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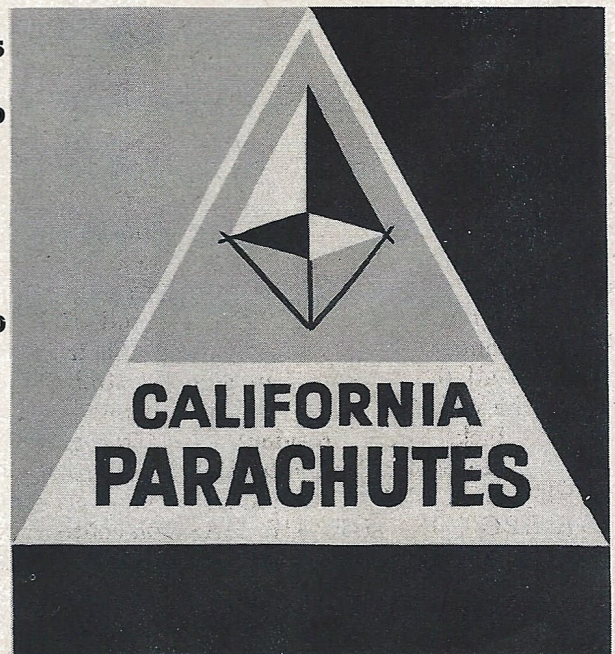
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# LETTERS



Don Allbee just prior to a 30 second delay during the winter of '59 at Muskatine, Iowa.

On 5 June 1960, 11 P.M., the Sec-Treas. of the Muscatine Parachute Club, Don Allbee, and the club jumpmaster, Al Beverly, had an automobile accident at Waverly, Iowa. The men were returning from a jump exhibition at Bismarck, N. D., when Don went to sleep at the wheel and missed a curve. Don's neck was broken and he is paralyzed from the waist down. There is a very slight reflex reaction in his toes so there is hope that he will walk and possibly jump again.

The other jumper, Al Beverly, while injured to a lesser degree and in a severe state of shock, saved Don's life with his cool thinking and aggressiveness.

Don is in the University Hospital at Iowa City, Iowa and is under the care of one of the finest neural surgeons in the country. Don is a dedicated sky diver and just received his class B license the same weekend that he was injured.

We all firmly believe, with Don's will power and desire to jump again along with all the help we can give him; that he will jump again.

Jack Reifert, President  
Muscatine Parachute Club

HEAD BACK AND ARCH, DON, YOUR SPOT IN THE AIR HAS BEEN PLACED ON THE INACTIVE LIST FOR A SHORT PERIOD OF TIME.

Address all cards to Don Allbee at University Hospital, 5th Floor, Iowa City, Iowa.

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On the 13th June, two members of the Puerto Rican Sky Diving Team, William Stowell and Laurence Moore, arrived in Australia on their world goodwill tour.

Their arrival coincided with the 1st Australian Parachute Championships being held at Pakenham, Victoria. After giving a demonstration of sky diving, Bill and Larrie spent several hours giving us invaluable instructions on control and stability and answering questions. As sport parachuting is only in its infancy in Australia, their assistance was greatly appreciated.

Next day the team flew into Sydney, and members of my club, The Camden Parachute Club, arranged a

demonstration for T.V. and press reporters.

I am collecting badges, both material and metal, and name patches of various parachute clubs, and was told you may be able to help me in this field.

Louis Johnston  
25 Eastern Avenue  
Revesby, Sydney,  
New South Wales, Australia  
ANYONE WANT TO TRADE?

It was with some pleasure that I signed my name to the request for club affiliation with the Parachute Club of America. By so doing, the

Continued overleaf.



# SKY DIVER MAGAZINE

2034 SO. POPLAR, SANTA ANA, CALIF.

Dedicated to  
the Development and Safety  
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Phone KI 5-0520

Entered as 3rd Class matter at the Post  
Office at Santa Ana, California.



DON RICHARDS  
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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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**COVER PICTURE:**

C. Heisel and his "Jet" canopy.  
He lands 7 feet out.

**ARTICLES**

	Page
<b>Germany</b> by Capt. Phillip C. Miller.....	7
<b>Relative Work</b> by Loy Brydon & Bob Miller.....	7
<b>First Annual Accuracy Competition, Hemet Sport Parachuting Center..</b>	8
<b>First Australian Parachute Championships</b> by Mrs. Wynn Grigg.....	9
<b>South of the Border</b> by Don Gordon.....	10

**DEPARTMENTS**

<b>Letters</b> .....	3
<b>Coming Events</b> .....	4
<b>Club Activities</b> .....	10
<b>What's Happening</b> .....	14

**COMING EVENTS**

August. Saginaw Sky Divers sponsoring meet. For further information contact: Walt Peca, 2207 Otter, Warren, Michigan.

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

August 6th & 7th. INVITATIONAL SUMMER MEET sponsored by The Delaware Valley Parachute Club. For further information contact: S. S. Starr, School Lane, Rose Valley, Route 35, Media, Penn.

September 3rd, 4th & 5th. SECOND ANNUAL LABOR DAY MEET sponsored by Parachuting Center, Inc., Houston, Texas. For further information contact: P.O. Box 1009, Houston 1, Texas.

1961 Proposed. INTERNATIONAL PARACHUTE MEET to be sponsored by the Puerto Rico Sky Diving Association, Dorado, Puerto Rico.

\*Are there any other events planned that are not listed above?

**LETTERS continued**

policy of the oldest sports parachuting club in the United States remains unchanged.

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

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

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

**David K. MacDonald, Secretary  
Cambridge Parachute Club  
266 West Newton Street  
Boston, 16, Massachusetts**

Sky Diver Magazine—Rated No. 1 here in Korea. We all look forward to it monthly.

Joe Crane's "History" is fine material.

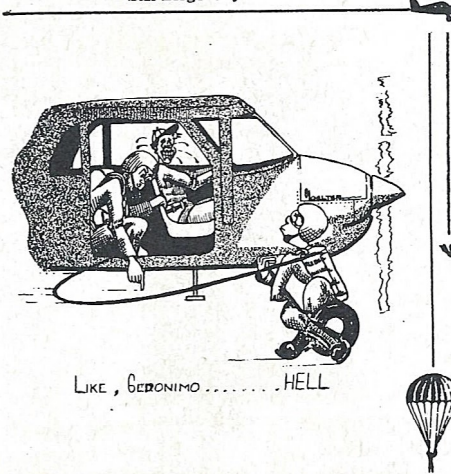
I've been wondering, where did "Lou" land with his "honey of a parachute" on jump No. 500? Reference June issue S.D.M.

**Charette  
1st Team Sky Divers  
Korea**

Thanks again for making the first of the month that time when everyone says, "Today's payday and PLAYBOY AND SKY DIVER ought to be out pretty quick."

**Capt. John J. Garrity, USAF 31184A  
6499th Support Group  
APO 94, San Francisco, California**

San Diego Sky Divers





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# GERMANY

WHAT'S UP IN SKY-DIVING IN EUROPE

By: Capt. Phillip C. Miller



At 20,000 ft., 2 minutes prior to dropping of C-130 tailgate and 4 minutes prior to drop time over Ramstein. (L to R) Sgt. Edge, Sgt. Toomey, Sgt. Roberts, Lt. Passelaige, Sgt. Cameron, Capt. Miller, and Sgt. Botelho standing at rear of Capt. Miller.

In Europe, clubs can be found operating in the following locations:

**Augsberg — Victory Sport Parachute Club** (24th Infantry Division). Under the leadership of Club President, 1st Lt. Donald S. (Trix) Cunningham, they are a fine club with many experienced jumpers and good sportsmen among their ranks.

**Stuttgart — American Sky Diver's Club.** This group of enthusiasts have been faced with a common problem for some time. They have no licensed instructor. However, this situation should end shortly due to aid rendered by other clubs. Great credit must be given to MSgt. Winsten E. Flynn, former President, and SFC Elmer Brown, the new President, for the fine attitude and constant display of true and desirable enthusiasm shown throughout their membership.

**Bad Tolz.** Limited club activity has prevailed in this area. However, as of the present the latest information indicates a more favorable outlook for the future. My apologies to this fine group of jumpers for omitting the club name (frankly, I have misplaced the official title). However, I can vouch for the recognized sky-diving ability of several members.

**Heidelberg.** "Military Sport Parachuting Club." This club has recently been formed and under the leadership of MSgt. Tony Hernandez, Club President. We welcome this new club to share our common cause and best of luck to the newcomers in Heidelberg.

**Gelnhausen.** Last and by no means least. On 13 March 1960, with a note of sadness and yet with great cheer,

we finally said goodbye to the long and well known Schweinfurt Club, however, in name only. The original Schweinfurt Club was formed by Yours Truly on 19 July, 1958, at Schweinfurt. This was the first club organized outside CONUS and affiliated with P.C.A. They established many firsts here in Europe. First, to qualify members for Orange "B" License (B-77 and B-134). B-134 belonging to Lt. Clinton C. Smith, who was introduced to Sport Parachuting at Schweinfurt and is now a member of the U. S. Army "STRAC" Parachute Team. Lt. Smith was an unusually good jumper from his first Static Line to his first 60 second delay, our club's 2nd First. It was the first club in Europe to make 60 second delays. In March 1960, Sgt. George P. Taylor (Lic D-6) and Captain Phillip C. Miller (B-77) made a 63 sec delay at night over Illesheim, this was another first.

Now for a new twist in firsts for the Schweinfurt Club. Captain Phillip C. Miller and Lt. Clinton C. Smith, holders of German F.A.I. Lic D-10 and D-11, respectively, were the first Americans to ever be licensed thru the German National Aero Club.

On 13 March 1960, an official transition of club title occurred. Henceforth, the same club, but under new name, is presently known as the 48th A.R.B. Sport Parachute Club, located at Gelnhausen, APO 39, U. S. Forces, Germany.

Its present Club Officers are:

Captain Phillip C. Miller, B-77, President.

Sgt. John M. Toomey, C-102, Vice-President.

Sgt. Clifford L. Roberts, C-69, Board Member.

Sgt. Kenneth J. Wash, Board Member.

Sgt. George R. Taylor, D-6, Board Member.

Sgt. William C. Smith, C-Lic, Board Member.

Sgt. William C. Smith, Secretary-Treasurer.

As a departing challenge extended to P.C.A. Membership at large, I contend that I am the first and only American Sport Parachutist to hold parachuting licenses from three (3) separate countries. P.C.A. B-77—German; F.A.I. D-10—British Empire; F.A.I. D-47.



# RELATIVE WORK

By LOY BRYDON and BOB MILLER

In an individual's advanced stage of sport parachuting there are two really great thrills to jumping. The one is competition and the other is relative work. Neither can be separated in the consideration of proper prior planning, seriousness and safety.

Relative work offers more enjoyment than competition, for it is all pleasure. As a definition we can consider relative jumping a case when two or more jumpers plan a jump involving maneuvers in relation to each other. Whether it is a baton pass or figure writing with smoke is immaterial.

In so far as relative work is concerned, one point to be highly stressed is safety. It is no difficult matter to become overly indulged in performance so as to forget the jumpers' relationship in space as to time and altitude. Perhaps a good memory item is, "Blessed are they who delay too long, for the earth shall rise up and smite thee". The jumper must always be aware of his time and altitude in delay.

Before the actual undertaking of a relative jump there is a great deal to be planned properly between the jumpers, pilot and ground crew. First of all it is necessary to alert the ground crew as to the proposed jump, its altitude, number of jumpers involved and maneuvers planned. This is important so as not to cause the ground crew undue concern over the fact that there might be safety violations involved. Also the ground crew can serve as a witnessing faculty.

Each jumper must plan their own maneuvers in free fall together so that each knows the plan of the other and the overall plan as well. Every movement in relative work is not to be planned, but the completion of a single event must be well planned. To complete a single event requires the prior planning of which we speak.

The first step to the planning is to resolve the overall jump. Second is to plan the order of exit, if a single aircraft is to be used; or the coordination plan between aircraft to include a suitable signal system, if a multiple aircraft jump is to be used. The plan is all-important.

The baton pass at the present time

offers the greatest sense of accomplishment and enjoyment feeling. Therefore, we shall use this type of relative jump to describe the maneuvers for completion.

The first jumper to leave the aircraft carries the baton in his hand and holds the heading of the aircraft in a slow fall body position. The second jumper must leave the aircraft in as short a time interval as possible after the exit of the first man. To complete the pass as soon as possible, the second jumper should attempt to go down to the first man's altitude and as near him as possible in that plane as quickly as he can. The quickest way to accomplish this is to perform a snap 180 degree turn upon leaving the aircraft. As such, the jumper will be in a delta position facing the first jumper. He will be in the proper attitude for a good approach on the first jumper. Then, as his hands are drawn back to the side in a delta, he can flare out slowly to bring him level with the first jumper. Another exit would be a head first exit to the rear. In this exit control will inevitably be lost for a few seconds, but shortly the jumper can "feel" his position and regain control to assume a good approach attitude. In addition the jumper can certainly exit in a manner to gain full control at once, but the element of time will invariably be lost.

The approach of the second jumper to the first is best at a delta position going down and to the rear of the direction of flight of the aircraft. Steerage will be from the delta position.

---

## TO ALL PARACHUTISTS

Funds to assure participation of the U. S. Team in the international meet are badly needed. PLEASE . . . Let's help if only with a dollar or two. Send your donation to:  
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tion, and control of the rate of fall will be accomplished by flaring out slowly so as not to overshoot the first jumpers level. In this approach both jumpers can see one another. The most difficult task is to arrive near to the first jumper and to assume the same mutual rate of fall at the same altitude. Judgment and good timing gained from experience will reduce the task immeasurably.

In the approach by the second jumper the inclination of his body to the earth will determine his angle of fall. Likewise, if his body is canted to one side, he will fall off to that side. It is important that both men face each other at all times, and all turns should be toward each other at all times.

If the second jumper overshoots or undershoots his altitude or turns to the first jumper, then both jumpers are faced with the situation of maneuvering mutually. Remember always to turn towards each other. In the case of an undershoot, the second jumper must reassume a delta to bring him to the same altitude of the first. In the case of an overshoot, the first jumper must assume a delta and make an approach to the altitude of the second jumper.

Again remember that all turns must be made toward one another. All maneuvers are precise movements and must be made in relation to each other. Experience in body positions will facilitate completion of a pass.

When both jumpers are on the same level and facing each other, coming together should be done by inclining the body very gradually so as to make a slow approach. This must be done by both jumpers; otherwise, one will pass underneath and past the other. Again it is a situation involving good judgment and timing. These movements are slow and precise until both jumpers are within reach of one another. The actual pass cannot be rushed in the least. Here the slowest of movements is required. It should be very definite and very slow to reach gradually for the baton and to pass out the baton itself as well.

After the baton is passed, the plan should be continued such that both

(Continued on page 12)



# FIRST ANNUAL ACCURACY COMPETITION, HEMET SPORT PARACHUTING CENTER

SUNDAY, JULY 3, 1960, RYAN FIELD, HEMET, CALIF.

Dawn broke through crisp and clear, promising to be an ideal day for jumping. A few of the contestants had arrived Saturday and had registered on time, but most of them were arriving at the last minute assuring a late start. Approximately 8 o'clock, the first load was in the air.

From this moment on, the team work of the highly efficient staff at Hemet made this meet a memorable one. The only pauses were for lunch, waiting for the contestants to repack, and the wind.

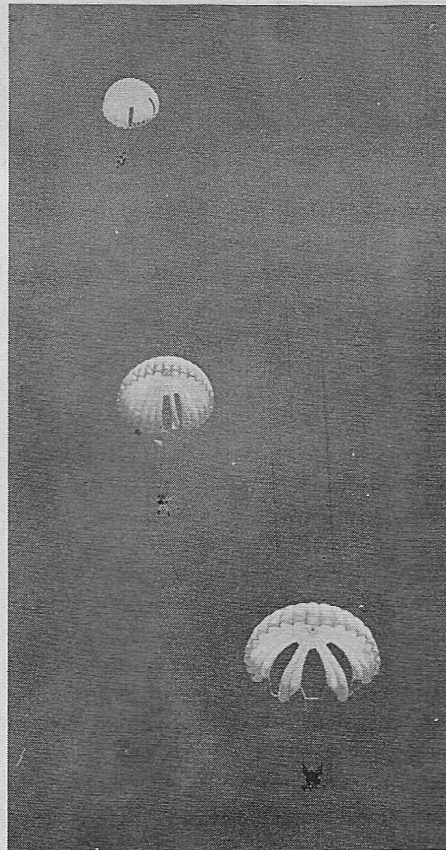
During the pause for lunch, an exhibition 30 second delay from 7500 feet with smoke was made by the following nine parachutists: Jim McDonald, Lyle Cameron, Howard Curtis, Howard Wheaton, Chris Heisel, Frank Carpenter, Ludlow Clements, Ed Duncan, and Don Richards.



Clinton Smith, 1st place overall, 24' 8" from target center. Denny Manning on the spot to check his contact point.



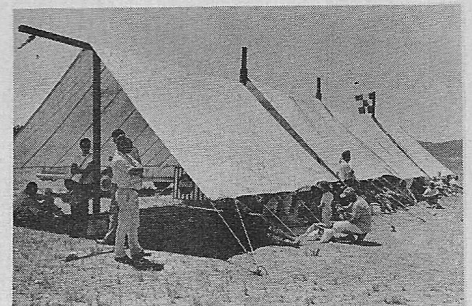
Howard Curtis, 1st place, 2nd event.



Three of the 9 jumpers who leaped in synchronization from 3 birds from 7000'. Note the triple T slot.



Susan Work, a sparkling, spunky little gal from Northern California, and is a member of the Les Femme Sky Divers, a newly formed all girl club.



The spectator's tent — part of Hemet's ambitious preparations. 200 yards from target center.

By 2:30 p.m. 110 jumps had been completed and proceedings were brought to a halt through the efforts of our old faithful enemy, the wind. The wind subsided about an hour later, and the final fifteen jumps were completed post haste.

Winners were as follows:

#### Event I:

- 1st place—Clinton C. Smith, Burbank, California.
- 2nd place—Chris Heisel, Desert Sky Divers, Yuma, Arizona.
- 3rd place—Richard Cordova, California Parachute Club.

#### Event II:

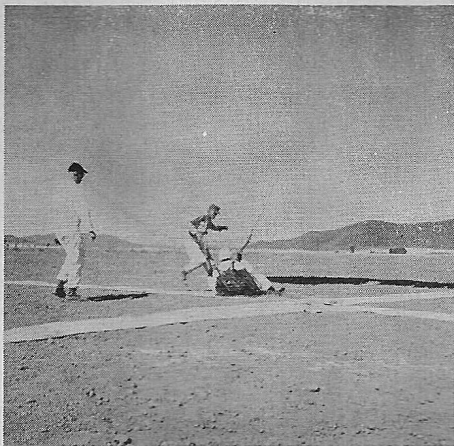
- 1st place—Howard Curtis, Rumbleseat Sky Divers, Hollywood, California.
- 2nd place—Clinton Smith, Burbank, California.
- 3rd place—Ed Duncan, Rumbleseat Sky Divers, Hollywood, California.

#### Overall:

- 1st place—Clinton C. Smith (What—again?), with 1539 points.
- 2nd place—Ed Duncan, Rumbleseat Sky Divers, Hollywood, California, with 1452 points.
- 3rd place—Don Richards, Sky Diver Magazine, with 1080 points.

Clubs represented were as follows: Thunderbird Skymasters, Phoenix, Arizona; Desert Sky Divers, Yuma, Arizona; California Parachute Club, Livermore, California; Les Femmes, Berkeley, California; Elsinore Valley Sky Divers, Elsinore, California; Rumbleseat Sky Divers, Hollywood, California; San Diego Sky Divers, San Diego, California.





Dick Cordova, 4 feet from target center. Closest for the day. To the left "Deke" Sonnichson, one of the judges, double checking.



Lew Sanborn presenting one of the trophies and a helmet to the first place overall winner, Clinton C. Smith.



Chris Heisel, D-7, 2nd place, event #1, of the Desert Sky Divers, receiving one of his trophies.

Contestants in one or more events were as follows: Jim McDonald, Elias Gonzales, Howard Wheaton, Chris Heisel, Merle Ruby, Russ Wheeler, Lyle Cameron, Richard Cordova, Ed Duncan, Ludlow Clements, Clinton Smith, James Horne, James Allen, Rod McPherson, Larry Perkins, Susan Work, James Pol, Frank Carpenter, Howard Curtis, Ron Freeze, and Don Richards.

Special mention of the MCRD Sky Divers, San Diego, who so willingly worked the DZ all day in the sun. Thanks to all these fellows who worked on the hot, dry, dusty drop zone to make this a memorable meet for everyone.

No official protests were made; and all agreed this first competitive meet at Hemet was a great success.

Ably judging this event were Deke Sonnichsen, board of directors, P.C.A., and founder of the California Parachute Club; Capt. R. A. Gunby, U. S. Army, Secretary, P.C.A., and Denny Manning, son of the late Spud Manning.

Clinton Smith donated one of the helmets he won to be raffled off for the U. S. team donation. A very nice gesture from this ex-Strac Team member.

One of the most common comments heard as the day drew to a close was: "See you at Livermore", (Far Western Invitational).



Howard and Betty Jo Curtis, waiting for the judge.

Those of you familiar with Howard Curtis may have felt he was a little disconcerted the day of the contest. He had a good reason. It seems that the evening before the meet, he had scored a first place overall with a little doll by the name of Betty Jo Gorecki from Milwaukee. They had the knot tied in a quaint little taco stand in the romantic village of Tijuana, just south of the border.

Just to be on the safe side, they again took their vows at the court house in Costa Mesa the following Saturday. This second ceremony was a first in it's own little way.

The judge forgot all about it! Howard, after waiting about an hour, finally called the judge, who was finishing his Saturday yard work, and the knot was tied. Our very best to the newlyweds.

SKY DIVER MAGAZINE

## FIRST AUSTRALIAN PARACHUTE CHAMPIONSHIPS

By Mrs. Wynn Grigg

On the 12th and 13th of June, at Pakenham, Victoria, the very first Australian Parachute Championships were held. The teams competing in these championships were: The Queensland Parachute Club, Newcastle Qualified Parachutist Club, Camden School of Parachuting, and our own Victorian School.

The competitions were scheduled to start at 9 a.m. on the 12th, but owing to weather conditions the first event didn't take place until 2:30 p.m. From this time until 4:30 p.m. on Monday the 13th, 62 jumps were made.

The Newcastle Qualified Parachutist Club won both the Team and Individual jump trophies, scoring 5663 points.

Coinciding with our Championships on Monday, William Stowell and Laurence Moore from the Puerto Rico Sky Diving Association arrived in Melbourne. They came out to Pakenham and gave a demonstration of delayed descents.

The members of our school and visiting interstate members learned quite a lot from these two boys. We were more than satisfied to hear from them that considering the age of sport parachuting here in Australia our standard of parachuting is high.

The Victorian Parachute School has been in operation for 9 months, and is run by Keith Bulleid and Graeme Grigg, two former army paratroopers. They are now qualified parachute instructors under our Department of Civil Aviation, whose laws supervise all parachuting in Victoria.

We have 30 active members and after qualifying as parachutists, members advance on to learn Sky Diving.



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## RELATIVE WORK, continued

jumpers turn away from each other so that upon opening there is no danger of entanglement. This is another item in proper prior planning.

One caution to guard against is a "railroad" pass. This is a case when both jumpers are moving toward one another at too great a closing velocity. And it surely will look like the other man is a freight train coming head on at full throttle. Such a situation is bad practice indeed, because of the safety involved. A collision at high speed could prevent one or both from opening due to unconsciousness.

A single pass of the baton is between two jumpers, a double pass is between three jumpers. A double pass is not legally a double pass between two jumpers passing back and forth. As such, they could join hands and pass the baton back and forth 50 times or more, or they could fall within reach and pass it back and forth. Neither case is a double pass.

For a double pass the third man should be just another second jumper. He should gauge his fall in the same manner as the second jumper. He should plan to stay near the second jumper at all times in a position above and to one side of the second jumper. By doing this the second jumper should know where the third man is without having to look for him. Then when the first pass is completed, the second and third men can employ the same principles for completion of a double pass.

In conclusion, pay particular heed to all safety measures. With proper planning to its fullest, satisfaction under success will come much easier. Experience will be the most valuable asset towards success, so don't expect completion on the first attempt even though it is indeed a possibility. Relative work, even though success is not obtained, offers the greatest thrill in enjoyment of sport parachuting. A jumper will never feel that thrill unless he tries relative work himself. Good jumping.



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# Club Activities

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

## FIRST REPORT FROM SOUTH OF THE BORDER

by Don Gordon



Don Gordon pictured just prior to a Mexico City jump shows an expression of relief. Instead of having to make an airplane landing, he'll come down the safe way. His pilot, Agustin Pelaez, son of Mexico's most famous stunt pilot, follows in his father's tracks by preferring to use a narrow, gravel road for take-offs and landings.

Mexican CAA officials are pretty much like CAA representatives all over the country—intelligent, cooperative, smiling, and head-up with ambition to tackle the most involved problem. Life is a routine of calm efficiency and two-hour lunch breaks for the south of the border CAA men. At least that's the way it used to be until one day, out of the hot sunshine and into the placid atmosphere of aeronautical administration ventured two reasonably inconspicuous "gringos". The taller of the two, dressed in jump boots and a neatly pressed Brooks Brother suit, walked with a slight limp. The other fellow had on sneakers, levis, and a freshly painted, luminous, Sky Diver helmet. The only really sensible garb for protection against Mexican motorists. These men are jumpers, and even as they approached the desk of their interviewer a warm greeting was extended to them. The bolder of the two young

*Continued overleaf.*



men stepped forward and, in very disjointed Spanish, the introductions were made. He continued, clutching a vest pocket dictionary, with a sentence that came out sounding something like this: "Senor, we students at Mexico City College, and visitors to your beautiful country. We want make a parachute jump. Es possible to get permission here?"

Well that did it! We might just as well have asked to blow up the building. At least that's what we were beginning to think after continuous thwarts in our attempts to form Mexico's first sport parachute club, "Los Voladores de Mexico". Endless conferences ensued during which the bulk of our strongest arguments were being lost in rough translation. It is not that the government was wholly against the idea, it's just that there existed no regulations along these lines, no one knew exactly where to begin, and everyone was afraid to assume the responsibility to give us the go ahead. Five months, to say the least, elapsed before we finally got permission for our first club jump.

As you may know the land elevation of Mexico City is a towering 7200 feet. Equipped only with 28' back packs, and having no knowledge of high altitude jumping, we were forced to select an area seventy-five miles south of the city for the initial leap. Here the elevation is a comfortable 3600'. This was on April 23, and though the club treasury hasn't seen daylight since, the jump was a booming success at a mere cost of 900 pesos. (I still sometimes retch through my risers whenever I think of this amount in terms of dollars).

Several weeks later the club received an offer to jump at the Tehuacan airport as a highlight finish to Club Aero's annual air race sponsored by the Penafiel Bottling Company. For this one we had graduated to a land elevation of 5000'. The crowd was large and enthusiastic, many of them having never before witnessed a jump. Newly elected president Bill Douglas delighted all with a near dead center leap while I, a little further out, was already making plans to give the Mexico City plateau a crack since this landing had not been too rough.

Laying no claim to any precedents (there being at least two other persons, Dave Burt and Jim Hall, who have done extensive parachuting in Mexico) two of us began jumping on the outskirts of the city. My com-

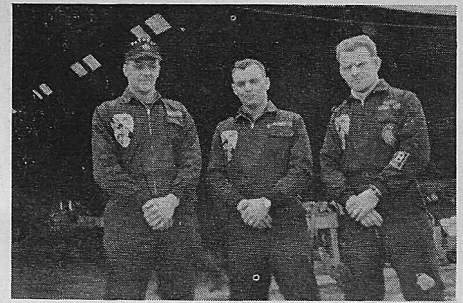
panion, Agustin G. Pelaez, and I made a half a dozen early morning jumps under perfect weather conditions. All went well until one day I got a little over confident at the prospect of making a film for a particular bottling company. Pressing conditions necessitated a jump during the afternoon of a hot, gusty day. The air density was nil. I left the plane at 10,000 feet, made a twelve second delay, and everything seemed to be going as usual until I neared the ground. Suddenly the earth was coming up at me like a runaway locomotive. I checked the canopy for the fiftieth time. When I hit the ground I was sure I had jumped without a chute. I lay there on my back for I don't know how long. My canopy was still inflated, catching little breezes, and dragging me gently over hill and dale. With a well bruised stern side, the total profit added up to a new and stronger respect for "thin" days.

That was my last one in Mexico, but only because it was time to head north again. And I mean north. I'm back in Alaska now with the Midnight Sun Sky Divers. Jumping in Mexico was a wonderful and enlightening experience, and out of it all comes only the dubious distinction that I now belong to the two clubs farthest apart in this continent, the Midnight Sun Sky Divers of Fairbanks and the Voladores de Mexico. Best of luck to my friends south of the border with the (world's?) highest DZ.

**1st TEAM SKY DIVERS, KOREA:**  
By W. J. A. Charette, C-90. "HOLD YOUR NOSES HERE COMES THE RICEPADDY DADDYS". Under the watchful eye of M/Sgt. Kim Hong Rourk, C-54; Sgt. Lee Jang Fowler, B-151; and Sgt. Ping Pong Charette, C-90, the First Cavalry Sport Parachute Club has survived a freezing winter here in Korea. Cold as it was, the Guardians of freedoms frontier were ready and willing to go to the skys every weekend. On one occasion yours truly headed the L20 toward the rice paddy DZ at 5000 ft. wearing a mountain type sleeping bag, with necessary modifications, for coveralls.

While below on the target tending the fire, lay the Imperial Turtle, Hersch Rourk. Needless to say, it was the crispiest 20 second delay I've ever made. I truly had the feeling of being "HEXED".

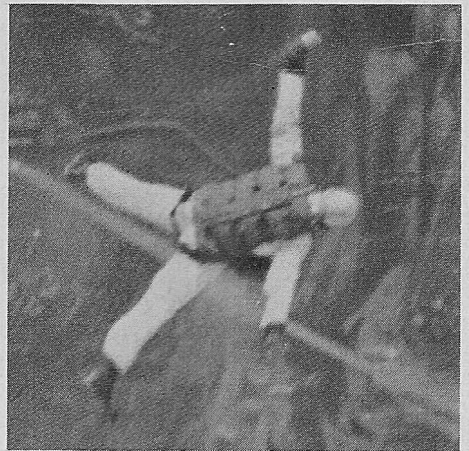
Now that summer is here we have entered a new media in Sport Para-



L to R: Hersch Rourk, C-54; W. J. A. Charette, C-90; James Fowler, B-151, all of the First Team Sky Divers.

chuting. As the weather becomes warmer, the paddies become riper, and although the wind is generally calm on the ground, it is very tricky upstairs—due to rolling terrain and many other reasons which we have yet to figure out.

Recently our club President, Col. Tallon, was initiated into the "Sweet Smellers Association" by our Vice President, Hersch Rourk (who swears it wasn't planned). Yes, you guessed it. Waist deep in stinking RICE. Col. Tallon then walked "alone" to the showers where he and his equipment took one of the many well needed showers. On the next pass Rourk fought his "TU" for all it was worth to protect his virtue. He selected a grassy pitchers mound on the ballfield near the DZ, made second base standing up; he's still batting a thousand. Many predict he and I and a few others will never complete our tour without becoming members of the elite group of the "Sweet Smellers Association".



Heading for the rice is Sgt. Charette with red smoke on a 20 second delay from 5200 over Korea.

Our most recent accomplishments include a glove pass from Charette to Rourk on a 40 second delay, and I must say that Rourk gives one the impression of a freight train as the

Continued overleaf



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gap is being closed. Myself, Hersch and Fowler very seldom fall together due to the fact that we are always rotating on lifts of students who have stuck it out through thick and thin to jump here in Korea.

Recently Sgt's. Fowler, Thacker, Frucci, Crawford and myself had the good fortune to jump with the Tachikawa Sport Parachute Club in Japan, while on R & R (rest & recuperation). We jumped at an auxiliary airfield in Mito, Japan. At one time a base for Kamakazi pilots. Our aircraft, a Thailand C-47; our DZ REAL DRY SOFT GROUND. Many thanks to 1/Lt.

Corey and Sgr. McClean of the Tachikawa Club.

Anyone planning to take a vacation to Korea, you're more than welcome to look us up. When you land at Kimpo AFB take a taxi to Seoul. From Seoul it's just a short ride by bicycle to the 1st Cavalry Division area where you can rent one Pappasan, complete with "A" frame, to hoist you to community center No. 4, HOME OF THE FIRST TEAM SKY DIVERS. When you enter the compound just follow the scent to our Quonset hut clubhouse. You can't miss it. It's painted orange and white on the inside, olive drab on the outside.

**TACHIKAWA SPORTS PARACHUTE CLUB:** By John Garrity, Capt. USAF 31184A, 6499th Support Group, APO 94, San Francisco, Calif. I have just been transferred recently from Hawaii and the Aloha Sky Jumpers, to Japan.

We have a new club here just getting on its feet and roaring like a tiger cub. Thanks to the efforts of Lt. Charles Corey and Sgt. George MacLean, the Tachikawa Sports Parachute Club had its initial jump on 11 June.

Presently the club is composed of approximately 19 military personnel, most of which are on military jump status. In our first days jump, we were able to get in 38 jumps, including both static line, free falls and delayed falls to 30 seconds..

We have ambitions of having a Pacific Wide contest within a few months but will probably be restricted to military jumpers due to aircraft procurement. We are always anxious to see jumpers that may be assigned to the Tokyo area in the future.

**EL TORO MARINE SKY DIVERS:** by ASSgt S. L. Erickson, President, Marine Corps Air Station, El Toro (Santa Ana), California.

The El Toro Marine Sky Divers have finally gotten our feet off the ground with our recent find of an aircraft and DZ located at Daggett, California. Through the efforts of Mr. Ernest Gentry of Gentry's Air Service at Daggett we have a Cessna 170, more than adequate DZ, clubhouse, packing facilities, dry loft, etc. Our new location has proven to be particularly popular with club members due to the fact that all jumping activities at Daggett are limited to members of the El Toro Marine Sky Div-

ers only. Members can make as many jumps as they desire with no long waits between lifts.

The first weekend out we managed to get 12 students jumped on first time jumps with a total of 50 jumps for Saturday afternoon and Sunday a.m. We now have a total of 69 club logged jumps from an active membership of about 30, including one female member. We have a perfect safety record which has been credited to the extensive ground training program of not less than (but usually double) the 11 hours pre-jump training our club constitution and by-laws require. We have found that by making courtesy calls to the local radio station, California Highway Patrol, and other local officials, prior to each day's jumping, that we receive tremendous support and spectator interest from the civilian populace.

The El Toro Marine Sky Divers have had no little difficulty to get started due to the fact that we have been unable to secure military approval of our Constitution, By-Laws, Safety Regulations, and Training Syllabus, so that we could operate as a military club. To those of you who feel the military has an advantage over the civilians, please note that we have been in the process of securing military approval since the middle of February 1960 and still do not have it. Therefore, we receive no support from the military and operate on a each-member-pay-as-you-go basis, and equipment is individually owned.

Due to recent publicity (both military and civilian) that we have received, and our recent invitation to make some exhibition jumps on Armed Forces Day for the Marine Corps, it looks like we might be on our way.

We plan to start another student class into ground training shortly and meantime will continue to develop our experienced jumpers so that we will be able to offer up some stiff competition at forthcoming events. Hope to be able to host our own invitational sometime in the near future.

**GOLDEN GATE SPORT PARACHUTE CLUB:** By Paul Baitx, 6433 Telegraph Avenue, Oakland, California. With all the baton passing going on these days it's getting pretty hard to impress people with a story about this type of maneuver. This is especially true when you read of a six man pass from 30,000 feet. However, we of the Golden Gate Sport Parachute Club believe that we have





L to R: Stan Zulawnick and Jerry Hulick, of the Golden Gate Sport Parachute Club. Their baton pass was made at 3 a.m., May 14, 1960.

a new twist on the "old stick trick" that should be of special interest to those of you who work during the day. That is, of course, Night Baton Passing!

The passers were Stan Zulawnick and Jerry Hulick. Jerry had just recently returned from the American Team tryouts, and Stan is our Club Safety Officer. They had been doing relative work together on club jump days for quite some time, piling up an impressive number of completed passes in the process (including the club's first).

Because the pair had reached the point where each understood and could predict the others actions, it was decided that darkness would be a challenging rather than unsurmountable obstacle. With this thought in mind they started preparing for the attempt. The plan of action called for Jerry to exit the aircraft at 10,000 feet using a lighted flashlight as a baton. Stan would follow and work in on the beam. The plane was a 172 piloted by Ollie Bryant, Manager of Hollister Airport.

Each jumper had a small minor light taped to his helmet to aid instrument observation. Actually these proved unnecessary as the luminous face of the instrument is clearly visible at night. In fact, a light mounted in this manner can be detrimental because it will reflect in the top of bubble goggles. This very clinical comparison of the lighting situation was made possible when Hulick failed to get his light turned on prior to exiting the aircraft.

With this one exception, everything went according to plan and at 3,000 feet over the Hollister DZ at 3:00 a.m. on the morning of May 14, 1960, what we understand to be the first Night Baton Pass (in the U. S.) was successfully completed.

Witnessed by Dale R. Kochenburg, Organonaut Parachute Club, 3rd man on the stick and Ollie Bryant, pilot.

SKY DIVER MAGAZINE

**CAPITAL SKYDIVERS:** By Don Brennan, President, 5051 Joan Drive, Salem, Oregon. This new club was formed in March 1960. We introduced our intentions of forming the club by having an exhibition of sky diving here in Salem, which drew approximately 1,000 spectators and 16 members. We now have 10 qualified sky divers and 4 on static line.

We have been busy buying new equipment and finding a suitable DZ, and are now jumping at Aurora every Saturday and Sunday, weather permitting.

Before the summer is over, we are hoping to be able to sponsor our first invitational meet here.

June 5th three of our members participated in an exhibition show at the Strawberry Festival in Lebanon, Oregon, where we landed in the rodeo arena.

We are anticipating a good club here with emphasis on P.C.A. safety regulations. Any suggestions from other clubs would be greatly appreciated. Please contact the above address.



Sgt. John Muellerweiss exiting the aircraft on a 20 second delay Armed Forces Day, May 21, 1960, over Korea.

**7th INF. DIV. SPORTS PARACHUTE CLUB:** By Ellen W. Muellerweiss. Sgt. John Muellerweiss, C Co., 1st Battle Gp., 32nd Inf., Korea, has been named chief instructor for the 7th Inf. Div. Sky Diving Club.

A veteran of some 43 static line military jumps and 156 sky diving free falls, Muellerweiss has trained approximately 400 students in the art of free fall.

He was one of the first to volunteer in 1957 for the Army's Halo Project, an off-duty program for personnel wanting to learn sky diving.

The club has 75 members from the Camp Casey and Camp Hovey areas. Meetings are held 7 p.m. Wednesdays at the division handball court behind the Post Exchange.

The club is considering a program

to train 20 new members monthly. Training includes 30 hours of basic training and five static line jumps. Before a man's qualified for free fall jumping he must complete the course of training.

**HOUSTON PARACHUTE CLUB:** by E. H. Congor, P.O. 1009, Houston, Texas. Texas jumpers read SKY DIVER but seldom read anything about Texas jumpers. So here is a beginning.

0600 hrs., 11 June 1960. Clyde Jacks, myself and our pilot, Fred Herzog, wearing his classic bermuda shorts, were on our way up for a baton pass attempt on a 30 second delay, when we decided to go on up to 12,400 ft. and see just what we could do with that little ol' baton.

Well, for a change everything worked beautifully. Clyde left with the baton, I got to him fast and we started to work. We made nine head on attacks and passed the baton six times.

We were a much happy crew that morning, except for Fred who swears his bermuda shorts iced up at about 10,000 ft.

**PARACHUTE CLUB OF DOYLESTOWN:** By Carl Blessing, 137 County Line Road, R.D. No. 1, Huntingdon Valley, Pennsylvania. The Doylestown Club has been struggling for organization since June 1957, at which time flat circular canopies were used and a wind drift indicator was an unheard of luxury. Since then the club has improved a great deal thanks to help received from Fritz Muller of the Delaware Valley Parachute Club and Al Spanich of the Delaware Parachute Club.

In April 1960 the club sponsored its first competition. It was a fine day and we got over sixty jumps off, including several thirty second delays.

The Doylestown Airport was sold by John Van Sant in May; however, the new owners, Skyron, Inc., have been quite helpful in permitting us to continue jumping at the airport, which has an excellent DZ.

None of our club officers can boast of having a tremendous amount of jumps, most have between 25 and 50, but we are working at it.

For further information on the Parachute Club of Doylestown write Skyron Bucks County Airport, Doylestown, Penn.



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## THRU THE HULA HOOP

By Bill Elfers,  
So. Fla. Para. Assn.



Ed Henry on the left and Bill Elfers just prior to making their Hula Hoop jump.

On May 15, about 10 a.m., Ed Henry and myself were taking a few minutes dry running all possible hazards of a hula hoop jump before boarding the plane.

We discussed many possibilities and impossibilities, many probabilities and improbabilities, trying to foresee anything that might come up to prevent us from successfully going through the hoop. As far as getting to it didn't worry me; however, I didn't like the idea of the hoop hanging up on me with only a few seconds before opening. We agreed that the 20th second of free fall from 7000 feet would be the time limit. Off we went.

We had tried this twice before. The first when Ed Henry went out stable delay, back-to-earth, carrying the hoop over his head. I never got to him on that try. The second attempt Ed

left stable but a miss was as good as a mile.

Now we are climbing towards 7000 feet, still going over the things we thought might help us.

Exit point minus one, our pilot, Goodman, yells something and Ed Henry leaves the plane. I was right behind him; I went for the step to dive out, my foot slipped and without thinking I fought to regain my balance.

After 10 seconds of free fall and at about 5000, the gap was closed to within 50 ft. I brought myself around behind Ed—coming in at a 30 degree angle. He was closer now . . . Just a little closer . . . Closer . . . Closer . . . Got him.

I grabbed him by the back-pack, arms out forward pulling myself up. I got my knees on now and grabbed the top of his pack. I pulled up further and reaching out I got hold of the top of the hoop, Ed remaining stable. I moved forward and started to pull the hoop over me, but I fell over his head and through the hoop as easy and clean as falling off a log.

The rest of the fall was a series of hand clapping, rolls and loops. We have not heard of anyone doing this and the thought of being the first was enjoyable, but not as enjoyable as the jump itself. It was real fun.



### EL TORO MARINE SKY DIVERS:

Back row L to R: Roscoe, Jascowski, Reist, Jones, ?, Larson, Burg, DeJesus, Shannon, Holsapple, Pownell, Williams, Cadiz, Chappel, Collins, Otte, ?. Front row L to R: Terry, Gentry, Duffy. Center: Erickson.



Lt. Merrick makes a standing landing after 15 second delay over the Forney Field DZ at Fort Leonard Wood, Mo. Four members of the Campbell Sport Parachute Club from Ft. Campbell, Ky., put on a sky diving exhibition at Ft. Leonard Wood, Mo., on 25 June 1960. The exhibition was in conjunction with an airborne infantry demonstration which saw 160 men at Ft. Leonard Wood. The demonstration was made as part of the summer camp training of 504 Corps of Engineer ROTC Cadets. The four club members were: 1st Lt. Merrick, SFC Torres, Sgt. Laria and Specialist 4 Gange, all members of the 101st Abn. Div. stationed at Ft. Campbell.



By popular request we are again  
printing the . . .

## Ten Commandments of Parachuting

Thou shalt not take thine altitude for granted, for the earth shall rise up and smite thee.

Thou shalt not misplace thy shot bags lest thy cranium suffers the pains of thy misplacements.

Honour thy rigger and jump master for they shall restoreth thy confidence.

Thou shalt not bear false witness against thy pilot, for the winds of thine own misjudgements shall drift three from thy D Z.

Thou shalt remain forever stable for the glory and manifestations of a baton pass shall surely sanctify thy name.

Covet not thy neighbors Skydiver rig, for whatsoever hath he, ye may have also, though the wrath of thy mate may be on thee forever.

Thou shalt not comeshaw goodies from the local sprplus stores.

Blessed are they that delay too long, for theirs shall be a lasting impression.

Blessed are they that delay without sleeves, for their bodies shall be wracked with pain.

Thou shalt not take the name of PCA in vain.

Ron Neely

## ACCIDENT REPORT

FOR JUNE 22, 1960

Paul Tritch and I went up by ourselves to make the jump. We took off from Phillips Field about 9:00 p.m. in a Piper Clipper (PS-16) and it took us almost an hour to climb to an altitude of 7,000 ft. Coming in on our jump run we ran into a cloud so we dropped down and made another run at 6300 ft.

We jumped with the doors on, with Paul going out the front one and me a second or so later out the back. I dove and made one pass at Paul, but got below him and by the time he got back below me we were pretty well separated and never did any more real relative work. Once while in front and below me, Paul rolled over on his back and shook the baton at me, but when I motioned with my hand he turned back over and faced

the ground.

I checked the ground for a second or two and then looked back up, expecting to see Paul's chute either opened or opening, but saw nothing. After looking around for several more seconds and still seeing nothing I opened my chute. Still not seeing anything or anyone in the air, I looked down just in time to see a canopy billow for a second and drape on some bushes about twenty feet from the east edge of the field. From the air it looked like a complete inflation, but it was not, as Paul hit face down and flat just a fraction before he would have received the opening shock. The lines of the chute were all deployed (we were not using sleeves), and it was opening properly, but it was obvious that Paul had not pulled the ripcord until it was too late.

Bob Sinclair

Fairbanks Parachute Club  
Fairbanks, Alaska

WE HAVE BEEN INFORMED THAT PAUL HAD ONLY 25 PRIOR JUMPS. IT SEEMS THAT MORE JUMPS SHOULD BE REQUIRED BEFORE ATTEMPTING RELATIVE WORK.

FOR JULY 2, 1960

At approximately 8:40 a.m. I boarded the aircraft and checked the load of five jumpers listed: Gene R. Smith, Camp Pendleton MCB, Ocean-side, Calif., Sgt. Roy A. Fryman, Camp Pendleton MCB, Sgt. James H. Henshaw, Camp Pendleton MCB, L/Cpl. Charles P. Chritton, Camp Pendleton MCB, and Pfc. Thomas R. Ferguson, Camp Pendleton MCB.

Take off was at approximately 8:55 a.m. and we proceeded to climb over jump area to an altitude of 2200 ft. above the ground where a streamer was dropped over target, to determine wind drift.

Streamer landed directly on target. Continued to climb to 4500 ft. above ground. (For jump purposes the altimeter is set at 0 for take-off). Checked my altimeter with jumpmaster, Roy Fryman, twice during the climb and both checked OK. After reaching 4500 ft. (all altitudes mentioned here and below are above ground), proceeded over jump target area.

Sgt. Fryman instructed Smith to put his feet out on the step and then to grab hold of the strut. Smith followed instructions carefully and was hanging free of the step and looking at Fryman, awaiting his word to let go. Smith appeared to be perfectly aware

of all instructions and let go upon word from Fryman.

Smith fell free of the aircraft without difficulty and Fryman remarked that it was a good release and that Smith was stable. Time of jump was approximately 9:10 a.m., July 2, 1960.

Smith disappeared from my sight after the first second and I proceeded in a 360 degree turn to drop the second jumper at 4500 ft., when Fryman informed me that he didn't make it and that he "went in". The only words audible to me were that the reserve had opened, but too late.

Fryman called off the rest of the jumps and asked me to return to the field.

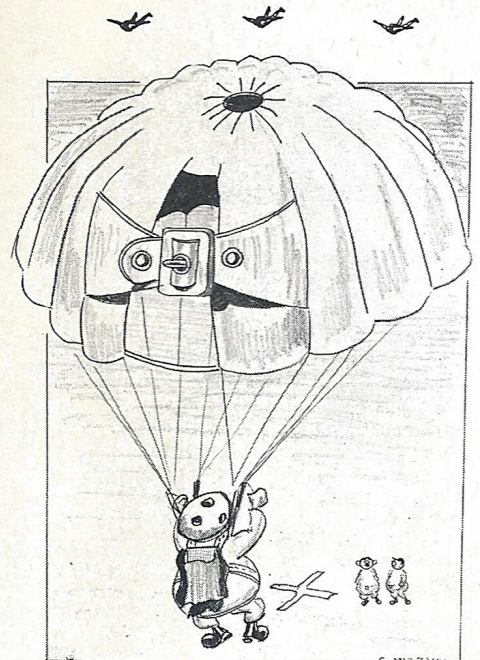
Paul J. VanWert  
Commercial Pilot

Skylark Field, Elsinore, Calif.

TO THE BEST OF OUR KNOWLEDGE, GENE HAD FIVE OR SIX MILITARY JUMPS TO HIS CREDIT. NO PREVIOUS SPORT JUMPS WITH DUMMY RIPCORD PULLS HAD BEEN MADE.

THREE CONSECUTIVE SUCCESSFUL DUMMY RIPCORD PULLS ARE REQUIRED BY MOST ALL THE CLUBS WE ARE FAMILIAR WITH AS WELL AS THE HEMET SPORT PARACHUTING CENTER AND THE CENTER LOCATED AT ORANGE, MASS.

As SKY DIVER MAGAZINE goes to press, we were notified of a fatality near Danville, California, Mrs. Joy Dykes of Castro Valley. To the best of our knowledge neither the main nor reserve ripcords were pulled.

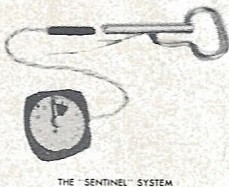


"It's the latest rage in the Ivy league."

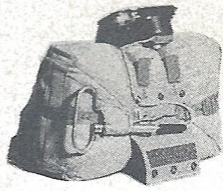


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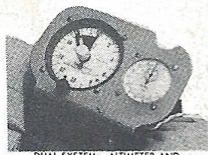


Typical installation of the Sentinel

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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## What's Happening

News from Around the Globe  
Local News from Readers Welcomed

WASHINGTON—Sport Parachuting enthusiasts began a campaign May 24th to obtain Federal endorsement for holding the sixth world championships in this country. A delegation from Orange (Mass.) area, where it is proposed that the "1962 Olympics of the Air" be held, attended a luncheon here and urged support for resolutions to be introduced in Congress. Senator Warren G. Magnuson, Democrat of Washington, and Representative Silvio O. Conte, Republican of Massachusetts, plan to introduce resolutions proposing invitations to foreign nations. The biennial international parachute jumping event is being held this year in Bulgaria. The delegation said Gov. Foster Furcolo of Massachusetts and the State Legislature had endorsed holding the 1962 event in that state and had promised full cooperation.

LONDON, ENGLAND—Five parachute club members have claimed a new British record for a delayed jump. The team jumped from 19,500 ft., and fell 17,500 ft. in ninety two seconds before opening parachutes.

FISHKILL, NEW YORK—A parachutist convicted of exhibition jumping is planning an appeal that may determine the future of sport chuting throughout the state. Eugene Feeney, 33, of 206 Fourth Ave., Mt. Vernon, paid a \$10 fine on June 22nd, after appearing before Peace Justice Ralph J. Warren. State police who arrested him last month conceded he had charged no admission during a series of jumps over Stormville Airport. Present state law prohibits exhibition jumping while permitting sport parachuting. However, it doesn't state what constitutes an exhibition jump.

ORANGE, MASSACHUSETTS—Graduation—1960. Three Mahar Regional School seniors came out of the sky June 9, to receive their diplomas at class graduation exercises. Ralph Barnes, Richard Gore and Roger Akers parachuted onto the campus before their classmates assembled and later joined other graduates at pre-assigned places. The boys learned their parachuting, a sport becoming popular with the younger set in this area, at the Municipal Airport.

NEW YORK, NEW YORK—The annual meeting of the Home Office Life Underwriters Association in Boston has turned up some unusual facts of life—and death. To show its confidence that safety is something that men make happen, life insurance companies are actually issuing policies to some "sky-divers."

LAKEHURST, NEW JERSEY—The Lakehurst Sky Divers scored a first in American sport parachuting by making jumps from a U. S. Navy airship. These descents were made on May 5th at NAS Lakehurst. This is the first time in over 15 years that personnel have jumped from a Navy airship.

## TO ALL SO. CALIF. CLUBS

### "SOUTHERN CALIFORNIA SPORT PARACHUTE COUNCIL"

The function and purposes of this council will be many, the most important, of course, being SAFETY.

The meeting will be held on Saturday evening, Sept. 10th, at 7:30 sharp. The meeting place will be at Mr. Gene Bacon's, 8120 Norwich Avenue, Panorama City. We will try to furnish maps to the clubs at a later date.

We suggest that the President, Vice-President, and Safety Officer of each club attend this first meeting.

For those clubs interested please contact Ed Drumheller, 6258 Whitsett Avenue, Apt. No. 4, North Hollywood, California.

Another new school.

INTERNATIONAL PARACHUTE TRAINING CENTER, Audobon Airport, Buffalo, New York. Sherm Reed, Operational Manager and Chief Instructor. Open daily.

P.C.A. is processing a claim of one hundred and seventy some odd dollars for a flare that was ignited inside the aircraft. We haven't heard all the details as yet . . . but . . . Jeezley . . .

—Above three items courtesy of George Bosworth—

It has come to the attention of some people who have been pre-planning flat spins that the speed can become so great the altimeter needle will completely stop.



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- Sensations of a first jump
- \* Explanation of sport parachutes
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- \* Basic Falling Positions
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Quick release box harness with "D" rings	7.00	"Cardinal" "Bluebird" "Canary"	
Navy type quick fit harness	6.00	28 ft. ripstop canopy, red, blue, yellow, or green, choice of capwell, navy quick fit or quick release box harness	60.00
Navy type quick fit harness with "D" rings	15.00	Altimeters, 10,000 or 20,000 ft. face	7.50
Pilot chutes, vane type	2.00	Hanhart 60 sec. stop watches	10.00
Ripcords, 2 pin, 4 pin	1.00	Instrument panels complete with altimeter and stopwatch	25.00
McHall Sky Diver Helmets	34.50	Instrument panel only	7.50
Used capwell risers with male fitting	each 1.50		
Used back pack containers	3.00		
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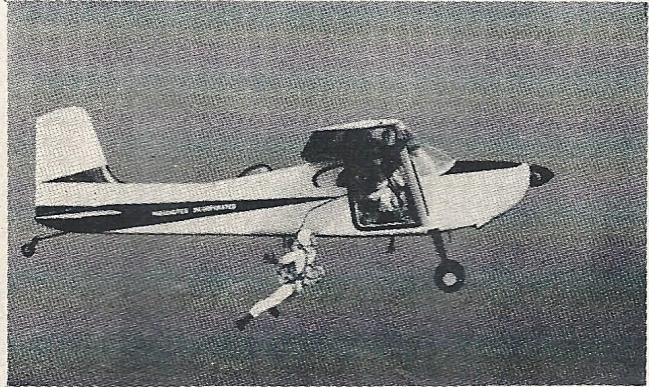
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