

PARACHUTE

JANUARY-FEBRUARY 1964

FIFTY CENTS



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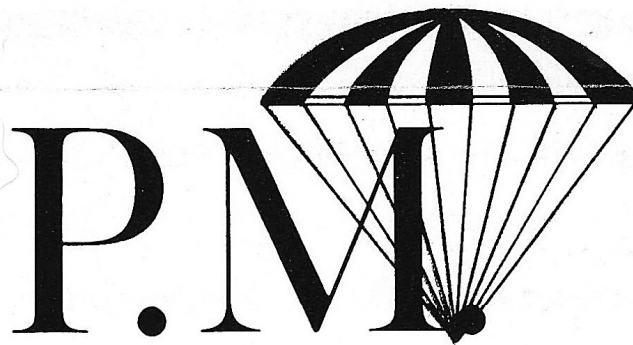
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COVER

Ripcord jumpers Leigh Hunt, Howard Curtis, and Doyle Fields prepare to kick off for a filming session over Piru, California. Photo shot by the Pilot, the late Bob Reddick. Camera mounted on tail of the jump aircraft.



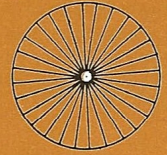
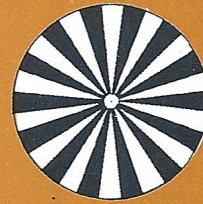
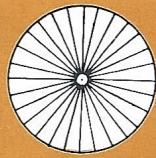
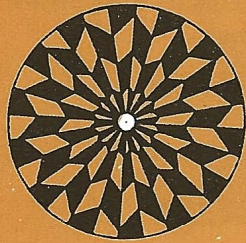
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*** AROUND THE DROP ZONE ***

LATIN SKY DIVERS
PARA FIESTA JUMP MEET
CASH AND TROPHY JUMPS
April 4th and 5th, 1964

THREE EVENTS:

1. Accuracy, two jumps from 3,500 feet.
2. Three man team tamale pass and accuracy from 7,500 feet.
3. Money Jump. Accuracy from 5,500 feet.

For More Information Contact:

Ray Guerrero,
569 S. Margaret Ave.,
Los Angeles 22, California
Phone: RA 3-3724

LAKEWOOD, NEW JERSEY

August 29, 1964

Lakewood Open Meet. Formal Open Competition.

For More Information Contact:

Lakewood Sport Parachuting Center
Box 258
Lakewood, New Jersey
Phone: 201-363-4900



Enclosed is a shot of one of our local parachutists. He is Chuck Leaver of the Cleveland Parachute Club, Middlefield, Ohio. It was shot during an exit from 3500 feet by myself.

Frances Kaczmarek
East Cleveland, Ohio



AGGIE INVITATIONAL PARACHUTE MEET

Hearne Municipal Airport
Hearne, Texas. April 25-26, 1964

FIVE EVENTS:

1. Novice Accuracy, two jumps from 3,000 ft.
2. Intermediate Accuracy, two jumps from 3,800 feet.
3. Senior Accuracy, one jump from 5,500 feet, with RT, LT, BL.
4. Three man team baton pass and accuracy from 7,200 feet.
5. Style, one jump from 7,200 feet with "Bragg Series".

PCA Membership Required.

For More Information Contact:
Box 4076 College Station, Texas.



LIVINGSTON

ORANGE, MASSACHUSETTS

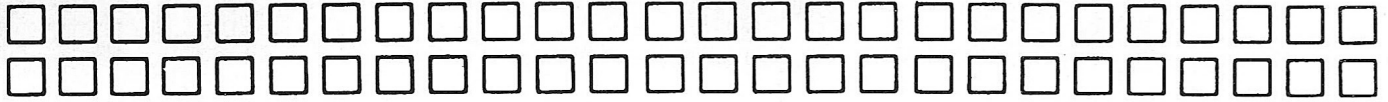
May 2, 1964

Annual Sectional Championship,
Accuracy only.

For More Information Contact:

Orange Sport Parachuting Center
Box 96, Orange, Massachusetts
Phone: 617-544-6565

LETTERS TO THE EDITOR



Please find money order in the amount of five dollars enclosed for subscription to your beautiful magazine. I fell in love with the first one I saw! Is there a chance that I could buy back copies?

Thanking you very much, I remain . . .

Yours Sincerely,
Thomas E. Williams
U.S.A.F. APO 132, N.Y.

We are glad that you like the magazine, Thomas, and back issues are available. See page 23 of this issue for information on them.

Here is a one year subscription to your magazine. I've been reading the three leading parachute magazines for the past three years, and have seen a lot of progress in each. The biggest fault I find with each is a lack of attention to competition. Let's try harder to include more meets in your "Around The Drop Zone" with more information about each. The readers should be able to 1 these coming events before they are READY over with, and you could include more facts about each meet.

Try to include more facts on your Competition coverage. I think that individual accuracy distances, as well as style, and times should be listed with each 1st, 2nd, and 3rd place winner. Your coverage of the '64 Nationals was a fine job, and the same holds true with the many fine air-to-air photos which you publish in each issue.

I'm tired of reading parachute poetry, corny cartoons, touring through helmet factories, and reading the adventures of jumpers in far distant lands. Why not develop your magazine entirely to those serious about competition. It is the efforts of these people that make this thing a sport.

Kevin Brady
Long Island, N.Y.

Thanks for the critique, Kevin, and we will use some of your suggestions. The problem on competition coverage is a tough one. We cannot travel far to cover a meet at this time, but welcome coverage from outside sources. We have a printed memo to contributors that is sent out on request, and we encourage people to send in info on meets for publication in PARACHUTE. We need outside help on this. We are glad to list meets in our Around The Drop Zone column, but require 90 days advance notice in order to keep things current. It has been common for us to receive these notices about two days before a meet, then have the sender wonder why we did not publish his info on coming events.

We will have to pass the buck on poetry,

helmet factories, etc., "not guilty". Jumpers in far distant lands? We have a certain percentage of foreign readers, and try to give them fair coverage. Do you object to the articles on page 10 of this issue? As for more coverage on Competition, let's ask some more readers for their opinions and see what they think. Fair enough?

This letter should serve a dual purpose; the first being a change of address. That is pretty routine.

The second is a bit of an oddity. Since I requested a subscription to PM last October, I have received four copies. I got the mimeograph you had enclosed in the folders and realized that you are having a bit of a snafu, but three of the four are the same issue. I would hate to use up a years subscription that way. Don't take this as a complaint because it is not meant to sound like one, I just thought that I would mention the fact as long as I had to send in a change of address.

Also, I would like to get one of your back issues in which you ran an article on "The Perfect Wife". Can do?

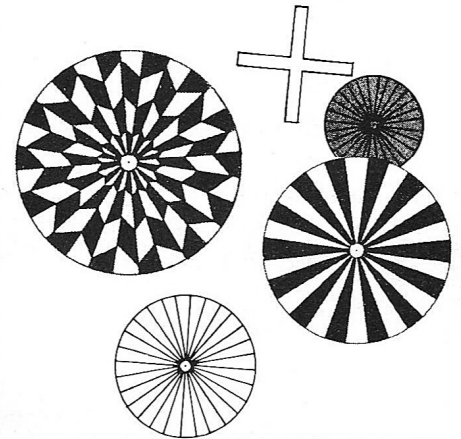
James H. Howard
Cincinnati, Ohio

We have completely revised our circulation system, and in doing, we made sure that no one was slighted. If in doubt, we sent an extra copy out. The extra issues that you received will not effect the duration of your subscription.

The back issue that you have requested has been sent. Also, you may wish to take advantage of some of the other back issues offered on page 23 of this issue.

subscribe!

PARACHUTE magazine



PARACHUTING EXCURSIONS

Fly with us to West Coast Jump Centers, and broaden your jumping experience. We are scheduling monthly tours to the following places:

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May.....	Calistoga, California
June.....	Reno, Nevada
July.....	Ensenada, Mexico

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RIPCORD, 4107 W. Ave. 42 Los Angeles 65, California

SMOKE

PHOTOS BY H. W. STEWART & McCALL SMOKE JUMPERS

Lined up in front of the old Ford Tri-Motor, these men are ready to jump into a forest fire at a moments notice.



JUMPING



The next time you feel like complaining about your local DZ facilities, you might consider trying this baby out for size!

One of the most interesting visits that we have had in our travels was the one with the Smoke Jumpers at McCall, Idaho. McCall is a training area for young smoke jumpers, and is next to Missoula, Montana in stature.

The work is seasonal, and the staff consists mainly of young men, mostly of college age. There are two or three men that stay here the year around, maintaining the shop, barracks, and loft. So, this place jumps during the summer months, but is in hibernation during the long winter months.

When shown through the facilities, we were very much impressed by the training grounds, equipment buildings, and one of the best looking parachute lofts this side of Fort Bragg. The gear worn by these men does not hold much appeal to a Sky Diver, but then, it is a must for crashing through the top of a pine tree into a hot spot.

These guys not only have to learn low altitude jumping procedures, but must be well orientated on fire fighting methods as well. The school here is tough, and a young man can have something to be proud of upon completion. *(continued on page 8)*

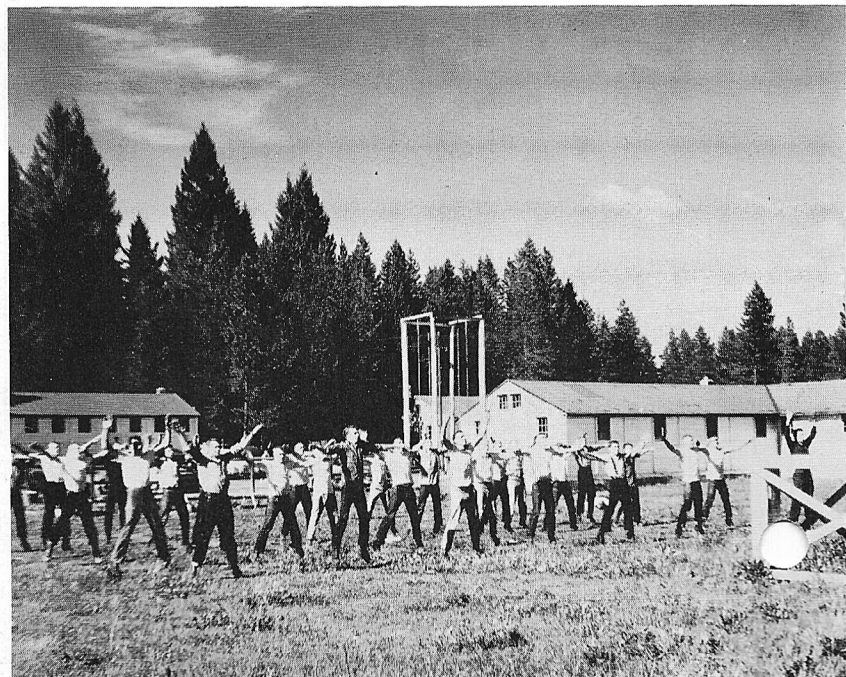
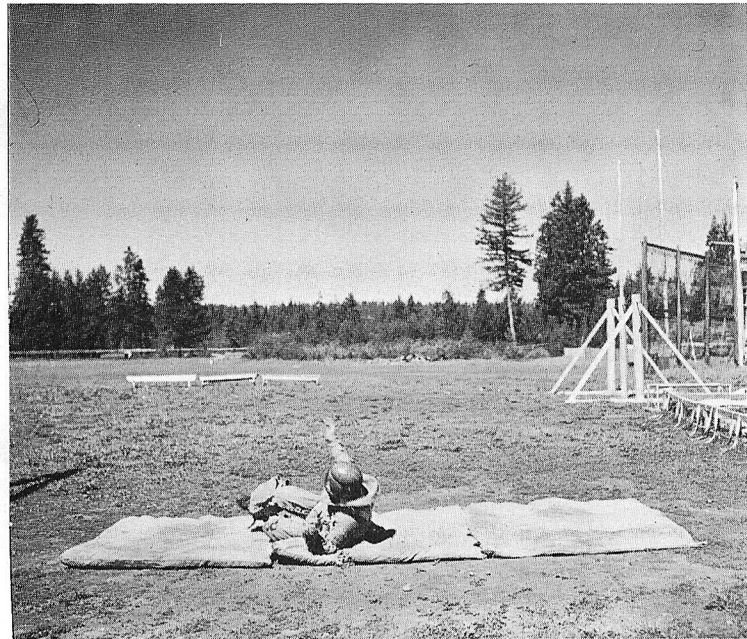


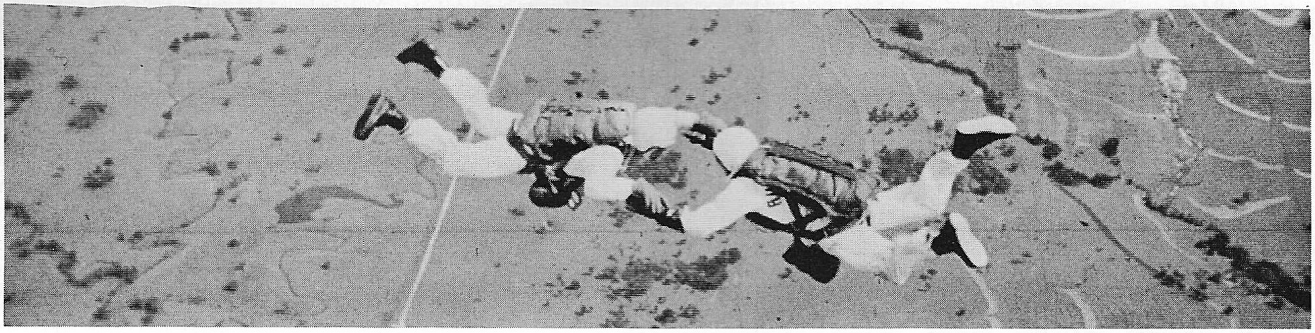
A shot of a portion of the loft at McCall. This place is exceptionally clean and well maintained.

We could not get over the way that these people have kept themselves divorced from Sports Parachuting. The U.S. Forrest Service prohibits their employees from Sky Diving, and that is that. It seem that they are afraid of adverse publicity resulting from a possible fatality. We feel that this is a rather archaic attitude, and hope that someone can cut through the miles of red tape and correct this problem.

We enjoyed our visit here, and had fun jumping into their Drop Zone, although the ground elevation was a bit high for our blood. We think that Smoke Jumping is a great thing for a young man seeking summer employment, and heartily recommend it.

Some people jump with Pioneer jump suits and Bell helmets, others jump with canvas coveralls and a face mask! Note the large collar for extra face and neck protection.





Known as the Anne Batterson of Australia, smiling Cathy Williamson carries a baton and waves to the photographer.



Photos by
ANDY KEECH,
AUSTRALIAN
PHOTOGRAPHER

Glen Read and Bill Molloy in mid-air antics over Cessnock, New South Wales.



LANCASTER, CALIF. D.Z.

by RON SIMMONS

PHOTOS BY BOB BUQUOR, RALPH WHITE

The closest Drop Zone to the Los Angeles City Hall is situated at Fox Field, Lancaster, California. Comparatively easy to reach by freeway, it is also easy to fly into.

The airport has huge runways; large enough to accommodate a DC-7, should you happen to bring one along!

The DZ staff consists of a very congenial group, among whom are jump instructors Jack Smith and Ralph White, pilot Chuck Hill, his ebullient wife, Pep, who runs the manifest, and one or two hangers on, whose duties are dubious. The typical jumper at Lancaster is adept in parachuting and dedicated to the sport.

Dedicated he should be. The Antelope Valley area where this DZ is located is flat as a board, with a 5,000 foot mountain range to the east. This was formed, it appears, as a result of the prevailing winds having blown the parched dust from this desert area into an increasingly high mound. If your wife or date is masochistically inclined and insists on accompanying you to this DZ, tell her to bring a ski suit and a bikini. It will either be very hot or terribly cold, and it is unpredictable.

These people do run a good jump center at Lancaster. They are conscientious about training students. They offer you a choice of Cessna or twin Beech aircraft to jump from, and the Lancaster Beech has lifted Sky Divers on quite a number of fun jumps.

Lancaster Instructor Jack Smith displays good form during cross over pull.

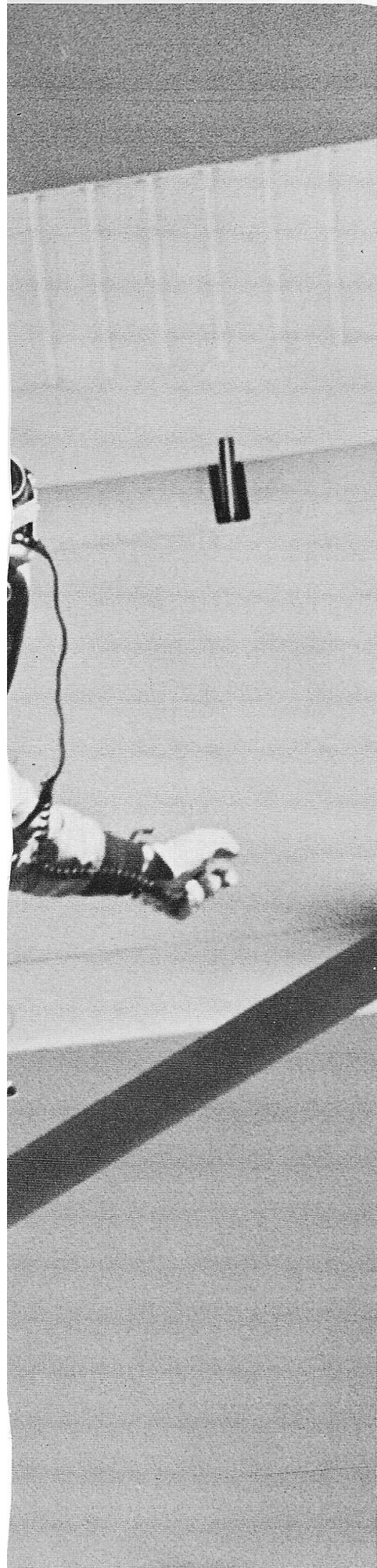




Looking like a flying zebra, Ed Drumheller of Los Angeles Skydivers closes on other jumpers during relative work over Lancaster.







Jack Smith and Ralph White try a little form flying over this desert Drop Zone area.

Go, Man! Bob Buquor leaps from Cessna in his haste to catch Ralph White, who is at this time shooting a picture of Bob.

Personable Jeanni McCombs carries the American flag over Lancaster.



A Jump Story

by 'Cy' STAPLETON

PHOTO BY CARLOS WALLACE

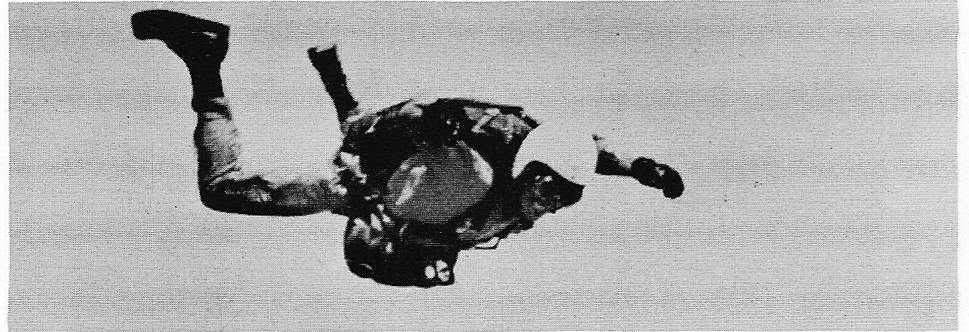
On my 98th jump, I learned a lesson I am not likely to forget for many moons. It was a beautiful afternoon here in Houston with a zero wind condition. Carlos Wallace and myself were going to attempt to make a baton pass where each of us would exit a different plane. Carlos was to break away from me at 3000 ft, then pull on me.

We got the planes within a reasonable distance from each other, exited them, and made our pass as planned. At about 3000 ft., I took my floating ripcord out of its pocket, holding it in my left hand, and at about 2500 ft. I pulled. Nothing happened. I waited, still nothing. Finally I dipped my right shoulder, still nothing. Carlos decided that I was not going to pull, so he pulled about the same time I popped my reserve, and made a normal descent. Knowing I had a complete malfunction, I rolled onto my side as I pulled the reserve ripcord, knowing that at terminal it would deploy itself post haste. It did, but at that same instant I felt my pilot chute pop out and the sleeve began to unpack. I was now in a slight head down position. Instantly I straightened out and looked up to check my canopies. My heart was in my mouth when I saw what was above me. My reserve had barber polled up my main and neither was open. Fortunately the reserve had just wrapped around the main and did not go through any of the lines. It was easily and quickly unwound, and both filled up at about 1500 ft. I rode them both on down.

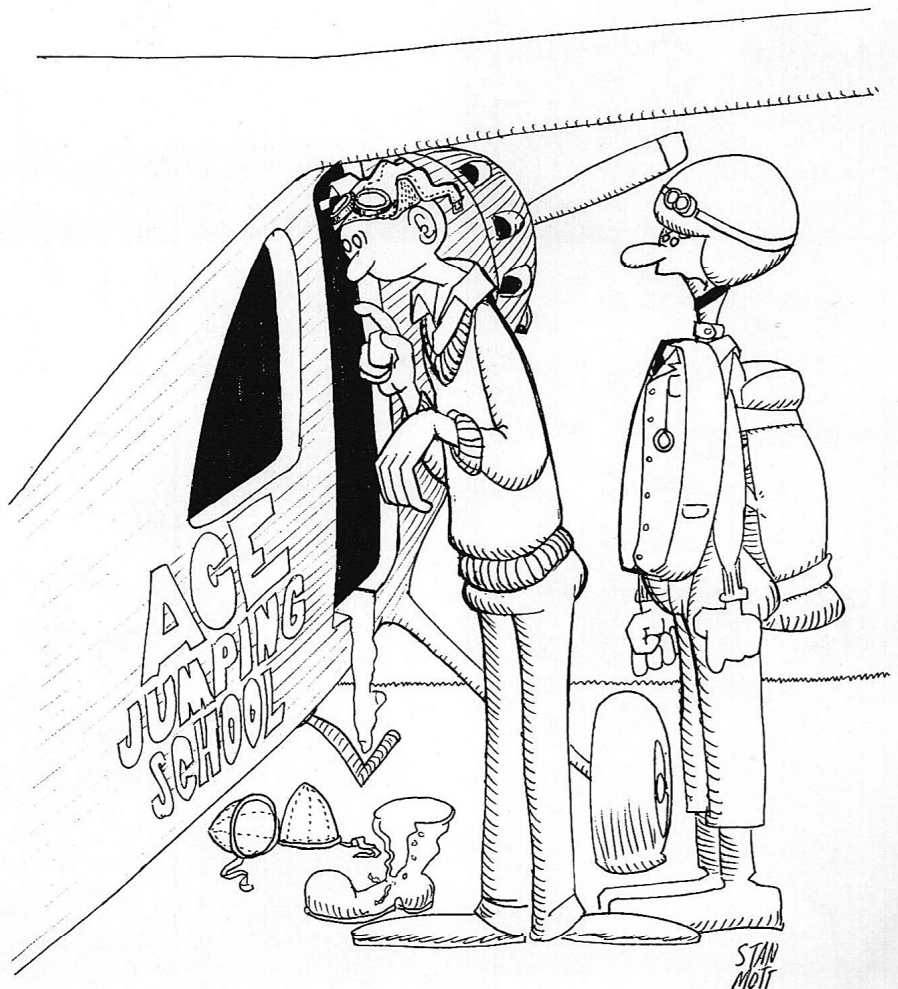
When I landed, Carlos came over and said that at the time he pulled, my tray was still closed. The reason for this? I had become accustomed to the habit of not fastening my bungees. By not doing so, it made field packing a little easier, and what good were they? I had made many jumps without them with no problems at all. Well, I learned my lesson the hard way. They do have a purpose, and the day will be pretty cold when I jump asking for a complete malfunction again.

In some circles it might be considered the thing to do, to deviate from the norm. Henceforth I will stand outside those circles. Old Uncle "Cy" wants to be around to make that next load!

'Cy' on a subsequent jump, with bungees in place



"Golly, Elmer! Do you think you can give Miss Bloomer her relative work lesson later? I gotta use the airplane! Elmer . . . Elmer . . . Elmer, Hey Boy!"





Georgia Peach prepares for parachute jump.

DROP ZONE WEDDING

PHOTOS BY COLUMBUS LEDGER ENQUIRER

A half hour before marriage, Claude Johnson and Ann Edgar prepare to load aircraft for Ann's first jump.

Little Ann Edgar, a 22 year old petite blond, zipped herself into a nylon flight suit, laced up a pair of new jump boots, and prepared for the thrill of a life time. She was ready for her first jump, to be followed immediately with a drop zone wedding ceremony.

Fort Benning Sport Parachute Club president, Lt. Col. Scott Madding, gave Ann last minute instructions and a rigger check. Next she boarded the aircraft with Claude Johnson, a 27 year-old Ft. Benning Ranger; her future husband. Also on board was Sam Fountain, another Ft. Benning paratrooper, and the best man.

The aircraft came over the DZ on jump run with some 2,000 spectators watching the groom, then the bride, and then the best man exiting in that order. Claude made a standing landing on target, while little Ann did a PLF about 300 feet away. Her father, an ex-paratrooper from World War II, ran out and helped her out of her rig, then hugged her, picking her off her feet and slinging her around in the air.

Some 30 minutes after take off, the couple were man and wife. The idea had begun as a joke, but developed seriously as they made plans for their marriage.



NEW RECORDS THE

US ARMY PHOTO BY SFC JOE GONZALES

SFC Phillip J. VanderWeg, of Wayland, Michigan, displays the record of the U.S. Army Parachute Team at Yuma Test Station, Arizona. Checking the Team's accomplishments are (l-r) Colonel Robert H. Colwell, CWO J. T. Quinn, SFC VanderWeg, Capt. J. R. Himes, and Capt. Roy D. Martin and Charles L. Mullins.



FOR ARMY TEAM

By LT. WIL GOODRICH

On February 19, 1964, a successful contingent of Army parachutists returned to their home at Fort Bragg, N. C., with 70 world parachute records in tow. It marked the first time that one team — the US Army Parachute Team — or one nation — the United States — held a majority of all world precision parachute records.

Parachute records for the uninitiated are a curious thing as there are so many and so many ways to set them. For the Army parachutist, however, they are an extremely serious business. To a member of the Golden Knights, as the Army Team is nicknamed, world parachute records are a vital tool in his phase of the cold war of competitive parachuting. They are also the most accurate method of determining skill.

Briefly, world parachuting records are of two types; altitude and accuracy. Altitude standards go to the individual or groups that jump from the highest altitude or fall the farthest before opening their 'chutes. The less glamorous but more difficult accuracy records recognize the jumpers' skill by requiring a precision landing.

A total of 160 records for men are acknowledged by the Federation Aeronautique Internationale, the world governing body for aviation sports in Paris, France. Thirty-two of these marks are altitude with the remaining 128 for precision landing. Methods of claiming one of the 128 are about as numerous as the records themselves. Basically, there are two major divisions; day and night. These divisions are broken down by individual or groups of three to nine-man attempts. Records are also awarded according to one of four heights from which they are attempted; 600, 1000, 1500 or 2000 meters. Finally, they are grouped according to the fall — either the parachutist opens his canopy immediately or delays at least five seconds.

The see-saw struggle for world records involves the United States and six Communist Nations. With the exception of one record held by Canada and two still unclaimed, these seven nations hold all of the 128 records. However, less than three years ago, 98% of all records claimed were held by the Communist Bloc.

The Army began a campaign in January 1962, to change that status. Their first attempt saw only 19 records fall in better than two months of attempts at Yuma and El Centro, Calif. These few records were enough to disturb the Red 'chutists, though, and by the end of the Team's 1962 competition-demonstration season all but 11 records had been reclaimed.

January of 1963 saw the Team back at the Yuma Test Station with night records the goal. One month with 23 days of jumping saw 39 records fall and the US Army Parachute Team pass the Soviets in total records. The Communist Bloc still held an overall edge though, and they immediately began to reduce the preoccupied Army Team's total. By January of this year they had succeeded in dropping the US number to 35 and upping the Soviets to 37.

Once again the Team abandoned its home station in favor of the better climate of Yuma. This year proved to be a bitter disappointment to the CONARC. As it was able to operate on only 13 days out of the month. However, they were fruitful days as the Team racked-up 594 jumps in breaking 10 Soviet, two Czech, three East German and two Yugoslavian records and one Rumanian mark. In addition they set 17 records that had not been previously attempted. In spite of high winds, the Army Team managed to regain the superiority in the world records lost last summer. With the new addition of 37 records, two of which were already held by the Team, the free world can

now boast of 70 standards or 55% of all accuracy records. For the first time in the history of sport parachuting, the United States holds a majority of all precision records.

It was also a good month in another respect for the officer in charge of the Yuma team. During the first week, Captain Charles L. Mullins, executive officer of the Army Team, was promoted to that rank. Under his direction, the Team's 37 new records were accumulated including three day-group marks, 32 night-group marks and two night-individual standards.

Individual marks differ from group attempts only in that the parachutist must make two jumps for each record. The average landing distance from target center is then recorded. With average distances of 83 and 86 centimeters (approximately 33 and 34 inches) Staff Sergeant Richard C. Harman of Enid, Okla., broke a Russian and a Rumanian record. On each record, he scored a dead center landing as one of the two distances averaged.

Spirit and motivation were high among the Army 'chutists as they made jump after jump from the U1A aircraft. Maintained faultlessly by Sergeant Robert J. Givens of Wabash, Ind., the Otter supported the Team without fail. It was flown by Major Donald Willey and Captain Andrew Kirkpatrick of Fort Gordon, Ga. Their outstanding skill and dedication, according to Captain Mullins, was a primary factor in the Team's success.

Calling a halt to the Team's record attempts was the advent of the year's demonstration season. The 1963 total of 100 shows is rapidly coming into jeopardy of being exceeded as the Team inaugurates their new season this weekend with a trip to San Juan, Puerto Rico. Trips to France and Germany will also highlight activities of the US Army Parachute Team in 1964.

Jumping the Bell Bubble Shield

PHOTOS BY BOB BUQUOR

Having watched quite a few motorcycle riders buzzing around with what looked like fish bowls over their heads, we decided to try out this "built in windshield", during a jump. Several types have been tried. Helen Lord, Rod Pack, and Ron Simmons have played with them on quite a few jumps.

Bell-Toptex first provided us with the snap on model. It was thought that the wind blast would be strong under the chin, so we tried a neck curtain. With the shield on and our neck curtain tucked under the helmet chin strap, the bubble had a tendency to fog up quickly. So, we positioned the shield close to the face, installed two extra snaps over the cheek bones, and threw away the curtain. This made breathing easier, did not bother the jumper in free-fall, but still did fog up when the jumper exhaled strongly, and was ripped off immediately after contact with the ground by more than one claustrophobic jumper.

We went back to Bell-Toptex with our jump stories, and were given the ultimate in parachuting face shields. This baby, (shown in photos on this page) is hooked on with a swivel fastener, has been pulled in close to the face, and uses the two extra snaps over the cheek bones to insure that it will not lift off during free fall. It is just the thing for sky diving, and we had no problems with it.

We find that the best routine with it is to wear the shield flipped over your head until you are on jump run. At that time you can pull it in place, attach the two snaps, and give visual corrections to the pilot, rather than verbal. During the first jump or two, you will notice that everything below appears a little closer, and the jump appears objective to you — like watching a jump on TV. There is no wind on your face, and the visibility is superb. Once you unpack you will probably exhale, and fog the shield. No matter; just flip it up over your head, and crank in for target with no goggles to bother you.

Wearing a face shield is simply a matter of taste. There are varied opinions on them, and we shall not attempt to suggest that you do or do not wear one. We will say that if you do want to wear a shield, this particular one is a good choice.



Jumping the Mark IV-B Deployment Bag

PHOTOS BY BOB BUQUOR

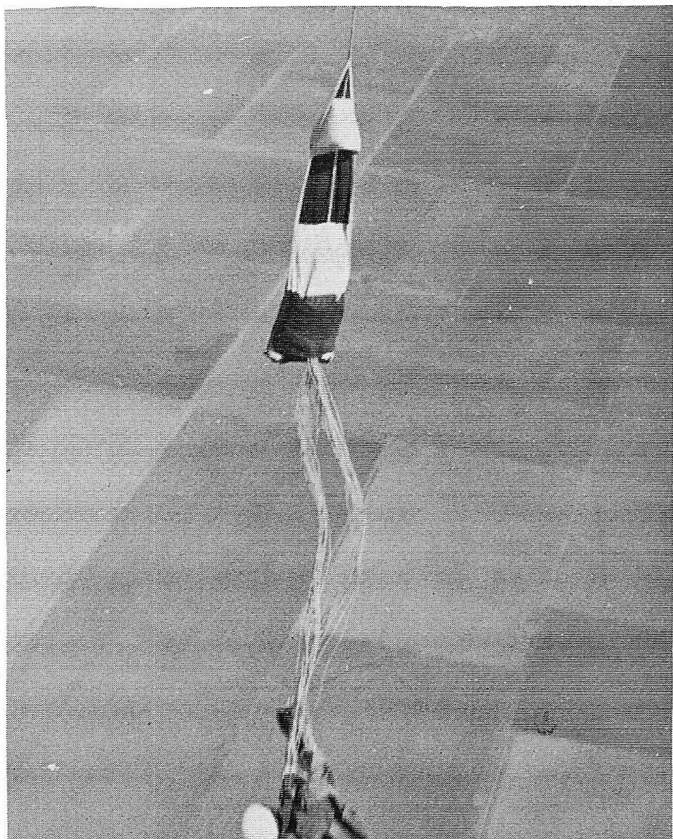
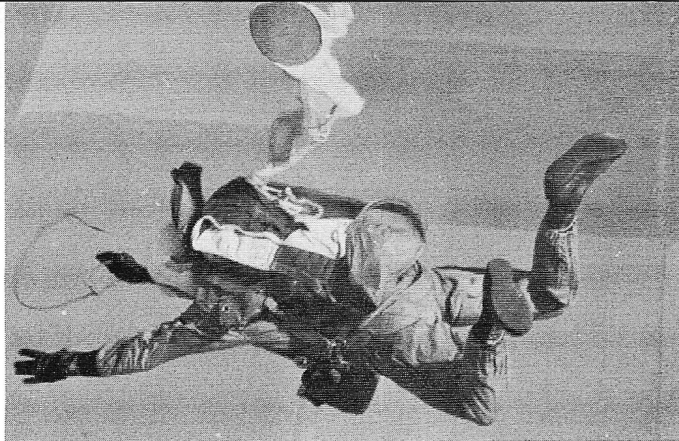
Dan Poynter of Paladin Sport Parachutes in Oakland, California provided us with an interesting device, a bag with a tail on it.

This new bag is a neat looking item, showing careful attention to detail. The line cover flap is closed with Velcro Tape, rather than snaps, and the snaps on the bottom closure flap are made of plastic.

We have put quite a few jumps on this item, and we like it. Packing takes about as long as with a sleeve, but the container is easier to close with the bag inside, than with a sleeve. It has given us quick, stable openings, and we have had absolutely no pilot chute hesitations with it. One pilot chute is sufficient to pull the empty tail out of the container, and the assistor pockets on the top side of the tail aid in deployment by helping the pilot chute pull the bag out of the container.

Newer jumpers that have not seen a bag before have been skeptical when they have seen the bag stretched out on a packing table, they don't seem to understand it. We have been told that the bag does not allow for mistakes in packing. This could be true. We suggest that whatever you jump, a bag or a sleeve, pack it right and you will never have to wonder what happened.

Dave Keaggy unpacks the Mark IV-B Deployment Bag over Arvin, California



Jumping the Cessna Super Skywagon

by REYN WHITE

Louis Johansen exits over the Kansas farmland.



Cessna Aircraft Company invited several of us jumpers from Air Capital Para-Center, Inc. to meet with their officials and jump from their new utility aircraft. The 206 Super Skywagon is unique, in that it was designed and produced by a major manufacturer with Skydiving in mind.

We had our first look at the new 206 at Wichita's municipal airport. It resembled the common Cessna 182 series, with an enlarged and elongated cabin area. The most significant changes are the 42 inch wide cargo doors located on the right side behind the wing, and the 285 HP six cylinder fuel injected engine. This new plane lists for \$22,950 f.a.f. Wichita, with standard equipment.

We decided to leave all of the seats in place for the jump test, with the exception of the right center seat. We removed this to give more room by the doors. We removed the two cargo doors, as this aircraft is factory approved for this operation. With five seats still in place for sake of comfort, we off loaded approximately 17 gallons of gas in order to remain legal.

Take off was with 10 degrees of flaps and climb performance was very good with 90 MPH airspeed indicated. The advertised rate of climb from sea level is 1560 feet per minute with 2600 pounds of cargo. The cruising speed is 166 mph, with a gross weight of 3300 pounds. We made our jump run at 80 MPH. Stable exits were easily accomplished by placing the left foot on the step, taking the hand grip in the left hand, and pushing off in the direction of flight; much the same as with the step equipped Norseman.

The Cessna 206 was a very comfortable aircraft to jump from, with much more than adequate performance. It would be a very good investment for someone that does cargo or bush flying, and also lifts Skydivers.

Aircraft loaded with five jumpers, ready for take off. Don King is at left, with Reyn White next to small wind deflector.



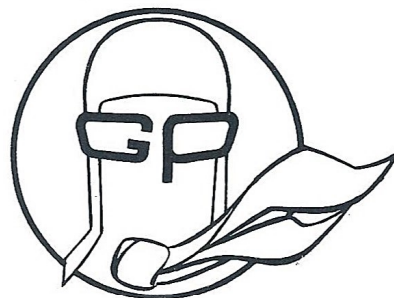


What P.C.A. Offers

Parachuting statistics
 Association with parachutists
 Research reports
 Assistance in record attempts
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 Help to new-forming groups
 Unity of effort
 Training for instructors
 Insurance
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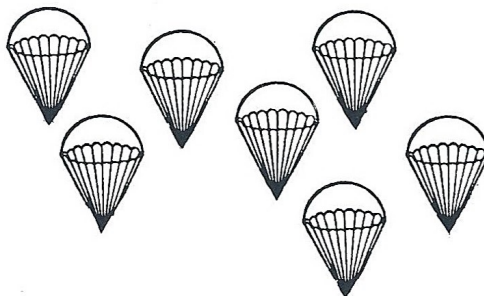
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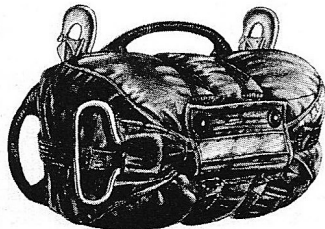


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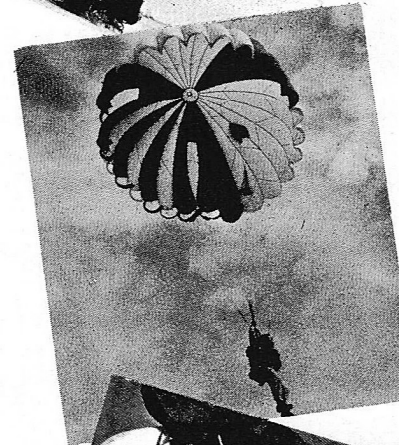
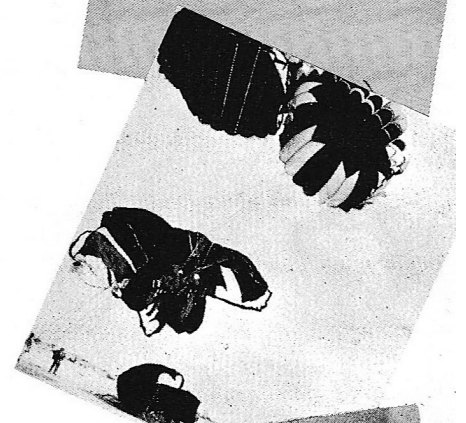
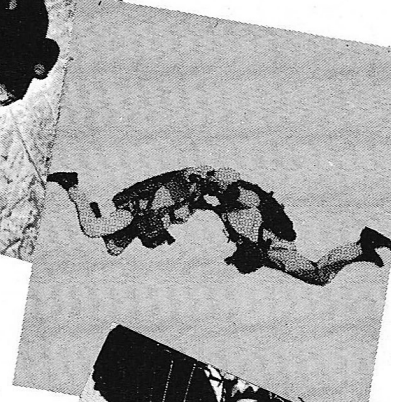
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