



Parachutist

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A MESSAGE FROM THE PRESIDENT

Mr. Joe Crane, PCA President, has asked that the following article be published in order that all parachutists understand the reasons for belonging to the National Aeronautic Association. Only twenty-three percent of our PCA members joined NAA thus far in 1962:

DEAR MEMBERS:

Sport parachuting had a bad start in the United States but it now appears that our problems are being solved and that we are well on the road to a more secure future.

During the early days of parachuting in this country the parachutists did not receive any cooperation from any source what-so-ever and were not recognized in any form by either the National Aeronautic Association (NAA) or the Federation Aeronautic Internationale (FAI). The NAA, however, at that time, did issue an Annual Sporting License to pilots and also sanctioned competitive aero events throughout the country, particularly National Air Races, but totally ignored the jumper.

In special parachute competitions during National Air Races each contestant was required to put up an entry fee. If the participant was late in registering (generally 15 days prior to meet opening) he forfeited the fee. He also forfeited the fee if he did not appear for the competition. When he took part and was not late registering, the fee was returned to the contestant.

In 1932, at the Cleveland Air Races, the organizers planned to keep all entry fees of the contestants. However, the pilots and parachutists got together and agreed that should their entry fees not be returned, there would be no National Air Races and the entry fees were thereby returned. In this case the contestants realized that the Races would last for ten days with crowds of from 35,000 to 100,000 each day, and with a substantial admission fee, there simply wasn't any reason for not returning the fees. Thus you can see the start of the first "grass roots" parachuting organization resulted from a definite need to band together.

In 1933 NAA got a little too big for its britches. The National Air Races were reduced to only four days, July 1 - 4, and were to be held in Los Angeles. I planned to attend, having won first or second place for the previous four years. Unfortunately I did not receive an application until June 20th which stated that the closing time for entries was June 15th! In the meantime another air meet had been set up in Chicago (termed as an unsanctioned, "wildcat" affair!) and, since I had received the LA application late, I attended the meet in Chicago.

The NAA was highly disturbed because two major Air Races had been scheduled on the same dates and the Chicago meet attracted many of the better pilots and jumpers than did the LA event. They reacted by penalizing all persons who participated in the Chicago meet by suspending all FAI Sporting Licenses for six months!

Again that year at Chicago, over the Labor Day holidays, the NAA held another sanctioned affair, the Balloon Races. My application for the jump contest was rejected because I had taken part in the unsanctioned "wildcat" meet earlier that year. I immediately contacted the NAA and asked how in the #!*? could they suspend a license which had never ever been issued to a parachutist! Since parachutists were never before required to have an FAI Sporting License, it was impossible to penalize any jumper. If it was their desire to control parachute jumping competition, I then proposed that NAA issue an annual Sporting

License to parachutists the same as they did for pilots, and until they did the field was wide open. NAA smoked this over and concluded that they could not legally bar any parachutists from competition due to a lack of control. I was advised to re-submit my entry form, which I did, and, as a result, was the only person who had taken part in the previous "wildcat" meet in July that also jumped in the Balloon Races (with the exception of one other jumper who used an assumed name).'

Again in October of 1933 another sanctioned Air Meet was scheduled for Roosevelt Field, Long Island, New York (we had a lot of them in those days). The Meet Director placed me in charge of the parachuting competition. I established some simple rules for the jumpers to follow and was given complete authority, with no interference on the part of NAA. Forty-six jumpers participated, which was more than in any previous event. Competition included both an individual and group event daily. The Air Meet was a complete financial failure and the organizers went bankrupt. The prize money for individual contests was placed in escrow so that was paid to the jumpers. However, the group jumps were not paid for before bankruptcy action was taken. Acting with power of attorney, I finally, after a year and a half, secured all parachute prize money in full, while pilot contestants received only $1\frac{1}{2}\%$ of their original claim. An important point here is that in those days jumpers jumped only for prize money and how and under what conditions this money would be paid was a significant point in each competition and, as opposed to a licensing system, dictated the calibre of contestants.

During this Roosevelt Field Meet the parachute competition and group jumps were run off without a hitch, which was something new in the parachute events. On seeing how well the jumpers conducted themselves, NAA's Executive Secretary called me to Washington where we established a procedure to issue Annual Sporting Licenses to parachutists and the NAA began cooperating with us for the first time! Also at this time NAA set up a Parachute Board naming me as President. Each year we would meet and review the past year's events and recommend any changes which were considered to be beneficial to parachutists and their competitions. One of the early accomplishments was to establish a wind limit of 20 mph at sanctioned meets; further, when the wind exceeded this limit, no jumps were made but the prize money would be paid anyway, by either an extra jump later or by one jump paying double prize money. The following year this wind limit was reduced to 15 mph to reduce the injury rate.

Around 1945 the PCA (then called National Parachute Jumpers Association) became an affiliate of the NAA. Up to this time parachute jumping had no world recognition and there were no world records. I therefore proposed to the NAA that they ask the FAI to incorporate a parachute category in the international FAI calendar. NAA concurred and this matter was introduced at the next FAI meeting by Miss Jacqueline Cochran and Charles Logsdon. The FAI General Conference approved the category and during the next few years -- through the recommendations of parachute delegates from many countries, among which I was the U.S. Delegate -- established world parachuting licenses and international competition and world record requirements. Thus you see NAA's early role in establishing the forerunner of our current licensing system.

While NAA and parachutists got off to a bad start in the early days, since 1945 NAA has earnestly assisted us on countless occasions to the best of their ability and I personally believe all parachutists owe them a debt of gratitude for their many actions on our behalf, a few of which are as follows:

- 1) By issuing an Annual Sporting License in 1933, they created respect for the parachute jumper and the sport he represents.
- 2) By having parachutists in charge of parachute events, they cleared up a great deal of confusion which had formerly existed.
- 3) By recommending a parachute category to the FAI and securing its approval, they gained greater stature for parachute jumpers.

4) In 1956 we were able to secure enough contributions to send the first U. S. Parachute Team to Moscow because the NAA set up a special fund whereby donations could be made to the fund through them, making all donations tax free. Without this, we would not have been able to obtain enough funds for the necessary expenses.

5) In 1960, during the eliminations at Fort Bragg, two civilians were selected along with Army jumpers. Since civilians could not jump from military aircraft, it was necessary to hire civilian aircraft to carry the civilian jumpers for one month's jump practice. We did not have the money in our treasury to afford civilian aircraft for them, so we asked NAA for financial support and they advanced \$1000 to be used for hiring civilian aircraft for the two jumpers. This amount was advanced us with the understanding that if we received finances from any other source, we would repay the money. After the Championship was over I am proud to say we were able to return \$500 to the NAA. However, without their help we would not have been able to offer the civilian members any practice jumps.

6) Again, NAA has spent several hundred dollars in assisting us in cables, telephone calls and many other matters with regard to the Sixth World Championship just held in Orange.

7) Due to our inability to obtain government support for the Sixth World's Championship, it was necessary to obtain private capital. The State of Massachusetts had pledged \$100,000 to the Championship, providing we had matching funds from the U.S. Government. Since we could not obtain federal funds, the Massachusetts law was changed so that if we could get \$100,000 in matching funds from any source, the state would release their \$100,000 to us. Jacques Istel and myself then asked NAA for assistance and Martin Decker, current President of NAA, personally pledged \$60,000, along with a few thousand dollars from other Directors, to make a total of \$100,000 so that the \$100,000 would be released by Massachusetts. Without this help from NAA, we would not have been able to hold the Sixth World Parachuting Championships.

8) In addition to the few instances above, NAA saves the PCA from \$2000 to \$5000 every year by assisting PCA with transportation to FAI meetings and competitions abroad.

For your information, the Federation Aeronautique Internationale is the world authority for the certification of all aviation records and the control of official world competitions.

The National Aeronautic Association is the sole United States representative of the FAI on aviation matters in the USA.

The Parachute Club of America has, in turn, been delegated by the NAA as the FAI representative for parachute records and official parachuting events in the United States.

I believe that we owe much to NAA, and I would certainly like to see every PCA member give NAA a little support by becoming a member of NAA. This membership would show our appreciation and, at the same time, there are many benefits to be derived as a member, such as special rates on magazines, special insurance, and a discount on U-Drive-It cars from Avis and Hertz and the National Aeronautics Magazine monthly.

One of NAA's major objectives is to establish and gain national and international recognition and support for the "Olympics of the Air" -- parachuting, gliding, aeromodeling, ballooning and aerobatics. If NAA and its Division Organizations -- Parachute Club of America, Academy of Model Aeronautics, Soaring Society of America, Balloon Federation of America and, a new organization being formed, American Society of Precision Pilots -- will stick together and work together, there is no question but what we will establish the "Olympics of the Air" as well, or better, than the ground sports Olympics.

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Plans are finally shaping up for the revision of the By-Laws to allow local representation on the PCA Board of Directors. One Board member to be elected from each Conference Area plus an adequate amount of national figures for depth. See map of the revised Conference Areas in this issue. While you're at it, start thinking about who you want to nominate for election to the PCA Board of Directors. If it's you, start campaigning...!

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Who is NAA and what does it do?

The National Aeronautic Association is the oldest independent, non-profit aviation organization in America; chartered in 1922 as the successor to the Aero Club of America, founded in 1905. Its efforts and its resources are directed to the advancement of all elements of flight, grinding no personal or political ax for one at the expense of another.

NAA is the sole United States representative of the Federation Aeronautique Internationale and, as such, is the only organization in the U.S. that can officially certify record flights by aircraft and spacecraft. NAA holds membership on all ten F.A.I. international aviation committees and regularly attends the meetings of each.

NAA's mission is to advance the art and science of aviation and space flight, by—

- Keeping the public informed on the importance of aviation and space flight to our security and economy.
- Calling for a sound national program to keep the U.S. first in aviation and space flight.
- Working for equitable consideration for the needs of general and commercial aviation.
- Supporting a vigorous aviation and space education program at all levels of learning.
- Encouraging, aiding and documenting competitive and record-making aviation and space events.
- Honoring outstanding contributions to the advancement of aviation and space flight.

**TO ALL THIS,
NAA IS DEDICATED!**



NAA MEMBERSHIP GIVES YOU THESE VALUABLE BENEFITS!

Here are just a few of the personal benefits you will receive as a member of NAA:

• NATIONAL AERONAUTICS MAGAZINE

Monthly magazine of world aviation—national in name, but international in coverage.

Hard-hitting editorial and information-packed articles are regular features. Departments carry news on industry, FAA and CAB, pilot problems, airlines and NAA activities.

• INSURANCE THAT GROWS— AND MEDICAL COVERAGE!

NAA membership includes \$2,500 Travel Accident Insurance the first year, and \$3,000 each year thereafter . . . plus \$250 Injury Medical Expense the first year and \$500 each year thereafter. You get world-wide protection as a passenger on any land, sea or air conveyance licensed to carry passengers, including MATS aircraft. NAA members are eligible for optional plans and pilot and crew member coverage.

• AUTO CREDIT CARDS

Avis and Hertz car rental credit cards, with no application for credit and no deposit on rentals. You get 10% discount on all Avis and Hertz rentals!

• DISCOUNTS

Up to 25% discount on national aviation magazine subscriptions, and 10% to 40% discount on Aerospace Book Club selections.

• SILVER WINGS—AND A VOICE

Your NAA silver wings will identify you as a member of America's aerospace team. Every member of NAA is entitled to vote and is eligible to seek office.

**MAIL YOUR APPLICATION
FOR MEMBERSHIP TODAY!**

YOU can help keep America FIRST in the Air and Space!

You, as a member of NAA, can help keep America first in the air and space, by—

- Becoming better informed on the progress and problems of aviation and space flight.
- Expressing your views and opinions on critical air and space issues.
- Participating in events and activities designed to advance all elements of flight.

Your membership will make it possible for NAA to continue its efforts to enhance U.S. aviation and space flight, both at home and abroad, through—

RECORDS: Record attempts clearly demonstrate the capabilities of a nation's aircraft and spacecraft. Until January 1961, Russia held 12 more records than the United States. By the end of 1961, the NAA-stimulated attack on world records changed the score to 144 for the U.S. and 112 for Russia.

COMPETITIONS: NAA fosters the "Olympics of the Air"—aeromodelling, ballooning, parachuting, soaring, and aerobatics—and assures U.S. participation in world competitions.

EDUCATION: The aerospace training given youth today will determine its interest and skills tomorrow. During the past five years NAA has contributed more than \$120,000 to aviation education through its support of the National Aviation Education Council.

RECOGNITION: NAA administers some of the most coveted aviation awards—the Collier, Wright Brothers, and Brewer Trophies—honoring those making outstanding contributions to aviation and space flight.

WHO can join NAA?

Anyone interested in aviation and space flight is eligible for active, voting membership—whether in aviation, or not.

RESIGNATION: It was with regret that the PCA Board of Directors accepted the resignation of Mr. Jacques A. Istel from the Board effective September 4, 1962. Mr. Istel indicated that the reasons for this action were due to ill health, conflicting business interests, and a disagreement with the current operation of PCA. He stated that he ... "will publish my reasons for resigning, but I will remain as an active and verbal member of the club." Mr. Istel indicated that the current administrative and financial organization was not adequate and felt that changes should be made in the Executive Committee. He also stated that he would be happy to assist the PCA at anytime wherever and whenever possible.



This newsletter is not long enough to publish an account of the prolific and outstanding contributions Jacques has made to sport parachuting in the United States. Most of us know that Joe Crane is the father of sport parachuting in the U.S. but it should not be forgotten that Jacques Istel was one of the original dynamic forces that created the PCA and sport parachuting as we know it today. Actually, we don't feel that we're losing Jacques and we most certainly will seek his counsel, welcome his comments, and face the fiery blasts of his constructive criticism, all of which, we are certain, will assist in maintaining the progress of this wonderful sport.

For all Jacques has given us we are indeed grateful and we in PCA will certainly endeavor to live up to his high standards and continue to bring parachuting to its rightful place in the world of sports.

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Mr. Russ Gunby also resigned as an Officer and Director from the Board of Directors at this same meeting; however, as approved by the Board, he is continuing on as a full-time paid, Executive Director without vote on the Board.

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STAFF ADDITION: Realizing that we must make improvements to our growing organization, the PCA Board has authorized the employment of a full-time Assistant to the Executive Director.

To fill this slot we were fortunate in procuring the services of Mr. Richard Enarson of Oakland, California who moved to Monterey in September to take over the duties of Assistant Director. This action has already eliminated the licensing delays and we're rapidly catching up on back correspondenc.

Dick is 26, recently married, and majored in recreation at Alameda State College. He has been a sport parachutist for four years, has D-226 with close to 300 jumps, is an FAA Rigger, and gave up both college and a part-time parachute business to work with PCA. He earned senior parachutist wings during five years in the 11th Airborne Division and then returned to school in Oakland and later became an ASO for that area. In 1959 he organized the Golden Gate Parachute Club and is Charter Member, Past Secretary, and current Chairman of the Northern California Parachute Council.

Mr. Enarson's major projects in PCA will be processing license applications, replying to technical correspondence, writing for the PARACHUTIST, and, adding to current programs including Instructor, ASO, revision of licenses, Collegiate League, establishment of Conference Competitions, forthcoming elections, record attempts, and the like.

We're happy for his assistance and know that you will see an improvement because of his efforts.

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AERONAUT LEO STEVENS AWARD: The Leo Stevens Awards Committee has the honor of announcing

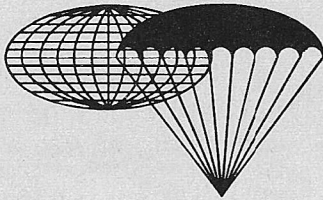
the recipient of the Aeronaut Leo Stevens Parachute Medal for the year 1961 to Chief Warrant Officer Lewis T. Vinson in recognition of his many contributions in designing, developing and testing parachutes, ejection seats and related safety equipment of new and untried performances. "In addition, we have also considered his voluntary mission in leading a rescue team to the scene of an accident and rendering medical assistance to the stricken pilot of the aircraft, as well as his training of the U. S. Navy "Chuting Stars"."

It is fitting that a member of the U. S. Navy is to receive the award for the year 1961 which was the Fiftieth Anniversary of Naval Aviation. The Award was presented to Mr. Vinson on 12 November 1962.

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SIGNS OF THE TIMES.....During the early planning phase of the Sixth World Championship it was foreseen that a symbol for the event was needed. Several designers were contacted for designs incorporating worldly significance with parachuting. The final design was accepted on the premise that, while it did contain a world and a parachute, there was enough difference in design and embellishment so as to be distinctively different from other emblems, even at a glance. PARA-VENTURES, Inc., of Los Angeles feels that an infringement has been made on their design and, in all fairness to PARA-VENTURES we were asked to publish the following statement from Mr. Dave Burt for clarification:

Emblems



PARA-VENTURES, Inc.



SIXTH WSPC

"In September of 1961, Mr. Robert A. Spatola, Executive Secretary of the Massachusetts Sport Parachuting Commission displayed a brochure bearing an emblem with a world globe and a parachute. He asked my feeling on the use of this emblem for the forthcoming World Competition. I stated verbally and in writing that I felt that the Commission could develop an emblem which typified more, the competitive aspects of the sport. I felt further that the 6th World Meet emblem would receive such wide exposure that Para-Ventures, Inc. might be accused of copying or capitalizing on the World Meet. Mr. Spatola advised me by a letter dated 9-26-61 that the emblem in question would not be used further.

Months later, I was surprised and disappointed to see that a similar emblem had been accepted for the 6th World Meet containing a world globe and a parachute in the same respective position and very similar to the trade mark of Para-Ventures, Inc. By that time I learned that the emblem had already received wide application. In some instances it was identified as copyrighted, and in one instance, it was identified as registered, which was not the case. At that point, our patent attorney advised us to take action. However, Para-Ventures, Inc. did not feel that this would be in keeping with the efforts and desires of everyone for the success of the world meet.

At this time, we want to state clearly that the world globe and parachute design was created for Para-Ventures, Inc. and has been in continuous use, interstate, since 1960 as the trademark of this corporation and is the exclusive registered property of Para-Ventures, Inc. It may not be used by anyone other than Para-Ventures, Inc. for any purpose.

PARA-VENTURES, Incorporated
Dave Burt, President."

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NEW LICENSE AND APPLICATIONS: Effective 1 January 1963 all new A, B, C, and D license applicants will be issued a new photo-bearing three-part license and plastic case. The reason behind this is to replace and up-date the present license and further identify the license holder through the use of a photograph imprinted with the PCA seal, and enable the license to be recognized in foreign countries. Present colors will remain the same and, when folded, the new license will be the same size as the present type.

The current licenses will be recognized until 30 June 1964 and commencing 1 October 1963 all those possessing the present type license should have the old license exchanged for the new type. License numbers WILL REMAIN THE SAME AS ISSUED, and no charge will be made for exchanging the old type for the new.

The new licenses will also have the parachutist's qualifications printed in English, French, and Russian, the three official FAI languages.

Persons wishing to submit for new or higher license applications AFTER 1 January 1963 MUST INCLUDE a 1" x 1" full-face photograph along with the application. The same will apply in October when the changeover commences.

Applications: In order to speed up the process PCA has devised a new, and SEPARATE, form for streamlining license requests. No longer will the license form appear on the membership application form. One copy of the LICENSE APPLICATION FORM WILL BE INCLUDED IN THE DECEMBER PARACHUTIST and extra copies will be sent to each club on our roster.

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NEW MEMBERSHIP APPLICATION FORMS: To streamline and speed up our methods of processing incoming memberships, licenses, annual license validations, requests for wings, and NAA memberships still further we have revised both our system and the forms. Enclosed WITH THIS ISSUE is the new card-type form for everything EXCEPT THE LICENSES. The license will be requested on THE SEPARATE FORM REFERRED TO IN THE FOREGOING PARAGRAPH WHICH WILL BE SENT TO EACH MEMBER AND CLUB DURING DECEMBER. The form included in this issue is also going to each member and ten or more additional forms to each club. Thereafter, each Club will be sent a supply of forms every quarter. We ask that the new forms be used AND COMPLETED FULLY, otherwise it will be necessary to transpose all the information from the old to the new form here at PCA which will create even more work. All those who have previously requested forms should receive them within approximately ten days after reading this notice.

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SUPPLEMENTAL TYPE CERTIFICATES.....Again: Seems like these STCs keep changing around, at least in procedures, and much of this is due to PCA's constant efforts to have the FAA simplify the whole affair. Here's the latest status:

Before going further, let's briefly summarize the WHY of STCs for our newer groups. Whenever a new airplane is made it is tested and approved by the federal government. Government approval comes in the form of a "Type Certificate". From then on any time that someone changes or modifies the flight characteristics of that particular model of aircraft, the government (FAA) must flight test the aircraft with the new modifications and, if they deem the modifications safe, then they issue a "Supplemental Type Certificate" to the person or group making the modification.

There were two ways to obtain an STC: (1) modify your own plane, fill out the federal forms, have the FAA check the plane, and be issued the STC; or (2) obtain a copy from someone who had already procured an STC.

After working closely with the FAA on the problem of STC procurement, particularly the Los Angeles Regional Office, the FAA has come up with a new solution: Public Domain STCs. These are STCs which have been obtained by individuals or groups and are then declared, with originator approval, public domain so that any and all citizens may use them merely by

following the directions issued by the FAA and published nation-wide in the form of supplements. This eliminates the necessity for PCA to issue STCs because written approval to fly jump aircraft modified for sport parachuting is now being compiled by the FAA.

The first such order issued by the FAA was FS 8100.1, with Attachment #1, dated October 3, 1962, Subj: Operation Of Civil Aircraft With Door Removed For Parachuting, Sky Diving, Or Other Special Operations. This order authorizes and established procedures on modification of the following aircraft for sport parachuting purposes:

- | | |
|-------------------|------------------------------------|
| Aeronca 7 Series | Jobmaster Howard DGA-15 Series |
| Aeronca 15 AC | Noorduyn UC-64 Series (rear door) |
| Cessna 150 Series | Piper PA-18 Series |
| Cessna 170 Series | Piper PA-20 Series |
| Cessna 172 Series | Piper PA-22 Series (rear door) |
| Cessna 175 Series | Beech AT-11, 18 Series, C45 Series |
| Cessna 180 Series | Stinson V-77 |
| Cessna 182 Series | Stinson 108 Series |
| Cessna 185 Series | |

IN ADDITION to the above PCA has requested the same blanket clearances on the following type aircraft which should be published later:

- | | |
|---------|------------------------|
| SA166WE | Aero Commander 500 |
| SA14WE | Beech AT-11 |
| SA147WE | Beech C-45G, H |
| SA199WE | Cessna 210 Series |
| SA220WE | Cessna 190, 195 Series |
| SA170WE | Howard DGA-15P |
| SA217WE | Piper PA-12 |

If your aircraft is listed above you may obtain approval to fly it for jumping by contacting your local FAA General Aviation District Office. This pretty well wraps up the major jump aircraft in the country for proper certification for sport jumping purposes.

CHARGE ON SUPPLEMENTAL TYPE CERTIFICATES (STC): While you can now procure the proper STC from the FAA AT NO COST on the major jump aircraft, we still have more to procure. We dropped the fees in connection with all PCA procured STCs this year but find that procurement and reproduction costs too expensive to issue them free of charge. Therefore, effective immediately, any STC PROCURED FROM PCA WILL REQUIRE A FEE OF \$2.00 to cover the cost of reproduction, handling, and mailing. So be certain you screen FAA's STCs before asking PCA for them.

NEW BOOK: Jim Greenwood, an ole jumper turned writer, has come up with a new book, "PARACHUTING FOR SPORT". It's more of a history book, going back to the 15th Century and dealing with the growth of parachuting, modern applications, including wartime uses, equipment, types of aircraft, parachute construction and operation, etc. While not detailed enough for actual use in teaching the grass root fundamentals, it is an excellent history and orientation reference which no serious sport parachutist should be without. Order from:

Sports Car Press
Sylvester Court
East Norwalk, Conn.
(Price: \$1.95)



CORRECTION: Apologies to PARACHUTE Magazine and all those would-be subscribers who have been storming our mailbox. Following is the complete address for the Magazine which we failed to include in the July-August issue, (rates \$5.00 a year, monthly delivery):

PARACHUTE Magazine
P. O. Box 65783
Los Angeles 65, California

TRAINING OF THE US TEAM: Some completely uninformed jumpers have been circulating erroneous, self-composed accounts about Parachutes, Inc. making a profit from supporting the training of the U. S. Team. We'd like to clarify some points because your membership dues paid for this training and you have a right to the correct accounting.

The prospect of training the US Team that was selected at Kansas City last June looked real good up until the time that the team arrived at Fort Bragg where it was originally scheduled for training. We then found out that the Defense Department had decided they could not permit this. The question then was, where can we train them? After some frantic investigation Mr. Istel of Parachutes, Inc., at Orange, Mass., offered the facilities at Orange to support the training on a cost or below basis. Quick computation indicated that this was the most economical plan and one which would get the training underway without any further delays. The Team was then moved from Fort Bragg to Orange.

During the seven-week period, June 20 to August 8, 1962, the Team lived and trained in Orange prior to the start of the World Championship, Parachutes Incorporated, The Inn At Orange, and the Orange Sport Parachuting Center were able to furnish the following:

- 1. FOOD: Two meals per day @ \$2.00 each.
- 2. LODGING: Provided at The Inn for girls, at the dormitory for the men, cost-free.
- 3. AIRCRAFT: Rental of Norseman aircraft as required, with pilot and gas, for \$24.00 per hour for in-the-air time only. (Normal price: \$50.00 per hour without gas.)
- 4. VEHICLES: Use of the Center's Station Wagon, full-time for on the field operation, cost-free.
- 5. GASOLINE: For all official vehicles, available at cost-price.
- 6. EQUIPMENT: Nineteen altimeters and eight pair of Sportsman boots, cost-free. Also, opportunity of 30% discount on any for-sale items.
- 7. FACILITIES: Use of hangar for equipment storage and packing; use of Production Department Loft for equipment modification and maintenance, cost-free.

Many other smaller, but important, services were also rendered freely by the men of PI, such as outfitting a visiting official for a jump, having extra 'chutes packed up, loaning a vehicle to a guest, and many similar items and services.

So you can see, it would have been difficult, it not impossible, to better this offer, and anyone who believes that Orange made a profit from this arrangement had better take a course in business economics.

PCA would like to take this opportunity to publicly thank Parachutes, Inc., for their timely efforts in offering this assistance during the training of the 1962 US Team and this support came voluntarily and without hesitation, at a time when the situation was most critical. We appreciate the help and it shall not be forgotten.

SALE OF SURPLUS MILITARY PARACHUTES: The following letter was received from the Department of Defense, Washington, DC, dated 28 August 1962:

"The Department of Defense has announced that surplus military personnel parachutes will be offered for sale to the public after they have been inspected and approved for use.

The Federal Aviation Agency has agreed to permit physical inspection of surplus parachutes at 15 FAA-certified parachute lofts located throughout the United States.

Hereafter, each Military Department will turn over all surplus overage personnel parachutes to a Government property disposal officer.

These parachutes will then be offered for sale, subject to these conditions:

1. Physical inspection at a FAA certified parachute loft.
2. Title will pass only on those parachutes certified to be airworthy. Those determined unserviceable will not become property of the buyer and will be demilitarized to prevent their use for the original purpose.
3. Expenses incident to inspection will be borne by the buyer. T-10 type parachutes used in paratroop operations will not be disposed of in the manner indicated above since they are not suited to sport parachuting.

International orange and white parachutes will be demilitarized in accordance with current procedures as their use by sports parachutists could have adverse effect on rescue operations.

Buyers will bid on those parachutes offered for sale. They will pay only for parachutes to which the Government passes title, plus inspection costs of all parachutes examined.

The Parachute Club of America met with representatives of the Military Departments, FAA and the Defense Supply Agency, which has overall responsibility for surplus property disposal in the Department of Defense, to request a relaxation in demilitarization policy."

PCA COMMENTS: Already we have received complaints that only a Certificated Loft can purchase parachutes and this is technically correct. However, if you will remember, recently even they could not purchase surplus parachutes, thus, while we do not consider the above procedure the ideal solution, it definitely is better than no parachutes at all! Further, there is nothing to prevent any qualified rigger from going to a loft and asking to be his representative to purchase surplus parachutes from depots in the riggers own area. Most lofts are interested in seeing that sport parachutists obtain surplus equipment rather than see it cut up and they're not hard to do business with. Some people feel that the lofts will go out and snap up every 'chute and then run the price way up. Perhaps some will but these will soon be found out and we can, through effective organization, refrain from purchasing from those who would overcharge the jumper. Don't forget, lofts are competitive also!

In all probability surplus parachutes will never revert to the 1959-1960 low-price range but we doubt that they will increase significantly. If anything, they'll probably reduce somewhat as more become available and more competitive lofts come into being. Three years ago a sleeve cost \$22.50 at the least. Now you can get a good sleeve for \$12.50. The reason: competition. So actually, though we are not finished with the surplus problem, things are not as bleak as some would make it.

Regarding the orange and white canopies being destroyed, the NAA has commenced negotiation in Washington to have these 'chutes released provided that lofts or riggers certify and insure that the O & Ws will be properly dyed prior to being released to the public. This then should solve the O & W problem. We're still working.

The prospective surplus parachute bidder may procure a booklet entitled, "How to Buy

Surplus Property", published by the Government Printing Office, Washington 25, D.C., dated March 6, 1962. The prospective bidder may also contact the Defense Supply Bidders Control Office, Battle Creek, Michigan, and request to be placed on the mailing list. The list of surplus materials will, of course, contain other items in addition to parachutes; however, the prospective buyer will be able to determine when and where surplus parachutes will be offered for sale.

* * * * *

CHAMPIONS: Now that the smoke has cleared and we've all had some time to develop some hindsight, it is appropriate that acknowledgements be made to those who worked to make the Sixth World Sport Parachuting Championships at Orange, Mass., a success. The program for the World Meet, which was sent to each member shows Mr. R. A. Gunby as Director of Competition. This is in error. Captain Phillip Miller, of the U. S. Army, took over this position on opening day on the abrupt resignation and departure of Mr. Gunby. Captain Miller did an excellent job of running the competition on short notice and did much to insure the operational and political success of the meet.

Many volunteers came from all over the country to work long unpaid hours (some of whom actually quit their jobs to help out) and we feel that these people are the unsung heroes who can take the lion's share of the credit for the success of the meet. In addition to Captain Miller, and many others not shown in the program, our special thanks go out to Gyneth and Dusty Rhodes, USMC husband-wife team, Danny Quinn from New Jersey, Sam Starr of Pennsylvania, the entire Army Parachute Team from Fort Bragg, Fred Bellman of Arizona, and Chuck Aylworth from Eugene, Oregon, all of whom from the outset, did everything from erecting fences to tent pitching, demonstration jumps to guard duty, and international nursemaid to sleeve recovery.

Others to whom we are gratefully indebted were Bill Mann, Andy Dailey, and Larry Jones who made history by operating the first electronic Digital Computer ever used to score an international competition; the interpreter staff headed by Tom Butler; Reuben Lee of Maryland who worked the office night shift; Beverly Galloway who nightly kept everyone's morale high with his swinging guitar and balladry about the championship; and Blackie, the airport dog who kept the other dogs in line when awake! After seeing the working volunteers who came to help, it was interesting to note that those who have griped the most and loudest about how poorly these things are run never, yea, never, show up as volunteers at any major competitions! Wonder why!

Spunky Bob McDonald came out of the hospital in Texas to help judge and did a fine job. Also credit Hans Berg for a good job as an alternate FAI Delegate when another dropped out due to illness; Betty Foster who kept the Chief Judge orientated toward democracy; and all the following people who did a wonderful job under trying circumstances:

- | | | |
|------------------------------|-------------------------------|----------------------------|
| Jim Butler, Pa. | Jill Carey, N.Y. | Sgt.G.A.Carnell, Canada |
| Pamela D. Claxton, Wash.D.C. | Tom Craighead, N.Y. | Hersch Davison, Va. |
| Val J.Gorham, Mass. | David A. Gruver, Va. | Skipper Jacobs, Pa. |
| Kaye Kowaltschik, Ga. | Guy Larcher, Calif. | Bill Magnuson, Pa. |
| Bob Mattingly, Ohio | Robert E. Meyer, Calif. | John P. Miller, Texas |
| Edwin J. Pastreck, Mass. | Daniel Peterson, N.J. | Bob Quackenbush, N.H. |
| Joyce Rentz, Mich. | Jeannette Sibley, Mass. | Jacque R. Smith, Pa. |
| John Teti, Pa. | Elaine Trood, Canada | Mrs.M.L.Thourad, Canada |
| Edwin D.Vickery, Mich. | Walt Walker, Mich. | Marjorie E. Wallace, Conn. |
| David & Philip Webber, Pa. | Peter A. Lake, Mass. | Charles E. Stanley, Minn. |
| Jerry Westin, N.Y. | James Fowler, N.Y. | James O. Rhea, Mich. |
| Wilma M. Wenger, N.J. | Alex Graham, Calif. | Raymond S. Cole, Va. |
| George Bosworth, N.Y. | James M. Bates, Conn. | John Teti, Pa. |
| Steve Moore, Mass. | Angelique Romano, N.Y. | Bill McCarthy, Colo. |
| Myrtle Harper, Mass. | Bill Jolly, Mass. | Dave Janson, N.Y. |
| Ludlow Clements, Calif. | Roxy and Jim McDonald, Calif. | Brian Madden |
| Leroy Gardner | Gordon Swenson, Wash.D.C. | Roxanne Rogers, Calif. |

Also we deeply appreciate the work done by those who trained hard for the U.S. Team and, after falling short of the grade, stayed on to help in many different capacities; Gladys Inman, Hank Simbro, Jeanni McCombs, Bill Berg, Judy Simpson, Helen Lord, Dick Harman, John Cann, Ann Batterson, Joe Norman, and Michele Connally.

Holding sway over the bar at The Inn At Orange was Mike the Bartender without whom the entire meet would have been a very dry affair!

The program listed Mrs. Claudia B. Istel as official hostess. This title could not possibly describe the quiet dignity, charm, and grace that this wonderful and warm lady injected into a trying, hard, and sometimes hostile organization and competition. Under all circumstances and in all situations Claudia Istel was, most certainly, the first lady of the competition.

TO EVERYONE WHO HELPED "THANKS"!!!

* * * * *

PCA-FAA WASHINGTON MEETING: PCA Executive Director paid a one-day visit to the FAA in Washington to establish any procedures necessary to stop the fatalities and injuries resulting from improper and inadequate instruction occurring in sport parachuting today.

Our NAA set up the meeting for us which included the following men:

William Kelly - General Maintenance Division
William Lovelace - Operations Branch, Safety Regulations Division
Robert Bell - Flight Operations & Standards Division
James Doby - General Counsel Office
George Childress - Chief, Operations Branch, Safety Regulations Division

At the outset FAA agreed that the present instructor-student situation was bad and that something must be done about it. PCA then proposed that the FAA authorize PCA to train Instructor-Examiners (as we did last February) and that these Examiners be recognized by the FAA. Thereafter, clubs wishing to train students would be required to have an instructor tested by an examiner and only those with instructor licenses would be authorized to instruct under penalty of law. This would not curtail parachuting because it would mean that only those who were properly tested could instruct. If anything, it would improve the quality of instruction which, in turn, would cut down fatalities and injuries thereby improving the safety which definitely affects growth. It would definitely curtail those instructors presently operating, who are not qualified to do so.

FAA feel that we have an excellent plan, however, legally, the government cannot recognize any one private organization or allow a private organization to assume the aero responsibilities of the government; therefore, the plan cannot be implemented except, as we are already doing, among ourselves. Incidentally, the FAA attitude in Washington was exceptionally favorable towards the operation and the members of PCA and they feel that the individual PCA members pose no problems for them. Their desire is to restrict the wildcat jumper who causes the most damage and creates aviation safety hazards. However, any government controls will affect each of us, thus we must be careful to insure that regulations to control indiscriminate jumpers do not unduly affect us also. And therein lies the mission of PCA. At the conclusion of the meeting FAA asked us, as experts in parachuting, to put ourselves in their shoes and originate a proposal which the FAA could eventually implement to establish requirements for federally recognized parachuting instructors one to two years from now. This we are doing and should you have any recommendations on this subject we'd be pleased to hear from you at anytime.

During the course of the meeting we inquired into the current status of the newly proposed FAA regulations, Part 38, Nonemergency Parachute Jumping, and were informed that the final rules had cleared the legal section and were presently in the hands of the final approving office. We asked if we could see them and were informed that, due to governmental

procedures, they could not permit us to see them at this phase of the game! Thus, we wait and hope for the best.

The newly proposed regulations will govern the operation of the jumper in the air but leave much to be desired concerning such items as training and equipment. We were surprised to learn during the meeting that instructions had been sent out to the sub-branches and regions two months ago to inquire into possible future controls over the individual parachutists! Thus you can see that the FAA is not indifferent to what we are doing even though they may appear so. At this time we would like to repeat the time-worn warning which we have echoed constantly since 1957: "Gentlemen, if we don't police ourselves, the state and federal government certainly will and you won't like it." Had jumpers policed themselves from the outset, we would not be having these problems today. Remember, Big Brother is watching you and the shadow is upon us. Don't make it any worse!

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VITAL STATISTICS:

- We all need and want:(1) less costly and broader insurance coverage
- (2) less costly and larger jump aircraft
- (3) proper insurance on jump aircraft
- (4) favorable selling points to enhance our position
- (5) FAA officials who are properly briefed on parachuting
- (6) better, safer, and closer drop zones
- (7) airport owners, managers, and pilots who are adequately informed on the safety of parachuting
- (8) college officials approval of sport parachuting
- (9) less costly and safer parachute equipment
- (10) better informed state aviation officials.

Why? The answers are obvious but they all add up to the fact that if the above were in being sport parachuting would be well on its way as an accepted national sport of some magnitude. Parachutists could then devote their time to the pleasures of jumping rather than fighting officials, the public, the aviators, etc.

However, isn't that what PCA is for? Certainly, and PCA wants to fight these battles for you. But it must have weapons and the major weapon in each of the ten items above is STATISTICS! We must have statistics because these statistics, and only statistics, break down the barriers that have been unrealistically erected by the control groups above.

For example, we want Cessna to build a special aircraft for jumping purposes which would incorporate all the good features for our use. When we arrive at the negotiation stage they ask, "How many of your groups now use Cessna aircraft?" "What percentage of your groups might buy one of these planes?" "How many clubs now own their own planes?" "How many jumps per year are made by the average club?" Etc., etc., etc. At this moment we cannot honestly answer these questions due to the lack of the necessary complete information, therefore, we cannot ask aviation to improve our aircraft status!

Without going into detail on each aspect, we know that to progress in all fields we must be able to accurately tell of our activity and, on that, base, our future prospects. Thus our every improvements lies in our own ability to "paint the proper picture" based on national statistics and each club MUST help FURNISH these statistics.

When we receive the necessary statistics from you we will have the ammunition with which to approach those agencies which can improve parachuting conditions.

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The statistic form on the following page has been prepared based on the questions asked most often by government officials, insurance agencies, publicity media, aviation associations, and the like. There are now close to 400 clubs. We ask that one person in each club take on the project of completing this form as accurately and completely as possible and returning it to PCA. When factual data is not available we ask that a conservative estimate be made and the figure marked, "EST". We have prepared a chart here at PCA to record and collate the information received and will publish the results which we're certain that you will find both interesting and revealing. And since you are our best salesman, the data will certainly help you in selling the sport to the local population.

We would like to have all the reports in by 30 January 1963 and anything which can be done to speed the process would be appreciated. Note: Clubs ~~do~~ not have to be PCA affiliated. Also, information which you feel to be detrimental will not be revealed as emanating from any specific club and all forms will be treated as confidential.

LAST BUT NOT LEAST, we are preparing the 1962 Club Directory listing of all members and all clubs throughout the U. S. and American clubs overseas. Plus our affiliated clubs, ONLY THOSE CLUBS SENDING IN THE ENCLOSED FORM WILL BE SHOWN IN THE DIRECTORY. This directory is to be distributed free-of-charge to all members and clubs in February.

* * * * *

TEXAS PARACHUTE COUNCIL: Latest report from Texas indicates that the jumpers there have organized for the purpose of self-government and self-discipline throughout the state. In August delegates representing over 500 parachutists met in Austin, adopted the PCA basic safety regulations, and subdivided the state into eight districts for control purposes. Each district elects a representative who is a member of the central committee -- the policy-making body for Texas parachutists. They have the cooperation of the state Aviation body and local FAA representatives and their objective is to endeavor to keep the aviation authorities from regulating parachutists by proving that they can control and discipline themselves. Best of luck, fellas! California parachutists have certainly failed!

* * * * *

At Orangeburg, South Carolina, the Orangeburg SPC is sporting a B-25 converted to 26 seats and bomb bay jump door. Anyone having a competition wishing to use this "goodie" contact Maurice Coleman, P. O. Box 345, Orangeburg, S.C. They claim cheap rates and reasonable ferry cost to and from.

* * * * *

DISPLACED PARACHUTES: The following letter has been received from the US Army Parachute Team and we hope that publication of it will have favorable results. All of us are aware of the high regard that we have for our own parachute equipment so you can imagine what the loss of these expensive below listed canopies mean. Any help that you can render to the team in recovering these losses would be deeply appreciated. They're not interested in who has them so anyone can send them back anonymously and anyone having any info about them can drop an anonymous postcard to either the Army Prcht. Team, P.O.Box 126, Ft.Bragg, N.C., or to PCA. Since the equipment is government property, it has been necessary to turn the matter over to government investigation agencies.

"Dear Fellow Jumper:

In recent months the U.S.Army Prcht. Team has been losing a lot of equipment during their travels around the country, especially parachute canopies, most of which disappeared at the National Tryouts in Kansas City, and in Orange, Mass., during the VI World Prcht. Championship meet. This letter is being sent to you in the hopes that you might assist the Team in locating some of this equipment. If you know of anyone who has equipment that belongs to the Team or can furnish us with information as to its' whereabouts, it will

(continued on Page 17)

PARACHUTE CLUB STATISTICS

Club Name: _____ PCA Affiliated: YES NO

Address: _____

Name of Airport Used: _____ DZ Location: _____

Date of Organization: _____ Name of Organizer: _____

Type of Club: Civilian _____ Military: Army _____ (check, as applicable)
Collegiate _____ Navy _____
Civil-Mil _____ USAF _____
USMC _____
NG _____
Combined _____

Average number of active members(past 12 months): _____ Average Age: _____

Oldest jumping members age: _____ Youngest jumping members age: _____

Male members: _____ Female (jumping) members: _____

Number of members weighing over 190 pounds: _____

Total number of club jumps last 12 months: _____

Breakdown: Static line: _____ Demonstration: _____
Free Fall : _____ Competition : _____

Total number of jumps among all members: _____

How many jumps do the present club members average per year? _____

Month most jumps are made: _____

Number of parachute license holders in club: A: _____ B: _____ C: _____ D: _____ I: _____

Number of doctor-treated injuries in past 12 months: _____

Injury breakdown by type: Head: _____ Neck: _____ Shoulder: _____ Arm/hand: _____
Back: _____ Leg: _____ Knee: _____ Ankle: _____

Fatalities: _____ Feet: _____ Other: _____

Breakdown of injuries by occurrence: In aircraft: _____ On Exit: _____
By Static Line: _____ During Free Fall: _____
On Opening: _____ On Landing: _____ Other: _____

Number of MALFUNCTIONS in past 12 months: _____

Breakdown of malfunctions by component: Pilot Chute: _____ Sleeve: _____
Deployment Bag: _____ Canopy: _____ Suspension lines: _____
Capewells: _____ Harness: _____ Pack: _____ Hardware: _____
Jumper-caused malfunctions: _____ Other: _____

TEAR OUT ----- COMPLETE, AND FORWARD TO PCA BY 30 JANUARY 1963 (only those clubs forwarding this form, completed, will be listed in the 1962 Directory.)

Major types of Aircraft used: Make: _____ Model: _____
Make: _____ Model: _____

What is the average cost to the jumper for a 30-second delay? \$ _____

Is Aircraft: Club Owned: yes ___ no ___. Leased: yes: ___ no: ___. Rented: yes ___ no ___
Loaned: yes ___ no ___. Donated: yes ___ no ___. Military: yes ___ no ___

Pilot: Paid for with aircraft, rented or leased: yes ___ no ___.
Volunteers to fly at no cost: yes ___ no ___.
Paid separately from aircraft rental or lease: yes ___ no ___.
Military: yes ___ no ___.
Member of club: yes ___ no ___.

Type License: Private Pilot _____
Commercial Pilot _____
Military _____
Approximate flight experience: _____ hours.
Number of jumps, if any: _____.(Personal jumps)

PARACHUTES:

How many main and reserve parachutes does the club own? Mains: _____
Reserves: _____

Major types of canopy modifications used: Students: _____
Parachutists: _____

Do most active members own their own parachute equipment? ___ yes, ___ no.

Is there a qualified FAA Rigger in the Club: ___ yes, ___ no.

TRAINING: Does the club follow a written training program in training new students? ___ yes ___ no.

What is the average minimum amount of hours actually spent in training a new student prior to their first static line jump? _____ hours.
Is a written exam given to each student prior to first jump? yes ___ no ___.
Are written records maintained on new students? ___ yes ___ no.
Is the responsibility for the instruction of new students vested in one person? ___ yes ___ no.

REMARKS:

Date: _____ Signature: _____

(cont'd. from Page 14)

certainly be kept confidential and would be greatly appreciated.

The following is a list of missing property:

Canopy	1.6 oz.	P/S Nylon	28'	Black & Gold	7 gore TU	Ser.No. 466090
Canopy	1.6 oz.	P/S Nylon	28'	Black & Gold	7 gore TU	Ser.No. 461032
Canopy	Silk	28'	Red,White,Blue	Dbl. Blank Gore		Ser.No. 620067
Canopy	Silk	28'	Red,White,Blue	5 gore Dbl. "L"		Ser.No. 620069
Canopy	Silk	28'	Red,White,Blue	5 gore Dbl. "L"		Ser.No. 620107

Thank you very much for your assistance.

United States Army Parachute Team
Post Office Box 126
Fort Bragg, North Carolina."

* * * * *

FATALITY

Name: Paul Baitx, Age 26
Date: 3 September 1962, 4:42 PM
Place: San Jose, Calif.
PCA Member: Yes
Club: Golden Gate Parachute Club
Previous Jumps: 44 sport jumps, not a license holder, (10th jump of this type)
Type Jump: 30 Second Delay, dual jump, relative work planned.
Cause of Death: Collision of two jumpers during parachute opening.

DESCRIPTION: (ASO and eye witnesses)

Mr. Baitx and an experienced C license holder with over 200 jumps exited the aircraft from 7200' on a planned thirty second relative work delay. Both hooked up in free fall, held hands, and performed turn maneuvers. At approximately 3200' both jumpers separated. At this time Baitx performed a series of back-loops underneath the other jumper. The other jumper then made a back back-loop and, on coming out of the loop, found himself directly over Baitx at a close distance. Before the top man could maneuver away Baitx pulled his ripcord. Seeing Baitx's pull, the top jumper also pulled, hoping to avoid a collision. The top jumper burst through Baitx's now fully deployed canopy, struck Baitx in the upper portion of his body, knocked Baitx unconscious, and both dazed and fractured the hip of the top man. As the top man's canopy deployed he was pulled back out through the badly damaged canopy of Baitx tearing it even further. The top man's canopy then deployed properly and his descent was normal. Baitx's canopy, however, began to streamer and after a few seconds what was left of the torn canopy redeployed, spiraled several times, and finally stabilized to a degree until ground contact was made. Rate of descent was estimated to be 60 fps. Baitx hung limp in his harness from time of collision until ground contact. Baitx died in the hospital four hours later from concussion, crushed left side, and severe internal injuries. The top jumper received a slight concussion, one broken vertebrae, and a broken pelvis from the mid-air collision.

ASO COMMENTS: A. It is my opinion that the accident occurred because (1) The jump was not adequately pre-planned and (2) after separating, the jumpers performed individual maneuvers as if they were on a solo jump. 2 was a direct cause of 1. B. It should be impressed upon all jumpers who read this accident report that this accident could have been prevented easily. The jumpers obviously overlooked seemingly incidental good common sense practices, that of

pre-planning minutely the jump in every detail from enplaning to final contact with the ground. Relative work especially requires from each individual participant a thorough knowledge of what is to take place on the jump. Each participant must be a highly trained parachutist, with the ability to control his body in flight on every axes. In particular the altitude of separation must be understood by all participants and should be signaled by a team leader in a predetermined manner. From that point, maneuvers should be only those which will ensure maximum displacement between jumpers at opening altitude. One other point about separation altitude, it will give the jumper a chance to orient himself, not only with the other jumpers, but with his position over the ground and the opening point.

FATALITY

Name: Dianne E. Tange, Age 20

Date: 7 October 1962, 3:00 PM

Place: Banning, Calif.

PCA Member: No

Club: Desert Pass Sky Divers

Previous jumps: None

Type jump: First static line jump.

Cause of death: Lack of proper training, inadequate amount of training, and failure to pull the reserve ripcord.

DESCRIPTION: Miss Tange calmly and properly moved out onto the jump step at the proper time. At the jumpmasters command to go she made a weak leg kick-off and a weak push-off with her arms. Her spread was good, however, the outside leg was slightly cocked and she had a flat spread and not enough arch. As she left the aircraft the jumpmaster allowed about a six foot length of static line between his hand and the parachute when it was opening. At the end of the static line, as it broke open the string-tied back-pack assembly, she started a roll to the right and rolled over onto her back. The static line had cleared when she was up on her right side perpendicular to the ground and that was when the pilot chute broke from the pack. As she rolled onto her back, her head went down and her feet came up. As this occurred the pilot chute shot between her legs and the bridle cord looped around the outside foot. At this time she started a roll into the left and regained a face to earth position. The lines then deployed off the bottom of the sleeve and the line and sleeve made a horseshoe from the bridle loop wrapped around her leg to the risers. The horseshoe remained for approx two seconds with quite a bit of flapping in the wind. The bridle loop then slipped off her foot and went straight up, pulled the jumper into an upright position, and the sleeve pulled off. It appeared that the wind pulled the sleeve off because the length of sleeve retainer line was only six feet long. After the sleeve had cleared the main canopy the canopy remained closed in a streamer position. It appeared to be completely flaked and folded, nothing appeared wrong except that it did not open. No material flapped or whipped and the entire canopy waved as one unit. (It's possible that this condition could have been caused by static electricity generated by the flapping in the wind.)

By this time Miss Tange was down to about 1000' when it appeared that the parachute was streamering. Miss Tange remained in a spread position, feet to earth, however her arms were lowered so that they were palms down, both arms held out directly in front of her. legs spread. At no time did she make any movement whatsoever and no attempt was made to activate the reserve. She struck the ground with the main still closed and streamering, feet first, with her arms straight out in front of her. She was killed instantly by the impact.

PCA COMMENT: Investigation revealed that Miss Tange did not have an adequate amount of instruction. The type of instruction she received was inadequate, and the instructor's ability to instruct, questionable. The deceased had only three hours of instruction, the majority of which was explanation without benefit of training aids or a coordinated program.

Some psychological elements were present due to her first attempt to jump that day, in the morning, was aborted in the air, and the first pass in the afternoon also aborted. Also, sometime during the landing instruction she had made the statement that she would close her eyes during the landing. It is possible that she closed her eyes sooner which would account for the lack of activity on her part. She had been instructed to count to 4000, then look at her canopy; if something was wrong, then pull the reserve. She did not count out loud nor look.

Undoubtedly there is a need for better and more conscientious instructors. The Instructor Program will eventually solve this situation. PCA presented the complete program to the FAA in Washington recently as described earlier in this newsletter. Meanwhile, unfortunately, anyone is free to conduct para-slaughter!

FATALITY

Name: Harry K. Orwig, Age 24
Date: 28 October 1962, 3:00 PM
Place: Winter Haven, Florida
PCA Member: Yes
Club: Lakeland Sky Divers
Previous jumps: 11 sport jumps
Type jump: Ten second delay from 3500 feet, (3d jump of this type).
Cause of death: Out of control on pull, entanglement of main and reserve.

DESCRIPTION: (Witnessing ASO)

Mr. Orwig was making his third 10 second delay from 3500' with a planned opening at 2500'. The reporting ASO was observing and timing his free fall from the ground. The jumper pulled his ripcord on the 8th second and then appeared to tumble until his pilot chute appeared on the 11th second. The pilot chute and deployment bag of his main pack followed above his body but the canopy did not deploy. Subject fell in this condition for approx 1000'. At approx 1500' he pulled his reserve ripcord apparently from a face down position, and only about half of the canopy, in a seemingly fouled condition, cleared his body. Orwig was seen to be making arm movements as if to shake himself clear and get his reserve parachute open. The reserve had just begun to take air when he disappeared below the tree line at a high rate of speed. The jumper was killed instantly upon impact with the ground.

Examination of the main canopy showed it to be inside the deployment bag with five line stows still in place and were not bound in any way. However, the pilot chute bridle cord was looped one time around the suspension lines about five feet above the risers. The suspension lines between where the bridle cord was looped and where the stows still remained were badly snarled. The lines of the reserve were completely out of the stows, however, they were entangled with the instrument panel (of the general type in use) and were also twisted around the lines of the main canopy.

PCA NOTE: PCA recognizes that research must be instigated to determine the operating characteristics of deployment bags. It is already known that a greater initial shock force is placed on the pilot chute and bridle cord in lifting the entire bag than in lifting the sleeve out piecemeal. Greater speed is maintained because the bag offers less drag than does a sleeve. Further, the drag of a sleeve helps to pull the jumper into a proper position prior to line deployment, whereas the bag allows the lines to deploy almost immediately and when the jumper is out of control, the chances of line entanglement with the jumper are greater.

While PCA, at this time, does not have enough research data to make a positive conclusion relative to the safety record of the deployment bag, sufficient proof is available to establish the fact that a sleeve is the safest deployment device available to date. Thus far then there are two reasons why a sleeve is safer than the deployment bag! Recently we asked a jumper why he wore his ripcord in a pocket fastened to his sleeve. His reply, "Just

to be different".....!?

We are awaiting a reply to our inquiry regarding the type of instrument panel used by the deceased.

FATALITY
(Interim Report)

Name: Paul M. Clifford, Age 23
Date: 17 November 1962, 5:30 PM (Sunset at 4:27 PM)
Place: Seattle, Wash.
PCA Member: Yes
Club Boeing Sky Divers, Kent, Wash.
Previous Jumps: 290, Class C license holder.
Type Jump: 20 second delay, at NIGHT, from 5000 feet.
Cause of Death: Failure to pull either ripcord.

DESCRIPTION: (ASO) Mr. Clifford, who was jumpmaster, made a night jump with two other jumpers leaving the aircraft on the same pass. The jump was not coordinated with a ground control. The three jumpers made a mass exit; Clifford held a lighted flare in his hand. The other two jumpers apparently opened properly at the correct planned altitude of 2200 feet. Paul apparently dropped the flare at approx 2000' but it was too dark to see him in free fall. Witnesses at the scene said that the deceased hit the ground in a head-down attitude on his right side with his right arm under his body, as if he were trying to pull his reserve. During the jump he was wearing heavy leather gloves with thick insulation which may have caused him trouble in grasping the ripcord. (Temp. at 5000' was 40 degrees.) This is an interim report which will be followed up as soon as all details have been compiled.

PCA NOTE: We shall withhold comment until receipt of the complete report on this fatality. However, we would like to remind everyone, experienced and otherwise, (obviously Mr. Clifford was experienced) that there is a great deal of difference between day and night jumping. There are physiological differences, such as a reduction in vision at 5000' affecting the reading of instruments, ground-horizon orientation differences, lighting of instrument panels, light-blindness caused by a carried flare, differences in open canopy performance, plus the target identification and jumper recovery problems. More so than day jumping, the night drop must be planned in minute detail before leaving the ground and this planning must also include alternate plans of action in case the major plan happens to go astray. Each man on the drop must know exactly the planned actions of each other man on the drop and the alternate plans. Precise timed spacing for exiting each man must be adhered to and an exact, staggered opening altitude must be assigned to each individual (first man at 2200', second man at 2400', third man at 2600', etc.) and in this fashion no one will have to worry or wonder about being endangered by another's opening and this permits concentration on correct opening point and instruments. Instrument boards must be lighted, particularly for jumps over 5000'. Flarelight is fine until you accidentally drop the flare or it doesn't work and moonlight is not adequate no matter how bright the night. Remember it is better to light one small candle than to remain in darkness!

* * * * *

NO THANKSGIVING IN CALIFORNIA: There were not many parachutists giving thanks on November 22, 1962 for that was the day the regulations of the California Aeronautics Division of the Department of Public Works went into effect. In a cavalier manner, the Division at a hearing in Sacramento on October 22, 1962, rearranged their agenda and bulldozed the regulations through before allowing even one word from the parachutists in attendance this after the CAD had announced in a written notice of the hearing, "Notice is also given that any person interested may present statements or arguments orally or in writing relevant to the action proposed at a hearing to be held at Room 517, 721 Capitol Ave., Education Building, Sacramento, Calif. at 9:00 o'clock A.M., on the 22nd day of October, 1962."

It appeared to many of the attendees that, after starting the 'hearing' over 40 minutes late and, from the approach taken by the board, the strategy for the conduct of the 'hearing' had been well established at a private meeting held prior to the public meeting among the board members alone.

Perhaps things in California are not so bad after all. The Ad Hoc Committee to Promote Sport Parachuting in California has pointed out that: "Since the CAD has repeatedly stated that they were not interested in hampering serious parachutists, or clubs and only interested in stopping the "wildcat" and "outlaw" parachutists and since the Director of the CAD has said, "However, it is our personal intention to do everything possible to foster and promote parachuting as a safe sport," the following things should be pointed out.

A. Section 3550 states that: "Parachute jumping shall be made only where landing by the parachutist can be accomplished without danger to persons or property on the ground or in the air." It further states that: "No parachute jump shall be made in areas over cities or congested or heavily populated areas, unless local (city and/or county) and landowner approval is first obtained and subsequently endorsed by the Director of Aeronautics." There is no real problem here, it only states that approval is necessary if you are jumping into a congested area.

B. Section 3552 states that: "The division may designate approved "Parachute Jump Areas" or approved "Drop Zones" and may designate the operator thereof," and then defines the requirements for such areas. It should be noted that Section 3552 states that the CAD "may" designate and approve such areas. It does not say that they will, shall, or must approve such areas. This section is not a problem either; it merely states that if a person or group wishes to have their area approved, they must apply to the division and the area must meet certain requirements.

C. In addition to the above, other sections deal with requirements for ceiling and visibility; radio and ground panels; due caution; records and reports; physical, age, equipment, and performance qualifications; insurance; enforcement; fees; and punishment for violations. The constitutionality and legality of some of these regulations, especially the insurance requirements is yet to be tested. Under 3666, the members and organizations of the U. S. Armed Forces are exempted from the regulations and "Local law enforcement agencies are hereby empowered and authorized to issue permits to parachutists". It should be pointed out further that the Department of Motor Vehicles has not been able to enforce compulsory insurance requirements alone, nor must a California driver secure insurance before he can drive a car. One might wonder why all the Sport Parachutists of California are being discriminated against. What group or groups have brought pressure on the legislature and the CAD to push these regulations through?

In any event, it should be noted that the regulations do not require sport parachutists to jump only on "approved drop zones" but merely where jumps "can be accomplished without danger to persons or property on the ground or in the air." The regulations also do not require all drop zones to be approved but only those areas or zones, the approval of which has been requested by a group or person called the designee.

In summary, no parachutist is required to request prior approval for normal jumps nor must any safe drop zone be inspected or approved unless the club or center requests such approval. Serious sport parachutists are advised to continue parachuting as they have in the past, in a safe manner, using good equipment and adequate training, on drop zones that meet the distance requirements, in an honest pursuit of recreation in the fine sport of parachuting.

* * * * *

DONATIONS TO US PARACHUTE TEAM: When we started the training of this year's US Team after the Nationals, we were deeply concerned over the fact that we had much to do and little to do it with. PCA and Capt. Jim Perry, who had been designated as US Team Captain, immediately started a program to obtain both money and other assistance so that the team could train without interruption and compete with the best equipment available. After much hard work and "selling" the program, both money and equipment was obtained. Money came from the many five

and ten dollar donations from individuals and clubs, however, only \$300 was obtained from this source which, while helpful, did not go far in defraying team expenses.

Since equipment was to be a big item, Capt. Perry contacted the Pioneer Parachute Company. Before the meet commenced Pioneer had donated one complete main, one reserve, and two jump suits per training team member -- twenty units in all. The canopies were made up specifically for this purpose and all equipment was new. Each trainee was permitted to keep the equipment issued -- a bonus for their personal sacrifices made in going to Orange to try for the team. This equipment normally would have cost \$7500 and we can honestly say that had Pioneer not been generous in their donation we doubt that the team would have had such excellent equipment. We are deeply grateful to the Pioneer Parachute Company.

Deep appreciation must also go to Parachutes, Inc., which furnished boots and much of the logistical support of the team either at cost or free. The Tri-State Parachute Center in New Jersey contributed approximately \$250 worth of U. S. Team patches and insignia through the generosity of Mr. George Gividen. Thank, George! Volkswagon furnished eight vehicles for use during the competition, both busses and sedans. And when the team fund ran short, Mr. Joe Ellinwood of Athol, Mass., loaned \$2000 without hesitation and we're endeavoring to return this sum to him as quickly as possible. Many merchants in the Fort Bragg, N. C. area donated money to the team, as has been their practice over the past few years, and we were happy to see them participating again, through the efforts of Capt. Perry, even though the team was not composed of men from Fort Bragg only.

TO ALL OF YOU WHO CONTRIBUTED.....THANKS!

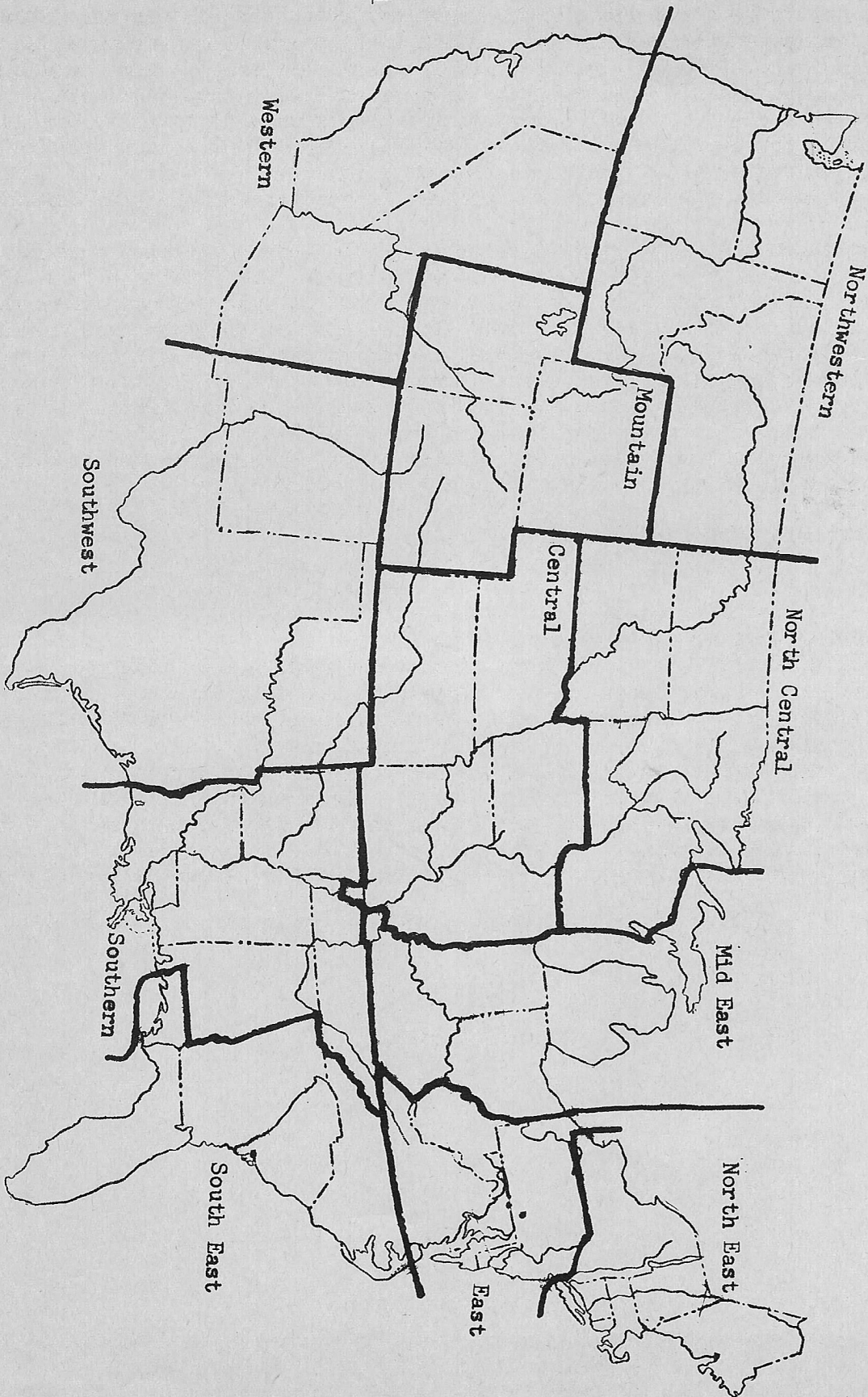
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CHANGES TO BE WROUGHT: Look for some changes in PGA for the year 1963 you'll like them. This issue of PARACHUTIST is both combined and tardy. Not so with the December issue shortly to follow, in December and we sincerely hope to give you a pleasant surprise in either the January or February issue! Plans coming on both the election of new Directors, conduct of Conference competitions, a change in time of year for the Nationals, tests to be conducted on equipment, wrist watch altimeters, and the forthcoming test for the Instructor Rating. May we again remind you that the statistic form contained in this issue is extremely important to your future welfare please see that we get a completed form on your club! Watch for the new list of members, a new listing of clubs, and a complete list of license holders and, commencing in January, new licensees will be shown each month in the PARACHUTIST.

NATIONAL PARACHUTE CONFERENCE AREAS

Alaska

Hawaii



UNITED STATES
OF AMERICA

SCALE OF MILES



PARACHUTE CLUB OF AMERICA

Post Office Box 409, Monterey, California
A Division of the National Aeronautic Association



PCA MEMBERSHIP APPLICATION

CHECK ONE

New
Renewal

I hereby apply for active membership in the Parachute Club of America. Please forward my credentials, monthly newsletter, and PL/PD insurance card. Enclosed please find \$9.50 (*see reverse side) for payment.
(please print)

Name: _____

Mail Address: _____

City, Zone, State: _____

Business/Occupation: _____

NOTE: Applicant need not have made a parachute jump. Anyone interested in parachuting may apply for membership.

I have the following parachute experience: (if none, so state)

Civilian parachute jumps: Static line: _____ F/Fall: _____ Total: _____

Military parachute jumps: Static line: _____ F/Fall: _____ Total: _____

Armed Forces served with, if any: _____

Club affiliation, if any: _____

Parachutist License, if any: Class _____ Number _____

Date: _____ Signature: _____

SPORT PARACHUTE MEDICAL STATEMENT FOR PARACHUTE JUMPS

PCA recommends that all parachutists receive either an FAA Class III Medical Examination or be examined by a medical physician prior to making parachute jumps. In lieu of these certifications, each member **must** complete the following medical certificate:

Date of Birth: _____ Weight _____ Height _____

I hereby certify that I have no physical infirmity, am not under treatment for any physical infirmity or chronic ailment, or injury of any nature; and that I have never been treated for any of the following:

- (1) Cardiac or pulmonary condition or disease
- (2) Diabetes
- (3) Fainting spells or convulsions
- (4) Nervous disorder
- (5) Kidney or related disease
- (6) High or low blood pressure

Signature: _____

Date: _____

Witness: _____

FOR PCA USE ONLY

NAA _____

Postmark Date: _____ Amount \$ _____ PCA No. _____
CK-MO-Ca

ANNUAL LICENSE VALIDATION

(License holders must also complete the above medical statement)

I hereby apply for annual license registration for the year _____ which will validate my license number _____ Class _____ (License must accompany this application for validation stamp) I certify that I have fulfilled the annual parachute jump requirements for my license. Enclosed please find check or money order for \$2.00 to cover license validation cost.

Name: _____ Address: _____

Date: _____ Signature: _____

ANNUAL LICENSE VALIDATION REQUIREMENTS: (Effective 1 January 1963)

Class A License: 6 jumps in the past 12 months.

Class D License: 10—30 second delays or

Class B License: 4—30 second delays in past 12 months.

6—45 second delays in past 12 months.

Class C License: 4—45 second delays or 8—30 second delays in the past 12 months.

Instructor License: Same as Class D License.

To apply for the Parachutist Wings and Bars see reverse side

NATIONAL AERONAUTIC ASSOCIATION



1025 CONNECTICUT AVENUE

WASHINGTON 6, D. C.

UNITED STATES REPRESENTATIVE FEDERATION AERONAUTIQUE INTERNATIONALE

NAA MEMBERSHIP DUES FOR PCA MEMBERS ONLY

If you join between Nov. 1 and May 15—\$5.00

If you join between May 15 and Nov. 1—\$3.00

NAA MEMBERSHIP YEAR IS DECEMBER 17 THROUGH DECEMBER 16

NAA MEMBERSHIP APPLICATION

I hereby apply for active membership in the National Aeronautic Association Please forward my credentials, magazine and insurance certificate.

Dues Enclosed. Bill me for dues.

Name: _____

Mail Address: _____

City, Zone, State: _____

Business/Occupation: _____

Do you hold a valid pilot's license? YES NO

Do you own an airplane? YES NO

TRAVEL ACCIDENT INSURANCE

Your membership in NAA entitles you to the following travel accident insurance and injury medical expense coverage, at no additional cost to you:

COVERAGE: Travel Accident Insurance—\$2,500 First Year; \$3,000 Thereafter
Injury Medical Expense—\$250 First Year; \$500 Thereafter

NOTE: This insurance is **NOT VALID** during intentional parachute jumps.

Name of Insured: _____

Beneficiary—Name: _____

PLEASE PRINT Address: _____

City and State: _____

Send me information on:

Additional accident insurance.

Pilot and Crew Member insurance.

The main effort of PCA is directed toward making sport parachuting a safe recreational activity and achieving recognition as a sport. This has resulted in the establishment of basic safety regulations which serve as a minimum standard for jumping throughout the USA. It is the self-imposed adoption of these common sense rules that is the backbone of PCA and the excellent jumping ability and safety record established by the members is their source of pride. Any nut can fling himself out of an airplane! But the man who can discipline himself in the sport through proper training, know himself, his equipment, and the theories involved; who can learn and use his athletic ability with skill, precision, and sportsmanlike dignity, and who, by example, can teach these qualities to those who follow him is indeed a credit to himself and the sport. This man among men has no need to flaunt the rules or violate his own or others safety to achieve cheap self-satisfaction.

Membership in the Parachute Club of America is open to anyone interested in sport parachuting. However, one must be at least 16 years old in order to jump. Dues are \$9.50 per year which include an attractive membership and identification card, lapel emblem and decal, subscription to a monthly newsletter—PARACHUTIST—and \$5000-10,000 Public Liability and \$5000 Property Damage, insurance coverage (with Insurance of North America—INA). All dues and fees are used for programs directed toward

the benefit and promotion of sport parachuting, improving parachuting conditions for the member, and training and support of the U.S. Parachute Team. In addition, PCA annually distributes a complete membership list, list of license holders, and list of clubs and their locations, plus informational pamphlets as they become available.

MILITARY and civilian personnel serving OUTSIDE of the U.S., Canada, and over 100 miles south of the U.S.-Mexico border are NOT required to pay the insurance fee of \$2.50. PCA dues for these persons are \$7.00 per year.

PCA membership privileges and insurance commence on the postmark date of the application, if accepted, and expire Midnight, December 31st.

NEW applications received from 1 November will be placed in effect for the remainder of that year plus the entire following year.

Six thousand parachutists joined with PCA in 1962 to make parachuting safer and to promote its growth and activity. Let us put your ideas and dues to work to promote safer parachuting, better insurance coverage, more economical and safe equipment, better jump aircraft for less, equipment quality control, and a strong voice with which to reply to those who would over-regulate the sport and restrict its activities. But it takes a team! **JOIN NOW !!!**

During 1962 PCA created and commenced to issue the U.S. Parachutist Wings with each FAI License. The design is symbolic of a national aero sport with the wings of flight, the U.S. national shield, and the open parachute. The badges and bars are trademarked by PCA and are not available except through licensing procedures.

The first badges were distributed at the 1962 National Competition and have subsequently been automatically issued to each new license applicant.

In order to issue wings to those license holders who have not yet received them, it is requested that the form shown below be completed and forwarded to PCA. Qualification: Identical with license qualification.

- a. Silver Badge: One badge is issued free to those who already have a license and subsequently to new license applicants. Once the award has been made, subsequent applications for a higher license will not entitle applicant for additional badges.
- b. Gold Badge: Issued for 1000 or more free or delayed fall jumps.
- c. Bars: (Only the badge is issued with an A License.) The license qualification bar (showing the type license held) is issued at no cost with each Class B, C, or D License.

A number bar, showing the number of free or delayed falls, is initially issued with each B, C, or D License, provided the B License applicant has 50 or more free or delayed falls.

The bars are numbered in increments of 50 up to 500, then 750, and finally, 1000. New bars may be ordered at no cost whenever the applicant has made 50 more Free/Delayed Fall Jumps.

Replacements: Replacement of lost badges will be made at a cost of \$2.00 each, including bars, from PCA.

Miniatures: A miniature wing, less bars, which can be used either as a lapel pin or a tie tack is available to license holders at a cost of \$2.00. No group orders will be accepted and all applications will be screened against licensing records.

PARACHUTIST BADGE APPLICATION

- Please forward as shown:
- Initial Badge
 - Replacement Badge (\$2.00)
 - A B C D License Bar (circle one)
 - Jump Number Bar
 - Lapel Pin (\$2.00)

I certify that I have made _____ delayed or free fall jumps and possess a U.S.

FAI CLASS _____ License Number _____

Military Static Line Jumps: _____ Sport Static Line Jumps: _____

Military Free/Delayed Falls: _____ Sport Free/Delayed Falls: _____

Date: _____ Signature: _____

Verified: _____
Signature Club Safety Officer, Area Safety Officer or
PCA Instructor — Number

WHY PCA MEMBERS SHOULD JOIN THE NAA

NAA is devoted to promoting all aviation activities, including sport parachuting. The number of parachutists is increasing and, as NAA members, we can obtain more support and recognition from NAA with an impressive membership.

PCA has parachutists on the NAA Board of Directors and NAA has a representative on the PCA Board. All work together toward improving the position, operation, safety, and welfare of the nation's parachutists.

Parachuting is definitely effected by the entire aviation industry and government and their national leaders. NAA has direct contact with these aviation groups with which they can convey the parachutist's viewpoint and desires in terms that the industry can understand. Without this type of contact the parachutist will lose valuable national representation.

The NAA takes all necessary steps to insure that the USA maintains its proper position and voice in international parachuting by sending qualified parachutists to all international parachuting conferences overseas.

As an NAA member you will have the opportunity to vote in their elections, attend and speak at their meetings, and thus have a voice in the operation of the National Aeronautic Association—the only such body in the USA that is the sole representative of the Federation Aeronautique Internationale.

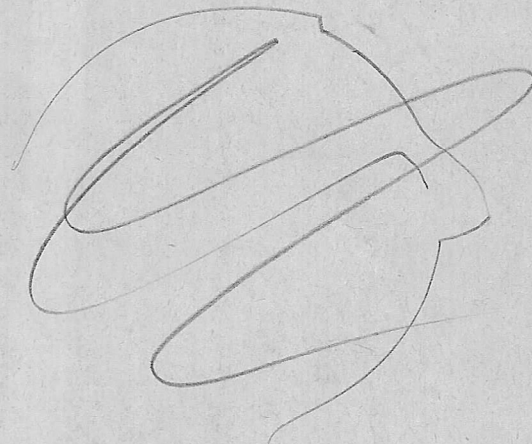
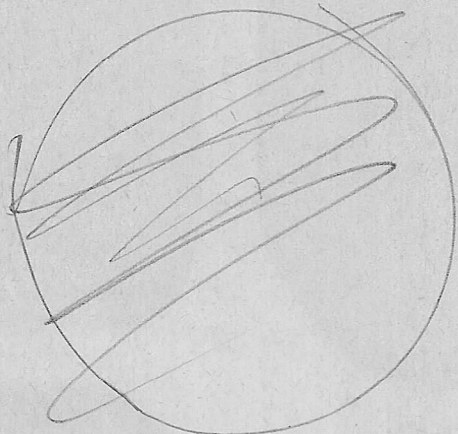
PCA members are granted a full NAA membership for 50% of the normal dues.

PCA needs every element of support that it can muster in its effort to survive in an era of misunderstanding and prejudice. How can you afford not to support an organization that supports you, your needs, and interests!!!

YOUR NAA MEMBERSHIP BENEFITS INCLUDE —

- Travel Accident Insurance—\$2,500 first year, \$3,000 thereafter.
- Injury Medical Expense—\$250 first year, \$500 thereafter.
- NATIONAL AERONAUTICS Magazine every month.
- Avis and Hertz credit cards, with a 10% discount on car rentals.
- 25% discount on aviation magazine subscriptions.
- Up to 40% discount on Aerospace Book Club selections.
- Silver Wings for your lapel and a voice in aviation.
- Right to vote and hold office in NAA.

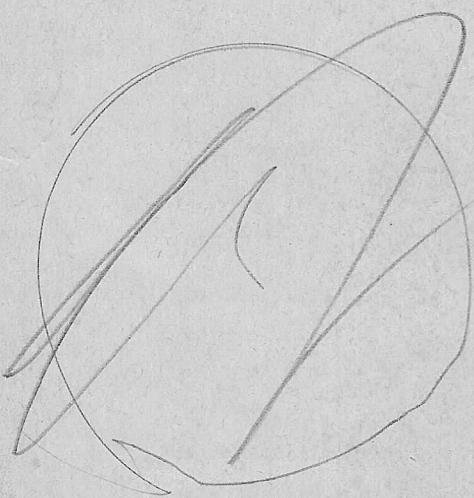
THE BEST VALUE IN AVIATION — ANYWHERE!



Parachutist

Parachute Club of America
Post Office Box 409
MONTEREY, CALIFORNIA

BULK RATE
U.S. POSTAGE
PAID
Monterey, California
Permit No. 24



Mr. Tony Peralta
1173 12th Ave.
Yuma, Arizona