

SKY DIVER MAGAZINE

Dedicated To The Development
and Safety of Sport Parachuting

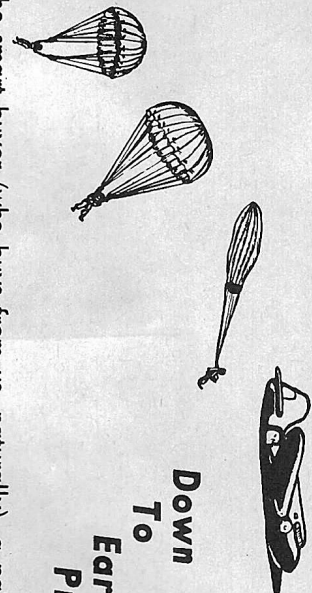


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LETTERS

In the "Letter" column of April's SKY DIVER Magazine, there appeared on page 24 a reference by Deke Sonnichsen that I had improperly illustrated the "Canarozzo" position, and a statement by Ronnie Brown, page 26 of this same issue, that I suspect must have been directed to drawings that have appeared in "Jump School." Before going further, I want to say that in my estimation both of these young men are among America's finest exponents of Sport Parachuting and that I have had the extreme pleasure of meeting and competing with them. Their criticism is of the type we need and I stand corrected.

George R. Mulcahy, Jr.
Alamogordo, N.M.

Why not print full addresses of people whose letters and clubs you include? When you don't it leaves only one way for us to contact them and that is through your magazine which causes a delay and possibility of loss.

O.K. . .

Why — out of about 25 articles and 15 pictures — are approximately 12 articles and 11 pictures of strictly the California activities? Is it that no other organizations send in material and/or photos or just what?

If the reason is that others do not send in information then please let me know the size photos you can use as well as the type shots you think are best and we shall encourage all the clubs in this area to send in and we shall also.

Thank you . . . Any Size photos.

Please do not feel I dislike SKY DIVER as that is not so. I am voicing my opinion.

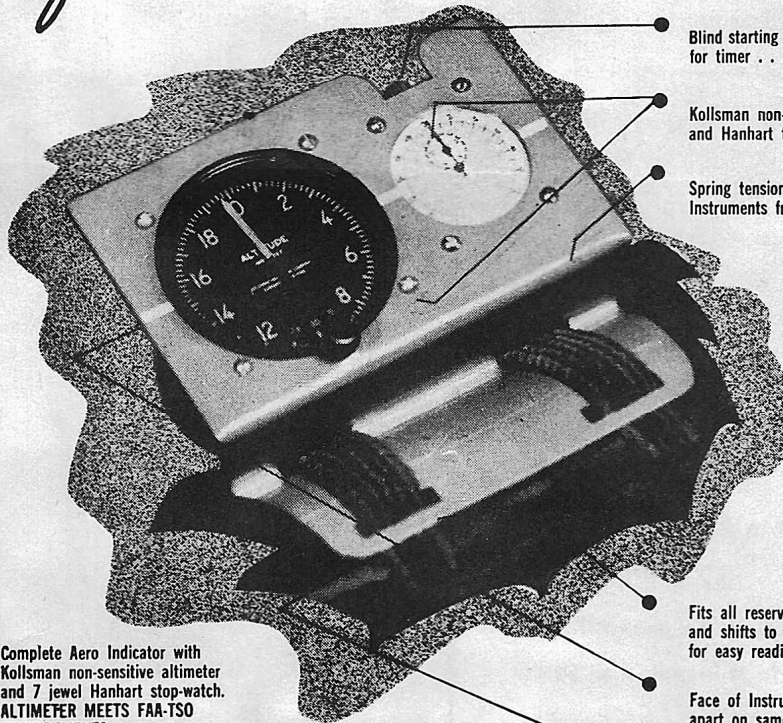
O.K. . .

I do hope there will be no more issues that include 2 months at once. This was one of the first stunts Parachutist pulled and you have promised to hold yourself above that type thing. Most of us assume a years subscription means 12 separate issues unless otherwise stated.

You're right . . .

Ken Sisler
Hickory Hills
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This month's issue most impressive. It looks like Istel and his followers are really commercializing the sport with first the Sky Diving Center at Orange, Mass., and now the one at Hemet, Calif. You really have to give him credit for organizing and maintaining the Sport Parachuting Centers.

Loy's article on stabilization is I feel a necessity for the advancement of the sport. If more competent veteran men like him would take a little time out and write down helpful hints on our sport, and had them printed in the magazine, it would be of great

help to the sport parachutist across the U. S. Such men as Curtis Hughes and Danny Byard, Phil Merrick, Major Shepard should be called upon to tell others the stunts and tricks they use for competition, etc.

Another idea I have is a good contact print made of each club patch and sent to the magazine and from time to time released. Maybe even some sort of swap could be arranged between clubs. I know the one club I belonged to at Fort Bragg has a map of the U. S. with various club locations pin pointed on it. If patches

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**SKY
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of Sport Parachuting

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Entered as 3rd Class matter at the Post

Office at Santa Ana, California.

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Closing Date for all copy is Forty (40) days prior to date of publication.

Subscribers wishing to make change of address must furnish both new and old address.

Advertising Rates are furnished upon request, please identify company and product with request for rates. Club Reports are submitted bi-monthly by club publicity representative, one typewritten page, double spaced.

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Wellington, New Zealand**COVER PICTURE**

Ft. Bragg, N. C. — Perfectly stabilized and under control, this U. S. Army sky diver has just pulled the rip cord on his parachute. (Official U. S. Army Photo.)

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We bid fond farewell to our recently acquired Associate Editor, Bob (The Hexer) McDonnell. He's off for a tour of duty in the U. S. Army. (U. S. Army Sport Parachuting Team, he hopes.) GOOD LUCK Bob, we know you will have a ball *where ever* they send you.

SKY DIVER MAGAZINE

FAI WORLD PARACHUTING RECORDS

officially recorded in Paris as of 31 December 1959:

| Names | Altitude | Avg. Distance (from Target) |
|---|---------------------|--------------------------------|
| Class G-I-e | | |
| Individual Precision Jumping—Delayed Opening—Daytime: | | |
| Joseph Hindicky (Czechoslovakia) 7 June 1959 | 1000 m (3280 ft) | 1,02 m (39¾") |
| Class G-II-d | | |
| Group Precision Jumping (3)—Delayed Opening—Daytime: | | |
| Jaroslav Pipa, Frantisek Horak, Bohus Havel (Czechoslovakia) 30 July 1959 | 600 m (1968 ft) | 3,15 m (9 ft, ¼") |
| Alexander Nagy, Gabriel Kis, Josef Hindicky (Czechoslovakia) | 1000 m (3280 ft) | 3,15 m (10 ft, 4") |
| Class G-I-d | | |
| Individual Precision Jumping—Opening w/o Delay—Night: | | |
| Nicolai Chtcherbinine (USSR) 15 September 1959 | 600 m (1968 ft) | 2,5 m (6 ft, 8¾") |
| Class G-I-e | | |
| Individual Precision Jumping—Delayed Opening—Night: | | |
| Valery Koungourtsev (USSR) 8 September 1959 | 600 m (1968 ft) | 2,74 m (8 ft, 11½") |
| Piotre Kossinov (USSR) 9 September 1959 | 1000 m (3280 ft) | 7,34 m (24 ft, ¾") |
| Viatcheslav Krylov (USSR) 22 September 1959 | 1500 m (4920 ft) | 0,62 m (2¼") |
| Alexander Nagy (Czechoslovakia) 26 September 1959 | 1000 m (3280 ft) | 1,85 m (6 ft, ¼") |
| Class G-II-c | | |
| Group Precision Jumping (3)—Opening Without Delay—Night: | | |
| Ivan Varlakov, Nicolai Chtchoukine, Bronislav Lapine (USSR) 19 August 1959 | 1000 m (3280 ft) | 2,94 m (9 ft, 7½") |
| Class G-II-d | | |
| Group Precision Jumping (5)—Delayed Opening—Night: | | |
| Ivan Sikorsky, Dmitry Moukhatchev, Ernest Aristov, Jury Bovchikov, Anatoly Manzarar (USSR) 10 August 1959 | 1000 m (3280 ft) | 3,61 m (12 ft, 7¼") |
| Women's Records | | |
| Class G-I-e | | |
| Individual Precision Jumping—Delayed Opening: | | |
| Liubovi Pietritchenko (USSR) 9 September 1959 | 600 m (1968 ft) | 12,24 m (79 ft, 6½") |
| Class G-II-c | | |
| Group Precision Jumping (4)—Without Delay: | | |
| Valentina Roulieva, Liudmila Akimova, Valentina Naoumova, Lidia Kiritchenko (USSR) 6 September 1959 | 600 m (1968 ft) | 1,96 m (6 ft, 4¾") |
| Class G-II-d | | |
| Group Precision Jumping (3)—Delayed Opening: | | |
| Ruzena Rybova, Marie Wiesneroyal, Bozena Rejzlova (USSR) | 1000 m (3280 ft) | 4,12 m (13 ft, 6¼") |

LETTERS

could be swaped it might be quite interesting.

Kaz Ostrom
Albany, California

Belated congratulations on your fine magazine from KA-MO Sport Jumpers of Kansas City. We are the hottest jump club in the Midwest and

challenge any club that doesn't think so. We are planning a regional meet for the weekend of 11-12 June. Clubs that don't hear from us are invited to write to the undersigned for details.

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HISTORY OF THE NPJA-NPJR-PCA

Part II

by Joe Crane, President Parachute Club of America

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The Second World Championship was won by Russia and they invited other nations to their country for the following championship held in August 1956 in Moscow. The Parachuting Commission held a meeting in Vienna in the winter prior to the Moscow competition. I was once again unable to attend but did appoint a club member who resides in Paris and who is internationally known. His name is Ray Young.

Jacques Istel was a young jumper showing quite an interest in the parachuting field. For this meeting, I named Mr. Young and Mr. Istel to act in my place, and Mr. Istel was so enthused about parachuting, that he paid his own expenses from New York to Vienna and Mr. Young did likewise from Paris.

At the Second World's Championship in St. Yans, pictures were taken of the participating teams. Eight countries had full teams of five men each and some had women's teams, but the United States had but a single man present. When Jacques Istel saw these pictures being shown of the many European countries with teams (and some of them comparatively small to the U. S.) and our country with only one man representing the sport, he vowed at that time that he would do all he could to create interest in the sport in the United States.

On his return trip from Vienna in the winter after the French schools had closed, Mr. Istel arranged for an instructor specifically to give him instruction in sky diving with body control. He only made eight or ten jumps of this nature, but he learned the principle of the art and the following spring, he began training a group of jumpers to enter the competition at Moscow.

In addition to Fred Mason being the spark, it was Jacques Istel who was responsible for having us compete because it was through his training of the team and through his efforts in obtaining funds to defray the expenses of the team, that we were able to attend our first championship meet with a full team of men.

After returning from Moscow, Mr. Istel resigned a position which he had

formerly held and he devoted his full time to sport parachuting. One of his contributions was enlightening American parachutists on the use of steerable canopies. Since the original blank gore, he has designed many others, now manufactured by the Pioneer Parachute Company.

Also through his efforts, he was able to convince all branches of the military service that the technique of sky diving could be of valuable assistance to the military. At this point, the name of the club was changed to the Parachute Club of America.

Due to the interest in sport parachuting that was created, groups of college students as well as affiliated clubs started to spring up throughout the country. In addition, there were now many military clubs in the U. S. as well as in other parts of the world, all working hard to be proficient enough to be selected as one of the 1958 U. S. team.

In the Eliminations held in Abbotsford, Canada, to select the 1958 team, there were six entries from the military. One of these six men placed seventh against the civilian jumpers, so the six civilians and one military jumper trained for a month's duration previous to the Fourth World Parachuting Competition in Bratislava, Czechoslovakia in August 1958.

In 1957, an international invitational meet was held in Yugoslavia, but this was in no way concerned with the world championship meet. However, for anyone desiring to participate, it was necessary for them to pay their own expenses as it was too much of a task to promote the necessary finances for a competition every year and the PCA had decided to put all of its efforts into the promotion of funds for World Championship Meets only. Five men who were willing to take their chances entered the individual meet in Yugoslavia in 1957 but because of the inexperience of some, unfortunately a rather poor showing resulted.

In 1959 another Invitational Competition was held in the same country and again it was decided the expense was too great and rather than make a poor showing, we suggested

that the military supply a team because they had made very good progress since the Abbotsford tryouts in the previous year. They complied with our request and took second place as a team and one of the jumpers (Loy Brydon) took a second place as an individual jumper in overall competition.

Let me say at this point, even though the Yugoslav competition was not the World Championship Meet, they had about as many participants of the highest calibre as an any world meet.

Due to the U. S. Team capturing second place in 1959, our hopes are very strong in being at or near the top for the next World's Championship in Bulgaria in August of this year, and it is gratifying to know how well both the military and civilians cooperate in sport parachuting. Eliminations were held at Fort Bragg, North Carolina, and the team was selected. There were male applicants and one female applicant, and no doubt she will be the forerunner of girls from the U. S. in parachuting competition, and I believe from now on, we will have a full women's team participating at World Championships. As Fred Mason was the spark for U. S. Competition, I think Bobbie Gray will be the spark for U. S. women's competition.

To prove our tremendous growth of interest in the sport, at the last meeting of the FAI Parachuting Commission, an invitation was extended by the Governor of Massachusetts to hold the 1962 World Parachuting Competition in the United States at Orange Municipal Airport, which is already a base for sport parachuting instruction and the first parachuting center in this country.

In February 1957, I personally attended the meeting of the International Parachuting Commission for the first time, even though I had been U. S. Delegate since its inception. I was elected President of the Commission, and again the following year. This same honor was again bestowed on me when I was again re-elected to the office of Presidency in 1959 and 1960.

Following my election in 1959, in order to be absolutely neutral in all negotiations, I asked NAA to name Jacques Istel as the U. S. Delegate and thus, there are now two of us who attend the International Commission Meetings. My duty is to con-

duct the meetings and it is Jacques Istel's duty to vote on the issues discussed.

I feel that internationally, we have done well and I think we will continue to do so as the group of this Commission all seem to work harmoniously even though they represent different countries from all over the globe. With regard to the national scope, we have been growing in leaps and bounds, but unfortunately there are many problems to be solved that require many man hours by the Directors. We are now in the process of re-organizing the club with specific duties for various committees to handle matters, and it is hoped that when we complete our re-organization plan, we will have a club that will act in the best interest of every member.

There is one phase in which I think we are failing (although our hopes for the future are brighter) and that is, with regard to safety regulations. Due to the FAA's indifference in parachuting, we have had to make safety regulations for the PCA which at the present time, do not have FAA sanction. The FAA is aware that PCA is trying to control their jumpers and I know they appreciate what we are doing, but at the same time, I believe they should enforce regulations to control parachute jumping in such a manner that anyone violating regulations could be dealt with legally. Should they not do this (and instead "blow hot and cold") I firmly believe they should delegate the PCA with the responsibility of policing jumping throughout the country. Unless there are regulations to keep parachute jumping safe, I am sure there will be many unavoidable accidents. The time for setting up such regulations would be *before* the accidents begin rather than after several jumpers have been killed due to foolishness.

There are two goals which I would like to see accomplished. First, I would like to see the U. S. Parachuting Team win first place in the World Championship Meet. Secondly, that we will have definite safety regulations by the FAA controlling parachute jumping. If these two points are accomplished, I think parachute jumping in the United States could be the greatest sport possible.

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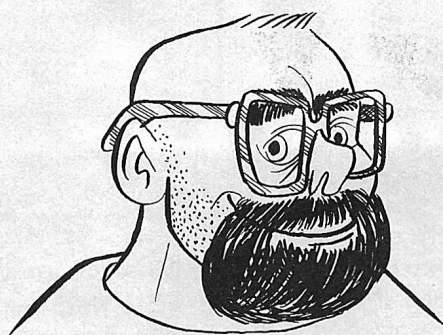
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From One Diver To Another

By Carl Kohler

(author of: "You Can Lead A Coward to Adventure, But —")



I was a Sky Diver once. Just once. Even though the experience took place under emergency conditions (if you're willing to concede that a burning airplane, a confused pilot and a hysterical passenger tend to constitute an emergency condition), I managed to come through it with something besides a twisted ankle and a bruised behind. During those fleeting seconds of the descent, I found myself enjoying the ride. I couldn't admit this, even to myself, at the time since it would've seemed rather indecent to be enjoying myself while a small fortune in aircraft was spiritedly destroying itself.

Nevertheless, the thrill was there as I floated down through the evening air. In fact, there were even traces of it while I was de-leafing half an orchard and considerably rearranging the soil upon contact with it.

I learned two things during that experience: Ignorant parachutists are better off not messing around with the risers in the fond illusion that they are controlling their rate of descent, and you may as well relax when you rejoin Mother Earth because you're courting one hell of an impact if you attempt to land gracefully on your toesies in a dark orchard. I suppose these shards of wisdom are likely to apply anywhere, at any hour. You would know better than I.

Now, then — you're probably asking yourself, **Okay, if this joker enjoyed the descent, why didn't he further investigate the rare old sport of sky diving, get some decent training and really go at it like a good diver should?**

The answer is simple: I'm a coward

of sorts. Oh, I'm an **adventuresome** coward, but a coward's coward for all of that. Them as want to laugh raucously are welcome to hoot — but the firm point remains unsullied: I cannot even climb upon a kitchen-chair without getting the whips and jingles. Being up high reduces me to a state of sheer terror. This is, I'm told, a neurotic symptom. Okay — so I'm neurotic. At least, this distinction places me in what is possibly the largest lodge in the world.

Probably, I might seek that undeniably real sensation of freedom which is found during any descent were I not faced with the dismaying business of deliberately preparing for a jump. If you are a hardy individual who can sweat out the pre-jump procedure, and the sound of an airplane's warming-up engine doesn't shove your stomach up into a small area just behind your tonsils — bully for you, brother. The difference in our respective degrees of courage — in this instance — is the reason why you are confidently enjoying a fast-growing sport while I am watching you from the ground.

So much for your intrinsic courage and my nauseous cowardice regarding sky diving.

In many ways, your sport is closely aligned (and maligned) to mine. I am an admittedly rabid skin diver of enough years' standing to see the similarities between the difficulty your sport and mine have had — and are still having — as far as gaining acceptance by the public at large. Both sports are brand new in the minds of John Q. Public, although neither sport really started yesterday as you and I,

and a few hundred others, well know.

If you want the general public to intelligently understand and enthusiastically accept your sport — it will be entirely up to you to strive for this understanding and acceptance. Sitting around, waiting for ten other sky divers to do the miraculous, for your benefit, isn't going to stop future legislation against sky diving. And there will be attempted-legislation against sky diving. You can safely bet on it. Personal freedom of action has been taking a horrific beating for a long, long time. Only the staunch refusal of individuals to succumb has kept, I believe, what degree of personal freedom still remains available to the average citizen and sportsman.

Sit back on your pratt **long enough** and you are quite likely to see the sad day when you will be required to fill out forty government forms, present proof that you are falling through the air through no fault of your own and obtain all manner of official permission before you can legally jump off your own house roof with a sturdy umbrella.

As a militant individualist (social translation: Screwball) who fanatically believes in the right to free thinking and freedom of action within the boundaries of patriotic decency, good taste and non-violence to the property and persons of one's fellows, I have no business endorsing the highly over-rated sport "club." Personally, I take a dim view of any organized bodies within any sport. But I must, in basic fairness, admit that organized clubs have done more than their share toward keeping skin diving a free sport for free sportsmen — and I assume sky diving clubs can effect the same, gratifying results. That is, they can if they will spend as much time actively educating the public to the advantages of their sport as they do swilling refreshment and swapping sport lies with one another.

Presently, the skin diving sport has managed to gain a solid foothold (fin-hold?) and will enjoy the best year it's ever had in 1960. This progress was not accomplished easily nor without continuous effort on the part of almost every person subscribing to the sport. We skin divers number slightly over a million, active and very enthusiastic participants. With our nation now in an air age and with the population rapidly becoming air-minded, there is no reason at all why your followers shouldn't number in the millions with-

Continued on page 18.

SKYLARK OPEN INVITATIONAL



Here are the winners. From L to R. Front row: Verne Williams, George Wymer, Darrell Creighton, Bill McCarthy, Edgar Vickery. 2nd row: Bud Kiesow, Bob Higbee, Keith Jorgensen, Bob McDonnell, Lynn Pyland, Howard Curtis, Ray Feiler, Larry Perkins.

May 7th and 8th

Over 100 contestants completed over 300 jumps during the two day meet held at the Elsinore Drop Zone.

These were the spectacular events: One low opening, of which we will undoubtedly be hearing more of. One static line failure due to no riggers check prior to boarding the aircraft. Poor judging — blamed on our Editor for not being able to be on the D.Z. Saturday, and an occasional lift for the jumpers from D.Z. to hanger.

No log books were checked, however, in all probability all contestants had at least one (1) jump.

Even though a lot of "off the beaten track" happenings took place during this meet, there were some very fine jumpers present and some excellent parachuting and sky diving took place.

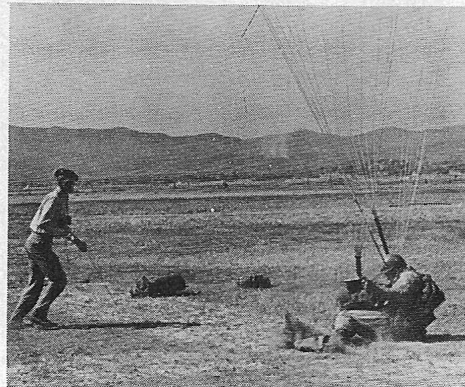
One of our old faithful rebels, Bud Kiesow, made a dead center landing. Not to be outdone, Bob (The Hexer) McDonnell had to follow suit to the exact spot.

Results were as follows:

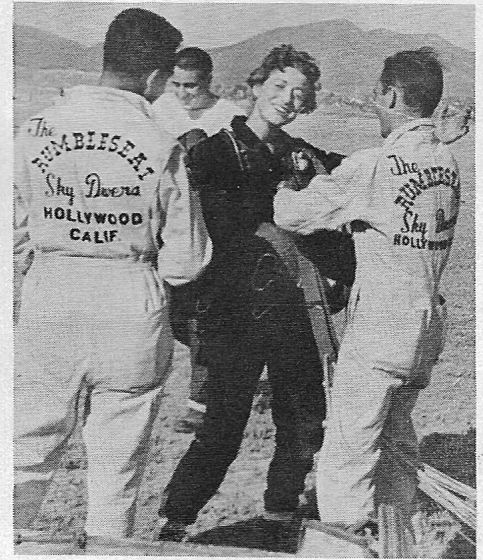
SKY DIVER MAGAZINE



L to R. Roxanne Rogers, Kathy Kohl, Sherrie Buck, Anita Howell, Marilyn McRae. Some of the more enthusiastic female parachutists in attendance at the Skylark Open Invitational.



Bud Kiesow, target center.



I like it! I like it!

SPOT JUMP EVENT

1. Creighton, D., Rumble Seat Sky Divers — 23' 6"
2. Jorgensen, K., 77th Special Warfare Center S.P.C. — 29' 3"
3. Wymer, G., 77th Special Warfare Center S.P.C. — 30' 9"
4. Perkins, L., Skylark — 31' 3"
5. Le Blanc, Desert Sky Divers — 31' 6"

Team Results—

- 1st. 77th Special Warfare Center S.P.C.; Wymer, Vickery, McCarthy — 111' 6"
- 2nd. Skylark; Ayers, Perkins, Feiler — 147' 3"
- 3rd. Desert Sky Divers; Le Blanc, Starkey, Thompson — 147' 9"

SKYDIVING EVENT

1. Pyland, L. — 709.5 points
2. Feiler, R. — 704.5 points
3. McDonnell, B. — 691 points
4. Curtis (Rejump), H. — 657 points
5. Williams, V. — 656 points

Team Results—

- 1st. Turtles; Pyland, McDonnell, Curtis — 2051 points
- 2nd. Skylark; Higbee, Kiesow, Williams — 1935 points

DUAL AERIAL MANEUVER (Baton Pass Event)

- 1st. Kiesow, Williams — 394 points
- 2nd. Sinclair, Higbee — 230 points



FIRST QUADRUPLE BATON PASS

by Jim Pearson, D-9



L to R. Jim Pearson, Danny Byard, Jim Arender, Dick Fortenberry, Loy Brydon, Harry Arter.

Editors Note: For those of you not familiar with Lt. James Pearson, D-9. Jim has over 400 jumps, is a member of the U. S. Army Sport Parachuting Team. (Formerly STRAC). He represented the U. S. in International Competition in 1959 and is expected to again represent the U. S. in World Parachuting Competition at Sophia, Bulgaria in August of this year. His contributions to sport parachuting are many. He is not only a terrific parachutist, but a real fine guy.

On the 15th of April the STRAC TEAM received orders to send six jumpers to the Joint Naval and Air Force Parachute Facility at El Centro, California for two weeks for the purpose of instructing Air Force and Naval test parachutists in the newest sky-diving techniques of free fall parachuting. Other tasks to be accomplished at El Centro included the conducting of tests utilizing the extensive electronic equipment located there to determine the effects of various sky-diving body positions on the horizontal and vertical movement of the free falling body and body position versus time of delay. We were also to be instructed by the Navy and Air Force jumpers on hi-altitude jump procedures, use of oxygen equipment and timing devices, and to make hi-altitude jumps for practice and experience.

It was decided to send the newly selected U.S. Team to El Centro so at noon on the 15th Jim Pearson, Harry Arter, Danny Byard, Dick Fortenberry, Loy Brydon, Jim Arender and their escort, AF Sgt. Jim Howell

boarded an AF C-130 at Pope AFB and departed.

Thursday afternoon 16 of us chuted up and boarded a Navy R4D and went to 10,000 over the El Centro desert drop zone. We split up into passes of 2 and 3 with each member of the U. S. Team jumping with 1 or 2 Navy or Air Force jumpers and doing relative work. It was on this jump that the first baton pass in El Centro was made. The pass was made between Loy Brydon and AF Sgt. Markam.

We had to cancel a jet jump due to lack of time the following Monday morning. In the afternoon the team boarded the C-130 again and went to 25,000' for the first try at a six man, five way baton pass.

We decided to tailgate the aircraft, each jumper exiting at one second intervals, with Arter going first with the baton, followed by Byard, Fortenberry, Pearson, Arender, and Brydon. We planned to make the passes in that order. We exited and began passing. Arter and Byard glided into position for the first hand off while the rest of us tracked over one by one and hovered over them. They got off their pass and Fortenberry moved in to take the baton from Byard. By this time we had all moved in pretty close together and things took on the appearance of a very busy bee hive with bodies zipping thru the sky every which way and all of us were getting

pretty excited. Things got a little confused at this point due to the fact that everyone had on the same type of bright orange coveralls, same helmets, and oxygen masks. In our haste we could hardly tell one from the other. My turn came up and I took the baton from Fortenberry and looked around for Arender. I couldn't find him. Brydon was only a few feet from me so rather than delay any longer I passed to him, hoping that Arender would come in and complete the six-man pass. However, it worked out that Jim was lost in the shuffle somewhere, so down near the bottom of the fall Danny Byard came in on Brydon and took the baton for the last time. So with this jump the first five-man, five-way baton pass in the United States was made. We were all disappointed that we had not made it a six-man pass, however, we knew what the trouble was and agreed that if we had the opportunity to try it again we would wear different colored coveralls and not get in such a hurry. If there was anything we had plenty of during these long delays of 25,000' and up, it was time.

Since we didn't have to leave until 11:00 Friday morning we decided that weather permitting we would try to get a jump off from 30,000' before we left. We packed up that evening and hoped for blue skies.

Friday morning it was clear and calm. We chuted up, climbed aboard the C-130, checked our oxygen and went to 30,000' for a 140 second delay. We decided to try the six-man baton pass again so this time we all had on different colored coveralls. The jump order was again Arter, Byard, Fortenberry, Pearson, Arender, and Brydon. This time everything went smoothly as planned and we completed the six-man baton pass after approximately 90 seconds of free fall. It's too bad we didn't have more bodies in the air because it could just have easily been an 8 or 10-man pass. At any rate the first six-man baton pass in the United States was made on the 29th of April, 1960. We also believe this to be the highest mass sky-dive ever made in the U.S.

Immediately after the jump we said hasty good-bys to all the swell people we had met and worked with there at El Centro and sincerely hoping that we would be able to return soon, got aboard the C-130 that would take us on our first leg back to Fort Bragg.

NEWS VIA THE "PARACHUTIST"

Courtesy of PCA and Captain Russ Gunby

PCA ORGANIZATION: President, VP, and Secretary empowered to form much needed operating policy and grant waivers... are finalized as the managing body with Directors acting as advisory board. This should smooth out procedure and cut coordination and communication time. Plans call for having a full time executive officer and an office in the new NAA building in Washington within 1-2 years.

New Duties

The following duties were delegated to the persons shown: Mr. Istel: Writes rules for competitions and methods of running a competition.

Conduct liaison between PCA and NAA.

Colonel Grieves: Liaison between PCA and FAA, Washington, D. C.

Mr. Lieschke: PCA Publicity Director.

Mr. Stanley Zielinski and Cadet Frederick Terry: Organizers of the National College Parachute League.

Mrs. Nancy Hall: PCA Treasurer.

NATIONAL CONFERENCE ORGANIZATION PLAN: Adopted: That the US be formed into ten* Parachute Conference Areas as follows:

Conference and States

Northeast — Maine, New Hampshire, Vermont, New York, Massachusetts, Rhode Island, Connecticut.

East — New Jersey, Delaware, Maryland, Pennsylvania, Virginia, West Virginia, Ohio, Kentucky, Washington, D. C.

Southeast — North Carolina, South Carolina, Tennessee, Alabama, Georgia, Florida.

South Central — Texas, Oklahoma, Arkansas, Louisiana, Mississippi.

Central — Nebraska, Kansas, Iowa, Missouri, Illinois, Indiana, Michigan.

North Central — North Dakota, South Dakota, Minnesota, Wisconsin.

Northwest — Montana, Idaho, Wyoming.

Southwest — Utah, Colorado, Arizona, New Mexico.

Northern Pacific — Washington, Oregon.

Southern Pacific — California, Nevada.

*Alaska, Hawaii, and Puerto Rico will each be a conference in themselves.

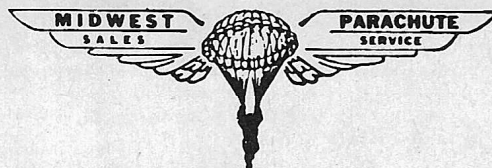
REVOKED LICENSES AND MEMBERSHIPS: Based on the recent adverse incident on the West Coast, it was decided that anyone violating the

age limit rule (causing or assisting a person under 16 years of age to jump), would have his (her) membership and license revoked for one year. Reasoning: First, how far will it go? Recently a 12-year-old, next month an 8-year-old, then one 6... then 5, etc., until we're down to the umbilical cord! Second question: What happens when one doesn't work out? We'll tell you. FAA will step in and we'll be able to buy parachutes for a dollar 'cause

sport parachutists won't be using them any more... Let's keep the kids in the Little League. Why hazard a good sport for a little reckless publicity... unfavorable publicity at that!

NEW YORK NEWS FLASH: In the last PARACHUTIST we reported that New York State was going to permit parachute jumping which heretofore had been illegal in that state. Although the bill passed the House, the Governor of New York vetoed the law because the bill did not include any restrictions and the Governor was

Continued overleaf.



SPARE PARTS

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- DEPLOYMENT SLEEVES
- SHORT RISERS
- TIE DOWN BELTS
- DUAL STATIC LINES
- BAGS
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SPECIAL CANOPIES — SOLID COLORS

24' — 26' — 28' — 32' — 35' — Ripstop and Twill Weave
PINK — GREEN — RED — BLUE — YELLOW — PURPLE
GOLD — ORANGE — BLACK

CANOPIES MODIFIED

Double T-Slots\$25 Blank Gore.....\$10 T-Slot.....\$15.00
Derry Slots\$10 Derries and Gore.....\$20
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"OUR TWENTY FIFTH YEAR

concerned that, without any restrictions, it would give persons legal authority to drop youngsters out of planes, as was done on the West Coast recently, and they do not want this repeated in New York State. Also, due to a recent parachuting death in New York State, several jumpers are under arrest for violating the New York State anti-parachuting law. PCA has an attorney working on the case. Things are not as good in New York as we had anticipated.

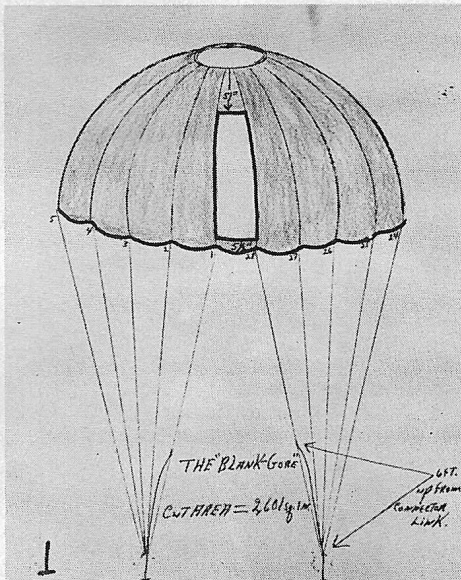
CANOPY MODIFICATIONS

By Captain Phillip C. Miller
(P.C.A. B-77; German D-10;
British D-47)

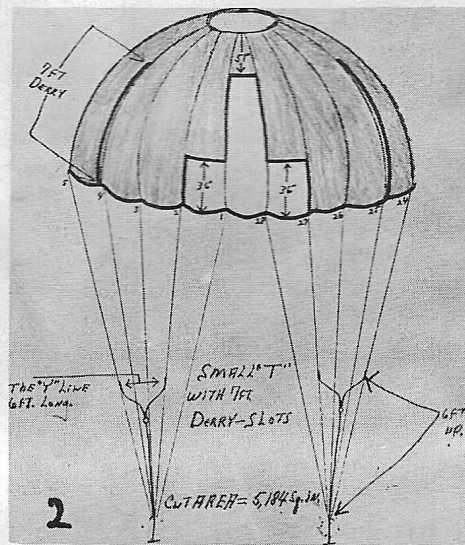
License Register, Club Register,
and Club Patches and Emblems

Before getting into details as to exact dimensions of the various cuts and designs I should like to pass on a word of general information. As anyone with any degree of advanced experience will tell you, different individuals of varying weight sizes must increase or decrease exact dimensions of the radical designs to coincide with his ability, weight and rate of descent ratio, particularly if he is a perfectionist.

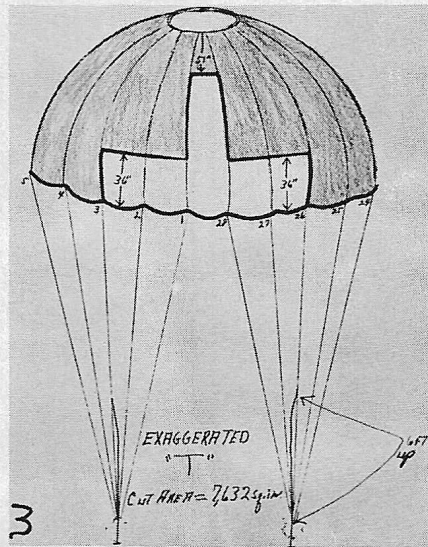
All models 2 thru 7 originated at Fort Bragg, North Carolina and Fort Campbell, Kentucky to the best of my knowledge.



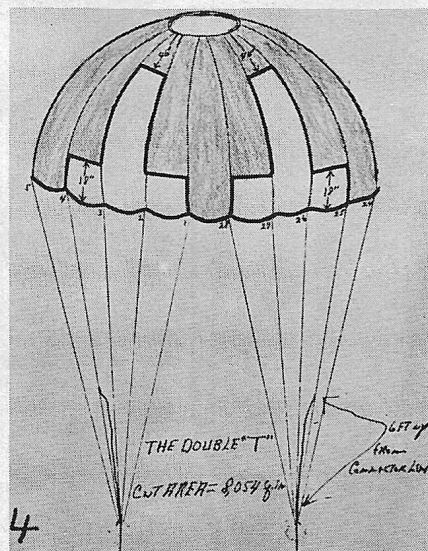
1. The plain "Blank-Gore," in essence the canopy of yester-year. The normal cut of this model equals a square area of 2,601 sq. in. Ideal for the novice under ideal jumping conditions.



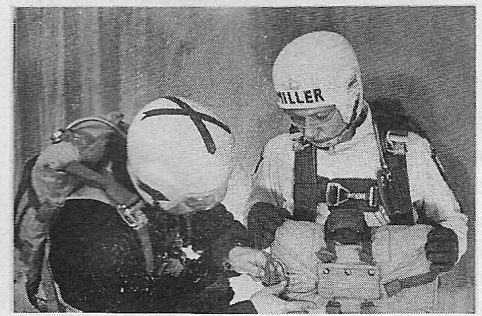
2. The Small Inverted "T" with 7 foot Derry Slots. This job has good maneuverability, reasonably fast turns and slow rate of descent. Square area of 5,184 sq. in. Good for novice and advance novice.



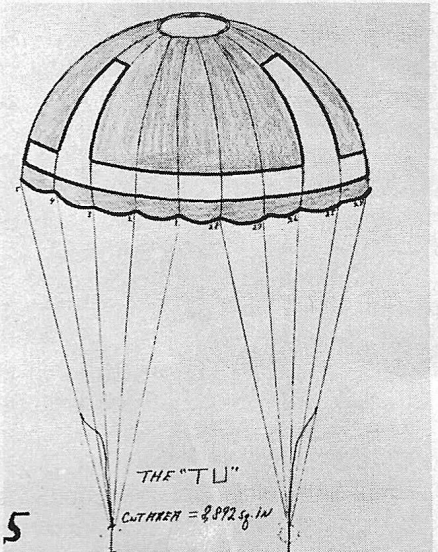
3. Exaggerated Inverted "T". A good performer and well thought of by jumpers around the world. Horizontal speed a bit faster than the two previous models. Area of cut equals 7,632 sq. in.



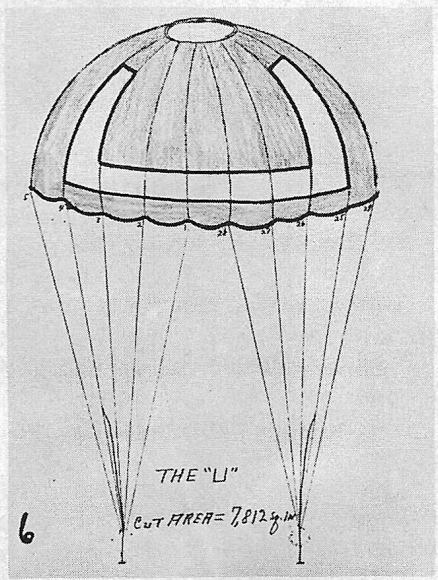
4. The Double "T". Highly maneuverable. Ideal for the experienced jumper. The U.S. Team placed 2nd in 1959 at Tivat, Yugoslavia, using this model. Area of cut: 8,054 sq. in.



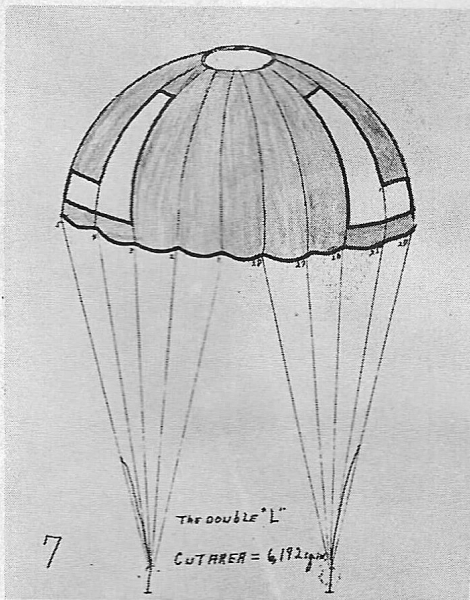
Capt. Phillip C. Miller, B-77, and Sgt. George P. Taylor, D-6, preparing final safety checks of each other just prior to making a 63 second delay at night in March of 1960. This was the first night delay made in Europe by members of P.C.A.



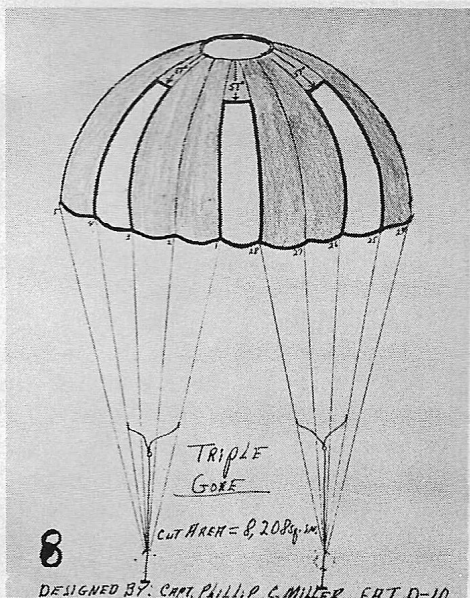
5. The "TU". Not too well known at this time, except in the higher level competitive circles. This canopy cut was especially designed for competition by Loy Brydon and Curtis Hughes. Further information on this design can be obtained by contacting the Capital Parachute Company, P.O. Box 784, Ft. Bragg, North Carolina. Definitely an improvement over the double "T". Rate of descent 21 ft. per sec., and therefore should be used only by the advanced experienced jumper. Sq. area 8,892 sq. in. A "Hot" one on windless days.



6. "U" Model. A by-product of the "TU" and similar in performance. For use by the advanced experienced jumper. Area of cut: 7,812 sq. in.



7. The Double "L" Slow rate of descent. Ideal in winds less than 8 m.p.h. Steers and turns extremely well giving desired pin-point accuracy. Square area 6,192 sq. in.



8. The "Miller Triple Gore." Designed by yours truly, Captain Phillip C. Miller, Germany. Square area of cut: 8,208 sq. in. Rate of descent approximately 22 ft. per sec. By studying closely the location of control lines, one readily realizes this model has great capability.

I'd like to drop a hint to Sky Diver. I think it is high time that a register of all license holders be published with a breakdown as follows:

1. By license. Category "A" thru "D" and Commercial "D" license.
2. In each category, by numerical sequence, 1 thru the latest number issued.
3. Included with the above would be the following information: Complete name and address of license holder. Also, his or her job, or professional status and club affiliation.

NOTE: The big reason for indicating professional status would be evidence to provide all members with sufficient ammo to shooting down the "Doubting Thomases" as to the caliber of personnel grossly involved with Sport Parachuting.

4. Finally, in the 2nd half of issue, list all clubs by state, alphabetical order followed by Military Clubs located in overseas areas. I feel no one would complain should he have to pay for such an issue or publication.

In addition, I feel that a special issue should be published at a date to be announced showing the following: Each different type patch or emblem, the different type club cards, and finally the different type aircraft used. If all of the above with condensed information and background on each item would be contributed by all clubs at large, say between now and 6 months from now, a special publication of this type would be of tremendous informational and reference value as well as being very interesting to all of us.

REMEMBER! The more we know of each other, the stronger we stand and with a feeling of belonging.

Alright! Alright! Now how about the rest of you. Any corrections or suggestions? Send us your information and a club patch and we will print them... Ed.

Club Activities

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

CLEVELAND PARACHUTE CLUB: by Bob Coy. Our club was formed back in the mid thirties under Chief Brandt, and are at present one of the largest. We have our own jump field, a converted farm, with about 175 acres of open land surrounding it. On the field we have packing tables, a 36' by 24' building, aviation fuel storage tank, and ground training setup. Dale Gates, our President, owns the 170 jump ship. Although most of the members have their own equipment, the club has eight 28' back packs, six reserves, helmets, three T-10 static lines, and lots of miscellaneous equipment.

Our field is located in Parkman,

Ohio, about 35 miles east of Cleveland off U. S. 422. It costs a new member about \$100.00 to join the Cleveland Parachute Club. That includes the chute, packing, instruction for the first five static lines, his or her own coveralls, log book and Cleveland Parachute Club car sticker. Membership to PCA and PCA insurance is also included in the \$100.00. Once the jumper gets off the static line, his jumps cost from \$1 at 2500 to \$3 at 8500 feet. The actual price varies depending upon the number of jumpers in the plane and time it takes to reach the desired altitude.

Individual accomplishments are many. Of the 45 members, 30 are high altitude men and doing their turns, rolls, loops, and deltas with great skill.

The two man baton pass has been completed 18 times and the three man pass once. Howard McLean and I muffed our second pass after Tony Bartone got it to me. That was our first try. The second time I got it from Howard and passed it on to Tony. We have perfected a series of maneuvers with two of us holding hands. We would be interested in knowing if any of the the other clubs are working on two and three man chair jumps... At Kent State Airport, Dale and I went out of a 180 at 22000', needless to say we had quite an enjoyable time doing it. A word of warning though, to jumpers that plan to go all the way up. Oxygen IS needed on the way up, and it is a darn good idea to have it on when you leave the plane. We did not have it, but both felt a little hazy when we opened.

We would like, at this time, to extend an invitation to any sky divers to drop in on us at any time night or day. We jump almost every night that sunlight and weather will allow. If you should be in this part of the country be sure to give us a call. Dale's number is Parkman, Ohio, LIncoln 8-5043.

THUNDERBIRD SKYMASTERS: by Fred W. Bellman, Phoenix Arizona. On the 24th of February, 1960, our first formal meeting was held by Mr. Dale Morlan and myself. Having gathered together a few of the sport jumpers, we held an election of officers, established a voting quorum and voted on a club name (Thunderbird Skymasters), and initiated club dues and training schedule. Mr. Dale Mor-

Continued overleaf.

lan was elected President; Vice-President, Mr. Jim Allen; Jumpmaster, Fred Bellman and Mrs. Jo Allen as Secretary. (Jo is our only woman jumper at the present time and she loves it!)

We were very fortunate to have the help of Lt. Charles Stone from the Ft. Campbell Sport Parachute Club in outlining our club constitution and by-laws. Incidentally, I'd like to mention here that Lt. Stone is on his way to the Panama Canal Zone and is forming a sport parachute club there. We are paralleling their training program and constitution as closely as we can as a civilian parachute club. We are maintaining a very rigid safety program and have made at least a fifteen hour ground training program mandatory. All students and new members are given a thorough training program covering care of equipment, parachute packing, PLF training, proper exiting and spotting and a general background of sport parachuting. We have made PCA membership mandatory for all members. We felt this was necessary if for insurance benefits alone. Our initiation fee of \$35.00 covers the \$15.00 membership to PCA. The balance goes to our treasury. Club dues are \$2.00 a month.

We are very fortunate in finding a licensed rigger interested in Sport Parachuting and by a very popular vote he was given a free membership, and believe me, a rigger in Phoenix is a scarcity. At the present time, the club has six backpacks and six reserve parachutes. The rest of us have our own rigs and all our club parachutes have had gores installed, so our students are jumping steerable parachutes.

Would also like to know if you have any idea where we might find a used or surplus power megaphone? Anybody...?

We would like to extend an open invitation to all sport jumpers. If any one should be passing through Phoenix, look in on us, we've always got an extra seat on the plane.

The club President, Dale Morlan, and myself would personally like to thank Don Richards and SKY DIVER Magazine for the ideas, help and advice we have so gratefully received. I don't know what we would have done without the unique interest and consideration of such people as Lewis B. Sanborn, Captain Russ Gunby, Mr. Jacques Istel, Bob Sinclair and so



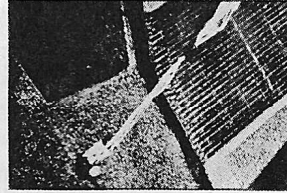
WILLIAM A. L. STOWELL 27



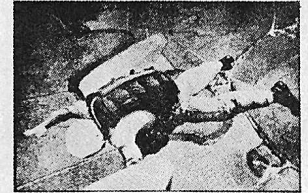
LAURENCE V. MOORE 26



GABRIEL PENAGARICANO 26



2 SECONDS AFTER PULLING THE RIPCORD AT 2,200 FEET



GABRIEL PENAGARICANO LEAVING THE AIRCRAFT NEAR SABANA SECA ON THE NORTH COAST OF PUERTO RICO

Puerto Rican Sky Diving Team.

many others from the coast clubs whom I couldn't begin to list here. People like these create a harmonious atmosphere in which we can benefit from their knowledge and experience and is highly conducive to the promotion of Sport Parachuting.

PUERTO RICO SKY DIVING ASSOCIATION: by William A. L. Stowell, Dorado, Puerto Rico. On May 15th, Puerto Rico's first International Sky Diving team departed on a thirty-eight country goodwill tour around the world. They will be competing and demonstrating the sport of Sky Diving. The purpose of this tour is three-fold: 1. To contribute to world understanding and unity through the media of sports. 2. To focus favorable world attention on the Commonwealth of Puerto Rico. 3. And to promote the sport of Sky Diving. The international organization of the Lion's Club, of which a Puerto Rican is president, will turn out and support the team in each visited country. The Chamber of Commerce and the Rotary Club International will also follow this line. In Puerto Rico the leading Spanish and English newspapers and radio stations will carry a running account of the seventy five day tour. The Puerto Rico News Service has arranged to have representatives of AP, UPI, and USIS news agencies meet the team in each visited city. These agencies will make con-

tinuous news releases throughout the tour. The Association has contacted the Aero Clubs of the countries that have this sport and competitive meets have been coordinated.

As a Commonwealth of the United States, yet being designated by the United Nations as a self-governing country, Puerto Rico is in the position to achieve originality. We are the third country in this hemisphere, but the first Latin country, to have this sport. The fact that the majority of the countries in Europe have teams will allow Puerto Rico to compete with them on equal footing. During the tour, invitations will be extended to those countries with teams to attend our proposed 1961 International Parachute Meet held here in Puerto Rico.

CALIFORNIA PARACHUTE CLUB: by Rod McPherson, 2311 San Miguel Drive, Walnut Creek, California. Around the Livermore packing area the past couple of weeks, two subjects have monopolized most of the conversation.

First, is the quadruple baton pass made April 10, 1960 by Jim Pol and Tom Huebner.

The jump was made from Ron Freeze's Aronca Sedan, from an altitude of 9200 feet. It was a beautiful sight to watch. Both jumpers executing complete control, guiding in on

each other. Huebner stated after the jump, that another pass could have been made, but they felt it would be best to drift apart for their opening.

The other big item being talked about is our second annual jump contest to be held July 30th and 31st, 1960. This year, at last, the event will be co-sponsored by the Oakland Junior Chamber of Commerce. We feel that last years meet was very successful, but this year we think it will be much bigger and better. All the boys are fired up, and getting all the preliminary details worked out.

We think this should be a real interesting event for both the jumpers and spectators.

We are expecting quite a lot of jumpers, so we are going to put a limit of 75 jumpers. It will be on a first come, first serve basis. Anyone wanting entry blanks or more information, may do so by writing Rod McPherson, 2311 San Miguel Drive, Walnut Creek, California. All contestants will have to be Class "B" license holders.

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 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.

**"1ST CALVARY DIVISION
SPORT PARACHUTE CLUB"**
(1ST TEAM SKY DIVERS)
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Vice President, M/Sgt. Hersch Rourk
(Safety Officer—Regional for Korea)
CO "E" 8th Engineering Bn.
APO 24, San Francisco, California
Secretary-Treasurer, Sgt. Wilfred J. A.
Charette

Directors: Capt. James Cannon,
M/Sgt. George Gutshall, SFC Leo
Krysk, Sgt. James Fowler.

1. 54 members
2. 200 jumps since October
3. Only active club in Korea
4. Winter — 30 deg. below zero at jump altitude
5. Type aircraft — L-20, H-19 Chopper
6. Rice Paddy D. Z.

What's Happening

News from Around the Globe
Local News from Readers Welcomed

Thanks to the St. Catherines Parachute Club for their very nice pen. When might we hear from some of the Canadian Clubs for the Club Activities section? With a picture maybe?

Anyone interested in all the latest information on parachuting Canada has to offer contact Ted Jackson, 6 Holland Avenue, Toronto 16, Ontario, Canada, for their highly informative "Para News."

Our best wishes to the new Editor, Ted Jackson.

"SHELL BURST"

Three Special Warfare Center sky divers from Ft. Bragg, No. Carolina, were successful in exit and stabilization from an H-21 helicopter while holding on to each other.

The jumpers, Sp/5 Edgar Vickery, Sp/4 Bill McCarthy and Pfc Keith Jorgensen exited over Sicily DZ on March 20th from 4200 ft. and after a slow loop were all face to earth and stable at 3800 ft. while holding hands in a circle.

McCarthy stated, "Vickery backed out of the door and Keith and I dove out after him. We were stable after a few seconds of hard arching at 3800 ft. At 2800 ft. we all let go and executed 180 degree turns to the right.

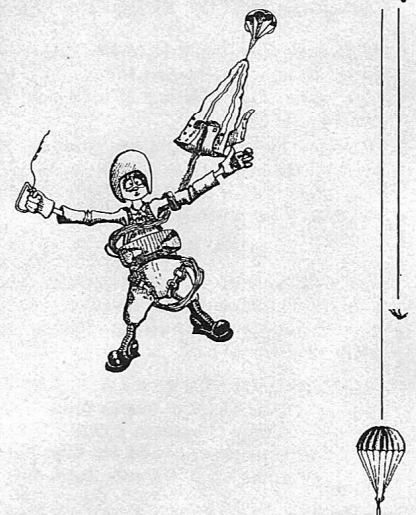
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Look over there;
What do I see;
Perched in the top
Of that pine tree.
Is it a buzzard?
Is it a stork?
No! That's just
Herschel Rourk.

San Diego Sky Divers



We were open at 2000 ft."

The same type jump was made by the men on March 27th from 6400 ft. with the same results. The sky divers answer to the shell burst possibly?

DOUBLE BATON PASSES

Easter Sunday, Elsinore, California: Ed Duncan to Verne Williams to Bob Sinclair, from 10,000 feet.

December 22, 1959: Paul Herrick to Wayne Pritchett to Sherm Reed. First double three man pass over Ft. Campbell, Kentucky, from 10,000 feet, H-34 chopper.


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Changes in International Parachuting Competitions regulations. Forty-five degrees under and overshoot is allowed on turns and the same in bank on turns.

ACCIDENT REPORT FOR APRIL 23, 1960

Fatality of ROBERT DOUGLAS, 26, Seattle, Washington. The Facts: Jumping at Snohomish Airfield were competition target jumps from an altitude of 2500 feet.

The scheduled program was interrupted approximately two-thirds through, because of thunder storms and some showers passing S. E. to N. W. The actual storm area passed the Snohomish area several miles south.

Previous jumps of the day were made under ideal conditions with practically no wind and the opening point was considered to be directly over the target zone.

The storm condition cleared and the jumping resumed.

FATAL FLIGHT:

Aircraft — Cessna 170 — Lic. No. 4617-C.

Pilot — Ted Neilson, commercial pilot of Skymotive, Inc.

Parachutists—In the order of jumping were: Allen L. Zilk, Ron Sewell, Bob Douglas.

The jumps were made single file, each on his own single jump run and each spotting himself.

The jump run was made approximately north to south. *No wind drift indicator was used.*

Al Zilk, the first jumper to exit, left the aircraft in the general area of the target but slightly south allowing for the increase of the wind velocity caused by the vacuum of the passing storm. The wind proved to be far greater than expected and Al Zilk landed well north of the target area but south of the river.

At this point, the two remaining jumpers should have made the proper compensation for the wind change, but apparently did not. It should be pointed out that Ted Nielson flew the 170 in a rather tight pattern and the second jumper, Ron Sewell, left the aircraft before the first jumper landed, not realizing the unexpected wind of from 10-15 m.p.h. Ron Sewell crossed over the river approximately at 700

feet altitude. Robert Douglas, the third jumper in the aircraft, exited before Sewell landed, but should have seen where Al Zilk touched down and therefore, made the obvious correction for jump point. He did not, however, compensate for the wind and left the aircraft in approximately the same relative position as Zilk and Sewell.

Douglas had made between 50 and 60 jumps. He was using a B-4 outfit modified to a Bulgarian Gore design.

Douglas could have easily drifted over the river. Apparently he believed he would be able to land short of the river as he employed the "Calapsing of the Canopy Maneuver" to lose altitude when he was between 1500 and 1000 feet. Realizing he would be in the river, he turned downwind to get over it. He had a good glide and could have missed the river. At the general point, he would have made contact several obstacles were present (pilings, brush). These obstacles apparently frightened him and on an impulse made the decision to turn into the river without fully considering the dangers involved. He made the turn into the river at approximately 150 feet altitude.

The river is roughly 200 feet wide and Douglas landed about 40 feet from shore. Observers say he did not loosen any part of the harness nor eject any single item, e.g. helmet, gloves, goggles. He managed to stay afloat for at least two minutes. The moving current and the steep north bank hampered the rescue effort and before most people realized it, he was going beneath the surface of the muddy Snohomish.

As this was written the body of Robert Douglas had not yet been recovered.

Dated: May 4, 1960

L. J. Hoffman, Safety Officer

Seattle Sky Divers

Northwest Regional Safety Officer

Parachute Club of America

We deeply regret to announce that Mr. George Sarris of the N.Y., New York Parachute Club, B-114, was killed at Stormville Airport during a 15-second delay, April 10th, 1960, as a result of pulling his ripcord approximately 100-200 feet from the ground; too late to permit the parachute to open. It was also determined that the main parachute was improperly packed.

Continued on page 18.

THE FIRST DOUBLE PASS WITH A WOMAN

By Lew Sanborn



First Double Baton Pass with female participant. L to R: Sherrie Buck, Lew Sanborn, Bob McDonnell, just after their double baton pass over the Hemet Sport Parachuting Center.

Sherrie Buck had only a few jumps but more knowledge and skill in the air than most men with over 100 jumps. She was back in the element that she new and liked best—the atmosphere. We were at 12,500 feet now and heading in on jump run. We, included three of us, Sherrie Buck, Bob McDonnell and myself. The pilot was Major “Bucky” Walters who flies the Cessna 180 for Hemet Sport Parachuting Center.

The plan was simple. I was spotting. Sherrie, with her back to the instrument panel was to leave first with the baton. Bob would follow me out. Sherrie was to hold a heading towards myself and not make any quick changes in movement. If I got below her, she was to come down to me. Bob would then close on me, take the Baton, and if time allowed, pass it back to Sherrie.

Sherrie left the step on the signal and dropped away quickly since her technique was the frog position. I followed almost on her back pack but she dropped faster than myself as I use and prefer the spread position. We closed slowly but we could not make the first pass. We were too far apart vertically even though only 10 or 12 seconds out of the plane.

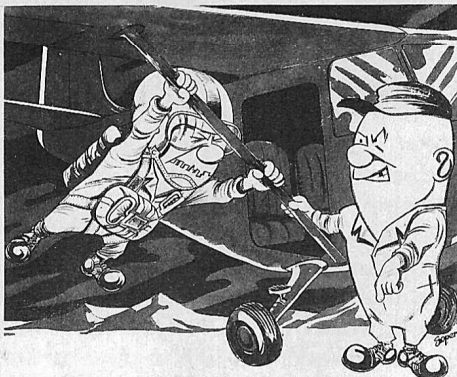
We passed over one another and both did a 180. This was it. She held the Baton out with her left hand, and I grasped it with my left. She turned it loose in possibly the greatest mo-

ment of her jumping career up to this date. I remember how I felt on that first one.

Bob, forgotten until now, should be making his appearance. I scanned the horizon but no Bob. Looking up, “the Hexer” appeared. Bob, we found out later, got hung up in the plane on exit. He was closing in fast. Actually too fast. Bob barreled past like a passenger train through the mid-west. I changed position as Bob flared out to get us at the same altitude. We made our second pass, this time the baton was switched to my right hand as our closing was my right to Bob’s left side. No pass this time either. We made a 180 and came back towards each other. Slowly, slowly. We now had the air buffer between us to overcome because of our slow closing speed. After what seemed a lifetime, we made it! Bob’s left hand had a firm grip on the Baton but instead of turning loose of it, I held on, watching Bob as intently as he observed my expression. We were both grinning. I looked at my watch — 58 seconds. I pushed Bob off and pulled. Bob pulled almost simultaneously.

This pass was made at Hemet Sport Parachuting Center while Sherrie was undergoing training jumps in hopes of joining the U. S. Team.

Sherrie, who was the highlight earlier, had been forgotten in our concentrated effort, had opened and was yelling to Bob and I. She wanted to know if we had made our pass. She was without question the happiest parachutist I have seen when the three of us landed. No small wonder. She had just played a major role in the first double pass with a woman. She was the woman.



OK Gunby, we are back on the ground... You can let go now.

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NEWS RELEASE

EXPANDED FACILITIES: RUSS WHEELER SPORT PARACHUTES has moved into new quarters at 11132 So. Vermont. A building adjacent to his prior location has been leased and modified into a parachute loft. All facilities; dry locker, “The 40 foot bar,” three sewing machines, and storage are now under one roof, enabling more efficient service to the customer. Personal packing courses (not for riggers ticket) are offered at a nominal fee.

Since most of the sport jumping fraternity are average working types, the loft will be open evenings and week-ends by appointment. Just call PLymouth 4-9835.

Past business indicates complete loft capabilities must be devoted strictly to the sport jumping field and no commercial or “air commerce” chute work will be handled.

As an expression of “THANKS” to the many who have made these new facilities possible, RUSS WHEELER SPORT PARACHUTES will repack any personally owned reserve free until July 15, 1960.

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The “SYMETRIC.” A center pull reserve in 24', 26' or 28'. Now undergoing proof tests. Modification service on your reserve.

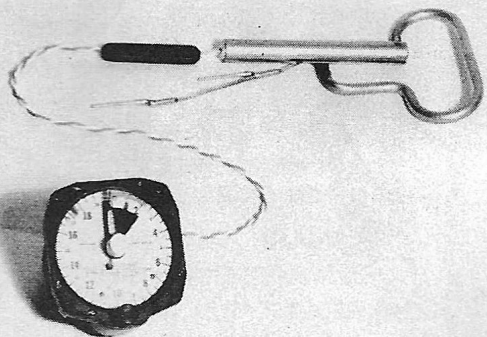
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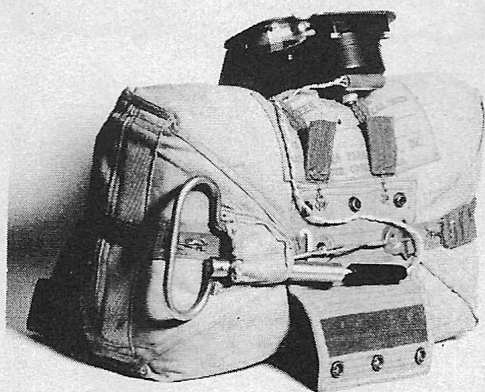
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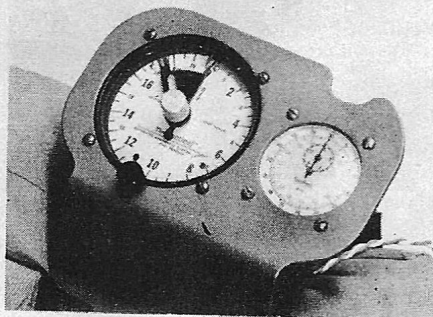


Typical installation of the Sentinel

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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Diver, continued.

in a few years — assuming you provide the equipment improvements and education we did.

For every person who tells you that "It's not safe or normal to want to dive through the air" we've had ten tell us the same thing regarding underwater diving. Yet—look at the number of children, elderly people and cowards like me who would sooner give up television than skin diving (Now, what the hell kind of a choice is that?) any day of the week. Sky Diving can accomplish this degree of

enthusiasm and confidence only if you duplicate (yes, and further) the means and methods we utilized to wage war on pomposity, ignorance and fear.

As a last statement of encouragement, I ask you to momentarily consider the current plight of those intrepid and highly misunderstood brother sportsmen — The Surfers. People not only deem their sport dangerous, unnatural and unnecessary — most people think Surfers are bums.

How would you like to enter a contest with those odds, eh?

Good luck, God bless, good diving.

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What's Happening, continued.

COMING EVENTS

July 4th. **HEMET ANNUAL ACCURACY COMPETITION:** Event No. 1; Accuracy jump from 3000'. Event No. 2; Delayed Accuracy jump from 5200'. Sanctioned meet. Interested parties contact Hemet Sport Parachuting Center, Inc., P.O. Box 876, Hemet, California.

July 16th. **ELIMINATION COMPETITION:** Woburn Abbey (the home of the Duke of Bedford), Great Britain. English eliminations for International Competition.

July 30th and 31st. **WEST COAST INVITATIONAL:** Livermore, California. Interested parties contact Rod McPherson, 2311 San Miguel Drive, Walnut Creek, California.

August 4th through 14th. **INTERNATIONAL PARACHUTING COMPETITION:** Sophia, Bulgaria.

1961. Proposed **INTERNATIONAL PARACHUTE MEET**, to be held in Puerto Rico Sky Diving Association, Dorado, Puerto Rico.



Denny Manning, another of Hemet's enthusiastic parachutists and son of the famous "Spud" Manning. His son Steve, with back to camera, helps pop field roll his chute. Steve, like father and grandfather, eagerly awaits the day he can make his first jump.

MY 500th JUMP

By Lewis B. Sanborn



Lew Sanborn and Lynn Pyland just prior to Lew's 500th jump.

My logbook read 499. I had waited a lifetime for this next one. Actually it was five lifetimes as I recall more accurately, for as a military jumper just out of service at the tender age of twenty-one, I made the statement, "If I ever make one hundred jumps, I will quit jumping." Yet my log showed 499.

It was Saturday, April 30th, and tomorrow I will have made the jump since all the arrangements had been made for a 6:30 a.m. take-off Sunday morning. Still it remained to be decided just what my 500th would be. It was not an easy choice for a person, who in 11 years of jumping, had fallen a total of 246 miles in over three hours of free fall.

What could I do that would be different? Jump a different type plane? I had jumped a total of 37 types of aircraft which include Russian, Yugoslavian, Czechoslovakian, French, German, Canadian, and a few American rare ones such as a Parason Fairchild 22, a Meyers Bi Plane and a Waco U.P.F-7.


Then, there is always the altitude question. Yet the log shows over 36 miles in 60 second delays alone. My highest to date? 20,000 feet with a 100 second delay. I could not better this without special type aircraft or military aircraft. That ended that thought.

Something in baton passes? The log again shows my encounters with baton passes. It started by what I still call my most impressive jump to date — holding hands with Jim Pearson on 14 July 1958, over Holland D.Z. at Fort Bragg, North Carolina, and it continues with 16 baton passes on the same baton, of which 6 were double passes and 6 passes on four consecu-

tive jumps. And the total I hope is not finished. Triple Pass? This had been completed five passes between six jumpers. As you no doubt realize, the presently impressive deeds seem to have been accomplished already. Still more will follow as techniques improve and knowledge increases.

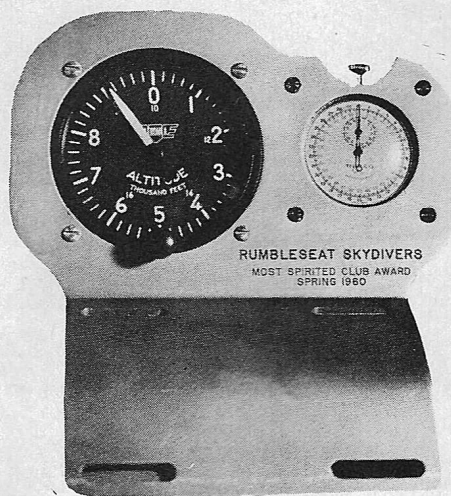
What finally helped my decision was my remembrance of statements by various people who seemed opposed to the P.C.A. technique of starting and continuing safely in sport parachuting. Everyone has their own ideas on how sport parachuting can best be learned. Fortunately, P.C.A. regulations were written on the basis

of past experience by many parachutists, collected, of course, over a period of time.

So what could be more unusual and unexpected for my 500th jump than a static line jump with dummy ripcord pull and a jumpmaster! This was my decision. Lynn Pyland was my Jumpmaster and Robert Venable was the pilot of the Cessna 180. They dropped me at 7000 feet so with my new canopy design in my red, white and blue parachute, I had five minutes and 45 seconds to find out I have a honey of a parachute. Also, I now have five sport static line jumps and my first dummy ripcord pull. 

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