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Danny Latchford, Mgr., Master Parachute Technician
PHONE Feldbrook 9-2105

OPEN LETTER TO F.A.A.

Dear Sirs:

As a result of the recent fatality at Lake Elsinore of Mrs. Vanda Pfeiffer, on Sunday, May 29, 1960, sport parachutists have asked for action to prevent needless deaths in the future.

The facts in the case of Mrs. Pfeiffer may never be completely known as a result of her death. What facts can be obtained tend to indicate that she was:

- (1) not ready for free fall;
- (2) not properly instructed in the technique of the transition from static lines to free fall parachuting while pulling dummy ripcords;
- (3) not in proper health or proper frame of mind;
- (4) not properly checked before boarding the aircraft;
- (5) not told the time or the various conditions when it is necessary for a sport parachutist to actuate the reserve parachute.

There are other existing conditions that could have made the pulling of either or both parachutes impossible. These are:

(1) possible fainting or passing out soon after exit or in free fall;

(2) heart attack after leaving the aircraft;

(3) freezing in free fall because of improper training.

The exact circumstances which caused her death are still unknown as of this writing. However, such possible conditions which might have caused her death can be eliminated by control of instructors, instruction, conditions, medical requirements, licenses, tests, etc.

I base my following recommendations to the Federal Aviation Agency on my qualifications, which are:

- (1) Private Pilot 1430449 — S.E.L. and Glider.
- (2) Parachute Rigger #1452806 — Chest, Seat and Back.
- (3) International F.A.I. Parachutist Licenses A-1, B-11, C-19, and D-1.
- (4) Parachute Club of America Instructors Rating #2.
- (5) Member of Board of Directors of Parachute Club of America.

(6) Captain of the 1958 United States Parachuting Team at Czechoslovakia in 1958.

(7) Competed internationally in F.A.I. competitions in five foreign countries. High scorer on United States team in 1956 and 1957.

(8) Have instructed personally over 250 students on their first jumps.

(9) Have personally packed over 700 parachutes.

(10) Personally watched over 10,000 jumps.

(11) Eleven years of parachuting experience.

(12) 520 parachute jumps to date.

I recommend that:

(1) Federal Aviation Agency adopt its own safety regulations based on Parachute Club of America Regulations.

(2) Since this will take time, in the interim, I suggest the use of and enforcement of current Parachute Club of America Basic Safety Regulations.

(3) F.A.A. should license all sport

Continued on page 4

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PAGE 3

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 Entered as 3rd Class matter at the Post
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 Editor



CAROL CARSON
 Circulation



Bob Richards
Howard Decker
 Photographers



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

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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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CONTENTS

COVER PICTURE: Lynn Pyland over Hemet Sport Parachuting Center. Filmed in free fall by Lew Sanborn. Lynn's normal position is modified in the photo for the relative work.

ARTICLES

	Page
Open Letter To F.A.A. by Lew Sanborn.....	2
Turns by Loy Brydon & Bob Miller....	7
First Civilian Triple Pass by Evaline Morrison.....	9
Among Their Other Talents by Dave Burt.....	11
Smoke by Capt. Phillip Miller.....	11
West Coast Gal courtesy of Office of Information XVIII Airborne Corps, Ft. Bragg, No. Carolina.....	15
Note to Turtle Club Members.....	15

DEPARTMENTS

Letters	5
Certified Lofts.....	6
Under the Canopy with J.P.C.....	10
Club Activities.....	12
Coming Events.....	14

CORRECTION

On page 20 in the last paragraph of "History of the NPJA-NPJR-PCA" (May issue) on line seven between the words attend and this the following should be inserted for clarification: from the states, but we did have a club representative who attended...

F.A.A. continued

parachutists with national licenses in addition to F.A.I. licenses, issued by Parachute Club of America. This is current in aviation and has been in effect for years.

(4) Federal Aviation Agency should require an instructor's rating and test

the applicant's ability to recognize basic traits in students that could cause students to fail to perform the required action while on static line jumps. This would therefore keep students on static line operated parachute jumps until the student is capable of safely going into free fall.

Over 90% of fatalities in sport parachuting are caused by students making their first jump free fall or going into free fall inadequately prepared. Military or ex-military parachutists must go into sport static line training the same as inexperienced jumpers since military parachute training is not preparation for sport parachuting. (Death at Indian Town Gap three years ago by a military parachutist with nine military jumps with little or no training in sport parachuting.)

(6) Federal Aviation Agency should license parachuting schools the same as flight schools, thereby eliminating unlicensed instructors, and unsafe and improperly equipped operations.

(7) At least one Federal Aviation Agency sport parachuting inspector in each region in the United States and possessions. This inspector should be well trained in sport parachuting to be able to correct misguided parachuting and to assist intelligently persons who request guidance.

Each year the number of sport parachuting jumps are more than doubled. Along with this growth, the number of fatalities is tripled. Until the federal government regulates sport parachuting, the fatalities will unproportionately increase until perhaps the fatality rate will be four times the growth rate.

The Parachute Club of America has, for the last three years, tried to obtain federal control of sport parachuting. It is a healthy and rewarding sport when properly controlled. Let us see some action before there are more headlines like this from the Long Beach Independent, "Family watches as mother dies in parachute jump."

Very truly yours,

Lewis B. Sanborn

Parachute Club of America

Safety Officer—Los Angeles Area

Editor's note: The original copy of this letter was directed to:

Mr. Charles A. LeFevre

Supervising Inspector

Federal Aviation Agency

Flight Standards District Office

Ontario International Airport

Ontario, California



LETTERS

In regard to Mr. Talbott's letter and your recommendation that the PCA or NAA handle the matter guaranteeing equipment to have proper workmanship and in accordance with advertised matter, I would like to offer my opinion as follows:

First, the PCA officials have their hands full trying to control jumping and keep it safe and especially being manager by officials scattered all over the country.

I might say that when the War Assets Administration started selling surplus parachutes after World War II, ALL AGENCIES RECEIVED STRICT INSTRUCTION from the government that surplus parachutes were not to be declared new even if they had never been used, but were to be considered UNUSED. I believe if those advertising parachutes would refrain from using the word "new" on parachutes which may be 10 or 15 years old, that it would let purchasers know what they are actually buying.

In regard to this, I would also like to protect the man who sells the parachutes. Many jumpers think only of the price when they buy something and they sometimes buy parachutes advertised at the lowest prices and then expect to get new chutes in return. I would suggest that anyone before purchasing a parachute, write and get a description of exactly what it is and state that he will have to have it inspected by a certificated rigger before acceptance.

Joe Crane, President
Parachute Club of America

This is to let all know that we have organized the Northern California Parachute Council. So far only parachute clubs in the San Francisco Bay Area are being represented but we would like for all clubs in Northern California to send representatives to the meetings of this council.

If it is geographically impossible for a club's representative to attend these meetings, his name can be placed on the mailing list and he will receive the minutes of each meeting. We welcome ideas and suggestions from all of these far-flung member-clubs.

The aim of this council is to have uniform student training programs, safety regulations and guest parachutist policies; intra-council competition;

mutual assistance; and general exchange of ideas (and jump stories).

Any club interested in joining this council is invited to contact the secretary, Mrs. Earl Dykes, 5055 Ray Ave., Castro Valley, California, for more information.

Perry D. Stevens, C-189
Chairman
Northern California Parachute Council

I am concerned with this new FAA regulation that becomes effective after 30 June that states no one but a certified FAA parachute rigger will be able to pack, repair, or alter in any way, our parachutes. This is a logical and wonderful step toward safe and sane Sky Diving as it will stop all this reckless altering of Canopies by people who have only a remote idea of what is going on.

But, on the other hand, what is to become of the many very enthusiastic Sky Divers who are jumping in rather remote areas where the services of a certified FAA rigger are not available. The most logical conclusion, of course, is to become a certified rigger. But, this will take time and can become rather expensive, especially to these jumpers in a remote area.

A/2c Normal R. Filer
479th A & E SQDN.

George Air Force Base, California
Right you are Norm. P.C.A. is doing everything possible to clear this thing up for us as quickly as possible. — Ed.

My letter was prompted by something that I saw today — something that I wish every sport parachutist had had the opportunity to witness, particularly from the door of the jump plane.

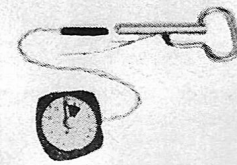
I feel so strongly about the welfare of the sport that every set-back to its spread seems like a personal blow. The recent fatalities in New York and Elsinore will undoubtedly cast a pall over the sport over a large area for a long time, regardless of the cause (which we have not yet learned). The ironical point, at least to me, was that it occurred just one day after the "Sentinel" was officially announced as available.

The "Sentinel" had been tested on numerous occasions before, but always on a dummy or under an already opened main canopy. Today, Steve Snyder climbed out of our 172 at 3700 feet with his altimeter deliberately set at 1500 feet off the proper zero,

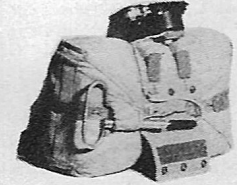
Continued on page 6

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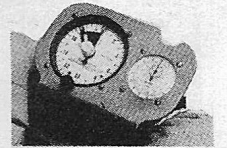
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LETTERS continued

so that the "Sentinel" would fire at a safe 2500 feet instead of the normal 1000 feet. It was an eerie feeling to watch Steve fall from my vantage point, with his arms outstretched, and knowing that he would not bring them in for a normal rip-cord pull. In approximately 12 seconds, which seemed like as many minutes to me, there was a puff of white and, still in a stable spread, Steve came to a sudden, sleeveless, halt.

We have all known for some time what such a device could mean to sport parachuting, but the demonstration, watched from above where the jumper always seems so much nearer to the ground than he actually is, was so dramatic that I wish all jumpers could have seen it.

Incidentally, I do not recommend that other jumpers test their "Sentinel" by this method. There is far too much inherent danger in tampering with the normal altimeter setting, and the use of a sleeveless canopy has its well known hazards.

S. S. Starr

School Lane, Rose Valley

Route 35

Media, Pa.

I am now in a small place called Pirmasens, Germany. At the present time, the nearest jump club is located approximately 100 to 150 miles from here; therefore, my jumping is temporarily out. I say temporarily because we are hard at work trying to start a club here at Pirmasens. Our two outstanding problems at present are parachutes and qualified personnel to instruct and jumpmaster. We are making progress though and I do hope to get in some jumps before the weather prevents it. While at Fort Bragg, the cold weather did not restrain us, but the snow and ice here in the winter will make it impossible to jump.

I enjoy Sky Diver Magazine even more over here since I am "out of the cliché" so to speak, and want to keep informed on the latest doings of sport parachuting.

I hope to be writing you soon with news that we are "floating down," but until then, I will just have to be satisfied with reading about it.

SP 4 Jean Edenfield

USA General Depot

APO 189, New York, N.Y.

In regards to the article entitled "Florida First?" in your May edition,

written by Gerald Wing —

Obviously the South Florida Parachute Association's article was 8 months too late! The first baton pass made by the club was during the annual air show held at Davie Airport, Ft. Lauderdale, Fla., on 4 July 1959. On that day the club's President, Bill Elfers, and Dick Shuford, Sec., made what we believe to be the first successful baton pass made in Florida. That very afternoon the second baton pass was also completed from the same altitude of 7,000 feet by the club's riggers, Paul Poppenhager and Larry Hamilton.

If Gerald Reedy really wants to top us, he'd best start on double baton passes and he'd better hurry up at that!

Allan D. MacPherson, C-170

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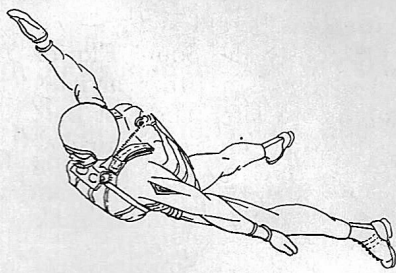
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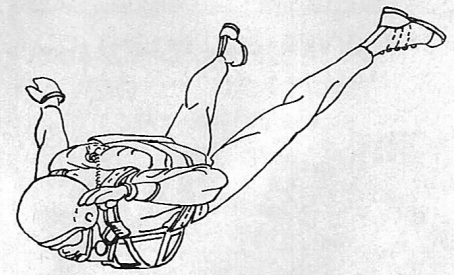
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TURNS

By Loy Brydon and Bob Miller



The purpose of any turn is to execute a controlled maneuver such that a change of the heading in free fall is the result. A turn is a definite movement made by the free faller while maintaining a stable position throughout his fall. It is a change in his heading about a neutral axis in the horizontal plane. In the following discussions, we hope to illustrate the manner by which several different types of turns may be executed. In conjunction with the discussions, a set of illustrations may assist you in deriving more clarity from the article.

Any movement made by the free faller in free fall results in a change of the air flow about his body. The principle of a turn is that of executing a movement such that a particular change in the air flow is the result. Such a principle is derived from the laws of aerodynamic flow from which the control of aircraft in flight is likewise resolved. Any manner in which a free faller executes a change in heading while maintaining a stable fall is a turn. But the turn is either complete or incomplete. It is possible to undershoot a new heading as well. It is much more common to undershoot a desired heading and thus to incomplete the turn. Consequently, all turns must be countered at precisely the moment at which the new heading will be the result.

There are several different types of turns which may be executed. In addition, combinations of these basic types of turns may be utilized as well. Body, hand, and foot turns may be combined into a series of movements which result in a single turn. However, it should be realized that these movements require a little more skill and are indeed more difficult to control. Remember that control is the most important factor to maintain while executing the movements of a turn. On the other hand, speed is a beneficial factor in utilizing these combinations of basic movements, as exemplified at the United States' Team Tryouts.

With a little research on the use of appropriate terms to describe the

manner of performance of the turns, we found that the usage employed in this article was understood best for the majority group. Each turn's movements are referred to the direction of the desired turn; that is, the same arm or leg, or the opposite arm or leg. We hope that this usage will suffice for your clarity.

Body Turns:

A body turn is the most common type of turn in use at the present time, and at the same time it is undoubtedly the most easily executed and controlled movement. From the stable free fall position starting the body turn is quite simple. It is accomplished by bending the body at the waist to the right or to the left depending on the direction of the desired turn. The direction of the bend is the same as that to which the turn is desired. Thus, a bend to the right would result in a right turn. The jumper must prevent a bending of the waist in the forward direction as well as bending to the rear. Otherwise, he may experience a loop! To stop, or counter, the turn is simply a movement exactly opposite to that which was used to initiate the turn. In other words, a counter for a right turn is a left turn. The counter is executed at precisely the moment at which the new heading is desired. Depending on the speed of the turn it may be necessary to initiate the counter earlier; however, normally body turns are not that rapid. To increase the speed of a body turn and to gain a little more control the shoulder should be rotated in the same direction of the turn; however, avoid any rotation in the opposite direction for such a movement would be countering your desired turn.

Push or Shoulder Turns:

This type of turn is more easily accomplished from the frog position discussed in an earlier article. From the radical frog position a very fast turn can be executed. Initiating this type of turn can be done in one of two manners. First, a push by that hand and a slight rotation of that shoulder on the side of the body the same as that of the desired turn; second, that

hand may be drawn in closer to the body and the same shoulder rotated forward on that side of the body as the desired turn. Thus, drawing in the right hand to the shoulder and rotating that shoulder forward will result in a right turn. The legs and the body should be held still to prevent any whipping action. A counter, initiating the same movements in the opposite direction. Counter a right turn with a left turn, and you are on your new heading in free fall.

Hand Turns:

This type of turn is very fun to play with, because of the very little movement that is required to effect the turn. Then again, it is rather difficult to complete at first because of the memorization required. These turns are much slower, and again they are best from the frog position. To initiate a hand turn both hands are rotated at the wrists in the desired direction of the turn. In a right turn both hands are rotated at the wrists to the right. To counter this type of turn the corresponding movement is made in the opposite direction, and again it is made at the time at which the free faller will assume his new heading. Because of the slowness of this type of turn it is quite valuable in those last inching maneuvers while performing relative work.

Foot Turns:

Foot turns are a great deal like the hand turns just discussed. The legs must be held quite stiff while executing a foot turn. The legs can either be apart or together as desired; however, if they are held apart they must be forcibly held there because of the pressure created on one leg. Initiating this type of turn is done by rotating the toe of the directional foot in the opposite direction. The directional foot is the foot which corresponds to the direction of the desired turn. A right turn is done by rotating the toe of the right foot to the left. This rotation should be as far as possible, but yet it should lack any movement of the legs. The counter is again a move-

Continued overleaf

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TURN'S continued

ment in the opposite direction.

Leg Turns:

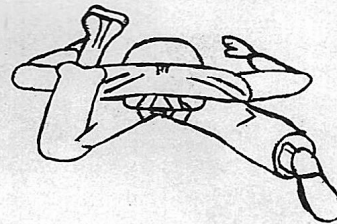
As in the foot turns, the legs should be held stiff in order to gain maximum effectiveness as well as prevent whipping. This turn is initiated merely by lifting the foot and leg from the knee down of the leg of the desired direction of the turn. A right is done by lifting the right foot and leg below the knee. Your counter is a movement in the opposite direction as always.

For clarification, a counter is a movement initiated for the purpose of halting a turn. A counter can thus be any movement to halt the turn. It is not necessary to counter a body turn with a body turn. You can use any type of counter you desire. For example, you are effecting a 360 degree turn to the right with a leg turn; you may, if you wish, counter with a body turn to the left. Or you may counter that turn with a shoulder turn to the left. Any type of counter may be used, and it makes good practice in the use of the different types of turns and combinations thereof.

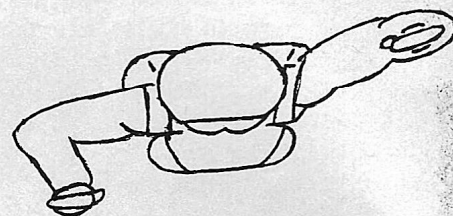
To perform a quick initial turn upon leaving an aircraft you should be in as much a horizontal position as possible. That first turn is normally slow and difficult if the body is in a head high position characteristic of the normal exit for the frog position. However, by leaving closely horizontal with the legs straight you are in a good position to make a quick initial turn. After one or maybe two seconds in a combined motion, that is all at once, draw the legs up snugly and push into a shoulder and body turn in the desired direction. You will find that your initial turns will be a little faster than before. In doing multiple turns, for example the series as done in the maneuver event for the United States' Team Tryouts, a stronger counter is required. As in doing a 360 degree right turn followed by a 360 degree left, the counter for the right turn is a left turn; however, it is now desired not to stop on the new heading, but to effect a turn in the opposite direction as soon as possible. When countering the first turn you must hold the counter longer and put more strength into it with a little bit of a lean. Otherwise the second turn will be retarded because of a tendency to roll out on the side before you are flat again to start the second turn.

Remember that in the execution of

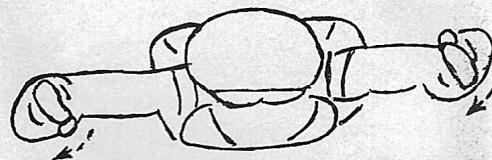
any turn, control and stability are essential to maintain throughout. At the end of each turn a counter must be effected in order to prevent a flat spin and to fall on the new heading. Keep in mind the age-old axiom and most cases believe it: "Practice makes perfect!"



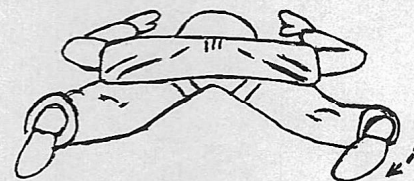
LEFT LEG TURN



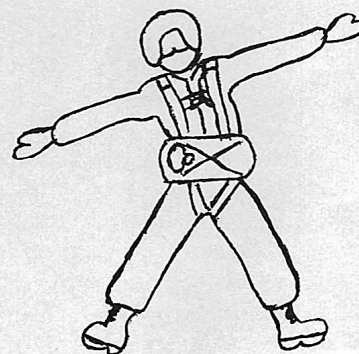
RIGHT PUSH TURN



RIGHT HAND TURN



RIGHT FOOT TURN



RIGHT BODY TURN

FIRST CIVILIAN TRIPLE BATON PASS

By Evaline Morrison



THEY MADE HISTORY: From left, Bud Kiesow, Verne Williams, Robert Higbee, Ed Duncan made first civilian triple baton pass at Skylark Field. (Photo courtesy of Evaline Morrison)

Four sport parachute jumpers made history Saturday, June 11th, at Elsinore, California.

Bud Kiesow, Verne Williams, Robert Higbee and Ed Duncan made the first triple baton pass executed by civilians in the United States.

From 12,000 feet they jumped at one second intervals. Duncan left the plane first, carrying the baton. He described the run.

"Higbee jumped after me and within ten seconds took the baton from me. In 15 seconds he delivered it to Williams, who in another 15 seconds gave it to Kiesow, at approximately 4,000 feet."

All chutes opened at approximately 2,200 feet.

Duncan said there would have been space for other passes but there were no men to make them.

Cy Perkins, of Skylark, presented the four men on Saturday with a free jump in recognition of their history making triple baton pass. In competition for hitting target in the free jump, Williams won, coming within ten feet. Kiesow made second. They jumped at 4,000 feet, having only 14 seconds to hit the ground and Williams made a successful baton pass to Kiesow in that time.

Each of the four men are veteran jumpers of around two years.

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Gilbert Cordova exiting C-119 over El Centro.
Picture courtesy John D. Perry.

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Marked PARACHUTE FUND.

Question: As a member of the Salt Lake Sky Divers (though a very green one), I have made 2 jumps and come down too hard. Both were with a 28' flat circular canopy activated by static line. I weigh in at about 207 lbs. without jump gear. The strip we use is about 4500 feet above sea level.

I have just got Mrs. McKay to fix me up a 32' flat circular with sleeve, and I would like to know the difference in rate of descent. I know these 32' chutes are hard to control, but with what kind of gore could I obtain the best results, if any? Any helpful hints on PLF's for fat boys? I like everything but the landing, and hope to like that.

Mike Brown
1621 South 10th East
Salt Lake City, Utah

Answer: Dear Mr. Brown:

You were on the right track when you decided to change to a 32' canopy.

There is one school of thought that believes anyone over 185 lbs. should jump nothing but a 32' modified canopy.

The rate of descent for a 28' unmodified canopy is approximately 18'/second, while a 32' is approximately 16'/second. These figures will either increase or decrease as the canopy is modified. A conservative modification will not give the forward speed or the fast turn that a more extreme modification would, but the rate of descent will not be increased either.

A modification such as the blank gore or the "T" slot will tend to decrease rate of descent.

Our recommendation is to pick a conservative modification, then send your canopy to a qualified sport parachuting rigger to have it cut.

One other factor to remember is to never (Oh, Never!) land downwind,



Who's head do I see
Peeking out of the Pine tree
That's Hersch Rourk — That's who I see!
He just finished series "B".
"The Hexer"

AMONG THEIR OTHER TALENTS . . .

By Dave Burt, President
ParaVentures, Incorporated



Gene Sherman, Pulitzer Prize winner of the L.A. Times.

Capt. Miller had some excellent ideas in the June issue. I believe that SKY DIVER Magazine should run brief news items on nationally known professional people that are taking up sky diving. This could certify to the calibre of people going into sport parachuting.

Gene Sherman, noted columnist with the Los Angeles Times, made his first sport jump last fall. Gene was recently awarded the Pulitzer prize for his series on the narcotics situation.

Gene interviewed Helga Bading, the mountaineering young wife who was rescued dramatically from Mt. McKinley recently. His comment on Mrs. Bading's feeling toward mountain climbing will be of special interest to sky divers. "To her, it is a sport of transcendent inspiration drawn from the age-old drive of man to rise above his fellow men, to see what's on the other side. There is, you gather, a certain poetry in **mountain climbing** unknown to those who have never done it — something **akin to sky diving**" (Los Angeles Times, 9 June, 1960).

John Goddard, internationally known explorer and lecturer, recently made his first sport jump at Elsinore. Mr. Goddard is famous for his worldwide explorations; especially the conquest of the full lengths of the Nile and Congo Rivers by kayak.

Don Dwiggins, Aviation Editor of the Los Angeles Mirror News, is an active proponent of sport parachuting and knows from experience of what he speaks. He is well known for his many aviation and adventure articles in national magazines.

Gen. Jimmy Doolittle, leader of the 1942 carrier-based raid over Tokyo, was once an exhibition parachute jumper.

Fred Waring, popular band leader of the Pennsylvanians, though not himself a jumper, made the following statement in the June issue of NATIONAL AERONAUTICS, in connection with the current aims of the NAA, "Your importance to national security is, of course, tremendous. That is a hard, vital and somewhat unpleasant fact that we continue to face. It is a

SMOKE

By Capt. Phillip Miller

Quite frequently jumpers carry smoke grenades to add a bit of color to demonstration type jumps. The above photo shows a type mount designed and used by myself.

One bit of advice to anyone intending to jump with smoke: Never jump it until you have actually tested the mount or rig on the ground, you can end up with a roasted foot. Also never use white smoke, Army Surplus, it burns over 2 minutes and is extremely hot.

All colored smoke is safe for this as it burns only 65 seconds and will not become dangerously hot.



In photo of mount shown: The horizontal plate, to which the grenade is attached by means of two auto water hose clamps. Make sure it extends at least 1½ inch above the base piece which curves over the instep of the foot. Line the base piece with asbestos.

far happier picture to think of our youngsters building models, soaring, flying, and taking part in **parachuting competitions**, but, until we live in a saner world, the one must contribute to the other. What a blessing that such absorbing sports can mean so much to the nation's welfare, both domestically and internationally."

Active acceptance and published comments by men of this calibre is indeed a big step forward in sport parachuting.

Let's have reports of other well known and respected people interested in sport parachuting.

Editor's note: Gene Sherman, John Goddard and Don Dwiggins were all trained by Dave Burt and Jim Hall of ParaVentures, P.O. Box 2921, Hollywood 28, California.

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Club Activities

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

NEVADA SKY DIVERS: by Bob Archuleta, President, P.O. Box 1762, Reno, Nevada. The Nevada Sky Divers was founded in September, 1957, by Paul Tindall. Mr. Tindall heard of an ex-paratrooper, Bob Archuleta, who was then in the Air Guard. Mr. Tindall and Mr. Archuleta got together and made jumps at another airport. A third party was to join, Jim Eaton, now Vice President of the club and a former paratrooper also. Dan Archuleta was next to jump and many more were to follow.

At present we have a few others, Roger Robinson, Ed Vukson, Chuck Mathews, Jack Beadle, Bob Childs, Juanita Hunter, and other students coming in. We do have other ex-members who at present are with other jumping clubs in other states.

The founder of the Nevada Sky Divers, Mr. Tindall, is trying to start another club, which is called the Nevada Parachute Club. We have an Air Force Base close by, and Roger (Don) Edwards is trying his best to start a club there.

When the club was first formed, it was rough, but now things seem to be coming our way. We are now getting the people to back us up. We are always giving lectures, showing movies, and doing a lot of talking, and we jump a lot.

May 22nd, Armed Forces Day, we had the honor to meet some Sky Divers from Ft. Campbell, Lt. Johnstone, Sp/4 McDonald, Sp/4 Letbetter and Pfc. Ardian Reedy. Being that the jumping was from military aircraft and on military property, we could not jump but we were able to help out on the ground crew and did our best to see that the jumpers enjoyed themselves.

We at present have a good drop zone, clear of any obstacles and good and soft. We jump at least once a week and sometimes twice. Our altitude restricts us to thirty second delays and so for long delays we have to go elsewhere. We have a good safety program and we have a club

to be proud of. Our uniforms are good looking, clean, and uniform. We have had compliments on our uniform and especially our jackets.

Meetings are every week and are open to the public. We have all members in the club take a course in First Aid, being that we work with Civil Defense, Sheriff's Dept., Civil Air Patrol, and in general work as a public service group. Doing this helps us as well as the people we work with. It shows the public that we are useful.

One thing is certain, work with and for the public and they will work for you. Once the people know the facts about Sky Diving and of how useful it can be, they get a different opinion, all good.



Eddie Green of the Michigan Sky Diving Team.
(Photo by Gary H. York)

MICHIGAN SKY DIVING TEAM: by Jack Wallace. The Michigan Sky Diving Team was initiated in 1958. Since then the team has expended to fifty-five members from Michigan, Ohio and Indiana. We have been fortunate to witness the growing interest of sport parachuting in the Michigan area and hope that in the future our team will develop and expand even further. Our growth and guidance can be largely attributed to Jim Cogswell, Club Commander, and John Mooneyham, Executive Officer and licensed rigger.

Weather permitting, we jump every Sunday at Cone and Dennison Roads, south of Milan, Michigan. Our two commercial pilots, Bruce and Hugh Gordon, drop us from a Cessna 172.

To aid our student jumpers, the team has a PA system and a training platform. Although the majority of

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our members have their own equipment, the team has three chutes for static line jumps.

Since the initiation of our team, we have logged about 1200 jumps with only four minor injuries recorded. We contribute this safety record to the strict observance of the PCA safety rules.

Anyone in the Michigan area interested in sport parachuting is invited to write or call John Mooneyham, Jerusalem Road, Chelsea, Michigan.

SALT LAKE CITY SKY DIVERS: by Mary E. McKay, 711 No. 2nd West, Salt Lake City 16, Utah. Sunday, June 6, 3:00 p.m., Alta Air Park (4700' MSL), Sandy, Utah. Curtis Ellsworth, owner.

Currie Harlacker and Larry Evans successfully completed a baton pass the hard way. Larry, with the baton, left the aircraft at 13,000' MSL keeping the same heading and Currie, leaving 2 seconds later, made a right angle exit and a 360 degree turn before starting the chase. With approximately 200' of altitude between them and being almost 200 yards apart, it took 27 seconds to get within passing distance. The first try was unsuccessful with Currie pulling out of his delta a second too late, causing him to overshoot. Larry, changing his position slightly to increase his speed, made it possible for Currie to make a 360 degree left turn and come back along Larry's left side to take the 12" baton. 42 seconds were consumed from start to finish, causing both jumpers to open under the 2000' mark, which deeply impressed into the minds of the two men that you can get so involved with the thrill of the chase that you completely forget where you are.

THE PARACHUTE CLUB OF LOUISIANA: by Leo De Jesus, 2623 Elder Street, New Orleans, Louisiana. The Parachute Club of Louisiana, Incorporated, which has been inactive for the past two years, will resume activities very soon. The club President, Allen Campbell, is presently serving a tour of duty in the Marines at MCAS, El Toro.

His position as president will temporarily be filled by Leo De Jesus. Leo and his brother, Eddie, are presently active members of the El Toro Marine Sky Divers. Both brothers are being discharged from the Marines this month.

All parachutists interested in organizing and promoting sport parachuting

in the south are requested to contact Leo at the above address. We especially hope to hear from Bud Sellick.

BRITISH PARACHUTE CLUB LTD.: by Pauline M. Ady, Johnny Hogg, Fred Taylor, Jimmy Barrett (Chief Instructor), 13 Saunders Lane, Mayford, Working, Surrey, England. We have just received our first copy of your magazine.

Sport Parachuting in Great Britain is now becoming very popular although we still have difficulty finding suitable drop zones.

1948 saw the beginning of this sport and since then a number of clubs have

been formed. The first of these being our own club which commenced jumping with American T-5 parachutes. Since then we have acquired 20 main parachutes and several reserves due to the generosity of the G. Q. Parachute Co., Ltd.

We use light aircraft, namely Tiger Moths, Rapides and Austers.

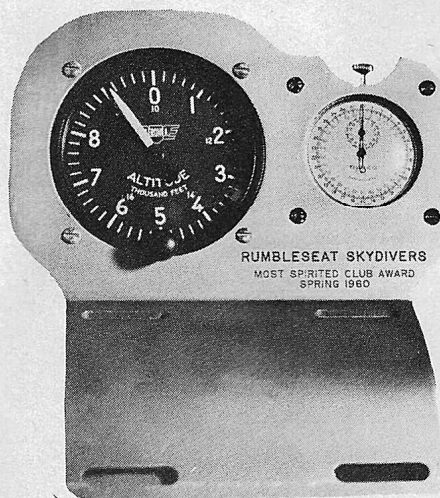
For delayed drops our advanced members travel to the Isle of Wight, which is outside the London Airport Central Zone.

There are at present eight clubs in the British Isles, all of whom are keen to spread the sport throughout the

Continued overleaf

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LYLE CAMERON

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 San Antonio Sky Divers
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 San Antonio, Texas., with 82 points.
 CONGRATULATIONS, Malcolm,
 you may expect delivery of your complete back-pack within 30 days after you let us know what kind of modification you want. O.K.?



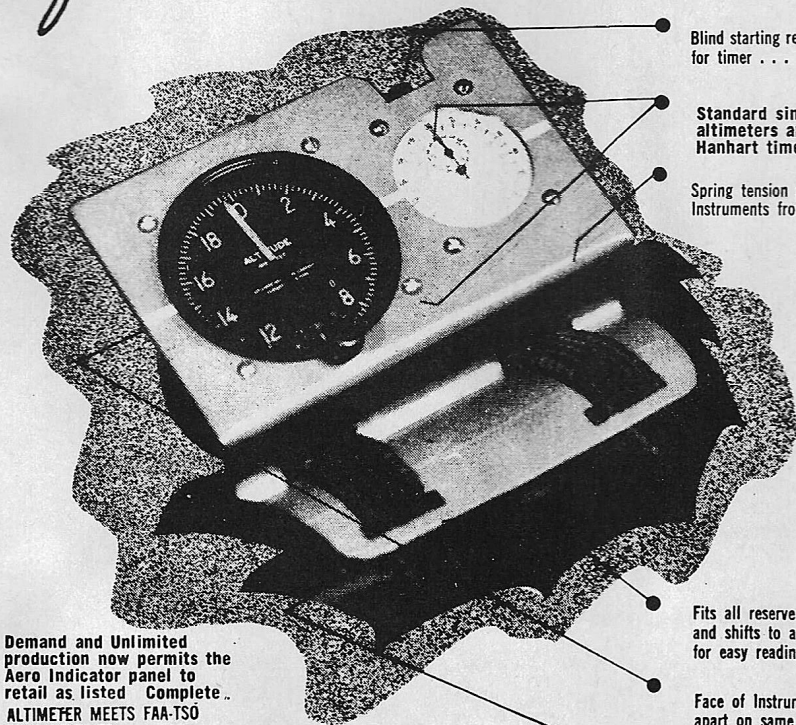
Howard Decker of the American Sky Divers, over the Saugus Drop Zone, Saugus, California.

CLUB ACTIVITIES continued
 country by means of inter-club competitions and we will soon be competing in order to pick a team for the World Championships in Bulgaria.



L. to R: Fred Taylor, Pauline Ady and Johnny Hogg alongside the Rapide aircraft used by the British Parachute Club Ltd.

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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 3rd & 4th. **SOUTH FLORIDA PARACHUTE ASS'N:** Interested parties contact William H. Elfers, President, 6152 N.W. 20th Court, Margate, Fla.

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.

August 6th. **DELAWARE CUP MEET** (rain date August 7th): Interested parties contact S. S. Starr, School Lane, Rose Valley, Route 35, Media, Pennsylvania.

ACCIDENT REPORT

For May 29, 1960

At about 1:45 p.m. 5/29/60, five parachute jumpers, Arthur Kiesow, Don Moliter, V. J. Walka, Daniel Barrett, Vanda Pfeiffer and I (pilot) started loading the Howard aircraft to make some sport parachute jumps at the drop zone.

Before Mrs. Pfeiffer got in the aircraft, I asked her if this was her first free fall. She said yes and I checked her ripcord for security in the pocket, which was OK.

After take-off we climbed to 3,500 feet above the DZ. Arthur Kiesow did the spotting for the first two jumpers, Mrs. Pfeiffer and Daniel Barrett. At the right time Mrs. Pfeiffer stepped onto the step and prepared to jump.

Kiesow said for her to go and she stepped off of the step and Barrett followed right behind her. Kiesow watched her fall and after several seconds he said she had not pulled her ripcord so I banked the aircraft to the left so that I could see her. As far as I could see, she made no attempt to pull her ripcord.

After circling the DZ once, I landed the aircraft with the other three jumpers aboard. After landing I drove out to the DZ, to inspect the two parachutes she was wearing. As far as I could tell, the reserve parachute was still in working order. Upon inspecting the back pack, it appeared that the back pack was still in working order, although the top and bottom cones were torn loose from the pack.

Mrs. Pfeiffer had made 5 static jumps with 3 dummy ripcord pulls prior to this jump.

The equipment used was a B-4 Capewell harness and container, the canopy was a navy ripstop 28' with blank gore and deployment sleeve. The reserve was a T-7 A 24' nylon twill weave canopy, with no pilot chute. The reserve was F.A.A. certified, rigged and packed by me. License #1444662.

Larry Perkins
Skylark Field
Elsinore, California

Editor's note: During a recent visit with Bill Pfeiffer and Dan Barrett Saturday, June 4th, I asked Dan, who was with Van on the fatal jump, what went wrong. Following is his account of what happened:

"Her exit from the aircraft was a little unusual. At the time, however, I didn't think much of it. Now since I have had time to think and look back, I recall she did not push away

into an immediate stable position, but just turned loose and fell over on her back and maintained this seemingly back-to-earth completely relaxed position. I would stake my life that she fainted, had a heart attack — or at any rate was unconscious."

WEST COAST GAL VIES FOR BERTH ON SKY DIVING TEAM

Courtesy Office of Information XVIII Airborne Corps, Ft. Bragg, N.C.

Fort Bragg, N.C. — A sky diving real estate saleslady from Burbank, Calif., and the first female to participate in a double baton pass, arrived at Ft. Bragg last week to be evaluated for inclusion on the U. S. Parachute Team.

She is 23-year-old Sherrie Buck, a member of the Rumbleseat Sky Divers of Hollywood with 35 parachute jumps to her credit.

Sherrie's trip here from California is sponsored by her club and Parachute Club of America (PCA). She was not able to participate in the tryouts for the U. S. Parachute Team held here last April.

PCA had been searching for another qualified jumper to accompany Ft. Bragg's Capt. Barbara Gray to Sophia, Bulgaria, to compete in the World Championship of Parachuting and make a team of female jumpers.

Sport parachutists in California consider Sherrie to be the best qualified to make a belated tryout.

Last month at Ryan Field, Calif., Sherrie, Lew Sanborn and Bob McDonnell completed a double baton pass, making Sherrie the first female to participate in such a maneuver.

Lew Sanborn, former secretary of PCA, and Bob McDonnell were Sherrie's instructors in sky diving. Bob is the former president of the Genesee Sky Divers of Jamestown, N. Y., a well known and experienced sky diver.

It was also Sherrie's longest delay in opening her parachute, 60 seconds from 12,500 feet.

Many private organizations in the U. S. have contributed funds to send American athletes to the Olympics and a few organizations such as the Airborne Association, Parachute Club of America, and the 82nd Airborne Div. Association have helped finance American parachutists in past meets held in Europe.

Again this year with the World Championship meet in August, the

U. S. Team will be depending on contributions from the above mentioned organizations.

If Sherrie qualifies for the team and accompanies Bobbie Gray, it will mark the first instance that the U. S. has been represented by a women's team in an international parachute meet.

With two women on the U. S. Team it will enable them to enter three events. If Bobbie Gray goes alone, she will only be able to take part in two events for individuals. The third event is a team event for women.

According to Sherrie, "I will do my very best to qualify, but if I don't, I'll try again next year. One thing is for sure, one way or another, airplanes and parachuting will be my life and my career."



All Turtle Club Members can obtain their membership cards by contacting the Imperial Turtle, M/Sgt. Hersch Rourk, Co. "E", 8th Ingr. Bn., APO 24, San Francisco, California. In order to obtain your card your letter must be signed by a card carrying member.



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CONTENTS

- * Brief history of leading parachute events
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- * Explanation of sport parachutes
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