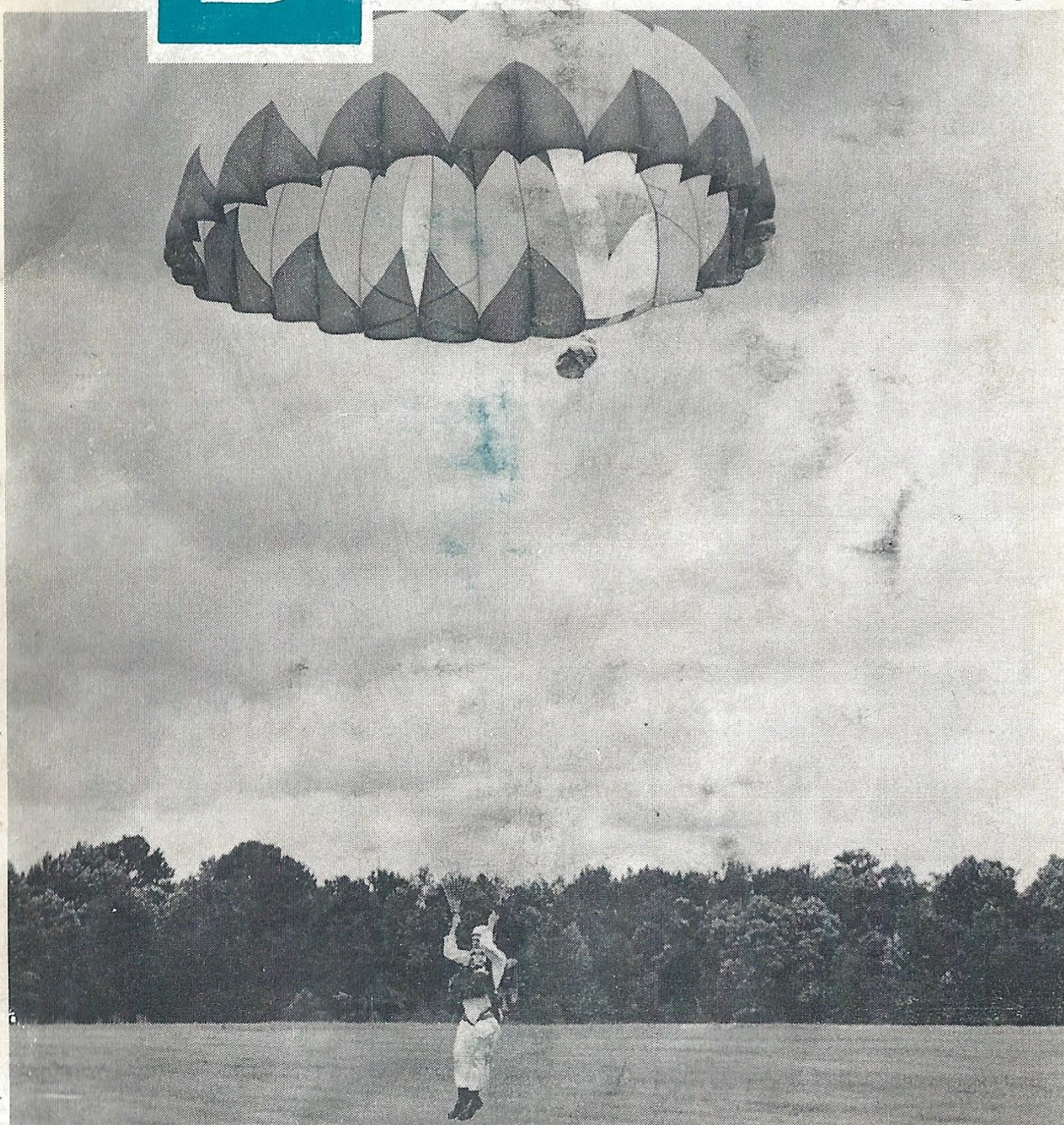


SKY SDIVER MAGAZINE

APRIL
1960



25¢



Dedicated To The Development and Safety of Sport Parachuting

SKY SD DIVER MAGAZINE

2034 SO. POPLAR, SANTA ANA, CALIF.

Dedicated to
the Development and Safety
of Sport Parachuting

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PAGE 4

COVER

Lt. Col. Howard I. Lukens just prior to touchdown. Ft. Rucker Sport Parachute Club.

ARTICLES

	Page
Sports Show.....	7
Skylark Open Invitational.....	8
Bob Gets the Boot, by The Genesee Sky Divers	10
This is NAA Courtesy of Harry R. Guggenheimer, Jr.....	12

DEPARTMENTS

Letters	5
Parachute, Part V by Dave Gold.....	14
Club Activities.....	17
News	22

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APRIL, 1960

LETTERS

In answer to your letter of February 18, I would like to say that I will be happy to send you a summation of the history of the NPJA-NPJR-PCA from its inception in 1932 within the next few weeks.

It might be that this article will have to be carried in installments and I will try to condense it as much as possible so you can use your judgment on whether to carry it in one issue or more. I might add I am happy to supply this for you and I do not feel that I should be compensated for such an article because I feel subscribers to the Sky-Diver Magazine would be interested in knowing how the PCA was organized, and therefore it would be of benefit to have this information supplied to them.

I would like to say in my years in fighting for the parachute jumpers throughout the country, there are two goals I am seeking and since I have spent a great deal of effort in the past 30 years trying to attain these goals, I will continue for the next 30 years if necessary until they are accomplished.

1) To have the FAA consider parachute jumping as a normal sport and to have them recognize this and treat it on an equal basis as they do other aviation matters. 2) To do all I can to help the United States win a World Parachuting Championship.

I hope all members of the PCA and other parachutists and subscribers to Sky Diver Magazine will do their utmost to keep parachute jumping safe so it will gain recognition as the greatest sport in existence and that they will abide by safety regulations as enforced by the PCA and as governed by the FAA with the hopes that the

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FAA will eventually treat us with proper consideration.

Yours very truly,
PARACHUTE CLUB OF
AMERICA

Joe Crane, President

P.S.: I want to say that the Sky Diver Magazine is a fine publication and best of luck to you and your staff.

Joe

I want to comment on some specific points.

First, with reference to Brodie Harrell's letter in the January-February issue, I want to dispel his fear "... that the West Coast is building up to a split with PCA." I realize that many individuals have expressed concern over such a "split" and that, in the past, there have been a few dissident individuals and clubs, not only in the West, but all over the nation. This, I submit, is a healthy sign. Perhaps the PCA in past months has not done all that it should have done, nor been what it could have been, but this is only because too few overburdened individuals were doing the majority of the work and some areas were consequently neglected. The significant fact is that there is now "new blood" along with seasoned "veterans" in the leadership of the PCA and their first and most basic aim and desire is the progress and safe development of sport parachuting for its participants. The PCA can and will succeed and it must be able to count on the support of all serious sport parachutists. In summary, and without being presumptuous, I feel certain that I can speak for better than 90% of the clubs and individuals from Seattle to San Diego and Nevada to New Mexico... the West has no intention of splitting off from the

Continued on Page 24

CONTEST!!

Win a complete back-pack
Any alterations—any design made to specs. Sleeve, "D" rings, all set to go.

HERE'S THE SCOOP

1. All entries of 30 or more points* must be postmarked no later than June 2, 1960.
2. All persons sending in 30 or more points in subscriptions to SKY DIVER MAGAZINE are qualified.

3. First prize only. Contestants will be awarded points as follows:

*One (1) year subscription (\$3.00)—5 points; Two (2) year subscription (\$5.00)—12 points; Five (5) year subscription (\$10.00)—19 points; Lifetime subscription (\$50.00)—26 points.

Foreign

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Los Angeles Memorial Sports Arena



Para-Ventures Booth representing commercial and sport parachuting.

For the first time in the history of sport parachuting hundreds of thousands of the general public have had the chance to familiarize themselves with all aspects of our fast growing sport.

The Sport Parachuting booth at the recent International Sports, Vacation, and Travel show in Los Angeles was termed, by all, a smashing success.

This sports show from March 11th to 20th, was the world's largest and utilized the combined facilities of the Memorial Coliseum new Sports Arena and Olympic Swim Stadium at Exposition Park.

Para-Ventures, Inc., contracted for a 10'x20' booth in the Sports Arena and sublet space to many forward looking elements of sport parachuting. Dave Burt, Para-Ventures' President, Jim Hall and Bob Sinclair handled all arrangements for this coordinated display and manned the booth continuously with the help of other experienced sport parachutists.



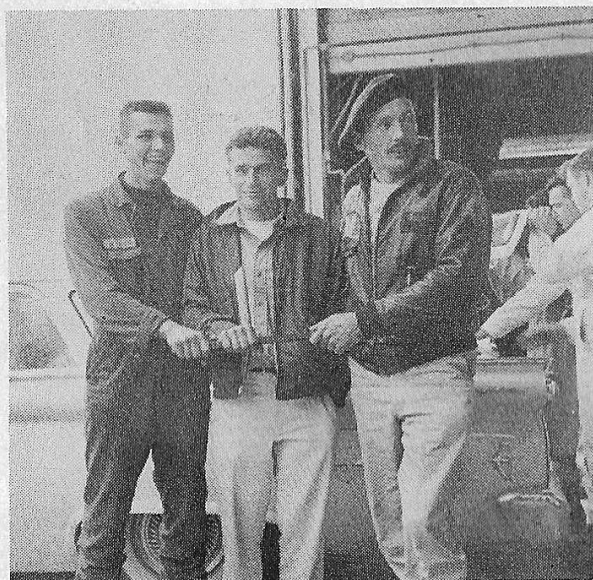
Equipment was sold in the booth, literature passed out, questions answered and the public became familiar with the student training facilities at Lake Elsinore.

The many sub sponsors of this Sport Parachuting booth were impressed

Continued on Page 23

SKYLARK OPEN INVITATIONAL

(First 3 man double baton pass in Southern California)



Elsinore's first double baton pass. L. to R. George Wymer, Bob Higbee, Lyle Cameron.

February 27-28. The high point of this event came Saturday afternoon when Lyle Cameron, Bob Higbee and George Wymer made a double baton pass. Witnessed from the air by Verne Williams and Keith Jorgensen. This jump was initiated from 11,000 feet with the first pass being made from Lyle Cameron to Bob Higbee at approximately 9000 feet. Thirty seconds later at approximately 4385 feet, Bob and George Wymer completed the second pass. Lyle and Bob are both Elsinore parachutists. George Wymer is from the Special Warfare Center Sport Parachute Club at Fort Bragg. George, by the way, had never jumped with the others of this group before.

Competition got underway bright and early Saturday morning at 8:00

a.m., right on schedule. Two aircraft were used for this event. The newly purchased Howard and the old trusty 172. Pilots were Cliff Winters and Larry Perkins, with Cy Perkins and Howard Curtis relieving.

By noon 120 jumps had been completed. All the contestants that arrived Saturday had finished two out of three events. The Sky Diving Event being cancelled because of wind.

Sunday more contestants arrived and another 60 jumps were put out before the weather ended the contest.



The Winners

The Sky Diving Event was again cancelled, this time because of rain, after ten jumps had been completed. All contestants agreed on another contest the 7th and 8th of May, in which will be added a baton passing event.

The two spotting events were with



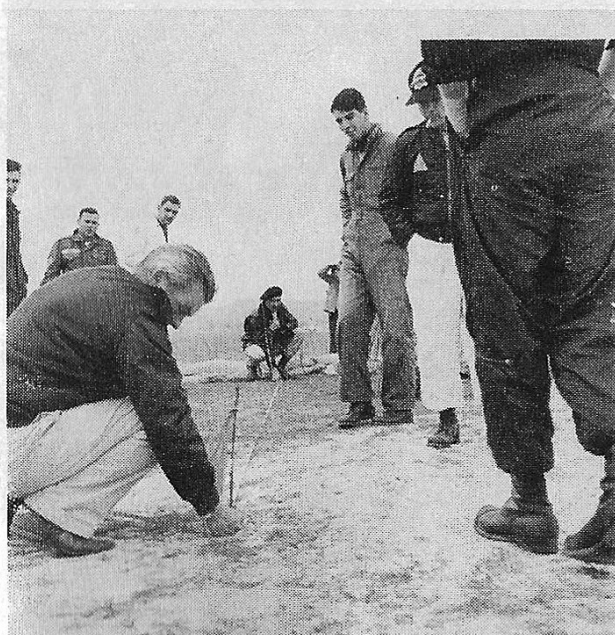
Elsinore D. Z.



June Ebersole and Lyle Cameron



No! No! It's over here!



Close ...

altered and unaltered canopies, and were scored on distance from target.

The majority of the trophies were taken home by out-of-state teams . . . again. Scores were as follows:

Altered Canopy (Individual)		Feet	Inches
1. Glenn, Desert Sky Divers		33	9
2. Horne, Desert Sky Divers		37	6
3. Keisow, Elsinore		55	0
4. Tavernetti, U. of Calif. S.P.C.		58	0
5. Fritos, San Marcos Sky Divers		61	10
6. Pyland, San Diego Sky Divers		65	0
Unaltered Canopy (Individual)			
1. Curtiss, Elsinore		68	1
2. Williams, Elsinore		77	9
3. Higbee, Elsinore		263	1
4. Ebersole, Elsinore (female)		267	0
5. Klinsmith, (?)		429	0
6. Sterling, Salt Lake City Sky Divers		442	0
Teams Altered (Total of six jumps)			
1. Special Warfare Center Sport Parachute Club, Ft. Bragg, No. Carolina: Wymer, McCarthy, Jorgensen		364	8
2. Desert Sky Divers, Yuma, Arizona: DeVesconi, Horne, Barnes		373	4
3. Desert Sky Divers, Yuma, Arizona:		394	0
Teams Unaltered			
1. Elsinore Valley Sport Parachute Club: Curtiss, Williams, Higbee			
2. Salt Lake City Sky Divers: Parker, Sterling, Harlacker			
Womens Trophy			
1. June Ebersole		267	
2. Vesta Kiesow		377	
3. Sherry Buck		550	

BOB GETS THE BOOT

by The Genesee Sky Divers



Front row — L. to R. Dean Nixon, V. Pres., Alex Sivret, Betty Sivret, Sec., Jerry Preedom, Treasurer. Back row — L. to R. Jack McDonnell, Bruce Brokaw, Paul Hough, Dave Irwin and Harry Ball of the Genesee Sky Divers.

PROCLAMATION

Due to a pre-conceived and ulterior motivated plan to escape his due restitution for sins, minor crimes and major disturbances caused and committed by his own acts over a period extending from approximately 15th day of September 1958 to present date, we hereby find it necessary to bring Mr. Robert McDonnell to task and to decide whether or not he should be held personally responsible for his deeds and acts during the said period of time.

NOW:

Let it be known to all members of "The Genesee Sky Divers — Sport Parachute Club" now gathered in regular monthly meeting at the VFW home in Batavia, New York on this 7th day of February, 1960, that the

afore mentioned defendant — namely — Robert J. McDonnell stands accused of the following breeches of conduct and other deeds unbecoming to a man of his character and position as an employee of the United States Postal Service.

WHEREAS:

On a sunny and peaceful Sunday afternoon on aforementioned approximate date he did appear at the Batavia Air Park, situated approximately one mile south of Batavia, New York, and did proceed to disrupt and otherwise confuse normal and placid recreational activities by —

1. Stepping from a high flying aircraft unassisted and of his own free will.

2. Falling towards the earth in a death defying and nerve shattering dive for several thousand feet.

3. Neglecting to open his parachute immediately upon exit from the aircraft — did proceed to cause several awe-struck citizens needless worry, fright and concern for his life and future well being.

4. Thoroughly frightening and intimidating several stalwart and heretofore supposedly sensible citizens, did proceed to interest them in this unprofitable and senseless act of possible suicide. These citizens namely being the members of the club now holding this meeting.

5. Proceed to cripple, injure and otherwise harm these afore said citizens by violent acts of physical strain under the pretext of training them to perform these un-natural and in-

human feats of crowd baiting and head-line seeking acts of tom-foolery.

WHEREAS:

At varying intervals he did disrupt and otherwise completely undermine all family and social relationships by—

1. Leading these unsuspecting citizens to various far away and un-heard of places with the intent of causing them to perform according to his wishes and personal beliefs, rules and regulations.

2. Leading these and other forth-right citizens to various gin mills, taverns, hotels, etc., completely against their wishes and better judgment.

3. Intentionally cause undue concern and worry by continuous threats to remove his presence from the club, knowing that it would flounder and become completely non-existent without his knowledge, training and leadership as president and jumpmaster.

AND NOW:

After due study and consideration of these charges and all other aspects of his case we do hereby recommend that —

1. Robert McDonnell remove himself from Batavia, N. Y., and all areas within a fifty mile radius at a date no later than the 15th day of February, 1960 and further that he refrain from returning to this area for a period of at least ninety days from the afore mentioned date.

2. Robert McDonnell be made to suffer the knowledge that he must remain a member of this organization by writing at least one letter, to be read at each monthly meeting of this organization.

4. He must continue to refuse to let employment, sickness, hangovers, and other unimportant daily happenings, to interfere with his practice of sky-diving, parachute butchering and so-called remodeling.

SKY DIVER MAGAZINE



Bob "The Hexer" McDonnell

5. We hereby sentence him to a lifetime of enrollment in all national and inter-national sanctioned parachute meets and to forward the cause of sport parachuting in every way within his power.

THEREFORE, WE OFFER THE FOLLOWING RESOLUTION AND MOVE FOR ITS ADOPTION:

Be it resolved that Robert J. McDonnell remain within the hearts of all that know and love him as a hell of a good guy in our organization.

FURTHER:

Be it resolved that Robert J. McDonnell be presented with a copy of this resolution and subsequent charges.

Be it resolved and recorded in the minutes of this meeting that a standing ovation be given "Bob" on this his final appearance at one of our meetings for a period of time that will be too long no matter how short that period of time shall be.

ALSO:

Be it known that all members of this club and all his friends in Batavia and the surrounding area wish him good luck and God Speed on his forthcoming journey.

Dated this 7th day of February 1960

SPECIAL
NEW 32FT 3 CONE
BACK PACKS
COMPLETE
WITH D-RINGS
69⁹⁵

WRITE FOR INFORMATION



Marvin Stevens, President of the Los Angeles Sky Divers, awarding an Honorary Membership to George Nader, Star of "THE MAN AND THE CHALLENGE" TV Series, which dealt entirely with Sky Diving.

THIS IS NAA

To serve the public interest at all times in any field is one of the highest callings — and one of the most rewarding. Such service is the dedicated task of the National Aeronautic Association.

The primary objectives of NAA are:

To use aeronautics and astronautics as instruments to advance the best interests of mankind.

To keep alive a general interest in the art of flying and the dynamics of air transportation.

To provide financial support and other assistance to aviation education at the elementary and secondary school levels.

To record and honor the achievements in American aviation and as an integral part of the F.A.I. to record achievements in world aviation.

To collect, edit and disseminate general and technical knowledge in all areas of aeronautics.

To bring together, in local N.A.A. chapters, people working or interested in aviation, thus enabling them to further their interests through personal association and activity.

To encourage and assist organizations which promote exhibits or demonstrations designed to maintain interest in aviation.

To cooperate with executive departments, commissions and other units of government in promoting legislation to advance aeronautics.

NAA strives to reach these goals through its local chapters and such affiliated organizations as:

The National Aviation Education Council, the Academy of Model Aeronautics, the National Pilots Association, the Parachute Club of America, the Soaring Society of America and the University Aviation Association.

The history of the NAA, the first

non-partisan, non-profit organization in the U.S. dedicated to the advancement of aeronautics, is essentially the history of powered flight. Now, as we stand on the threshold of the space-missile age, it is more important than ever before that the public be constantly and accurately informed about significant developments in this fast-moving field.

A major activity of the NAA, in cooperation with the Aircraft Industries Association, has been the development and financing in recent years of a program to promote the education and training of primary and secondary school teachers in the art and science of aviation.

The administration of this program is in the capable hands of the National Aviation Education Council, established in 1950 to further broader understanding of the impact of air transportation upon society and to work toward the following objectives:

Encouragement of the study of the airplane, its uses and influences, in general aviation.

Encouragement of aviation education for teachers, school administrators and the general public.

Development of community leadership in aviation education.

Encouragement of travel by air.

Stimulation of business and industrial use of aircraft.

Utilization of aviation ideas and materials in the motivation and enrichment of the education processes in the basic curriculum subjects, such as arithmetic, science, geography, English.

The University Aviation Association has a mission much the same as that of the NAEC but directed at the college level.

Individual school and library memberships in the NAEC have grown

Continued on Page 27

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PARACHUTE

By DAVE GOLD
PART FIVE

"JUMP — AND PULL — AND A LIFE IS SAVED"

As tests continued on the various parachutes obtained by the U.S. Air Service parachute board under the leadership of Floyd Smith and Major E. L. Hoffman, it was evident that none were suitable for use in airplanes. As pointed out previously, the board drew up a list of their own exacting requirements. And the critics began to scream in earnest!

One of the most ardent advocates of the direction taken by the parachute board was Leslie L. Irvin. At this time, in 1918, Irvin already had a long history of parachute experience; in 1911, in his early teens, he became extremely interested in aeronautics, and his career as a parachutist, balloonist, and aeronaut began. It wasn't too long before he was dubbed as "Sky-Hi" Irvin for his aerial feats. In 1915, he went to work for the Universal Film Company, where he worked until 1917. His position of assistant casting director placed Irvin in an advantageous spot for making parachute jumps for the many movies that were being shot. Soon included in his repertoire of acts was a high dive from a tower into a water pool; this played an important part later on.

Irvin, however, was more than just a performer. His efforts in the parachute field went deeper than just jumping, and in 1918 — while working for the Curtiss Company in Buffalo — he responded to the government's call for a suitable parachute by submitting to McCook Field a parachute design of his own. On his ini-

tial trip to McCook Field to see the parachute board with his parachute, he was told that it would be preferable to have a good silk canopy. Irvin went back to Buffalo, where he looked up and joined George Waite — a silk merchant of 20 years experience — to form the nucleus of what was to become the leading parachute company of the world.

Irvin's original parachute was an attached type of parachute, with a static-line and pack-on-the aviator. In fact, the pack used in later years on the T-7 parachute, so well known to many, resembled Irvin's original pack. It was also equipped with an advanced harness design. However, it — like the rest of attached type parachutes — was not found acceptable.

Irvin's trips between McCook Field and Buffalo continued. He made several parachutes for test work and offered many suggestions which were of help to the struggling parachute board. It was evident to him that the free-type, ripcord, manually operated parachute was feasible. He pointed out that during his numerous jumps from balloons and falling through the air on his water tower jumps, he had never lost his mental facilities and his mind was always clear.

In the meantime, Floyd Smith's test work with the help of Guy Ball continued on the prototype Model "A" parachute. The parachute was extremely successful. It was not too long before Major Hoffman decided that a live-jump should be made on

the new parachute which Smith originated. Irvin was the logical person to make that jump. Irvin's vast background of parachutes and jumping, and the contributions of ideas which he made to help perfect the parachute, were all instrumental in prompting Hoffman's decision to allow Irvin to accomplish the important first free-fall jump with a manually operated ripcord parachute.

On April 23, 1919, Irvin buckled on the prototype Model "A" parachute. The air was tense, and like all jumpers, Irvin sweated out the pre-jump activities. Many of the onlookers appeared as if they were coming to a wake, all of which added to the tenseness of the situation. With remarkable courage, Irvin climbed into the DH-4 airplane which was to take him aloft. At the controls sat Floyd Smith.

At 1,500 feet, the airplane slowly flew over McCook Field; the people on the ground held their breaths—some surely prayed. Without hesitation, as they flew over the field, Irvin jumped from the cockpit of the airplane, his hand on the all-important ripcord. He fell free through the air, and he pulled the ripcord. The parachute worked!

As he neared the ground, air turbulence rocked and dropped the parachute. Irvin hit hard and fractured his ankle. But he was elated. And so was the entire parachute board. A real important step had been made to overcome much of the criticism and skepticism that was being heaped on the efforts of the board.

The Model "A" evolved at that time was a back pack type of parachute. The canopy was flat circular in design and used straight cut, block construction in the gore configuration. Fabric was a 1.6 ounce per square yard Habutai silk. Forty gores were used

to make up the complete canopy, and forty suspension lines made of 250 pound breaking strength silk braided lines made up the rigging system. The canopy also had a 48 inch vent which would open or close under air pressure due to the fact it was provided with control rubber cords. The ripcord system and pilot parachute system were the forerunners of what we are still using today.

Many successful training jumps were made using the Model "A" pack. In fact, immediately after Irvin's history making descent, Smith, Rusel, and other members of the board jumped. Smith, on his first free-fall jump, deliberately delayed pulling his ripcord longer than necessary to clear the airplane to further demonstrate the feasibility of his design. However, the Model "A" was rather bulky and had poor stability. Attempts to increase stability were made by rede-

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signing the canopy vent system.

The redesigned parachutes were called "Multiple Vent" parachutes. The large vent at the top was replaced by a small 12 inch vent, and a series of six vents, each about 12 inches in diameter, were positioned in a circle below the main vent. Approximately forty inches below these vents, a "ring-slot" type of opening — about 2 inches wide — circled the entire canopy. The number of gores was reduced to 36, and bias construction was used. Line strength remained at 250 lbs. However, the formed — instead of flat — canopy was 24 feet in diameter, and it was packed into a 14" x 14" x 3" seat pack instead of the bulky 14" x 24" x 3" back pack used on the Model "A." Weight was reduced from 20 pounds to 17 pounds.

About this time, two incidents occurred which did much to improve the prestige of the parachute board — a life was lost and another life was saved!

In July, 1919, a Lt. R. A. Caldwell of the Royal Air Force came to McCook Field to demonstrate the famous and successful attached type "Guardian Angel" parachute developed by the well-known English parachute designer Calthrop. Caldwell had made many impressive live jumps from aircraft using the "Guardian Angel" parachute. He was a staunch advocate of its attached type of design concept.

Thus we find, just three months after the successful jump of Irvin with a free-type manually operated parachute, the parachute board witnessing a demonstration of an attached type parachute. The parachute pack was placed in position on the De Haviland open-cockpit airplane and fastened. Caldwell secured the harness about himself and climbed into one of the cockpits. Leading from his harness to the secured parachute pack was his

"life-line," which supported the jumper under the open canopy after he fell and deployed the canopy from the attached-to-aircraft pack. The airplane took off and climbed to an altitude reported as less than 1000 feet.

Over the spectators, Caldwell jumped. As he left the cockpit, his trailing life-line whipped around and caught on to the control rocker-arm-like "horn" which was outside the fuselage below the cockpit. Caldwell's falling body snapped the snagged life-line as if it were made of wrapping twine and before the horrified board he fell to a screaming death.

McCook Field was in a pall. Again critics raved. However, one thing was again proven — the mere act of a long free-fall did not kill. It was obvious from Caldwell's actions as he fell that he was alive and moving right until the point of impact. The board more than ever felt that their approach was the logical and practical one if lives were to be saved from airplanes.

The parachute still had to prove itself as a life-saver. Premeditated jumps continued at McCook Field but critics still shrugged their shoulders with a "so-what" attitude.

In August, 1920, a Mr. LeRoy B. Jahn, of the Jahn Life-Saving Apparatus Company, appeared at McCook Field to demonstrate a "newer" parachute. Jahn had originally come from Montevideo, Minnesota with a parachute design which depended for its recognition upon its quick-opening principle. This was accomplished by four springs, each about 4 feet long, which were sewed into the skirt of the parachute. These springs folded to about one foot long when the parachute was packed. Numerous tests disclosed many structural difficulties and the parachute did not always function properly. However, Jahn made some changes and asked for permission to

show its reliability. William O'Connor — who worked for Jahn — was to be the jumper.

Arrangements were finalized on August 24, 1920. With the Caldwell tragedy fresh in their minds, the board insisted that O'Connor wear on his front, one of the newly developed Air Service lap packs as a reserve. It is reported that Jahn was insulted at this slur of his invention. He and O'Connor — that a reserve was not necessary. The parachute board was firm and final — no reserve, no jump!!

O'Connor — with an Air Service parachute in front as a reserve — was carried aloft in a USD-9 aircraft to an altitude of 2,000 feet. At a speed of 80 miles per hour, the airplane flew over the mass of upturned faces. O'Connor jumped and opened the pack. The canopy deployed and flapped madly above the falling figure. It did not open!

For 1,500 feet the brave jumper sought the fluttering sail. With the ground rushing up at him, O'Connor reached for and pulled the ripcord on his reserve; it spilled out, and for a few brief moments it hugged the tangled Jahn canopy. And then it swelled open.

O'Connor landed safely before a much relieved and happy group. The parachute could save a life. Examination of the Jahn canopy disclosed that the springs were helplessly entangled within the folds of the canopy. Needless to say, the parachute board was overjoyed at this demonstration of competency. But, the critics still shrugged their shoulders. O.K. — they said — the parachute works fine, and falling through the air doesn't apparently kill, and a man can pull a ripcord — so what? Can this flimsy apparatus, they further clamored, actually be used to save pilots caught in disabled aircrafts????

Club Activities

Club Reports are submitted bi-monthly by club publicity representative, one typewritten page, double spaced.

QUEENSLAND PARACHUTE CLUB: by Ian F. Carver, 26 Norman Street, Taringa S. W. 6, Brisbane, Queensland, Australia. The first Inter-Dominion Parachute Championships were held last November, the 14th and 15th to be exact, at Lamworth, near South Wales.

Four Australian Clubs were represented, each with a four man team. The New Zealand Kiwis also sent a team.

As everyone expected the Kiwis took home all the trophies, but it was not a push over for them. Had the Australian Clubs had the same class of equipment, it may have been a very different story.

The main outcome was the fact that both sides learned a lot and had one hell of a time. Jumps were as follows: A spot jump from 2100', points for the closest to target. A club stick jump from 2500', points as above with points for style during delay. A ten second delay from 3100', points for style during delay.

I would appreciate it if you could mention that I am interested in trading club badges with any and all clubs in the States, or wherever SKY DIVER Magazines reach.

Another two years was to pass before this question was answered with a jump that practically proved to all that parachutes were here to stay.

(To Be Continued)

CALIFORNIA PARACHUTE CLUB: by Rod McPherson, Walnut Creek, California. 1959 was a great year for the jumpers in our club. Jumping almost every Sunday (weather permitting) at our D. Z. in Livermore. Altogether, we made about 900 jumps, 726 of these were 30 second delays and longer.

Several members have made successful baton passes. First of which was made March 9, 1959 by Tom Huebner and Loy Brydon. We believe this pass was the first on the West Coast.

Five of our boys have made jumps from 17,000 ft. (90 seconds) from a 180 we rent occasionally. This is a lot of fun, but much too chilly up there this time of year.

Our training program has really shifted into high gear. Under the able guidance of Jim Pol, Haynes McClellen and Joe Tiago, the students are turning into excellent parachutists. They have built a PLF platform with an A frame for suspended harness work. It's working out real fine. The platform is about 5½ ft. high, and it seems to separate the jumpers from also-ran's.

Right now our membership numbers about 45, three of which are girls. We have about 18 people going thru our training program, or are on static line.

Most of our jumps are being made from an Aeronca Sedan belonging to Ron Freeze of Palo Alto. Ron is also one of our most active jumpers. He probably holds some kind of record for high altitude openings. On January 23, 1960, his reserve opened accidentally as he exited the aircraft at 9,500 ft. He said he had a lovely ride down.

If the above makes you think that we think our club is just about the greatest, you're right. We've got a swell bunch of members that love to

jump. Not too much business, just lot of jumping...

MONTCLAIR SPORT PARACHUTE CLUB:

by Howard Curtis, Montclair, California. In mid-December Jay Ward, Montclair High School Senior Class President, completed his training with the Elsinore Valley Sport Parachute Club at Skylark Field, and started a series of the finest consecutive exhibitions of stable rear exits and successful dummy rip cord pulls their instructor has ever seen. To our knowledge this group comprises the first sport parachuting club composed entirely of high school students in the United States.

Sixteen years of age, and with parents permission, the boys all lettered in football in the fall; since they organized they have been playing for the school soccer team on Saturdays, so jump days have been limited to Sunday. To date they have completed a total of 14 successful dummy rip cord pulls. Out of a total of 15 static jumps, the majority of their landings are within thirty yards of target center.

Several are making their own various packing tools as wood shop and metal shop projects in school, and all do a commendable job of repacking their one and only rig.

One of the mothers, Mrs. Ward, puts the whole gang to work around the house so that they can earn money for more rigs, and she and Mr. Ward are invariably seen helping out at the drop zone Sunday afternoon.

When not occupied with repacking, the boys challenge each other in feats of arm wrestling, hand balancing and work-outs on the "bongo" board in the hangar.

When asked if he had any problems or questions after completing his training, and prior to making his first jump, Dick Tallette replied, digging

for a wallet, "Gee, I hope I brought enough money to pay for my ride to meet."

FT. ORD PARACHUTE CLUB: by Lt. Mike Viera, Ft. Ord, California. The sixth attempt in the Ft. Ord Parachute Club at making an in-the-air baton pass was successful on the 29th of November, 1959. To the members of the club, it was the culmination of six weeks of unsuccessful maneuvering in the air and the result of many sleepless nights spent in continuous revising of the method finally employed and of many hours of speculation by the club members as to the best manner of completing what had become to us all the challenge of the year. It was made even more urgent by the nearing departure date of John Fanning and Robert MacKenzie, both students of the Army Language School in Monterey, who were due to depart from their present assignment on 11 December.

On this particular effort, the successful one, Fanning and MacKenzie exited the aircraft almost simultaneously, Fanning (being the lighter) first. MacKenzie, being to Fanning's right and above him, had to execute a diving left turn so as to place himself directly below Fanning. Fanning then had to make a shallow left turn attempting to glide over the top of MacKenzie and attempting at the same time to position himself for the grasp of the baton which MacKenzie was carrying. Fortunately, on the final successful jump, these maneuvers were successful and the baton was passed: All at a falling speed of over one hundred miles an hour and a horizontal speed of about thirty miles per hour. It was the end result of a team effort by the club members as well as the actual participants, by the pilot of the aircraft and the ground

crews—all of whom had to do their flying or working on their own time.

It was discovered later, after the jump had been completed, that MacKenzie did not want to relinquish his grasp of the baton, for it turned out to be his Marine Corps Swagger Stick—the only object of proper weight and length the two jumpers could find.

THE DELAWARE VALLEY PARACHUTE CLUB: By S. S. Starr, Media, Penna. The Delaware Valley Parachute Club was organized in March, 1959, by Dr. E. A. Fitch, Robert A. Spatola, Fritz A. Muller, and S. S. Starr, with a large assist from Stephen Snyder, who at that time, was just departing for a tour in the Air Force. After a slow start, beset with the usual difficulties of finding a suitable drop zone and aircraft, as well as protracted discussions with the local FAA officials, we settled on Valley Forge Airport and a Cessna 182A, and started active operations early in the summer.

Approximately 600 jumps were made in 1959 with only one injury, the result of a downwind landing early in our career. Our 1960 operations began on New Year's Day, with the first jumper, a 15 second delay, landing squarely on the target.

Steve and Bob, when not instructing, do a bit of jumping themselves, often as a team. One of the highlights of the summer was their double 100 second delay. They have reduced the baton pass to a routine operation, in recent months having made 21 contacts in 21 attempts. On one recent jump Steve landed carrying two ripcords leaving a somewhat startled partner high in the air.

Our first meet was held in November, with four local clubs taking part. After a very late start due to low

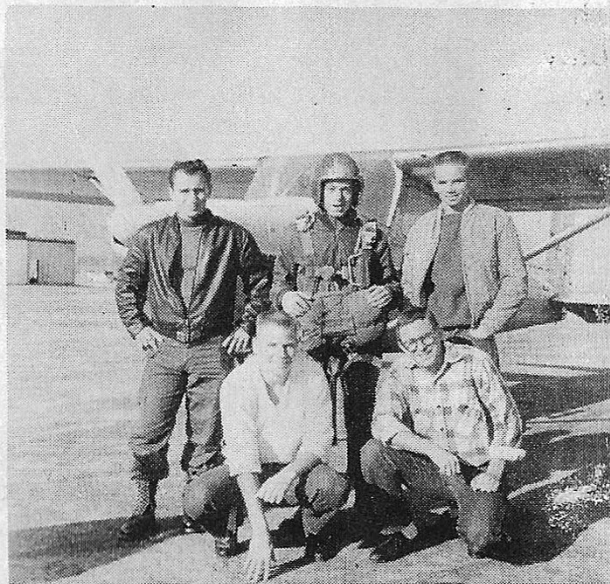
clouds we managed to get off sixty-five jumps in three and a half hours with one aircraft. We considered it a great success for our first attempt, however, our close friends and neighbors, the Delaware Parachute Club, went home with most of our trophies.

We are planning a big year for 1960, with hopes for more and larger aircraft, and perhaps a larger drop zone devoted exclusively to parachuting. We believe that we can now field a team which can provide interesting competition to any group and will welcome invitations. We will have our own meet in the spring in conjunction with the formal opening of Valley Forge Parachutes Jump Center and extend a cordial invitation to all clubs to join us. The date will be available in time for the next issue of SKY DIVER. If any distant clubs are able to send a team, arrangements will be made with our club members to provide weekend accommodations at no cost.

A most interesting event in the safety line during the year was the development by two of our members of an automatic emergency opening device, which we firmly believe will remove one of the last barriers to safe parachuting, the forgetful or preoccupied experienced jumper and the panic stricken student. I observed the first test drop last fall. Watching the 1000 foot free fall of a forty pound concrete block caused more perspiration than any live drop. The inventors are planning to market the device at an early date under the trademark, "The Sentinel."

A closing word of caution to the many new clubs which will start operations this spring and summer. We are proud of our safety record and believe that it is due to scrupulous attention to safety details and rigorous compliance with PCA Basic Safety

Regulations (plus a few extra ones of our own). A most important point, we believe, is a Safety Officer who will make no compromises and who is not adverse to making unpopular decisions when the occasion arises.



Top Left—clockwise: John Serra, Dick Tallette, Jay Ward, Bill Beezley, Pat Ward. First High School Sky Diving Team.

GOLDEN GATE SPORT PARACHUTE CLUB: by Dick Enarson, Oakland, California. The Golden Gate Sport Parachute Club was organized 30 September 1959 by Dick Enarson, B185.

Using the Sonoma Valley Airport, Schellville, California, as its base of operations, the ground training began the first weekend in October 1959. Parachute Club of America Safety Rules and Regulations were used as a guide during this training program.

On 8 November 1959, the first club jumps were made, and to date the club has logged well over 125 parachute jumps of various types.

The Golden Gate Sport Parachute Club will be limited to 25 active parachutists, with Parachute Club of America membership mandatory. Cur-

rently there are 17 members, 12 of which are on free fall. There are 2 honorary members, one of which is Mr. Lynn White, Master Parachute Rigger and veteran of over 1500 parachute jumps. Mr. White began his parachuting career in the early 1930's.

The club has only one woman parachutist. She is a member of the club's only man and wife parachute team; Earl and Joy Dykes of Castro Valley, California. Mrs. Dykes is a housewife and the mother of two sons. She was born near the 6-S Sky Ranch, Newhall, California. This past 27th of December was an eventful day for her husband, Earl. He completed his first free fall, in perfect style, and celebrated his 40th birthday! Mr. Dykes is a school teacher and is in charge of the English Dept., of the Havenscourt Junior High School, Oakland, California. Both Mr. and Mrs. Dykes began their parachuting career's with the Golden Gate Sport Parachute Club, and are currently improving their free fall style.

We will appreciate any letters from clubs and invite comment and an exchange of ideas concerning sport parachuting.

FORT RUCKER SPORTS PARACHUTE CLUB: Fort Rucker, Alabama Aviation School, by ?. Photos courtesy of Weldon Glick.

The Ft. Rucker Sport Parachute Club was formed in June, 1959 through interest created by Lt. Col. Howard I. Lukens, Capt. Otis N. Wilton, Jr., and Lt. Carl Yopp. A small group of parachuting enthusiasts met, elected officers and formulated the constitution and by-laws under which the club operates. Lt. Col. Lukens, was elected President and Capt. Wilton, was elected Vice President. It should be mentioned that Ft. Rucker

SKY DIVER MAGAZINE

is the home of the U.S. Army Aviation School and as such most of the personnel assigned here are outstanding aviators with years of flying experience under their belts. Perhaps the most intriguing aspect to these people was the human body becoming an air foil through free fall and therefore being able to make turns and other maneuvers which are common to every day flying. Our first step toward this goal was qualifying an instructor to teach the other members stabilization and body control during free fall and the related matter after the parachute was deployed. This problem was quickly solved when Lt. (now Capt.) Eckols L. Shedden (C-55) was assigned to the school for advanced flight training. Shedden was one of the first military instructors trained by the Special Warfare Center at Ft. Bragg, No. Carolina, in March, 1958. Since that time he has assisted in training and organizing the Ft. Campbell Sport Parachute Club, Ft. Campbell, Kentucky and the Ft. Benning Sport Parachute Club, Fort Benning, Georgia. To begin with a member with this amount of experience in organizing and training sport parachutists was indeed an asset as any new club can testify. Without Shedden's assistance and guidance we would like to go on record as being eternally grateful to this individual and quite happy to learn of his assignment as a flight instructor with the Army Aviation School.

We are limited to week-end jumps here as during the week the air traffic problem would be insurmountable. During the past 5 months (as of this writing) we have completed over 300 jumps with only one minor injury. We have three instructors including Shedden. Our present membership stands at 30 active and several associate members. We are averaging three to



Lt. Herb Sink, Fort Rucker Sport Parachute Club, Fort Rucker, Alabama, Aviation School.

four new members per month and we think this figure will grow as the months pass and people become more familiar with sport parachuting.

Many members have been approached on the subject of why aviators jump for fun, we jump for the same reason any sport parachutist does, namely; love of parachuting. Flying is wonderful and especially exciting here at the Aviation School but hardly comparable for quick thinking, sheer speed and great excitement plus the gratifying experience of maneuvering the canopy to the target. We are definitely advocates of sport parachuting and hope for its continued success.

We would like to stake a claim here and hope to hear from other clubs—perhaps it won't last long: We had a member jump static line from 2800 feet and remained aloft 24 minutes and was 5.2 miles from target. Can anyone top this?

✈ **NEWS** ✈

Parachute Club of America obtains waiver from F.A.A. for members to pack own parachutes until June 30, 1960. This information courtesy of Nancy Hall/P.C.A.

SIXTY SECONDS OF DARKNESS

On Sunday, February 7, 1960, 9:30 p.m., Jim Poulson made the first 60 second night jump at Skylark Field, Elsinore, California.

Jim used a lighted instrument panel and the target was well lighted with automobile headlights.

The jump was made with 2 flares so that spectators could observe his descent.

TRIPLE PASS

Myself and Erick Bahor, formerly of the Cleveland Parachute Club, completed a two man triple baton pass at Hollister Airport, Hollister, California on Feb. 22nd. The aircraft was a Cessna 172, and we exited at 11,500'. Erick exited from the wheel and I left about 1½ seconds later from the step with a shoulder dropped. Both of us used rear exits. My first glide fell short, owing to Bahor's exceptionally slow rate of fall in the spread position.

He then used a mild delta, while I adjusted my rate of descent to keep us on the same level. All passes were very slow and careful; the first being completed at approximately 8,000'.

The second pass was about 8 seconds later, and the third approximately 10 seconds after that.

The baton was cut from a *toilet bowl plunger*, and is 14½ inches long.

This pass was witnessed by the pilot and Antone "Bud" Andres.

Sincerely,

Jerry Hulick

Hollister, California

THREE MAN DOUBLE PASSES

1. Loy Brydon to Danny Byard to Jim Pearson, XVIII Airborne Sport Parachute Club (now members of the STRAC Team), Ft. Bragg, North Carolina, June 14, 1959.

2. Tom Huebner to Jim Pol to Haynes McClellen, California Parachute Club, Livermore, California, February 21, 1960.

3. Lyle Cameron to Bob Higbee to George Wymer, Skylark Field, Lake Elsinore, Calif., February 27, 1960.

4. Lyle Cameron to Bob Higbee to Verne Williams, Elsinore Valley Sport Parachute Club, Elsinore, California, March 6, 1960.

5. Don Richards to Lew Sanborn

to Hugh McDonald, Hemet Sport Parachuting Center, Ryan Field, Hemet, California, March 6, 1960.
ANYONE ELSE?

CORRECTION

We have been informed of a mistake in the article on the West Coast Parachute meet in our September issue. A Miss Dorothy Forester competed in Sport Parachuting competition on Thanksgiving day 1958, and to the best of our knowledge is the first female to enter this type competition in the United States.



SPORTS SHOW, continued.

with the tremendous interest of the general public, as well as the local sport jumpers, and considered their foresight well rewarded.

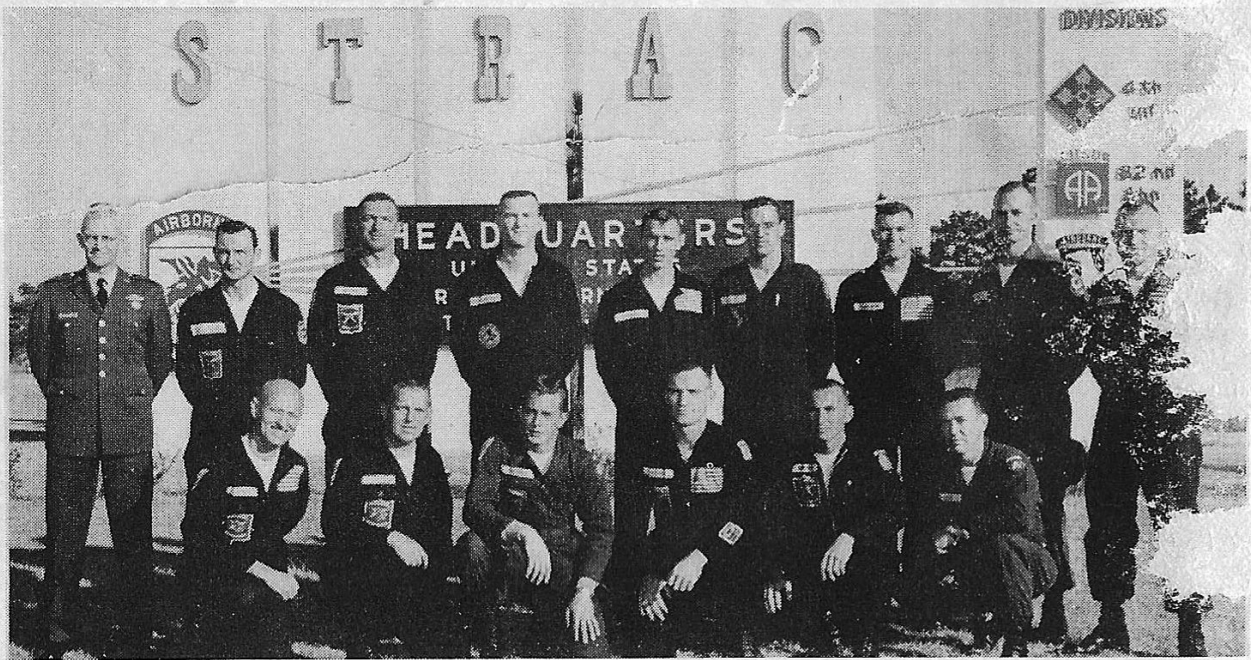
The following clubs were represented: Elsinore Valley Sport Parachute Club, Rumbleseat Sky Divers, El Toro Marine Sky Divers, American Sky Divers and the Los Angeles Sky Divers.

Skylark Air Sports Center at Lake Elsinore explained their facilities to prospective jumpers. Skylark Sales and Russ Wheeler Sport Parachutes displayed their parachutes on manikins. Capital Parachute Co. displayed their Aero-Indicator Panel and photos of their line of competition parachutes.

Anderson and McHal displayed their respective helmets. Glendale Parachute Supply showed their Pak-Mat.

Para-Ventures, Inc., had a photo display of its commercial jumping activities.

Pan American Navigation Co.



Ft. Bragg, N. C. — STRAC's Best Sky Divers at Ft. Bragg line up in front of the STRAC sign near the entrance to Ft. Bragg. Brig. Gen. Joseph W. Stilwell, Jr., Chief of Staff for XVIII Airborne Corps and Ft. Bragg, is shown in the extreme left of this photo. These are some of the men who will be competing for places on the U.S. Parachute Team during the National Try-outs to be held here April 8-16. Courtesy Office of Information XVIII Airborne Corps, Ft. Bragg, N. C. (U.S. Army Photo by Sgt. Betty Farmer)

showed their various log books and manuals and Southern California Trophy Co. displayed trophies and ribbons for parachute meets.

Copies of Russ Gunby's **Sport Parachuting** were sold as well as copies and subscriptions to **SKY DIVER MAGAZINE**.

The booth was very decorative with multi-colored sleeves, posters and photos in addition to the regular display.

LETTERS

PCA. We are among the PCA's most active supporters!

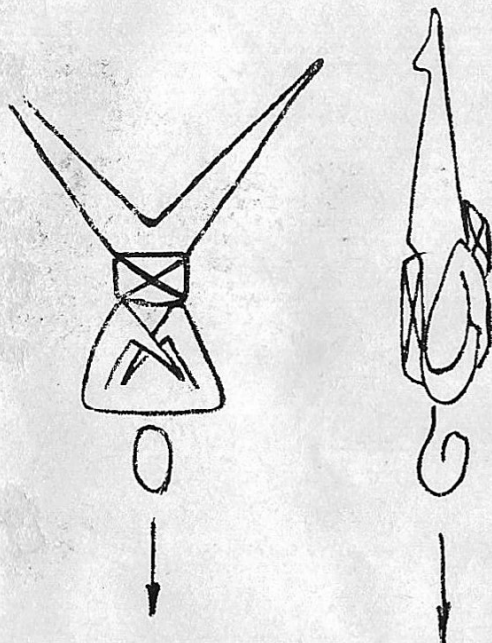
Second, we want to alert all sport parachutists of the Second Annual Western Invitational Parachute Meet so that all will be able to plan for the event. It will be held over two days at Livermore in late July and will be hosted again by the California Parachute Club and sponsored by the Oakland Junior Chamber of Commerce. All details will be published

by mid May and it should be an extremely well organized competition.

Third, a correction to George Mulcahy's very good "jump School" on page 23 of the January-February issue. With all due respect to the late Salvatore Canarozzo for whom the position was named, the drawing of a body position entitled "Canarozzo" is not the true Canarozzo or "Y" position, which consists of the arms crossed over the chest and the feet spread causing an extremely high rate of fall (300 km. or about 187 miles per hour if executed properly). The position shown seems to be a slight variation of the "banana" position (arms back along the side instead of folded forward on the chest). I cite as my source pages 222 through 229 of **Chute Libre** by Andre Suire, B. Arthaud, Paris, 1958.

Keep up the good work, Sky Diver, safety and sport!

Deke Sonnichsen, President
California Parachute Club and
Director, Parachute Club of
America



"Y" or Canarrozzo
CHUTE LIBRE, André Suire



Banana, face to earth
CHUTE LIBRE, André Suire

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"Bootleg Rigger," by James Shoe-nut, was a very timely and necessary article. We have all seen examples of shoddy and makeshift practices used in the rigging of a parachute which indicates a lack of knowledge and/or moral responsibility on the part of the rigger. But, while some of this may be due to the "Bootleg Rigger" of Jim's article, it appears that much more of it is being done by the good (?) intentioned jumper who, without the proper knowledge, purchases a canopy here, harness there, etc., and lashes it together into a "dai jobe — No. 1" rig for himself. The instance that really flipped me was a set of "D" rings handsewn on the outside of the main lift webs with crochet cord. The vast majority of jumpers I have met are very conscientious about their equipment and quite well informed as to the structural intricacies of same. It is the remainder that may not only kill themselves but seriously injure the sport of Sky Diving.

On the other side of the fence it must be stated that a Master Riggers Certificate does not, in itself, guarantee you will receive proper work. An example of this was a "D" ring installation, made by a Master Rigger, on a Navy Quick-fit harness. The rings were woven into the webbing at the chest strap adjusters instead of being inserted into the lift webs as is normally done. Since the lower portion of the quick-fit chest strap passes through the lift webs and around the back forming the lower back strap, a large percentage of the reserve opening shock would be transmitted directly to the small of the jumper's back. A damaged spine takes a long time to heal!

To sum it all up, the final respon-

LETTERS, continued.

sibility must lie with the jumper himself. LEARN MORE ABOUT YOUR CHUTE! Don't leave the step with a question in your mind.

Even though I may disagree with Jim Shoenut in some respects, if he "loses any blood" due to his article, I'll donate a pint or two of AB+.

Russ Wheeler
FAA Licensed Rigger
Sport Jumper

It was with some pleasure that I signed my name to the request for club affiliation with the Parachute Club of America. By so doing, the policy of the oldest sports parachuting club in the United States remains unchanged.

The Parachute Club of America is not without fault. However, the most witless person associated in this sport should be able to see the vast amount it has done to forward parachuting throughout the country.

I personally hold in highest contempt persons who criticize on the basis of personality, accuse without factual information, and deride the national organization while offering little or nothing in the way of constructive corrective measures.

We hope that the "crying in our beer" stage of sports parachuting is over and that parachutists will unite to establish it, once and for all, the ultimate in competitive sports.

Sincerely,

David K. MacDonald, Secretary
Cambridge Parachute Club, Mass.
Amen

PROS OR NOVICES?

Recently here at Fort Bragg, North Carolina, while trying to sell some subscriptions to the Sky-Diver Maga-

zine, I overheard a small group of people discussing a few articles that were published in the Sky-Diver Magazine. They said, "The articles published in the magazine were written by novices," and that it wasn't the latest and best information obtainable.

I know I have read articles in Sky-Diver, concerning methods and equipment that seemed like "Columbus' Voyage" compared to some of the things we here at Fort Bragg have tried and found to be very successful. Maybe some of the articles were written by "so-called novices!" But at least they were written with a straight face.

I can remember when, not very long ago, these same slanderous people would have appreciated someone taking enough time and interest in them, to try and teach them the "Pros" and "Cons" of Sky-Diving.

I imagine that the articles written in the Sky-Diver were written by so-called novice people, who probably at one time or another had these same problems, but after mastering the problem they decided if they expressed their novice knowledge, it might aid or help someone else who is a less experienced novice.

So as a closing remark I'll say, if you feel you have any ideas that are professional, and would like to raise the standards of the future Sky-Divers of America, plus the standards of Sky-Diver Magazine (if they need it, and I doubt that), don't stand at the rear of the packing mat and make slanderous remarks. Send them to the editor. Someone, somewhere, might like to hear them.

Ron Brown

Anyone picked up any hints or techniques from our novices?—Ed.

A couple of parachute stuntmen who work for a strip hotel are free on \$100 bail each on dangerous fly-

ing charges, apparently the best charge to fit the situation.

Sheriff's deputies said 23-year-old Robert Eric Young and 24-year-old Art Henry Lussier scared the wits out of onlookers over the weekend by dropping a stuffed dummy named "Sam" from their plane.

Witnesses called deputies to pick up what they thought was a body after Sam slammed to earth behind the hotel.

The 'chutists explained that the dummy drop was a wind test in preparation for their publicity jumps for the hotel.

Robert E. Archuleta
Nevada Sky Divers

We here at the Cleveland Parachute Club have been planning to send our congratulations along on your fine magazine. The scuttlebutt you pass along is doing all of us sky divers a world of good.

Sincerely,

Bob Coy

Cleveland Parachute Club
Cleveland, Ohio



NAA, continued.

from 50 in 1955 to more than 3,000 early in 1959.

The NAA has provided considerable financial support for the Council's activities and places a great emphasis and priority on the work of this affiliate.

The National Aeronautic Association and its predecessor, the Aero Club of America, have devoted more than 50 years to the promotion of national and individual interest in all forms of flying, of which there are

many. The one, however, most closely related to the readers of SKY DIVER MAGAZINE, is the Parachute Club of America, another affiliate of NAA, has as its objectives the promotion of the sport of parachuting. Here is another outlet for the graduate model builder, the young glider pilot or any air-minded young adult. This national organization has also been granted FAI franchise rights by NAA to supervise and control the establishment of official parachuting records and sanctioned parachuting competitions conducted in the U.S. NAA has also delegated its authority to the PCA to select American teams to participate in the World Championship Parachuting Competitions. Although parachuting in the United States is not as popular as it is in many European countries, the NAA and the Parachute Club are rekindling interest here in this exciting sport.

Other active affiliates of NAA include the Professional Race Pilots Association, which is interested in the development of racing aircraft and the promotion of closed-course events under controlled safety conditions; the University Aviation Association, which promotes aviation education among teachers and professors in colleges and universities; and the Air Transport Association, representing the major certificated airlines and advancement of air transportation.

Editor's Note: In summation I would like to quote some words received in a letter from the President of the P.C.A.: "... You might say that they (NAA) are the MOTIVATING CLUB of all aviation groups and it was through NAA's backing of our club that was responsible for the growth of parachuting in this country."

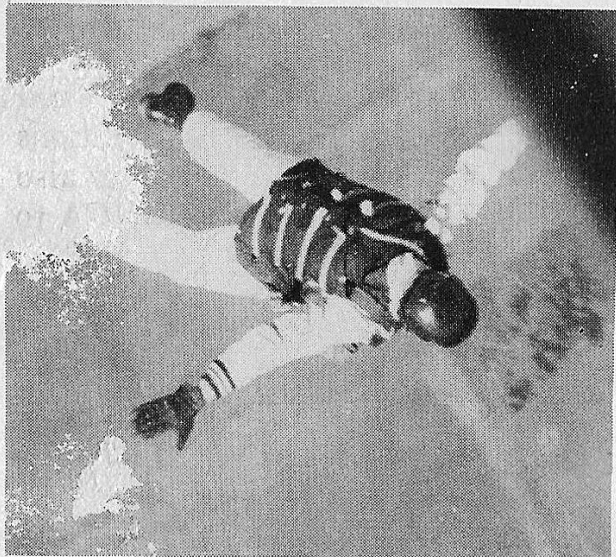
They are also largely responsible for the U.S. team reaching Bulgaria and we here again request of all para-

ists: Your donations are needed to assure representation of the U.S. in the International Meet. You might sponsor this fine organization with membership.

Please direct all donations to:
N.A.A.

1025 Connecticut Avenue, N.W.
Washington 6, D.C.

Marked Parachute Fund



Walter Scherar, President of the Port Angeles Sky Divers, leaving the aircraft at seven thousand for an exhibition delay during the "Far West Parachute Meet."



leaving the Howard aircraft
San Marcos Drop Zone.

We were at the North Pole, and after clearing we had a 3,000 foot air strip cut through the trees. The Spotter missed a little, and Gen Prust landed way out in the trees. We spent close to an hour running through the woods yelling our heads off trying to find her. We finally sent the plane up again to spot her, and dive so we could locate her. Needless to say, we were all worried sick. When we found her she had taken her chute out of the trees and was calmly field rolling it.

I ran up, and breathlessly asked, "Are you hurt?" She replied, "No."

"Didn't you hear us calling for you?"

"Yes."

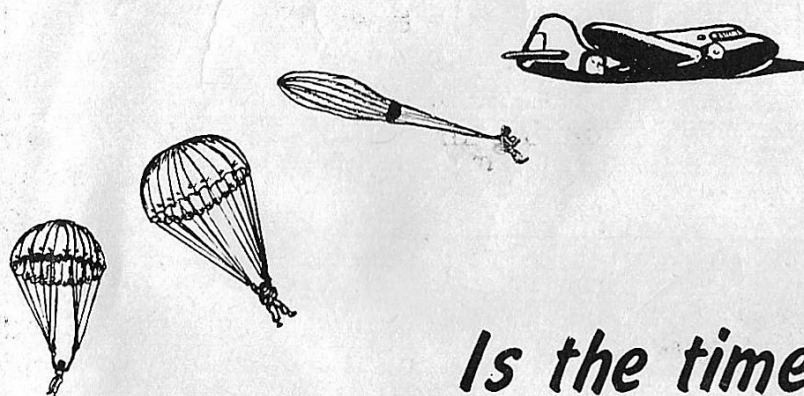
Then, a little angry, "Why didn't you answer so we would know you were alright?"

She stuck her nose in the air, and very primly answered, "Well, I don't think it is very lady-like to be yelling. Do you?"

Women! What can you do?

C. Brodie Harrell





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CONTAINER for backpack parachute. Guaranteed good condition.....	\$2.50
CONTAINER AND RISERS—28 ft. rollpack reserve parachute. Guaranteed good condition.....	
CONTAINER only.....	\$.
RISERS, "H" type with clips.....	\$.
CAPEWELL RELEASE, female part only.....	\$.50
"D" RINGS	\$.35
DETACHABLE LINKS for canopy.....	\$.15
POCKET for rip cord.....	\$.50
PILOT CHUTE, type A-3.....	\$1.00
RIP CORD—Specify type of chute.....	\$1.00
BUBBLE GOGGLES—Clear, light blur or light green.....	
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