Silver Springs
Maryland

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BOB BUQUOR FREE-FALL PHOTOGRAPHER

by RON SIMMONS.

Bob Buquor with his 35 mm camera



Bob Haring over Piru, California

Leigh Hunt over Piru, California



J. Barry Herron photo



Jim Lizzio pulls Hank Simbro's Leg while Jack Cupp (center) grabs Murial's arm and Doyle Fields (top right) shoots some motion picture film. Taken over Piru, California

Bob Allen makes a summer jump over Taft, California

Doyle Fields (left) and Bob Buquor prior to photo jump.



We had the opportunity to jump with Bob Buquor and Doyle Fields, the world's top still-motion picture free fall team, last November. Both men have made well over 300 jumps each; most of these jumps were made with a camera of some type. Since Bob and Doyle usually jump together, the viewer will often see Bob with his still camera on Doyle's film, and Doyle on Bob's prints.

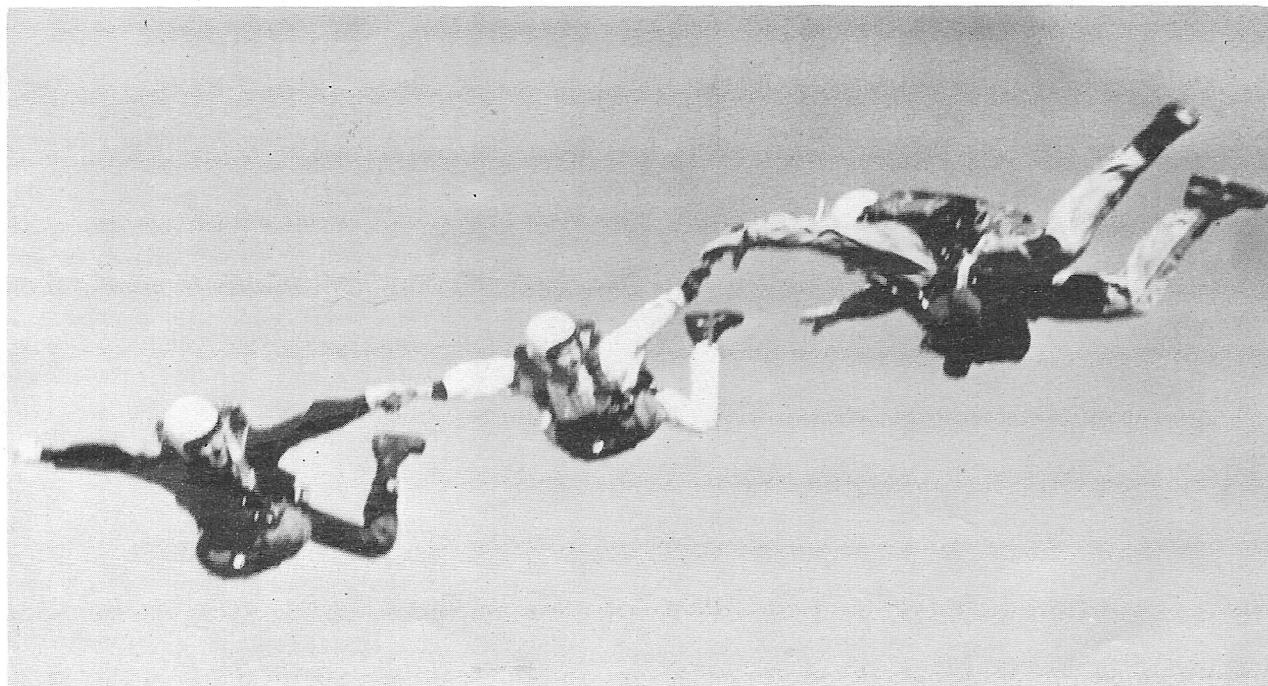
Bob Buquor has been jumping since 1959 when he made his first one at Elsinore, California. Bob lied to the instructors, and his first jump was a clear and pull with no sleeve. His first 27 jumps were made with

(continued on page 22)



Hank and Murial Simbro over Piru, California

Hank (left) and Murial Simbro hold hands for the photographer, Doyle Fields, over Piru, California while Bob Buquor sneaks in with his still camera to give us this shot.





*Leigh Hunt has a bit of a pilot
'chute problem over Avenal, California*

*Jack Cupp and Doyle Fields fun jump
over the town of Taft, California*

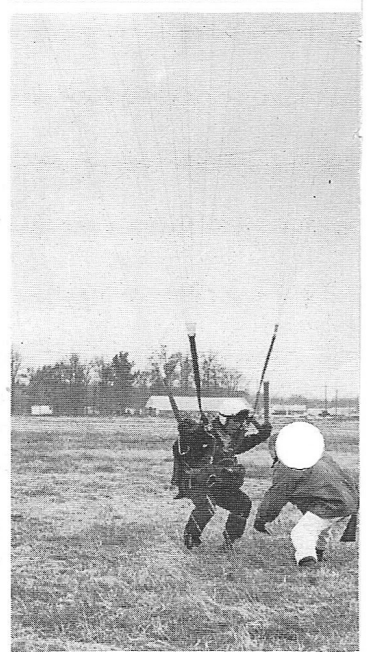


*Leigh Hunt wears his TV "Ripcord"
helmet over Elsinore, California*



Arkansas's STATE

By Ken Sisler



Preparing to un-pack within 3 sec. limit is Charles Stephens of A-State Sky Divers (note PCA patch).

THE ARKANSAS'S STATE INVITATIONAL PARACHUTE MEET went off in as good a manner as possible considering the very shifty upper winds and ceiling. In 2 and 1/2 days there were 276 competition jumps made with 25 fun jumps to scoot over the 300 jump mark. 12 clubs sent members via sports cars and L-20's to give us 45 active jumpers.

As Meet Director, and winner of coveted "ZAP" award, I was able to arrive at some very profound conclusions. First, I shall never fail to include the "PCA Membership mandatory" statement in any future meets. The jumpers we had the good fortune to meet are certainly a credit to PCA, the sport, and their respective clubs. Many are just card carriers but still they failed to dim my faith in "united we stand, ----". The anti-PCA discussions flew hot and heavy but were followed by constructive suggestions. This is a sign that we can be proud of.

Secondly, let me assure all the readers that when a jumper gets to the point he thinks he can't goof then watch out. I had the experience of my life when my

floating ripcord housing allowed the ripcord to float over onto my back at the end of a 20 sec. team jump. Unloading a reserve on your back is bad enough but in front of all those other jumpers really made it bad. I confessed that the D license and 339 previous jumps had me in the "know-it-all" state of mind. Prior to that jump no one could have convinced me that I was in danger. Now you can bet on a sermon from me on the evils of such things. Some serious self re-evaluation took place. Everyone should try it BEFORE something happens.

Last but certainly not least, let credit be given to a man who earned it. Capt. Phil Miller saved the day for us. With his experience and ability he took a hand-full of inexperienced people and judged the meet with a style to be envied. The vast scoring system was kept in order and compiled as the last jumper scored down. Last minute breakdowns in our co-sponsors didn't slow Phil down for a minute. The jumpers all chipped in and helped as best they could and without a word. EVERYONE at the meet did their best to help. The Awards

"Fitchet's" were in there trying. Guy Cruce, B-1553, of A-State shown here trying to nail jumpers boot to DZ.



JUDGING staff and jumpers (l to r) Ray Goodfellow (recorder), Kurt Roth (smoking), jumpers looking up unknown, seated by recorder, Gibson (series timer), Unzicker (standing), DeLemar (checking watch), Style Judges, Miller & Sisler (lying), Stephens (delay timer seated).



OFFICIAL A-STATE PHOTOS BY PHIL PICKLE

Banquet gave Phil a chance to tell the audience of many interesting things concerning parachuting from world to local DZ level. We are missing the boat if we (PCA) don't utilize this man upon his retirement from the Army. Phil, I might add, came 400 miles and stayed 4 days without any financial assistance from us.

The 4 Cessna's were kept busy and safely spaced. One emergency dictated a 3 man hasty exit which resulted in standup landings within 10 yds. of the crowd. There were no malfunctions, as such, and the only injuries were minor bruises. TU's and Hustler's seemed to be the thing with a lot more 1.6's than were expected.

Speaking for the A-State Sky Divers, let me thank all who came so far and did so much. We do appreciate it.

Mr. Kurt Roth, from Chicago, took high scores in style and accuracy and then polished off the Overall Trophy with a vertical dead-center landing. Mr. Roth's performance was the highlight of the A-State Inv. Meet held at Jonesboro Municipal Airport on 23, 24, 25 November, 1962.

Other Events are listed:

- EVENT I -Novice accuracy from 3,000' (static or c&p)300pts.
 1st. Miss Monroe (Memphis, Tenn) 211.418
 2nd. Gibson (Ark. State) 188.086
 3rd. Col. Skowronek (Ft. Knox) 184.449
- EVENT II -Indiv. accuracy from 5,500' (15 to 20 sec.) 300 pts.
 1st. Giles (Decatur, Ill.) 121.500
 2nd. Hawkins (Ft. Campbell) 90.542
 3rd. Funkhouser (Champaign, Ill.) 38.334
- EVENT III-Style from 5,500' (left series) with accuracy
 1st. Roberts (So. Ill. Univ.) 390.334
 2nd. Unzicker (Chicago, Ill.) 387.170
 3rd. Roth (Chicago, Ill.) 383.293
- EVENT IV-Team Accuracy from 5,500' (10 to 20 sec.) 450 pts.
 1st. Midwest Sky Divers (Chicago)
 2nd. Ft. Campbell SPC (KY.)
 3rd. Chicago Sky Divers (Ill.)
- EVENT V -Open indiv. accuracy from 3,200' 300 pts.
 1st. (only) Roth (Chicago) 283.084

CANADIAN SANTA

*Jack Saunders, Cpl. Brian Fulton,
Santa, Bill Langwith, Barry Lennard,
Cpl. Leif Moe.*

*Cpl. Leif Moe adjusts Santa's back
pack prior to take-off.*



A chance word between skydiver Louis Van Hecke and Bill Langwith, Hudson's Bay Company Interior Designer, started it all. Louis remarked, "How about a Santa Claus jump", Bill, active in flying circles and a pilot with the Victoria Flying Club, thought the idea over and decided that perhaps his company could use it.

The next morning he discussed it with Irene Weir, H.B.C. Public Relations Representative, who wasted no time in acquainting Al Neuert, Sales Promotion Manager with the pros and cons. Al decided that the idea should be pursued and requested Bill to check the Air Regulations and line up the necessary aircraft and jumpers while he himself went into the question with the City and Police.

All went well and "Operation Santa Claus" was located in Victoria's Beacon Hill Park a few short blocks from the store, and the date was set! The idea so delighted the members of the Victoria Skydiving Club and Bill had great difficulty holding them back and only a shortage of aircraft prevented the skies over Victoria being filled with the parachutes of Santa and his helpers. Finally the originator of the idea was cast in the star role of Santa and lots were drawn to decide who his three helpers would be.

The Hudson's Bay meanwhile got busy and arranged a big parade to bring Santa from the park in triumph and seat him on his throne in the toy department of the store. Despite rain and low clouds the night before "S-Day" dawned bright and sunny and the whole operation was declared to be in a "go" condition. An excited crowd of around four thousand jammed the park and police assisted by members of the Victoria Flying and Skydiving Clubs had a difficult time keeping a space for the jumpers to land. A rescue cruiser patrolled the shoreline bordering the park in case a skydiver should be blown out to sea.

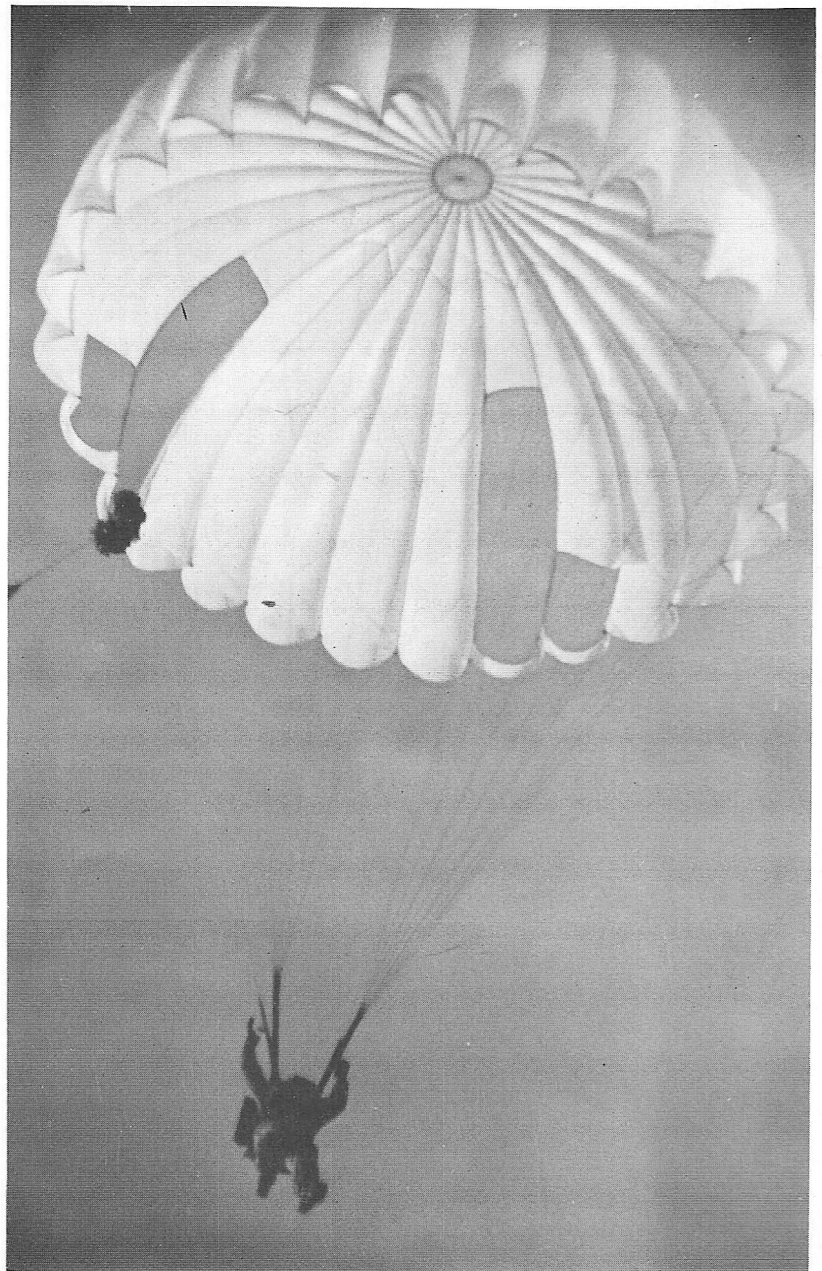
Two of Santa's helpers, Cpl. Brian Hulton, P.P.C.L.I.,

CLAUS JUMPS IN!



Santa exits the Piper PA 135 in a stable position.

Santa prepares to land.



and Barry Lennard, now leaped from their red and white airplane at 5,000 feet, and whizzing through the air at 120 m.p.h., they waited 20 seconds to pull their ripcords — then a red and white and a white parachute blossomed against the blue sky. Floating gently to earth they landed complete with red helmets, red cowbells and bells around their ankles, instantly they were surrounded by a cheering multitude of small fry. Now Santa's own red and white 'plane appeared overhead powered by its 135 reindeer power engine and from 3,000 feet another helper, Cpl. Leif Moe, P.P.C.L.I., and the venerable old gentleman himself leaped into space and pausing for 5 seconds pulled their ripcords. Two pure white parachutes filled with air and another cheer went up from the thousands of waiting youngsters as Santa came floating down out of the sky dressed in his full traditional regalia, ample white hair and whiskers flowing in the breeze; while still twenty feet up in the air he gave a jovial cry of, "Ho! ho! ho!" — a second later he landed and was mobbed by the excited children. Officials took 20 minutes to assist him through the crowd to his waiting horse drawn "gig". Seated at last he was driven through Victoria's main street — part of a gay carnival procession composed of Santa's helpers in red convertibles dispensing candies to the crowds of children lining the route, Fall Teen Queen Miss Linda Pye, the full corps of the Victoria Girls Drill Team and the Blue Bird Majorettes.

Arriving at the store Santa Claus climbed on to his throne to begin his reign over Toyland.

Skydiving club officers claimed Santa's jump to be the first of its kind in Canada. The aircraft supplied by the Victoria Flying Club were piloted by veteran Royal Canadian Flying Club Instructors Mike Sealey and Jack Saunders.

The actual descent into the park enjoyed both local and national T.V. and press coverage!

De Land, FLORIDA Southeastern Invitational

by GERALD F. BOURQUIN, D-22
U.S. Army Parachute Team
"Golden Knights"

After registration Friday morning and a short introduction of meet officials — SFC Gerald F. Bourquin Meet Director and Judge, SGT Coy McDonald, Judge, and SGT Sherman Williford, Judge, all members of the United States Army Parachute Team "Golden Knights" from Fort Bragg, North Carolina, we moved to the target area to see the first wind indicator dropped.

The meet was started with the Novice Event, which was a four jump event from 3600 feet with a three to seven second delay for accuracy on landing. The best three of the four jumps were scored. The event went very well without any problems. Upon completion of this event we made the first jumps of the Advanced Accuracy Event from 3400 feet with a zero to ten second delay, working right up to the last rays of light.

Bright and early Saturday morning, all the jumpers were out on the field ready to go again, so we got right to work and finished the first round of jumps from 3400 feet. We were to have gone into the next jump of the three jump event at this time, which was the event from 5300 feet with a fifteen to twenty second delay, and then to 7000 feet delay of twentyfive to thirty seconds. However, due to a low cloud coverage we had to run all three jumps in this event from 3400 feet using a zero to ten second delay.

The Advanced Form jump was started early Sunday morning allowing seventeen jumpers to jump before the clouds moved in on us once again so we had to close the event and make a two jump accuracy event out of the Form and Free Style Event. We ran a 2300 foot clear and pull event for accuracy and completed this event only to find that the clouds were still hanging on and no relief in sight for the last event being the Baton Pass. With time running close and a vote by the jumpers we changed the Baton

pass to a two man team accuracy event (the same jumpers which were entered for the Baton Pass).

This event was run from 3500 feet using a zero to ten second delay with both jumpers leaving the aircraft on the same pass. On the completion of the event, the fun-jumping started for the jumpers, and the work started for us, the judges. I want to thank the following people for their very fine assistance; Mr. and Mrs. Al Heath, Garry Heath, B.J. Holman from De Land and Ann Bell from Orlando, acting as recorders, time keepers and markers, making the job of judging the meet much easier. I also want to thank all the jumpers for their fine cooperation during the meet. I can only say I regret that the clouds held up from making the style and baton jumps. But we were able to make, what I think, was a good meet.

I think all the contestants will join me in thanking Doc and Mrs. John Gaffney for a wonderful meet, to include the housing and a very fine banquet at which I think everyone had a good meal and also some good information on tracking positions and landing, etc.

Thanks to each and everyone that worked so hard with us to have a good meet, pilots, manifesters, radio crews and the airfield management.

And now for the results of the meet.

I. Novice Accuracy Event. (3600 ft. three to seven second delay, best three out of four).

1st Place — Julian Wilkerson
2nd Place — Kenith Stokes
3rd Place — Jim McKnight

II. Advanced Individual Accuracy Event; "Modified". (3400 ft. 0 to 10 second delay, all three jumps counting).

1st Place — Fred Jarvis
263 pts.
2nd Place — Paul Poppenhager
262½ pts.
3rd Place — Warren Kauffman
255 pts.

III. Advanced Individual Accuracy "Modified from Form". (2300 ft. clear and pull — two jumps both scored).

1st Place — Jimmy Godwin
187 pts. (possible 200)
2nd Place — Edwin Vickery
186 pts. (possible 200)
3rd Place — Warren Kauffman
183 pts. (possible 200)

IV. Team Accuracy "Modified from Baton Pass". (3500 ft. 0 to 10 second delay both jumpers leaving A/C on same pass).

1st Place — Danny Byard and
Dave Clark
Average score 92 pts.

V. Closest Jump — Persons over 200 pounds.

1st Place — Dave Clark
Six inches.

VI. Ladies Closest Jump.
1

1st Place — Maxine Hartman
Eight ft. Seven inches.

VII. Team Championship Overall. (Combined Averages in Events II, III and IV).

1st Place — Larry (Joe) and
Garry Dupuis
907 pts. (possible 1200)

VIII. Individual Champion Overall.

1st Place — Larry (Joe) Dupuis
482 pts. (possible 600)

Introduction Speech made by Jacques Andre Istel at the 19th Annual Dinner of the Wings Club, held at the Americana Hotel in New York City, for the Leo Stevens Award given to Lewis Thomas Vinson.

“We are gathered together to honor a man whose current and continuing career has spanned the most revolutionary stage of the development of flight.

As the airplane changed from novelty to sport, to transport, to weapon, to interplanetary vehicle, the parachute also changed from novelty to emergency device, to inexpensive vertical transport, to an adjunct of the space program, and, finally today, in the age of sport parachuting to a vehicle for the entry into the sky of the general public.

Lewis Thomas Vinson has played an important part in every modern phase of parachuting. As Chief Test Parachutist for the Navy, he was responsible for the fabrication, rigging and testing of experimental parachutes, also the testing of survival equipment, ejection seats, and aircraft escape systems. At El Centro, California, he has conducted evaluations of the recovery systems for the XQ4B Supersonic Drone, the



Lewis Thomas Vinson receives Leo Stevens Award

Convair F106 Ejection Seat, the U.S. Navy Skysail Parachute, the B-58 Ejectable Capsule, and has assisted in tests of the Recovery System for Project Mercury. He has organized and led the Chuting Stars, the U.S. Navy Parachute Exhibition Team that has been witnessed by over 4 million persons. As a Director of the Parachute Club of America and as a Judge of Parachuting competitions, he has helped to develop sport parachuting in the United States.

Today, he is engaged in the development and testing of Recovery Systems for the Gemini and Apollo projects, that should bring man to the moon.

I am honored to present to Lewis Thomas Vinson the Leo Stevens Award, given, and I quote hereby the official purpose, “to the individual or group who has made the most distinguished contribution for the saving of life in aerial navigation by perfecting or using the parachute or other means of bringing individuals and disabled aircraft in safety to the ground; also developing the art and use of such means”.

This highest award in the field of parachuting is well deserved.”



LANCASTER Calif.

BY JACK C. SMITH

Bob Sinclair outfitted with a pair of twin "L" student rings, walked off with top honors in the 1st annual sport parachute meet held November 11 at William Fox Airport. Neither the most outrageous blow-hole nor the wildest T-U could overcome Bob's marksmanship as he bombed in for a 2 jump total of 11 ft. 3 in. in the spot jump early in the day. After nailing down top place in the 1st event Bob went on to cop 3rd in the 2nd event, a 20 sec. delay. Sinclair ended up with a 2 jump total of 26 ft. 1 inch in this event. These totals gave Bob his 3rd trophy of the day for first overall.

Second best jumper in the 1st event was Richard Economy with a 2 jump total of 13 ft. 9½ in. Third was James Cameron with a total of 15 ft. 2 in.

Top honors in the 2nd event were taken by Bob Haring with a grand total of 16 ft. 2 in., Howard Chard was 2nd with 26 ft. 1 in. (This was a tie with Bob Sinclair who lost on a coin toss.)

The jumping day started before sunrise with fun jumps. By 8 AM the 1st of the contestants were suited up to try for the big X. The meet was started with 2 airplanes: a Cessna 180, and a Cessna 210, but engine trouble grounded the 210 after a few loads. This loss put a strain on the 180 but most jumps were made before dark.

A trophy presentation dinner was held at Wayne Parker's Chic "n" Rib in Lancaster that night. Wayne put on a king-sized feed that will be talked about for months. Baked ham was the main dish, and all the beer the jumpers could drink.

Much of the discussion that night concerned the outstanding job that was turned in by all persons connected with the meet. It was agreed that Lancaster's 1st annual was one of the best organized of the year.

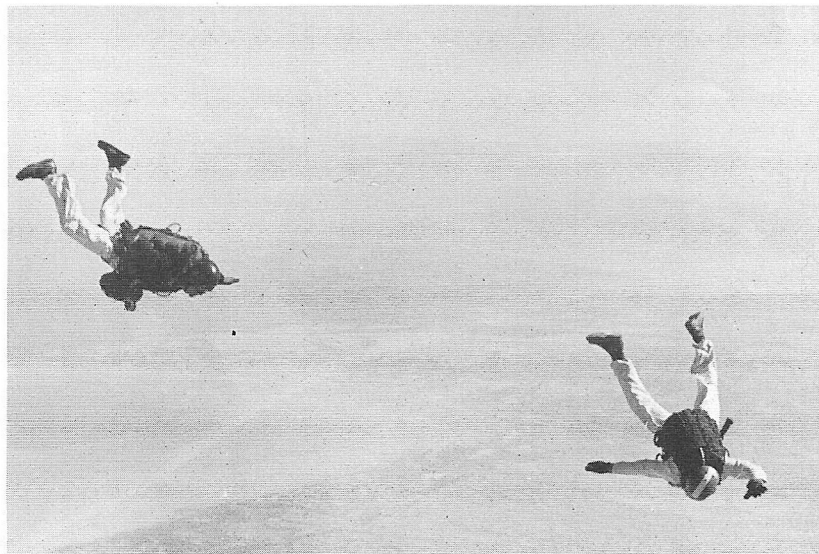
Fun jumps started early; before the competition. Ed Fromberg and Richard Economy get in on the fun with a game of tag at 5500 ft.



A contestant survives a blow-hole landing.



James Cameron bombs in 10 ft. from center. Jim coped 3rd place in the spot jump event.



PHOTOGRAPHY BY JACK C. SMITH



Ralph White — the Lancaster club safety officer, checks equipment for Bob Sinclair prior to Bob's jump in the 1st event. Sinclair walked off with top honors for the meet.

International Parachuting Commission of F.A.I.

*Photo of Jacques Andre Istel by Blackstone - Shelburne,
New York.*



Jacques Andre Istel is the new president of the International Parachuting Commission of the Federation Aeronautique Internationale. He was elected at the 50-country conference presently in session in Paris, France. Istel succeeds Vasil Kuceravy of Czechoslovakia as president of the International Parachuting Commission.

At only one other time in the history of the commission did another American hold this position — Joseph Crane of West Hempstead, Long Island, N.Y. was elected to two consecutive terms, 1956–1960.

At the age of 33, Istel is the youngest man to ever hold this position. He is widely known in the parachuting field, both in the United States and abroad. He was captain of the first United States Parachuting Team which competed at the Third World Championship in Moscow in 1956. He was leader and high scorer of the 1958 team in Bratislava, Czechoslovakia. He headed the United States Delegation to the 1960 World

Championship in Sofia, Bulgaria.

In November 1961 he led a four-man team that won the first two official world parachuting records for the United States. He conceived and competed in the world's first paraski race.

In 1960 he was appointed chairman of the Massachusetts Sport Parachuting Commission which coincided with his duties as president of the 1962 Sixth World Sport Parachuting Committee, with the 24-country championship being held in Orange, Mass.

Istel is a member of the People-to-People Sport Committee. In 1958 he received the highest United States parachuting award — the Leo Stevens Medal. He served as chairman of the 1960 National Air Rally and as honorary chairman of the 1962 National Convention of the 82nd Airborne Division. He is also a vice-president of the National Aeronautic Association.

Istel, an inventor and writer as well as a businessman, is a director of the Inn at Orange, and Intramanagement Incorporated in New York City.

PRODUCT EVALUATION

The McHal range of helmets for the sports parachutist.



Roy Fryman with McHal race drivers helmet.

The staff members of PARACHUTE magazine have had the opportunity to test-jump many different types of helmets, ranging from the good old "Steel Pot" used by the U.S. Airborne, (sheer torture) to the old time cloth aviator caps. The McHal Enterprises, Inc. of Hawthorne, California have given us the opportunity to choose from their wide range of protective head gear, and voice our opinion concerning the helmet best suited to Sky Diving.

We have tried the three models shown on this page, and have arrived at several different opinions, due to the factors of personal taste among our staff members.. The best liked of this group is the Skydiver model, chosen for it's appearance, comfort, price, and suitability to parachuting. This is a very nice looking and comfortable helmet, with a comfortable welt around the lower edge that is of black leather. We noticed no excessive wind noises in free fall, and could find no faults with the helmet at all. The race drivers helmet is a bit heavier, and is not in our opinion, as well suited to parachuting as the other two helmets tested. As you can see in the photo of Roy Fryman, it has a raised portion around the ears, designed to eliminate headaches while driving racing cars at a high rate of speed due to accoustical problems encountered on the race track. If you intend to drive race cars and jump both, buy this one! The "Jumper" helmet is very comfortable, reasonably priced, and seems to offer ample protection for parachuting, the leather sides can be adjusted to fit quite closely to the head, eliminating any undo wind noises. It has a "Continental" appearance. The trend in our sport has leaned towards the full coverage helmets so far, and so for this reason we have not advised the management from McHal to spend a great deal of money trying to promote this partial coverage model, although we found nothing wrong with it. As we have stated above, our money is on the "Skydiver" model.



photography by J. Barry Herron

Ron Simmons with "The Jumper", shorty model.

*Bud Keso in free fall with "Skydiver" model.
Photo by Bob Sinclair.*



How Fast?

Practically every sky-diver has been asked the question, "How fast does a sky-diver fall?". Most people accept the answer, "about 120 mph after 11 seconds of fall." However, there remains that group that will add, "Oh, I thought that you would fall 32 feet per second faster for every second of fall." Since this is a common misconception even among sky-divers, and since I shudder every time I hear these words, I would like to show what a difference there is between what happens in the actual case and in the constant acceleration case.

Shown in the graph is a representation of what really happens. The curved line gives the speed of an average sky-diver at any time during the free-fall from time of exit to terminal velocity. A couple of examples will serve to illustrate how to read the graph. Suppose we want to know our speed at the end of a five second delay; first look at the bottom

of the graph for the 5 sec. mark. From that point follow a vertical line up until you intersect the curved line. From that point follow a horizontal line to the left until it intersects the scale which reads 132 feet per sec. (90 mph) in this case. For 8 sec. we go up and over and find the value to be 160 ft. per sec. or 109 mph. After 11 or 12 sec. the curve levels out to 174 ft. per sec. or 118.7 mph which of course is terminal velocity.

Now let us assume that acceleration is constant and equal to 32.17 ft. per second, represented by the straight line on the graph. Under this condition,

$$s = v_0 t + \frac{1}{2} at^2$$

where s = distance fallen
 v_0 = initial velocity = 0
 a = acceleration = 32.17
 t = time lapse during fall.

The altitude required for a 60 sec. delay would be $s = \frac{1}{2} at^2 = \frac{1}{2} \times 32.17 \times 60 \times 60 = 57,906$ ft.! Now let us see what speed the free faller would attain on this 60 sec. delay, under the false assumption that acceleration is constant at 32,17 ft. per second, per second. For this we use the formula;

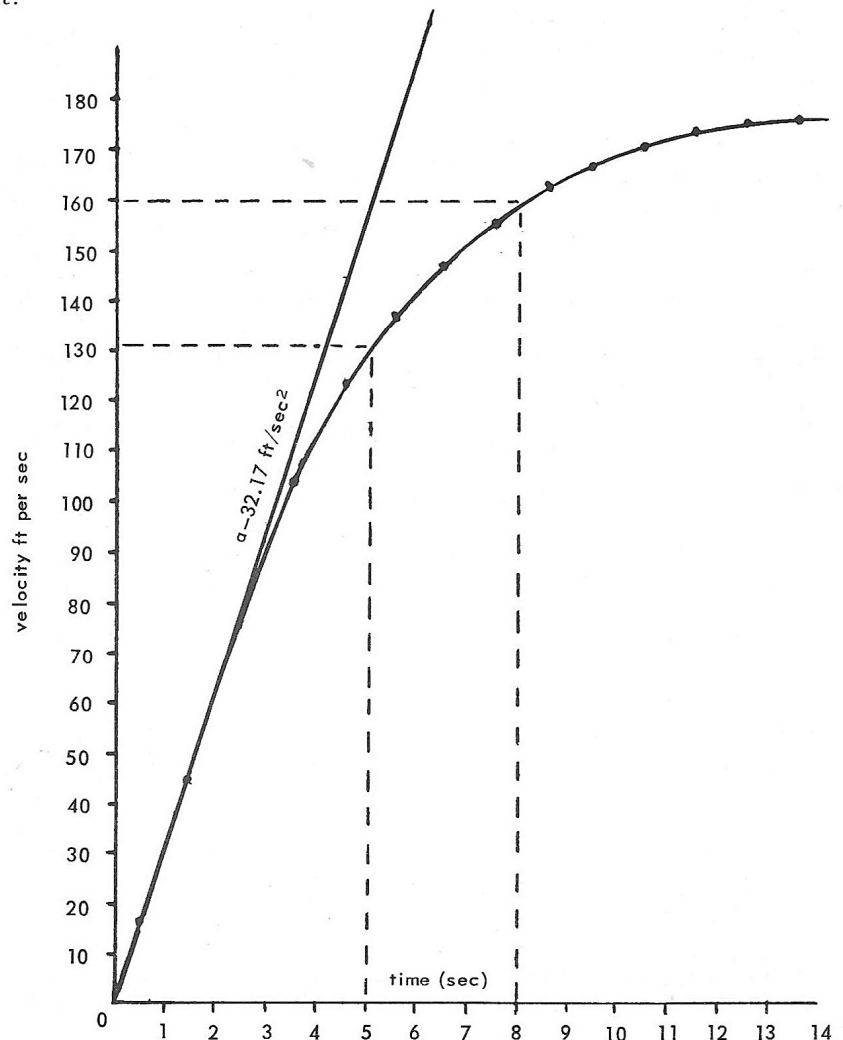
$$v = v_0 + 2as$$

where v = velocity being figured
 v_0 = initial velocity
 a & s are same as before

Then,
 $v^2 = 0 + 2 \times 32.17 \times 57,906$

From which $v = 1930$ ft. per sec. = 1315.9 mph! I sure would hate to pull that speed. . . It might 'smart' a little bit!

By Ed Vickery



ORANGE



2nd annual governor's cup

By CONDON McDONOUGH

Daryl Henry, Darius Vakharia and Lew Sanborn, internationally tested parachutists, made 1st, 2nd and 3rd places among 68 competitors in the 2nd Annual Governor's Cup Meet held in Orange, Mass. December 1st and 2nd, 1962. Daryl Henry, Canadian Champion in 1960, 1961, 1962 and 9th place finalist in the 6th World Sport Parachuting Championship won the Governor's Cup title which was duly inscribed. Darius Vakharia, finishing in 10th place behind Henry in the 6th World Championship while competing as the sole representative from India again finished just behind Henry. Lew Sanborn, noted U.S. Team member of the 3rd and 4th World Sport Parachuting Championships in 1956 and 1958 respectively, re-entered competition parachuting-successfully capturing 3rd place.

The Governor's Cup Meet, sponsored annually by Parachutes Incorporated in Orange, Mass. has been established as "a serious competition for the more advanced parachutists". The competition consisted of three 25/30 sec. delays from 2,000 meters (6,600 ft.) with performance of world championship style series (or holding a heading) and precision landing within a 25 meter circle; best two of three jumps to be scored. For perfect execution of one of three series 200 points were given plus bonus points at the rate of five per sec., for a performance in less than 20 sec. For the perfect maintenance of a heading during the delay 200 points were given with no opportunity for bonus points. For each meter away from the center of the target four points were deducted from the maximum of 100 points.

The 68 parachutists, while mostly coming from the northeastern United States, included ex-Yugoslavian jumper Max Knor, British Team Leader Col. R. D. Wilson, India's Vakharia and a number of Canadian parachutists. The combination of style and accuracy proved to be a good event and though the option to hold heading for the full delay existed, most of the jumpers did the series. An interesting exiting situation resulted from the necessary placement of the signal arrow at the target sight. This signal arrow location keeps the judges together and requires down wind jump runs that give rise to a somewhat unfamiliar exit trajectory. Most of the jumpers handled this well enough but the light, slightly variable winds caught more than one good parachutist drifting out of Friendship Bowl.

The weather, more like spring than a New England December, afforded perfect conditions and Chief Judge Bob Spatola of 6th World Sport Parachuting Championship fame, style judges Bill Viets and Graham White responded in kind with excellent officiating.

The three little ladies competing, Miss Anne Batterson, Miss Maxine Hartman and Mrs. Nona Pond, were entered on an equal basis with the men under men's rules. Considering that international women's series is different than the men's, they made an excellent showing.

The top 10 finalists from the 68 man field are listed below with both their series times in sec. and distances in meters shown. A good feeling of current times and accuracies can be obtained from this listing.

CONTESTANT	FIRST JUMP			SECOND JUMP			THIRD JUMP			TOTAL
	TIME	DIST.	POINTS	TIME	DIST.	POINTS	TIME	DIST.	POINTS	
1. Daryl Henry	12.0	2.06	331.76	11.0	6.74	318.04	12.1	2.81	328.26	660.02
2. Darius Vakharia	12.0	12.05	291.80	10.9	2.88	333.98	11.7	5.34	320.14	654.12
3. Lewis Sanborn	14.5	9.38	289.98	12.5	1.78	330.38	14.3	2.56	318.26	648.98
4. Ted Strong	13.5	2.85	321.10	12.7	15.04	226.34	12.6	2.66	326.36	647.46
5. Mark Schmidt	14.0	4.53	311.88	12.7	10.02	296.42	12.7	3.41	322.86	634.74
6. Tod Smith	16.2	2.50	309.00	15.7	21.00	237.50	14.9	0.00	325.50	634.51
7. Nate Pond	14.8	2.99	314.04	12.5	5.33	316.18	13.3	Zap	233.50	630.26
8. Condon McDonough	16.5	3.45	303.70	15.7	2.51	311.46	16.7	1.21	311.66	623.12
9. Gene Feeney	Zap	9.18	63.28	15.5	1.14	317.94	17.4	2.53	302.08	620.02
10. Bert St. Louis	15.9	Zap	220.05	17.4	2.22	304.12	16.5	1.47	311.62	615.74

An anecdote on the meet occurred while former 1958 U.S. Team member Nate Pond was setting the spot on his 3rd jump Sunday morning. As the plane droned toward jump run, one of the competitors asked Nate where he was going to get out. Nate replied, "over that little white cloud", and proceeding to line up the plane.

Figuring this to be a pretty secretive way to describe a spot on a cloudless Sunday morning, at least one jumper looked at Nate oddly as he leaped out of the door over a little building on the side of the road below, the White Cloud Restaurant in Orange, Mass.

Jumping The F-104

Survival Kit

By BOB SINCLAIR



Recently we made several jumps with the survival container-oxygen kit Type A/A265-2 which is used in the F-104 type aircraft. This survival kit is a hard shell kit comparable to the ones used in the other century series fighters and contains an oxygen supply and regulator package, a waterproof survival equipment container and a MB-4 one man life raft that inflates automatically upon activation of the kit. The only modifications we made to the kit were the removal of a small cover that protrudes from the bottom when the kit is armed and the attachment of a retainer line to the kit shell which is ordinarily expended upon activation.

Our primary concern during these jumps was the determination of the effect the kit had on the jumper's ability to achieve and maintain a controlled free fall position. Our jumps were made from conventional jump aircraft at altitudes of approximately 9,000 ft. using both stable and unstable exits.

In the flat stable position the first thing the jumper notices is the same slow rate of fall he experiences with seat pack parachute, this is due to his increased drag area and is quite evident when jumping with a comparison jumper.

In a legs together, flat-stable position, a true body arch cannot be obtained as the combined length of the parachute and the kit is greater than the distance between the back of the jumper's head and knees. In this position stability is marginal and would be difficult for an inexperienced jumper to maintain. The drag of the

kit in this position causes buffets and in the head low part of a buffet even an experienced jumper has to work to keep from spinning out. The natural solution to this forced stability is to spread the legs to each side of the kit and bend at the knees, this results in the desired "cone effect" between the position of the jumper's arms and legs and the heavy part of his body, thus stability is achieved.

We attempted a back to earth spin recovery but I exited the aircraft too relaxed and had to start the spin by using my arms. RPM build up was too slow so I delated out and over at a comparatively slow rate of spin and started the tracking exercises.

The maximum track position with the legs slightly spread proved to be easy to maintain and exceptionally effective with the deflective plane of the kit actually assisting the jumper along his track to a noticeable degree.

To avoid loss of the detachable seat cushion on the kit higher than 500 ft. above the ground and since we were using steerable parachutes we made landings as close as fifteen feet from the center of the target area. At no time did we go out of control on these jumps and it is my firm belief that pilots making emergency jumps with similar kits could be taught to control their free fall body position with out difficulty.

There is a possibility that a demand for this type of kit may arise on the civilian market as it is ideal for people who are careless on their spotting techniques, fact is; I may start carrying one myself!

It was with pleasure and anxiety that I read my first issue of PARACHUTE and it is my pleasure to congratulate the members of the staff for putting out finally a magazine where something interesting can be found and not only a monthly copy coming to the reader offering him means of spending his money. You mentioned in your November issue something about a book called the Paratrooper but it was impossible for me to find where to purchase it.

Once again you have a great magazine — keep it up.

A2C Jacques Laperriere
Vance AFB
Enid, Oklahoma

Thank you for the kind words, Jacques, the book is available from The Stackpole Company, Dept. P., P.O. Box 1831, Harrisburg, Penna. The cost is \$4.50 a copy.

this same flat circular with no sleeve, but he finally bought one from Verne Williams, and "Tailspin Bob, the out-of-control-kid" was in for some easier opening shocks. He decided that he would never be able to get stable in the air, so he quit jumping for a year. Bob let some girls talk him into trying it "just one more time", though, so he made another jump at Saugus, California, and has been hooked ever since.

Bob earns his living as an Aircraft Mechanic in Burbank, California, but has managed to take time off to jump in County Fairs in Wisconsin with Frank and Marilyn Hutchin, in Mexico, with Brian Williams and Dave Keggey, and make a few leaps in Texas. Bob is a member of the Rumble-seat club of Los Angeles, a club that requires at least 200 jumps for a prospective member. He also has been active in the TV Ripcord show, playing the part of the "good guys", and taking still shots for promotional purposes.

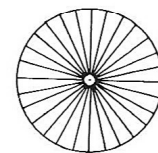
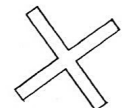
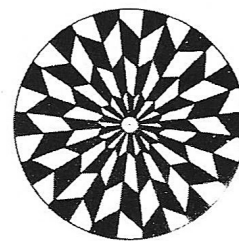
Bob passed along some advise to hopeful free fall photographers: Know your relative work, know the jumpers that you are working with, and pay attention to the altitude as you fall, rather than becoming too absorbed with the photography. Bob almost augered in once while taking shots of a jumper who opened right below him with no warning. He went through the other man's canopy!

He must pay attention to the altitude, and not become too absorbed in setting up shots of the other jumpers. If they open low, there may not be enough room left for Bob, as he usually opens on them. Bob sold Christmas cards this year, and intends to have them on the market again next year. He also will produce any kind of card that a jumper would be interested in having. These are in full color, and his cards are the most beautiful that we have ever seen!

Doyle Fields has taken a back seat to Bob Buquor in this article as Doyle shoots motion pictures, but we plan to do an article on Doyle and his 16mm gun camera in the near future. Doyle has been jumping for over two years, and is quite a spot jumper — with more than his share of torphies. Doyle works as a hair stylist when he is not hovering over a drop zone; adding to the well known fact that Sky Divers come from all walks of life!

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PARACHUTE magazine



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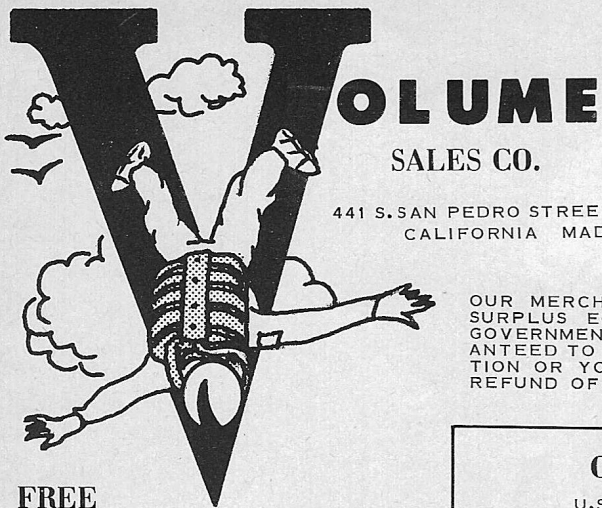
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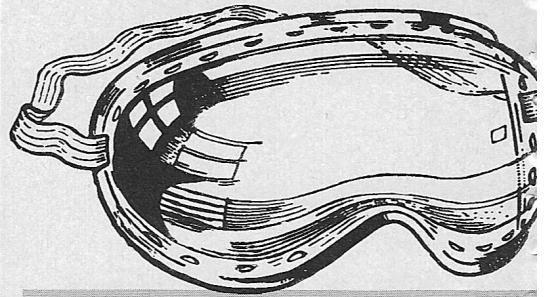
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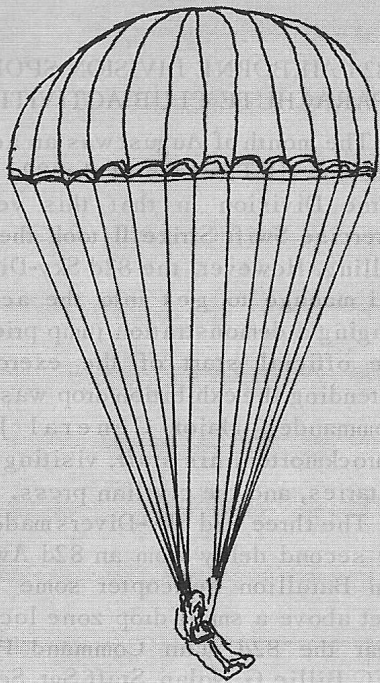
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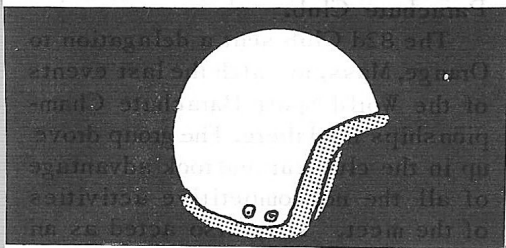
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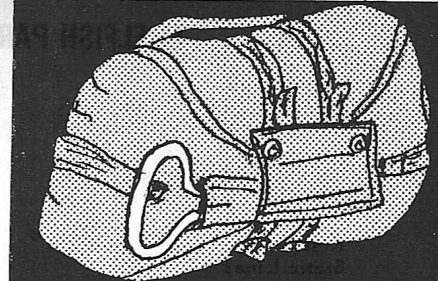
4.00

28 FT. ROLLPACK NYLON **3.00**

BACK CUSHIONS 1.00

O.D. NYLON OVER FOAM RUBBER

SORRY, BUT DUE TO CURRENT CONDITIONS, PRICES SUBJECT TO CHANGE WITHOUT NOTICE.



RESERVE TIE DOWN STRAPS

ADJUSTABLE WEB STRAP WITH TWO EJECTOR SNAPS

1.69

PARACHUTE RIGGER'S KIT

KIT CONSISTS OF LARGE ALUMINUM PACKING PADDLE, SMALL ALUMINUM PACKING PADDLE, RIGHT ANGLE ALUMINUM LINE SEPARATOR, SEWING PALM, LINE HOOK, 3 LOCKING PINS, OTHER MISC. TOOLS. COMES IN SPECIAL FITTED CANVAS CASE.

COST GOV'T. \$26.12 **4.95** EACH

STATIC LINES

15 FOOT COTTON WEBBING WITH LOOP ON ONE END AND SNAP FASTENER ON OTHER.

1.00

STATIC LINE

Static Line W/Ripcord Attached

3.00

2 PIN, CHEST, RESERVE, SEAT

RIP CORDS 1.00

4 PIN, BACKPACK **2.00**

LOTS OF 10 OR MORE, LESS 10%

HARNESS PADS PR. **.35**

BUTTERFLY SNAPS FOR RESERVE CHUTES

.35

DOZ. LOTS **3.00**

RIP CORD HOUSING **1.00**

PILOT CHUTES, TYPE A-3

(SPIRAL)

LOTS OF 10 OR MORE, LESS 10%

RIPSTOP NYLON TOP 1.00

HARD (CANVAS) TOP 1.50

VOLUME SALES CO.

ORDER BLANK

441 S. SAN PEDRO ST.
LOS ANGELES 13, CALIF.
MADISON 5-5855

NAME *R.C. PLUMMER*

ADDRESS *23 BREWSTER AVE.*

DATE

CITY *LA GRANGE PK.* STATE *ILLINOIS*

QUANTITY	ITEM	PRICE	TOTAL
1	B-4 CAPEWELL HARNESS	\$9.50	\$9.50
	(W/D RINGS)		
	50% DEPOSIT →		\$5.00
1	NYLON BACK CUSHION	\$1.00	\$1.00

SHIP VIA

CALIF. RESIDENTS ADD 4% SALES TAX.

EST. POSTAGE—

CHECK OR MONEY ORDER ENCLOSED \$

GRAND TOTAL

will keep prices down so that everyone can afford good equipment. However, you can still depend on for top quality at lower prices. BUY NOW ... BEAT THE INCREASING PRICES AND SHORTAGES

PRICES F.O.B. OUR PLANT, 50% DEPOSIT REQUIRED ON C.O.D. SHIPMENTS, OR RE-MIT ENTIRE AMOUNT AND SAVE C.O.D. CHARGES.



say, dad, you forgot your crutch!

will you hand it to me?



thanks, buddy!



p.s.

Photo by Jack Smith over Lancaster, California of Walt Scherar and Richard Economy during a 30 second delay. Camera was a Leica M-3, wrist mounted.

Don't Get Caught Up A Tree.....



Subscribe
To PARACHUTE!