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JUNE 1963

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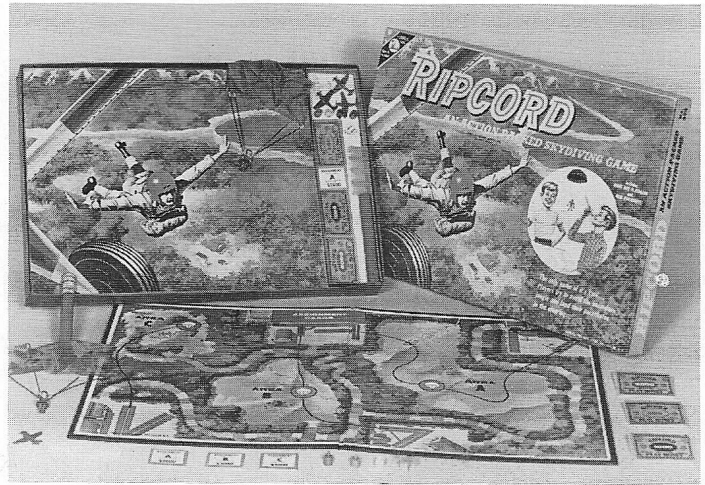
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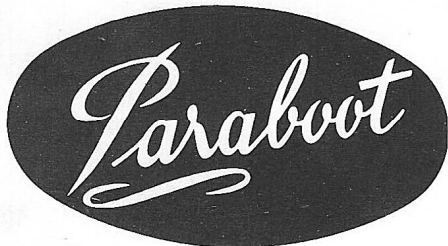
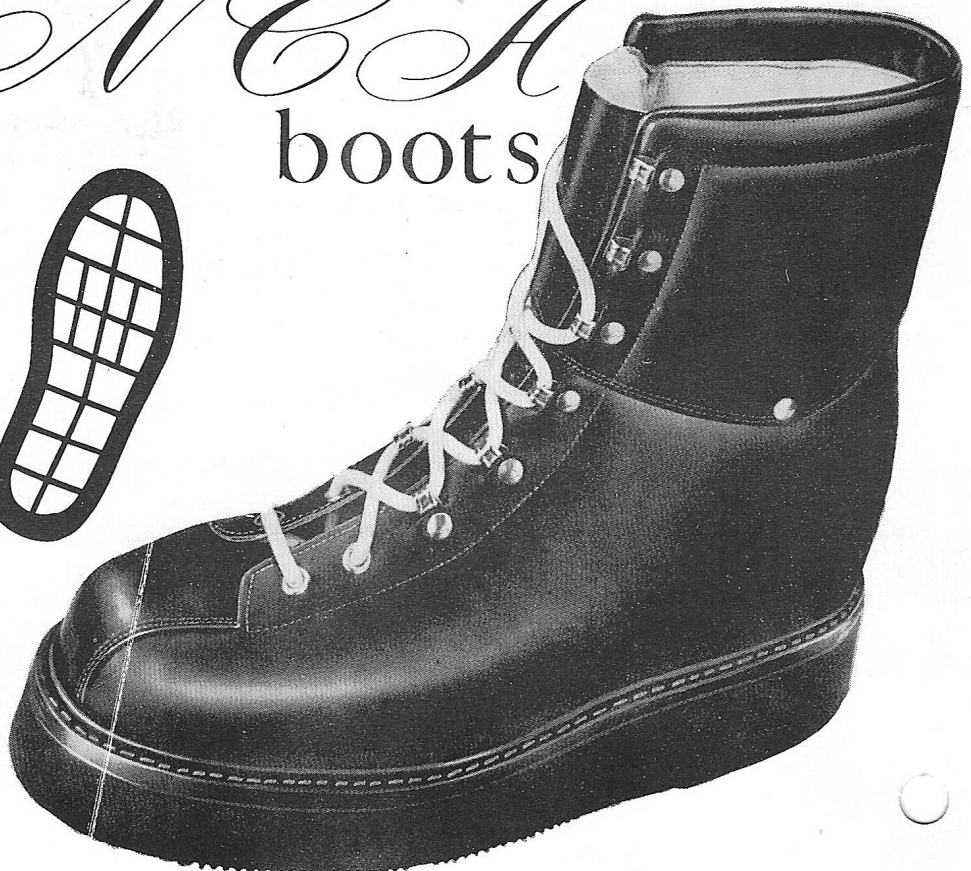
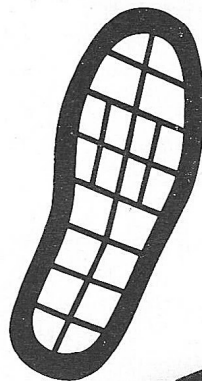
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COVER

Anne Batterson flashes a pretty smile in free fall over Piru, California. Photo by Bob Buquor.



COMPETITION

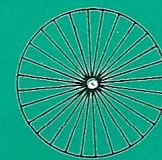
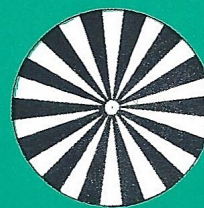
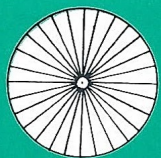
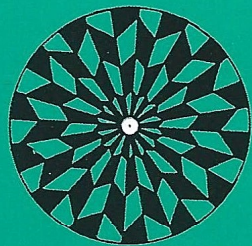
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★ ★ ★ AROUND THE DROP ZONE ★ ★ ★

PUYALLUP, WASHINGTON
June 15 & 16, 1963

Sponsored by Washington School of Parachuting. First Annual Parachute Meet.

FIVE EVENTS:

- I. Novice Accuracy – 2 jumps from 2800 feet.
- II. Accuracy – 26-75 Jumps – 2 jumps from 4500 feet.
- III. Style & Accuracy – over 75 Jumps – 2 jumps from 7200 feet.
- IV. Accuracy only – over 75 Jumps – 2 jumps from 3500 feet.
- V. Team baton pass – 3 man, 1 jump from 6,000 feet.

For more information contact:

JIM JACOBS
Puyallup Parachute Center, Thun Field, Puyallup, Washington.

ASPEN, COLORADO

June 22 & 23, 1963
Aspen Skydiver Meet

THREE EVENTS:

1. Individual Accuracy – 10 sec. D.F.
2. Style & Accuracy – 20 sec. D.F.
3. Baton Pass & Accuracy, Three Man Team, 20 sec. D.F.

D.Z. Elevation is 8,000 feet.

For more information contact:

Peter Prins
P.O. Box 717
Aspen, Colorado
Phone: 925-3466

CANTON, OHIO
July 7, 1963

Alliance Sport Parachute Club 3rd

Annual Meet at Martin Field. Weather date: July 14, 1963. PCA membership required.

Three accuracy events, to be hit and run to target.

For more information contact:

Joe Cooper
Box 74
Maximo, Ohio

BALLSTON SPA, NEW YORK

July 20 & 21, 1963

Saratoga Centennial Parachute Meet

THREE EVENTS:

1. Team accuracy – one jump per team from 2700 feet.
2. Accuracy – two jumps from 3600 feet.
3. Style – one jump from 7200 feet.

All participants must be PCA members with "B" license or equivalent.

For more information contact:

John Freitas
P.O. Box 574
Schenectady, New York

CANTON, OHIO
October 12, 13, 1963

To be held at Martin Field, PCA membership required.

Style and accuracy events, similar to Mid-Eastern Parachute Association meets.

For more information contact:

Joe Cooper
Box 74
Maximo, Ohio

After going forward and backward through another excellent

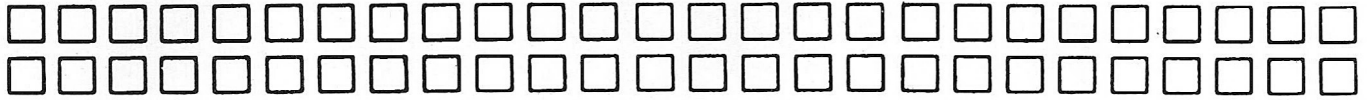
(February) issue of PARACHUTE Magazine, I returned to Bob Sinclair's "Needed: A Realistic Look at Parachute Landings," several times. My first impression was that he wasn't quite serious, but after several re-readings and much discussion with other club members, I have arrived at the conclusion that there is much merit to his advocacy of standing landings for one and all. However, I certainly feel Mr. Sinclair was less than realistic in stating his case, particularly in abolishing the good old PLF, and would like to bring up some points which I feel Mr. Sinclair did not take into consideration. (Yes, I'm Airborne qualified – but rather than a "howl of protest" I hope to make a reasonable argument in favor of retention of the PLF.)

Mr. Sinclair's premise is that all jumpers must be in a proper landing attitude in order to make a landing instead of a crash landing. Granted this is true, and our club emphasizes this in training and incorporates this in our safety regulations, however, this is not always obtainable. Bad spots, unforeseen obstacles on the DZ, sudden wind shifts and many other variables may require the jumper to make a last minute turn and lose his proper landing attitude and force a "crash landing". When this occurs, the "outdated PLF" prepare-to-land attitude is superior to a legs-apart-and-tensed-for-a-standing-landing attitude.

A further factor is the student himself. I am sure everyone has seen a first or second-jump static line student do everything wrong in canopy control, no matter how much emphasis is placed upon it in training. Students are human (all rumors to the contrary aside) and the mixed feelings of shock and elation and the floating experi-

(continued on page 21)

LETTERS TO THE EDITOR



May I first of all congratulate you on your fine magazine, PARACHUTE. I speak not only for myself but for the entire Shen-Valley Club when I say each issue is eagerly awaited. I must confess however that my enthusiasm for your magazine was somewhat dampened by the article, "The Ideal Jumper's Wife". Really now . . . don't you think it was a bit one sided? Yes, as you may have guessed by now, the writer of this letter is a female type jumper and proud to be both - female and jumper!

Although I have only 14 jumps to my credit, jumping has already given past interests such as camping, riding and skiing back seats. Executing a good jump is the greatest challenge I have ever encountered. I usually do not like to "sound off" about jumping, but I can not resist writing this letter. Maybe I should explain that statement

I teach at an exclusive, private girl's school in the heart of the Shenandoah Valley. We pride ourselves on the fact that by the time our girls leave the school they are very polished young ladies ready to take their place in society. For some reason it is hard for parents to visualize a daughter being taught social graces by some one who jumps out of airplanes. Therefore, I seldom have anyone to share my love of talking shop about jumping except of course when at the DZ.

I really object to anyone taking the "eye brow raising" approach to jumping. I'm convinced that it is much safer than other sports I have tried such as water and snow skiing. I object even more to the skepticism which many girl jumpers are accorded. Girls, if properly trained, are just as capable of jumping as men. BUT more than both of these, I strenuously object to girls being left out of the sport altogether. This is what Mr. Whitworth's article did. Come on fellows don't use us for shot bags or coffee servers let us have some fun too!!

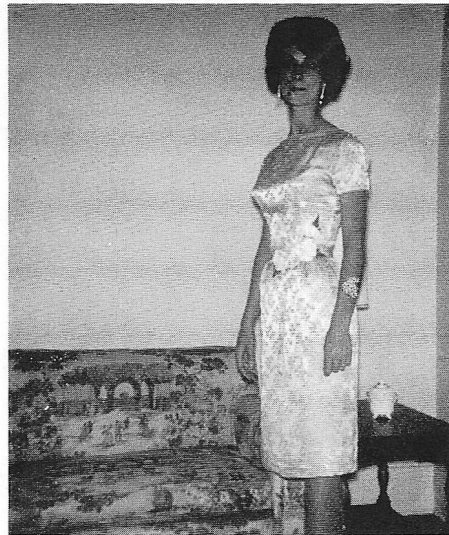
I have slightly paraphrased Mr. Whitworth's article to suit myself.

I like it much better my way; perhaps some of your other female readers will too.

Peggy Webster
Wynesboro, Virginia

P.S.

I am enclosing some pictures - one of them to point out that I am not a typical horn-rimmed glasses, thick stocking, old maid school teacher crusading for women's rights. On the contrary, being a female is great I'm proud of it. The second picture shows my pride on being something else - a jumper. Again I say, come on fellows let us in on the fun we'll love you all the more for it!



THE IDEAL HUSBAND Peggy Webster

Many jumpers, like other sports-women, become married at some time in their lives. Naturally, a jumper's life is made easier if she is married to a man who understands her problems and tribulations, and is willing to be a helpmate. Modern men, being gregarious by nature, are instantly attracted to any form of "togetherness". A good, well trained husband can prove as valuable an asset as a lighted wind drift indicator or a pair of crepe-sole boots. He can be utilized to carry picnic baskets, shine boots, and open bottles. We have all attended meets at which someone's husband has kept the manifest or dispensed the coffee.

Jumpers who are already married can do little to change the attitudes of their husbands. However, these girls have usually settled this problem long ago, in similar fields of endeavor such as cycloracing or skin-diving. It is with the single jumper we are concerned. If anyone reading this article is considering marriage (after thoughtlessly disregarding all advice from her married girl friends), she would be wise to study the following guide to selecting and training of the ideal jumper's husband.

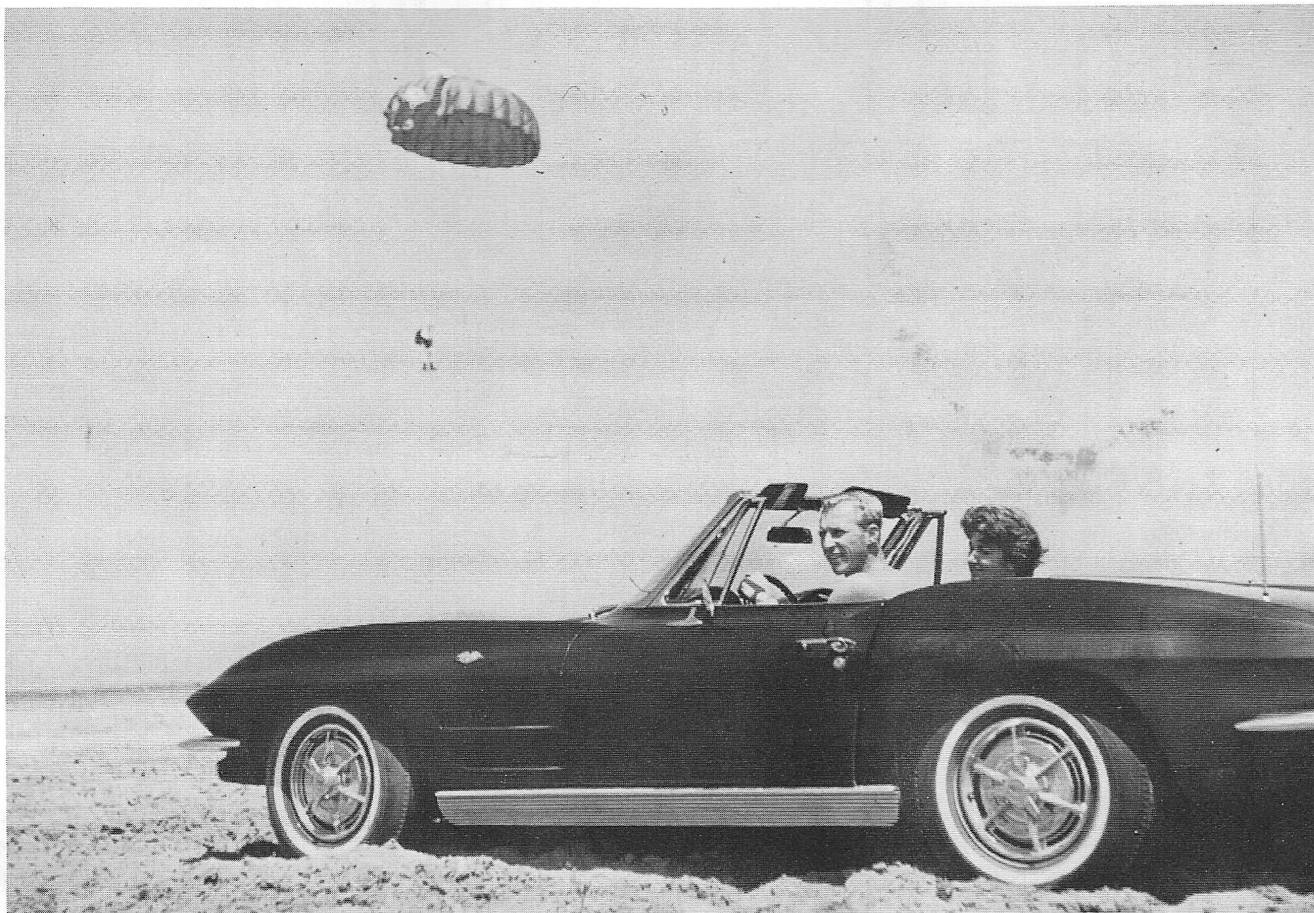
Note: No single man can be expected to possess all of these qualities in his natural state. Be patient, start early, and be sure to have a good start on his training before the final contract is signed.

Remember, a well-trained husband can be a valuable asset.

1. RUGGED A jumper's husband should be sturdily built. It is easy to visualize how rough it could be for him, lugging your rig in from those "out" jumps. Daily exercises should help get him in shape. However, this qualification should be tempered with number 2.

2. HANDSOME. A jumper's husband should be handsome. Any drop

(continued on page 22)



We drove the fantastic Corvette Sting Ray Convertible to this meet!

Los Angeles Sky Divers 2nd Annual Western Invitational

BY RON SIMMONS

PHOTOS BY RON SIMMONS

Hank Simbro took top honors in the Los Angeles Sky Divers Second Annual Western Invitational Parachuting Meet held at Skylark Field, Elsinore, California on the weekend of May fourth and fifth, 1963. Hank, jumping his red and black lobster tail Pioneer 1.6 canopy, amassed a total of 506.5 out of a possible 600 points for the entire meet. Handicapped by one "off" jump in a day of intermittent dead calm and tricky ground winds, Hank came back to score a dead center jump before a record crowd, and to the delight of his teenage daughter, Jessie, who was helping the meet officials on the DZ!

Kicked off at 11:15 AM on Saturday after a four hour wait due to an unusual low ceiling, the meet was a tremendous success! The Los Angeles Sky Divers, a well regarded and capable club, are known for their efficient handling of parachuting meets. A total of 676 jumps were made during this two day period. The jumping in events one and two were made from the four Skylark aircraft, a Cessna 180, and two Howards, a red and a white one. These planes put on a nice little show prior to the first jump of the meet, performing a formation fly over, with the little 172 straining to stay up with it's big brothers! One of the largest and best known jump

centers in this country, this commercial DZ has been active since 1958, and is being run by Larry Perkins.

A fantastic display of accuracy was shown us by Ed Duncan, with a total of six feet five inches for the two jumps in event number one on Saturday! Due to the multitude of jumpers, the entire day was spent on this individual accuracy clear and pull event. Most of us had time for diversions, and this meet, like most meets, turned out to be an "Old Home Week" for parachutists. Some of us ran across jumpers that we had not seen for three or four years, and I think that half of the fun connected

EVENT I

| PLACE | WINNER | TOTAL DISTANCE |
|-------|-----------------|----------------|
| 1st | Ed Duncan | 6' 5" |
| 2nd | Jerry Brooks | 14' 9" |
| 3rd | Frank Carpenter | 16' 6" |
| 4th | John Freitas | 18' 2" |
| 5th | Larry Perkins | 20' 1" |

EVENT II

| | | |
|-----|---|---------|
| 1st | Les Flick Hank Simbro Don Wearner | 35' 0" |
| 2nd | Jerry Brooks Tom Elson Bob Harring | 86' 4" |
| 3rd | Larry Perkins Dave Becker Art Jerrell | 89' 8½" |

EVENT III

| PLACE | WINNER | TOTAL POINTS |
|-------|---|--------------|
| 1st | Muriel Simbro Carlyn Olsen Anne Batterson | 228 |
| 2nd | Les Flick Don Wearner Hank Simbro | 287.3 |
| 3rd | Charles Alexander King May Ralph Harpster | 284.4 |

OVERALL WINNER

Hank Simbro with a total distance of 93' 7", and total points of 506.5 out of 600.



Milt Platt is really giving it the old College try!



Victorious in event three, Anne Batterson, Muriel Simbro, and Carlyn Olson are proof of the fact that success in parachuting is dependent on the efforts expended!

with a meet such as this is getting together with all of the guys that you know. Jim Arender had flown in from New York, and had a camera crew with him to obtain footage for a short film to be released by Paramount. Other jumpers came from Northern California, Las Vegas, San Diego, and quite a few other places.

We used a new Corvette "Sting Ray" roadster for the short trip to Elsinore. When I first picked it up, I almost panicked! "Where is the trunk? Where do we put the parachutes? Closer observation revealed a cleverly hidden trunk behind the seats, with room for three rigs and a few clothes. A fantastic car! I could write an entire article on it, but since this magazine is primarily devoted to parachuting, with things like girls and cars mentioned secondarily, I will restrain myself if possible. We took it easy with this beautifully handling machine, never going faster than 115mph on the highway. While at slower speeds and in traffic, we noticed

PHOTO BY DICK MYRON



Dick Dunphy stretches towards the target.

Guerrero of the Latin Sky Divers, Los Angeles.



Budy lands while other jumper tries to keep clear.



Lane Smith and Rich Morgan discuss the merits of the Sting Ray with Rod Pack and Helen Lord.

ed that the car drew quite a bit of attention, some of the jumpers at the Elsinore meet were taken for demonstration rides while waiting for the weather to clear and this fantastic brute of a car seemed to enjoy it as much as we did. Jim Arender and I have both decided to save our pennies and buy one, as driving this car is almost as much fun as parachuting!

Sunday saw the overcast clear a little earlier than the preceding day, and the real action started with the team events. Event two was a three man accuracy event from 5500 feet, with two jumps per team. The team of Les Flick, Hank Simbro, and Don Wearner won with a total of 35 ft. for the six jumps, or an average of five ft. ten in. for the team!

Due to the large number of contestants it turned out that the afternoon was just about shot before the final event; a three man team jump and get together from 7500 ft. could get started. This was a one jump event, and we didn't expect it to get dark before 7:30 PM, but when one of the Howards broke down, it put a

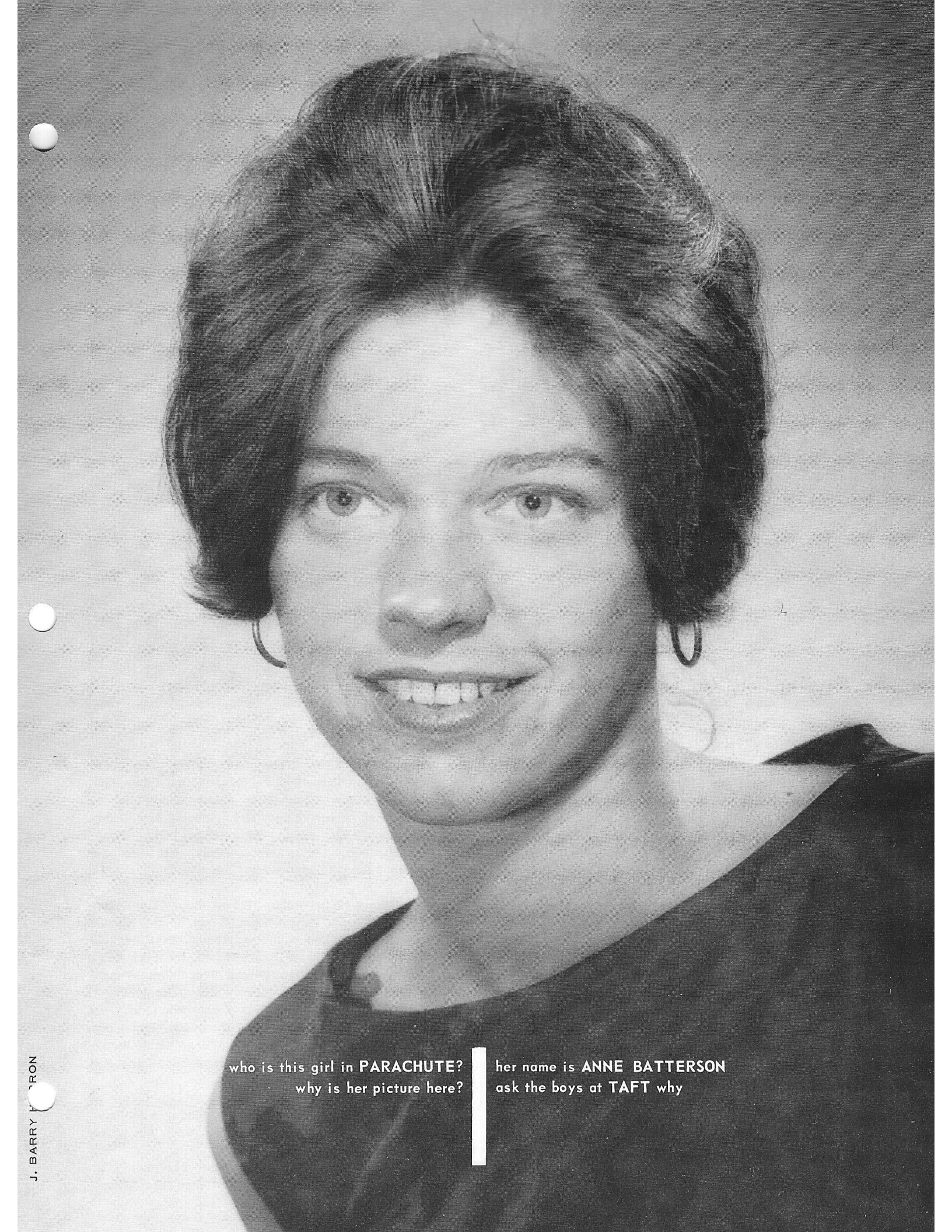
strain on things. It was fortunate that Don Molitar had flown his twin Beech in from Van Nuys with a load of Rumbleseaters, and the twin Beech was pressed into service for event three.

This third event turned out to be quite a thing, with aircraft flying in trail and inflated canopies all over the place, jumpers were bombing into the target in rapid succession. One man had a leg injury on the X, and during the confusion another jumper landed, stood up to remove his gear, and was clobbered on the head by another jumper. As a witness to this, I can stress the necessity for wearing a good crash helmet, as it no doubt saved a man from severe head injury in this case. He was knocked out briefly, but seemed to suffer no ill effects.

So who won? The U.S. Womens Team! Of course! Yes, the girls finally beat the men. Muriel Simbro, Carlyn Olsen, and Anne Batterson edged the second place team by seven tenths of a point to grab event three with an average jump of four feet for the three

girls! And to think that the second place team had an advantage. They were wearing much larger jump boots!

In retrospect, this meet was a very good one. We all had a good time, and most of us learned something about competitive parachuting. One point that arises, however, is the growing tendency in this area of the country to shy away from style events. Looking to the future, many of us would like to see the events correspond to those held at world and international meets. We cannot expect Jim Arender and Muriel Simbro to remain World Champions for ever, and when the sad day comes along it should be an American that betters them in world competition. One way to insure this: encourage your younger jumpers to be competitive, and have more style events. Sure they are harder to judge and you have fewer participants than in a clear and pull accuracy contest. So what? We can have fun with our local meets, but we should also look toward the future while we are at it.



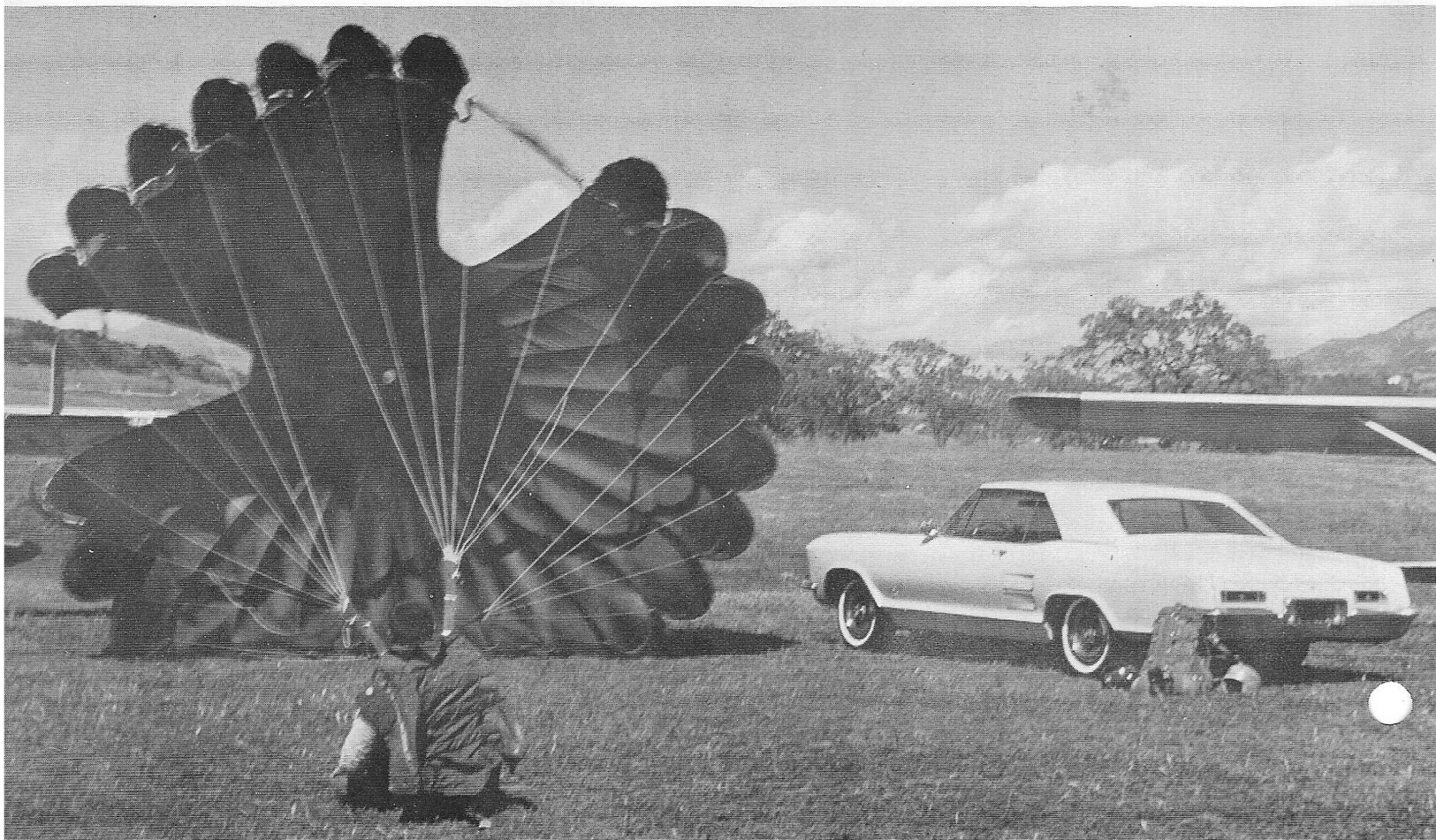
who is this girl in **PARACHUTE**?
why is her picture here?

her name is **ANNE BATTERSON**
ask the boys at **TAFT** why

Cal Poly Meet

by RON SIMMONS.

GERRY FITTON PHOTO



Les Flick collapses his 1.6 by the Buick Riviera

Little 23 year old Anne Batterson tossed her 110 pound frame at the target center twice in a row at Taft, managing to come up with a 13 foot total for the two jumps, and beat all other competitors for the week end meet. Anyone that has jumped at Taft can appreciate this accomplishment, especially after watching the Taft group jump a few times. Their prowess is matched only by their self esteem, and it was doubly funny to see the female team of Batterson, Olson, and Simbro grab first in the double baton pass and accuracy event here.

Why did this happen? Was it because the men were goofing off? Was it luck on the part of the girls? Of course not. Anne Batterson won the meet because she is a parachutist, and one of the best in the country, regardless of size or sex. The same goes for the three girls as a team, also evidenced by their team victory a few weeks before at Elsinore. They are beating some of the best jumpers in this country, and they are doing it as a result of skill, determination, and a lot of hard work.

We used a New Buick Riviera for the Taft Trip, stopping by Casitas to take a few pictures along the way. This elegant automobile was perfect for a trip in the desert, with its air conditioning and comfortable

ride at high speeds on those long straight highways. Our car had the standard 325hp engine, with adequate power for our needs. Quality is apparent everywhere on this car, with its aircraft inspired console and bucket seats. Knife edge styling has been successfully adapted to a contemporary American automobile, resulting in a distinctively pleasing appearance for the discriminating owner.

The weather was favorable at Taft during the Saturday jumping. Most of us were faked out by the almost total lack of wind. The most common mistake seemed to be a tendency to hold until a thousand feet, run down wind, and fall a bit short because we were underestimating the wind. We saw several excellent competition jumpers miss the target completely on their first jump because of this. It was hot here as usual, and many jumpers stayed at a motel about 300 yards from the Taft Airport, dividing their time between the DZ and the motel pool.

The night jumps were quite an event! A series of lights had been arranged around the target in a 100 foot circle, and this could be seen from the air for miles around.

There was much speculation over who would be first to break the red light at target center, and how

many jumpers would be in the jump off to decide who won. As the ground winds were calm, we were surprised to see the first three jumpers float over the target at about 35 mph, trying futilely to hold against the strong winds aloft! Other jumpers tried to correct for the winds by spotting about ¼ mile north of the DZ, but to no avail. One man hit a set of power lines located about 1/3 miles south of the DZ, lighting the sky for miles, and causing near panic. We were glad to find out that the jumper was all right; the bright blue flash being caused by his canopy coming in contact with the power lines. Around 12:30 A.M. one plane loaded finally got a bearing on the target, as the winds had died. As yet no one had even come close to landing within the lighted area but all three from this plane made it, with Lane Smith closest at 22 ft. The rest of the "wait and see" jumpers then started bombing into the target, with Alex Sloety getting a four footer and his first trophy, this one for first in the night jump!

The winds were a little tricky on Sunday. The twin Beech was used for the team jumps, and quite a few attempts were made, but not a single team managed to get all three jumpers within the 50 foot circle - originally a pre-requisite for obtaining a trophy. The girls had two in and one out, with the closest measurement, and they were awarded first.

The sponsoring organization, the Cal Poly Parachute Club, was staging their first parachute meet. They worked hard, refrained from participating themselves, and learned that staging a parachute meet can be a

thankless project, and not always financially profitable. If your club has entertained the idea of holding a meet away from home with the intention of raising money for the club treasury, you might want to contact the Cal Poly boys first. Not everyone should have to learn the hard way!

Novice Event 1 Jump, 3,000 ft.

- 1st. Robert Meeker - 5'5"
- 2nd. John Ward - 7'9"
- 3rd. Richard Reynaert -

Accuracy, 2 Jumps, 5,500 ft.

- 1st. Anne Batterson - 13'8" (Total)
- 2nd. Jim Poulson - 14'1" (Total)
- 3rd. Dave Swendson - 17'3" (Total)

Night Accuracy 1 Jump, 5,500 ft.

- 1st. Alex Sloety - 4'4"
- 2nd. Art Armstrong - 21'2"
- 3rd. Lane Smith - 22'6"

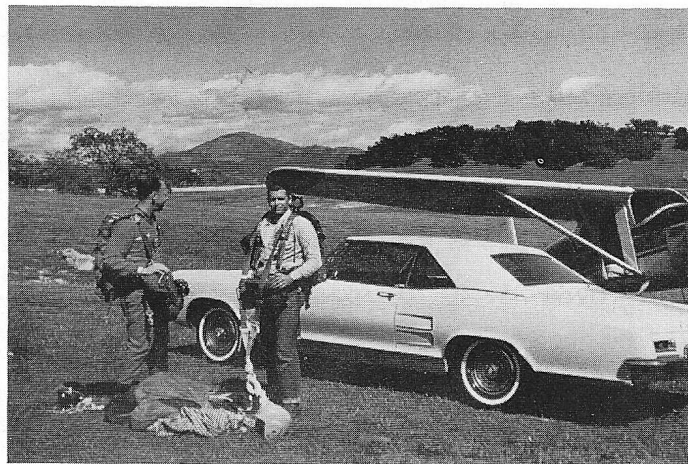
3 Man Baton Pass & Accuracy

- 1st. Anne Batterson, Carolyn Olson, Muriel Simbro
- 2nd. Bob Parrin, John Negrete, Peter Negrete
- 3rd. Hank Simbro, Doyle Fields, Rod Pack

Les Flick gives Ron Simmons a rundown on the wind conditions

GERRY FITTON PHOTO

Pete Nieto on 2'8" fun jump!



Anne Batterson scores 2'6"

DICK DUNPHY PHOTOS

Pelon, of Latin Sky Divers





By LT. V

U.S. ARMY PHOTO

The "Golden Knights" are right in the middle of their busy demonstration season at this writing, and have added some new members, for a total of 33 Officers and men. We have listed some of the free fall maneuvers that are performed during the demonstrations, the demonstration schedule for this year, and the team members, in order of rank.

FREE-FALL MANEUVERS PERFORMED BY THE GOLDEN KNIGHTS

THE DOUBLE CUTAWAY: The Army Parachutist exits the aircraft at an altitude of 13,500 feet, stabilizes stomach to earth and begins his descent. At approximately 2,500 feet he pulls a ripcord and opens a 24 foot parachute that deploys in 3/4 of a second. As soon as it begins to open he waits a few seconds and then causes it to collapse. He begins to fall again and cuts the 'chute away entirely. At an altitude of approximately 1,800 ft he opens a second parachute, collapses it, falls and cuts it away too. Finally, at an altitude of approximately 1,300 ft he opens his Black and Gold "Lobster Tail TU" and starts the drive to the target. The demonstration ends with a stand-up landing on target, wind and conditions permitting.

THE BATON PASS: The first Army Parachutist exits the aircraft at an altitude of 13,500 ft with a 12" wooden baton in his hand. He takes up a spread, stable position, stomach to earth and falls as slowly as is possible. A few seconds later a second Army parachutist exits the aircraft at the same altitude. He assumes a stable delta position and falls as fast as he can. Achieving speeds up to 190 MPH, he will rapidly overtake the first parachutist. When they are on the same level the second man will slow down, the two will maneuver together and exchange the baton. In order to allow the spectators to see the action both jumpers will have red smoke streaming from grenades attached to their ankles. Once they have maneuvered together they will begin a spin that will cause their red smoke to entwine, causing a "candy-pole" effect. This will continue to approximately 3,000 ft when they will split up, head in opposite directions and finally pull their ripcords at an altitude of 1,500 ft. A standing landing

on target will conclude the demonstrations.

DIAMOND OR MAX TRACK: At the same altitude, two army parachutists will exit the aircraft simultaneously. They will immediately take up separate heading, one heading due north, the other due south. Assuming the tracking position they will attempt to cover as much lateral distance as possible before opening their 'chutes. In ideal wind conditions the two parachutists will be over four miles apart on opening. If space and landing areas are congested, the two parachutists will perform the Diamond. It is the same as a max track, with one difference. When the jumpers move out laterally they will continue their glide until they fall to approximately 8,000 ft. They will turn around and head back at each other passing within a few feet of one another at speeds over 200 MPH. At 1,500 ft the parachutes will be opened. The demonstration concludes with the jumpers landing in a safe, unrestricted area some miles from the target.

MASS FORMATION EXIT: Four Army parachutists exit the aircraft at an altitude of 13,500 ft one after another. The leader determines their action and he is followed by two side men and a slot 'chutist. While falling in this "Diamond" formation, the side and slot men never watch the ground. They concentrate on the leader and by his pre-arranged signals, the side men cross-over and back. Following cross-overs the leader starts a slow track and the team moves laterally over the ground as a unit. Following several turns in unison the team will reach an altitude of 2,500 ft where they will execute a bomb burst with each 'chutist splitting off in a different direction. At 1,500 ft they will pull the ripcord, activating their parachutes. The demonstration ends with a landing on target, standing up if wind conditions permit.

TENTATIVE SCHEDULE OF DEMONSTRATIONS:

| | |
|--------------|--|
| Jun. 4 - 14 | Orly Fld., Paris, France Paris Air Salon |
| Jun. 13 - 16 | Atlanta, Georgia Dixie 400 Auto Race |
| Jun. 18 - 22 | New Haven, Indiana Meadowbrook Fair |
| Jun. 22 - 24 | St. Louis, Missouri Air National Guard Air Show |

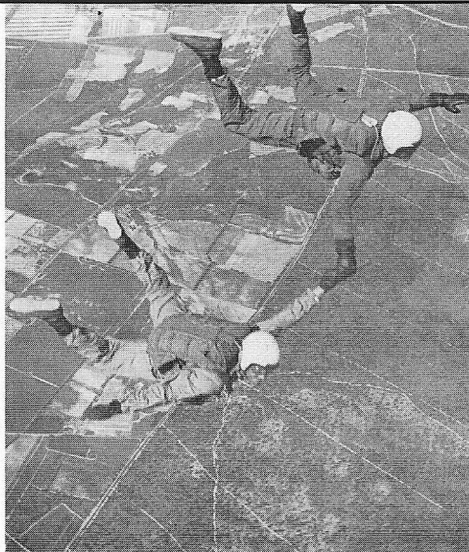
Knights

Y PARACHUTE TEAM



GOODRICH

FC. JOE M. GONZALES



- Jun. 20 - 24 Salt Lake City, Utah
Utah Invitational Parachute Meet
- Jul. 3 - 5 Wilmington, Delaware
Operation Firecracker
- Jul. 3 - 5 Waterbury, Connecticut
4th of July Celebration
- Jul. 12 - 15 Boise, Idaho
Idaho Centennial Air Show
- Jul. 19 - 22 Mason City, Iowa
11th Annual No. Iowa Air Show
- Jul. 26 - 29 Chicago, Illinois
Lake Shore Park Water Show
- Jul. 26 - 29 Everett, Washington
Pacific Northwest Air Show
- Aug. 1 - 4 Grand Haven, Michigan
Coast Guard Anniversary
- Aug. 8 - 18 Springfield, Illinois
Illinois State Fair
- Aug. 18 - 26 Sedalia, Missouri
Missouri State Fair
- Sep. 1 - 3 Clearfield, Pennsylvania
Labor Day Celebration
- Sep. 10 - 30 Pomona, California
Los Angeles County Fair
- Sep. 20 - 23 Baton Rouge, Louisiana
Sky-O-Rama
- Oct. 4 - 6 Franklin, New Jersey
50th Anniversary Celebration
- Oct. 4 - 6 Elkins, West Virginia
Forest Festival
- Oct. 5 - 7 Tyndall AFB, Florida
William Tell Air Show
- Oct. 23 - Nov. 2 Jacksonville, Florida
Jacksonville Ag. & Ind. Fair

TEAM MEMBERS:

First Lieutenants: Roy D. Martin, Team Commander and Baton Pass Parachutist, over 1,000 jumps, Charles L. Mullins, Executive Officer and Baton Pass Parachutist, over 600 jumps, William R. Goodrich, Public Relations Officer and Narrator.

Second Lieutenant: Edward G. Walker, Operations Officer and Competition Team Leader, over 150 jumps.

Sergeants First Class: Harold R. Lewis, Team

First Sergeant and Cutaway Parachutist, over 1,000 jumps, Phillip C. Miller, Operations N.C.O. and Narrator, over 350 jumps, Alton W. Barker, Demonstration Team Leader and Cutaway Parachutist, over 700 jumps, Phillip J. Vander Weg, Competition Parachutist, over 600 jumps, Gerald F. Bourquin, Competition Parachutist, over 1,000 jumps, Joe M. Gonzales, Team Photographer and Medic, Ground Control and Photographer, over 250 jumps, Jerry M. Babb, Demonstration Parachutist, over 300 jumps.

Staff Sergeants: Gene P. Thacker, Delayed Fall Parachutist, over 450 jumps, Richard T. Fortenberry, Competition Parachutist, over 1,050 jumps, Billy G. Nolan, Delayed Fall Parachutist and Diamond Max Track Parachutist, over 250 jumps, Sebastian E. De Luca, Supply Sergeant and Mass Exit Parachutist, over 400 jumps, Joe A. Norman, Competition Parachutist, over 650 jumps, Robert L. Donahue, Demonstration Parachutist and Rigger, over 375 jumps, Clifford L. Roberts, Demonstration Parachutist, over 300 jumps, Robert F. McDermot, Demonstration Parachutist, over 275 jumps.

Sergeants: Loy B. Brydon, Competition Team Trainer and Competition Parachutist, over 1,400 jumps, Sherman H. Williford, Delayed Fall and Baton Pass Parachutist, over 625 jumps, John T. Ridout, Team Administrative NCO and Ground Control NCO, over 50 jumps, Mark J. Strick, Demonstration Parachutist and Supply Sergeant, over 200 jumps, John D. Knabb, Demonstration Parachutist, over 275 jumps.

Specialist Fifth Class: Bobby W. Ledbetter, Team Rigger and Competition Parachutist, over 400 jumps, Richard C. Harman, Competition Parachutist, over 200 jumps, Joe W. Phillips, Demonstration Parachutist, over 275 jumps.

Specialists Fourth Class: James E. Lewis, Delayed Fall and Mass Exit Parachutist, over 450 jumps, Leonard E. Allsopp, Demonstration Parachutist, over 350 jumps.

Privates First Class: Jimmy L. Ramsey, Administrative Clerk, Ground Control Specialist and Radio Operator, and last but not least 19 year old William H. Lockward, Demonstration Parachutist, with over 250 jumps.



3rd Annual Eu Sports Parach

Opening on April second, 1963 when Brigadier General Carl C. Turner jumped into the center of the target circle, the Third Annual European Military Sports Parachute meet went on to be an immense success.

When the seven-day event closed and trophies for the first three places in each of the three event had been awarded, Sergeant Michael J. Howard of the 8th Infantry Division's Pathfinder Club at Bad Kreuznach emerged with the top prize. He had a composite score of 1677.5 points to capture the Overall Championship.

As a result he, along with the five other top finishers in the overall race, will comprise an EMSPAC team to represent the club in local international competition and demonstrations.

Sergeant Howard was joined by second place 1st Lieutenant Robert Murphy of V Corps' Guardian Club, Frankfurt, who had 1511.9 points; Specialist Five Harry Boyer, Heidelberg Military Sports Parachute Club, Mannheim, third with 1497.3 points; Sergeant Ted Braden, also a Pathfinder, fifth with 1474.7 points; and Chief Warrant Officer James Garvey, Trojan Sports Parachute Club of Bad Toelz, sixth with 1444.6 points.

Paced by Sergeant English's 682.3 points, the Pathfinder Club scored a clean sweep in the 1000 meter accuracy event. Sergeant William Meehan was second with 658.8 points and Private First Class Allan R. King, third on his 652.4 score.

In the 1500-meter accuracy of landing contest, Specialist Five Boyer won with 518.1 points. Following him was Sergeant Braden on a 476.8 tally and 1st Lieutenant Philip F. Flynn, Heidelberg Military Sports Parachute Club, with 476.4 points.

Second Lieutenant Ronald Williams, a member of the Vogelweh-Ramstein Sports Parachute Club, emerged with the first place trophy in the 2000 meter style event. Scoring 825 points, he topped 1st Lieutenant Robert Murphy, who had 780 points, and Airman Second Class Pierce Shannon of the American Sports Parachute Club in Great Britain. The latter had 740 points.

Rules and scoring procedures governing the competition were those of the Federation Aeronautique Internationale (FAI). The events were identical to the individual events seen in world championship competition.

During the meet a total of 583 delayed fallparachute jumps were made, including practice, competition and demonstration jumps. Except for two sprained ankles, sustained during demonstration jumping, there were no injuries or parachute malfunctions.

Among the guests invited to participate was Staff Corporal Helmuth Schlecht, a member of the German 1st Airborne Division and a long-time member of various German-American Sports Parachuting Clubs.

This third annual meet also marked a new first for the European Association. A weather station, operated

Capt Edward Gonzales of Heidelberg Military SPC exits an H-34 aircraft over Coleman Barracks, Mannheim, Germany, during European Military Sport Parachute Meet, 2-7 April 1963.



Overall champion, Sgt Michael J. Howard of the 8th Infantry Division's Pathfinder SPC, receives his trophy from Brig Gen C.C. Turner, USAREUR Provost Marshal.

European Military Parachute Meet

Maj Gen William A. Harris (left), Commanding General, Seventh Army Support Command, congratulates Brig Gen C.C. Turner, USAREUR Provost Marshal, for making a good landing after opening the European Military Sport Parachuting Council championships at Mannheim, Germany, on 3 April 1963. Sgt Alva J. English looks on.



by the Air Weather Service under the supervision of Lieutenant Colonel Roy A. Weidman, Staff Weather Officer from Seventh Army Headquarters, was established within the immediacy of the drop zone. It proved extremely useful to competition officials in making decisions so dependent upon the weather.

The Army's H-34 Helicopter, one of Seventh Army's aerial workhorses, was used for lower altitude events I (1000-meter accuracy of landing) and II (1500-meter accuracy of landing). In Event III (2000-meter, style) the Army fixed wing aircraft, U-1A "Otter" was used due to the higher altitude requirement.

Meet officials included: Director, Major Robert L. Vranish; Chief Judge, Sergeant Major Heinz Girth of the 2nd Air Rescue Squadron, German Air Force; Judges, Captain Philip Merrick and Dana Smith; Weather Officer, and Forecaster, Colonel Weidman, and Chief Rigger, Sergeant Joe Dodson.

George

Post

AIR FORCE PHOTO, WRIGHT-PATTERSON AFB, OHIO

Senior Master Sergeant George A. Post, assigned to the Requirements and Evaluation Section, Aerospace Medical Research Laboratories, at Wright-Patterson Air Force Base, Dayton, Ohio, is a veteran of 21 years of military service with the Air Force, having enlisted in January 1942 in the Army Air Corps. Following enlistment he was assigned to the Caribbean Theater during World War II, where he served as parachute rigger and personal equipment specialist for the 2th Troop Carrier Squadron. After the Squadron had experienced a number of airplane crashes in the very rugged, inaccessible terrain there, the Commander asked for volunteers to become proficient in parachute jumping so that help could be speedily brought to downed airmen. Sergeant Post was among the first to volunteer, and within five weeks after his assignment as a parachute rigger, he made his first jump, using the fourth parachute he ever rigged.

Assigned to the Wright Air Development Center's Equipment Laboratory in 1949, he had the job of rigging and packing experimental and standard parachutes. Yet, in 1950, when the call went out for volunteers to live-test a new experimental downward ejection escape technique, Sergeant Post immediately volunteered.

In these first tests, explosive charges in the form of cartridges were not used. Instead, a B-17 airplane was equipped with a seat installed on two perpendicular rails located over an open hatch. The volunteer jumper, in his seat, would ride the

rails down and out of the airplane. Sergeant Post was the first airman (the third of a volunteer group of six) to test this phase of the downward ejection development.

He left the airplane at 26,000 feet. Experiencing violent rotation, he soon discovered that the system which was designed to automatically separate him from the ejection seat was not functioning. Although he could have left the seat by manual means, he gave the system every chance of function in the interest of the test.

Finally, at an altitude of 6,000 feet, he went through three of four emergency procedures, successfully separating from the seat and deploying his parachute. For his contribution to this important test program, Sergeant Post was awarded the Air Medal.

In October 1953, the downward ejection seat system (this time employing an explosive charge) was scheduled for a test in a B-47 jet bomber at Eglin Air Force Base, Florida. Again Sergeant Post immediately volunteered to make the test, the very first using an explosive charge to "shoot" a man downward out of an airplane. He was accepted and became the first airman (the second volunteer of a group of four) to be so "exploded" from an airplane.

Due to a malfunction of the system after ejection, however, he was thrown clear of his ejection seat, his main parachute ripping in the process. He pulled the rip cord on his reverse seat parachute. The canopy spilled out of its container but failed to billow. Sergeant Post pulled the reverse canopy back to his body and kept throwing it out into the air stream.

Finally, on his third attempt, at an altitude of 1600 feet, he was able to get it to bellow over his head. Again as a result of the technical evaluation he made, based on his personal experiences, elements of the downward ejection seat system were modified to insure their safety and reliability. For his participation and contribution in this series of tests, Sergeant Post was awarded the Distinguished Flying Cross.

After the escape system had been modified, new tests were scheduled in July 1954. Although two volunteer jumpers had been injured during the 1953 tests, Sergeant Post again volunteered. In this test, he was successfully ejected from a B-47, traveling in excess of 325 knots. For this contribution he received an Oak Leaf Cluster to the Air Medal previously awarded him. The downward ejection seat system "proved out" by Sergeant Post and the others of the group was accepted as standard equipment for all B-47 and B-52 bombers and already has accounted for lives saved under emergency conditions.

In addition to the downward ejections, Sergeant Post has bailed out more than 250 times at altitudes ranging from 1500 to 30,000 feet in tests of experimental parachute canopies, harnesses and automatically-opening parachutes assemblies. He has live-tested many parachute deployment techniques and he has made many test jumps to determine man's ability to escape while wearing such specialized protective clothing as oxygen masks, partial and full pressure altitude suits and pressurized helmets, exposure suits and similar items.



Ready for a drop from 50,000 to 110,000 feet, MS/Sgt. George A. Post is shown dressed for Project Excelsior.

1963 NEW SOUTH WALES CHAMPIONSHIPS

BY HARRY PUGSLY

Two teams each were entered by the New South Wales School of Parachuting (N.S.W.S.P.), Sydney Sky Divers (S.S.D.) and Newcastle Sport Parachute Club (N.S.P.C.) while the Central Western Parachute Club (C.W.P.C.) and the Blue Diamond Skydivers (B.D.S.D.) entered one competitor each.

Competition got under way early on Saturday 9th of March after Charlie Stewart the Meet Director, and president of A.P.F., had dispatched a

wind indicator. Geoff Drinkwater (N.S.P.C.) and Laurie Trotter quickly summed up the tricky ground winds and higher descent rate of the DZ's 3,200 feet altitude and made 18 ft. and 17 ft. landings on their first jump respectively, indicating they were both to do well. Shortly after jumping had started, low thick clouds slowed proceedings down considerably and caused a revision of the event under-way.

By mid-afternoon the skies had cleared except for a thin veil of clouds at about 8,000'. Event 1 had been completed and event 11, ac-

curacy from 1,600 meters was commenced. With three Cessna 182's operating at a faster rate than in the morning, judges and their assistants were kept busy as competitors bombed the target circle. The president of the Newcastle club, Don McKern, then made what was to be the closest hit of the meet with a 2 ft. 4 in. landing. The high clouds against which the jumpers were silhouetted in free fall proved ideal for the spectators.

After the conclusion of the day's competition it was apparent that Andy Keech (N.S.P.C.) would be very difficult to oust as leader in the ac-

PARACHUTING

curacy title, while Trotter, Drinkwater, Glen Read (of Montreal, Canada, competing for the Sydney Skydivers) McKern and Peter Dawson (of New Zealand also competing for S.S.S.) were very close in a struggle for second and third places. N.S.P.C.'s "A" team was setting up an unbeatable lead in the teams' championship.

Saturday evening saw some signs of strain from competition landings in gusty winds. Frank Buffoni and Gordon Mutch were out with ankle injuries, though not serious. Saturday night competitors gathered and swapped jump stories, drank beer, analyzed performances to date and drank more beer. However, most were in bed by 10 P.M. in preparation for the second day of competition on Sunday.

Sunday came bright and clear but soon clouds rolled in, affecting the rate of jumping. While event II was completed, the style event from 2,200 meters had not been completed, and it had to be run through at least once for the Championships to be declared valid. Early in the afternoon the clouds started to break up but after only one shortie in event III winds gusting 30 M.P.H. stopped the jumping. During this interval Gerry Beckett of N.S.P.C.'s "B" team withdrew with a foot injury.

The judges took the break as an opportunity to re-position themselves and the signal panels about half a mile from the D.Z. to facilitate judging the style event. The full value of the radio supplied by a local army unit, with which direct contact was constantly maintained with the scoring and control center, was now appreciated by us all.

Once again fortune smiled, the cloud disappeared completely, the wind dropped, and contrary to all expectations the style jumps were able to be run through twice. With the sun down low and behind the judges, conditions were perfect for observing the maneuvers.

Some flawless series were seen in

this event, notably from Glen Read, Peter Dawson, Bob Lang and Paul Buesnel (N.S.W.S.P.) Allen Jay, and Col King (N.S.P.C.)

Many of these, however, made serious errors on one of their two jumps and lost all points for that descent. An example was King who executed a beautiful set of maneuvers on his second jump only to be disqualified for over-delaying. Thus he lost his chance to finish at least third overall, and possibly second, and in fact did not make the state team of six — definitely the hard luck story of the weekend.

About 200 drops were made altogether, with one malfunction. Job Duivenvoorden had a minor "Mae West" but after checking his descent rate with his instruments, decided not to use the reserve and made a bumpy but safe landing.

Final results were as follows:

OVERALL CHAMPIONSHIPS PLACINGS

And team of six to represent N.S.W. at the Fifth National Championships.

| | POINTS |
|-------------------------------------|--------|
| 1. Andy Keech (N.S.P.C.) | 1486 |
| 2. Bob Lang (N.S.W.S.P.) | 1431 |
| 3. Glen Read (S.S.D.) | 1286 |
| 4. Laurie Trotter (C.W.P.C.) | 1275 |
| 5. Geoff Drinkwater (N.S.P.C.) | 1273 |
| 6. Allen Jay (N.S.P.C.) | 1268 |
| 7. John McKeekin (S.S.D.) — Reserve | 1266 |

STYLE CHAMPIONSHIP

| | POINTS |
|------------------------------|--------|
| 1. Bob Lang | 405 |
| 2. Paul Buesnel (N.S.W.S.P.) | 383 |
| 3. Andy Keech | 374 |

ACCURACY CHAMPIONSHIPS

| | POINTS |
|---------------------|--------|
| 1. Andy Keech | 1112 |
| 2. Geoff Drinkwater | 1086 |
| 3. Laurie Trotter | 1085 |

TEAM CHAMPIONSHIP

By totalling individual scores of team members in all events.

| | POINTS |
|---|--------|
| 1. Newcastle Sport Parachute Club "A" — Keech, King, Jay | 3978 |
| 2. New South Wales School of Parachuting "A" — Lang, Buesnel, Case | 3465 |
| 3. Newcastle Sport Parachute Club "B" — McKern, Beckett, Drinkwater | 3384 |

An interesting point about the winning team is that besides being excellent competition jumpers, they are also brilliant relative work men. In April 1960 Andy Keech took part in Australia's first baton pass with Laurie Trotter and since then, with King and Jay has been a member of the groups that made Australia's first triple and then quadruple passes.

The State Council worked hard in planning the Championships and was well supported by local organizations and non-competing jumpers. Business men donated all the trophies, also supplying DZ pick up vehicles. Radio trucks were supplied by Ophir county council and Orange city council co-operated fully. Max Hazelton closed his crop-dusting operations for the weekend, making available a hangar for packing and sleeping, and an office for control centre. Russ Evans and Tom Curlewis of the Commonwealth Department of Civil Aviation flew in to keep a discreet eye on proceedings and listened carefully to suggestions on improved relations between their department and APF. In Actual fact in N.S.W. the Federation and D.C.A. are fairly well in accord, both parties having met half way on many matters.

Trophies were presented on Sunday evening by Mr. Les Edwards of the Pagaent Committee. And so ended this year's state titles — next stop the Nationals in Adelaide at Easter.

1963 National Intercollegiate Parachuting Championships

Fifty-eight contestants representing seventeen universities from nine states competed at Orange, Massachusetts on 5 May 1962 in the sixth annual meet to determine the best college parachutists, under the auspices of the Parachute Club of America.

Harvard University's second-string team became the National Team Champion, winning the celebrated "Gavin Gavel", symbol of college supremacy! The team was composed of John Leibacher, William Bacon and John Lawrence. Points were awarded on the basis of accurate landings. The Harvard contingent scored a total of 994.09 points out of a possible 1200. Points were deducted from each meter away from the center of the target cross.

Second place team was Harvard's first-string team, composed of Nick Soutter, David Winger, and Robert Thompson, compiling a total of 936.93 points. Boston University took third spot, Montana University was in fourth place and Northeastern University placed fifth.

Other colleges represented were the University of Massachusetts, St. Joseph's College of Pennsylvania, Findlay College of Ohio, Newark College of Engineering, Columbia University, Southern Illinois University, Syracuse University, Dartmouth College, University of New Brunswick of Fredericton, Canada, Tufts University, University of Vermont and Massachusetts Institute of Technology.

The individual National Intercollegiate Champion and his scorer was Richard Roberts of Southern Illinois University, totaling 383.93 points out of 400. In second place was Robert Thompson of Harvard University with 380.97 points, followed by William Ross of Northeastern University with 376.59 points.

The closest jump of the meet was one foot and 11 inches made by Steve Graham of Northeastern University. This was the first time that females were represented in the Intercollegiate Championship. Miss Dale Williams and Miss Marianne Kirkland, both from the University of New Brunswick, competed.

Meet Director was L. Stanley Zielinski of Buffalo, New York. Grant Perry of the Orange Sport Parachuting Center was Assistant Meet Director, William Jolly of the Orange Sport Parachuting Center was Safety Officer, Chief Judge was Art Max of New York City, Betty Driscoll and Major John Albree were Assistant Judges.

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(continued from page 4)

ence of being suspended under an open canopy for the first time cause many students to do nothing more than float and enjoy the ride for the first minute or so. Then, suddenly, the student realizes the ground is coming up fast and he prepares to land. Using Mr. Sinclair's method, the student must face into the wind, neutralize his canopy, look at the ground to check his drift, slip into the wind and come in feet apart looking at the ground.

No matter how complete and exhausting the training, many, perhaps the majority of, students would not be able to accomplish all these actions properly. Also, the natural reaction of a first or second time jumper who looks at the ground is to draw up his legs, with usually disastrous consequences.

Under ideal conditions and headsup jumping, the type of landing espoused by Mr. Sinclair is all right. The point is that many things can and do upset the conditions of a neutralized canopy and upwind heading, and many students do not always make a jump "like they were told". The "defense action" PLF has, and will continue to, save many a broken ankle and/or

leg.

Mr. Sinclair's article has definitely been an asset in providing us with an opportunity to evaluate our present landing techniques and add a few ideas for landings on the "good" days. I'm sure, however, the "crash landing" PLF will continue to prevail for students and for times when the ideal landing attitude becomes impossible or unobtainable due to a last-second, unforeseen occurrence.

Gerald K. Myers,
Secretary,
Fort Gordon Sport
Parachute Club

Basically what is needed to improve student jumping is:

1. Better jump runs and exit points, this probably should be controlled by radio from the D.Z. controller, it should be compulsory for

student jumps and an advisory service for all others.

2. More positive communications with the student by using louder public address systems, helmet radios, helmets with ear holes etc. It also helps to have an accurate jump manifest on the D.Z. as the student will respond to directions more quickly when he is called by name over the P.A. system.

3. The most important need is still for MORE AND BETTER INSTRUCTIONS AND EXERCISES IN THE CONTROLLING OF THE CANOPY. On a student jump it is the D.Z. Instructor who determines the jumper's heading etc. and it is he who gives the command to pull risers etc., but with PROPER GROUND TRAINING the student will respond correctly. It is the D.Z. Instructor who is charged with the responsibility

(continued on page 22)

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(continued from page 21)

zone is improved by the presence of a nice looking fellow. A friendly smile from the same improves the morale of the opposite sex and increases the fellowship of the sport.

3. LOYAL. A jumper's husband should be loyal. Knowing sufficient about the sport, he should be able to say, "Didn't you see that sudden cross wind catch Peggy"? or "I don't think she meant to stand up that time". He should be firmly convinced that his wife is the best jumper (for her experience) in the local spc.

4. CAPABLE. A good jumper's husband should know how to mix a "flaming streamer" and how to keep the evening beer cold all day in the sun. He should be handy with a shoemaker's needle and should know how to cook a steak outdoors.

5. SENSIBLE. He should have a good sense of proportion. He should realize that a new car and days off from work for reasons other than jumping are needless luxuries when there are rigs to be bought. He should also realize, like many other duty-bound husbands that the phone is in the home for conversing about jumping any time or all the time if the wife so chooses.

6. QUIET. A good jumper's husband should never interrupt a jump story. He should be seen and not heard, except when discussing his wife's virtues.

7. PATIENT. He should be willing to act as a shotbag, patiently and without objection sitting on the suspension lines while his wife leaves temporarily to watch a wind drop or to greet a buddy. He should realize that nights with full moons were made for night jumping, and should be able to sit quietly in the car while his wife walks a couple of miles back to the drop zone after the jump.

8. MOST IMPORTANT. He should leave his wife's parachutes alone, except on direct request, and should realize that his place is on the ground!

P.S. May I add a No. 9 to your list?

9. THE REAL IDEAL HUSBAND. He enters into jumping with as much enthusiasm for it as his wife; thus, he treats her as a team mate not only in marriage, but in this wonderful

sport of parachuting as well.

Our friend, Mr. Whitworth was only poking a little fun at you gentle creatures, Peggy. We are sure that he ment no harm. We have had the opportunity to jump with quite a few females, and most of them are quite proficient. On the other hand, we at PARACHUTE feel that jumping is not the sport for the majority of this earths inhabitants, and this is especially true of most women. They simply do not possess the necessary mental attitude for delayed fall parachuting. Some women have it, the average does not. If the slipper fits

I have just received the February and March issues of Parachute Magazine. Your interesting articles and photographs were not only enjoyed by me but also by the rest of my family including my four sons. I took up Sports Parachuting last year at the Orange Sports Parachuting Center, Orange, Mass. A finer and more qualified group of instructors would be difficult to find. These individuals have given me a feeling of confidence and trust in the equipment that is being used at this Center. They really have shown me what a wonderful sport Parachuting really is.

I am also enclosing \$2.00 for your first four issues of Parachute Magazine. I certainly hope that you still have them on stock in order that I may keep up with the trends of Parachuting.

Mr. Camille A. Cote
Manchester, New Hampshire

(continued from page 5)

ty of noticing wind shifts and having the student make the proper corrections. There is no acceptable reason for any student having to land off the D.Z. or having to encounter unexpected obstacles on the D.Z. as these are also the responsibility of the Instructor.

When attempting a controlled

canopy landing a sloppy student may end up landing with a mild occilation but if this is not within safe limits the instructor simply tells the student to hold his legs tightly together, his elbows in, (the basic PLF position) and ride out the force of the landing, which is all any of us do in such a situation. The classic weight shifting knee swinging, training platform PLF has no real life counterpart, for if you have time to make a good one you were not coming in hot enough to need it.

If students open in the proper location, hear the instructions from the ground and still make landings off the D.Z. or with very poor canopy control it indicates the need of new instructors who can better convey to the student exactly what is expected of them in the air.

B.S.

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P.S.

Sfc Joe M. Gonzales catches four members of the Army's Golden Knights playing the old game of horse and rider over Fort Bragg, North Carolina.

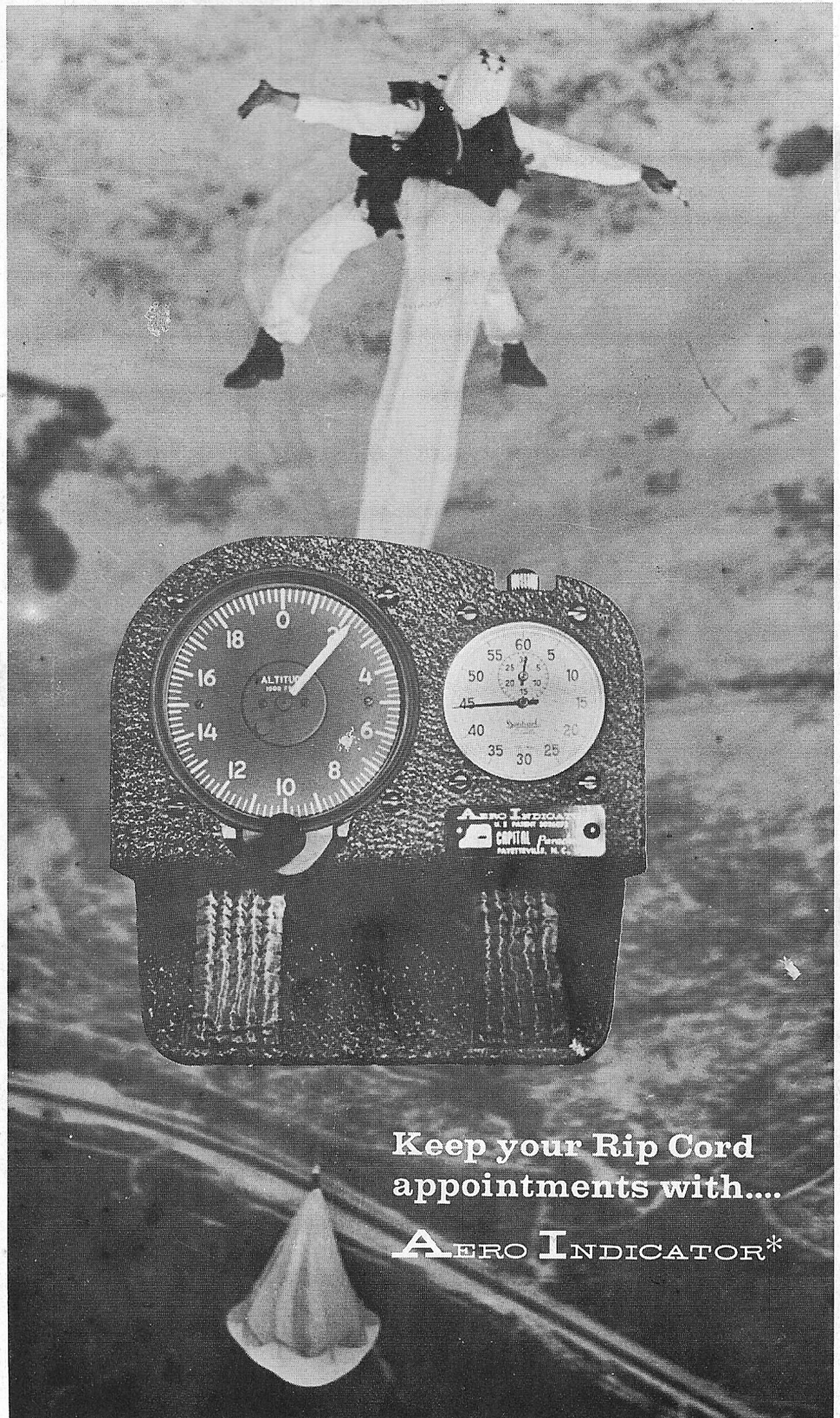


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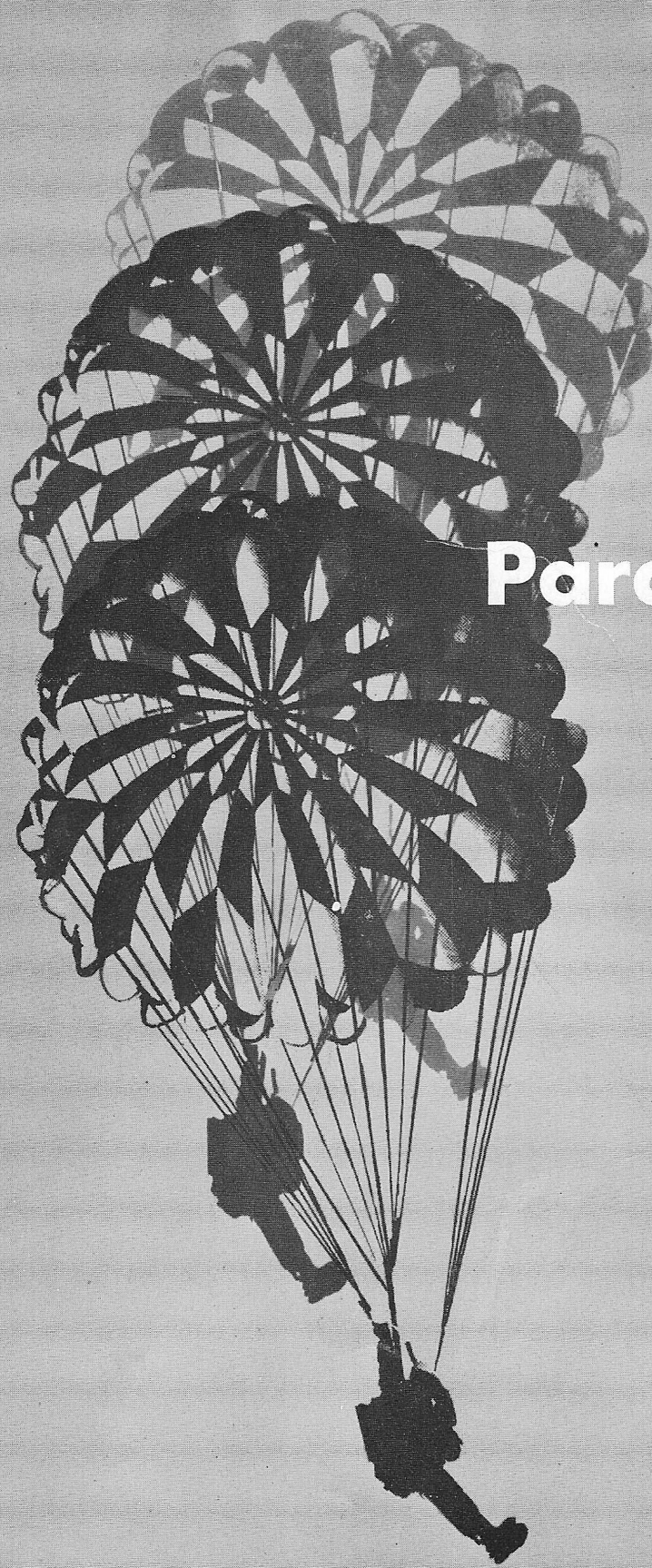


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