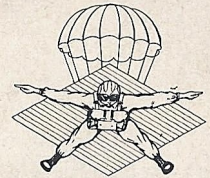


SKY DIVER MAGAZINE

25¢



**Dedicated To The Development
and Safety of Sport Parachuting**

**SEPTEMBER
1960**



RESULTS

U.S. TEAM 4th OVERALL

1st Overall, Russia

2nd Czechoslovakia

3rd Bulgaria

TURN EVENTS

1st Jim Arender, U.S.

2nd Czechoslovakia

3rd Bulgaria

4th & 5th Russia

6th Dick Fortenbery, U.S.

ACCURACY

1st Czechoslovakia

2nd Bulgaria

3rd Russia

4th Dick Fortenbery, U.S.

Sherrie Buck placed 10th in the Womens Accuracy Event.

Our sincere thanks to Major Merrill Shepard for the foregoing results received via the telephone.

There will be a complete report on this event in the next issue.

U. S. TEAM



Members of the U. S. Parachute Team are, kneeling, Capt. Barbara D. Gray, left, and Miss Sherrie Buck; standing left to right, Sp5 Richard T. Fortenbery, Sp4 Jim L. Arender, Sp4 Loy B. Brydon, 2d Lt. James P. Pearson and SFC Harry E. Arter. The team left Ft. Bragg on July 28 for Sophia, Bulgaria, to compete in the World Championship Parachuting Meet. The meet was held August 7-17. (U. S. Army photo by Sgt. Betty Farmer)

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COVER PICTURE: Ken Hirschberger, Calif. Parachute Club (below) and Gerald Hulick, of the Golden Gate Parachute Club (above) exit plane for a free fall over the Livermore Sky Ranch at 7200'. (Photo courtesy Roy Couzin)

ARTICLES

	Page
The Inn at Orange by Sam Starr.....	4
British Team Trials by William J. Don.....	4
ParaVentures, Inc. Expands	5
Saga of Spud Manning by Sam Platamone.....	6
It Happened in 60 by Bob McDonnell.....	9
The Rumbleseat Skydivers by Judy Higbee.....	10
Second Annual Far Western Invitational by Pat Martin.....	11

DEPARTMENTS

Coming Events	3
Letters	3
What's Happening	13
Club Activities	14



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COMING EVENTS

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.

September 17th & 18th. **SECOND CANADIAN INVITATIONAL PARACHUTE MEET** to be held in Kitchener, Ontario, Canada. For further information contact Ernie Mueller, Meet Director, Postal Station "Q," Box 62, Toronto, Ontario, Canada.

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?**

Allen MacPherson is evidently a capable parachutist as well as one who takes time to inform others, through SKY DIVER MAGAZINE, of his club's activities and appearances.

I'll certainly work on my double baton passes "and right away" as he suggests, but can't help being puzzled. You see, Mr. MacPherson and I have never met nor heard of each other before! Explanation?

Gerald Reedy
12050 Lamanda St.
Mar Vista, Calif.

RECORD?

Don Hooley Oliva and Dennis Reicks, of the Los Angeles area, were visiting here last Sunday, July 31, 1960, and climbed aboard the Cessna 181 jump plane and headed for 22,000 ft. The pilot, Jim Burbeck of Burbeck Flying Service, Delano, Calif., couldn't take the cold after 18,500 ft. so Don and Denny made the drop from that altitude. For some reason I have an idea that is a record for civilians, from civilian aircraft.

William V. Ward
Tulare, California

We think your magazine is the greatest. Keep it up!

Joe Lee, Vice President,
Springfield Parachute Club

We are in the process of organizing our own Sport Parachute Club, to be called the Oklahoma Para-Divers, Tulsa, Oklahoma. Our President is Art Clark, a veteran with 83 Military jumps to his credit. Although none of us have made any free falls at this time, we plan our first club jumps in early spring. Our membership is now 16 Military qualified jumpers and 6 non-jumpers. We feel with this nucleus to start with, we have the makings of a good organization.

William R. Green
Tulsa, Oklahoma

A little over two months ago I took up the sport, rather I should say, the great sport of parachuting and I like it very much. Your magazine has some very interesting articles and very helpful hints and ideas. Keep up the great work.

Bill Hitchcock
El Toro, California

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THE INN AT ORANGE

by
Sam
Starr

While headed for Prince Edward Island with the family for vacation, I arranged our trip to pass through Orange, Mass. A visit to the Sport Parachuting Center always does something for me and this was no exception. During my last visit there on Memorial Day to attend a meet, I was introduced to what now seems to be an institution, jumping into the Inn at Orange for dinner. High up a wooded hillside, about two miles from the airport is a wonderful little place, called simply, The Inn at Orange. Partly owned, I understand, by the Sport Parachuting Center. The meals are delicious and quite reasonable, incidentally.

Right alongside the Inn is a small meadow, possibly 100 yards wide and somewhat longer, with a large clump of trees dead center. The surrounding countryside is thickly wooded, so your opening point and canopy work are good or else.

I felt quite honored to be invited to jump on this particular evening, but when I learned that it was to be a nine-man mass exit with a 30-second delay, I conveniently found that I couldn't possibly re-pack in time to go along. So we all drove over to the Inn, when we had our tent pitched for the night, and watched from the ground. Paramount Pictures were filming a movie short at the time and were on hand in the meadow to film this jump. Apparently the most colorful canopies in the loft had been selected because the sight of those nine canopies, coming into that small meadow, with the late afternoon sun behind them was truly a sight to behold. Jacques Istel was also carrying a 16mm. Cinemascope camera on his helmet. I put the helmet on the next day just to feel the weight, and I still don't know why their heads stay put when the chute opens.

Following the jump we all repaired to the Inn for beer and dinner, as usual. Jacques now has a wood plaque at the Inn with the names of those who have jumped into the Inn engraved thereon. Following the

BRITISH TEAM TRIALS

by William J. Don

The competition to select the British team for Bulgaria was held in three stages on the 19th June and 3rd and 17th July. Of these, the first two were turn and loop events held at Thruxton in Wiltshire and the third a spotlanding competition held at Doburn. The purpose of the first two legs was to give would-be team members the opportunity to demonstrate their ability to perform a set sequence of turns followed by a back loop in a given time. Eight men would be selected to take part in the final contest at Doburn.

In the first Thruxton event competitors were required to perform five set turns and a back loop on a thirty second delay. 45 degrees either side of heading was allowed and observers in the Rapide aircraft checked this but did not time the maneuvers. Unofficially, however, the best time was Tony Charlton's 15 seconds.

Two weeks later the remainder of the entry gathered at Thruxton for the second event. Cloud base was at 5,000 ft., the maximum possible delay therefore being twenty seconds. The sequence was cut to three turns and a back loop.

From the first two meetings Tony Charlton, Alf Cardde, Mike Reilly, Dennis Lee, Peter Heam, Mike McArdle and John Thirlte were chosen to thrash things out at Doburn. Jim McLoughlin, whose previously arranged holiday at the French school caused him to miss the Thruxton events was, on past performance, allowed to compete in the final event.

At Doburn again, the weather was not all that it might have been and low clouds resulted in the first series of drops being made from 3,000 ft. with ten second delays.

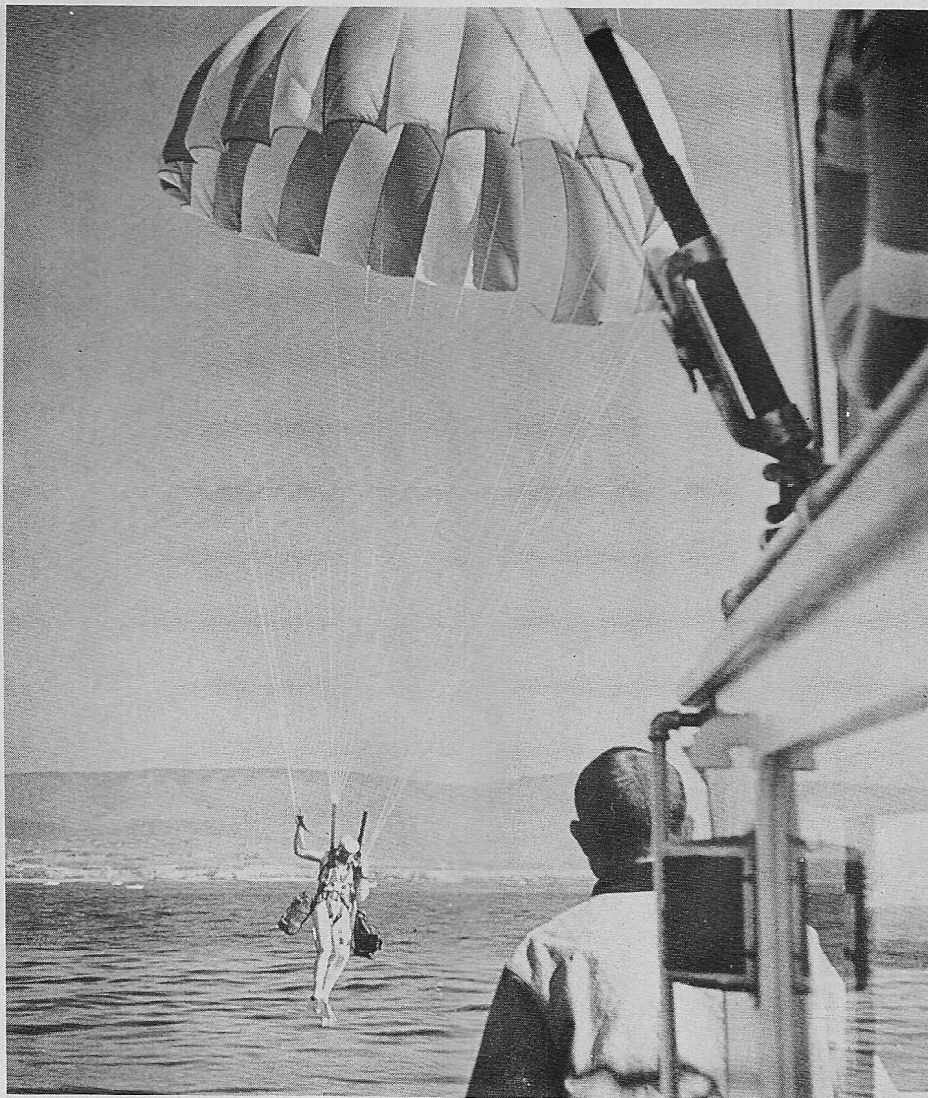
Mike Reilly and Alf Cardde, on a plain parachute, recorded 26' and

Continued on page 12

names are a series of small symbols, a tree for near misses, a duck for a pond landing on the Inn, and even a crutch for a broken bone. I noticed that Walter Penn, of the staff at Orange, who did well on this jump, had two trees after his name.

All in all, it is a wonderful institution—something that adds much to a really great sport.

ParaVentures, Inc, Expands



Dave Burt just touching the water during one of his Para-Scuba tests in the Catalina channel. Note fins and face plate. Not visible are his twin tanks and water lung regulator. Immediately upon his entry into the water, all parachute equipment was released and he proceeded underwater to place a dummy dynamite charge on a supposed enemy warship. (Photo by Floyd Bardsley)

ParaVentures, Inc., a Hollywood parachuting firm owned and operated by veteran parachutists Dave Burt and Jim Hall, recently expanded into new headquarters at 5011 Hollywood Blvd., Hollywood, Calif. Phone NORmandy 2-2321. The new location will provide office and display space plus a complete Certificated Parachute Loft in a store-type building on the main street of the film capital of the world.

The main function of the new headquarters is to provide complete centrally located facilities for PVI's increasing commercial parachuting activities. The move was also prompted by PVI's expansion into the sport parachuting field. They are serving as the metropolitan Los Angeles representa-

tive for the Hemet Sport Parachuting Center, Inc. at Ryan Field in Hemet, Calif. In this capacity, PVI undertakes promotion of the sport through all mediums. All prospective students are referred to Hemet.

The new loft facilities, under the supervision of a Master Parachute Rigger, concentrate mainly on the construction, repair and packing of specialized parachute equipment for PVI's diversified activities. However, outside work on parachutes used in 'Air Commerce' is accepted.

Los Angeles area sports parachuting clubs and visiting parachute groups are invited to hold their meetings in this centrally located parachute atmosphere.

ParaVentures, Inc. will continue to

talk and sell the Parachute Club of America at every level.

ParaVentures, Inc. formed in September, 1959, is the natural outgrowth of Burt's and Hall's total of 25 years in professional parachuting and adventuring (SKY DIVER, Oct.-Dec., 1959).

The research and development of para-scuba diving is typical of the activities in which PVI engages. The para-scuba diver wears complete underwater diving equipment including two air tanks, rubber suit, swim fins, lead weight belt and other accessories, in addition to two parachutes. During this R & D program a number of test jumps, experimenting with the military and rescue applications, have been made in the ocean. All para-scuba jumps, as most PVI activities, are documented with motion picture film and still photos. Some of this para-scuba footage has been shown on a nationwide television newscast and some was sold to AQUA NAUTS, an hour-long underwater adventure series to begin on CBS-TV in September.

This past spring PVI staged a 'parachuting for gold' demonstration high in the Sierra Nevada Mountains. Two heavily-suited jumpers parachuted into the Kern River Canyon. Underwater gold dredging equipment, diving gear and camp supplies were all dropped in by cargo chutes.

PVI's first major contribution to sport parachuting was the promotion of a sport parachuting exhibit at the first annual International Sports, Travel and Vacation Show held in Los Angeles in March.

PVI has occasionally trained jumpers in sport as well as commercial jumping techniques. However, in the future all sport jumping students will be referred to Hemet.

Interesting activities of PVI are continually being documented and publicized through the mediums of television, radio, newspapers and magazines.

When contacted as to future plans, Dave Burt, PVI President, said that while ParaVentures, Inc. is primarily a commercial parachuting firm, they have great faith in the future of sport parachuting and will continue to use their facilities and contacts for the maximum promotion and development of the sport.

SAGA OF SPUD MANNING

by SAM PLATAMONE

As four starry-eyed young men witnessed the routine landing of a single-engine monoplane, which had just spawned a parachutist moments before, one of the group, singling out their smallest member, remarked, "I'll bet you can't make a parachute jump." The other two, in compliance with the first, agreed that the "runt" lacked the nerve to jump.

The reply to this query came in a very quiet and confident manner. "If you boys can ante up the two dollars and fifty cents it will cost to have the chute repacked, I'll prove to you that I can make the jump."

Forthwith, all pockets were emptied, and a fast tally registered two dollars and fifty-seven cents.

This little scene took place on the twelfth day of February, 1928 at the Pico, Calif. airport—it marked the beginning of a career that was to take the "small one" from obscurity to international fame. Herbert E. "Spud" Manning, 5' 9", 140 pound, eighteen-year-old went up to make that jump, proving to himself and to his friends that he had the ingredients necessary to becoming a parachute jumper.

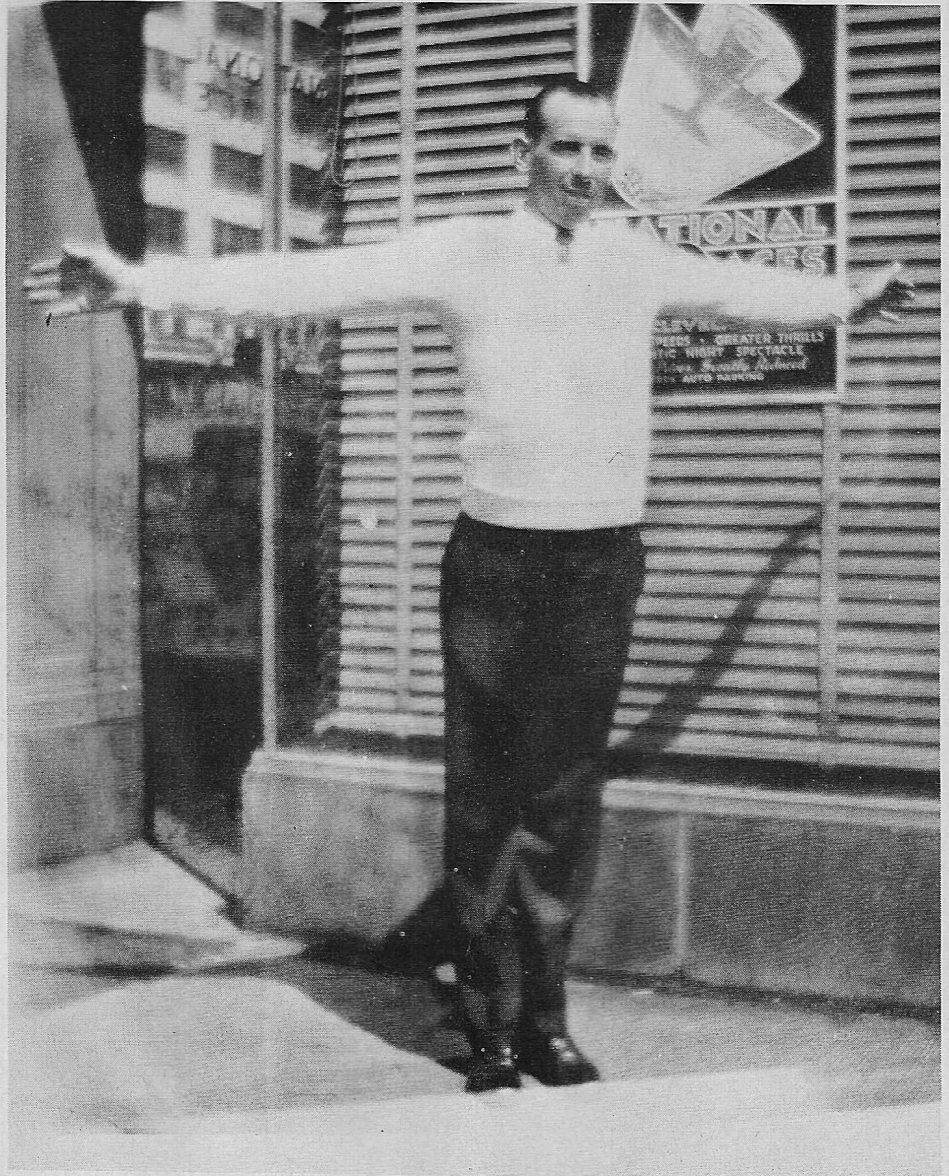
Within a six-year period of time, Spud made at least three hundred additional jumps, which made the name Manning synonymous with words such as fearless dare-devil, etc.

On his 20th jump, already tiring of the routine, Spud decided to drop a few thousand feet before opening. Embellishments to the art of jumping came fast and furious after that first successful delay, and with it came offers of money for making exhibition jumps.

This was Utopia for Spud—doing something he loved to do, and being paid besides.

He was the highlight of nearly all of the air spectacles and races of the early thirties. His name appeared in many of the nation's newspapers along with such names as Major Jimmy Doolittle, Colonel Roscoe Turner, Amelia Earhart and Joe Crane (Incumbent President of Parachute Club of America).

The Spud Manning trademark became a sack of flour which he would commence spilling as he made his exit from the aircraft in order to draw



National Air Races, Cleveland, Ohio, August 1932. Spud exhibiting the stable position he used at that time. To our knowledge the first use of the Stable position.

the eyes of the spectators on the beginning of his free-fall. The audience would remain breathless and spell-bound as Spud's form hurtled through the sky. As his figure neared the ground and the crowd feared for his life, many would start screaming for Spud to open his chute. Being consistent without the benefit of instruments was rather difficult, but he always tried to open at the 500 ft. level. On one occasion, at least, Spud's chute did not fully blossom out until thirty-five feet above the ground.

In order to encourage a mass attendance of the staid New England citizenry to their first air races, Spud

leaped from a speeding plane into the face of a treacherous wind from eight thousand feet, guiding his chute in such a manner that he landed on the front lawn of the State Building. Two thousand people were on hand to witness his arrival and to hear him personally invite Governor Norman S. Case to attend the air races as his guest.

The highlight of Spud's career took place on his thirty-second jump at the Los Angeles Eastside Airport. On that date, March 31, 1931, his body tightly bound with tape and confidently harnessed into his two new Irvin Chutes,

Continued overleaf.

Spud grinned affably at his good friend and pilot, John Nagel, wished him a happy landing and jumped from an altitude of 16,665 ft., falling 15,265 ft. before opening his chute at the 1,400 ft. level—a record which stood for seven years.

The reckless, daredevil youth of 1928 had matured into a cool, agile minded professional who actually pioneered sky-diving as we know it today. In a series of tests conducted by Army Aviation officials following the 1932 National Air Races at Los Angeles, Manning is said to have disproved an earlier theory that the terminal velocity of the human body is

approximately 120 mph. Captain Merle Nelson, then chief of acrobatic stunts and technical advisor to the Pennzoil Company (sponsor of the International Air Races at Chicago) aided in making the tests. He corroborated that by falling head first, Manning attained a speed of 260 mph and then reduced his velocity to 90 mph.

During that era, Spud was known to be the only man in the world who could glide a mile sideways and he could loop at will—which facts prove that Spud Manning sired “stability.”

The military regarded these accomplishments as having a definite value. Since the pilot of that day was regarded as a potential enemy, even after leaving his crippled ship, every effort was made to snuff out his life before he hit the earth. Manning proved that he could take evasive action which would enable him to elude a pursuing ship, and his proven theories were passed on to Army pilots.

His closest call with death occurred in Montreal, Canada in August of 1932 when he leaped from a plane piloted by Frances Marsalis, well-known woman pilot and endurance flier. Spud was hit on the head by the plane's tail assembly just after he made his exit and toppled more than 6,000 ft. in a semi-conscious condition before he finally mustered the strength to pull his rip-cord. The chute opened 400 ft. above the ground and it was a bloody Manning who landed 150 ft. in front of the grandstands.



Spud Manning and Joe Crane, New York, 1933. (What was the occasion, Joe?)

Continued Overleaf



Spud greeting son, Denny, shortly after his jump onto the front lawn of the State Building at Cleveland, Ohio. This jump was made with the purpose of inviting the Governor of Ohio to the National Air Races, and to encourage attendance. July 1932. L to R: Governor Norman S. Case, Denny and Spud Manning and Marty Rich, Spud's Manager.

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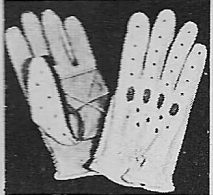
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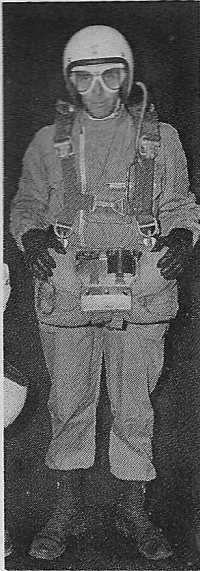
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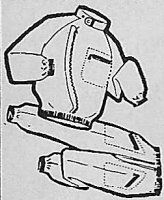
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Spud Manning, Con't.

It was probably inevitable that fate should finally catch up with this flaunter of gravity, but when it did, his death was not the direct result of a perilous parachute jump. Ironically enough, in the 24th year of his life, four days before his second child was born, Spud Manning was killed in an Autogyro mishap over Lake Michigan.



Denny Manning instructing sister, Barbara, just prior to her initial jump. (Photo courtesy Howard Decker)

The theory was that the aircraft, bucking heavy winds, ran out of fuel before reaching the opposite shore and all three persons aboard perished (September 6, 1933).

Almost twenty seven years have elapsed since that fateful day that marked the end of the Spud Manning era, and there has been quite a transition in the air age.

One element which hasn't changed, however, is that extra drive infinitely present in some of the youth of every generation. Today, as in Spud's time, starry-eyed young folks are still rising to meet the challenge presented by sport parachuting.

In March of this year, a young Denny Manning (B-331), only son of Spud, his head steeped in the exploits and traditions of his famous father, unobtrusively presented himself to Lew Sanborn, of Parachutes, Inc., Hemet, Calif., and asked to receive his first jump course. The culmination of his first jump marked the fruition of a dream Denny had nurtured for years, but which he had purposely thwarted for the sake of his mother.

Now there is no holding him back. To date he has made 43 jumps, his longest delay being 45 seconds. On August 7th of this year, Denny registered his first baton pass with Ludlow Clements (one of Hemet's finest) over the Hemet Drop Zone. The enthusiasm of this young executive, president of his own corporation, Manweld, Inc., is such that even as a

casual onlooker or listener, you are soon smitten with the desire to jump.

Evidence of this exuberance is manifested in the actions of Denny's two young boys, Steve and Bud, who, together with their Mother spend most of their time on the drop zone when Dad is jumping. One doesn't have to ask them how they feel about parachuting for it's written all over their faces—they can hardly wait until they become of age.



Left Front to Right Rear: Buddy, Betty, Denny & Steve Manning around the packing table at Hemet.

Barbara, the daughter Spud never had the pleasure of knowing, recently bade her husband to "Mind the baby." With an impish sparkle in her eyes and her father's affable smile on her face, she made her exit from a Cessna 180 to complete her first static-line jump.

Were Spud Manning alive today, I'm certain that each time Denny and Barbara went aloft, Spud would be secretly thinking "Happy jumping, kids."

Sam Platamone of the U. S. Postal Department is another outstanding example of the fine breed of people found around the various Drop Zones of the world. Sam completed his first Free Fall August 14, 1960, and is now a confirmed parachutist who we hope to hear more from in the future.—Ed.



* D'WORRY PAL — EVERYONE FREEZES UP A LITTLE ON HIS FIRST JUMP!*

IT HAPPENED IN 60

by Bob McDonnell

Not too many years ago it seemed without a doubt that a man bailing out of an airplane was a complete nut. Today we know the sport of sky diving is growing so fast that even women are beginning to stretch that foot and land a few feet from the seemingly impossible center of a sky diver's target.

I would like to tell you about such a woman. Her name is Sherrie Buck and at 23 she is turning a few eyes, not only when she walks by but also as she calmly makes a 5 degree correction before exiting an aircraft at 7,000 ft. or so.

Watching this girl make her 10th jump, one could readily see that with her ability, attitude and desire, she would be on the 1960 U. S. Parachute Team; however, it would take training, money and the most important thing—attitude and spirit.

To overcome her money problem Sherrie readily gave up everything she owned except her little daughter. She sold her car and hi-fi set as soon as she decided to try for the team.

The Rumbleseat Sky Divers threw in another relief when they agreed to sponsor Sherrie as much as they could. Hemet Sport Parachuting Center let her take another breath when they threw in their powerful Cessna 180 at a very nominal fee and Bucky Walters, a crack pilot with thousands of hours of flying time, to fly it. Once people began to wake up, Sherrie received helmets, coveralls, boots, pack trays and all kinds of training helps.

Now that some of the money and equipment was being taken care of for her, Sherrie had a little over a month to learn five 360 degree turns and a backward loop in twenty seconds or less. At this time (1st week in June) she would have to make ten evaluation jumps under army optical equipment and the eyes of Col. William P. Grieves and Maj. Merrill Shepard. This was just a block that Sherrie would overcome to fulfill her desire to compete against the Slavak countries with the U. S. team.

By the time Sherrie had completed her 20th jump she was doing her five turns (frog position) and her backward loop in 22 seconds. She was starting to pop into that 50 ft. circle pretty regularly. Another twenty practice jumps and Sherrie would cut her time down to where the proud

Rumbleseaters would have practically flown her to Bulgaria in a 707.

Then came a setback that tore the enthusiastic spirit right out of her heart. Sherrie left the aircraft with myself following to judge her turns. It was quite a job. She whipped through her turns and loop in just over 20 seconds. I opened below her and landed first. Watching her come downwind with a Conquistador, I noticed she was eyeballing and maneuvering towards the target like a hundred jump pro. With her desire to train hard and fulfill her ambition, she reached for the target and crunched in at 4 feet. A beautiful jump, but she lay there with a broken ankle.

One week later she was confronted with another stumbling block. Her cast had to stay on for six weeks. She was through as far as training was concerned. We talked it over and decided that she would still go and try to qualify. Seeing the possibility of her dreams being shortlived, Sherrie's attitude and spirit began to dampen. By the time she got to Ft. Bragg Sherrie was a bundle of nerves.

Through no fault of the men running the U. S. Team, Sherrie could not jump from military aircraft—she

Continued on page 12

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New, B-4 Backpack with D-Rings Installed
New 28 ft. orange and white ripstop canopy, harness with Capewell releases, complete with back cushion etc. Assembled, ready to pack.
THE FAVORITE BACKPACK AT THE BEST PRICE!

35⁰⁰

New, T-7A 24 Ft. Rollpack Reserve
New white nylon twill canopy, cotton container with short risers. This is the most desirable reserve made for the paratroopers. Late type butterfly clips.
THE FINEST RESERVE . . . ATTRACTIVELY PRICED.

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BUY THEM TOGETHER OR SEPARATELY . . . IT'S A TREMENDOUS BUY EITHER WAY!

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B-4 HARNESS WITH CAPEWELL RELEASES.
Guaranteed good condition.

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28 Ft. **ROLLPACK RESERVE CHUTES**
28 ft. white ripstop nylon canopy. O.D. nylon risers with butterfly clips, nylon roll container.
Guaranteed good condition.

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FREE . . . For the smart buyer (who buys from us, naturally),
A pair of sponge rubber nylon covered harness pads,
or
11½" formica packing stick,
or
9½" electric baton with a red or amber light at each end, with each purchase of \$5.00 or more.

28 Ft. RIPSTOP NYLON CANOPIES

White or orange and white. Complete with separable links attached.

GUARANTEED GOOD CONDITION.

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New type C-9 orange and white
RIPSTOP CANOPIES

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In Lots of 10 or more . . . 13.50

QAC 28 Ft. SQUARE PACK RESERVE PARACHUTES. White ripstop nylon canopy, butterfly clips. Guaranteed good condition.	15.00
CONTAINER. For backpack parachute, O.D. Nylon.	NEW 4.95
	Guaranteed good condition. 2.50
RESERVE CONTAINER & RISERS. 28 ft. rollpack or square type O. D. Nylon.	4.00
	Guaranteed good condition.
RESERVE CONTAINER, only, rollpack or square, 28 ft.	2.00
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DETACHABLE LINKS for canopies.	15c each, Doz. Lots 1.50
RIP CORDS. 2 pin, 4 pin, chest, reserve, seat or backpack.	1.00 Doz. Lots .95

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PILOT CHUTES, type A-3 (spiral). Ripstop nylon top.	1.00
Same (but with hard (canvas) top.	1.50
	Lots of 10 or more, less 10%.
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The Rumbleseat Skydivers

by JUDY HIGBEE

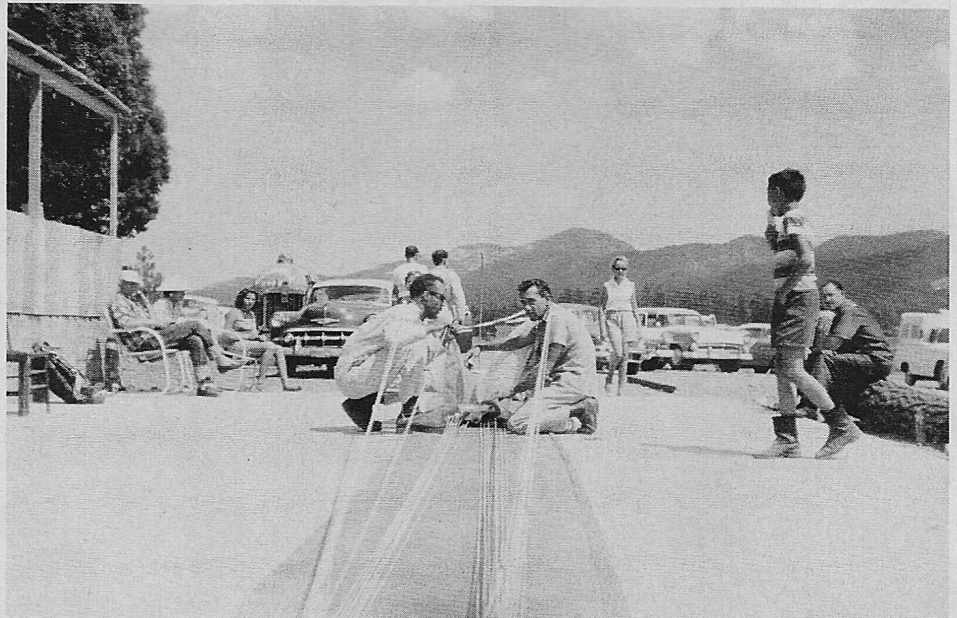


Rumbleseat Sky Divers. L to R, back row: Ed Duncan, Jim Townsend, Bob Higbee, Darrell Creighton, Don Bellfi, Duke Adair, Frank Carpenter, Howard Wheaton, Tom Thompson, Carl McCarthy, Carlos Flores, Tony Lemus, Ray Feiler. L to R, front row: Judy Black, Pat Brown, Dawn Bellfi, Carol Nelson, Anita Howell.

Approximately five months ago, around the first of April, the Rumbleseat Skydivers Club was originated. Don Bellfi, Frank Carpenter, and Carl McCarthy, the owners of the Rumbleseat (a gay-nineties type beer parlor in Hollywood), thought of the idea while riding back in Carl's Jaguar from Elsinore. The original members included three others, Hugh McDonald, Jim Townsend and Jerry Kirkpatrick. Since that time the club has expanded to twenty-three members, of which five are girls. The requirements for joining the club are: males — at least three thirty second delays, and females — one free fall. The club is now open to membership once every six months by invitation only, to keep it from expanding to an unorganized quantity. As the club now stands, it has what is known as a "free" board of directors, with everyone being an unofficial vice-president. In fact, our leader has been designated as Charles P. Brown (from "Peanuts").

Among its members, our club has several outstanding participants. Two are certified FAA riggers and five have private pilot licenses. Bob Higbee and Ed Duncan were both in the first completed civilian triple baton pass, accomplished at Elsinore in May of this year. We also have several other

trophy winners. Bob Higbee took third place in spot jumping at Elsinore's Skylark Open Invitational with a standard canopy in February, 1960, and also second place in dual aerial maneuvers at the same location in May of 1960, with Bob Sinclair helping. In the same May-event another member, Darrell Creighton, earned first place in spot jumping. On July 5, 1960, Anita Howell got a trophy for making



Carlos Flores and Don Molitar utilizing the packing area on the patio located directly in front of the Lost Frontier Inn at Fawnskin on the shores of Big Bear Lake.

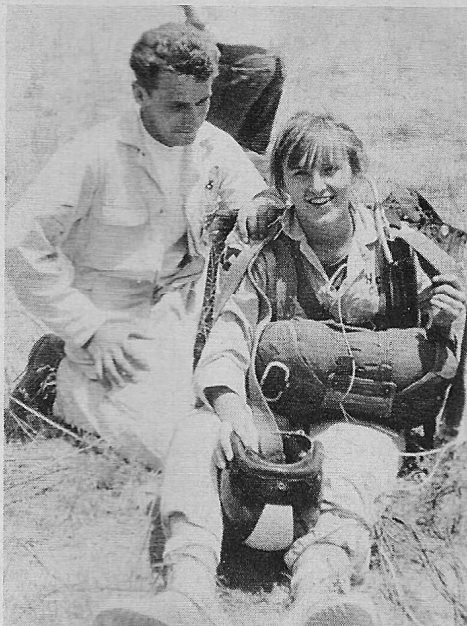
the first jump at Mojave and Howard Wheaton received one for first place in skydiving. Our latest accomplishments were at the Hemet Annual Accuracy Competition, July 3, 1960, in which Ed Duncan received two trophies. The first event was an individual accuracy jump from 3000' and the second event was an individual delay jump from 5000' with an accuracy landing. Ed received one for second place overall and one for third place in Event II. Howard Curtiss also brought back a trophy from this meet for first place in Event II.

One of our girls, Sherrie Buck, was in Sophia, Bulgaria, competing with the U.S. Parachute Team. Sherrie was also the first girl to complete a double baton pass in the United States. One of Sherrie's instructors, Bob (The Hexer) McDonnell, is the one and only honorary member of the Rumbleseat Skydivers, as he is originally a member of the Genesee Skydivers in New York. Bob McDonnell, Bob Higbee and Howard Curtiss were three Rumbleseat members present out of thirteen civilian jumpers at the U.S. Team tryouts at Fort Bragg, held in April. They were not successful at making the team, but will do better the next time.

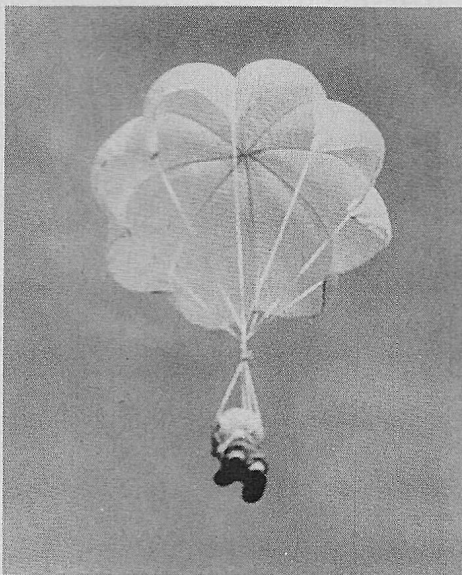
Our club has also engaged in several enjoyable social activities recently. The last of May we had a fantabulous beach party at Laguna Beach and during the last couple of months we have made several excursions to Big Bear Lake. Due to some political difficulties at Big Bear, we had to leave from Apple Valley air-

SECOND ANNUAL
FAR WESTERN INVITATIONAL

by Pat Martin



Bob Higbee, Judy Black after they jumped together at Moronie's D. Z.



Charles "Peanuts" Brown, Rumbleseat leader, on his first jump over Hemet.

port in the desert and our DZ was Chuck Marrone's Lost Frontier on the shore of Big Bear Lake at Fawnskin. As the saying goes, "A good time was had by all."

As members in good standing of the Rumbleseat Skydivers, we wish to extend the same cordial welcome to compatriot sky divers as our fellow clubs have. If you are ever in the vicinity, don't forget to drop in and visit with us for a while, 1210 N. Highland Ave., Hollywood, California.



Patronize Our Advertisers

Fifty-six jumpers from 12 clubs gathered in the rain swept dawn at Livermore July 30, ready to compete in the 2nd Annual Far Western Invitational. As the minutes ticked by, more and more spectators filled the bleachers on the field until by nine o'clock no seats were left, and the rain (yes, real rain) still fell.

Gradually the steady patter gave way to intermittent blips as the storm passed, the wind came up, and the spectators parking lot filled. And still no jumping could occur. Finally, shortly after 10, Julius Siddon taxied Ron Freeze's Aeronca Sedan up to the loading zone, Jim Pol climbed aboard with the wind marker, Julius turned on the power and the meet, at last, was on—not in the way it was planned of course, for the ceiling was too low to permit Event I jumping from 7,200 ft. so the contest started with Event II. And Event II was the only one which was actually completed for the bad weather persisted and winds following in the wake of the storm came up to the PCA maximum both days by 3 P.M. Nevertheless, in the short time span available each day, the jumping was exemplary, the sportsmanship at its usual best, the press coverage extensive, and the crowds, both paid and unpaid, exceeding all expectations.

The meet also served as a tribute to the splendid planning and organizing done by the host California Parachute Club, and specifically Deke Sonnichsen, for while jumpers from all over the country convened at the Livermore Sky Ranch, Deke lay at home in bed with a raging fever which had put him there on Thursday. To save the day, Gordon Monteath stepped into the breach and successfully brought the meet to its windblown conclusion on Sunday.

This year's meet, which again was sponsored by the Oakland and Livermore Junior Chambers of Commerce, attracted the largest crowd yet both of jumpers and spectators. Top scorer in the event for the second year in a row was CPC member Tom Huebner with 996 points out of a possible 1100 (in the revised scoring necessitated by the bad weather). The other winners were:

Congratulations

and thanks to the
Rumbleseat Sky Divers
for their outstanding
performance on the
North shore of
Big Bear Lake at

*Marrone's
Lost Frontier*

Event I—7200 Foot Skydiver and Accuracy Jump

- 1st. Jerry Hulick, Golden Gate Parachute Club
779 points out of 800 possible
- 2nd. Tom Huebner, California Parachute Club
736 points out of 800 possible
- 3rd. Bob McCurdy, Sierra Sky Divers
725 points out of 800 possible

Event II—3400 Foot Accuracy Jump

- 1st. Bob Skinner, Independent
293 points out of 300 possible
- 2nd. Lee Pinion, Fort Ord Parachute Club
290 points out of 300 possible
- 3rd. Tom Huebner, California Parachute Club
260 points out of 300 possible.

The contest committee members were: Project Chairman for Oakland J.C.'s, Rod McPherson; Project Chairman for California Parachute Club, Gordon Monteath; Contest Director, Darrell Sonnichsen; Contestant Control Officer, John Corcoran; Master of Ceremonies, Bill Platt; Safety Officer, Francis Brierly; Control Officer, Livermore J.C.'s, Ely Harris; Airport Manager, Chester Sanford.

The judging was done by Lew Sanborn, director of the PCA and

Continued Overleaf



The staff at H.S.P.C. came up with a first in the sport parachuting world recently by placing five of the above bill boards in 5 strategic locations surrounding their center located at Ryan Field, Hemet, Calif.: 2 located in Beaumont, 1 on Hwy. 395 near March Field, 1 on Hwy. 18-94-71, West of Corona, 1 at Escondido.

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Far Western Invitational, Con't.

director of the Hemet Sport Parachute Center; John J. Maggi, Security Parachute Company; and Paul Tindall,

The following contestants were entered in the competition: Ludlow O. Clements, Independent; Ron Young, Argonaut Skydivers, Bay Area, Calif.; Merle Ruby, San Diego Skydivers, San Diego, Calif.; Dave Decima, San Diego Skydivers; Joe Tiago, Calif. Parachute Club, Bay Area, Calif.; Dick Cordova, Calif. Parachute Club; Tom White, Argonaut Skydivers; Denny Manning, Independent; Ron Freeze, Calif. Parachute Club; Gordon Monteath, Calif. Parachute Club; Bob Buckner, Independent; Matthew Mitchell, University of Calif. Parachute Club, Calif.; Dick Enarson, Golden Gate Sport Parachute Club, Bay Area, Calif.; Kaz Ostrom, Golden Gate Sport Parachute Club; Keith Jorgensen, Special Warfare Sport Parachute Club, Ft. Bragg, No. Carolina; Calvin Peterson, Rumbleseat Sky Divers, Hollywood, Calif.; Russ J. Folta, Ft. Rucker Parachute Club, Ft. Rucker, Ala.; Jim Pol, Calif. Parachute Club; Jerry Balint, San Diego Skydivers; Otis N. Wilton, Ft. Rucker Parachute Club; Gerald Kirkpatrick, Rumbleseat Sky Divers; George Wymer, Special Warfare Sport Parachute Club; James P. McDonald, San Diego Skydivers; Robert McCurdy, Sierra Skydivers, Bay Area, Calif.; Morton Gossett, Independent; Tom Huebner, Calif. Parachute Club; Stan Zulawnick, Golden Gate Sport Parachute Club; Edmond C. Duncan, Rumbleseat Sky Divers; Edgar Vickery, Special Warfare Sport Parachute Club; Francis Carpenter, Rumbleseat Skydivers; Clinton C. Smith, Rumbleseat Skydivers; Haynes McClellan, Calif. Parachute Club; Robert Murray, Sierra Skydivers; Perry Stevens, Sierra Skydivers; Echols L. Shedden, Ft. Rucker Parachute Club; Lee Pinion, Ft. Ord Parachute Club; John Flanagan, Rumbleseat Skydivers; John Sellers, Argonaut Skydivers; J. V. Williams, Ft. Ord Parachute Club; Robert W. Skinner, Independent; Jerry Hulick, Golden Gate Sport Parachute Club; William McCarthy, Special Warfare Sport Parachute Club; John Percival, Calif. Parachute Club; Don Blessing, Sierra Skydivers; Dale Kochenburg, Independent; Frank Castro, Independent; Don Richards, Independent; Wendy

Heans, Les Femmes Skydivers, Bay Area, Calif.; J. R. Alexander, Ft. Ord Parachute Club; Frank Brierley, Calif. Parachute Club; Don Carrher, Sierra Skydivers.

British Team Trials, Con't from page 4

26' 9" respectively, the closest drops of the day.

Before the second series of drops, conditions changed, cloud base rising to 5,000 ft. and the wind strengthening. Just how much the wind had gone up was shown when first Alf Cardde—then Mike Reilly, despite a lot of hard work on the lift webs, overshot by 200 to 300 yards.

Still most of the entry underestimated the change in wind speed, and consequently only three scoring drops were made in this second series: Peter Heam's 71' making him top scorer in the spot landing event with 192 points followed by a tight bunch comprising Charlton, Reilly and Cardde with just under 150 points.

The team chosen finally on overall performance will consist of: Tony Charlton (Skydivers), Alf Cardde (Oxford Parachute Club), Mike Reilly (Ripcord Club), and Dennis Lee (Skydivers). Peter Heam (R.A.F.) will travel as reserve.

It Happened In 60, Con't from page 9

was a civilian. She had a couple of days to wait before a civilian aircraft came through. It was during this time that I believe Sherrie regained her confidence. Listening to parachute talk coming from the vocal cords of such people as Lt. Jim Pearson, Loy Brydon, Jim Arender, Harry Arter, Ray Love and all the STRAC Team members, Sherrie realized that although she had a lot to learn, she was in the very best circle of champion sky divers.

Perhaps Sherrie will lose against the Russians this year, perhaps she won't. Whichever one it turns out to be, the Slavak countries will realize that here is another American, this time a woman, that has the spunk, fighting spirit and the will to win. Let's all cheer Sherrie on and hope she has helped start off a trend of women sky divers in this country competing in the World Parachute Championships.

RESULTS OF THE INVESTIGATION OF THE FATALITY OF MRS. JOY DYKES

It is the opinion of this writer, after investigating the circumstances surrounding the death of Mrs. Joy Dykes, which included her past training and performance record, her mental attitude and inspecting her equipment and speaking to the club safety officers who witnessed the accident that:

- 1) She had been adequately and properly trained in the basic sport parachuting techniques by competent personnel;
- 2) She was using safe and proper equipment with which she was familiar and had used before;
- 3) The equipment was in good working condition at the time of the jump;
- 4) She did not pull either rip cord;
- 5) The causes for her failure to pull may have been mental (fear, panic, blackout, etc.), but these senses are not known and are indeterminable;
- 6) She was rapidly advanced through the shorter delays (0-20 sec.) and was attempting maneuvers that only a more experienced jumper should attempt;
- 7) There were no violations of the PCA basic safety regulations during the jump.

D. C. SONNICHSEN

P.C.A. Board of Directors

& P.C.A. District Safety Officer

Here again the use of an automatic opener could have saved another life. For further information on such a device contact: "Steve Snyder Enterprises, Inc., Swarthmore, Penna."

What's Happening

News from Around the Globe
Local News from Readers Welcomed

VALDOSTA, GEORGIA—A flaming C-47 crashed into a swamp shortly after take-off from Moody Air Force Base, July 19th. Seven men parachuted to safety minutes earlier. The only injury was to W. M. Morton of Valdosta, a civilian ground safety expert who broke his arm when he landed.

HOLYOKE, MASS.—Rep. Silvio Conte witnessed a parachute jump in honor of Bastille Day July 14th, at Orange. He arrived there July 13th,

for a special celebration where he was the guest of Jacques Istel, President of Parachutes, Inc., and his wife. Conte introduced legislation in Congress for World Sport Parachuting Championships.

WASHINGTON, D.C.—Added attraction for the modified stock car races July 2nd at Old Dominion Speedway was a parachute jump by Dick Hockman, wearing a phosphorescent suit, before the 35-lap feature. Hockman, who says he has made 1,893 leaps since 1936, will try to land in the track infield after jumping from a plane flying at about 1,000 ft.

ALLENTOWN, PENNA.—How were those three sky divers dressed when they put on their show on Sunday afternoon at Sunny Rest Lodge? The trio of parachutists from Stormville (N.Y.) Parachute Club did their sky diving act for the nudists at the camp. Rules say if you want to visit the camp you come in "costume." We would imagine arriving over the sky route in such "costumes" would be slightly drafty.

HARTFORD, CONN.—Residents and bathers of this summer resort town were alarmed Monday upon witnessing a man parachute into Long Island Sound. And for those that missed it the first time, Nate Pond, 26, of the Parachute Jump Center, Orange, Mass., made the jump three times from a low flying plane. Testing a new parachute of the Pioneer Parachute Company of Manchester, Mr. Pond made his three jumps into the bay and was picked up each time by a party fishing boat. The new parachute rotates like a windmill, eye witnesses reported. The test is scheduled to be continued, weather permitting.

AKRON, OHIO—Every year on July 21 Henry Wacker takes out an old, scorched, cotton parachute and gives it an airing at his home here. The ancient piece of cotton is a memento of the first successful parachute jump from a disabled craft. Mr. Wacker used the chute forty-one years ago in a leap from a burning dirigible over the Chicago Loop. Now 80 years old, Mr. Wacker recalled recently the tragic maiden flight of the dirigible July 21, 1919. "We were at about 3,000 ft. when I felt the ship lurch," said Mr. Wacker, who was a member of the crew. "I looked over the side of the gondola and saw the rear end was on fire. I yelled to the others to jump, then I went out head first." Jack

Continued Overleaf

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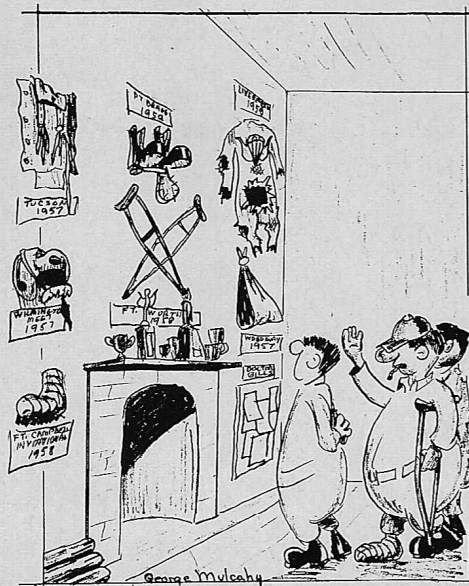
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"Cavalier" is assembled economically with outdated new surplus federal
parts consisting of 1.1 oz. ripstop nylon orange and white canopy, B-12
olive green harness and pack with sleeve, angled ripcord, reserve rings,
17 in. risers.

What's Happening, Con't.

Boettner of Ravenna, Ohio, also jumped. Mr. Wacker's parachute was set afire by falling parts from the flaming airship, but the fire died out. Three other members of the crew were less fortunate. "I saw Buck Weaver, one of the mechanics, fall past me with his chute in flames," Mr. Wacker recalled. Altogether, ten persons lost their lives as the dirigible plunged into the Illinois Trust and Savings Bank building. Mr. Wacker hit the side of a seven-story building and came to rest on a fire escape five floors above the ground.



..AND Boys, this is my trophy room!"

Club Activities

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

ST. CATHERINES PARACHUTE CLUB: P. O. Box 591, St. Catherines, Ontario, Canada. Members of the St. Catherines Parachute Club along with members of the Parachute Club of Toronto had the privilege of making demonstration parachute descents at a breakfast flight held in Kitchener. Proceeds to assist the Canadian Team. On July 17th, demonstration jumps took place at the Welland Airport.

Members are urged to honour their pledges as soon as possible if they have not already done so. The Canadian Team urgently needs your support.

CHARLOTTE SKY DIVERS: by James W. Gibbs, 1707 Club Road, Charlotte, North Carolina. The club was formed in July, 1959, by James W. Gibbs and will celebrate its first anniversary by putting on a benefit jump with proceeds going to a local charity. The club was started with one parachute, an unmodified B-4, no reserve, no airplane; in fact, nothing. Today the club can boast of nine men owning their own rigs, three club rigs, three reserves, one airplane — purchased for our exclusive use by a member of the community who is not a member of the club — a DZ, and most of all, general acceptance by the people of North Carolina.

Our membership fee is \$15.00 and \$1.00 monthly dues. We have a chute rental fee and a repack fee of \$1.00 each for those who do not desire to pack their own. All members must belong to P.C.A. We have jumped 15 non-jumpers, with only one minor accident at the beginning of the club. Since then we have over 200 jumps with one minor accident. We feel that adhering to the rules that P.C.A. has set down has helped avoid injuries that could destroy the faith that the general public has in us; therefore, we earnestly suggest that any new club organized should follow these rules, regardless.

In conclusion, any good ole sky diver in this neck of the woods, just

drop me a line and let's compare notes and clubs. I will be glad to send any information regarding our club and its apparent success to any new club just starting. Good luck and happy landings to all the Sky Divers!

SOUTH FLORIDA PARACHUTE ASSOCIATION: by Ben W. Brezin, 215 E. San Marino Drive, Miami Beach, Florida. We held our yearly election and again Bill Elfers and Dick Shuford are President and Vice President-Treasurer, respectively. Paul Poppenhager, our rigger, is the club safety officer.

Activity is constant because of ideal conditions. We average 45 jumps a day with one Cessna and anyone who remains all day gets at least three. There were two semi-inversions in past months with no injuries or accidents.

June 12, we had two Cessna 172's so we made a six man mass drop from 7000 feet over Foreman Field, Davie, Fla. Target work was accurate and, needless to say, much relative work was done between the jumpers from the two aircraft.

July 4, the Association made a similar demonstration drop from 8000 feet directly over North Miami Beach

Shopping Center. Various colored smoke flares were carried by Paul Poppenhager, Lt. Benoit, S.A.C., Ed (relative work) Henry, Ben Brezin, Ray and Raymond Law, and Nathan Pond, who was our guest from Orange, Mass. Almost everything was perfect, the S.E. wind placed us on target behind the parking area. The drop was followed by a parade by the 82nd Abn. Div.

New rates effective July 16, are \$1.75 per jump to 7000 feet and 25 cents more per thousand higher. Guests — \$2.50 to 3500 feet and 50 cents per thousand more. We feel this system will be more efficient than the old \$6 a jump day, where some made 7 jumps for \$6, in one day, while others got three. The rates are for aircraft expenses, not to augment our treasury. The balance is derived from the \$3 a month dues, the sale of equipment, and demonstrations.

The Ass'n. has grown to twenty active members with the return of university students. A few of our rapidly progressing members who deserve recognition are Ed and Bob Noulin and Pete Wink, all of whom are working towards perfection, and never waste a jump.

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SAN ANTONIO SKY DIVERS: by Malcolm M. Thompson, President, 942 Highland, San Antonio, Texas. A little about our club which has been in existence about three months. We got off to a good start with fifteen members! Most of these members of the 182nd Fighter Interceptor Squadron of the Texas Air National Guard. Our thanks goes to the Squadron for giving us a wonderful place for club meetings, many pilots for our jump aircraft, two riggers, a lot of kindness, understanding, and much grave concern over our physical well being!

We also had the pleasure of having Tony Lemus from the Rumbleseat Sky Divers (Hollywood) here for a week to get us started off on the right foot. Our thanks to Tony!

Sports Parachute Equipment

The below listed prices are for items that are new, never used and packed in the manufacturers original containers:

28 ft. canopies, orange and white nylon ripstop	\$15.00	New deployment sleeves in colors	17.00
Back pack containers	7.50	Complete Outfits	
Capwell harness	6.00	"Skylark"	
Capwell harness with "D" rings	12.00	New 28 ft. orange and white ripstop canopy, new capwell harness, with "D" rings, new container, ripcord, etc.	50.00
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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For static line-freefall combination	7.50		
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