

SKY DIVER MAGAZINE

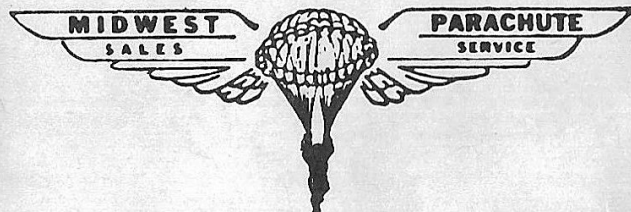
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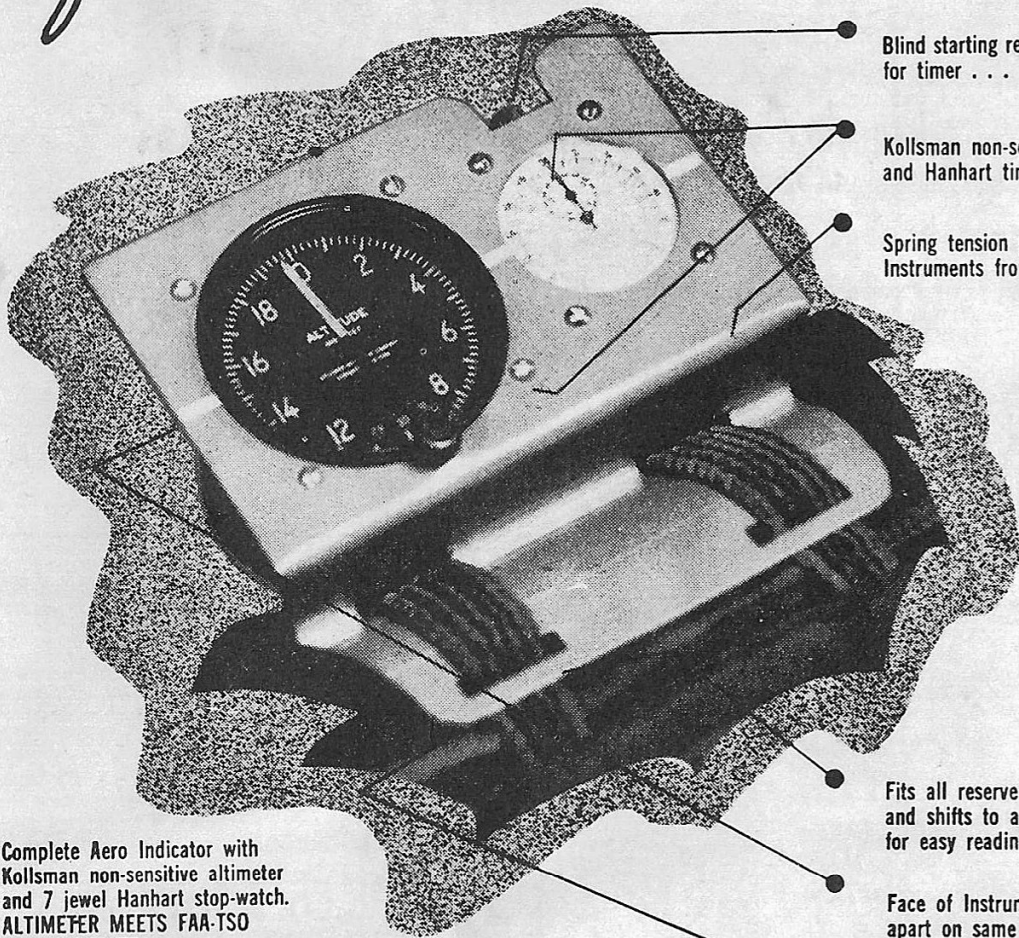
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CONTENTS

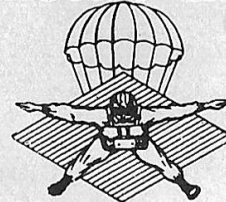
ARTICLES

	Page
U. S. Team Tryouts.....	8
History of the NPJA-NPJR-PCA.....	15
By Joe Crane	

DEPARTMENTS

Coming Events.....	4
Letters.....	5
Editorial.....	7
Jump School.....	21
Club Activities.....	22
News.....	28

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COMING EVENTS

May 7-8: Skylark Invitational, Elsinore, California.

May 29: CANCELLED Northern Westchester Parachute Association

June 11-12: 2nd DELAWARE CUP MEET, New Castle County Air Base. Sky diving and accuracy contests. Individual and team trophies.

For information contact:

Steve Snyder
905 Mt. Holyoke Place
Swarthmore, Penna.

LETTERS

Mr. Shoenut's article on "The Bootleg Rigger" in the January-February issue of SKY DIVER prompts this suggestion.

Recently I ordered a reserve from one of the many dealers on the west coast. The owner of this company, in a personal letter to me, described the chutes he was offering as "new reserves." It turned out to have a 1943 canopy (duly noted in the packing record, I must admit) packed in a 1951 container.

This is a very mild instance of what one might call "smart business," but Mr. Shoenut's article suggests that much worse examples might be called to the attention of sport parachutists.

Do you think it would be feasible for SKY DIVER to promote, sponsor, organize, some sort of certifying service which would stand behind qualified riggers?

The board would be non-profit, of course. Parachute suppliers, riggers, etc., who wished to gain recognition by this board could be asked to post a bond guaranteeing satisfactory service. Any complaints by customers would be referred to the board, and they could weigh the merits of the gripes involved, refunding the purchaser's money from the supplier's bond if the complaint was legitimate.

If the editors of SKY DIVER see any merit in this idea, perhaps an article in your next issue asking for readers' reactions to the proposition would give an indication as to whether or not such a service would be acceptable to sport parachutists.

John H. Talbott
East Haven, Conn.

Very good and timely suggestion,

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John, however, SKY DIVER Magazine is as yet non-profit. Consequently it would not be possible for us to sponsor such an organization.

PCA or NAA possibly?—Ed.



Bravo! to Loy and Bob.
Jim Hicks
Garden Grove, California



Let's have More! More! of Loy and Bob. "Stabilization" was terrific.

Don Rogers
Lefkin, Ohio



Our sincere thanks to Loy Brydon and Bob Miller for their highly informative "Stabilization."

Dave Jensen
Fort Bragg, California



To me it is intuitively obvious that the development and safety of Sky Diving in the United States requires a National organization. From this it follows, I believe, that those who care about this development and safety should support such a National organization.

Thus I argue for the support of the PCA while claiming that those who argue non-support because of its defects are failing to perceive that these defects are merely indications of PCA's need for their support.

Since SKY DIVER Magazine is dedicated to the above mentioned development and safety, it should be very active and aggressive in its sup-

port of PCA. This can be accomplished by:

1. A really well written editorial presenting the case for PCA membership.

2. More extensive use of the Letters column for controversial letters concerning PCA.

3. Urging the PCA to make more and better news releases to SKY DIVER Magazine.

4. Editorial criticism of PCA's defects.

5. Inviting and providing space for essays from PCA officers.

6. Presenting a non-editorial article on the history of PCA and its founders. P.S. The time has come to get rid of those corney "good luck" and "like your magazine" letters.

Milton S. Dunbar

WELL!!

First of all Milt, what's your address, why don't you have a subscription to S.D.M. and why aren't you a member of PCA?

1. Sorry you don't approve of the Editorial in the Jan.-Feb. issue. Possibly you could be of some help along this line.

2. We don't have any.

3. They send us what they have.

4. We feel PCA has enough criticism, and far too little well deserved congratulations on the outstanding job they are doing with what they have. We might mention here too that Nancy Hall received 400 letters in one week recently. Why don't you send her some nice flowers with a thank you note for the outstanding job she is doing?

5. O.K.

6. Have you read the letters column in the April issue?—Ed.

COVER

Loy Brydon, 1st place overall, directly over target. (Photo courtesy of Van Natta)

EDITORIAL

Recently we have been informed of some ill feeling with regard to the content of SKY DIVER Magazine, for the following reasons:

Not enough representation from the East Coast, and too little civilian activity.

We agree... Why? Because you, the people in the East, have provided very little to print. We are speaking of course of the civilian clubs and organizations. The Military Clubs have been very generous with information and pictures on their activities.

The following is a quote from the XVIII Airborne Corps Sport Parachute Club: "Here at the XVIII Corp Club we are confident that we can supply you with anything concerned with sport parachuting. From a wide variety of canopy modifications, pictures of all kinds, unlimited personal experiences, to all around Club Activity."

"If we can give you any information that you might want or need, please do not hesitate to write. You name it and we will get it."

Response such as this has been limited. It is however the response needed to make SKY DIVER Magazine the booklet of information we all want.

The articles you read, the illustrations, pictures, etc., are received direct from the parachutists themselves. To those of you who have already expressed their opinions, ideas and questions, we, as well as the majority of the readers of SKY DIVER Magazine give our thanks.

Now how about you? What bit of information etc., do you have for your fellow parachutists?


One other thought we would like to pass on: There have been a great number of gripes, moans and groans

about the advantage the military has over the civilians in competition.

The only advantage they have is that they are already organized. One very simple way to overcome this problem is to unite with regional associations such as outlined by PCA. Each dues paying (?) regional association could then sponsor a team of 3 or more to the National tryouts, wherever they might be.

I might add that arrangements are being made to sponsor the winners of the next Western Regional prior to the U. S. Team qualifications. The plan at this time would consist of 15 to 30 days free room and board and all the training jumps they want. It is fairly certain that this will materialize into fact by that time.

This will, of course mean more dues, more of someones time in organizing these associations, **more actual help from each and every parachutist.**

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U.S. TEAM TRYOUTS



L to R — Trophy winners — Pearson, 5th; Meyers, closest spot jump; Fortenberry, 4th; Arter, 2nd; Brydon, 1st; Mr. Massey, AUSA Representative; Arender, 3rd; Lt. Gen. Sink. (Photo courtesy of Van Natta)

Frisky North Carolina winds brought a close to the 1960 tryouts for the National Parachute Team April 14th. Fifty sport parachutists from all corners of the U. S. met, under the auspices of the Parachute Club of America, to vie for top parachuting honors at Ft. Bragg, the "Home of the Airborne."

Competition was scheduled to begin Friday, April 8th, over Ft. Bragg's Sicily Drop Zone, but was delayed because of weather and a release from the Department of the Army for the civilians to jump from military aircraft (which did not come),

until Monday except for a few jumps Saturday.

The meet was disappointing to most of the civilian jumpers in that they were not allowed to use military aircraft. This was not the fault of anyone at Ft. Bragg. The people at Bragg did everything in their power to make this event as satisfactory to all as possible.

All agreed this was a terrific meet.

Loy B. Brydon, a member of the STRAC sky diving team, took top honors with 2,117.0 points. Brydon is no newcomer to the sport parachuting business. Before entering the service, he compiled an impressive series of jumps in Northwestern America. Since being in the service, he has continually placed high in national and international parachuting competition.



L to R — Joe Crane, PCA President; Howard Curtis, President Elsinore Valley Sport Parachute Club; Bob Higbee, Elsinore Valley Sport Parachute Club; M. Schmidt, Boston Sky Divers; Bob McDonnell, Genessee Sky Divers; Bob Skinner, Sierra Sky Divers 12th Place Top Scoring Civilian; Bob Murphy and Wayne B. Pritchett, Independent. (Photo courtesy of Van Natta)

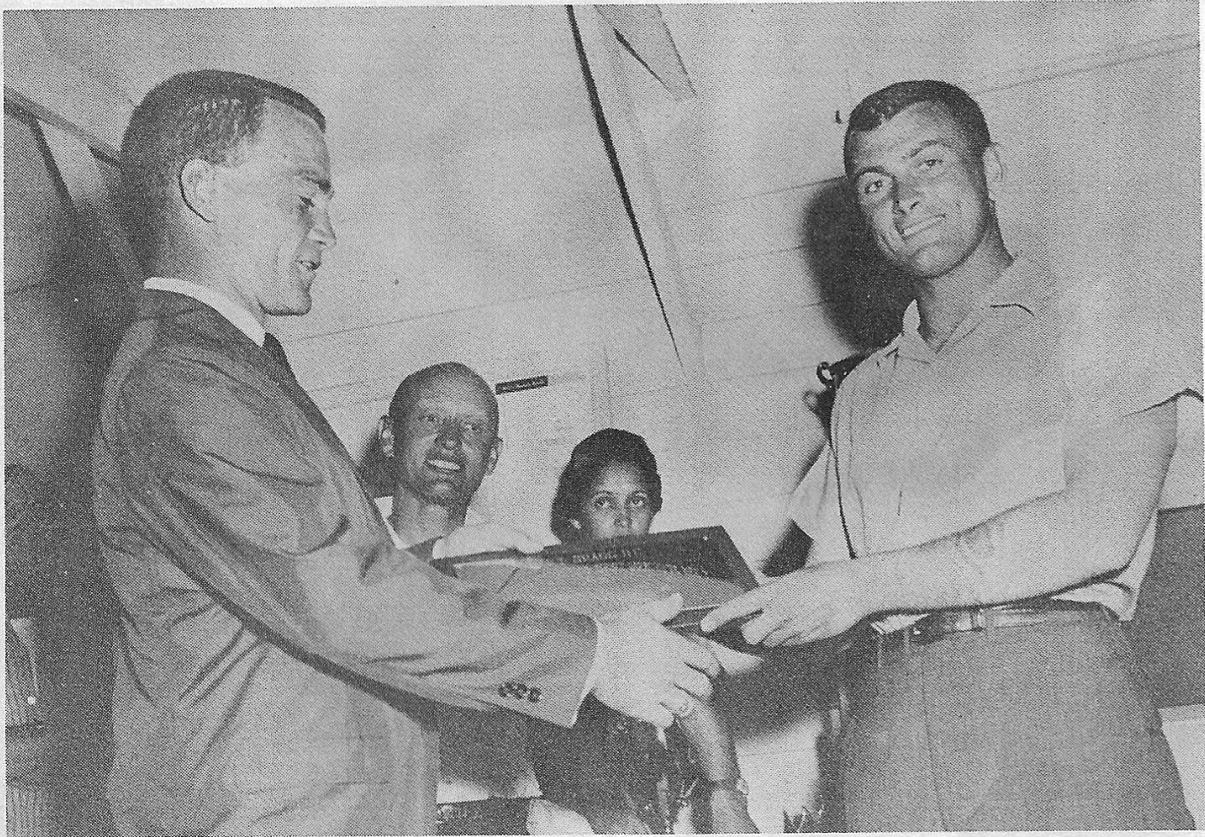
The tryouts were to select seven parachutists for training to represent the U. S. in the 1960 World Parachute Jumping Championship to be held in Sophia, Bulgaria, the first week of August this year. Of the seven, five will actually go abroad. Four of these men will comprise the team with one alternate.

Harry E. Arter, XVIII Airborne Corps Club, placed second with 2,077.9 points. From third to seventh places, respectively, are Jim L. Arender, 82nd Airborne Div. 2,033.6 points; Richard T. Fortenberry, 77th Special Forces, 2,025.1; James P. Pearson 82nd Airborne Div., 1,981.6; Danny R. Byard, 77th Special Forces, 1,968.3; and Ray L. Love, 77th Special Forces, 1,876.4. All of the seven are members of the STRAC Sky Diving Team recently formed under the direction of Maj. Merrill Shepard.

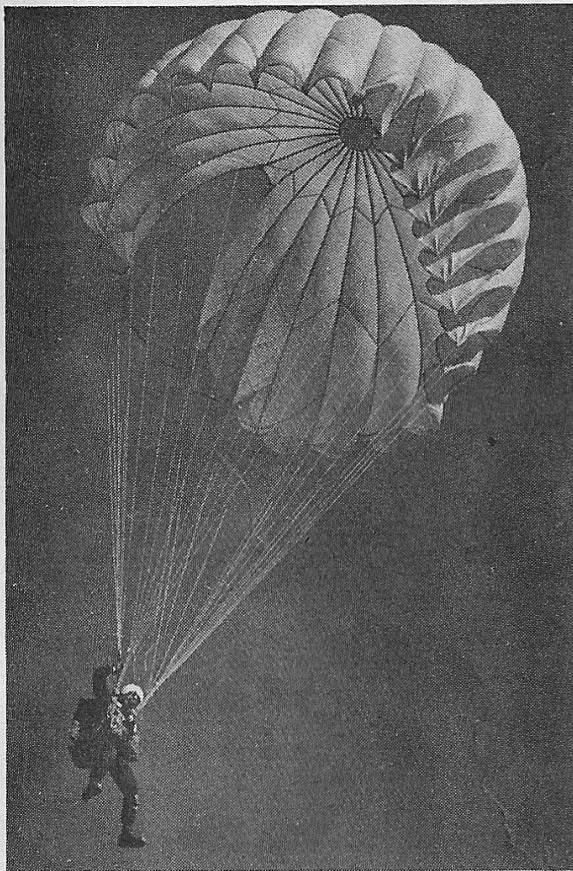
The Ft. Bragg National Trophy, won in 1959 for the first time by James Pearson, was presented to Brydon as reigning champ. Pearson made the presentation at the close of the meet.

Although the six-day meet was dominated by military jumpers, 13 civilians entered the competition. Their skill and sportsmanship kept the military jumpers from having an easy time. Col. William P. Grieves, meet director, praised the efforts and techniques of the 13.

Conditions for this year's tryouts were particularly difficult. Six series of two events were designed to progressively eliminate entrants by a point and "cut" system. The first event was an accuracy landing after jumping from 7,000 feet. The parachutist could open his chute between 23 and 30 seconds after jumping. If he opened before 23 seconds, he was docked ten points for each second and likewise if he opened past 30 seconds. The judges timed the opening from the moment they could see a pilot chute. If the jumper's free fall was disorderly (unstabilized), he lost all points. The



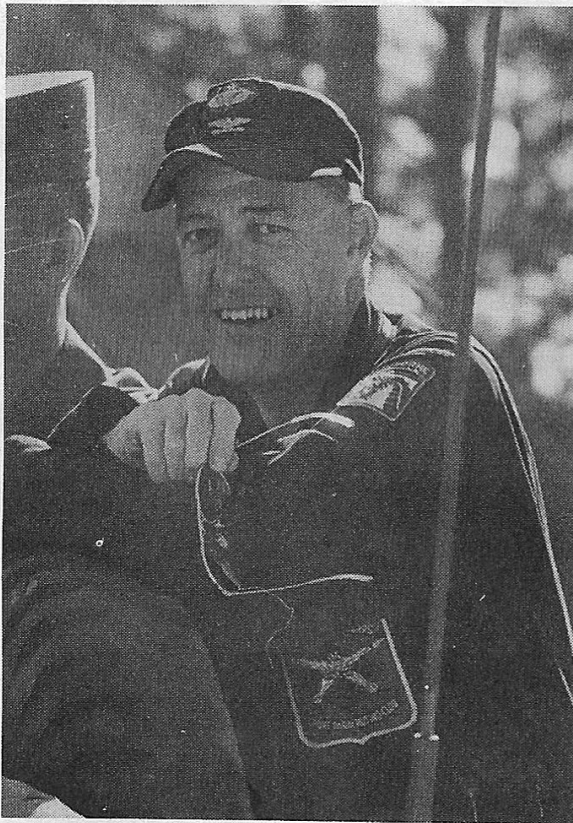
Loy Brydon receiving Ft. Bragg trophy from last years winner, Jim Pearson. (Photo courtesy of Van Natta)



Harry E. Arter, 2nd place. (Photo courtesy of Van Natta)



Richard T. Fortenberry, 4th place, 4.1 feet from target center. (Photo courtesy of Van Natta)



Col. Grieves. (Photo courtesy of Van Natta)

maximum score in this event, for each series, was 200 points.

The second event was a jump from 7,000 feet with a delayed opening from 23 to 30 seconds. During this fall, the jumper was required to perform a specific set of maneuvers. Points awarded in this event were for the style of fall and execution of maneuvers.

The second event was tough. Prior to the meet all contestants were briefed on three series of maneuvers. After jumping from the aircraft, panels on the ground were displayed for five seconds indicating to the jumper which of the three series he was to perform. Each of the series included five turns and ended up with a back loop. The proper heading for the jumper was indicated by an arrow on the ground. If the jumper could perform all of this prior to 20 seconds, he gained five points for each second less than 20. If he went beyond 20

seconds, he lost ten points for each second past 20.

These events are essentially those which the team can expect to find in the international competition.

Judges in the landing accuracy event were Robert Vranish of Ft. Campbell, Kentucky, and Capt. Russ Gunby of Ft. Ord, California, Merrill Shepard of Ft. Bragg, Ed Grandis of the Pocomo, Pa., Sky Divers, George Bosworth, executive Vice-President of the Parachute Club of America, and



Capt. Bobbie Gray, 12th overall. This terrific female parachutist will be the first American female to compete in International Competition. (Good luck, Bobbie)

(U. S. Army Photo by Sgt. Betty Farmer)

Ken Wilson of Ontario, Canada, judged the maneuver event. Joe Crane, President of the Parachute Club of America, headed a protest jury, and very ably handled all protests.

One contestant, Capt. Barbara D. "Bobbie" Gray, of the XVIII Airborne Corps Club, entered for the woman's division. She competed right along with the male parachutists and placed 12th with 1,649.2 points. Two other



Front Left — Jerry Hulick, Allen MacPherson, and D. H. MacPherson, discuss U. S. Elimination meet held at Fort Bragg. (U. S. Army Photo by Sgt. Betty Farmer)



Jim L. Arrender, 3rd place. (Photo courtesy of Van Natta)

women parachutists will be selected later on the basis of their past records to complete a three-member woman's team to go to Bulgaria along with the men's team. If no other women are accepted, Capt. Gray will compete in the individual events which will be held in conjunction with team events in Bulgaria.

All the activities of the tryouts were open to the public and started April 9th, continuing through April 14. Early morning was fine jumping weather, but on several occasions the jumping had to be discontinued in the afternoons due to winds exceeding 15 mph. Every safety rule and regulation was observed, resulting in a no casualty meet. Sky diving statistics are proving the sport to be much less hazardous than one might suspect.

Lt. Gen. Robert F. Sink, XVIII Airborne Corps, STRAC and Ft. Bragg commander, presented the trophies to the top seven winners and commented that Ft. Bragg was happy to host the occasion for both the civilian entrants

and those from other military posts that included Ft. Campbell, Ky.; Pope AFB, N. C., Ft. Benning, Ga., 1st Cavalry Div., Korea, West Point, N. Y., Ft. Rucker, Ala., and the Yuma (Ariz.) Test Station. The civilians came from California, Massachusetts, Florida, Pennsylvania, New York and New Jersey.

Entrants were as follows: *Bud Andres, Cleveland SPC; Jim L. Arender, 82nd Abn. Div. SPC; Harry E. Arter, XVIII Abn. Corps SPC; *Erick M. Bahor, Livermore SPC; James T. Baldwin, XVIII Abn. Corps SPC; Gerald F. Borquin, XVIII Abn. Corps SPC; Ted B. Braden, Ft. Campbell SPC; *William M. Bradshaw, New York PC; George R. Brown, XVIII Abn. Corps SPC; Loy B. Brydon, XVIII Abn. Corps SPC; Danny R. Byard, Special Warfare Center SPC; *Wilfred J. Charette, 1st Cav. Div. SPC; David L. Clark, Ft. Benning SPC; *H. E. Congor, Houston SPC; *Robert H. Coy, Cleveland SPC; Howard Curtis, Elsinore Valley SPC; Alva J. English, Ft. Campbell SPC; Francis J. Falejczyk, Jamestown, New York SPC; *Edward A. Fitch, Houston SPC; Richard T. Fortenberry, Special Warfare Center SPC; *Dale Gates, Cleveland SPC; Verlin R. Glenn, Desert Sky Divers; Barbara D. Gray, XVIII Abn. Corps SPC; Lee Guilfoyle, Charlotet Sky Divers; Christian H. Heisel, Desert Sky Divers; Jack C. Helms, 82nd Abn. Div. SPC; *Paul W. Herrick, Independent; Robert H. Higbee, Elsinore Valley SPC; John T. Hollis, XVIII Abn. Corps SPC; Curtis W. Hughes, 82nd Abn. Div. SPC; Gerald W. Hulick, Golden Gate SPC; *Clyde E. Jacks, Independent; *Keith C. Jorgenson, Special Warfare Center SPC; Michal Kremar, Ft. Campbell CPC; Robert H. Lanier, Pope AFB SPC; Harold R. Lewis, Ft. Campbell SPC; Ray L. Love, Special Warfare

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bridge SPC; *Richard Ward, Desert
Sky Divers; Harold L. Wright, Cen-
tral Fla. Sport Jumpers; *George C.
Wymer, Special Warfare Center SPC.
*Those unable to enter competition
for various reasons.

Editors Note:

Our sincere thanks to those at Ft.
Bragg who for some reason wish to
remain anonymous. Without their
help this article would not have been
possible.

We will also take this opportunity
to pass on our very best wishes to the
U. S. team.

Good luck on your journey to and
from Bulgaria, and the very best of
luck while you are there.

HISTORY OF THE NPJA-NPJR-PCA

PART I

by Joe Crane, President Parachute Club of America



L to R, Lew Sanborn, Bob Fair, Lyle Hoffman, Joe-Crane, Jacques Istel, Floyd Hobby, George Stone and Vic Schraeger, the pilot. The man in the dark glasses behind the pilot was a representative of Air France and not one of the team. Picture courtesy of Air France.

In the early days of parachute jumping from aircraft, the field was very limited. In the military service, classes were held in parachute rigging and each student was permitted to make one jump — a pull-off generally from the upper wing of a 2 wing DeHavilland on which a special platform was built. Now and then students made additional parachute jumps from aircraft by pulling the ripcord to open the parachute.

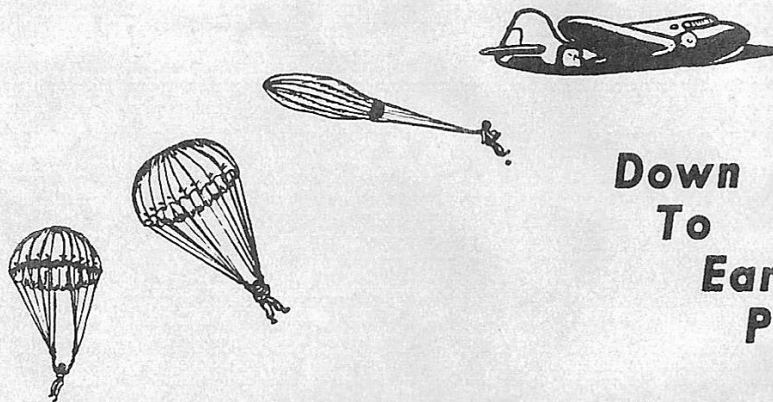
In the civilian field, most of the jumping was with a balloon type parachute attached to the upper wing of the aircraft. The parachute jumper would wear a harness, climb out on the wing, attach the parachute to his harness with snaps and cut a rope

which would permit him to fall away, pulling the parachute out of the bag, leaving the bag attached to the airplane.

As the military jumpers were discharged from service, some started to jump from aircraft with a ripcord type parachute. This was a great deal similar to the parachutes and harnesses we now know as the flat circular type. By being strapped into the parachute so it was impossible to fall out of the harness, the jumpers began to maneuver their parachutes to try to land in a pre-determined area.

In 1926 (since I had been practicing spot jumping on all of my jumps) I recommended to the Pulitzer Races being held in Philadelphia, that instead of having a parachute demonstration jump, they have a parachute spot jumping contest instead. My idea was accepted and the first spot jumping contest was held in this country

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B-4 BACKPACK PARACHUTES

Complete ready to pack. With Capewell releases, 28 ft. ripstop nylon white or orange and white canopies, cushions, etc.

Guaranteed good condition..... **\$29.50**

WITH NEW ORANGE AND WHITE CANOPY..... **\$34.50**

- Navy Type Backpack Parachute**—28 ft. white ripstop nylon canopy, O.D. nylon harness, complete with cushion. New condition:..... **\$34.50**
Guaranteed good condition:..... **\$27.50**
- Chest Pack Reserve Parachute**—28 ft. white ripstop canopy, nylon roll pack container. Guaranteed good condition:..... **\$15.00**
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- Risers**—Backpack with Capewell fittings. \$1.00 ea.(dozen) **\$10.80**
- Type B-4 Backpack Harness**—O.D. nylon with Capewell fittings and risers. **\$ 6.00**
- Canopy**—Type C-9, 28 ft. orange and white ripstop nylon with detachable links. New condition:..... **\$15.00**
per each, in doz. lots..... **\$13.50**
- Canopy**—28 ft. white ripstop nylon with detachable links. Guaranteed good condition: **\$ 9.50**
- Canopy**—24 ft. Red nylon with detachable links. Guaranteed good condition: **\$14.00**
- Container**—for backpack parachute, O.D. nylon. Guaranteed good condition: **\$ 2.50**
- Container**—for backpack parachute, plastic coated canvas.
New condition: **\$ 2.00**
- Reserve Container and Risers**—28 ft. rollpack or square type. O.D. nylon.
Guaranteed good condition: **\$ 4.00**
- Reserve Container only**, O.D. nylon for 28 ft. canopy. Rollpack or square. **\$ 2.00**
- Reserve Risers**—O.D. nylon "H" type with clips. **\$ 2.00**

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T-7A RESERVE CHEST PARACHUTES

Complete 24 ft. Rollpack with late type clips.

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Lots of 12 or more.....	17.95

"D" Rings.....	.35 each, \$3.00 per doz.
Detachable Links for canopies.....	.15 each, \$1.50 per doz.
Pocket for rip cord.....	\$.50
Pilot Chute, type A-3.....	\$1.00 eac, \$10.80 per doz.
Rip Cord—2 pin, 4 pin, chest, reserve, seat or backpack.....	\$1.00 each, \$9.50 per doz.
Harness Pad—Sponge rubber covered with O.D. nylon.....	per pair .35
Rip Cord Housing.....	\$1.00 each, \$10.80 per doz.
Locking Pin Cones.....	.25 each, \$2.75 per doz.
Static Line—15 ft. white cotton webbing with clip on one end, loops on the other.....	\$1.00 each, 10.80 per doz.
P-3 U.S.A.F. Crash Helmets complete with headphones, visor with smoke lens. New condition:.....	\$24.50
P-1A U.S.A.F. Crash Helmets with headphones (without visor). New condition:.....	\$19.50
Bubble Goggles—Clear, light blue or light green.....	\$1.19 each, \$12.80 per doz.
Smoke Flares—Can be held in your hand while diving.....	.75 each, \$6.00 per doz.

28 FT. RIPSTOP NYLON CANOPIES

White or orange and white, complete with separable links.

Guaranteed good condition.....	\$ 9.50
TYPE C-9 ORANGE AND WHITE 28 FT. CANOPIES NEW CONDITION	15.00

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P.C.A. Continued

(and possibly anywhere in the world).

As parachute jumping with a free type parachute progressed, the number of contestants at each of the Races (later called National Air Races) kept increasing. However, the greatest fault with the Races was that they lacked supervision, and as each was annually held, they became more hectic. I took part in the Races in 1929, 1931 and 1932, and even though there was a specified time on the program for the competition, for some reason or another, the times would be changed so that it was necessary to be on the alert from noon until dark not knowing what minute the competition would be called.

In the fall of 1932, there was a two-day Air Meet at Roosevelt Field, Long Island, and I was placed in complete charge of the jumps. This was the first time one man was in full charge and as a result, all parachutes were inspected and folded by competent people *before* the first jump was held. There were forty-six (46) contestants participating and they were told to be at a specific place at a particular time. Even though there were fourteen jumpers more than at any National Air Race, there was not one flaw in the entire show because the jumpers knew what to do.

Until this time, the NAA, who sanctioned all of the larger official aviation events, had not taken a notable interest in parachute jumpers but because Bill Enyart of the NAA was the first to realize that parachute jumping, if conducted properly, could be a good drawing card and could be held in a systematic program, the NAA then formed a parachute committee of which they named me as President. From that time until the present, the NAA has been our closest

PAGE 18

ally and have cooperated with us in every way.

Shortly after the Meet at Roosevelt Field, a group of professional parachute jumpers throughout the country joined together and formed the Nation Parachute Jumpers Association. Minimum Charges were then quoted for any Air Meets which included parachute jumping with a limit of five jumpers or with an open competition. If the charge was not met, the event would not be considered a championship meet. Being a member of the NPJA was of benefit to parachute jumpers and anyone who made enough jumps to enter the field professionally, thought it was a "must." During this time the club was known as the NPJA, the membership was approximately 100. The club was what you might call a "One-man organization," and a mimeographed sheet was sent out each month to the members telling them bits of information about other jumpers throughout the country or any other parachute items of interest.

In 1942 when the War came along, membership rose to 250, but news items were restricted to a certain extent and therefore the bulletins were only issued about four times a year.

Continued on page 19

★ 24' T7A Reserve ★
★ CHEST CHUTES ★

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for large quantities

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JOE CRANE

Box 164

MINEOLA L. I., N. Y.

MAY, 1960

Shortly after the war since there had been so many licensed riggers, a change in the membership qualification and a change in the name of the club was made.

While membership in the NPJA required all members to have at least proof of one jump, we incorporated as National Parachute Jumpers-Riggers, Inc., thereby permitting one to become a member if he had made at least one jump or held a CAA rigger's license or a military packer's license.

During the time of the NPJA, there were no wind limitations or rules pertaining to jumping, but we were able to attain through the NAA, a 15 mph wind limitation for jumping, and if the wind exceeded this velocity at a scheduled parachute competition, the event would be called but the jumpers would receive their pay. Later, the CAA issued further regulations, making it mandatory that parachutes be opened at 1500 ft. altitude, wearing a life perserver if jumping over water and a ban on jumping over a restricted area, plus the requirement of wearing two parachutes so that each could operate independently of the other.

After the war and about the time the NPJA was incorporated, the CAA re-wrote the regulations and deleted most of the restrictions pertaining to jumping. Now it seems they do not even require a man to wear a parachute while doing acrobatics in an aircraft, but at the same time, if he has another person in the aircraft with him, then both he and the passenger must be equipped with a parachute. It appears the Legal Department of the CAA feels that they can not stop a man from suicide if by himself, but they can stop him from

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suicide if someone else is with him.

My position in this case is that it is the responsibility of the CAA (now FAA) to keep aviation safe, and since parachuting is a part of aviation, it too should be properly regulated, and should not be considered any part of politics or any one man's whim.

During the war, the government had contracts with aviation schools for the instruction of pilots, and as part of this program, it was mandatory to wear parachutes at any time they left the ground. On some of these flights in practicing landings, the aircraft might not be at 100 ft. altitude, but yet the men had to have parachutes. Going from one extreme to a case where you could even do acrobatics in your own plane without a parachute is certainly "blowing hot and cold."

With regard to parachute jumping during this period, many jumpers were making long delays without body control. There were a number of fatalities caused by ex-paratroopers making their first free jump a long delay with surplus parachutes. Many panicked and pulled the reserve chute (since they were accustomed to jumping with an outfit which only had a ripcord on the reserve pack) and on the opening shock, the reserve chute in many instances broke loose from the harness and the jumper was killed without pulling the ripcord of his main chute. The Civil Aeronautics Board then issued a regulation banning delayed opening parachute jumps at any air meets, but no further regulations were enforced.

While little was being done due to the CAA's indifference in parachute jumping towards making jumping safer in the U. S., a great deal was being accomplished on the international side.

No parachute records had ever been official and through the cooperation of the NAA, the matter was taken up with the FAI with regard to the establishment of a parachute category. This was put into effect and since that time, it is possible to establish a world record or an international record. I was named as the U. S. delegate to the FAI Commission which was formed in 1948 and the NPJA affiliated with the NAA about the same time.

This International Parachuting Commission, through meetings and correspondence, was able to work out rules by which parachute records could be established and later, rules for international competition. At first, I was never in a position to attend these meetings, and thus delegated someone to represent me at them and give them written instructions on how to proceed with matters on the agenda.

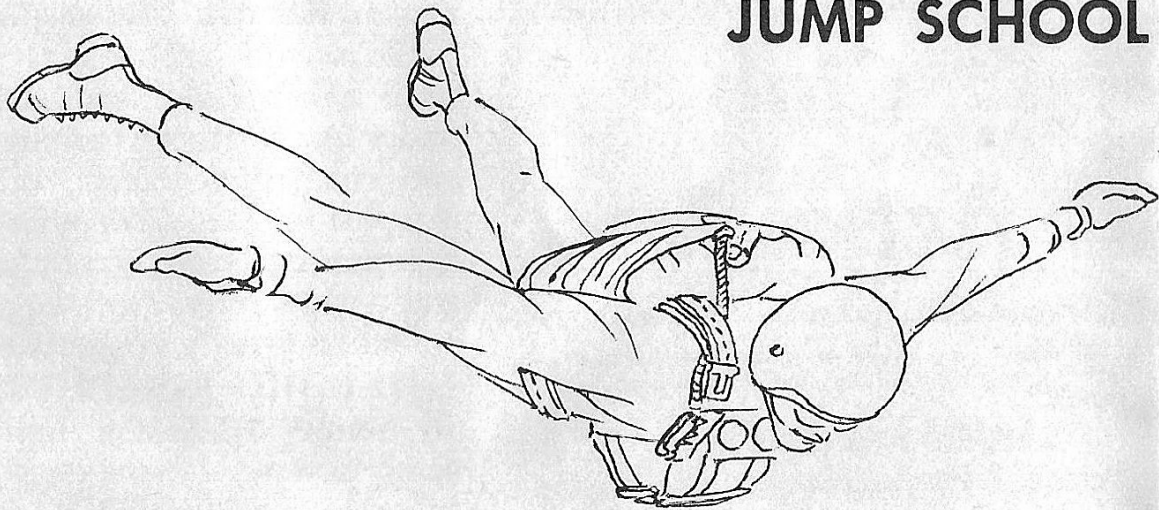
The First World Parachuting Competition was held in Yugoslavia in 1949 and won by the French, who acted as hosts for the Second World Championship in St. Yans, France, in 1954. Again, this was an expensive matter for anyone to attend this competition as he was in Europe at the time in the military service. He did so at his own expense, and in fact, he also attended the previous conference for setting up the rules, being named to act in my stead as U. S. Delegate. This man was Fred Mason (later killed in a glider crash) who was the spark that created interest in sport parachuting in the United States.

Continued next month

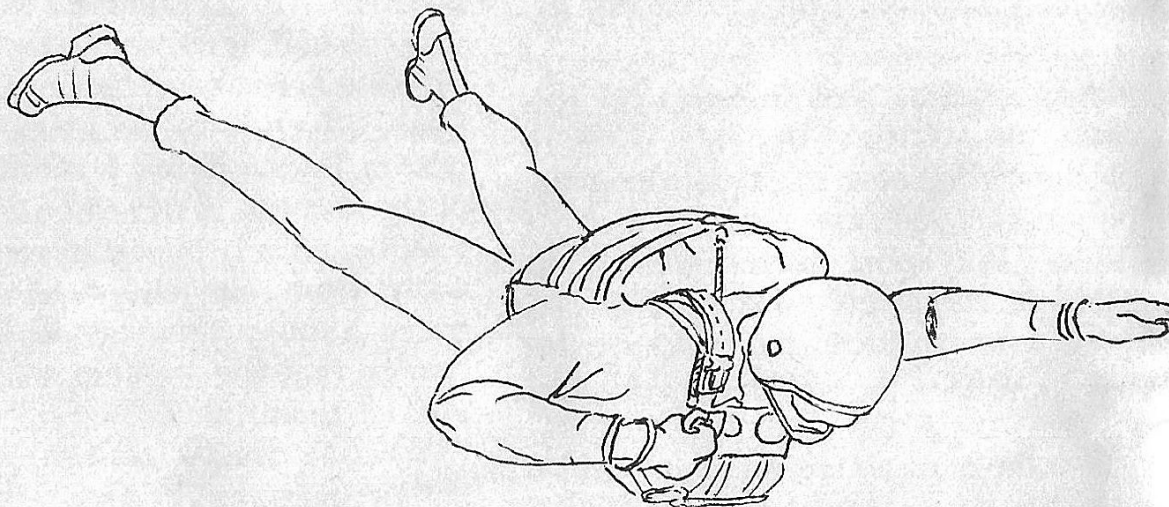


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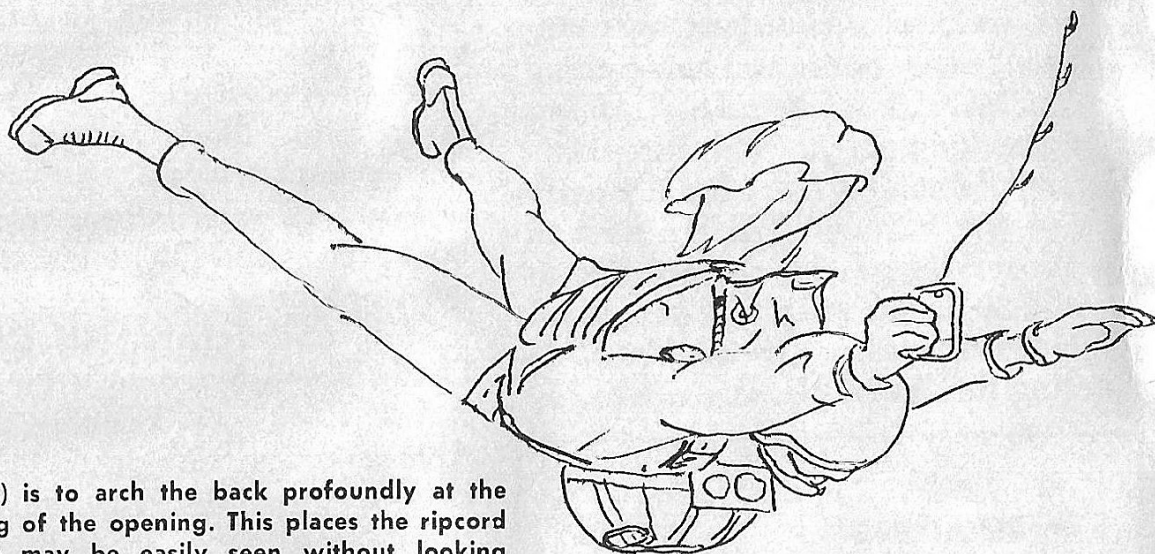
①



②



③



(Figure 1) is to arch the back profoundly at the beginning of the opening. This places the ripcord where it may be easily seen without looking down. (Figure 2) the arms are brought in to the frog position, then the right hand is brought in quickly to yank the ripcord out. During this brief time the head may drop as in a delta position. (Figure 3) the ripcord is pulled out of the housing and both arms are brought simultaneously straight out above the head. No matter how far down the head is dropped during the reach for the ripcord, by thrusting both arms quickly over head and maintaining a deep arch, the opening will be from the stable position. The opening is so gently that it scares you to death.



Club Activities

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

ULYSSES SKY DIVERS: by Jay Prince, Ulysses, Kansas. The forming of our new club, Ulysses Sky Divers, is almost completed. We have put plenty of time and money into this club, and still there is much more to be done. We also must convince the public that we are not a bunch of "nuts," but sport parachutists dedicated to the safety of the sport. Despite their attitude, the public turns out in droves to watch us train and jump.

We have 12 active members and 5 training members. Seven of which made their first jump with the club.

Max Rickard, our airport operator, has spent many hours and hair-pulling days helping us make plans for our club and jumping us from his plane. We are planning a meet for the early part of the summer. We are now in the process of arranging facilities to handle the contestants of this meet. All clubs or individuals interested in entering this meet, please write to Jay

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Prince, Box 421, Ulysses, Kansas.

We would appreciate any help from other clubs concerning PCA, under age members, training programs and competitive meets. In fact, this is a plea for help from older and more experienced clubs. If any club could and would offer any suggestions, it would be greatly appreciated.

OXFORD PARACHUTE CLUB: by Stanley B. Anstee, London, England. Congratulations on your terrific magazine, SKY DIVER. This is the sort of reading we understand and appreciate here at the Oxford Parachute Club, which is by no means the biggest in England, but I would say one of the keenest, as most of our fourteen members live between 20 and 60 miles away from our club and DZ, and every Sunday they arrive faithfully, hoping that the weather will be kind and let them jump.

We can usually manage to get together 3 Irving Trainer Mains with plain canopies and by rushing our reserve, from person to person, get a few jumps from either the Tiger Moth or Auster, the Tiger Moth being favorite for those wishing to stable during their free fall.

A few of us have our own chutes, both Irving and G.Q. plain and blank gore canopies.

Our instructors, Alf Carrd and Deith Teesdale, come over from the R.A.F. Parachute Training School at Abingdon, and along with Mick Longthorpe run the club and put us through our paces, as well as putting a lot of hard work in on the packing table.

Pete Denley, being our gadget man, has just completed making an instrument panel, which lights up for use whilst doing night descents and is to be congratulated on a fine piece of work.

Dennis Smith, one of our most

promising jumpers, did a very fine 60 second delay last autumn, when he returned from France where he had been attending Parachute School.

A few of us are hoping to attend the same school this year, where we hope to learn a lot and bring back new ideas, as we are all thirsty for hints in the art of free fall.

As of yet, we have not arranged any meets for the coming summer.



Allen MacPherson (C-170) exiting the aircraft at 7000' over Davie Field, Florida.

SOUTH FLORIDA PARACHUTE ASSOCIATION: by Allan MacPherson, C-170, Whitestone 57, New York. The last three months have been good jumping months for us aside from the fact that an injury resulted in early November. Incidentally, it is the only accident in the clubs history.

Weather permitting, (which it has for the last three months) we jump every Sunday and lately on Saturday also, as we can now rent a Cessna 172 for a very reasonable rate. We

plan to feature another air show again this summer and perhaps obtain sufficient funds in order to make a down payment on our own club plane.

Our safety record is extremely high and this is mostly attributed to the fact that we run our new students through an extensive ground training program covering PLF's, fitting and wearing, packing, emergency procedures etc.

We have approximately 25 members of which all but 8 have over 100 jumps apiece. We figure our club is one of the more active of jumping clubs for we easily averaged 250 jumps this past month alone. I myself have made 39 S.D.'s, of which all but 5 have been 30 seconds or over. Baton passes are quite frequent, but lately the members are concentrating on their target work.

Our President, Bill Elfers, has excess of 250 jumps and can really be accredited as the one who kept our safety record so high. Our Sec.-Treas. is Dick Shuford who is also doing a great job aside from keeping everything in order, which is a task in itself. He's pushing 200.

I believe the one thing that separates the So. Fla. Parachute Ass'n. from any other club is the fact that it's the only club that can actually boast of having two sets of active twin jumpers. They are the Law boys and the MacPherson twins, all of which have over 100 jumps save for Dennis MacPherson, who recently received his "B" license from PCA.

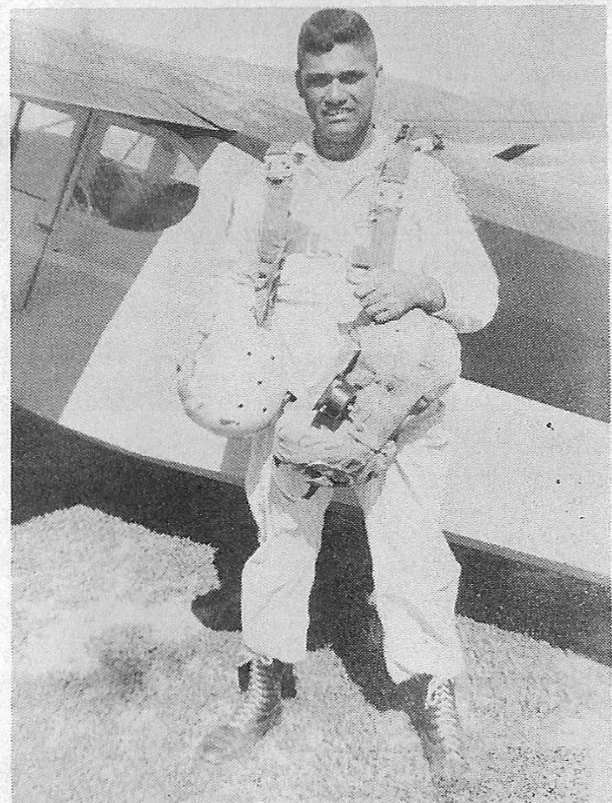
For you jumpers who head south for the winter, stop in and see us. Just look us up at Davie Field, Ft. Lauderdale, on weekends and we can really guarantee you a good days jumping, with fun for all. If you wish to write, you can address your letters to President Bill Elfers, 6152 N. W. 20 Ct., Margate, Florida.



DELAWARE VALLEY PARACHUTE CLUB, Valley Forge Airport, Audubon, Pa. L to R — kneeling — Charlie Hilliard, "Reds" Didget, Steve Snyder. 1st row — Grant Hoffman, Vice President, Mary Hoffman, Gary Somma, John Schaffer, Mary Schaffer, Sec.-Treas. Back row — Fritz Muller, President, Sam Starr, Ira Robbins, Arlene Eckman, Bob Spatola, Bill Morris. Absent when photo was taken — Paul Hoff, Publicity Director, Lou Dewees, Photographer, Bob Blair, William Brinton, William Saydek, Bob Oglesby, Al Spanich, Bob Mohr.

LINCOLN SPORT PARACHUTE CLUB: by Ken Sisler, President, Lincoln, Nebraska. The Lincoln Sport Parachute Club was host to an unsanctioned (PCA) meet at York, Nebraska, the 26th and 27th of March. Members present were from KA-MO Sport Jumpers, of Kansas City, Missouri; York, Nebraska; and Lincoln. There were 40 jumps made despite the fact that near flood conditions were present from thawing of snow. The KA-MO Jumpers put on many fine long delays with smoke flares which were the main features of the event. A baton pass was tried from 12,000' by Paul Braim and Doug Williams of the KA-MO Club. Paul made

two very close passes at Doug, but the distance between the two became too great to complete a third pass. Two girls made their first jumps with our club. After two soggy days of jumping we all slogged home.



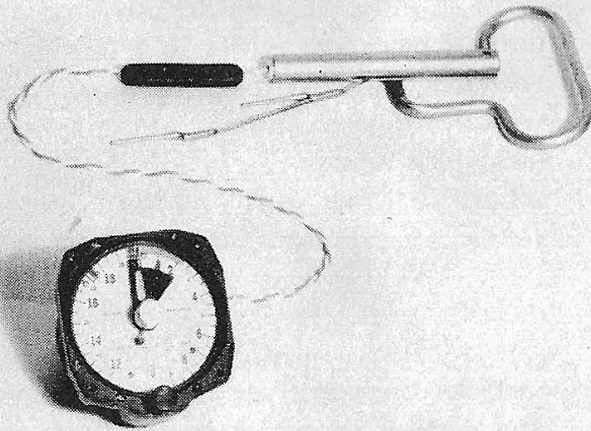
John Freitas, founder and training office of the San Marcos Sky Divers.

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THE Sentinel
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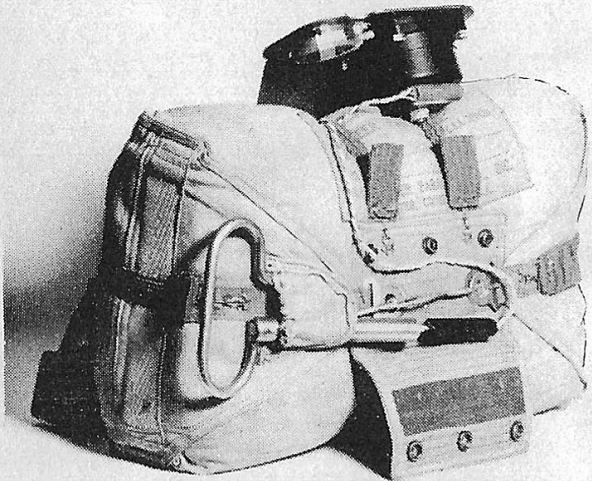
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DESIGN FEATURES

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- **Sensitive:**
Operates at 1000 feet absolute altitude above drop zone
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Zeroing dial face on altimeter needle compensates automatically for field elevation and daily variation in atmospheric pressure
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Manual activation of reserve overrides auto-system
- **Fits all standard 24' QAC reserves, no modification required**
- **Installs in less than 3 minutes**
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Auto-system integrated with altimeter



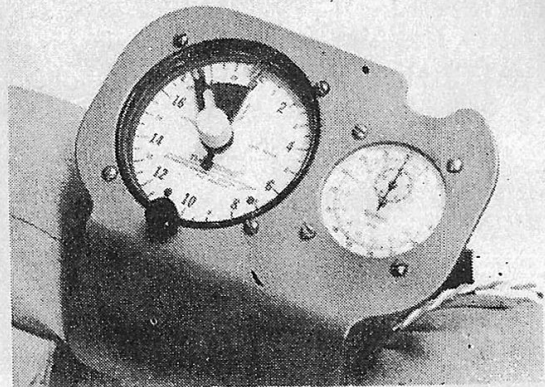
THE "SENTINEL" SYSTEM



TYPICAL INSTALLMENT OF THE SENTINEL

The development of the "Sentinel" automatic emergency system introduces a new degree of safety for the sport parachutist. The design affords the best possibility of survival when unforeseen circumstances create dangerous conditions during a jump. An ideal device for student training, the system is "armed" just before exit from the aircraft and is turned "off" following a normal opening at 2200 feet. Failure to disarm the "Sentinel" results in automatic reserve deployment at 1000 feet.

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PRICE **\$59⁹⁵** REFILLS \$5.50

FAIRBANKS PARACHUTE CLUB: Safety Hints, by Ralph Gustafson. After reading an article by Bud Sellick of the Tennessee Parachute Club and his close call, I decided to try and put into words an incident that happened to me, hoping that in some way, no matter how small, it may help someone else someday.

On that particular day, August 18, 1957, I was to make an exhibition jump over the Tanana Valley Fair Grounds, several miles out of the city of Fairbanks, Alaska. My equipment that day consisted of a B-4 nylon pack and harness, with a 38', 1.1 ripstop nylon canopy (used on small drone planes), and a 24' reserve silk canopy, belonging to my beloved friend, Jack Nott, (formerly of the Montana Smoke Jumpers) without a pilot chute.

There were practically no surface winds and my DZ was a large field adjacent to and just south of the fair grounds. I left the Cessna 170 at 3500' actual, the pilot and two other jumpers who were continuing on to make a jump near a race track. The exit was a good one and I caught a stable position in a few seconds. My intent was a 2000' delay and a normal opening. After delaying to a point which I estimated to be about 1500' off the deck, I pulled both arms in and gave a good lusty jerk on the rip cord which came out of the housing, as I had expected it would.

After reaching the count of three and no opening shock, I then realized that I was in a standing position falling at a fast rate of descent. I first looked up at the canopy and much to my amazement, each of those 38 panels were bellowing out at the skirt trying to take in air. But there was something at or near the skirt holding them all together. The next thing I did was to grab hold of the risers as

high up as I could and spread them apart. After doing that once, I realized it was hopeless to the point that if the amount of air that was bellowing out each of those panels wouldn't open it that no amount of shaking would.

My next move was for the reserve which I believe I pulled with my right thumb. All I could see for a second or two was white in front of me which I tried to push upward. After which seemed a long time, I felt a hard jerk across the small of my back where I took most of the opening shock on the horizontal back strap. How glad I was to see that old dapple grey silk canopy above me. I put my hands and arms inside of the reserve lines and around the outside and pulled myself to a landing position just before I hit the ground.

My main was stretched out as if someone had put it that way prior to rolling it up. After picking myself up and quickly climbing out of the harness, I started up the lines of the main on the ground asking myself, what the heck caused that? When I reached the skirt I stood looking down at the lines. About 2½ feet from the skirt there they were. Tied securely with a single turn of 3 cord cotton. The cord went through a hesitator loop that was sewn on one of the lines and then around all of the others.

My thoughts flashed back to the parachute loft at Ladd A.F.B. where I worked as an Air Force Rigger, to the exact day I had packed that chute and how I had tied that line on there myself, and to the other times I had jumped that same canopy with a tie in the same place and it had worked perfectly, with what I believe a little less opening shock. All I could ask myself was, why didn't it break as it had other times, but those things are unknown and unexplainable.

Through human error and judgement a little piece of cord had almost cost me my life. My wife on the ground (who incidently had 15 jumps at the time) and John Bianchi, also a jumper, said it appeared that I pulled the reserve at around 1000 ft. As the reserve canopy appeared to them, it seemed to come out in a solid glob and hesitate around me, and then go on up in a glob and bounce off of the lines or skirt of the main and then it shot out at an angle and popped open in an instant, and I came swinging in under it. They estimated it to open 200 ft. off the deck.

Prior to that incident I had considered myself a pretty good Air Force Rigger, also holding a CAA Certificate, and being the Rigging Officer of the Fairbanks Parachute Club. But after that, I had my doubts even on that.

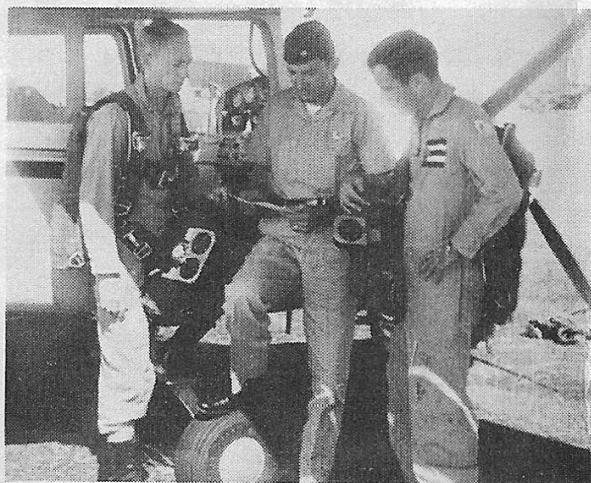
NOTE: When using equipment not designed for personnel use, you can't be **over cautious**. Here is a case of an experienced jumper who is also a rigger almost being killed because he neglected to remove a fabric hesitation lop which is sewn onto the number one line of the RCAT Target Drone chute to slow up the opening of the heavy drone when it is activated at 200 M.P.H. This jumper was just plain lucky that this malfunction did not happen each and every time that this chute was previously jumped. But that Gus is one lucky son of a gun.

Bob Sinclair

PUERTO RICO SKY DIVING ASSOCIATION: by Gabriel I. Penagari-cano, Director of Public Relations, Dorado, Puerto Rico. On May 15th, this Association will field the first International Puerto Rican Sky Diving team to compete and perform exhi-

bition jumps in 35 countries around the world. This will include South America and behind the Iron Curtain. Puerto Rico is the first Latin American country to have this sport and we are still very new at it. The Association is the controlling organization of all Sport Parachutists in the Commonwealth of Puerto Rico. A 2 to 3 man team will be selected from our most advanced parachutists and they will be in Southern California for two days days prior to departing to the Orient.

The Boriquin Ranger Mark V-B and VI-A will be used. They feature no opening shock, rate of descent of 13 ft. p/s., lateral velocity in the region of 8 mph. All tests have not yet been concluded. The Associations parachutes, the Boriquin Ranger line, are designed and modified in Puerto Rico by the Secretary, L. V. Moore of Bayamon, Puerto Rico.



L to R, Laurence V. Moore, Maj. Donald V. Browne, William Stowell. Maj. Browne, Aviation advisor to the Association, discuss drop to be made near the city of Bayamon for a charity drive of the crippled children. Stowell, who is President of the Association, and Moore did an 8000 ft. drop utilizing orange tracking smoke.

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FLORIDA FIRST?

L to R, Gerald Wing, Gordie Johnson, Joe Pelter. Gordon (Gordie) Johnson and I have made what we believe could be Florida's first baton pass.

This pass was made March 27, 1960 at Milton, Florida, after 15 seconds of fall from 6,800' and was witnessed by the following: Joe Pelter of the South-

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Special Introductory offer:

Complete B-4 Rig with "D" Rings..\$45 ready to jump. Assembled and packed by F.A.A. rigger.
Specify orange and white rip-stop or plain white ripstop.

Quality Custom Sleeves—any two colors \$20.00
Various Modifications, reserves, complete line of parts. Price list on request.

20% Deposit on C.O.D. Shipped

F.O.B. Lancaster

ern California Sky Divers; Bob Mathews, Memphis Sky Divers. Joe followed us out and Bob was among those on the ground with field glasses.

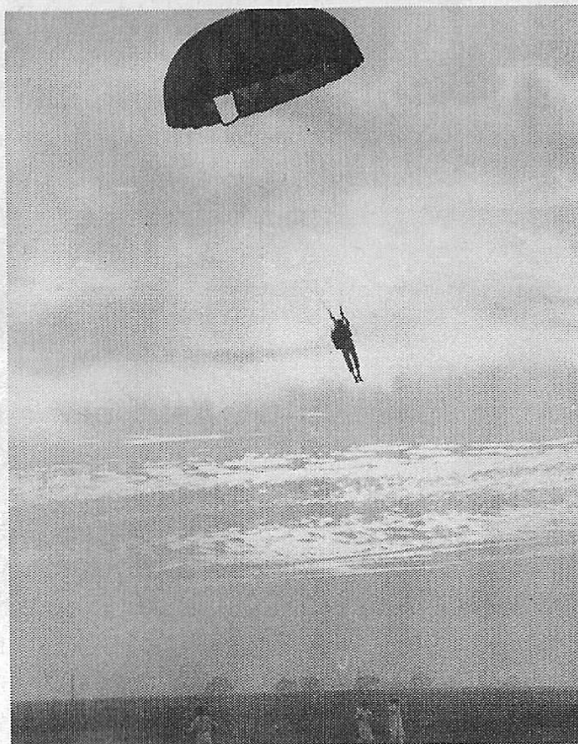
THREE MAN DOUBLE PASSES

Both of these passes took place within a two hour period and were executed over the Sicily DZ March 13, 1960. These are to the best of our knowledge, the 5th and 6th three man double baton passes in the U. S.

Ben Bristow to Jerry Mathwig to Jim Arender.

Lee Guilfoyle to Jim Arender to Jerry Mathwig.

The same afternoon, Captain Bobbie Gray qualified for her "B" license. (This information courtesy of Alan Schnepf, XVIII Airborne Corps Sport Parachute Club.)



University of California Parachute Club's Matt Mitchell oscillates in under the club's original blue-and-gold blank gore, against the backdrop of a flaming Livermore sunset.

Joe Tiago to Ron Freeze (both California P. C.) to Matt Mitchell (University of California P. C.), Livermore, California, March 20, 1960.



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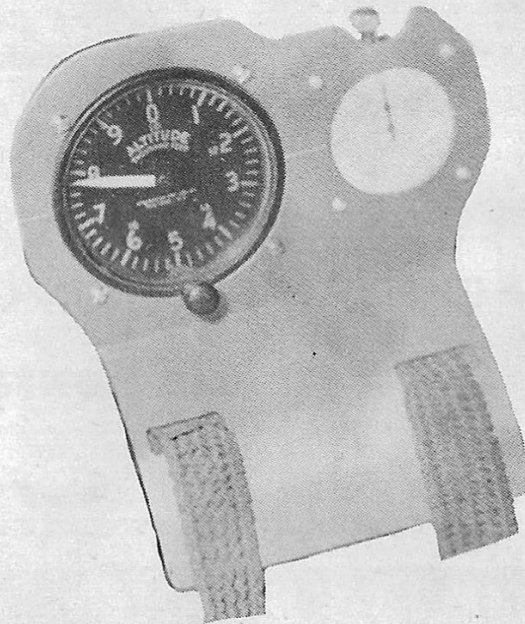
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