

PARACHUTE

MAY-JUNE 1964,

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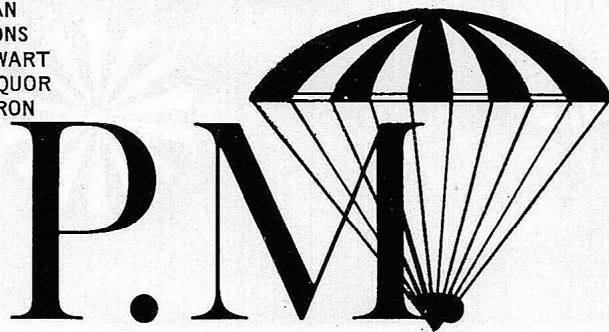
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MAY-JUNE 1964, VOLUME 2, NO. 2



COMPETITION

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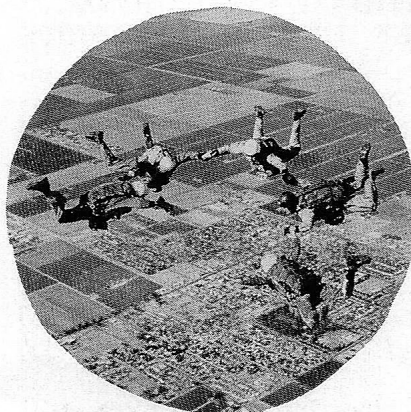
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Nells Lindenbloom, Don Henderson, Mitch Poteet, Leigh Hunt, and Lou Paproski in a five man over Arvin, California. Photo by Bob Burquor



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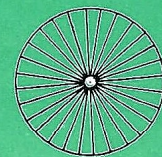
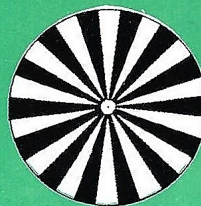
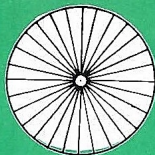
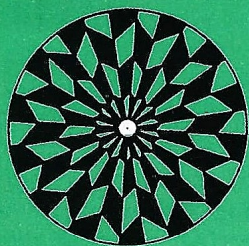
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Taft, California

August 8 and 9, 1964

All PCA, State and Federal Regulations will be strictly adhered to.

ONE EVENT:

Accuracy from 3500 feet, four jumps.

For Further Information Contact:

Frank Carpenter

FR 6-6103

or Ed Duncan

PA 2-1980

3RD ANNUAL PORTLAND PARACHUTE CLUB PARACHUTE MEET

August 14th & 16th

(Rain Date: August 17th)

EVENT ONE: R. ACCURACY

2 Jumps, 3200 feet

Qualification: 15-50 Jumps

EVENT TWO: SR. ACCURACY

3 Jumps, 3200 feet

Qualification: 51 Jumps or more

EVENT THREE: STYLE

2 Jumps, 7200 feet

Qualification: "C" Lic. or Equivalent

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

1964 NATIONAL CHAMPIONSHIPS

Lake Geneva, Wisconsin

August 30 - Sept 7, 1964

For Further Information Contact:

Parachute Club of America

Box 409

Monterey, California

SIXTH ANNUAL FAR WESTERN PARACHUTE MEET

Tracy, California

Sept. 5, 6, 7, 1964

Contestants must have PCA membership, and class "B" or better license.

THREE EVENTS:

Style, Accuracy, and Team events.

For Further Information Contact:

California Parachute Club

P. O. Box 1065

Livermore, California

NATIONAL INVITATIONAL WATER JUMP CHAMPIONSHIPS

Lake Tahoe, Nevada

September 12, 13, 1964

Limited to 50 contestants with 4 water jumps and PCA Class "C" or higher license.

TWO EVENTS:

1. Style, 3 jumps from 5,500 feet, plus accuracy.

2. Individual Accuracy (hit and swim), three water jumps from 3,800 feet.

For More Information Contact:

Dan Archuleta

P. O. Box 2109

Reno, Nevada

4th ANNUAL CLEARLAKE WATER JUMP

Clearlake Highlands, California

September 26, 27, 1964

PCA Membership Required.

ONE EVENT:

For More Information Contact:

1. Hit and Swim.

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Santa Rosa, California

JAMBOREE

Orange, Massachusetts

October 10, 1964

For More Information Contact:

Orange Sport Parachuting Center

Box 96

Orange, Massachusetts

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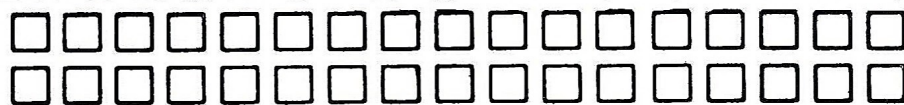
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Growth
Right to voice in Club
Education of public
Safe procedures
Standard training methods

BOX 409

MONTEREY, CALIFORNIA

LETTERS TO THE EDITOR



This is to advise you that the Para-Commander is now in production and will be available for shipment starting in the latter part of July. The following catalog prices are in effect as of this date. Shipment priority will be in the order that they are received after this date.

Para-Commander Mark I Canopy—this canopy will be available in one special color pattern of red, white, and blue only. The price includes attached risers which will incorporate conventional canopy release fittings. Canopies will not be sold minus risers, due to the canopy design.

Price: \$225.00 each.

Para-Commander Mark I Launching Sleeve—this sleeve will be available in one special color pattern of red, white, and blue only. It is designed to be used only with the Para-Commander Mark I Canopy. Conventional Sleeves cannot be used. The sleeve is complete with integrated pilot bridle/retainer line.

Price: \$20.00 each.

Para-Commander Pilot Chute—this pilot chute will be available in one special color pattern of red, white, and blue only. It is a 40 inch diameter with a new hi-drag design. This is the only type that should be utilized with the Para-Commander, conventional pilot chutes will not provide sufficient drag.

Price: \$17.00 each.

Pioneer Parachute Company, Inc.
Manchester, Connecticut

I would like to congratulate you on your magazine. The articles are very informative, although I would like to see any new developments in equipment covered in more detail, if possible.

I have heard that the U. S. Army Team has had a dramatic decrease in malfunctions since they began using two pilot chutes. Is this so? If it is, could you suggest any reason why the two pilot chutes would cause this?

Hoping to see more of your magazine.

Patrick E. Cahill
Newcastle, Australia

Thank you, Patrick. Yes, it is true about the Army Team and their twin pilot chutes. Why? Two pilot chutes are better than one in the same sense that two heads are better than one. Once you unlock your parachute in the air, the pilot chutes pop out, flailing each other, and hitting the slipstream. One single pilot chute can be caught in a vortex slightly above the back pack, but not so with two. Try it sometime.

I sent to your company for a subscription to PARACHUTE and received only the March-April edition. Unless I receive the other editions, which I have missed, or receive 11 other editions, I will not be able to pay the five dollars.

Cindy Johnson
Culver City, California

I received your letter wanting me to subscribe to your magazine. I did once about a year ago and I got two copies since. Both were the same issue.

I'm in business myself, and if that's the way I run mine I wouldn't be long. Thanks but no thanks. I'd just as soon send that \$5.00 to the U. S. Team.

Eugene V. Schneekloth
Omaha, Nebraska

Both of the above persons sent in a request for PARACHUTE, asking us to bill them later for the amount of \$5.00 for 12 issues. Now they are angry because we had the audacity to ask them for the \$5 after sending only one or two magazines. We receive about 10 such letters each month. That means that we have 10 new enemies each month, simply because we are charging money for a subscription to PARACHUTE magazine. We make mistakes once in awhile, and try to clear them up, but we do have to charge money for the magazine, and cannot continue sending it to people who will not pay for it. Such is life.

EDITORIAL

The Parachute Club of America, like all other organizations, has had a few growing pains, and still has a little room for improvement. In this respect, I will make a few more suggestions. This year marked the introduction of a Conference Championship system. It was felt that by having a conference elimination system, PCA could forgo the burden of a National Championship Meet with hundreds of contestants. The principal is sound, while the first attempt has had its faults. In this respect I would like to suggest that PCA standardize the Conference eliminations. I think that the dates of these meets should be published at least 90 days in advance of the meets. In fact, I would like to see them announced a year in advance. One meet that I know of was

not properly announced until about two weeks prior to meet time. This resulted in such a poor turnout that the meet was cancelled. Another meet was then scheduled for a later date. The second meet was a classic case of ineptitude. The meet director did not show up, leaving the lesser officials to do the best they could with regulations, although they were not quite sure how to run it. The final scoring was inconclusive, and has been changed at least once since the final day of the meet. Perhaps things will be better next year. I hope so.

On the subject of Competition, I would like to see a point standings system worked out. It would be quite easy to do. Starting next year, PCA could award numbers from one through 100 in order of finish to each

contestant in a conference championship. This would be in the form of a black number on a white patch, to be worn on the leg of the coverall. Then, the same thing could be done for the National standings, with the colors reversed. This award would be in the form of a white number on a black background patch. As a result, a jumper seen wearing a white patch with a black number 17, would signify that he had placed 17th in the conference during the last eliminations. A man with a white number one on a black background would be the current National Champion. This mark of identification would, I feel, lend stature to PCA and competition parachuting, while giving a little extra prestige to the parachutist. If you like this idea, write to PCA and let them know about it. I already have.

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JUMPING THE PARA-COMMANDER

by Bud Sellick

PHOTOS BY J. BARRY HERRON, BOB BUQUOR, SFC JOE M. GONZALES, EDWIN BUSKER



EDITORS NOTE:

At long last, the Para-Commander is here. It has been a long time in the offing, but is now available to the consumer. Most of you have heard of the new parachute, and some of you have seen Ed Vickery or Charles Alexander jumping the rig during the past year or so.

It has been undergoing extensive modifications during that period, and it has been the decision of the manufacturer not to release the Chute for sale until they were quite pleased with it, and had the final design frozen. As a matter of fact, PARACHUTE did a test article on the rig on January, 1963, but we were asked to hold off on the article until the new parachute was ready for sale.

I feel that this is the parachute of the future. I have jumped it, and I am convinced. Of course I am not an expert on parachutes, but I recently had a talk with a man who is generally conceded to be America's foremost parachute expert. When asked what he thought of the Para-Commander, he replied: "Don't quote me, but I think it is the best parachute available in the world today".

When Ed Vickery, engineer with Pioneer Parachute Company, told me about the Para Commander's characteristics I couldn't help but be a little skeptical. Ever since the development of Derry slots and the blank gore, I had heard similar claims — that this or that new modification would turn faster, come down slower, go farther, etc., than anything existing. This was probably true of the Derry slotted chute because nothing else was in normal use . . . and it was true of the blank gore because it could easily out-maneuver the Derry chute. Nowadays there are so many modifications in everyday usage that to come up with something really unique and revolutionary takes some fancy doings. But Ed explained to me that the Para Commander isn't a *modification* of the standard 28-foot parachute such as the Derry or blank gore or TU or any of the dozens of others. Both the Para Sail and the Para Commander (cousins, you might say) were designed from the ground up, without trying to use any previously existing parachute as a foundation. They are on sale through the general market now and sell for \$262.00, to include Canopy, Sleeve, and Pilot Chute.

The Para Commander, like the Para Sail, can be towed up to make novices and non-jumpers aware of the thrills of parachuting. But the Para Commander is designed to be jumped as well — the Para Sail is not. Ed brought up the interesting fact that with a Para Commander, practice jumps for accuracy can be carried out even when clouds and weather have jump planes grounded. Using a 500-foot tow line, for example, a jumper can be towed up by an automobile and then release himself from the tow. His descent will give him exactly the same experience and practice as a normal jump but without the long airplane ride. And it will allow him to make several times as many practice descents to perfect his accuracy skill during the crucial last two or three hundred feet. Not only is the aircraft eliminated but there is no need for time-consuming packing either! Think of it — you can be a human yo-yo! Theoretically then, 50 practice parachute descents in one day could be made without the aid of pilot, plane, extra chutes or rigger . . . just an automobile, a driver and a Para Commander!

This is unique, all right. And talk about revolutionary—some distinctions will have to be made between parachute *descents* and parachute *jumps*: a new category will have to be added to free fall or static line entries: tow line; and is it fair to judge accuracy now without specifying a different value for delayed free falls from 5,000 feet than for a 500-foot descent on target with a Para Commander? (I'm still not happy that the modern skydivers don't give credit to us "old timers" of a few years back who felt lucky to even hit the drop zone in a non-steerable flat circular, much less hit a dinky little cross!) Yes, the Para Commander is revolutionary and will probably bring about more changes in our current thinking of sport parachuting than anything else to date. Such is progress.

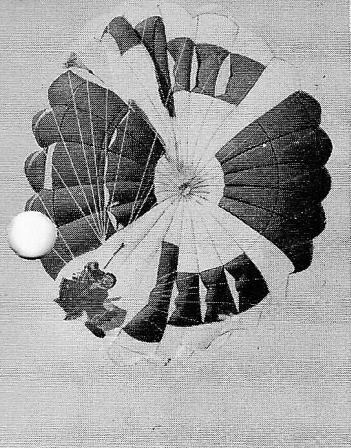
Where the military with their planes and equipment had a definite advantage over civilian skydivers, the margin can now be narrowed or even eliminated in accuracy events. One person with one Para Commander can have a friend tow him up for an almost endless number of descents, day after day until his accuracy experience would equal that of a jumper with two thousand or more jumps. No airport is needed, no aircraft, no pilot and no extra chutes. Will this kill the

sport in accuracy events? Maybe, but I doubt it. And there is still the style event that remains wide open.

I jumped with Ed in order to compare the characteristics of our two chutes — his Para Commander and my 7-separation TU. Winds were shifting and gusty on the surface but holding fairly steady out of the northwest at 15 to 20 mph above 500 feet. Ed deserves all the credit for tracking to the proper opening point despite my unusually poor spotting. We did 30-second delays and opened near each other at 2,200 feet. My frantic efforts to "hold" were fruitless and I slowly passed over the DZ, backward, of course, and landed on the downwind side of the field some 200 yards from the target. Since I'm one of the lightest members of our club, I'm usually the last man on the ground even in my TU. But Ed was still in the air when I landed. I stood waiting while he did a magnificent job of canopy work with an equally magnificent parachute — landing about ten feet from dead center. Dutch Hutchings who had accompanied us on the drop had landed almost as far away as I had, using his blow-hold special. Dutch, who weighs 185 pounds, had also landed at least half a minute ahead of Ed Vickery — who weighs about 190 pounds.

Based on the performance of Ed's Para Commander on this first test, there seems no doubt that it would not only hold its own in relatively strong winds far better than my TU, but it would also let a heavier man down slower — Ed made an easy stand-up landing.

During our descent I had kept a careful eye on the turning and maneuvering ability of Ed's Para Commander. At first (before I drifted away, unable to hold) I was up very close and could see the two delta-shaped wedges and the slots and vents as they gently breathed under Ed's expert control. The chute could whip around in a complete 360-degree arc as fast as any chute I had ever used or seen. Because the apex is pulled down part of the way to the level of the skirt, the view from above shows a large dimple in the top where the ordinary chute shows its apex and vent. Only a small portion around the apex about six feet in diameter is made of 1.1 ounce ripstop nylon. The rest of the canopy is manufactured of a much heavier muslin material which allows little or no air to escape through it.



While watching Ed repack the Para Commander, I thought I could see its downfall. Only a parachute engineer like Ed would be able to pack one. I thought: There seemed to be nothing but holes all tied together with nylon strips. The 24 tiny nylon strings (not suspension lines as such but similar that are attached around the canopy about two-thirds of the way to the top are used to pull tension when packing and to fasten the pilot chute and sleeve to the canopy. The Apex is pulled down in the same direction as the suspension lines, *inside* the pleated canopy. But as I watched Ed flake the panels and gores, I could see a pattern taking place — the same pattern as any other parachute-packing has. The only difference seemed to be a little more care was needed in flaking to avoid canopy burns on opening. When the chute was at the Christmas tree stage, it looked like the upper third of the tree had been lopped off and only strings continued. Roughly eight feet of canopy was visible with lines emerging from each end. Ed dog-eared the skirt extensions and pulled the shorter Para Commander's sleeve into place. The strings at the top of the canopy were stowed between retainer bands on the top of the sleeve much as the retainer line is done on an ordinary sport chute. The suspension lines were stowed in rubber retaining bands at the bottom of the sleeve just like any sport chute. The rest of the packing was exactly the same, too.

When Ed finished re-packing I felt confident that I could pack it myself without any help. I may have been deceived by Ed's skill or by the apparent simplicity of the operation. However, Ed assured me that with a little practice, I could pack it as easily as any other sport parachute.

We jumped together three more times, each time with similar results — Ed making soft landings near the target (one was a dead-center!) and

me plowing in no closer than 20 feet using my TU modifications. In my opinion, the parachute is undeniably superior to anything on the market so far and Ed's expert handling proved what can be done with it.

Jacques Istel and his party of Peruvian jungle explorers used these newly developed chutes for their expedition into the otherwise inaccessible plateau region of Peru last summer. Even heavy loads can be dropped into areas of high elevation without damage or injury, due to the slow rate of descent.

Ed has also been working with (not for) the NASA people, experimenting with the Para Commander type parachute for landing space capsules on terra firma instead of water. The uses of this parachute seem limitless. Sport parachutists or astronauts, you'll be seeing a lot of the Para Commander from now on. I'm starting to save now for my own Para Commander rig.

The air is deflected through vents and overlapping slots. The 24 suspension lines (yes, this chute is actually smaller than our 24-foot reverse canopy) do not slip freely in channels of the canopy as in a standard parachute but instead give way to nylon tape sewn securely into the canopy so no slippage is allowed. The apex is pulled down toward the skirt by means of a heavy nylon Y-line that is secured to each riser near the canopy capewell fitting. A protective collar of nylon shrouds this cord inside the canopy area to prevent friction during opening. The steering lines are similar to most steering lines except these run through chrome rings at the skirt before going up to the steering vents where they are sewn. Steering lines on most other chutes are sewn to the skirt or suspension line, of course.

I made several photos of the canopy while Ed performed — and his expert handling was really a performance as much as a demonstration. In studying these photos, you can see why the

Para Commander does so much more than other chutes apparently can do.

The principal behind most parachutes used in sport is the same: the canopy traps air and lets some leak through the material while the rest spills out under the skirt or blows straight out through the modification. But the Para Commander uses the air in at least three ways to accomplish more. (1) it traps the air for actual air resistance and drag just as any canopy does, but (2) air is not allowed to escape through the material. Rather it is forced out through vents at an angle to create a jet effect and push the canopy with more force than others. (3) This deflected air is funneled across the outer surface of the canopy (which acts as an airfoil) to create added lift. In theory it works . . . and from my experience with the Para Commander, in practice it works too!

When we had bundled our chutes and walked off the field, I began asking Ed numerous questions about configuration, materials, porosity, etc. "Why the line pulling the apex down almost to the skirt?" I asked. Ed's answer was quite logical. Since the idea is to get as much area as possible for the slow descent and as little area possible for the forward speed, the vent line does both jobs nicely. It pulls the top down to make the canopy flatten out to more the configuration of an inverted saucer than an inverted bowl . . . making it wider across but less thick. The end result: more drag vertically (to slow the descent) and less drag horizontally (to increase forward speed). One added feature that is also unique is the extra material extending below the main skirt on each side. This gives more canopy to reduce rate of descent and also aid stability. But it also is placed in such a way (on the sides) as to leave a trough through the front and rear of the canopy, avoiding unnecessary drag fore and aft.

ALTA, UTAH

by Ron Simmons

LeRoy Allen shown descending into the Alta Ski Bowl. The DZ elevation here is about 10,000 feet!



Feeling the need to get away from Southern California and meet a new group of Parachutists, we decided to drive to Salt Lake City, Utah, and find out what the gang at the Alta Parachute Center were like.

We had tons of gear to haul along with us and many miles of desert to cross, so we felt the need for a larger car for this trip. Chevrolet provided us with a big white air conditioned

Impala Station Wagon, and it turned out to be a dream, though not as easy on gas consumption as the compacts that we normally drive. The best feature about this wagon, from a Parachutists point of view, is the hidden trunk. This is lockable, and located just forward of the tail gate. The trunk provides ample room for plenty of parachute gear, reducing the probability of theft. We enjoyed the car,

found it quite comfortable, and just right for a long trip.

Arriving at the Alta Parachute Center, we found the view breath taking! The DZ is located at the slope of Alta Mountain. Our visit was made in late spring and the snow on the slopes was starting to melt, but this did not detract from the beauty.

This center, located at an elevation of 4500 feet, has existed for two years.



Chuting Up under the big gull wing. This DZ is subject to unpredictable wind conditions, and is sometimes covered with snow in the winter.



Bill Nichols, Valerie Brown, Currie Harlacker, and Cal Tassainer sit on the tail gate of the Chevrolet Station Wagon, used for our trip to the Alta Para Center.

We ran into a great group of jumpers here! Most of the guys are converted Skiers, and they are a hardy bunch!

Currie Harlacker, the "Old Man" of the crew, has been making free falls since 1947. A pioneer in the Salt Lake area, Currie is the Area Safety Officer, and has made over 475 jumps to date. Competition minded, he competed in the 1963 Nationals in Issaquah, Washington.

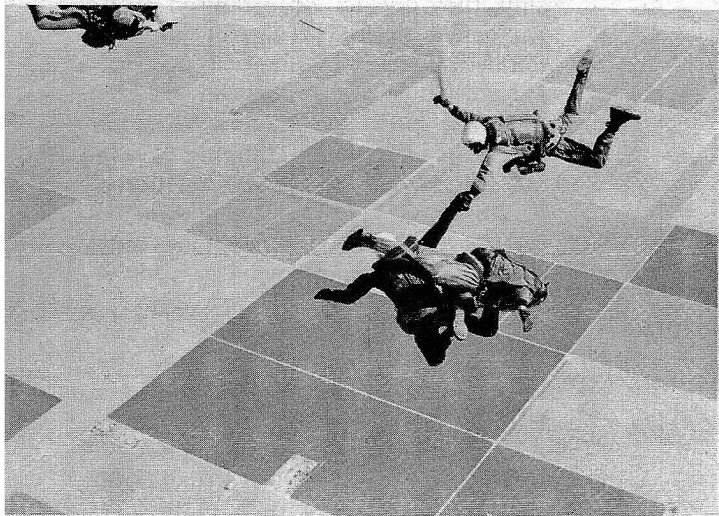
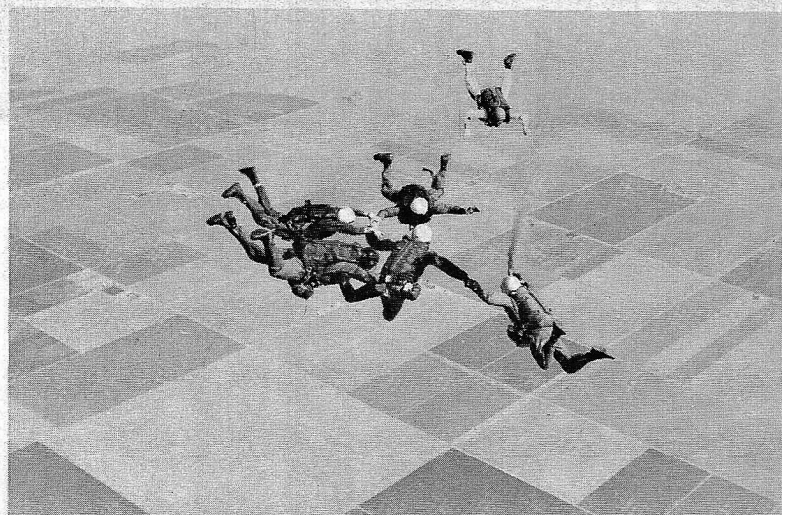
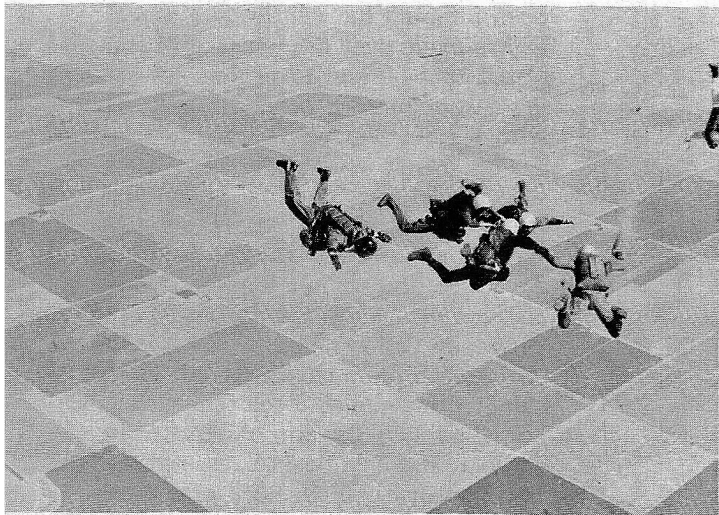
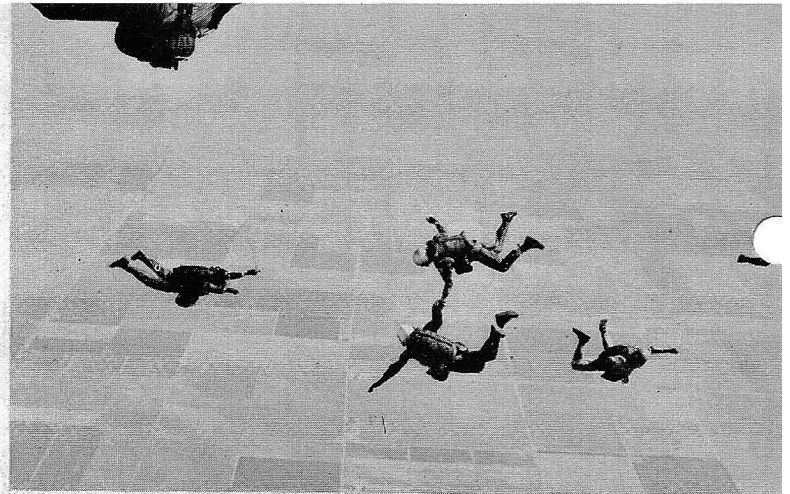
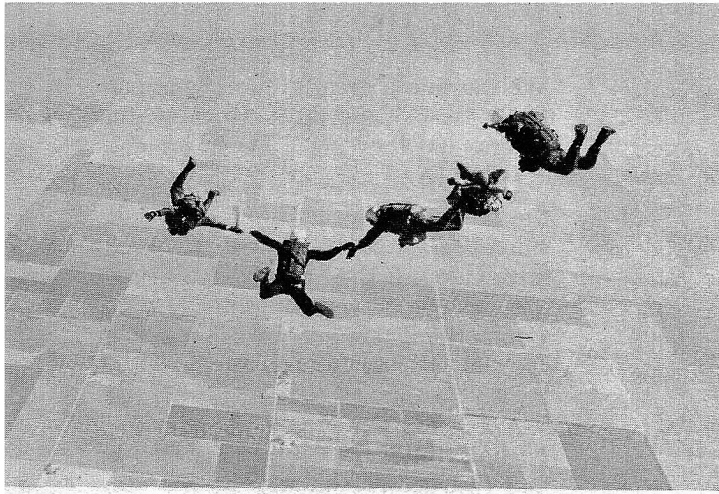
Another great guy at Alta, is Bill Nichols. Bill is the Club Safety Officer and Instructor. Although he has only been jumping for a little over a year, he has made over 175 jumps. Bill confessed that he had to neglect his skiing last winter in order to keep up with his Sky Diving.

The owner and pilot, Curt Elsworth, flies the guys to 12,500 feet for a 30 second delay. These guys spend most of their time doing relative work, and claim a long succession of three man hook-ups during 20 and 30 second delay jumps.

The club jump ship suffered an accident a few months back. The Cessna ploughed into the turf while towing a glider, and now bears a resemblance to a popcorn ball! In need of a jump ship, they decided on a Stinson V-77. An eager, excited group of jumpers donned their gear, climbed into the old gull-wing, and proceeded to sadly tour the entire Salt Lake area for about an hour while climbing to 12,500 feet for a thirty. It was a sad and disillusioned group that bounced down onto the DZ that day. Does anyone that you know want to buy a Stinson Gull Wing?

The Alta Club has made several demonstration jumps into the Alta Ski Bowl. Last winter they staged a Para-Ski Race. Jumping into Alta, they donned skies, put their parachutes on their backs, and made it down the slope to the best of their ability!

This sounds like fun, and we hope to make a "Snow Jump" with these guys next winter. They are a great group, with a beautiful parachute center!



These shots of an unorganized mass jump over Arvin, California. Notice jumpers forming a four man get together (photo #5) only to be broken apart by the "Evil Phantom" in black helmet who swoops in from the left of the group. Also notice the "Peeker" in orange helmet (photos, 1, 2, 10, and 12) who was not allowed to play with the boys and slipped off into the corner to cry.

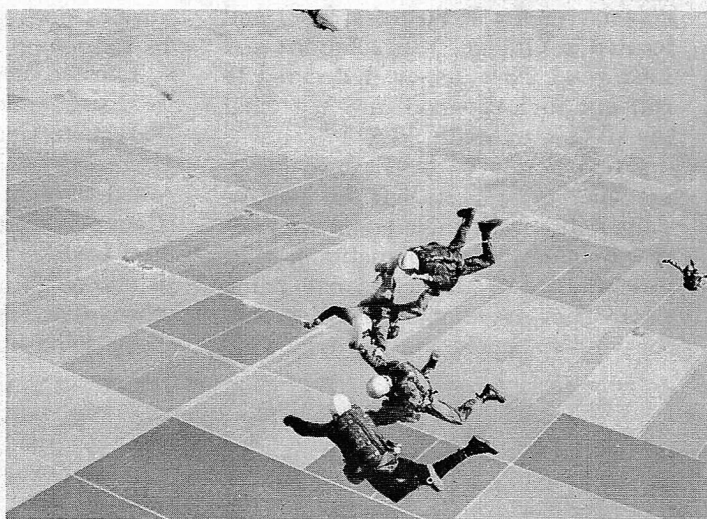
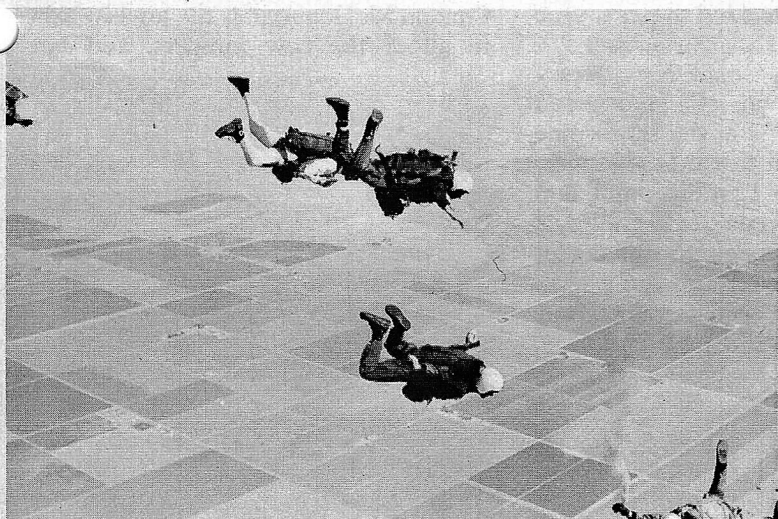
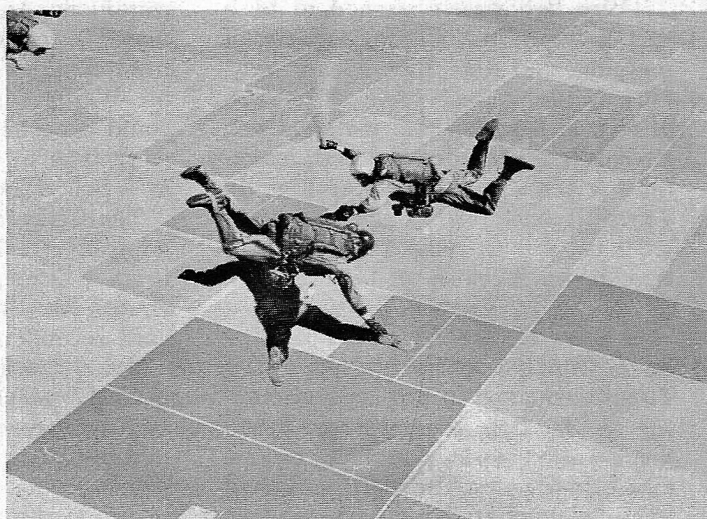
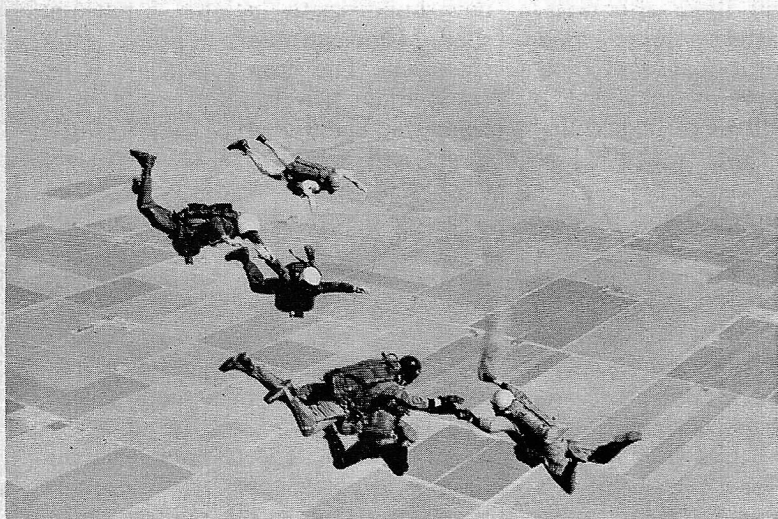
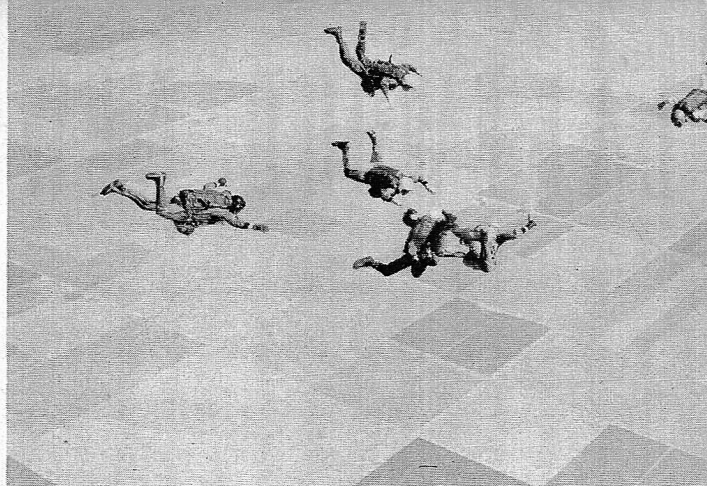
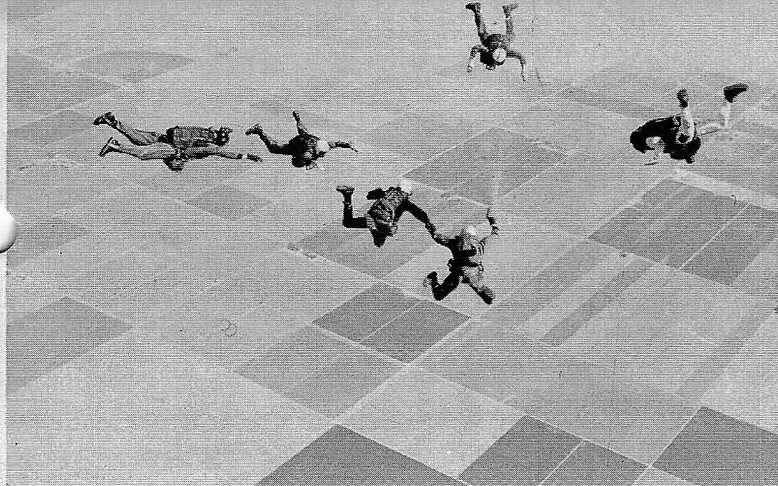
Group Relative Work

by Ron Simmons

ROBERT H. BUQUOR PHOTOS

Since the Old Chinaman told us that one picture is worth a thousand words, I will let you study the twelve shots on these pages and not say too much about them. I would, however, like to try and pass along a few comments on group relative work that might be of help to you in the future.

The sequence shots on last months cover are a good example of three men working together with a purpose. They formed a three man star, and enjoyed doing it. The shots on these pages are of seven men trying to get together from two aircraft on a jump that was not planned ahead of time.



No more than five ever made it at one time, and no more than six were ever in front of the camera at one time. But everyone had fun.

If you just want to have fun, your jump will probably be similar to the one on these pages. But if you want to do something different, like perhaps forming a six man star, you had better plan it out on the ground. Have the men with the least experience exit the aircraft first and hook up. The others should follow in order of prowess, with one man at a time hooking into the group. You should form a

In the jump depicted on these pages, the bad guy in the black helmet got a little anxious and goofed three man star, then four, then five, then six. Remember that the larger the star gets, the slower the group gets. The late-comers will have to approach from above, and will usually have only one shot at the cluster. If by chance there are four or five men in the star and a jumper falls below while trying to hook in, the entire group in the star will have to tuck in real tight in order to come down to him. This is not an ideal situation.

things up. In shot #5 he was headed between Mitch Poteet in the black coveralls, and Leigh Hunt, with the smoke. He cut too closely, coming in over Mitch, who spilled his air, causing him to collide with Mitch, and knocking the group apart. The fellow that I have labeled the "Peeker" had not jumped in a group of this size before and simply did not react in time to get in on the action. After all, opening time comes up pretty fast, so watch out! And above all, wave off and stay apart on opening.

LAKEWOOD, NEW JERSEY

by Ron Simmons

There has always seemed to be a gap between the California way of jumping and the East Coast way. One would expect some difference, of course. Between the two areas you have over 2,500 miles of desert, mountains, river valleys, and farm lands. The difference in parachuting activities is not due to geographical reasons though, but because of philosophical ones.

As a Sky Diver who started jumping on an army base in the south and then became engaged in civilian parachuting in the Los Angeles area, I had heard varied stories pertaining to East Coast drop zones. The most publicised areas in the East have been the two centers run by Parachutes, Inc., and located at Orange, Massachusetts and Lakewood, New Jersey. I decided to run out to Lakewood and see what the place was really like.

I had been told by Eastern jumpers who come West, that the average parachutist from their home was primarily interested in competition, style, accuracy, and an occasional baton pass. They mentioned the necessity for wind streamers, due to tricky wind

conditions. Some of them also mentioned that the Eastern jumper came from a higher educational level than his Western counterpart, and that I could expect to find more of a collegiant type in the East. In short, less of a hell raiser!

The California jumpers had returned from the East with tales of sad times. I heard that a visitor to a Parachutes, Inc. drop zone could expect a cold reception. EVERYONE had to make a check out jump there, PCA class "C" or "D" licenses notwithstanding. Also, everything was done by the numbers, and I was told that I could expect to line up for a pin check and march to the aircraft! So, armed with various stories, I decided to pay a visit to Lakewood, and see for myself.

Located near a small New Jersey seacoast area town, the Lakewood Parachute Center is in the scrub pine and sand belt area that extends southward through the Carolinas and into Georgia. Managed by Lee Guilfoyle and Condon McDonough, this center is one of the sharpest appearing drop zones that I have seen to date. They have come up with a paved runway,

new buildings-to include a packing shed, administration building, and classroom. The drop zone itself is located about two hundred yards away from the loading area, and is quite large, and sandy. The packing and loading area is fenced in, and has been filled with gravel to prevent the dust. The center operates two Norseman aircraft, a white one and a blue one. The blue one that I jumped from has a rebuilt engine, and is the best flying and best sounding Norseman that I have ever seen.

Lakewood impressed me as a students paradise. The training program here is excelled only by the more lengthy routines in the military clubs. Condon McDonough is the big brother to all of the new jumpers, and he



really puts his heart into this business. I watched most of his routine, and this guy is great. He instills confidence in a person. He has a terrific personality, and loves his work. "Connie" considers it a personal challenge to take a new student and make a Sky Diver out of him.

Lee Guilfoyle is the "Old Salt" at Lakewood. He runs the big show, greets arrivals, keeps the instructors going, and puts out a few students himself. Lee is a great guy, has been around parachuting for a long time, and is doing a nice job at Lakewood.

I jumped at Lakewood with a friend and fellow Californian, Duane Deckert. We bought our jump tickets in the Administration Building, where we were asked to show our log books. Then we were manifested, and waited a few minutes until it was time to 'Chute Up. We noticed some of the other jumpers putting on their chutes and forming a line. Not quite knowing what to do, we were asked to fall in on the end of the line for rigger check. Allowing ourselves to be regimented, we lined up with the others, managing to refrain from a chuckle or two. Once we were rigger

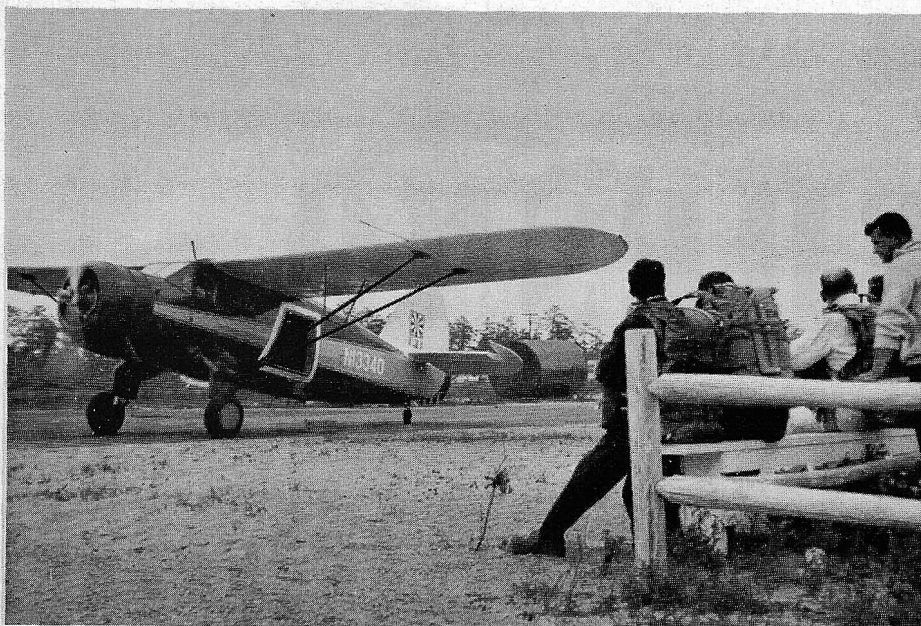
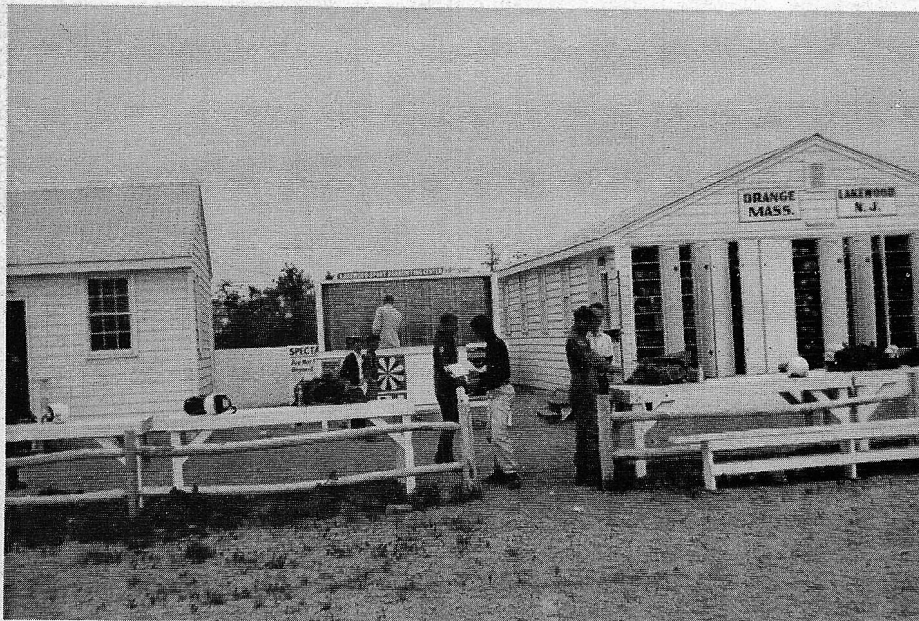
checked, we marched in line to a bench to wait for something or other, then marched in the same line to the jump ship.

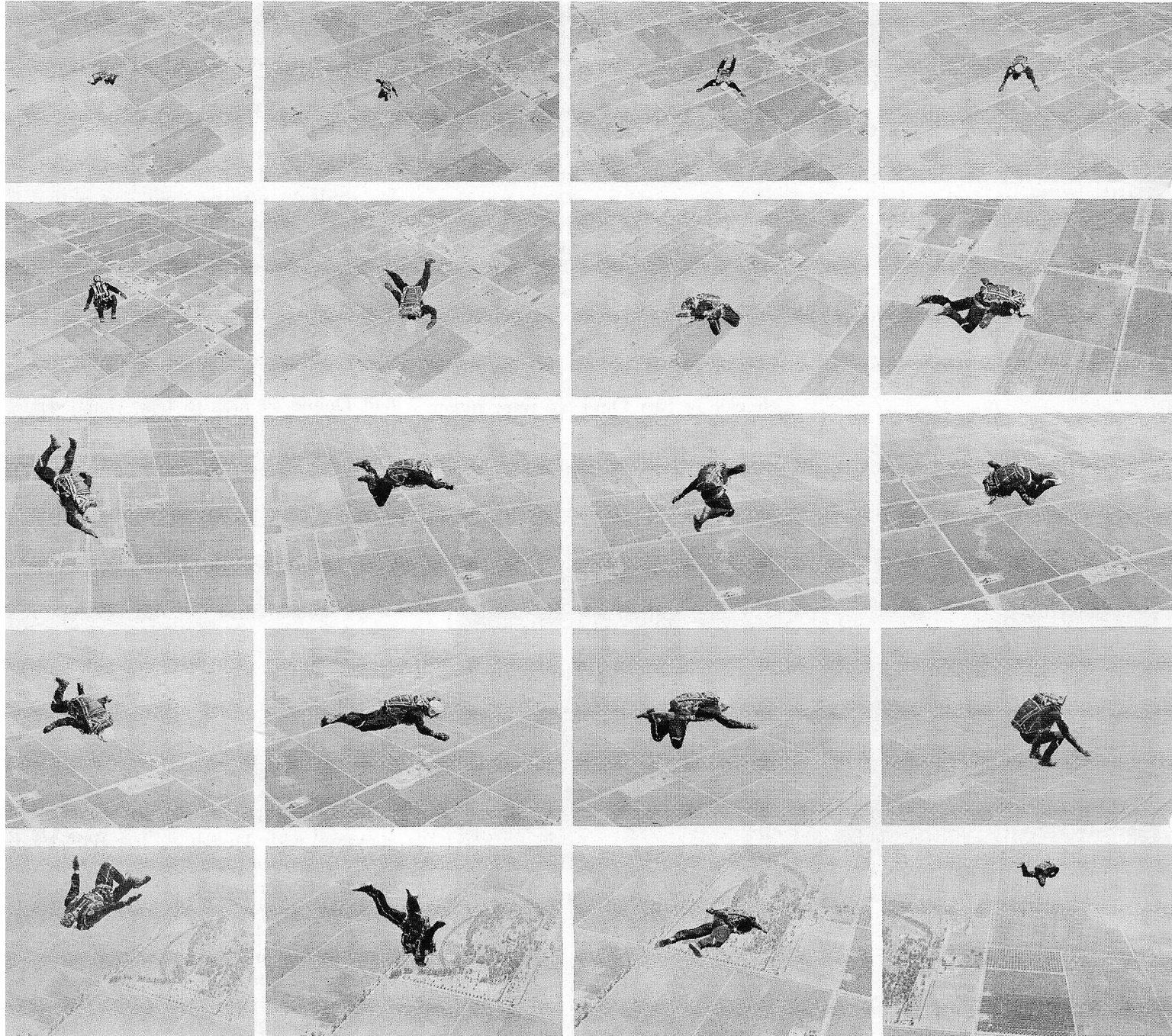
"Connie" was the instructor on the Norseman, and was like a father with his students, putting them out with elan. We climbed to 7,500 feet, affording us with a view of the Atlantic Ocean, several small towns, and a nice big sandy drop zone. As it was our first jump in this area, Duane and I conceded to let Connie spot, with the idea of the three of us getting together on that jump. Connie sat in the door, had Duane sit next to him, signaled the pilot to cut, grabbed Duane by the main lift web, and out they went! I was surprised at this haste in leaving, and took a dive at the door, catching my reserve on the big step outside the aircraft, floundering for a second until I came loose. While this was going on, Connie and Duane were trying to get stable. Once this was accomplished, Connie yelled to Duane, "Can You Hear Me?" Duane yelled, "Yes!" I stood on my head in a max track, caught Connie, waved off, and pulled. Talk about squirrely winds, I decided to follow Connie into the target, chasing his canopy around for awhile, and coming in on target. We never did find out why Connie wanted to converse with Duane in free-fall! I suppose he wanted to maintain control of the situation.

In summation, I was favorably impressed with Lakewood. They have great instructors, great facilities, and nice people jumping there. It is, of course, a students drop zone. They cater to students, and while not chasing the experienced jumpers away, Lakewood has no great appeal to the experienced jumper. It is a large commercial center, dependent on the student for its existence. A "C" or "D" license holder can go there for work jumps, or to visit and jump with the staff, but that seems to be about it.

No mass jumps from 12,500 or above with five and six man hook ups to be found here, no jump in lifts from a twin Beech or a couple of Cessna 195's.

We liked Lakewood, and we suggest that everyone try jumping there. We would not, however, jump there all of the time. There are other places in the East, more suitable to the experienced fun jumper. You can look for an article on one or more of these places in the next issue of PARACHUTE.





These breathtaking action shots are of Gerry Bourquin cranking out a cross series. Note that Gerry employs the classic combination of turns and loops advocated by the present World Champion, Jim Arender. Starting into a turn, Bourquin pulls the leading hand back to the knee. He does not scissor his legs in a turn as Arender did, pulling them both in at the start of a turn and throwing them out to break the turn, instead. During a back loop, Gerry tucks his knees down, extends both hands in front of his head and about two feet apart, then pulls his hands and arms back as he goes into the loop, kicking his legs back out and resuming the frog position as he comes out of the loop.

FRESNO

PHOTOS BY BOB BUGUOR



Posing in front of the rejuvenated 1928 Fairchild jump ship are, from top left, Loy Brydon, Coy MacDonald, Dick Fortenberry, Gerry Bourquin, Bill Berg, Ron Sewell, Gladys Innman, Anne Batterson, T. Taylor, Maxine Hartman.

We made several recent trips to Fresno, California, to look in on the training of the U. S. Parachute Team, and see how they were doing.

We were elated to see Dick Fortenberry there, giving the U. S. high hopes for another Individual Worlds Champion this year. We expected to see Dick in Army Aviation School by now, but he will wait until after the World Meet for that.

The morale at Fresno is great, despite the fact that the team is working out in 100 degree plus weather. They get up at 4:30 a.m., eat, and get to the drop zone in time to start jumping at 6:00 a.m. By noon they have three or four jumps each, and pack up for the day. Dick Fortenberry is Captain of the Men's Team, with Anne Batterson heading up the Women's Team. The whole group works together as a well synchronized unit, helping each other. Captain Charles Mullins of the Golden Knights is the team trainer, and he is doing a great job. Doyle Fields is shooting air to air film of the team while cranking out their series, and he is being help-

ed by Bill Lockward, a recent member of the USAPT, turned civilian.

Every member of the U. S. team is really putting out in training, and they are all doing real well. Fortenberry has cranked out at least three 8.9 seconds series as of this writing, and Loy Brydon has made no less than nine dead center jumps at Fresno. While this group is working together as a unit, rather than competing against each other, some do excell over the others. In the mens team, there are at least four or five guys that are capable of taking the big brass ring at Leutkirch. Fortenberry, Brydon, Sewell, McDonald, Bourquin, and Berg are all great competitors. Bill Berg had some troubles at first, but he has made a lot of progress, and is doing great now. Vander Weg and Peterson lost out at Fresno in the final eliminations, but they will be back next year, we hope.

It is interesting to note that the four Army men have been on top of the sport in this country for about five years, and they are starting to feel old. They have had a lot of pressure

on them, and they won't be able to stay in competition forever.

On the Women's team, we have the greatest bunch of midgets ever assembled. They look real funny climbing into the old 1928 Fairchild jump ship at Fresno, like something straight out of Fractured Flickers! The Men on the U. S. team don't spoil them, in fact, they kid the heck out of these girls all of the time! But don't you laugh at them. They are all heart, and are a determined group of competitors. They are also the most likely group in the world to win the big prize in Germany this year!

We enjoyed our visit to Fresno, despite the heat. We were able to jump with and visit some of the greatest athletes in the world today.

They are trying their best in training, and I am sure that they will do even better under the stress of actual competition. I think that they will clean house at the World Meet, but it is possible that they will not. One thing is for sure, though, they will all do their very best. And that is, after all, all one can ask.

Armed Forces Day, May 16, 1964, meant skydiving for over 50,000 spectators at Grand Forks, North Dakota. Performing as special guests of the Strategic Air Command, the men of the 82nd Airborne Division Sport Parachute Club "stole the show" from the best attractions the Air Force could muster.

Upon arriving from their home at Fort Bragg, North Carolina, via C-119, the top ranked military club prepared for their demonstration. The Air Force proved to be a gracious host, willing to cooperate in every possible way.

As for the technical side of the jump, the conditions were nearly perfect.

The pilot of their C-47 pushed the craft to its highest logged altitude in fifteen years, 16,000 feet. After nearly a quarter of a century of service the veteran C-47 didn't fail the Sport Parachutists.

At 8,000 feet the men switched to the oxygen walk-around bottles. Just before bail-out at 16,000 feet, bail-out bottles were connected for the exit at 1345 hours.

The first two jumpers candy-poled, two others followed with a max track, while on the third and fourth passes the free-fallers executed harness holds and formation falls. The last group to exit fired very pistols three seconds prior to opening.

After stowing their gear the men chatted with and gave autographed photos of themselves to their newly won admirers.

The men who brave the sky in this sport then reviewed the aircraft used by our Air Force, which would again transport them into oxygen altitude.

Approximately two hours later the already heralded men of the 82nd Airborne Division Sport Parachute Club moved out once again to another destination and another jump. This time we find our team at Duluth, Minnesota to once again fulfill another commitment and an acclamation from all who attended.

An exit altitude of 17,200 feet gave the men a chance to perform the aerial acrobatics that eclipsed the dramatic appeal of supersonic aircraft. At the Duluth demonstration the 82nd jumpers varied the routine that was so successful at Grand Forks. Inclusive in this was a mass exit by the already applauded team.

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82nd Club

by Peter J. Martin

SIGN ON THE DOTTED LINE — All Americans Fred Derisi and Tom Griffith autograph programs for two Nuns after they thrilled the two good sisters with their aerial acrobatics at Duluth, Minnesota on Armed Forces Day.

The Nuns were members of the record breaking crowds that watched the demonstration at Duluth, Minn., on Armed Forces Day.

PHOTO BY ART DIAZ



Upon reaching an altitude of 17,200 feet, the men once again entered that vast region known as sky. After falling for approximately 85 seconds and after reaching the prescribed opening altitude of 2500 feet, once again their pilot chutes appeared after a very enjoyable delay.

The smooth competence with which both shows were performed was largely due to the able supervision of the jumpmaster, Specialist Four James McCusker. Jim was unable to return

with his team due to an attack of appendicitis, however, you can bet your altimeter that he will soon be back in his harness.

The 82nd Club returned to Fort Bragg, happy at having completed their mission, and having furthered interest in the sport.

Personal comments and newspaper reports clearly indicated that they made an enduring impression on their audience.

MARINES

OFFICIAL U. S. MARINE CORPS. PHOTO
BY SGT. LARRY LEPAGE



CHERRY POINT, N.C.—Nine Marine parachutists from sport parachuting clubs at Cherry Point, Camp Lejeune, and Quantico claimed a new worlds record for seven, eight and nine man team jumps at night after free-falling from 44,100 feet to 1800 feet before deploying their parachutes.

The record jump was made at the St. Mere Eglise drop zone at Fort Bragg, N. C. on June 6, 1964.

The jump has yet to be confirmed by officials of the Parachute Club of America (PCA) and Federation Aeronautique Internationale before being entered as the new world night jump record.

A KC-130F Hercules transport aircraft of Marine Aerial Refueler/Transport Squadron-252 (VMGR-252), 2nd Marine Aircraft Wing flew the team at record altitude for the huskey transport.

The jumpers previously made an effort to break the day free-fall record for a seven through nine man team. During the day record attempt, the aircraft managed to climb to 43,500 feet, the same altitude attained in setting the past day record. Due to the limited number of barographs (instruments utilized to monitor record attempts) available, the Marines decided to pass up further day attempts in favor of all-out assault on the night free-fall record, established by the Russians in 1961.

Preparations for the record attempts began May 22 when jumpers from the parachute clubs of Cherry Point and Camp Lejeune, N. C. met at Cherry Point for a briefing by 1st Lt. R. A. Mathews, Jr., president of the Cherry Point Club and captain of the record breaking team. Numerous practice jumps were made May 23-24 at the Club Drop Zone at Fountain, N. C. to familiarize the jumpers with the Hercules aircraft and high altitude jump equipment. One of the jumps was a night drop to test the lights mounted on the chutist's helmets and chest packs and establish night jump procedures.

On May 26 the jumpers and crew members of the aircraft spent the afternoon undergoing low pressure chamber training at the Cherry Point aviation physiology training section. Here they were acquainted with the use of oxygen equipment and factors governing unpressurized flight at high altitudes.

The first record attempts were scheduled for May 27 at Oak Grove, N. C.

A practice jump from 25,000 feet was made this date before heavy clouds and thundershowers moved in to cancel further jumping. Bad weather enveloped the area until the afternoon of June 3.

Meanwhile, military commitments caused several jumpers to drop out of the program and a call went out for experienced chutists to come to Cherry Point, N. C. to fill out the team.

Two jumpers from the West Coast and another from Quantico, Va., club answered the call in time to make day jumps from 25 and 30,000 feet into Oak Grove, N. C. The new jumpers brought the team total to 11 qualified parachutists.

On June 4, all was ready for the attempt on the 43,500 foot record previously set by the Army and Air Force last year.

A high altitude practice jump was made the morning of June 4. Eight jumpers exited the plane at 41,000 feet to free-fall into the Fountain drop zone. The remaining three jumpers left the aircraft three minutes later, free-fell to 25,000 feet where they activated reefer parachutes (a special parachute rigged to stream until fully deployed by the jumper) streamed to 10,000 feet, finally opening their chutes and drifting slowly to the drop zone below.

After the plane dropped the parachutists, it continued on to Pope Air Force Base where it met three officials of the Parachute Club of America (PCA) and brought them to MCAF, New River, N. C. to monitor the record attempts. At New River the PCA officials explained the use of the barograph recording instrument, carried by the plane and by each jumper to document the jumps.

At 4 p.m. the jumpers, a flight surgeon, a PCA official, and the crew

boarded the aircraft to make the record attempt. Two hours later the KC-130F was struggling up through the troposphere trying to surpass 43,500 feet to allow the jumpers to break the record.

Observers on the ground could just see the contrails of the huge plane as it made its final pass for the jump.

An hour later, the jumpers were debriefed at MCAF, New River. Estimates made by jumpers, the plane crew, and PCA officials indicated that the team may have tied or exceeded the previous record for the day jump. Barographs recording the jump will have to be examined by officials at Edwards AFB, Calif. to confirm the record.

While at New River, the decision was made for an attempt on the night record.

The final record jump was scheduled for 1:45 a.m. by nine of the eleven jumpers. During the planes final approach the pilot turned on his landing lights to aid the ground crew in locating his position.

At 1:45 a.m., June 6, the parachutist's stepped out into the 65 degree below zero sky. The team captain, Lt. Mathews, fired night flares, beginning at 20,000 feet, to mark their position during the free-fall. At 5,000 feet the other eight jumpers also fired flares. On the drop zone, the ground crew marked the target area by igniting flares to guide the jumpers.

It was 9 elated jumpers who slowly descended to the ground after opening their parachutes at 1,800 feet. The new world record claimants are; 1st Lt. R. A. Mathews, Jr. (team captain); SSgt. Ralph J. Larsen; Sgt. Robert L. Armstrong, Jr.; Cpl. Andre B. Smith; Cpl. Edward A. Mikelatitis; Cpl. Robert J. Reinhard; Cpl. Dennis N. McCarthy; Cpl. Thomas A. Dougher; and LCpl. Roy J. Bertalovitz.

BILL OTTLEY

by Lee Guilfoyle

Bill Ottley, D-298, started jumping at Orange the beginning of the first summer it was open, in June 1959. He went there as a curious pilot and has stayed with the sport long enough to break a leg the first summer and then break the same leg again last winter in Florida. He has about 300 jumps, scattered from Canada to Puerto Rico, and — thanks to having his own plane with an STC — manages to make most of the meets in the Mid-Eastern/New England area as well as a few scattered elsewhere.

Ottley's full time job is with the New York World's Fair, which he went to work for when the idea was first suggested (back in 1960). He is presently Director of most of the religious exhibits, and also takes care of the Boy Scouts. He admits to never going to church and never having

been a Scout, but claims this means he operates "without bias."

Since his latest accident — or perhaps as a result of it — in the last six months (while he has been grounded) Bill has been elected a National Director of the PCA as well as Secretary of the Mid-Eastern Parachute Association. While the doctor leans on him and jumping is forbidden, he has stayed active (and loud!) on the ground: Meet Director for the Northeastern Regional Championships at Clewiston, Florida over the July 4th weekend, judge at the Mid-Eastern Regional Championships in late June, among others.

Ottley went to Yale, was in the Air Force as a desk flying lieutenant, confesses to being 35, cue-ball bald, and to buying liquor by the case. He lives in New York City.



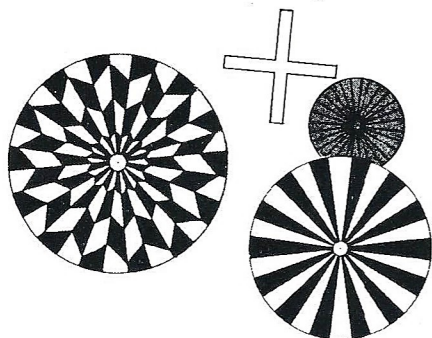
“IN CASE YOU DON’T KNOW”

SKY DIVING TERMINOLOGY

1. BELLY BAND: A Sky Divers umbilical cord.
2. CAPEWELL: A big hole on Cape Cod.
3. CRAB: A jumpers wife.
4. CROSSBOW: A medieval weapon for discharging stones etcetera.
5. DELAYED FALL: A decision to wait until tomorrow for your next jump.
6. DEPLOYMENT BAG: An obese, middle aged, female parachutist.
7. DOUBLE L: The Roman Numerals denoting fifty-fifty.
8. D.Z.: A dirty zorro.
9. FREE FALL: The opposite of a work jump.
10. FRENCH BOOTS: Worn by Parisian Pixies.
11. FROG: A small, four legged leaping animal with webbed feet.
12. GARBAGE JUMP: Self explanatory.
13. HUSTLER: A girl who charges money.
14. LOFT: A Greenwich Village artists pad.
15. MAE WEST: Showgirl of bygone era.
16. NIGHT JUMP: Usually made by a first jump student.
17. PARA-COMMANDER: General in charge of a Parachute Division.
18. PILOT CHUTE: Worn by airplane drivers.
19. RELATIVE WORK: Trying to get your Mother-In-Law to help you pack.
20. RISERS: Progressive Students.
21. SERIES: Something to watch on T.V.
22. SKIRT: Something that a Sky Diver usually notices.
23. SKY DIVER: Inverted Skin Diver.
24. STABLE: Structure found on a Kentucky Stud Farm.
25. STREAMER: Decorations used at a New Years Eve party.
26. TENSION BAR: Nightclub bordering on the Berlin Wall.
27. T-U: Tuscaloosa University.
28. WIND LINE: A jump story.
29. WORK JUMP: When you are paid union scale.
30. ZORRO: Typical out of control position maintained by a student on first few delayed falls.

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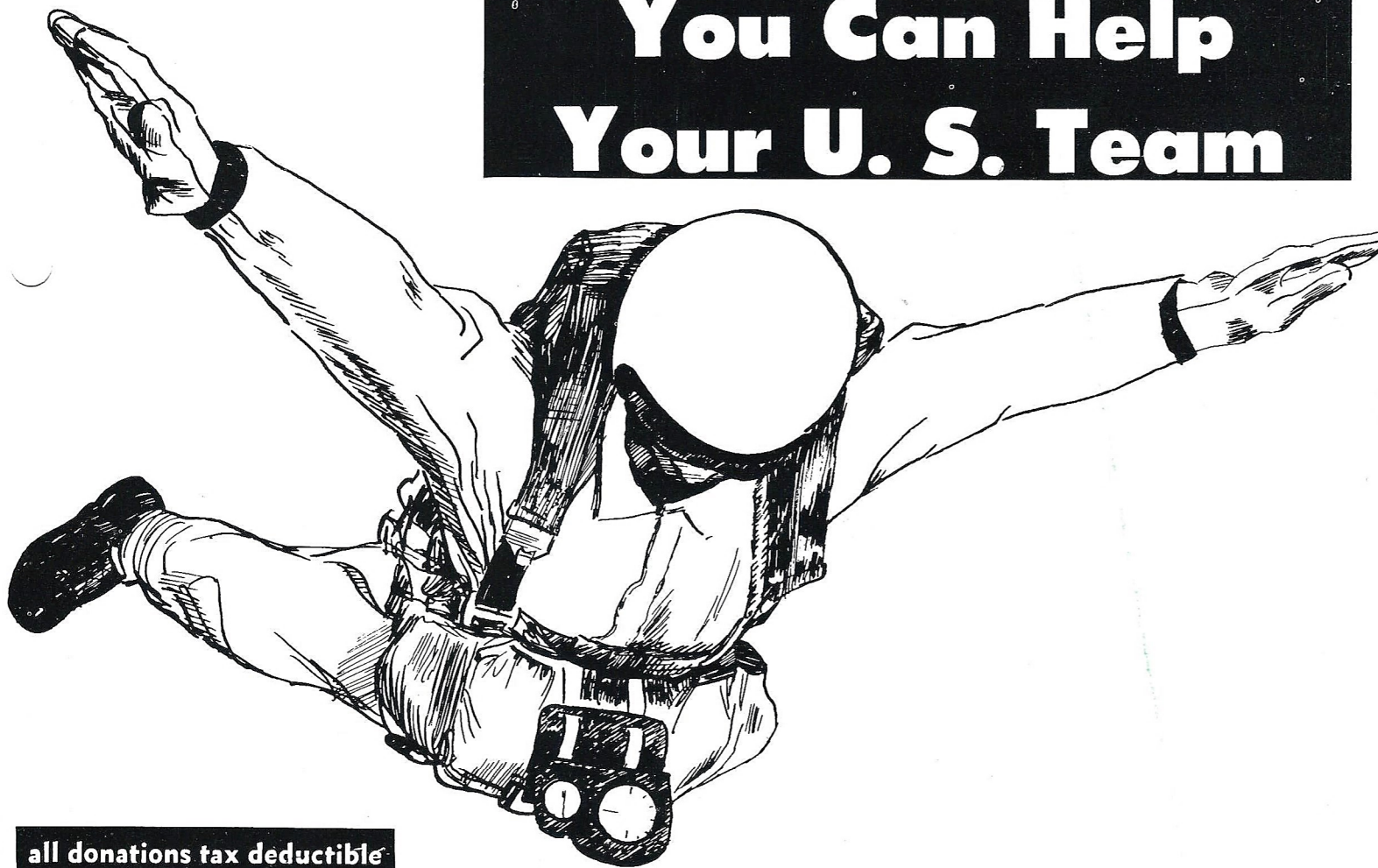
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SMOKEJUMPERS TRAIN IN OREGON, WASHINGTON

Cave Junction Oregon — Training of smoke jumpers for the 1964 fire season will begin soon at Cave Junction, Oregon, on the Siskiyou National Forest and Winthrop, Washington, on the Okanogan National Forest.

Refresher training for experienced jumpers is slated the week of June 8, with training of inexperienced jumpers scheduled June 15 to July 10.

About 75 jumpers will be in training at the two bases. Ten from each base will be stationed at the new U.S. Forest Service aerial center at Redmond, Oregon, later in the summer. From 8 to 16 jumpers will be stationed at the La Grande, Oregon, satellite base during summer months of highest fire danger.

A majority of smokejumpers recruits are college students, with forestry and medical students predominating. There are always many more applicants than jobs. This year, there were 300 applicants for 22 vacancies. Mental and physical standards are high, and recruits must have at least one season of forest fire fighting experience. They must pass a rigid physical examination, then complete the four-week course in fire-fighting, first aid, physical conditioning, and parachuting. New men make seven practice jumps.

Last summer, Pacific Northwest Region jumpers jumped on 207 fires.

FRESNO — Men's and women's teams to represent the United States in the world's parachute championships in Germany this summer have been chosen.

From groups of eight men and eight women, teams of six men and five women were selected after two weeks of training here. The competitors for the teams were chosen on the basis of over-all standings determined during last year's U.S. championships in Seattle.

The men's team:

Loy Brydon, Seattle; Richard Fortenberry, Riverside, Calif.; Coy McDonald, Antlers, Okla.; Gerald Bourquin, Porterville, Calif.; Ron Sewell, Seattle; and Bill Berg, Snohomish, Wash.

The women's team:

Anne Batterson, Bloomfield, Conn.; T. Taylor, Dallas, Tex.; Susan Clements, Oakland, Calif.; Gladys Inman, Redmond, Wash.; and Maxine Hartman, New York City.

The group comprising the women's team holds the world women's championship. The men's championship is held by Czechoslovakia.

The U.S. teams will continue training here until late in July when they will leave for Leutkirch, site of this year's championships.

SKY DIVERS AID SPACE TEST IN 10,000 FT. FALL

Two sky divers stepped out of a helicopter and chased a metal sphere for 10,000 ft. at 120 m.p.h. to find out what's new with the law of gravity.

Lyle Cameron, 32, and Doyle Fields, 30, ended their daring free fall over Point Arguello when they popped their chutes at 2,000 ft.

The experiment was conducted by UCLA and the National Aeronautics and Space Administration under the direction of Dr. Uri Shafir, a UCLA research geophysicist.

Purpose of Dive

The scientist wanted to know: How do objects fall?

He had previously assumed that the smooth sphere would fall straight if in still air or water.

But subsequent experiments convinced him that the object fell in a corkscrew pattern.

The sky divers helped him prove it Monday.

A flare inside the ball poured out red smoke and cameras on the helmets of the sky divers revealed that the object did fall in an irregular corkscrew pattern.

The sky divers stepped out of the helicopter after the sphere was dropped and by skillful manipulation of their legs and arms held their positions 20 to 40 ft. from it.

UCLA and NASA hope that the research will aid in the launching of ballistic missiles.

A TASTE OF PARACHUTING IN BRITAIN

Thruxton Aerodrome lies in the

South of England, 75 miles from London, and is the home of the Wiltshire Flying Club as well as the British Skydiving Centre. The Centre is one of the only two flourishing Sport Parachute Centres in England. The majority of the people who learn to jump are Army, although John Clark who is the permanent instructor at the Club is a civilian.

The British weather is noted the world over for its variety and changeability, and this accounts for the low number of active parachutists over here. After doing his first static line descent, the potential budding parachutist finds that the next four weekends are either thunder-ridden or utterly wind-swept, and thus he retires to his table-tennis a thoroughly disillusioned citizen!

The few who turn up every weekend are thus keen and patient and completely dedicated to the sport. The principal aircraft used are both pre-war bi-planes: the first is the De Havilland Rapide, a twin-engined bi-plane, capable of carrying nine parachutists up to twelve thousand feet, and the second, the Thruxton Jackaroo, a single-engined bi-plane; a rather off-beat four-seater conversion of the famous Tiger Moth. The latter will just stagger up to seven thousand feet with two parachutists on board.

We have two girls who jump regularly at the Centre: Helen Flambert, the current British Champion (and, by the way, our first) and Penny Seeger, her runner-up, who is married to a Royal Marine Commando, himself an active sport-parachutist. In spite of the relative infancy of sport parachuting in this country, the standards of safety and parachuting ability are remarkably high. It was here, at the Centre, that Sir Godfrey Nicholson, 62 years old, and one of our Members of Parliament, took up parachuting.

So, in spite of the inclement British weather and, by American standards, strangely antique aircraft, we have a very flourishing Club, whose members enjoy the sport to the full. If you happen to be in England, do come and see us, but don't be surprised if it's raining!

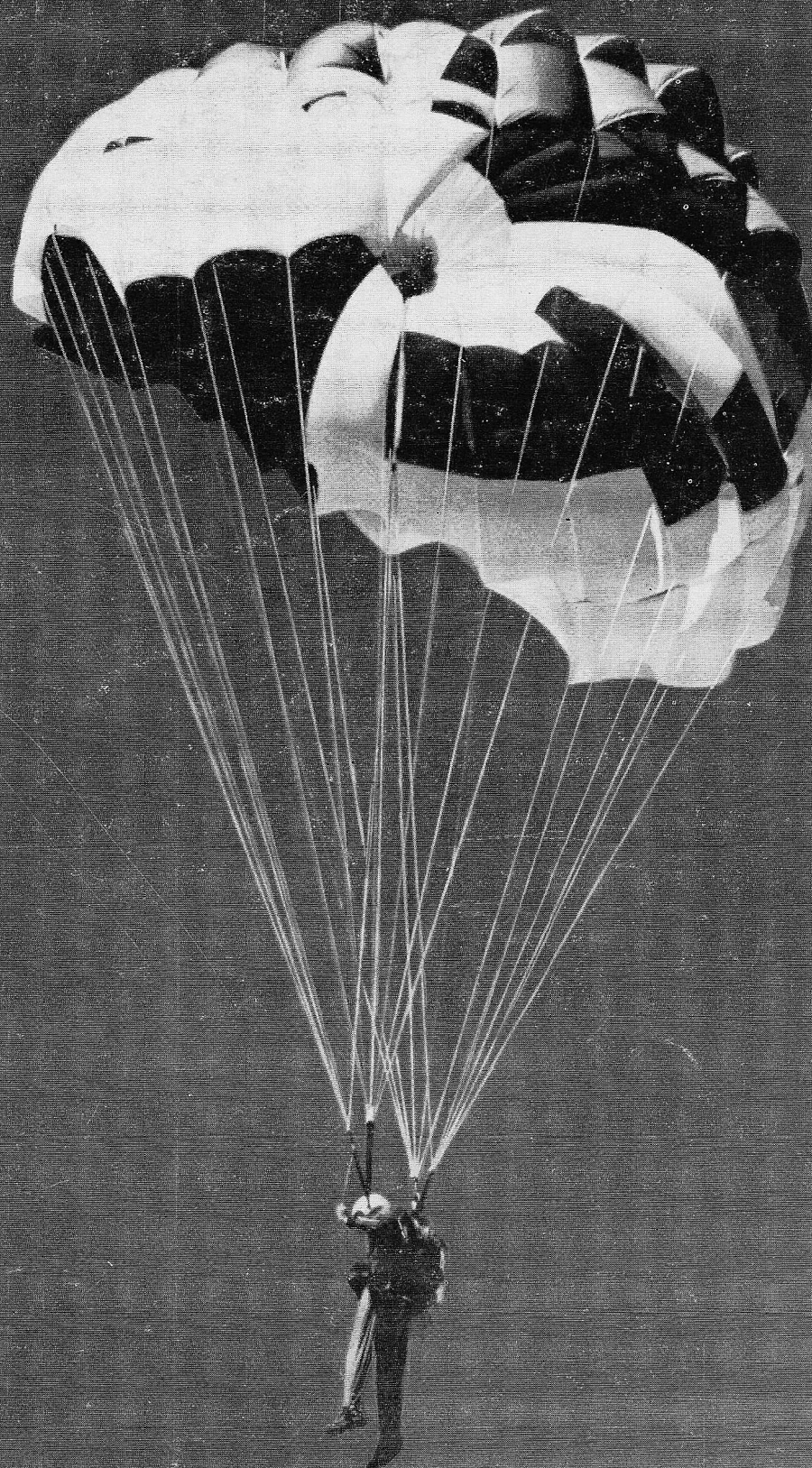
Lt. Charles Shea-Simonds,
3rd Bn. The Parachute Regiment



P.S.

Ron Simmons and Leigh Hunt pass a carton of eggs back and forth while 5500 feet over Arvin, California. If you think that you would like to have a few laughs once in a while, try this stunt before breakfast!

(Photo by Bob Buquor)



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