

SKY SDIVER MAGAZINE



25¢

MARCH, 1961



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"ROAMING RIGGER"

The Rigger roamed to Tucson to visit with Al Hoffman, 2656 No. Fremont, and his club, the newly reformed Arizona Parachute Association. Jay Miller, local radio broadcaster, was appointed by his friend and fellow jumper, Jacques Istel, as safety officer to this Association when it started in the late fifties and has assumed the role as pilot and mother hen to the new brood of untamable falcons.

I inspected several log books and noted the following entries:

1. Free fall; 3 secs delay; Flat canopy

2. Free fall; 6 secs delay; Flat canopy

Remarks: We found out Skydivers also wear a reserve parachute today.

3. Free fall; 12 secs delay; Blank gore

4. Free fall; 30 secs delay; Blank gore

5. Free fall 1 min. 45 sec delay T slot.

Max Schetter and James Baker of the Desert Skydivers from Yuma who had also come to Tucson to assist the club joined these Falcons and myself in an \$8.00 jump from a B-26 at 20,000 feet, observed them happily noting the time on their only instruments, trusty wristwatches, as they exited out of the side hatch.

I remembered individuals back on West Coast belittling themselves by blackballing and pulling licenses of experienced jumper friends for relatively minor infractions, when with a little effort they could feel a real sense of accomplishment by assisting and guiding such spirited novice groups as this one.

Being the last man of the second stick of five to exit over a near solid 8,000 ft. cloud layer, and experiencing for the first time the effects of prop blast from a firewalled 2,850 Hp. engine and a violent inverted flatspin, I stood five miles from target trying to warm frosty fingertips and watched Mother Hen, Flit by Cessna, over the night darkened immeasurable desert D.Z., hopefully searching with landing lights for any of her scattered brood.

I thought I had a salty start in Skydiving but my beret is off to this Tucson group.

I am presently lining up oxygen equipment for a return trip in late March to try some 30,000 footers with them. Anyone want to join me???

DELAWARE VALLEY PARACHUTE CLUB SCORES A FIRST

By Sam Starr

After reading about the first open-canopy-baton pass in the January-February issue of Sky Diver, our club planning committee immediately called an emergency session. The problem was that other clubs were always having, "firsts," and we never had any; a situation which had to be remedied at once.

After long deliberation it was decided that, due to the long time lag between "firsts" and their publication in Sky Diver, our "first" must be so unique that no one on the West Coast nearer to Sky Diver would also think of it and sneak into print ahead of us.

I must credit the late Mal Function, our chief planner, with the original idea, because it was really a dilly. His plan was simplicity itself—the first open-canopy-free-fall-night illuminated-baton-pass-under two thousand feet. No. 1 man was to open at 2000 ft., then No. 2 man was to track past him in free-fall handing him a five foot baton with magnesium flares at each end.

Although it might sound easy to the layman, there were some difficulties and, after losing five of our best jumpers, the planning committee reconvened, and, by a close vote, decided that the idea was not entirely practical. I attended this last meeting, where several additional ideas were discussed, such as:

1. First descent by pilot chute alone.
2. First use of 28 blank gore canopy, with the new "HOT" modification.

At about this point I felt that as club president I must intervene, so I fired the entire committee. As a man, they silently donned their black leather jackets, mounted their motorcycles, and roared off into the sunset.

THE FOLLOWING SUNDAY WE HAD OUR "FIRST." EVERY JUMPER, ON EVERY JUMP, COMPLIED WITH ALL OF THE PCA BASIC SAFETY REGULATIONS, AND WE HAVE ALL BEEN ENJOYING THE SPORT A GREAT DEAL MORE EVER SINCE.

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SKY SD DIVER MAGAZINE

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THE DEVELOPMENT AND SAFETY OF
SPORT PARACHUTING

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EDITORIAL

With this issue we announce the addition of a new partner to SKY DIVER MAGAZINE, namely, Lyle H. Cameron, who has in the past been somewhat of a rebel according to some estimates. He has, however, been a staunch supporter, organizer, promoter, participator and a definite asset to Sport Parachuting at all times to the best of our knowledge.

We also have a multitude of new readers and friends, so perhaps this is an opportune time to reiterate our purpose and policy.

Our record is a short one that has varied slightly in quality and format. In the future, S.D.M. will be bigger and better, more pages, more color, more columns, more information . . . more for the subscribers purchase price with each issue.

SKY DIVER Magazine intends now, as it has since August 1959, to be the spokesman for the parachutist. Each issue contains direct reports from parachutists from the four corners and the middle of the United States as well as several foreign countries. These reports are published in several forms. . . . Some are full feature length articles, some are announcements, some are letters, some are club reports — in the back section of the magazine. Regardless of the form of the report in the magazine, the information comes direct from the parachutist or from his actions. S.D.M. is more than the spokesman for the parachutist . . . it is the parachutist speaking for the parachutist, to the parachutist and to the general public.

SKY DIVER Magazine welcomes articles and stories — reports from each and every Sky Diver and air sports minded organization in the world. We can't guarantee that it will be published in the magazine immediately . . . but we can guarantee that it will receive our utmost in thought and consideration. Articles should carry a straight message and be based on one of several themes . . . actual happenings, first in history, educational, new development, scientific, equipment improvement, entertainment information.

SKY DIVER MAGAZINE is thus, the spokesman — as you speak!

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COVER PICTURE: The long step down — Spread-eagled in space with Mt. Rainier in the background, Rainier Sky Divers Lee Huston (closest to plane) and Bob Allred begin their descent to the club's drop zone near Thun Field of Puyallup. Allred is making his 144th jump and Huston, Club President, his 116th. The club has 23 active members.

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COMING EVENTS

April 8: Delaware Valley Sport Parachute Club Meet at Valley Forge Airport, Penn.*

April 8 & 9: Borrego Springs Valley Air Show Sport Parachute Meet.

Entry fee — \$7.50. Trophies for top three jumpers. To be held in conjunction with the Sportsmen Pilots Handicap Air Race. Contact Ben Audette, 13106 Galway Street, Garden Grove, California.

April 15 & 16: First Seattle Sky Divers Open Invitational. \$15.00 entry fee. Team and Individual. Contact Ron Herzog, Rt. 1, Box 32, Snohomish, Wash.

April 21 thru 25: Second Ft. Bragg National Open Invitational Sport Parachute Meet. (this issue).

May 13: Tri-State Sky Divers Meet, Solberg Airport, N. J.*

May or June: Carribean Cup Meet (tentatively scheduled). For further information contact the Puerto Rico Sky Diving Association, Dorado, Puerto Rico.

June 10: Parachute Club of Delaware Meet, Baker's Field, Delaware.*

July 8: So. Jersey Parachute Association Meet, place not determined as yet.*

August 12: Berks Parachute Club Meet, Kutztown Airport, Penna.*

Sept. 2 & 3: Third Annual Far Western Sport Parachute Meet. For information contact the Calif. Parachute Club, Pat Martin — Publicity Dir. — P. O. Box 1065, Livermore, California.

Sept. 9: Asberry Park Sport Parachute Club Meet, Asberry Park Airport.*

*For information concerning these meets contact Allan D. MacPherson, 149 Cerscent Ave., Plainfield, N. J. — or — Fritz Muller, 740 Abington Ave., Glenside, Penna.



BASIC HANDBOOK FOR SPORT PARACHUTISTS

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LETTERS

This is to advise you that A/1C Ed Kimble and A/1C Bob Briley, of the 7505th USAF Hospital, APO 232, New York, New York, have obtained asst. instructors ratings from the Royal Aero Club.

Along with eight other American servicemen Ed and Bob have said goodbye to the Swindon Parachute Club, and "The American Parachute Club of Great Britain" has been formed.

Through your publication would you please send out an S.O.S. for these airmen, as the American Services in England do not support them in any way. They are enthusiastic parachutists, however they are hampered by the shortage of equipment.

This is the first U. S. service parachute club to be formed in England. Any visiting U. S. jumper would be more than welcomed at Thruxton Aerodrome, Hampshire, England.

Brian Porter
67 Graham Street
Swindon, Wilts.
England

Another first! The American Parachute Club of Great Britain has been formed. This is the first organized American Parachute Club in the United Kingdom.

However, the club still operates jointly with the Swindon Parachute Club from which it broke away. Both clubs operate at Thruxton Air Port, near Andover, Hampshire, England.

Mr. Brian Porter, president of the Parachute Club of Swindon has trained and helped A/1C Bob Briley and myself to obtain instructors ratings, and licenses. Airman Briley and I initially started sky diving for the first time with the Swindon Club before starting an American club.

E. J. Kimble
AF 12405354
7505th USAF Hospital
Box 404, APO 232
New York, New York

While I realize that you are not responsible for the accuracy of statements contained in letters and reports, I do wish to deny a statement made by Joe Crane in his letter which appeared in your issue, Volume III, No. 1 and 2, Jan.-Feb. 1961 (Page 10).

Mr. Crane stated that at Fort Benning, jumpers have been fatally in-

Continued Overleaf

CLUB EMBLEMS NEEDED

"SKY DIVER" is presently collecting emblems from parachute clubs and associations around the world. We would like to thank the many clubs that have already submitted their patch to us. Several dozen of these emblems mounted on a panel will be photographed in full color and placed on the "Sky Diver" cover sometime in the near future.

Our display of club shields will be exhibited at Sky Diving and general public gatherings, sports shows, and personality T. V. shows. Your club will certainly want to be represented on this display board and we urge club secretaries to send your emblem promptly.

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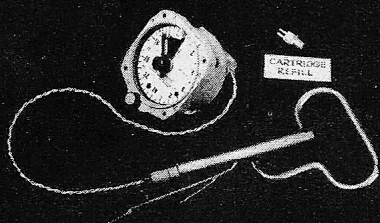
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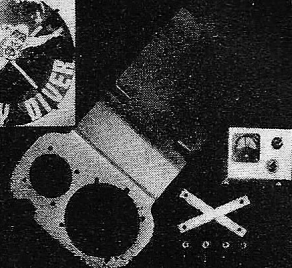
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Letters, cont.

jured by accidentally colliding in mid-air.

I wish to state that in over two years of sport parachuting with hundreds of jumpers making thousands of jumps, the Benning Club has had less than ten minor injuries, none of them fatal and all caused by improper parachute landing falls.

We fully subscribe to and enforce the appropriate safety regulations and agree that safety must be stressed. However, inaccurate remarks, particularly concerning fatalities, do nothing for the sport in general and reflect on our club safety record in particular.

PAGE 6

A safety record, I might add, of which we are quite proud.

Harold E. Dill, President
Benning Sport Parachute Club
P.O. Box 1528
Fort Benning, Georgia

"The event of a jumper being killed was prior to November, 1944, and had no connection with sky diving whatsoever."

Best regards.

Joe Crane
P.O. Box 164, Mineola
Long Island, New York

Open Letter to Jim Arender:

Your recent stay in Los Angeles was appreciated by all with whom you

shared your expert knowledge. It was a pleasure to listen and learn from a jumper of your skill. From the comments heard, you favorably impressed everyone who met you and this letter serves to express the thanks of a beginner as well as (I'm sure) the more proficient sky divers.

Keep in mind our good jump weather all year around and come back very soon.

Stacey Hannaford
1209 Screenland Drive
Burbank, California

On Saturday, 14 January, 1961, delegates from every club in the Northeast met in the Glenside, Penna., home of Fritz Muller (C-228), to discuss the formation of a sport parachute organization similar to that of the So. Calif. Sport Parachuting Council and the Northern Calif. Council.

According to the invitations mailed to prospective delegates, the meeting had the following objectives: 1. A full, planned season of competitive meets. 2. The formulation of a single set of scoring rules to be used at these meets. 3. The creation of a point scoring system which will determine the top parachutists in the Northeast at the close of each season. 4. Enforcement of PCA regulations by all member clubs.

James Cox
344 E. 65th St.
New York 21, N. Y.

I just happened to find a few cigarette strips in my pocket so I thought I would just find me a little envelope and send them to you. Actually all I could scrounge up was 1535 strips or so.

As for club activities, we haven't actually been doing anything worth writing about with the exception of training certain individuals for competition. In the event we do anything sensational in the near future I will let you know.

Lawrence E. Henzerling
Custodian, SWCSPC
P.. Box 241
Fort Bragg, N. C.

In reference to the above letter, our Circulation Manager, Miss Carol Carson, is accepting all donations of opening bands on any brand of cigarettes. One free hour lung time for some crippled child in exchange for 100 bands.

MARCH, 1961

**1961 PARACHUTE
CLUB OF AMERICA DUES**

The insurance company underwriting PCA members raised the 1961 insurance fee from \$8.00 per member per year to \$25.00 per member per year. Since this new rate appeared to be too expensive and undesirable to the majority of the PCA members, the Officers reduced the coverage to public liability, property damage, and personal injury to others, mandatory to all members, military and civilian alike. Cost for the above liability coverage is \$2.50 per member per year.

In order to support the National Aeronautic Association (NAA), of which we are now a Division, we are endeavoring to have all PCA members, join NAA on a voluntary basis rather than make it mandatory. It is obvious that to have their complete and influential support we must also support their objectives and national aero programs.

Military members who sent in the former \$10.00 military rate have not been registered with NAA and should send in \$3.00 as soon as possible.

Based on the changes made, the following are P.C.A. dues for 1961:

P.C.A. Membership	\$ 7.00
Liability Insurance	2.50
N.A.A. Membership	3.00

Total\$12.50

Parachute Club of America
P.O. Box 409
Monterey, California

**Southern California
Sport Parachuting Council
Safety Bulletin**

In answer to several requests, this safety bulletin will discuss a proven method of rigging and stowing sleeve retainer lines, the cause of many a ripped sleeve, burnt canopy, and hard opening shock.

RIGGING: For a canopy with one large open gore, a piece of suspension line about 15 feet long is used. For a canopy with two large open gores, a piece of suspension line about 10 feet long is used.

While the sleeve is on the canopy, one end of the retainer line is tied in a bowline through all the lines at the apex of the canopy.

The other end is tied both around the tapes at the top of the sleeve, and through the loop of the pilot chute bridle cord around the sleeve

tapes. Tying the retainer through the bridle cord loop prevents the retainer line from sliding down the tapes during opening and ripping the tapes away from the sleeve cloth.

Attach two rubber bands to the sleeve apex tapes, one on each side, three inches from the pilot bridle cord knot.

STOWAGE: The line is figure-eighted between the thumb and little finger, the hand outspread with the palm up. Start with the Canopy End of the retainer line, about ten inches from where it joins the canopy apex lines.

When figure-eighting is completed, the bunch is stowed in the rubber bands. The bunch should be kept upright, so that the line from the canopy

apex enters the bunch at the bottom. The rubber bands should fit the bunch snugly.

The canopy apex is then pushed down inside the sleeve to prevent chafing during sleeve slipoff.

To our knowledge, there have been no malfunctions of this retainer stowage and rigging method on normal stable openings.

NEXT ISSUE: A reliable static line-conversion.

Any questions or suggestions are welcomed. Please write to:

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Regulations for Second Fort Bragg National Open Invitational Sport Parachute Meet

21 April 1961 to 25 April 1961

At this time there is still no decision from the Department of the Army on whether or not civilians will be permitted to jump from military aircraft. Stand by for possible last minute announcement as to whether or not this is going to be possible. However, be assured that if the civilians are not permitted to jump from military aircraft a suitable and equal platform will be provided for these contestants. \$1,000 has been allocated for trophies for this contest.

General Stilwell has asked me to tell you that we intend to make this one of the finest national meets ever held in the United States, and that Fort Bragg will do its utmost to make the visit of all civilian contestants as enjoyable as possible.

CAPTAIN JIM PERRY

Following are excerpts from the regulations of the National Meet.

1. The Second Fort Bragg National Open Invitational Sport Parachute Meet is sponsored by the following Sport Parachute Clubs of Ft. Bragg, N.C.:

XVIII Airborne Corps Sport Parachute Club
Special Warfare Center Sport Parachute Club
82d Airborne Division Sport Parachute Club

2. This meet is sanctioned by the Parachute Club of America as a Class II competition.

3. The purpose of this competition is to promote sport parachuting in the United States by providing a contest of equivalent difficulty to the World Championships and to award the Ft. Bragg National Trophy, now held by Loy B. Brydon, for the year 1961.

4. The Ft. Bragg National Open Invitational Sport Parachute Meet will be held at Ft. Bragg, N.C., from 21 April 1961 to 25 April 1961. Accepted contestants will report to the XVIII Air-

borne Corps Sport Parachute Club not earlier than 0800 hours 19 April 1961, nor later than 1600 hours 20 April 1961.

5. Individuals accepted as contestants in this meet will notify the XVIII Airborne Corps Sport Parachute Club of the date and time of their arrival at Ft. Bragg not later than 15 April 1961 so that accommodations may be arranged.

6. This Meet will be canceled if there are less than 20 accepted contestants for the competition. In the event there are less than 17 male contestants the men's competition will be canceled. In the event there are less than 3 female contestants the women's competitions will be canceled. However, in this case any women accepted as contestants may compete for the men's trophies if they desire.

7. The decisions of the Meet Director, Judges and the Jury will be made in accordance with these regulations, the regulations and rules of the Parachute Club of America, the Sporting Code of the Federation Aeronautique Internationale, and the dictates of fairness, commonsense and safety.

8. The sponsoring organizations of this Meet will bear no responsibility for any accidents, injuries, or casualties to contestants incurred through no fault of the organizations.

9. The sponsoring organizations shall be responsible for third person liability incurred as a direct result of this Meet.

10. Entrance is limited to U.S. male jumpers holding a valid FAI Class C License or higher rating issued by the Parachute Club of America and to U.S. female jumpers holding a FAI Class B License or higher rating issued by the Parachute Club of America.

11. All contestants must be members of the Parachute Club of America, and possess a current sports registration.

12. An entrance fee of \$15.00 per contestant

will be charged. This fee will be paid upon reporting to Ft. Bragg.

13. All contestants must be at least 18 years of age.

14. Contestants may enter any or all of the events of the Meet.

15. Persons desiring to enter this competition will complete the attached Application Blank and forward it to the XVIII Airborne Corps Sport Parachute Club, Ft. Bragg, N.C. Applications must be received prior to 1 April 1961.

16. Applicants will be notified of acceptance in this competition.

17. Transportation costs to and from the Meet will be borne by the contestants.

18. The cost of accommodations and board while at Ft. Bragg will be borne by the sponsoring organizations.

19. Each contestant must provide himself with the following items of individual equipment: Main and reserve parachutes, coveralls (dark in color), helmet, boots, stop watch or altimeter.

20. Parachutist must use either a stop watch, or an altimeter, and both may be carried if desired.

21. Parachutes may be of any design provided they meet the standards of the Parachute Club of America.

22. Any questions as to the suitability of standards of equipment will be settled by the Meet Director whose decisions on these matters will be final.

23. Aircraft required will be provided by the sponsoring organizations.

24. Palm openers will not be used.

25. Before each days jumping or in any case where all jumping is suspended in excess of 60 minutes a wind drift indicator will be dropped. This indicator will consist of a dummy, which will weigh 220 pounds, equipped with a flat circular parachute 28 feet in diameter and which will be

CUT OUT AND MAIL TODAY

Application Blank

SECOND FT. BRAGG NATIONAL OPEN INVATIONAL PARACHUTE MEET, 1961

1. Name _____
2. Mailing Address: _____
3. FAI License Number: _____
4. Sports Registration for 1961: (Yes) (No)
5. PCA Member: (Yes) (No)
6. Present Club: _____
7. Previous Competition Experience (if any): MEET TROPHIES
8. Total Number of Jumps: S/L F/F & D/F: _____
9. Total Delayed Falls of 20" or Over: _____
10. Request that I be entered as a contestant in the Second Fort Bragg National Open Invitational Parachute Meet and I agree to abide by them.

(Signature)

MAIL THIS APPLICATION TO: OIC

Second Ft. Bragg National Open Invitational Parachute Meet

P. O. Box 126, Fort Bragg, N. C.

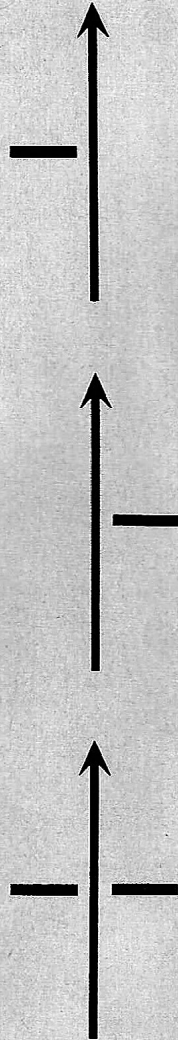
APPLICATIONS MUST BE RECEIVED PRIOR TO 1200 HOURS, 1 APRIL 1961.

***MANEUVERS AND SIGNALS TO BE USED IN EVENT III**
(All Turns are 360°)

LEFT TURN
RIGHT TURN
BACKLOOP
LEFT TURN
RIGHT TURN
BACKLOOP

RIGHT TURN
LEFT TURN
BACKLOOP
RIGHT TURN
LEFT TURN
BACKLOOP

LEFT TURN
RIGHT TURN
BACKLOOP
RIGHT TURN
LEFT TURN
BACKLOOP



JUDGES' AREA

400

200



ARROW TO INDICATE DIRECTION OF FALL
PANEL FOR INDICATING MANEUVERS

JUDGES OCCUPY AREA AT BASE OF ARROW

IN EVENT #3, JUMPER MUST EXIT BETWEEN THE TWO PANELS.

- m. For overshooting a turn from 0 degrees to 45 degrees there will be no deduction.
- n. For overshooting a turn from 45 degrees to 90 degrees 35 points will be deducted.
- o. For overshooting a turn in excess of 90 degrees all points for the jump will be deducted.
- p. For failure to complete the 360 degrees of a loop all points for the jump will be deducted.
- q. For exceeding the 360 degrees of a loop by more than 45 degrees all points for the jump will be deducted.
- r. For failure to execute the specified series of maneuvers all points for the jump will be deducted.
- s. For opening the parachute prior to the 25th second or after the 30th second 50 points will be deducted.
- t. For failure to take and hold the heading of the arrow prior to executing the specified maneuvers 10 points per second will be deducted.
- u. For failure to hold the heading of the arrow after completing the specified maneuvers 10 points per second will be deducted.
- v. For commencing the execution of the specified maneuver prior to the 5th second of the jump (when the visual signal is covered) 20 points per second will be deducted.
- w. For disorderly fall, in the opinion of the judges, during any portion of the jump all points for the jump will be deducted. A sideways inclinations (roll) in excess of 45 degrees is considered disorderly.
- x. Detectable buffeting or fishtailing will be penalized at the rate of 10 points per buffet or fishtail.

dropped directly over the target. The indicator will be dropped from an altitude of 2300 feet. The point of landing of the indicator will be marked and will remain so marked until another indicator has been dropped or the jumping for the day has been completed.

26. Parachutes will be opened manually on all competitive jumps.

27. A contestant whose pilot parachute appears at an altitude of less than 2200 feet on any jump will be eliminated from the Meet.

28. Event 1. An individual target jump from an altitude of 3400 feet with a delayed opening of 0 to 10 seconds.

a. The order in which contestants will jump in this event will be determined by lot.

b. There will be four jumps in this event. The three highest scored jumps will determine the contestants score for the event.

c. Points will be awarded for accuracy of landing only.

29. Event 2. An individual target jump from an altitude of 5300 feet with a delayed opening of 15 to 20 seconds.

a. The order in which contestants will jump in the event will be determined by lot.

b. There will be four jumps in this event. The three highest scored jumps will determine the contestants score for the event.

c. Points will be awarded for accuracy of landing only.

30. Event 3. An individual jump from an altitude of 6900 feet with a delayed opening of 25 to 30 seconds with required maneuvers specified after exit.

a. The order in which contestants will board aircraft will be determined by lot. After the aircraft

is airborne contestants will draw lots to determine the order in which they will jump.

b. There will be two jumps in this event. Both jumps will be scored.

c. Points will be awarded for style of fall and execution of maneuvers only.

d. The maximum score which can be made on any jump is 200 points plus bonus points. The maximum score which can be made in the event is 400 points plus bonus points.

e. Direction of flight will be indicated by an arrow on the ground. On leaving the aircraft the contestant will take the heading of the arrow and hold it until he starts his required maneuvers. On completion of the required maneuvers the contestant will return to the heading of the arrow.

f. After the contestant has left the aircraft he will receive a visual signal from the ground lasting 5 seconds and indicating the maneuvers the contestant will perform. The contestant will not start the required maneuvers until this signal is covered.

g. Three sequences of maneuvers together with the ground signals requiring their execution.

h. The sequence to be signaled a contestant will be determined by lot at the time the aircraft approaches the exit point.

i. For completing the specified maneuvers prior to the 25th second of the jump the contestant will be awarded a bonus of 5 points per second.

j. For each second over the 25th second required to complete the maneuvers 10 points will be deducted.

k. For undershooting a turn in excess of 45 degrees all points for the jump will be deducted.

l. For undershooting a turn from 0 degrees to 45 degrees 35 points will be deducted.

Seattle Sky Divers Tri Club Meet

by RON
HERZOG

Seattle Sky Divers,
Vancouver Sky Divers,
Rainier Parachute Club

The parachute meet was quite successful in some ways and not so successful in others. Weather left a lot to be desired. The meet, which we called the "Snohomish Winter Invitational," was to consist of delayed falls from 4500', and was to be judged on the distance from the spot only. Awards would be given for top individuals and 3 man teams.

We had had perfect jump weather all through the previous week but on Saturday the wind picked up to as high as 20 mph at jump altitude and varied between 0 and 15 mph ground speed. The wind also varied in direction at different altitudes.

We finally discontinued the meet and awarded the trophies on a two jump basis when a steady downpour of rain threatened to last most of Sunday.

Even with the bad weather, 25 parachutists showed up to jump, including six from Vancouver and six from Puyallup, Washington. The results, scoring the first two jumps per contestant are:

Individual Standings

1. Ron Herzog—279.5 points, Seattle Sky Divers.
2. Lee Leavitt—276 points, Seattle Sky Divers.
3. Charles Kirpatrick—263.5 points, Seattle Sky Divers.
4. Henry Strauch—220 points, Seattle Sky Divers.
5. Denny Taylor—192 points, Vancouver.

Team Standings

1st team: Ron Sewell, Ron Herzog, Charles Kirpatrick. Total 694 points, Seattle Sky Divers.

2nd team: Henry Strauch, Ralph Williamson, Lee Leavitt. Total 579 points, Seattle Sky Divers.

3rd team: Lee Huston, Jim Butkovich, Larry Schneider. Total 367 points, Rainier Club.

Everyone seemed to have a good time over the weekend anyway. The host club sponsored a dinner for all the parachutists in the banquet room of the Airport Cafe and from there, many of the jumpers went into Seattle and made quite a night of it.

One thing I was very impressed with was the very well organized Van-
Con't next page

RECORDS OF PARACHUTE JUMPING

AS OF 1 JANUARY 1960

COMPILED BY THE F. A. I.

6 rue Galilee, Paris, France

MEN'S RECORD'S

(As of 1 January, 1960)

PARACHUTE JUMPING DURING THE DAY

Courtesy Captain Phillip C. Miller
Safety Officer — Europe

Class: G-I-a (Day)

OPENING PARACHUTE WITHOUT DELAY: INDIVIDUAL JUMPER

Altitude13 738 meters (45 072 feet)
Date.....30 September 1958
Name.....Stephane Kostadinov Kalaptchiev (Bulgarian)
Place.....Tolboukhine Airport

Class: G-I-b (Day)

DELAYED OPENING OF PARACHUTE ("FREE FALL"): INDIVIDUAL JUMPER

Jumping Altitude.....15 383 meters (50 469 feet)
Distance of Free Fall.....14 620 meters (47 966 feet)
Altitude When Parachute Opened.....763 meters (2 503 feet)
Date.....20 August 1957
Name.....Nikolai Nikitine (Russian)
Place.....Enguels-Saratov Airport

Class: G-I-d (Day)

JUMPING TO A TARGET:

OPENING PARACHUTE WITHOUT DELAY: INDIVIDUAL

	Jumping Altitude		Average Distance From Target	
	meters	(feet)	meters	(feet)
A. Suire (French) 5 June 1958 Casablanca-Tit Mellil Airport	600	(1 968)	.145	(.476)
S. Kastely (Hungarian) 6 Oct. 1957 Dunakeszi Airport	1 000	(3 281)	.825	(2.707)
B. Nabouchnov (Russian) 7 December 1958 Bolychyie-Chiraki Airport	1 500	(4 921)	2.53	(8.301)

Class: G-I-e (Day)

JUMPING TO A TARGET:

DELAYED OPENING OF PARACHUTE: INDIVIDUAL

	Jumping Altitude		Average Distance From Target	
	meters	(feet)	meters	(feet)
N. Gromiko (Russian) 12 June 1958 Gomel Airport	600	(1 968)	2.63	(8.63)
J. Hindicky (Czechoslovakian) 7 June 1959 Bratislava-Vajhory Airport	1 000	(3 281)	1.02	(3.35)
J. Maxova (Czechoslovakian) 14 July 1956 Chrudim Airport	1 500	(4 921)	1.05	(3.44)

Class: G-II-a (Day)

ALTITUDE GROUP JUMPING:

OPENING PARACHUTE WITHOUT DELAY: GROUP OF 3

Altitude.....11 573 meters (37 969 feet)
Date.....26 November 1958
Names.....P. Parapounov, I. Kroumov, A. Yonov (Bulgarian)
Place.....Tolboukhine Airport

GROUP OF 9

Altitude.....10 515 meters (34 498 feet)
 Date.....5 August 1954
 Names.....V. Nekhorochev, A. Krilov, D. Kozlov, V. Krylenko, V. Potekhine,
 L. Perminov, A. Prydkine, A. Kachoutine, M. Soprykov (Russian)
 Place.....Eloviki

Class: G-II-b (Day)

**DELAYED OPENING OF PARACHUTE ("FREE FALL"):
 GROUP JUMPING (6)**

Jumping Altitude.....14 811 meters (48 592 feet)
 Distance of Free Fall.....14 045 meters (46 079 feet)
 Altitude When Parachute Opened.....766 meters (2 513 feet)
 Date.....21 August 1957
 Names.....V. Romaniouk, A. Vaniarkho, P. Ichtchenko, N. Geoukov,
 V. Petrenko, E. Andreev, (Russian)
 Place.....Enguels-Saratov Airport

Class: G-II-b (Day)

**DELAYED OPENING OF PARACHUTE ("FREE FALL"):
 GROUP JUMPING (8)**

Jumping Altitude.....11 119 meters (36 480 feet)
 Distance of Free Fall.....10 455 meters (34 301 feet)
 Altitude When Parachute Opened.....664 meters (2 178 feet)
 Date.....18 July 1955
 Names.....V. Romanjouk, N. Nikitin, P. Dolgov, A. Savin,
 G. Nikolaev, N. Goukov, P. Itchechenko, V. Petenko, (Russian)
 Place.....Enguels-Saratov Airport

Class: G-II-c (Day)

**JUMPING TO A TARGET:
 OPENING OF PARACHUTE WITHOUT DELAY:
 GROUP OF 3**

	Jumping Altitude		Average Distance From Target	
	meters	(feet)	meters	(feet)
M. Dmitrov, P. Kossinov J. Pekline (Russian) 20 April 1957 Pachani Airport	600	(1 968)	1.68	(5.51)
I. Sikorsky, G. Evaeitchik, I. Moukhine (Russian) 22 July 1959 Aramil Airport	1 000	(3 281)	1.50	(4.92)
I. Varlakov, N. Chtchoukine, B. Lapine (Russian) 23 July 1958 Tcheliabinsk Airport	1 500	(4 921)	3.63	(11.91)

GROUP OF 4

M. Chaipov, J. Vetchera, G. Poddoubozky, V. Nalivaiko (Russian) 26 June 1958 Boravaia RSSB Airport	1 500	(4 921)	4.09	(13.42)
-------------------------------------------------------------------------------------------------------------	-------	---------	------	---------

GROUP OF 5

S. Podunaiez, V. Koukavitza, J. Chelebai, F. Stipkovitch, S. Loukitch (Yugoslavian) 29 September 1956 Vrsac Airport	1 000	(4 921)	15.98	(52.43)
---------------------------------------------------------------------------------------------------------------------------------	-------	---------	-------	---------

Class: G-II-d (Day)

**JUMPING TO A TARGET: DELAYED OPENING OF PARACHUTE:
 GROUP OF 3**

Seattle Meet, Con't.

couver Sky Divers. They need more experience at spot jumping, but they were by far the sharpest jumpers on the field. They all had the same type of coveralls, jackets, helmets and their boots were always shiny. Even when they were out at night, they all had identical blazers with a nice, conservative club emblem on each of them. This group stuck together and tried to learn all they could.

**THE SANTA
 MARIA JUMP
 By Jim Cox**

Sport parachuting played a bit part in the news coverage given the hijacked Portuguese ocean liner, Santa Maria, when two enterprising French journalists exited from a plane flying high above the pirated ship and attempted water landings close to their 20,000-ton floating target.

The team was only fifty percent successful. Charles Bonnay, a Life Magazine photographer, was still in his harness, battling submerged nylon with his left hand and clutching a water proof camera container in his right, when he was hauled out of the briny by a nearby U.S. Navy destroyer. His partner had better luck, however. This representative of the Fourth Estate was plucked from the Atlantic by the Santa Maria lifeboat, and shortly after was drying off aboard Capt. Henrique Galvao's rebellious ship.

This novel method of covering a news story received mention soon after on two NBC Television programs. Filmed sequences of the jumps and their salt water climaxes were shown on the Huntley-Brinkley Report of February 2nd, and the Dave Garroway "Today" show on the morning of the 3rd. David Brinkley's comment was typical of the public naiveté of sport parachuting. He said the jumpers were "daring."

Charles Bonnay is the photographer responsible for the picture work in the Life Magazine (Aug. 10, 1959) story on Jacques Istel's center at Orange, Massachusetts.

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Continued Overleaf

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Eckols L. Shedden
93 Red Cloud
Ft. Rucker Area

ALAS: C. Brodie Harrell
Box 1131
Fairbanks Area

ARIZ: Christian Heisel
US Army Test Station
Yuma Area

ARK: None appointed as yet.

CAL: W. D. Browne
Rt. 2, Box 3295
Roseville Area

Howard Curtis
9597 Bolton Ave.
Montclair, Calif.
Los Angeles Area

Don Richards
P.O. Box 331
Buena Park, Calif.
Los Angeles Area

Lew T. Vinson
6916 Sedan Ave.
Canoga Park, Calif.
El Centro & San Diego

Richard Enarsen
P.O. Box 1853
Oakland, Calif.
San Fran., Oakland Area

Haynes McClellan
Rt. 1, Box 1032
Tracy, Calif.
San Fran., Oakland Area

Denny Manning
1317 So. Evanwood
West Covina, Calif.
Los Angeles Area

James P. McDonald
1911 32d St.
San Diego, Calif.
San Diego Area

COLO: Wm. E. McCarthy
2071 Ivanhoe St.
Denver, Area

Robert G. Meyers
1345 W. Exposition Av.
Denver Area

CONN: None appointed as yet.

DEL: None appointed as yet.

FLA: William H. Elfers
6152 NW 20th Court
Margate, Florida
Ft. Lauderdale Area

Robert A. Placek
508 Faulknew St.
New Smyrna Bch Area

Harold L. Wright
117 Lake St.
Orlando Area

GEO: Richard S. Scott
226 McCartha Dr.
Columbus area

HAWAII: James R. Gilbert
Hq Co 65th Engr Bn
APO 25, % PM, SF, Cal.

Records Con't. from pg. 11				
J. Pipa, F. Horak, B. Haval (Czechoslovakian) 30 July 1959 Bratislava-Vajnory Airport	600	(1 968)	2.76	(9.06)
A. Nagy, G. Kis, J. Hindicky, (Czechoslovakian) 24 July 1959 Bratislava-Vajnory Airport	1 000	(3 281)	3.15	(10.33)
J. Pekline, S. Baguinsky, A. Vetrov (Russian) 11 October 1958 Tarassovka Airport	1 500	(4 291)	3.30	(10.83)

ILL: Corneluis O'Rourke, Jr.
2634 N. Lakewood
Chicago Area

IND: Dennis H. MacPherson
129 Linden Hall, I.U.
Bloomington Area

IOWA: Jack L. Reifert
1517 Magnolia Dr.
Muscatine Area

KAN: Ross E. Ailslieger
468 W. 2d St.
Hoisington Area

James W. Garrison
4449 Fisher
Kansas City Area

KY: Thomas Kirtley
1900 Strathmoor Bl.
Louisville Area

LA: None app. as yet

MAINE: None app. as yet

MD: None app. as yet

MASS: Richard C. Tomkins
20 Trowbridge St.
Cambridge-Area

MICH: David J. Mummery
1740 S. Division
Grand Rapids Area

Class: G-II-d (Day)

JUMPING TO A TARGET: DELAYED OPENING OF PARACHUTE: GROUP OF 4

	Jumping Altitude		Average Distance From Target	
	meters	(feet)	meters	(feet)
V. Tikhonenko, N. Plusnina, V. Koungourtsev, N. Krivochlyk (Russian) 22 July 1959 Kamenka Airport	1 000	(3 281)	3.60	(11.81)
J. Pekline, M. Dmitrov, V. Tikhonenko, I. Fedtchichine (Russian) 12 September 1957 Tchaika-Kiev Airport	1 500	(4 291)	5.63	(18.47)

Continued next month.
MARCH, 1961

MINN: Jerry E. Mathwig
 123 No. Avenue
 Fairmont Area

MISS: Bruce R. Baxter
 Keesler AFB
 La. (So.) & Miss.
 Area

MO: Gordon Stephens Jr.
 234 W. Argone Dr.
 Kirkwood Area

MONT: None app. as yet

NEB: None app. as yet

N.H.: Charles E. Dame
 51 Linden St.
 Rochester Area

N.J.: Gerald Pavlick
 145 Merchant St.
 Newark 5, N.J.
 Newark Area

N.MEX: None app. as yet

N.Y.: Allen D. MacPherson
 149 Cresent Avenue
 Plainfield, N.J.
 New York City Area

Paul E. Hough
 301 School Street
 Batavia Area

Edward T. Strong
 Hq & Tng Co,
 1st BG, 1 Inf.
 USMA West Point Area

Owen L. Craighead
 10 Tanager Road
 Brewster, N.Y. Area

NEV: Robert Archuleta
 1533 "H"
 Sparks, Nevada
 Reno Area

Paul Tindall
 P.O. Box 251
 Sparks, Nevada
 State of Nevada Area

N.C.: Loy Brydon
 US Army Prcht Team
 P.O. Box 126, Ft. Bragg
 Fayetteville Area

Danny Byard
 US Army Prcht Team
 P.O. Box 126
 Fort Bragg
 Fayetteville Area

N.D.: None app. as yet.

OKLA: None app. as yet.

OHIO: Dale Gates
 RFD #3, Box 189
 Middlefield Area

ORE: None app. as yet.

R.ISL: None app. as yet.

PENN: Patrick Lawton
 566 Orchard Avenue
 Pittsburg 2, Area

Steve Snyder
 905 Mt. Holyoke Place
 Swarthmore Area

S.C.: None app. as yet.

S.D.: None app. as yet

TENN: Bud Sellick
 Box 223
 Nashville Area

Michael Kremer
 Ft. Campbell S.P.C.
 Ft. Campbell, Ky.
 Clarksville Area

TEX: Edward A. Fitch
 4021 Woodhaven
 Houston Area

Nate Turner
 Austin Area

UTAH: Currie Harlacker
 479 E. 1000 N.
 Bountiful, Utah
 Salt Lake City Area

VA: Verlin R. Glenn
 5431-1 Abn Equip Det
 Richmond QM Depot
 Richmond Va., Area

WASH: None app. as yet.

W. VA: None app. as yet.

WIS: Phillip L. Goetsch
 915 N. Hawley Rd.
 Milwaukee Area

WYO: None app. as yet.

DIST. COL: W. P. Grieves
 704 Hallwood Ave.
 Falls Church, Va.
 Washington Area

PUERTO RICO: A.J.G. Knox
 Dept. of Soc. Science
 Univ. of P.R.
 Mayaguez Puerto Rico
 Area

KOREA: Herschel W. Rourk
 Co E, 8th Engr Bn
 APO 24, % PM, SF,
 Calif. Korean Area

EUROPE: Phillip C. Miller
 Co A, 1 Abn BG
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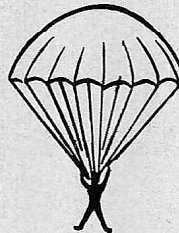
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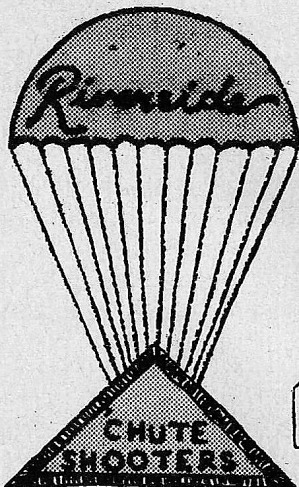
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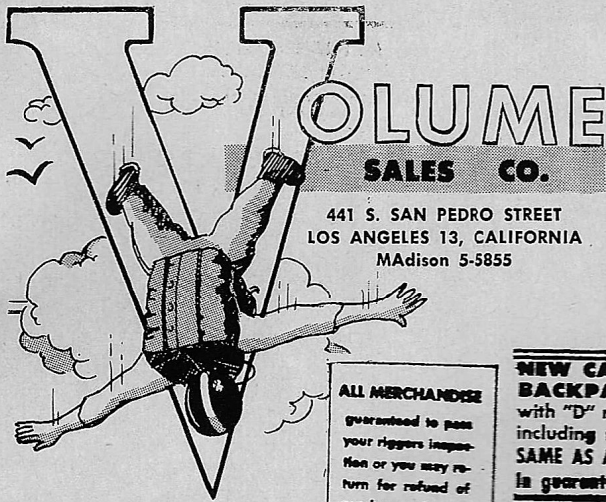
Universal Sky Diver lapel pin in full color, 1.50ea. in dozen lots, 1.25ea...13-50; 1.00ea... 51 and up. Individually boxed in plastic box, 3¢ extra per pin. Send cash or M.O. with order.



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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. **15⁰⁰**

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85c ea.

#101825 quick fit type



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NEW CAPEWELL BACKPACK HARNESS

with "D" rings installed... including rip cord and housing.
9⁵⁰
SAME AS ABOVE without "D" rings... NEW... 2.00
In guaranteed good condition... 1.50

- RIP CORD HOUSING..... 1.00
- 9 1/2" ELECTRIC BATON 10.80 Doz. Lots
- Red or amber lens on each end.
- Uses standard C batteries. **35c**
- HEAVY DUTY NEEDLES
- Made in England. For hand sewing webbing, etc. **6 for 75c**
- RISERS FOR B-4 HARNESS WITH CAPEWELL FITTING **1.00**
- (Backpack). Guaranteed good condition.
- In lots of 12 10.80 Doz.

- BUBBLE GOOGLES.
- Special sky diver type with heavier beading. **1.69**
- Clear and light blue. 18.00 Doz. Lots

- 31" x 75" SIGNAL PANELS ...
- White plastic on one side, fluorescent red or yellow on other. **4.50**

- 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%.

- T-7 BACK PACK HARNESS
- with 3 prong quick release box and "D" rings... **4.50**

Loops sewn on risers for separable links—
add, per harness **.75**

- BACK CUSHIONS
- O.D. nylon over foam rubber..... **1.00**

- CAPEWELL FITTINGS
- Male or female..... **.50**

- 28 FT. SAGE GREEN RESERVE CONTAINERS
- Nylon with special ripcord included..... **4.00**

- RETAINER RUBBER BANDS, fresh stock, per lb. **2.50**
- Pure gum rubber, 1/4 lb..... **.75**

- QAC 28 Ft. SQUARE PACK RESERVE PARACHUTES.
- White ripstop nylon canopy, butterfly clips. Guaranteed good condition. **15.00**

- CONTAINER. NEW **4.95**
- For backpack parachute, O.D. Nylon. 2.50
- Guaranteed good condition.

- 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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- D-RINGS..... **35c** each, Doz. Lots **3.00**

- 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..... **9.50**

The most spectacular bargain in SKYDIVING!

... A COMPLETE NEW B-4 RIG FOR UNDER \$55.00 ...

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 paratrooper. Late type butterfly clips.

THE FINEST RESERVE... ATTRACTIVELY PRICED.

19⁹⁵

IN LOTS OF 10 OR MORE 17.95

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

28 FT. RIPSTOP NYLON CANOPIES

White.
Complete with separable links attached.
GUARANTEED GOOD CONDITION.

9⁵⁰

New type C-9 orange and white RIPSTOP CANOPIES

15⁰⁰

In Lots of 10 or more 13.50

BRAND NEW! PARACHUTE RIGGER'S KIT
PRIDE OF THE NAVY AIR FORCE

Kit consists of large aluminum packing paddle, small aluminum packing paddle, right angle aluminum shroud line holder, sewing palm, shroud line hook, 3 locking pins, other misc. tools. Comes in special fitted canvas case.

Cost Gov't. \$26.12

4⁹⁵ each

STOP WATCHES

Water and dust protected. Unbreakable main spring. 60 sec. dial **\$9.50**



New manufacture SMOKE FLARES

They are fresh from the manufacturer. Orange colored smoke. Have wooden grip handles. 50 seconds burning time.

NOTE: These cannot be shipped parcel post.

\$12⁰⁰ DOZ.

\$1.19... each

Sporter's Special... B-4 BACKPACK...with "D" rings

Complete backpack including: new container, harness with Capewell releases, 28' white ripstop nylon canopy, back cushion, rip cord and pilot chute. **\$29⁵⁰**

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SPECIALLY DESIGNED FOR SKYDIVERS SKYMASTER PROTECTIVE HELMET

Strongest fibre-glass shell with foam-plastic cushioned lining. Double chin strap with three snaps and heavy duty buckle. Finest quality white lacquer finish.

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KEEPS YOUR NOGGIN FROM JOGGIN

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Includes late type sage container, ripcord, new 28 ft. orange and white ripstop nylon canopy, butterfly clips on "H" Harness.

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