

# PARACHUTE

April 1963

FIFTY CENTS



J. BARRY HERRON

# Everything For The Skydiver

- |                   |                                    |
|-------------------|------------------------------------|
| Complete Rigs     | Instruments                        |
| Single Chutes     | Goggles                            |
| Canopies          | Megaphones—Loud Speakers           |
| Harness           | Books—Log and Instruction          |
| Packs             | Wind Drift Indicators              |
| Sleeves           | Packing Mats and Tools             |
| Pilot Chutes      | Emblems—Patches—Decals             |
| Risers            | Walkie Talkie Sets (Communication) |
| Static Lines      | Jewelry                            |
| Ripcords          | Webbing                            |
| Ripcord Pockets   | Tape                               |
| Housings          | Thread                             |
| Comfort Pads      | Smoke Signals                      |
| Extra Hardware    | Batons                             |
| Helmets           | Shroud Line                        |
| Coveralls         | Drop Zone Markers                  |
| Boots             | Binoculars                         |
| Cinch-Down Straps | Telescopes                         |
| Automatic Openers | First Aid Equipment                |
| Instrument Boards | Life Preservers                    |

Send 50c today for your Pocket Size Catalog of our Sport Parachuting Equipment and take 50c credit on first \$10.00 order sent us.

## McELFISH PARACHUTE SERVICE

2615 Love Field Drive Dallas 35, Texas

Phone: Fleetwood 1-5343  
Area Code 214

At last! Famous Pioneer Sky Diver Coveralls are released for sale! These are the same coveralls that are worn by the U.S. Parachute Team, the Golden Knights, and the jumpers on the Ripcord TV show, plus new stronger material. Double zippers from instep to collar. Choice of Black, Red, White, Yellow. Sizes: Small, Medium, Large. Send check or money order.



Also complete line of Pioneer equipment and canopies.

\$24.50 each, postage paid

SOUTHWEST PARACHUTE COMPANY

3903 Bonita Lane

Rt. No. 1 La Porte, Texas



## RIPCORD

\$3<sup>00</sup>

Everything is real but the risks!

There's no shortage of thrills in this game based on the exciting TV show. Players vie for the big money, trying to land a miniature parachute on rescue areas. Complete with 4 plastic airplanes, real parachute and ejector, assignment cards, plastic playing pieces, play money and giant-sized board. A game of skill for 2 to 4 players.

RIPCORD, 5735 Benner Street, Los Angeles 42, Calif.

# 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 Capwell 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 HUNDINGER 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:**

COLORED CANOPIES: \$10.00/extra

\*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

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



APRIL 1963, VOLUME 1, NO. 7



PARACHUTE magazine is published monthly, owned in its entirety by Ronald D. Simmons. P.O. Box 65783, Los Angeles 65, California. Payment for contributors right, title and interest in and to the material including but not limited to photos, drawings, charts and designs, which shall be considered as text. Contributions must be guaranteed exclusive. Subscriptions U.S. possessions, Canada and Mexico, \$5 one year, \$9 two years, and \$12 three years. Single copy, 50 cents.

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.



#### Foreign Subscription Representatives

American & Overseas Publications  
Box 3025,  
Port Elizabeth, South Africa

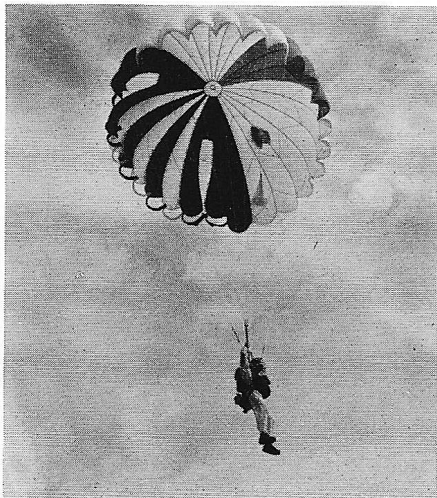
Gordon and Gotch (N.Z.) Ltd.  
P.O. Box 1595,  
Wellington, New Zealand

Peter F. Hobsen  
344, Topsham Road  
Countess Wear,  
Exeter, England



#### COVER

*Ed Vickery jumps a 1.6 Pioneer canopy. Photo by J. Barry Herron*

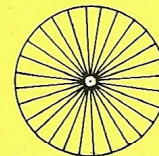
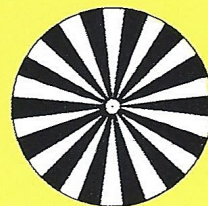
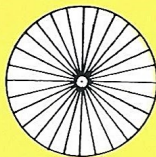
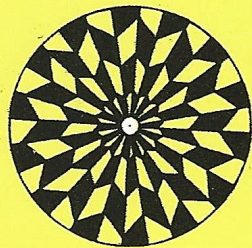


#### FEATURES

- Relative Work and Air To Air Photography . . . . *by Leigh Hunt* 6
- Jumping the Leica 35mm Camera . . . . 12
- Carnaval Con Paracaidistas . . . . *by Daryl Henry* 14
- A Visit With The Golden Knights . . . . 16
- Special Supplement: Inside The World Record Story . . . . *by Bev Galloway* 18
- Product Evaluation: The Pioneer Sleeve . . . . 20

#### DEPARTMENTS

- Around The Drop Zone 4
- Letters To The Editor 5
- P.S. 23



# ☆☆☆ AROUND THE DROP ZONE ☆☆☆

## DAYTONA BEACH, FLORIDA

April 13 – 14, 1963  
Falling Angels, Inc.  
Masters Meet

All events will be jump and run events, and the water jump will be modeled after the Czech water jump. Competitors accommodations will be in the best motel, right on the beach. Trophies are large and handsome. This competition will be limited to D License holders only. Number of applications accepted will be limited. For information and applications write to: John D. Gaffney, P.O. Box 2071, DeLand, Florida.

WITH THE U.S. ARMY'S "BIG PICTURE" CAMERA CREW, ON LOCATION AT FORT CAMPBELL, KY. – Rappelling from a UH-1A helicopter, four paratroopers of the 101st Airborne Division assault a critical complex of buildings. The U.S. Army's 25-man "Big Picture" camera crew – including representatives from aircraft manufacturers and demolitions expert – spent approximately two weeks filming the "Mock Village" sequence. This TV feature is scheduled for nation-wide release in June.



(U.S. Army Photo by Sgt. J. Bednarz)



## BUTLER, PENNSYLVANIA

JUNE 1 & 2, 1963  
BUTLER FARMS SHOW GROUND

Roe Airfield, four miles south of Butler on State Route No. 68.

Sponsored by Keystone S.P.C.  
P.C.A. & FAA rules enforced

### THREE EVENTS:

- I. Individual accuracy – 30 sec. D.F.
- II. Team accuracy – 3 man, 20 sec. D.F.
- III. Novice accuracy – S.L. to 10 sec. D.F.

For more information contact:

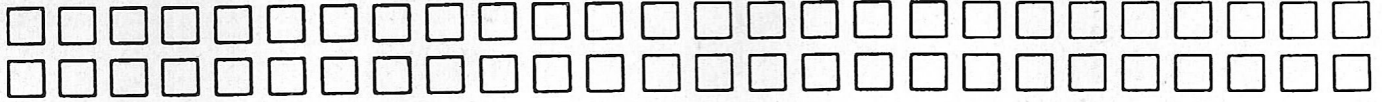
PAT LAWTON, A.S.O.  
1131 Roosevelt Rd., Pgh. 2, Pa.  
Phone: 366-0429

OR

DICK SMITH, C.S.O.  
362 Plumer Ave., Pgh. 2, Pa.  
Phone: 761-1239



# LETTERS TO THE EDITOR



You have a good magazine going and I wish you all the luck. I noticed in the January copy a letter from Ed Drumheller on the possible reasons for a hard pull and thought you all might like some additional comment on that. Ed mentioned that he had been surprised at seeing a T-10 and sleeve packed into a B-4 pack tray. I think that he will find that this is quite easily done, and, I think, without adverse effects from the safety standpoint. Now, let it be known that I am a long way from being a qualified F A A Rigger as Ed is, and so this may become a matter of just what an official authority feels is safe. If I were jumping out at Ed's place and he (in his official capacity) determined something to be an unsafe procedure, I would abide by that without question. I would probably discuss the matter later. So, here's what I would have to say, later, about the T-10 bit.

If you take a B-4 pack tray and straighten the bowed metal springs in the back of it, the tray will accept a T-10 and sleeve as easily as if it were a C-9. The objection to this may be that those springs are meant to help eject the canopy on opening, and I agree that this is so. However, with the quick opening elastics in place and the new technique of putting two pilot chutes in a pack, I do not feel that the bending of these bows seriously hampers a quick, positive, and safe opening. The people here at Bragg have been doing this with both T-10's and 32' flats with no difficulties reported. I think a more serious problem is that of the worn grommets and cable housings. Most jumpers seem to think that these items will last forever and give them little, if any, maintenance. Should wear cause a cable housing to start unraveling on the inside there could be a fatal accident. Also the burring of grommets and cones can be very bad. I've had this latter happen to me and it's absolutely no joke.

Capt. Thomas A. Olsen  
Ft. Bragg, North Carolina

I wish to congratulate you on the article in recognition of Hank and Muriel Simbro, and I wish to add my comments that I think both Hank and Muriel are the nicest people you can meet.

I think it is wonderful for a magazine to recognize people for their personalities, and I too, have never heard anyone say anything but good about them.

Thanks again for speaking well about some of our fine members.

Joe Crane  
Mineola, L.I., N.Y.

Hi Ron:

If my memory serves me correctly, the first time I met you was the last time I jumped - April 1st, 1962. You, I, and Bobby Weems exited the Howard over Elsinore, California on separate passes. Bob took movies of our exits with my camera, faring much better with your departure than with mine.

Shortly after that jump due to illness and several other reasons, I dropped out of circulation.

Recently during a visit to the Harold Davis household in San Gabriel, I was introduced to your magazine.

Hoping that I don't sound trite, please believe me when I say that I was very pleasantly surprised as to the contents of your publication. You and your staff are certainly doing a fine job.

Finally, sport parachuting is getting some real professional coverage, Frankly, your magazine has given me the "fever" all over again. I'm presently airing out my gear with hopes of being air-borne in the near future.

Please enroll me on your subscription list, and accept my good wishes for the continued success of your operation.

Sam Platamme  
Temple City, California

I wish to congratulate you on the wonderful magazine. It has a style all of its own. It is the elite, the high caliber that I personally want to see throughout parachuting circles. Now that we have a magazine of this type I'm sure we shall cultivate sky-diving into a refined and respected sport that I believe it is.

The staff has added a great deal to it (physical I mean). I think she adds the right amount of Zing to the magazine. (Would you be needing another staff member???)

Richard C. Welsh

I am writing this letter in regard to what I consider to be a common malpractice in the witnessing of parachuting jumps involving pilots.

Most jumpers who are license holders, especially those who respect the licensing system, read and know what jumps they sign in logbooks. However, you cannot tell me, that every pilot whether he be private or commercial can justify his signature in a logbook which says: 10 SD RT LT BL LT RT BL RBR LBR. I'll admit that an experienced jumper who happens to be in the area and is asked to sign the logbook may not necessarily have witnessed the jump either as a co-jumper or through field glasses, however, won't you admit that an experienced jumper - a license holder - is considerably more qualified to decide whether a particular jumper was capable of making the maneuvers he claimed.

Almost every experienced jumper who is a license holder has been asked at some time or other to sign a logbook which has not been filled out in detail so far as altitude, delay, wind velocity, maneuvers, type aircraft, etc. I have personally observed jumpers and pilots putting their signatures and license numbers to said logbooks, thereby certifying that the entries which the jumper thereafter chooses to make are true and correct. Such an oversight even resulted in a

(continued on page 22)



*Leigh Hunt grabs arm of Howard Curtis during a filming  
sequence for Ripcord.*

# RELATIVE WORK & AIR-TO-AIR PHOTOGRAPHY

By LEIGH HUNT

ROBERT H. BUQUOR PHOTOS

**P**arachuting has matured from adolescence to manhood within the last few years. It has grown to a point where the anticipation of stepping out of an airplane into deliciously infinite space is no longer the sole reward for venturing into sports parachuting. Many avenues of activity have arrived within the realm of parachuting, each one of which has scope enough to occupy years of research and development. Proficient groups such as the Parachute Club of America, U.S. Army Parachute Team, U.S. Navy Chuting Stars, and Parachutes, Inc., have given parachuting new dimension by enlarging and developing its scope of activities. Instruction and discipline have responsibly insured the future of the sport, competition has brought it recognition, demonstrations have brought it directly to the people; and now at last air to air photography is placing Sky Diving in our magazines, theatres, and into our homes through the media of the family TV set.

For my part, I will discuss Air to Air Photography and its functional brother, Relative Work. This has been my vocation and principal interest during the past several years, during which time I have worked on the TV show Ripcord and several other contracts. My own part in these ventures has been that of a participating director of stunt sequences in both motion picture and still photography. I have learned that the process of obtaining good air to air film involves the mixing of several ingredients. Many jumpers have achieved results by toying with air to air photography, but only

from time to time. It is only when you proficiently organize and combine each ingredient that you will have consistently favorable results.

The first requirement in successful air to air photography is, of course, competent relative work. Several years ago this consisted of two or three men using prescribed methods to connect while in free fall. It was a sort of step by step plan which had to be well thought out and executed. At that time the cameraman usually fell flat and let it be known that if someone got in his way he would be photographed, and if not, then he wouldn't be! The idea of a free falling human being appearing on film was awe inspiring and a treasured sight. Now, however, time and methods have erased much of this and have made these theories as unwieldy as the Wright Brother's first airplane.

We must face one fact at this time! *True Unlimited* relative work cannot be accomplished by everyone. In football if you lack a good arm, you will never be a great passer. In baseball if you lack co-ordination, you will more than likely have a low batting average. So it is in relative work, only here the separator is usually a mental one. The accomplishment of unrestricted relative work – not just baton passes – requires a near perfect mental attitude towards free fall and its consequences. The Sky Diver here must feel completely relaxed and natural while falling. He must be fully flexible and retain little fear or tension which could block his reflex mechanisms. All movements of the jumper must in time become *Fully Automatic*. He should

*A mass jump showing group relative work. Notice air to air tackle! Jumpers are Rod Pack, Howard Curtis, Mike Ray, Hank Simbro, Leigh Hunt, and Doyle Fields taking movies.*





*Motion picture photographer Doyle Fields is shown with helmet mounted camera in free fall. Notice freedom of arms.*

not have to think out his next move, it should become an automatic reaction. Therefore, reflexes and coordination are extremely important if results are expected. Relative work is a series of continual compensations in its actual execution. The object to be reached is usually a little above, below, or to the side. He is fifty feet ahead or two hundred feet below, or he is three inches above or behind. Distances of inches can become miles if they cannot be smoothly and quickly closed by way of automatic compensation.

Air to air photography must combine many talents in order to produce consistent footage or exposures. This must be the result of teamwork. Communication and professional compatibility is required in order to overcome the barriers which different tasks present.

Unless great distances are to be covered, the radical track has no place in relative work. The jumper should be able to drop vertically without "Railroading". A head down, hands down delta, with the legs bent and feet back will drop you to an object below. Horizontal distances are covered through the usage of inertia to pick up "Glide". With the movement of his legs or arms a jumper can push himself toward an object and in turn can stop himself by "Braking" with a similar opposite action. All actions should be smooth and confined so as not to throw anyone out of control, thus breaking up a scene or dropping suddenly out of camera range. When you have reached another jumper and you either need to pass something, hang on, or just remain with him in front of camera, remember to be slow and sure of your movements, not upsetting the other man.

"Railroading" and simple clumsiness have upset more aerial sequences than anything that I can think of. If the other jumper is a little above and cannot see you, a "Bear Claw" may close the distance. That is extending the body and cupping it so as to slow your speed of descent. If you are tall and light, and always prone to falling slower than everyone else, a weight will help. Secure it tightly to the back of your reserve and it will serve as a dead weight or drag. I find one very useful in camera work. It stops that flitting movement that shorter, stocky jumpers never worry about. Of course you must remember to make certain it is secure to your reserve, as I have had several leg contusions from "Floating" weights which slapped my thighs on landing.

Looking good in air to air photography is an important aspect that is usually overlooked. A subject's face will become grotesquely contorted in a 125 mile per hour wind, such as the jumper on the lower portion of page 18 in the January 1963 issue of PARACHUTE. In order to avoid this, your face should be relaxed with the mouth open and smiling, so that you will appear to have natural expression. If your mouth is clamped tightly your cheek muscles will bulge and the rushing air pressure will cause a grimace. Modeling in the air may seem a rather silly subject at first thought, but if you want polished results you should give it some consideration.

Bob Buquor handles the still photography department for our company. He is now using a wrist mounted Voitlander, shooting at 500th of a second — at distances





*Doyle Fields on same jump but with Leigh Hunt hanging in front of him for a photograph. Both men constantly make small compensations for each other which are so automatic they hardly notice it.*

from eight to twenty feet. He is experimenting with Leicas, high action Nikons, and four by four negatives. Bob has shot all the air to air publicity stills for Ripcord, the air to air work for a recent Life magazine article, as well as many of the cover shots and inside shots for PARACHUTE. Usually it is best to set up on the photographer and steady yourself out for stills. Keep these set ups well organized for best results. Concerning motion picture photography, I strongly advocate the helmet mounted N6 16mm Gun Camera. Having worked with cameramen utilizing both hand held and helmet mounted motion picture cameras, I have arrived at the firm conviction that the helmet mounted method is far superior to the former. The action becomes much simpler and more complete when the cameraman has the use of his arms for manipulation. The camera is intact and stationary. A cameraman who is maneuverable is a tremendous asset to jumpers especially if the action they are to record on film is complicated. Also the neck, head, and shoulders become a much stronger emplacement to support a camera than the extended arm. In summation, hand held has limited maneuverability and is unwieldy with usually jerky results, while helmet mounted cameras have the opposite effect. This contrast can be detected by comparing the early shows of this years Ripcord series with our latest ones. Since Doyle Fields became our air to air movie photographer for Ripcord, the footage that we have obtained is smooth and does not require cutting, as opposed to the somewhat jerky footage of the past. For insured results it is wise to take your camera to a professional camera firm and have them set it up for you. The wiring and settings should be a professional job without built in malfunctions.

Setting up a camera shot depends on several factors. If all you want to accomplish on film is a simple hand

in hand maneuver or baton pass, etcetera, it is wise to let the camera man set up first (toward the sun from you) and for the jumpers to work in on him. One jumper must always be setting up on the other. Number one jumper sets up on the cameraman, number two jumper sets up on number one, and so on. If the action is complicated such as an air to air fight resulting in one jumper pulling the others parachute, something we have done for Ripcord over forty times, the cameraman once set up upon must be able to follow and stay with the stunt jumpers when they move about. Here again this depends on the maneuverability of your cameraman with his equipment. We have absolutely no problem with Doyle Fields, as he can follow and compensate for any action you wish to do as long as it is organized, which leads to another point. All scenes should be fully organized prior to the actual jump. In Ripcord we always act out a scene on the ground before actually carrying it out in the air. When setting up on the cameraman, *always* remember the sun. You must always be facing it while being photographed.

A conscientious cameraman must depend on your opening as a signal for his own pull, so always be conscious of opening a little early. Wide angle lenses are necessities in motion picture film and all action should be shot from five to twenty five feet. For best results I believe that the camera should be set at forty frames per second. This way the film is smooth but will still show action; something that is lost in film shot at forty eight to sixty five frames per second.

If you are planning to take up air to air photography and advanced relative work and have any questions, we would be glad to answer them, giving you any assistance that we can. Please direct your questions to either myself, Bob Buquor, Howard Curtis, or Doyle Fields, care of PARACHUTE magazine.



*Leigh Hunt beginning to glide into a closure with  
Howard Curtis and Doyle Fields.*





*After completion of closure the three jumpers hold hands and smile for the camera.*



# JUMPING THE LEICA 35MM CAMERA

Six months ago we did an article on the 35mm Leica Camera. Air to air free fall photography has advanced so much in this brief period that we have decided that it is only fair to Leica that we shoot some more photographs with their beautiful M3 camera. Bob Buquor chose the 50mm Summicron (coll.) lens, and mounted the camera to his wrist for the photographs of Helen Lord and Rod Pack that were taken over Piru, California.



*Rod Pack, and Helen Lord on the strip at Piru, California.*





ROBERT H. BUQUOR PHOTOS





G uaymas, Mexico, reclining in mid-winter sunshine on a gold-green bay on the Gulf of California, did not have a Plaza de Toros. With no Toreros to fire the imagination of the holiday crowds the Carnival officials were hard-pressed for a climax to the annual Fiesta, celebrated in honor of their sister city, El Segundo, California. When they decided upon a parachuting exhibition, six gringo Sky Divers accepted with enthusiasm!

They set out from Los Angeles in two Cessnas for the six-hundred mile flight over the moon-like terrain of the State of Sonora. Three hours south of Mexicali and the border the resort lagoon of San Carlos sparkled into view beneath the wingtip. Yachtsmen waved from their tropical anchorage as the aircraft glided in for a landing behind a Mexicana Airlines DC-3. The tower operator, having long ago deserted his radio room to an over-populated colony of flies, sat on the balcony to welcome the heralded "Paracaidistas".

"If it's okay with you, Senor," he was asked, "we'd like to do some practice jumps for tomorrow's exhibition?" Behind a black-whiskered upper lip his head nodded up and down in gay agreement. By the time the doors were off and the parachutes were on a flock of children had overrun the flight line. Coaxing them out of the way of the props, the engines were started, and the planes thundered off the valley floor.

The jumps, from 5000 and 7000 feet, began a weekend of luxury and idolation for the "men who fall from the sky". Quickly field-packing, with the assistance of a dozen "ninos" per man, the group fought their way to the ramp. The official automobiles churned across the gravel runway to meet them. The equipment, parachutists and pilots were whisked off to their modest lodging, the Hotel Miramar of the beach. Awaiting them were three air-conditioned rooms, two buckets of ice and four tall bottles of the best Bacardi in Mexico.

An optional swim in the surf preceded a dinner of Filet Mignon Casini, the house specialty. In typical Mexican fashion the meal was accompanied by a guitar serenade, later expanded into a full dance orchestra. Even though the patio was soon filled with fiery-eyed señoritas unwinding to the rhythm of conga drums, the

guests were persuaded to leave for the Fiesta in the Plaza 13 de Julio and their official reception.

Escorted by their genial host, Juan Ramon Inigo, Manager of the Miramar, the parachutists were introduced to all of the officials and the public at large from the raised bandstand in the center of the Plaza. In a radio interview they exchanged greetings with Mayor Jose Martinez Bernal of Guaymas, Mayor Baker of El Segundo and Her Royal Highness Queen of the Carnival. Seated in the front row they enjoyed Tequila cocktails during a performance of the famous Yaqui Indian Pascola Dancers. Then the tour of the Carnival began.

The streets were teeming with hundreds of masquerading merry-makers whose favorite joke was at first quite unfunny to the heroes in "zapatos grandes". Without warning small, bare-foot boys, and sometimes their older sisters, would step up behind a covered figure and from less than three feet hurl a potent projectile at an ear, neck or forehead. These multi-colored missiles were only harmless egg shells filled with confetti, but they exploded with vigor on cranium contact. Particularly nimble individuals would ensure a colorful distribution of chopped paper by clapping an egg, concealed in the hand, on top of the head. The hand usually hurt. At first the aggressors were astonished to find uninitiated Sky Divers wheel around, first clenched, ready to do battle. But soon the humor wore through and, similarly armed, the group adopted the local custom to advantage.

In the Plaza Centenario, across from the Public Square, a crowd assembled to witness the burning at the stake of the "Bad Humor" man. Over his ashes the Carnival began in earnest. Mariachis played on every corner, masked ladies, some of questionable virtue, danced at every bar. "Tequila con limon" was the favorite request made of bartenders by the visitors. Welcomed by everyone with unabashed admiration, it was difficult to leave for the hotel and the needed rest for the next day's show.

Sunday began with a parade of floats that was only partly successful in keeping the attention of the spectators; everyone wanted to get out to the airport. There, at eleven o'clock, the "Air Circus" was ushered in with three puffs of orange smoke seven thousand feet above the field.

Led by Jim Rhea the first trio exited directly over the adobe administration building. Each tracking on a different heading they spent twenty seconds forming a fleur de lis pattern against the azure background. On opening the crowd broke from their neat enclosure and swarmed toward the target. A mobile loudspeaker unit urged them back. The first man's approach brought him in over the spectators and started a minor stampede. Children followed the drifting canopy while their parents sought to avoid it. Finally a clearing developed near the target and Jim touched down. The mobile loudspeaker was drowned out by the applause.

In the excitement the second aircraft took off unhindered. The same pattern was traced out in orange smoke but this time the results were different. The pilot was new to jump flying, the airspeed was 120 mph at exit, and the spot was not good. Bev Galloway, whose part was to track for the beach, was the only one to carry out his assignment. He faithfully took off for the ocean while his erstwhile companions tracked like hell for the airport. The resultant pattern was effective, if crowd reaction was any indication, but even an opening of 3000 feet didn't help to bring Galloway back to target. No matter to the spectators; they went to him, barbed wire fences notwithstanding.

Repacking on the patio in front of the tower was hectic. Only by moving constantly from harness to apex and back again could an open space, five by forty feet, be maintained. By contrast, repacking on the terrace outside the bar at the Hotel Miramar was refreshing.

That evening the city was theirs. They were hailed everywhere as conquering heroes. One of the jumpers, Jim Rhea, was even guard of honor on a float full of charming Princesses.

For the "Paracaidistas" the Masquerade Ball that night at the Palacio Municipal was the farewell to Guaymas and the Carnival. The two aircraft left the next morning for home. Just after take-off each departing Cessna paid a last tribute to the Fiesta with the aid of two-minute smoke bombs taped to the step and some near-palm tree level tactical maneuvers. People were seen (rather distinctly) and heard (faintly) to wave and cheer "Hasta la Vista". Six sad Sky Divers wholeheartedly agreed.



*From left to right, Phil VanderWeg, Ron Simmons, Leigh Hunt, Gerry Bourquin, and Wil Goodrich standing by the Comet S-22 Convertible that we used for the Yuma trip.*

# A Visit With The GOLDEN KNIGHTS

PHOTOS BY SFC. JOE M. GONZALES

What could cause a small group of dedicated Sports Parachutists to hop in a car containing no parachutes in the trunk, and head south from Los Angeles at five o'clock on a Thursday morning? Could it have been the driving rain? Or perhaps it was the shining new convertible that they were driving!

The steady downpour eased our frustrations as we headed out the San Bernardino freeway in the pre-dawn hours. We looked forward to a visit with the Chuting Stars in El





Left to right, Gerry Bourquin, Ron Simmons, Leigh Hunt, and Phil VanderWeg talking things over prior to a night jump.



Centro that same day; to be followed by a visit to Yuma, Arizona, and a chance to see the Golden Knights during their record attempts the next day. As civilians we were aware that we would not be allowed to jump from either the Navy or the Army aircraft during the trip – thus the reason for our sorrowfully leaving our rigs behind. At least it was raining in the Los Angeles area, so we were not missing out on any jumping, and we were content to watch someone else jump for a change.

The car that we chose for this trip was a Comet S-22 convertible, a beautiful compact equipped with bucket seats. It handled well in the rain, and the tight fitting top did not leak a drop. We noticed that the top was fastened to the transverse bows, and it did not bubble at high speeds as do the tops on some of the more expensive convertibles that we have driven in the past. The rear view mirror was bonded to the windshield as in the Thunderbird, and the center console glove compartment was quite handy. We broke out of the foul weather as we passed Palm Springs,

and it was a beautiful hot day by the time that we drove into the El Centro Test Station.

We had never met any of the Chuting Stars, and dropped in on them unexpectedly to find that most of the team had flown to San Francisco for the day in their jump aircraft. Chief Kruse and Picard had stayed behind with some of the other jumpers though, so we were able to spend the day talking about parachuting. We also showed some films, and exchanged photographs with the Navy men. As ex-paratroopers, it seemed strange to us to see sailors wearing jump wings! Some of these men have over 500 jumps to their credit, but the Navy does not authorize the senior or master wings that you will find in the Airborne. We were told that the U.S. Navy has an approximate total of 100 men on jump status. No wonder we had not seen a sailor with wings before! We had to leave the test facility without watching a jump that day, but promised to stay longer the next time.

As El Centro is just a few miles

from the Mexican border, we decided to cross over to Mexicali before driving to Yuma – where were expected by the Golden Knights. They had arranged to have quarters for us, so we called Lieutenant Martin and let him know that we would be late. Then we decided on a Mexican dinner, but thought the food would be safer in El Centro than in Mexicali. We found a nice looking restaurant called “Pancho’s” and were shown to our table by a Mexican waiter. The place was empty, with the exception of a spanish speaking group at a table nearby. After looking at the luncheon menu and finding no Mexican food listed, we requested a dinner menu. Then, after looking this one up and down, we called the waiter. “Waiter, this must be a joke, we came into Pancho’s to have some Mexican food.” “Why do we see nothing but hamburgers and roast beef on this menu?” “Sir, thees place ees name Pancho’s, but we have American owners, no Mexican food, weere no joking weeth you!” This brought laughter from everyone, including

*(continued on page 21)*

# Special Supplement

# "INSIDE THE RECORDS

BY BEV GALLOWAY

I'm sure that most of us at one time or another have heard rumors of secret groups attempting impossible parachuting feats or perhaps has even met a tanned, steely-eyed loner relating tales of his forthcoming journey to some far off place where with the financial aid of the Oreo Cookie Co., he has arranged for an Air Force flying tanker to eject him at ninety-nine thousand feet for a jump and pull. And even more recently, thanks to the parachuting press, we have received detailed reports including startling photographs, and lengthy charts outlining record attempts attempted, attempts about to be attempted, and attempts that nobody has ever attempted before. It is only fair, therefore, to try to shed a little light on this whole subject of record attempts so that all of us may perhaps understand a little better just what is going on and who's really on first.

Unfortunately, due to the clandestine nature of these record attempts most of my information was gained through the use of one sixty-seven inch Germlich telescope with an L 100 infra-red filter and super-liter Strobe attachment (set at 3/1000) for night jumps, a set of Oppenheimer F 22¢ opera glasses for day jumps and the aid of one Hopi indian who was acting as a ficher and provided much useful information after his ninth shot of Tequila.

Here then is the result of many hours spent watching and lurking in the shadow of the Valley of Records.

There are two separate classifications for record attempts; the delay and the no-delay. The delay is specified by FAI order No. 234 as, "any jump in which the parachute has not been deployed before the jumper leaves the aircraft". (This can range from 1/4 of a second to 10,000 seconds depending on how high the chief judge can count accurately). The no-delay is explained in the same order No. 234 as, "a jump in which the parachute leaves the plane before the parachutist".

This year, thanks to the increased amount of records being attempted, there are now thirty-two altitude classifications and fifty-four personnel classifications, which makes a total of 197,683 separate variations that can be attempted.

So far, spurred on by the frenzied efforts of the Russians, the United States has put out more attempts and broken more of every thing than ever before — hallelujah.

I was fortunate enough to be at my post for one of the more spectacular nights attempts and thanks to my Germlich (instrument evaluation to be in some forthcoming issue), I had a ringside seat. Before my very eyes, fifty men chuted up in Switlik seat packs boarded a camouflage flying "Moose". Each man wore a Notre Dame football helmet with a green and white rotating airport beacon scotch taped on top; on their chest straps, each had mounted a twelve-volt Eveready truck battery and a portable generator. (This is definitely in accordance with the new FAA regulation 1073 requiring

# THE WORLD TORY!"

rotating airport beacons for all helmets *or else* — see editorial in five months or so).

At an altitude of exactly 500 feet, all fifty men rushed to the door; the Moose executed a smart hammer-head stall, and the air was filled with rotating beacons. This was the start of the difficult fifty man daisy-chain event. (FAI category G — team — 50 man — variation 34 no-delay).

Within twelve seconds all the men, amidst the crash of barographs, beacons and truck batteries, lay in a twelve-foot high heap at the center of the target setting a new record with an average of 3.7 meters out from target and an added bonus of 2.0 meters up from target center. What a show!

The next day while the infirmary was busily preparing the record breakers for their next attempt my Hopi Indian confidante explained some of the little known aspects of these attempts. Through the golden mist of his twentieth tequila sour, he told me of how the eighty official FAI judges sit at their stations on the target and pour over their myriad volumes of record rules and regulations.

As each jumper lands, the "chef" or chief judge yells, "Arretez tous vos muscles", or don't move an inch. Electronic cameras record this moment for history and the eighty judges quickly scan through each volume to see if any regulation has been violated.

The jumper cannot — must not — move a muscle regardless of what grotesque position he may be in.

This tends to be rather confusing during team attempts and on the night before, according to my ficht friend, it was some two hours before the bottom man on the target was located, recorded and allowed to move. Covered with battery acid and with his little finger caught for two hours in his portable generator, this stalwart record breaker showed what it takes to make a real recorded FAI record (World type).

Equipment, as always, is a real problem for these men since the PCA can provide only three barographs which must be shared 'evensies' by all members. The

FAI also rents the Japanese "Kamikaze" barographs which are rather cumbersome. (Type C-56 pounds: 12 by 36 inches). These barographs are slung between the knees with suspension line.

Helmets are no problem thanks to the Notre Dame Phys-Ed department. The FAI also requires 8 x 10 glossy full face photographs of all exits. (FAI Paris conference, Nov. '61). This means that each man upon exiting the aircraft must take the picture of the man in front of him and then hand the camera to the man behind him.

So far this season, there have been 954 records broken, re-broken and verified. This includes the tricky no-delay helicopter jump with a twelve foot cargo chute from sixty feet. (Average for one man in two consecutive jumps is now 1.2 meters out from target center combined with 3 meters down from target center); the thirty-two woman mass exit in one parachute (Hughes 200 ft. Gemini drogue, ASO-2211; 1962); and the thrilling individual pull-off attempt from an inverted borate bomber at 750 feet.

Soon the hundreds of officials and their hundreds of assistants will pack their kit bags and board one school bus for the long ride back to civilization. This will end another page in the history of sport parachuting record attempts. Fifty bruised but wiser men will filter out of the desert wastelands like the prophets of old and wander to the parachuting meccas throughout the country spreading their mysterious gospel of parachuting feats that everybody thought were unattainable. They will stroll among us in two-zippered pioneer jump suits with a slight odor of battery acid trailing behind, legs bowed straddling barographs that are no longer there. They will speak of rotating beacons, of the versatile Moose (what a machine), and of horizontal and vertical averages. We will listen and nod as they gaze toward the faraway mountains and the desert and think of next winter, new attempts, new variations. And more than likely we'll sneak out our logbooks and our ball-point pens to get our last static line jump signed off.



*Photographer Bob Buquor catches Leigh Hunt during opening of Pioneer Sleeve.*

## PRODUCT EVALUATION

# The PIONEER SLEEVE

For this month's Product Evaluation, Mr. Eddie Brown, West Coast Distributor for Pioneer Parachute Company, Inc. provided us with a pretty blue and white Pioneer sleeve. Eddie did not bother to tell us all about the sleeve, knowing that the quality would speak for itself.

Most sleeves look pretty much alike to the casual observer, but we have not seen one quite as well put together as this one. Top quality material and workmanship is the keynote here, and we feel that this sleeve will outlast at least one or two canopies. It is wide, easy to pack, and comes in a variety of attractive colors. We have jumped it many times, and we like it.

As you see in the picture of Leigh Hunt above, it looks like a bag of laundry right after the pull, but what's wrong with that? It is loose, and pulls right off the canopy with no problems. We will stack this up against a narrow sleeve for dependability any day. Also, it is produced by a reputable manufacturer at a very reasonable cost.

While not trying to run all of the sewing room sleeve riggers out of business, our thoughts on this subject are: "Some home made sleeves are good, some are not so good. *All* of the Pioneer sleeves are of the very best quality."

(continued from page 17)

the other guests who were eating hamburgers. We decided to look elsewhere for Mexican food, and found it at a restaurant by the Airport. Then we proceeded to Mexicali, a stinking border town that reminded us of Korea. We located a decent bar by process of trial and error, and found that the Green Lantern served excellent Margaritas. As a result, we were rather late crossing back over the border.

We woke Lieutenant Goodrich about 4 A.M., but he is a good natured guy, and showed us to our rooms anyway. The team had been up until after midnight setting records, so the whole bunch of us slept in until late that morning. We ate breakfast in the Officers Club, and spent several hours talking to the team members. It was windy, so Lt. Martin had decided to wait until early evening. We ate supper in the EM mess where the food was better than in the Officers Club, and drove to the air field to watch the team load up. Once they had their chutes on we left for the drop zone, as we could not bear to see them climb in the aircraft without us.

The DZ turned out to be a large clearing in the desert, and the penalty for not landing on it could be a seat on top of a tall cactus! We watched the wind streamer, and then the actual nine man attempt. The men were staggered properly on opening, and prepared to pound in on the target center. You must actually see these men in action to be fully aware of the dedication that they possess! They all came in very close to the target center, and at about one second intervals! Sfc Gerald Bourquin hit down wind about six feet from the center, and was knocked out cold for about 2½ minutes. He came to not quite sure where he was, but a short while later Gerry was packing his chute, ready for the next jump. The men made a night jump a little while later, and some of the men from the 82nd Sports Para-

chute Club who were helping to conduct the record attempts were able to get in a 30 second night delay. One hapless soul was missing for about ½ an hour, as he had missed the DZ and had to remove his canopy from a cactus in the dark! We noticed that the team repacked on a huge piece of canvas that was laid on the ground, and that no one got on the truck without re-packing first. The Golden Knights are a very close group of men, but are also well disciplined.

We hated to say good bye to these men, but had to return to Los Angeles for business reasons. We had seen some old friends, met some new ones, and had a hell of a good time of it. It was with reservations that we got back in the Comet and headed for home, and we plan to stay with our friends a little longer next year.

## Join EAA EXPERIMENTAL AIRCRAFT ASSOC. INC. Read SPORT AVIATION

"GRASS ROOTS" AVIATION. If you enjoy sport flying or would like to design or build your own airplane . . . then EAA is tailor made for you!

EAA introduces you to Educational and Recreational pleasures everyone can enjoy . . . everyone can afford. Meet the nation's dedicated aircraft home-builders and flyers . . . the designers and builders of aircraft as pictured here. Find out how you too can enjoy this great organization from which future advances in light aircraft development will transpire. EAA's monthly publication SPORT AVIATION opens the door to a wonderful new world of pleasant aviation and education experiences.

ANNUAL MEMBERSHIP DUES  
Member—\$10.00; Jr. Member—less than age 19—\$5.00  
INCLUDES SPORT AVIATION

Write to - EXPERIMENTAL AIRCRAFT ASSOC. INC.  
HALES CORNERS, WISCONSIN

# SUBSCRIBE NOW!

### PARACHUTE

magazine

P.O. BOX 65783  
LOS ANGELES 65, CALIFORNIA

Please enter my subscription

#### U.S.

- \$5 1 year
- \$9 2 years
- \$12 3 years

#### Foreign

- \$6 1 year
- \$11 2 years
- \$15 3 years

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZONE \_\_\_\_\_

STATE \_\_\_\_\_

Payment Enclosed:  Check  Money Order  Bill Me

Foreign Subscriptions Prepaid Only. Please Submit International Money Order.

## TRI-STATE

- Largest Variety of Parachute Equipment in the World.
- Over 5000 Different Items in Stock
- 90% of Orders Shipped Same Day Received
- Over 250 Different Sky Diver Trophies
- Manufacturers of Over 10,000 Sky Diver Patches & 8,000 Sky Diver Decals for Clubs throughout the World.
- 2 Master Riggers, 18 FAA Riggers
- All the Products of Tri - State, Capital, Pioneer, Parachutes, Inc., Parachutist Accessories, Steve Snyder Enterprises, and many others - all from Tri-State!
- Why not join sky divers in Australia, Europe, Asia, & every continent but the Antarctic who order everything from one place at one time, with fast delivery, and a money back guarantee on all purchases? How can you lose? Send 50c in cash or stamps for NEW 1963 illustrated catalog. Credit yourself with 50c on First Order of \$5.00 or more.
- Write or phone today.

TRI-STATE SKYDIVERS, INC.  
Tri - State Parachute Center  
Box 281, RD 1  
Flemington, New Jersey  
PH: HO 6-1250 Area Code 609

(continued from page 5)

costly lawsuit. True, the case did not hold up in court because the very sensible P.C.A. rule for maximum wind velocity for students (10 mph) did not prove to be law. But let us remember that the logbook is used as a criteria for jumper evaluation and inaccurate entries can be misleading and dangerous.

At this point I would like to remind license holders to be alert to the type of jumper who enters a 60 second delay as a "60 SD" but when you happen to ask him if he made any maneuvers he replies, "Sure, I tried a front loop, didn't work out too well, then a couple of figure eights, followed by two consecutive back loops, noticed where I was and tracked towards target". Do you feel that this is the way the jump should be recorded? I could mention numerous cases of unconscious errors on the part of jumpers and license holders in the entering and signing off of jumps. But think! A pilot can darn well testify that you made a parachute jump from a given altitude on a given date from a particular aircraft, but he cannot tell me or anybody else what you actually did on that complete jump, nor is he able to notice certain errors in the entries. On the other hand, an experienced jumper can at least use his background of experience as a guide.

I would like then to make a suggestion, as much as I like and appreciate good pilots, to recommend to P.C.A. through *Parachute*, *Skydiver*, and the *Parachutist* magazines that we take action in protecting our licensing system, and thereby the safety of the sport, by not allowing pilots to sign logbooks. I feel sure that there are sufficient license holders among the jumpers in the U.S. to evaluate and sign all the jumps that are made.

If you should choose to print this letter in *Parachute*, which I hope you will, I thank you in advance for this valuable space in your widely read magazine.

Richard Dunphy  
Arkansas Parachute Center

### PIRU ☆☆☆ CALIF

JUMP WHERE THE EXPERT JUMPERS TRAIN. TWO CESSNA'S AND A NOORDUYN NORSEMAN ARE AVAILABLE EVERY THURSDAY, AND WEEK-END. BOB REDDICK, PHONE PIRU 781.

### MG MITTEN

Yes, we stock a complete line of parachuting accessories. Write for 1963 catalog (50¢ deposit refunded with order) showing helmets, coveralls, goggles, gloves, and other items.



Bell 500 TX Helmet ..... \$37.00  
Bell Magnum Helmet ..... \$49.00

Calif. residents please add 4% sales tax.  
MG Mitten Dept. P, P.O. Box 4156-R  
Pasadena 1, California

### ★ SKYLARK FIELD ★

Elsinore, California. Large, beautiful drop zone, expert student facilities, open every day except tuesdays. Come jump with us from our two Cessna's and "Old Red", the Howard.

CUSTOM DESIGNED SWISS EMBROIDERED

### CLUB EMBLEMS

IMPRINTED T-SHIRTS and SPORTSWEAR

Send sketch or sample, colors, size & quantity for prices.

**AMERICAN KNITWEAR & EMBLEM MFRS.**

PLAISTOW 19, NEW HAMPSHIRE

FOR PIONEER PARACHUTES SEE

### EDDIE BROWN

WEST COAST DISTRIBUTOR

P.O. BOX 113 A PATTERSON, CALIF.  
6017 AIRPORT WAY S. SEATTLE 8, WASH.

### JOE CRANE & CO.

FAA CERTIFICATED LOFT 2433

DEALER FOR

IRVIN . PIONEER

P.O. BOX 164  
MINEOLA, L.I., N.Y.



## What P.C.A. Offers

- Parachuting statistics
- Association with parachutists
- Research reports
- Assistance in record attempts
- Competition
- Help to new-forming groups
- Unity of effort
- Training for instructors
- Insurance
- National license system
- Guidance in organization
- Parachutist Magazine
- Representation, local and national
- Orientation and training films
- Growth
- Right to voice in Club
- Education of public
- Safe procedures
- Standard training methods

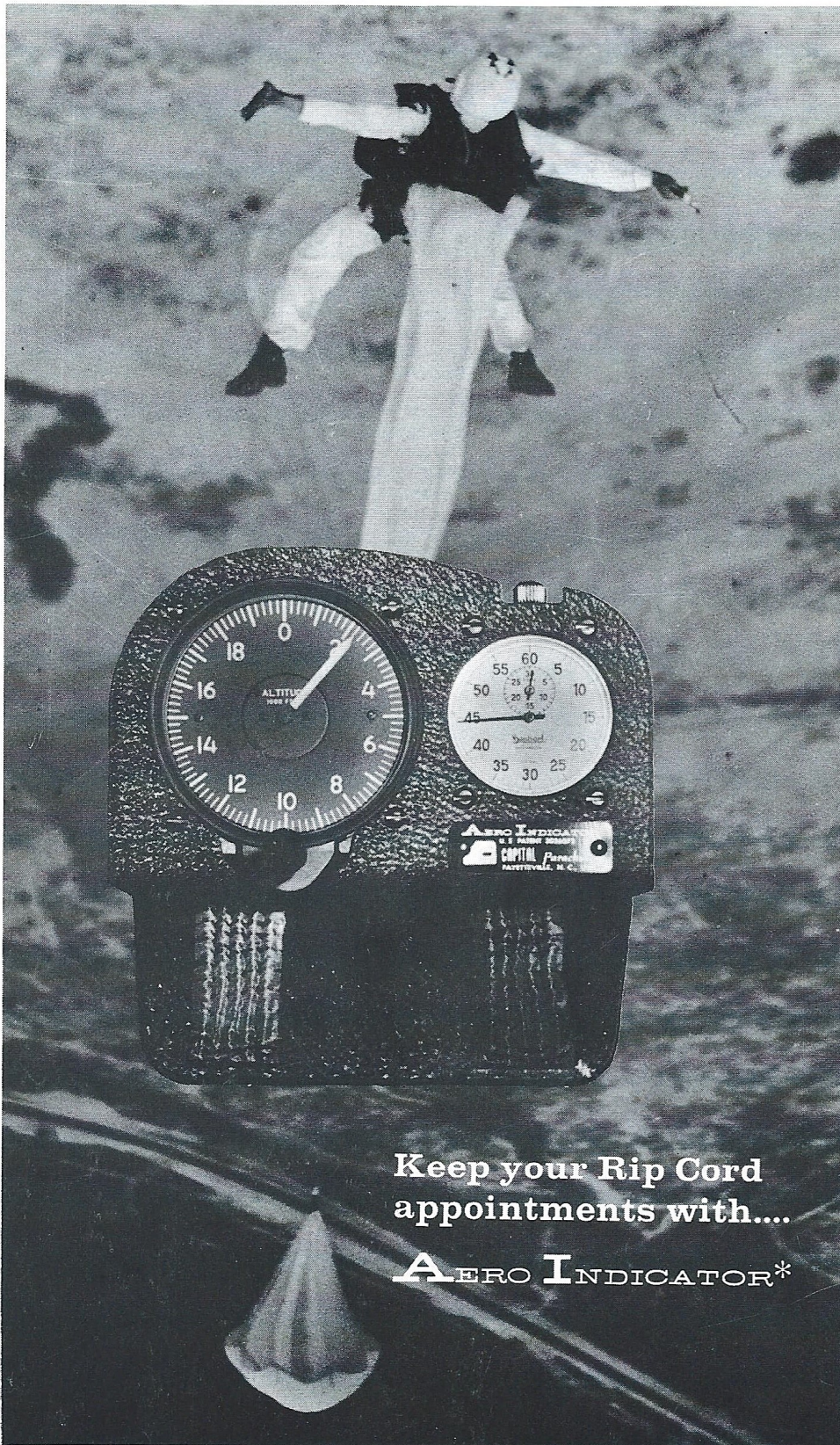
BOX 409

MONTEREY, CALIFORNIA



**P.S.**

*Sfc. Joe M. Gonzales gives us this montage of Sfc. Harold R. Lewis saluting his team commander, Lt. Roy D. Martin, over Orange, Mass.*



Keep your Rip Cord appointments with....

**AERO INDICATOR\***

\*U.S. Patent 3026072

COMPLETE AERO INDICATOR  
WITH  
7 JEWEL SHOCKPROOF WATCH  
AND NEW SURPLUS ALTIMETER  
**\$42.95 postpaid**

AERO INDICATOR PANEL  
WITH  
STOPWATCH BRACKET & SCREWS  
BLACK WRINKLE FINISH  
\$6.90 POSTPAID



**CAPITAL**

Send your check or money order to .....

*Parachuting Enterprises*

P.O. BOX 3324

FAYETTEVILLE, NORTH CAROLINA