

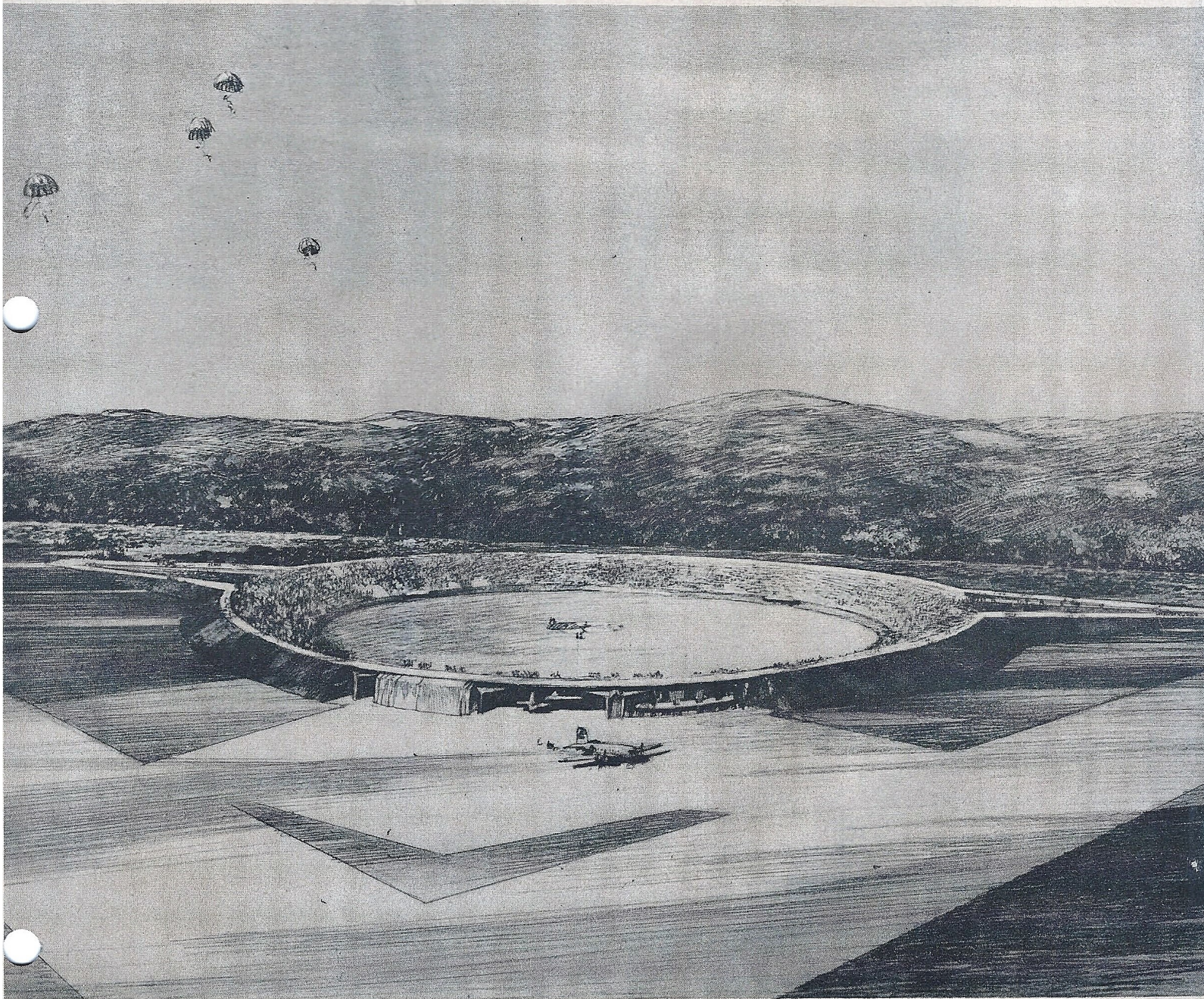
SKY DIVER MAGAZINE

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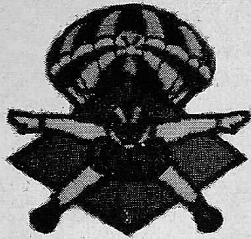


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COMING EVENTS

ANY OTHER MEETS SCHEDULED???

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 13 & 14: Montana State Univ. Parachute Club Meet. For further information contact: Carl A. Gidlund, Pres., 610 Eddy Avenue, Missoula, Montana.

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

Early May or June: Invitational Parachute Meet. Taft City Airport. For further information contact: Ray Feiler 4351 Clark Avenue, Long Beach 8, California.

June: Valley Sky Divers Invitational Parachute Meet. For further information contact: Valley Skydivers, 7923 Nita Ave., Canoga Park, Calif.

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

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

August: Adriatic Cup Meet. Tivat, Yugoslavia.

August 1962: 6th World Sport Parachute Championships. Orange Mass. For further information contact: Mass. Sport Parachuting Commission, Box 1962, Orange, Mass.

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.

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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. 

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ARTICLES PAGE

Sixth World Parachuting
Championships, courtesy
Mass. Sport Parachuting
Commission 5

Gloves, by Sam S. Starr..... 7

Jumper In The Air,
by Carole Cortez..... 8

Parachuting Records
(Continued from last month),
courtesy Capt.
Phillip C. Miller..... 9

“Roamin” Rigger..... 9

Annual Report on Commission
of International Parachuting,
by Capt. Phillip C. Miller..... 12

Sky Diving “Blue Angel,”
by Sgt. Don Kidd..... 13

DEPARTMENTS

Coming Events..... 3

Letters..... 4

Club Activities..... 15

Classified..... 18

Certified Lofts..... 18

Cartoons
by George Mulcahy..... 10, 11, 15

We all enjoy your fine magazine and receive many useful hints from it. We are thinking of having a jump meet this summer and wonder if you ever have or will publish an article on how to hold a meet. I think it would be useful to many of your readers. We would also like to hear from some other clubs on this subject.

Jim Eisenmenger, President
Fairbanks Parachute Club
P. O. Box 1831
Fairbanks, Alaska

Ref: December 1959 issue, page 11. “LET’S MEET,” by Capt. Russ Gunby.

General Joseph W. Stilwell, Jr.

Please accept our congratulations on becoming the first General Officer of any service to hold a new Parachute Club of America FAI Parachutist’s License, and our thanks for your membership in the fast growing Parachute Club of America.

We are certain that our association will be a pleasant one and we will be happy to be of service at any time.

Joe Crane, President
Parachute Club of America

I’ve been meaning to “take pen in hand” for some time now but was unable to do so. I’ve been in the hospital for a year and a half with Polio and couldn’t write. My fellow members of the Seattle Sky Divers have supplied me with Sky Diver Magazine.

I started jumping here with Lyle Hoffman and Loy Brydon in 1955 and am just about the last of the original bunch that started then. My first five jumps were made on a “Derry” belonging to Dave Burt, also one of our original group. I also spent many jumps with Jim Pearson trying to beat him to the spot (he’s hard to beat).

I’d sure like to hear from any of



George Butterfield, C-42, exiting the aircraft at 3,500’ over Seattle Sky Divers DZ in 1958. This jump was made with one of the first “Blank Gores” and full sleeve in the U.S.A., which Lyle Hoffman brought from Russia in 1956.

LETTERS

the old gang, or anyone who would like to write.

George Butterfield, C-42
3909 Sunnyside Avenue
Seattle 5, Washington

BEWARE!

Some question has arisen concerning a recent supply of 32-ft. capopies throughout the U.S. The following is a letter received by Ron Neely concerning these canopies.

The 32-ft. surplus canopy in question has now become a nation-wide problem and we are swamped with requests to utilize same for sport jumping.

The canopy material is saponified acetate rayon, therefore the stamping "Not For Personnel Use" was utilized to stop just the thing that seems to be happening in the surplus market.

The canopy construction and design was intended for drone recovery. We cannot sanction the use of this canopy for any type of human usage.

If we may be of any further service to you on any other parachuting problem, please do not hesitate to call upon us.

Very truly yours,
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Know what you are buying!



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.

"SIXTH WORLD PARACHUTING CHAMPIONSHIPS"

Courtesy of Massachusetts Sport Parachuting Commission
Box 1962, Orange, Mass.

A bold move to switch the focal point of World Parachuting from Moscow to Orange Airport has been inaugurated by the Massachusetts Sport Parachuting Commission.

The move calls for the construction of a \$770,000 permanent sport parachuting bowl, capable of seating 50,000 spectators at Orange Airport. As planned, the facility will pay for itself.

It will, among other things, be an important contribution to the United States' standing in the sports and aviation fields.

The stadium, consisting of a saucer-shaped earth bowl, is part of the Master Plan which the Commission has approved for the Sixth World Sport Parachuting Championship to be held at the Airport in 1962.

The Championship will be held throughout August of next year, but its preliminary phase will begin in July of 1962 with dress rehearsals and the training of the huge staff.

The total cost of staging the international event is estimated at \$1,673,280. Of this, \$903,280 is the projected operating cost with the rest set aside for the facilities.

Federal legislation requesting the federal government to guarantee the \$1.6 million loan from private banks has been drafted by United States Representative Silvio O. Conte of Pittsfield, Mass.

"The Center will belong to the federal government until the loan is paid back to the banks through estimated receipts from the Championship," Jacques Andre Istel, Commission Chairman, stated.

Istel, pointing out that the event is a non-profit venture, said the stadium and championship costs are expected to be erased by \$1,680,000 in estimated income. Some 500,000 spectators are expected to watch the five major events of the world meet at an average ticket price of \$3.00.

"Once the stadium is paid for, it will become the property of the Town of Orange," Istel said. "When that time comes, it is the intent of the Commission to make sure the Commonwealth and Federal government are given

permanent and free use of the center for training and civil defense purposes."

"This stadium will make Orange the center of United States sport aviation," Istel stated. The Commission also noted the tremendous tourist boost such a permanent facility would give to New England.

Over two football fields in diameter, the circular bowl will be built at minimum expense by moving and shaping the earth already on location.

If all goes well in securing a government guaranteed loan, the ground-moving will begin this May and be completed in a month. Heavy construction will start in November and final seeding of both the spectator seating slopes and infield landing area would be done in September. The target field is planned to be 660 feet across, but the full stadium dimension will be 1,000 feet from rim to rim.

The circular slope will rise 15 feet above ground level, and the infield will sink down 15 feet below ground level. The slope will rise at a 45 degree angle. A path-way will wind around the top of the stadium and double spectator ramps will branch out from north and south. Underneath a section of the slope, there will be a 12,000 square foot personnel, packing and equipment area.

"It will be the first completely integrated parachuting facility in the world," stated Robert A. Spatola, Executive Secretary. "This is something that has been lacking in all past national and world meets."

"Orange already is the sport parachuting mecca of the United States," Spatola added, "this facility will help establish our nation as the leader in sport parachuting and equipment development."

"The thing to be stressed," Spatola noted, "is that this facility will be easy to maintain; it will be modern, efficient, and self-paying; and it should be built at no cost to the government."

Mahar Regional School, a quarter-mile away, has been projected as the housing center for all contestants and

Continued Overleaf

Championships, cont.

staff members. Eliminating the need for costly temporary housing, the modern school offers an excellent home for the 200 participants expected from 20 countries, the Commission proclaimed.

And within an hour's driving radius, it adds, adequate housing is available for all spectators. The Commission labelled the coming world meet as "a once in a lifetime international event with dramatic appeal and keen competition."

The financial plan shows \$620,000 will be needed by this May, another \$700,000 by December and the bal-

ance of \$335,000 by next May. The deadline for securing adequate financing is Feb. 15, 1961. The funding is divided among administration, construction, promotion and lesser costs.

The Master Plan described Orange as having "unequaled" facilities available on which to develop a complete, integrated sport parachuting facility.

"The East is by far the most densely populated portion of the United States. This provides the facility with the greatest potential audience for organized parachuting events.

"There are over 32,000,000 people living in metropolitan centers nearby, it continues.

"One age group that is particularly

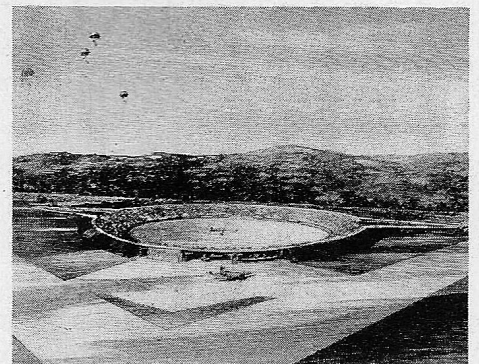
attracted to this sport is well represented by the 370,000 college students who live and study in the area." The airport itself, the fourth largest municipal airport in Massachusetts, forms an excellent base on which to develop permanent facilities. Its application to this use has been provided by two seasons of active sport parachuting totalling almost 6,000 individual jumps. . . . The general area is a tourist attraction for its fishing, boating, water skiing, camping and scenery.

The Commission notes that the Center will have a profound and favorable economic effect on the area, besides attracting thousands of tourists, "it will have many future uses for national and invitational international competition, for research in parachuting techniques, parachuting equipment and human factors, and as the major civilian parachuting center in the United States."

"The Center provides the perfect background for the finest and most colorful championship ever held."

The Master Plan has been in preparation for several months by the Commission with help from Shepley Bulfinch Richardson Abbott, Boston, Architects; Robert B. Rutherford, Boston, Management Consultant; Wolfgang Lieschke, New York, Art Consultant; and Arthur Andersen and Co., Boston, Auditors.

COVER PICTURE



Focal point of the largest competitive aviation event ever held in the United States is this huge spectator bowl proposed for the Sixth World Sport Parachuting Championships to be held at Orange, Massachusetts in 1962. The earthen saucer-shaped area will accommodate 500,000 people on its gently sloped grass surface and ingeniously combines within one structure the parachute landing zone, viewing area and 12,000 square feet of underground service space. The saucer is 1000 feet across and 30 feet deep.

Con't next page

APRIL, 1961



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The \$700,000 structure will be paid by anticipated ticket sales. This integrated facility will provide the United states with the outstanding parachuting center of the world and leave New England with a valuable tourist attraction. The spectator bowl is part of an over-all Master Plan for the World Parachuting Championship conceived by the Commonwealth of Massachusetts Sport Parachuting Commission. Architects are Shepley Bulfinch Richardson and Abbott of Boston.

GLOVES By S. S. STARR

The anomalous sight of a parachutist approaching an aircraft on a steamy summer day, moping his brow with one hand and carrying a pair of gloves in the other is likely to provoke the remark, "I knew that these guys were nuts, but-". A closer look might reveal, however, that instead of being "nuts" he is usually one of the more experienced and thoughtful members of the club. The wearing of gloves on all jumps is becoming more and more common among this class of jumpers, for a number of good reasons, learned from experience.

Bob Spatola, who first introduced me to the habitual use of gloves, and whose experience is matched by intelligent attention to safety details, lists the following reasons for wearing gloves on all jumps, regardless of weather or altitude. In addition, of course is the spine-chilling nightmare of coming in for a pull on a cold day and finding that the hand is too numb to grasp the ring:

1. The proper gloves are never uncomfortable once one is airborne, even on the hottest day.
2. Gloves provide a firm grip on aircraft surfaces—doors, struts, etc.
3. Gloves can add noticeably to free-fall control.

Continued on page 15

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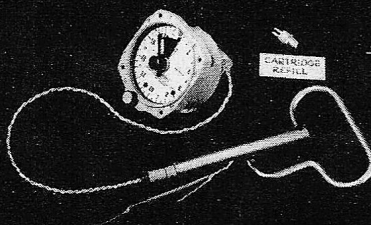
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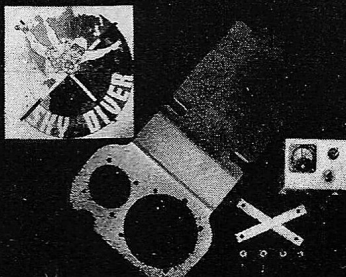
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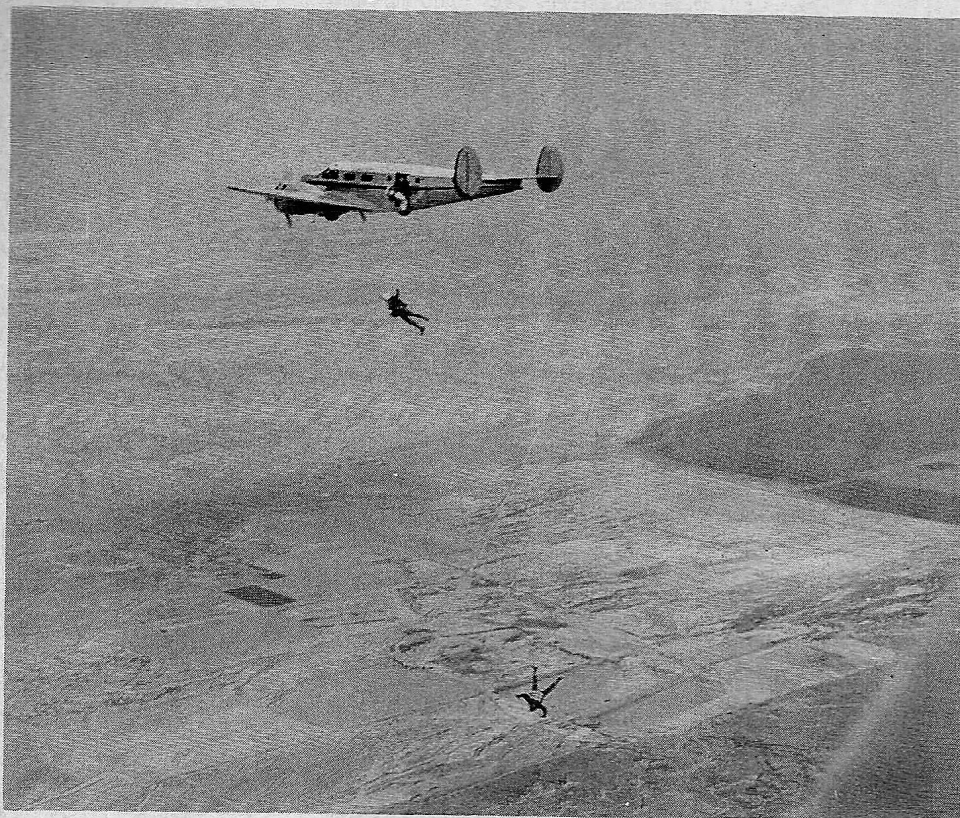
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"JUMPER IN THE AIR"

By CAROLE CORTEZ



Exiting the twin Beech over the Taft Drop Zone at 7500 feet. Taft, California, March 19, 1961.

The clear blue skies over the city of Taft, California have recently been invaded by a shining Twin Beech—C-45 and numerous skydivers. Members of the Rumbleseat Skydivers and Huntington Park Freelancer clubs board the Beech at Van Nuys airport each Sunday and make a mass jump into Taft some 30 minutes later. The weekly event has drawn approximately 8,000 spectators, representing residents from Taft and surrounding cities.

It all started in December, when Bob Neuman and Harry Hanes looked at the Twin Beech sitting forlornly in its Van Nuys hangar, owned by Schaefer Ambulance Service, the plane was seldom in use. Harry suggested that Bob fly to Hemet to see if the plane could be put into action.

Bob flew to Hemet the day of the "hit and run" contest. Jumpers viewed the aircraft, asked about altitude, but were more interested in competing in the contest that was in progress. Then the jump plane, the Norseman, caught fire and was grounded. Jumpers boarded the Beech to continue in the contest. Here was a plane capable of carrying ten parachutists and able to reach a higher altitude than most of

them had ever jumped from before. Needless to say, nine jumpers forfeited their final jump in the contest to make a mass high altitude exit from the Beech.

Members of the Rumbleseat and Freelancers joined forces. They had a plane and a pilot; they needed a place to jump.

Don Molitor found Taft. He talked with the Chamber of Commerce and picked out a drop zone.

On November 8, 1960 Jerry Kirkpatrick, Ed Duncan, Ray Feiler, Duke Adair, Jim Poulsen, Dennie Riecks, Hugh McDonald and Chuck Ayers looked out the door of the Beech at the unfamiliar terrain below. Don spotted, jumpers went out and landed all over the city of Taft in beautiful disorganized confusion. Jim Poulsen was seen going down between two buildings with a flag pole jutting up between them. Parachutes were viewed on the main street, backyards and on the airport runway. Residents of Taft were delighted.

The Chamber of Commerce set up a drop zone. Sunday events were broadcast and televised. Local newspapers picked up the story of the high altitude events. The highest altitude

obtained to date is 23,400 made by Don Molitor, Don (Hoolie) Oliva, Jim Poulsen, Ron Fitch, Duke Adair, Ray Feiler, Ed Duncan and Dennie Riecks, on January 10, 1961.

The enthusiasm of the spectators has been so great that it has become necessary to set up classes. The more experienced jumpers participate in the training. Ed Duncan conducts a "course" explaining the parachute, its proper use and performance. Ground training is given by Don Molitor, Ray Feiler and Duke Adair. Students practice PLF's from Don's truck. Students are tapped out by one of the above mentioned jumpers. Approximately 30 people have been trained to date without injury. Most of them consist of local residents, and the two pilots of the Beech, have each made jumps. Bob Neuman has made three jumps to date, Harry Hanes has jumped 12 times, making a sixty second delay on his last jump. Harry has flown everything from P-38's to his own Cessna 172.



Taft Drop Zone, Taft, California.

George Frenzel, pilot-designer working on the fantastic B-70, has made 13 jumps and it is interesting to note that he has put his experiences to scientific use. George has applied the knowledge obtained from free fall to the design and construction of the B-70's ejection seats.

Residents look forward to their Sundays at the drop zone and all jumpers are welcome. Each jump is announced via loudspeaker from the time the plane takes off until the last jumper is on the ground. Standup and target landings are rewarded with blasting of car horns and wild applause.

There will be a contest and all skydivers are invited. The contest date will be announced in Sky Diver magazine.

RECORDS OF PARACHUTE JUMPING

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AS OF 1 JANUARY 1960

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MEN'S RECORD'S

(As of 1 January, 1960)

PARACHUTE JUMPING DURING THE DAY

Courtesy Captain Phillip C. Miller

Safety Officer — Europe

PARACHUTE JUMPING DURING THE NIGHT

Class: G-I-a (Night)

OPENING PARACHUTE WITHOUT DELAY: INDIVIDUAL JUMPER

Altitude 12 023 meters (39 445 feet)
 Date 24 November 1958
 Name S. Kalaptchiev (Bulgarian)
 Place Tolboukhine Airport

Class: G-I-b (Night)

INDIVIDUAL JUMPER

DELAYED OPENING OF PARACHUTE ("FREE FALL")

Jumping Altitude 14 291 meters (46 886 feet)
 Distance of Free Fall 13 650 meters (44 783 feet)
 Altitude When Parachute Opened 641 meters (2 103 feet)
 Date 20 September 1957
 Name V. Zouev (Russian)
 Place Engels-Saratov Airport

Class G-I-d (Night)

JUMPING TO A TARGET:

OPENING PARACHUTE WITHOUT DELAY:

	Jumping Altitude		Average Distance From Target	
	Meters	(feet)	Meters	(feet)
N. Chtcherbinine (Russian) 15 September 1959 Odessa Airport	600	(1 968)	2.50	(8.20)
P. Antonov (Russian) 29 May 1959 Saransk Airport	1 000	(3 281)	4.27	(14.00)
P. Bittchenko (Russian) 3 October 1958 Gomel Airport	1 500	(4 921)	3.45	(11.32)

Class: G-I-e (Night)

JUMPING TO A TARGET:

DELAYED OPENING OF PARACHUTE: INDIVIDUAL

V. Koungourtsev (Russian) 8 September 1959 Kamenka-Dniepropietrovsk Airport	600	(1 968)	2.74	(8.99)
A. Nagy (Czechoslovakian) 26 September 1959 Bratislava-Vajnory Airport	1 000	(3 281)	1.85	(6.08)
V. Krylov (Russian) 22 September 1959 Enem-Krasnodar Airport	1 500	(4 921)	.62	(2.03)

Continued overleaf.

Continued overleaf.

I have jumped with the Valley Sky Divers on many of the drop zones in their nomadic existence. The no social, just jump club, composed of such fine jumpers as Jack Cupp, Les Flick, Monty McRae, and the sailing Simbros, have moved from drop zone to drop zone as each in turn was planted or sold for housing tracts and are now jumping with the Santa Clara Valley Sky Divers at Piru. (Thirty miles inland from Ventura, California.)

The SCV group, led by Dave Morua and Lee Morgan, jump from Bob Reddick's 172 for rates like 10,000 ft. for \$5.00, have also moved from field to field in the past. The last two were in Ojai Valley and were lost for such excuses as a neighbor lady having a stroke — probably from seeing all the jumpers flying over her house, and the best I have heard yet, quoth the farmer, "I seen one o' my heifers eatin' one o' them yaller drift things and I cain't find him nowheres. I know he has run off and died somewheres from that thing. If I ever find his carcuss, I'm agonna have one o' them autopsies done and if it shows he died from that streamer thing I'm agonna sue." I was wondering who he was agonna sue. Parachutes Incorporated, for using such untasty paper, or the club for allowing their streamer to drift into his field? We didn't offer to make an air-search and rescue jump for his heifer, though we figured it was still alive, even if Jacques doesn't have his drift indicators approved by Duncan Hines.

So the club has a good home on Bud Sloan's Bar S. Ranch in Piru. Bud has his own blacktop airstrip, lunch stand, and auction shed right next to the river bottom DZ, where you can sell your parachute to the highest bidder if you happen to break a leg and need hospital money. Bud has a quarter million dollars worth of cattle on this ranch (one of four) so I guess he doesn't worry about losing one or two to unpalatable drift indicators. I wonder if he has thought about deducting a dozen head a year from the fifty thousand taxes he gives Uncle Samuel every year for indicator cardialgis.

I haven't been able to talk Bud into jumping his six foot four, two hundred and fifty pound frame out of the plane, even in my forty foot candy stripe. If you drop in at Piru, a word of caution, Mr. Sloan doesn't like

ROAMING RIGGER *Con't.*

drinking or fast driving and has proven himself capable of enforcing these rules on individual offenders by helping them out the ranch gate. It is a treat to have an owner back up his own rules instead of booting a whole club out because the club members can't control the few unappreciative spectators or jumpers that have to break regulations!!

An incident was brought to my attention regarding "D" rings and B-4 harnesses. It seems some Riggers are putting the "D" rings so low on B-4 harnesses and then only attaching them with one piece of webbing sewn to the back of the main lift web and leaving the "D" ring to flop up and down. This particular incident occurred when a jumper jumped such a harness modification and the "D" ring with reserve snap got behind the harness adjustment buckle holding it open and when it was jumped the opening force pulled all the front adjustment strap right up to the bunched harness, which, fortunately, was sewn at the end of the main lift web. He could have had another two thousand foot of free fall without chute. I suggest you check to see if your "D" rings will flop down to your adjustment buckle, if so, have your rigger add a short piece of webbing to the middle bar of the "D" ring and sew up on the front of the rear main lift web. This will mean that your front adjustment web will take a little wear from the reserve snap, but this is cheaper than the wear on your body from a two thousand foot break away.



For the life of me, Ed, I don't know where I could have mislaid that shot bag!

Records *Con't.*

Class: G-II-a (Night)

ALTITUDE GROUP JUMPING:

OPENING OF PARACHUTE WITHOUT DELAY: GROUP OF 3

Altitude10 249 meters (33 625 feet)
 Date23 December 1958
 NamesS. Kalaptchiyev, P. Oublekov, H. Iliyev (Bulgarian)
 PlaceTolboukhine Airport

Class: G-11-b (Night)

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

Jumping Altitude14 382 meters (47 185 feet)
 Distance of Free Fall13 543 meters (44 432 feet)
 Altitude When Parachute Opened 839 meters (2 753 feet)
 Date27 August 1957
 NamesV. Romaniouk, N. Kikitine, A. Savine, E. Andreev,
 P. Ichtchenko, G. Nikolaev (Russian)
 PlaceEnguels-Saratov Airport

Class: G-II-b (Night)

**DELAYED OPENING OF PARACHUTE (FREE FALL):
 GROUP JUMPING (7)**

Jumping Altitude11 044 meters (36 234 feet)
 Distance of Free Fall10 413 meters (34 163 feet)
 Altitude When Parachute Opened 631 meters (2 071 feet)
 Date22 July 1955
 NamesP. Dolgov, P. Itchenko, N. Nikitin, V. Petrenko,
 N. Geoukov, V. Romanjouk, A. Savin (Russian)
 PlaceEnguels-Saratov Airport

Class: G-II-c (Night)

JUMPING TO A TARGET:

OPENING PARACHUTE WITHOUT DELAY: GROUP OF 3

	Jumping Altitude		Average Distance From Target	
	Meters	(feet)	Meters	(feet)
V. Rakov, A. Skopinov F. Poberegenioug (Russian) 29 September 1958 Moscou-Touchino Airport	600	(1 968)	5.12	(16.80)
I. Varlakov, N. Chtchoukine B. Lapine (Russian) 19 August 1959 Tcheliabinsk Airport	1 000	(3 281)	2.94	(9.65)
J. Peklin, M. Dmitrov V. Mariutkin (Russian) 20 April 1959 Kirovabad Airport	1 500	(4 921)	5.48	(17.98)

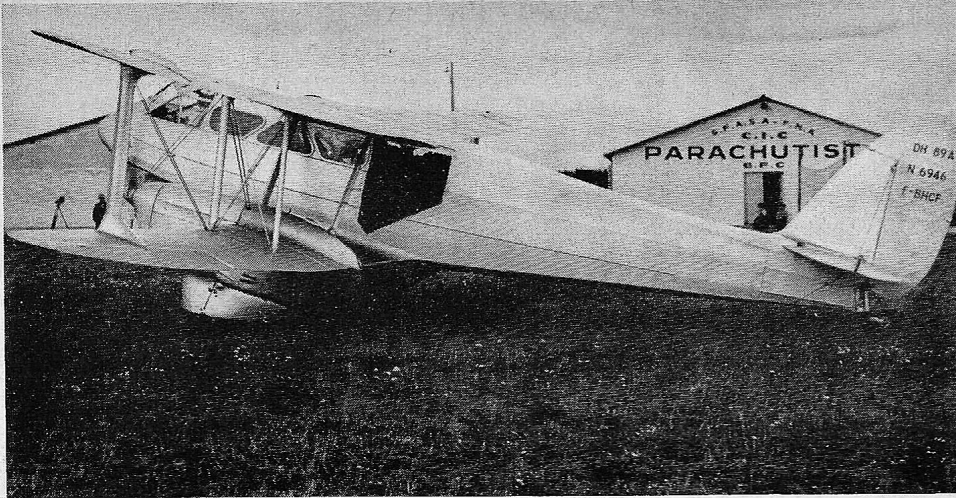
Class: G-II-c (Night)

JUMPING TO A TARGET:

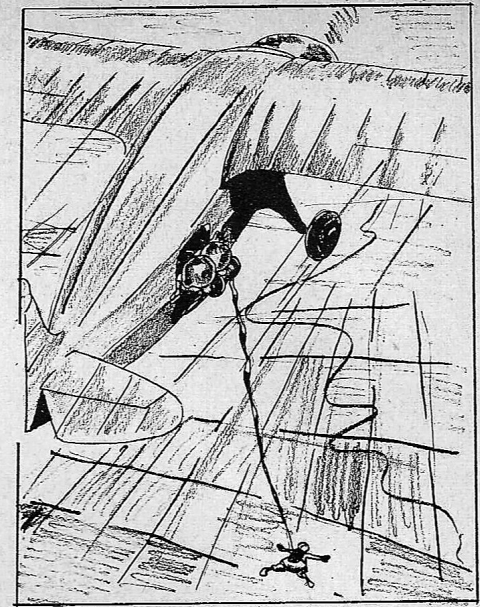
OPENING PARACHUTE WITHOUT DELAY: GROUP OF 4

V. Roulieva, L. Akimova V. Naoumova, L. Kiritchenko (Russian) 6 September 1959 Doubrovitsy Airport	600	(1 968)	1.96	(6.43)
P. Ostrovski, V. Nabouchnov G. Dmitriev, I. Tscherbakov (Russian) 9 April 1959 Kirovabad Airport	1 000	(3 281)	7.68	(25.20)
GROUP OF 5 N. Daniltchenko, A. Piatakow A. Krourov, E. Podgorbounski L. Louzki (Russian) 30 June 1956 Taininskaja Airport	1 000	(3 281)	10.83	(35.53)

Con't next page




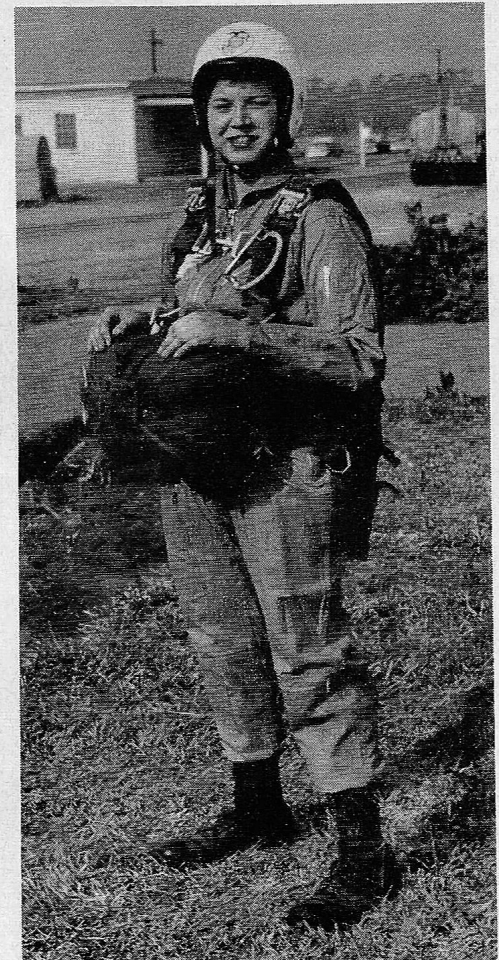
De Havilland Rapide in front of packing shed at French Jump School at Chalon-Sur-Soane. The interested English subscriber took pictures while attending school, but neglected to state if he was one of the students loading Rapide at left.



"Oh, that's his static line. He loves to skydive but is afraid to freefall!!"

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PARA NEWS
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NO MARRIAGE PLANS — Vivacious, 19-year old PFC Sandra Cvacara, El Toro Marine Corps Air Station, spends her off-duty hours practicing two most unusual hobbies, sky diving and Yoga. At present, the woman Marine has four jumps to her credit and expects to make her first freefall jump soon. Recently she added another unusual activity to her busy schedule which includes photography and dancing, when she became a Yoga follower. (Official Marine Corps Photo)

Records Con't.

Class: G-II-d (Night)

JUMPING TO A TARGET:

DELAYED OPENING OF PARACHUTE: GROUP OF 3

V. Rakov, V. Danilovitch	600	(1 968)	7.59	(24.90)
A. Petritchenko (Russian)				
1 October 1958				
Moscou-Touchino Airport				
V. Mariutkin, J. Peklin	1 000	(3 281)	9.12	(29.92)
M. Dmitrov (Russian)				
9 April 1959				
Kirovobad Airport				
J. Peklin, S. Baguinsky	1 500	(4 921)	8.03	(26.35)
A. Vetrov (Russian)				
10 October 1958				
Terrassovka Airport				

Class: G-II-d (Night)

JUMPING TO A TARGET:

DELAYED OPENING OF PARACHUTE: GROUP OF 4

V. Rakov, V. Zouey, N. Anikeev	1 500	(4 921)	14.78	(48.49)
V. Raevsky (Russian)				
7 August 1957				
Touchino Airport				
GROUP OF 5				
I. Sikorsky, D. Moukhatchev	1 000	(3 281)	3.61	(11.84)
E. Aristov, J. Bovchikov				
A. Manzarar (Russian)				
10 August 1959				
(Place: not listed).				

Continued next month.

ANNUAL REPORT ON COMMISSION OF INTERNATIONAL PARACHUTING

VIENNA, AUSTRIA, 7 Nov. 1960
By CAPT. PHILLIP C. MILLER, Safety Officer — Europe

Having just attended the annual meeting of the Commission of International Parachuting, CIP of the F.A.I. in Vienna, I hereby render a personal report of my observations. This report is not to be construed as an official total results of all business matters accomplished thereat. First I should like to take the opportunity to pay tribute to Mr. Jacques Istel for the professional manner in which he represented the United States on all issues and particularly those more important points of absolute international interest that could have easily been politically sensitive or touchy. Realizing that Mr. Jacques Istel has been repeatedly condemned by many, both those that have met and think they know him, and others that have been no closer than a photograph and have relied upon many inaccurate rumors or idiosyncrasies of personal jealousies as a basis for their knowledge of this controversial figure that is truly the father of Sky Diving in the United States. Let's face simple facts, give credit where credit is due, if you are making stabilized falls and pulling rip cords then you too owe some recognition and appreciation of Mr. Istel's perseverance in pioneering this sport in the United States.

In Vienna I was seated to the left of Mr. Istel during the entire three days of business meetings, consequently I was able to observe the following; Jacques opinion and/or official U. S. proposals were supported in practically every instance by all communist delegations, whose countries for the past several years have practically dominated all meets, titles and official records in the parachuting world. The point here is, their complete respect for the United States as an extremely young but most serious and dangerous competitor in the field of parachuting. Further, the personal recognition by all delegates of Mr. Istel's knowledge of the finer and significant points that are essential to a more progressive world wide program of intensified, safer, and keener para-

chuting competition was quite obvious.

In a nut shell and as a result of my three days close association with Jacques Istel I too now have a complete admiration and respect of what he stands for on both a national and international scale in the field of sport parachuting. (So do the Russians, Bulgarians, the Czechs, Hungarians and a few others). He is possessed with drive, enthusiasm, unlimited ideas and coupled with a professional technique of pulling no puches in either English or French (French being the official language of the FAI) he is a man to be coped with as an official delegate of the U. S. around the international parachuting commission conference table where the sporting code and basic safety regulations are established and changed.

It was also my pleasure to meet Mr. Joe Crane and particularly under these circumstances. Mr. Crane is unquestionably a wonderful and most likeable gentleman. His reputation as a pioneer of parachuting in the United States is a matter of undisputed record. As sport parachutists each and every one of us should certainly have an appreciation for his many years of continued efforts and untiring contributions to all fields of parachuting.

As to the results of some business matters that should be of some interest to American parachutists I am at liberty to release the following: The events for the 1962 World Championships to be held at Orange, Mass. were decided and finalized. I shall mention only the highlights. There will be five events for both mens and womens classes. Three individual events and two group or team events. A team consists of five men or four women. All team members in both classes will be allowed to participate in each of the three individual events and scoring the best two out of three jumps for each event. A winner will be decided in each class for each event and a single or absolute world champion parachutist will be decided in both classes.

For the group or team events, only four members of the men's team may participate and scoring the best three out of four jumps in each event and combining the total score of both group events and the four highest individual scores to determine a world's champion team. In the women's class only three members may participate scoring the best two out of three jumps in each event and following the same general procedures as above in tabulating the final score which will determine a World's Champion Women's Team. A new ruling has been adopted which permits a team captain to exercise his prerogative in making unlimited substitutions with the fourth and fifth member of each team in both classes throughout all jumps in both group events. It was generally accepted that this new ruling would give all teams a fairer chance and that it will promote keener competition.

The style event requirements are the same as at Sophia, Bulgaria, except that the loop has been eliminated in the women's class and all jumpers must wear white coveralls for this event only. The reason for identical dress is to insure a more accurate and less distorted judging. The entry fee for the 1962 championships will be \$80.00 for each participant. The meet is tentatively scheduled to be conducted over a period of three weeks. This will provide an opportunity for other intermediate attractions, plus the importance of certain rest periods for the competing teams. The 1962 world championships should be without a doubt the most colorful championships ever conducted. Jacques Istel is leaving no stone unturned to insure just this.

LICENSES: A new series of license certificates and the requirements therefore have been established. Certificates are to be considered more of an honorary license rather than a functional or competitive license requirement.

The requirements for the new certificates are as follows:

"E" License; Gold pin with one diamond.

a. Must have met the requirements for an FAI "D" License.

b. Completed 20 thirty second delays having landed within twenty meters of the center of target on each jump.

"F" License; Gold pin with two diamonds.

a. Must have met requirements for "E" License.

b. Completed twenty 30 second delays having landed within ten meters of the center of target.

c. Completed ten jumps of twenty-three to thirty second delays and having executed all figures as required at Sophia within twenty seconds and from an altitude of 2000 mtrs.

"G" License; Gold pin with three diamonds.

a. Must have met requirements for "F" License.

b. Completed ten thirty second delays having landed within five meters of the center of target.

c. Completed five jumps with no delay from an altitude of 1000 mtrs. having landed within five meters of the center of target.

d. Completed five night jumps with no delay from an altitude of 1000 mtrs. having landed within 25 mtrs. of the center of target and the target only to be lighted.

e. Completed five 60 second delays landing within five mtrs. of the center of target.

f. Completed three water jumps with no delay from an altitude of 800 mtrs. reaching and touching target within ten seconds after first having landed in the

water.

Now for an overall view of other sidelights of both importance and interest to the occasion; at the close of the morning session on opening date Mr. Istel ran a twelve minute color film of Sky-Divers in action. It is the finest coverage of baton passing and close up filming I believe without question ever filmed. Don't miss it, it's unbelievably inspiring even to the old timers. NOTE: Lew Sanborn is the mobile camera mount — "Good work, Lew."

In the evening of the first day, the host National Aero Club of Austria treated the entire commission to a most wonderful atmosphere of champagne, wines and a variety of deliciously prepared foods in one of the

famous wine cellars of old Vienna. In my opinion this occasion was an unusually good example that peoples of the world can get along well with each other. With some 19 different nationalities represented in this small group and with the mixture of drink not one iota of a difference of political opinions were discussed. Too much fun was being had by all for this sort of thing.

During the course of the evening all members of each delegation drank from a silver parachuting cup (belonging to yours truly) with the recipients proposing a variety of peace giving toasts. For example the Russian delegate proposed that all should drink to his toast "THAT HENCEFORTH MAY ALL PARACHUTES OF ALL COUNTRIES OPEN IN PEACE AND NEVER IN WAR." To this we all did drink and with a true sense of appreciation for the meaningful words and gesture. I sincerely believe he meant it, as I am sure we of the west were most sincere. Over all, this wonderful evening in a wine cellar of old Vienna was obviously enjoyed by everyone present and will long be remembered as an atmosphere of true international friendliness.

At the conclusion of business at the end of the second day Mme Odette Rousseau ran a thirty minute film coverage of the championships conducted at Sophia, which of course was enjoyed by all. On Sunday 6 November with the last items of business concluded the meeting adjourned to meet next year in Paris, France. If in Europe I most certainly plan to be there.

SKY DIVING "BLUE ANGEL" By Sgt. Don Kidd

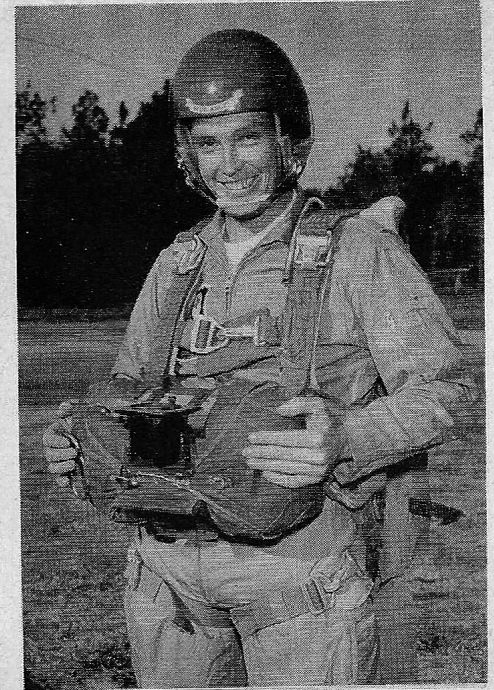
Ft. Bragg, N.C. — Men of the Navy have always been associated with the sea, men of the Army with the land, and men of the Air Force have their hearts in the wild blue yonder.

But the wild blue yonder is no longer the domain of manned aircraft, it also is the domain of men who glide and soar through it sans motor or wings. They are today's sky divers.

The U.S. Army's elite Parachute Demonstration Team at Ft. Bragg, N.C., is composed of skilled paratroopers selected to demonstrate spectacular free fall parachuting techniques to their brothers-in-arms and

the public. They are the Army's sky divers who prefer to jump from airplanes than to ride in them.

Watching the Army Team perform recently, a 22-year-old Navy parachute rigger became so intrigued with sky diving that he took 30 days leave to come to Ft. Bragg and learn the art from acknowledged masters.



FT. BRAGG, N. C. — PR/3 James C. Mills, parachute rigger for the Navy's famous BLUE ANGELS Flight Demonstration Team of Pensacola, Fla., smiles happily after making his first jump with the Army Team at Ft. Bragg. Jim has taken 30 days leave to become a sky diver and attempt to obtain his "B" license. (U. S. Army Photo by Sgt. Betty Farmer).

The good-looking, red-headed sailor is PR-3 James C. Mills of Dumas, Tex. Jim is currently assigned to the Navy's Blue Angels Flight Demonstration Team based at Pensacola Naval Air Station, Fla.

Jim joined the Blue Angels after completing the Navy's Parachute Rigger course at Lakehurst, N.J., in March 1959.

The fledgling sky diver is in the hands of Sgt. G. Ronald Brown, veteran Army sky diver and member of the Team who has amassed a total of more than 350 parachute jumps.

Tuesday of this week, Jim made his first two static line jumps. S/Sgt. Gerald Bourquin, also of the Army Team, was his jumpmaster and said, "He's a natural. He made the best exits and

Continued Overleaf

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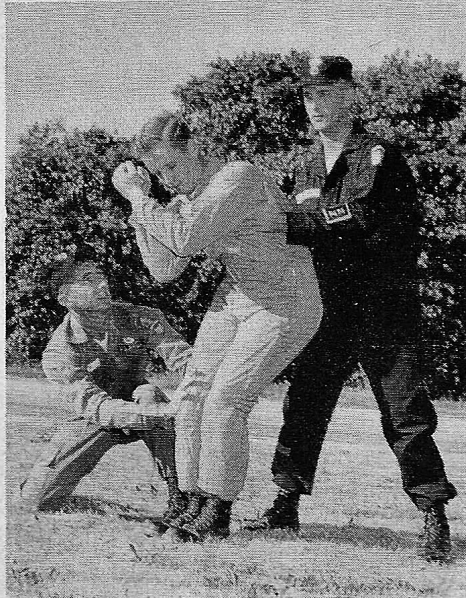
•
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"Blue Angel,"

Continued from page 13

stabilized better than any student I have ever seen."

According to Jim there is a lot of interest in sport parachuting at Pensacola. "We have the equipment and planes but lack a qualified instructor. That's why I'm here," he said.



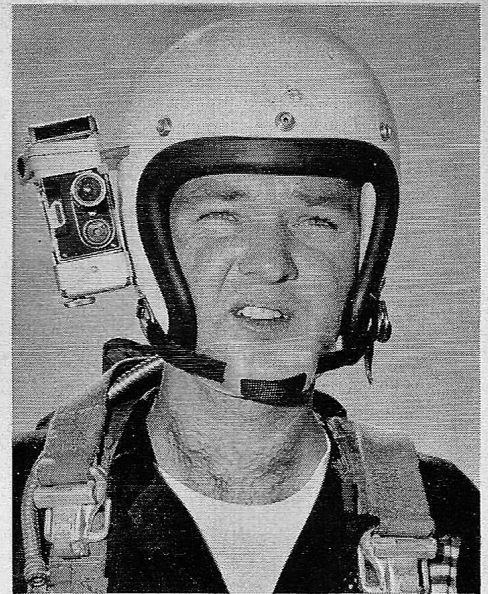
FT. BRAGG, N. C. — Learning the all-important PLF, Jim Mills receives instruction from two stars of the Army Parachute Team, Sgts. Ron Brown and Jerry Bourquin. (U. S. Army Photo by Sgt. Betty Farmer).

When asked what made him want to become a sky diver, Jim replied, "I watched Sgts. Brown and Bourquin do their dual act of jumping together in Washington, D.C., Rockville, Md., Waterloo, Iowa, and again at Wilmington, N.C. I saw those guys spiraling down together, separating and then coming back together again before opening their parachutes. Gliding and circling they looked as graceful as any bird I have ever seen and I made up my mind that I'd learn to do that at the first opportunity. Now, these same men are teaching me.

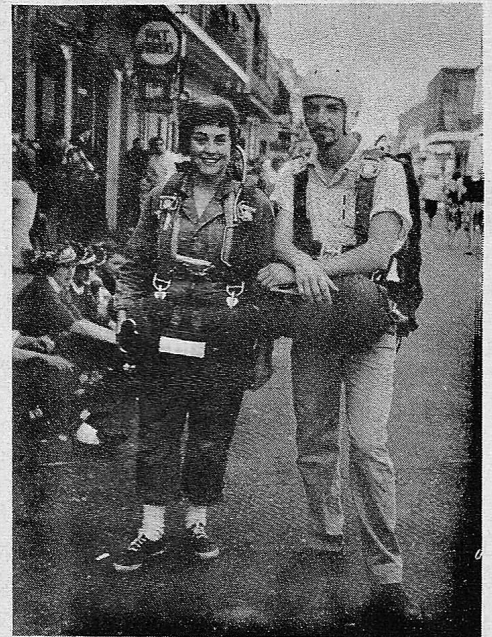
If I can get in enough jumps and become proficient enough to get my "B" parachutist's license while I'm here, Pensacola will have an instructor and we can begin jumping there."

Jim is the son of Mr. and Mrs. Robert H. Mills of Box 412, Dumas, Tex. He attended Dumas Senior High School and worked for the Tipton Tire Company prior to joining the Navy in 1958.

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FT. BRAGG, N. C. — Sgt. Dick Fortenberry, a top sky diver and member of the Army Parachute Team sports an 8mm. movie camera on his helmet. Dick has been shooting lots of footage in both black and white and color. He recently returned from a good-will tour in Brazil with three other top Army sky divers, Sgt. Jim Arender, Sgt. Danny Byard and Capt. Jim Perry. (Photo courtesy of U. S. Army Sport Parachuting Team.)



TRIP TO NEW ORLEANS

Pictured wailing their way through the streets of New Orleans at Mardi Gras time are Dave Verner (B license applied for) and Marilyn Buchanan (very chicken jumper—she says), members of the Sierra Sky Divers from the Vacaville, Calif. drop zone.

Using their chutes as the nearest available costumes they walked through the crowds on Fat Tuesday (or Mardi Gras Day). Dig those crazy boots—not recommended for jumping! They found this is a very sure way of finding any other jumpers in the area and met several members of the Delta Sky Divers who invited them to jump.

The outfits created a lot of interest and some laughs, and two very tired participants. They are presently traveling around and will be leaving for Europe shortly in hopes of making a few jumps and attending a few more festivals.

They suffered swollen ankles and sore knees from crawling the last mile to the car. It was worth it though, for all the fun.

Gloves, Continued from page 7

4. Gloves provide a firm, confident grip on the rip-cord handle.

5. Gloves eliminate the torn fingernails that mysteriously appear after one has landed.

6. Toggle steering is greatly facilitated. Few jumpers realize how hard they pull on the steering toggles until they have made four or five jumps in one day.

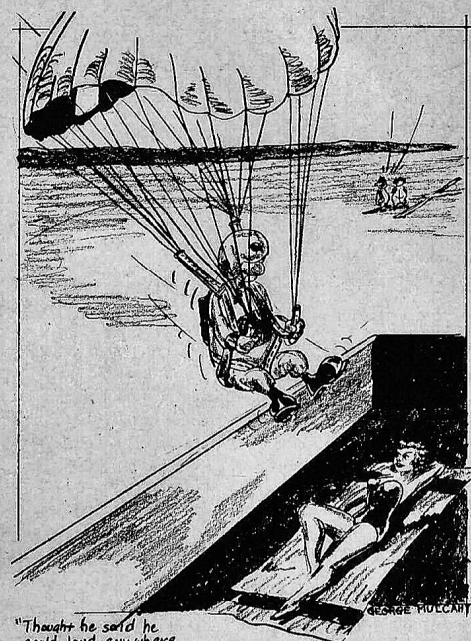
7. Slips—Few but the supermen can accomplish a severe slip or partial deflation barehanded—gloves really make the difference here.

8. Landing—Briars, trees, or hard surfaces (none of us ever land in these places, of course) can raise havoc with hands. Even the thinnest gloves provide considerable protection.

9. Deflation—Most of the books give excellent techniques for deflating parachutes. The catch is, that a day that requires a rapid deflation on landing is often the day that the jumper finds himself so entangled that he cannot get to his feet by any of the book procedures or release his canopy. "Line-Hauling" is usually the only alternative, and here, gloves are *indispensable*.

Excellent summer jump gloves are available in the form of surplus Air Force flying gloves (Gloves, Flying, Leather, Summer, Type B-3A) usually selling for less than five dollars. They are snug fitting, thin capeskin gloves with long cuffs and provide a firm grip on most smooth surfaces.

With all of the points in their favor, gloves should become standard equipment for all parachutists.



"Thought he said he could land anywhere he wants to!"

CLUB ACTIVITIES

Club Reports are submitted bi-monthly by club publicity representatives, one type-written page, double spaced.

MONTANA STATE UNIV. PARACHUTE CLUB: by Carl A. Gidlund, Pres., 610 Eddy Avenue, Missoula, Montana. And Howdy from the frigid free-fallers of Missoula. Our Montana State Univ. Parachute Club numbers over 30 members, though only half belong to PCA. Since we are a school-sponsored group, injured members receive free hospitalization, the sport being treated here in this land of rugged individualism as akin to skiing. Our more experienced members, the cadre, so to speak, return to smoke jumping during the summer months and are covered by government insurance during these jumps. So, for most of us, the hospitalization provided by the previous policy was of no use whatsoever, however, with the revised plan and yearly membership rates reduced, we'll try to get 100 percent affiliation.

Although the cold, and often overcast weather is a sometimes—deterrent to jumping here in Missoula, we've managed to squeeze in over 300 free fall and static line training jumps during our three year's existence. Members have managed to log a total of 25 sixty-second falls during cloud breaks. A few of the more experienced troops are beginning relative work now, and we expect to report a complete baton pass or two by next issue. We're in the process of training a faculty sponsor, Capt. Donald Fox of the ROTC detachment, a gung-ho type who just never got around to Army jumping.

Only one meet thus far, with a small and neophyte club at the State College in Bozeman. Are we isolated, or are there other clubs in the area, especially college outfits, that would care to take us on, say during the weekend of May 13 and 14?

We do plan to field (or should it be air?) a team for the Seattle Skydivers Invitational in April, and look

Continued Overleaf

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CLUB ACTIVITIES continued

forward to a mutually rewarding exchange of information.

SOCIAL NOTES: A club jump-in picnic was planned for March 4, with 20 of the gals and guys leaping from a Johnson Flying Service Ford Tri-Motor to an isolated canyon nearby. Refreshments will be trucked in by wives, gal friends and ground-poundin' boy friends.

Just lost our very first co-ed trainee, Mrs. Toni Davis, to an airborne companion, the stork. Hope to see her back in the harness again soon. Let us hear from y'all, especially you college clubs, real soon. Drop a line, even if not interested in the May meet.

MID-EASTERN PARACHUTING ASSOCIATION

740 Abington Ave., Glenside, Penn.

On Saturday, July 14, 1960, a meeting was held by representatives of six clubs for the purpose of forming an area Parachuting Association, now known as the Mid-Eastern Parachute Association. The clubs represented are as follows:

Delaware Valley Parachute Club, Tri-State Sky Divers, Parachute Club of Delaware, So. Jersey Sky Divers, Asbery Park Sky Divers, Berks Parachute Club.

The following officers were elected:

President and Treasurer — Fritz Muller, Recording Secretary — Gerhart Klemm, Publicity & Public Relations — Allen D. MacPherson, Meet Coordinators — Lee Guilfoyle and George Gividen, Official Judge — Ed Grandis.

Dues, or operating expenses, will be \$10.00 from each club. If and when our funds run low, each club will be reassessed, according to our needs.

Parachuting privileges will be revoked for conduct reflecting unfavorably on the sport of parachuting. Clubs reflecting undesirable conduct, or failing to enforce these regulations will be dismissed from the organization.

Club Safety Officers will be officially appointed, in writing, by the Area Safety Officers who will then submit these names to P.C.A. headquarters for approval.

SOUTH FLORIDA PARACHUTE ASSOCIATION: by Ben W. Brezin, 3200 N.W. 5 Court, Ft. Lauderdale, Fla. The club's first competitive meet — The South Florida Winter Invitational — on December 21st and January 1st had a moderate turnout and

fair weather. Don De Lamar, Alan and Denny MacPherson ventured all the way down from the frozen North for a good vacation and a bit of fun-jumping prior to the meet. Most of the entrants came from the Gainesville Florida Sky Divers, our own club and not forgetting one brave soul from North Carolina.

There were three events — Classes A, B and C. A was the novice class with three spot jumps from 3,000' with a short delay. Don Leven, from the Gainesville Club, was first and our own Diana Harris took a close second, with Steve Shopmaker third.

Class B — the sky diver event consisted of a 20 second delay from 5,000' with a 180 degree left turn; a 360 degree right turn, front loop, and 360 degree left turn back to target heading. George Wymer took first, using his 26 foot double "L" and some unusual front landings. Lt. Benoit of S. Fla. was second and Brezin third.

Class C — The hit and run team event was a real novelty. It consisted of three-man teams, all making one mass "jump and pull" from 5,000'. The contestants were timed from when they landed to when they ran to target center, the results being quite hilarious. The winds aloft were screwy, and some of the elapsed times on the hit and run event ran up into the minutes, with some of the entrants coming in drenched from their cross country runs through canals, drainage ditches and such. The team event went to Wymer, Benoit and Brezin.

All in all the meet turned out satisfactorily. The first day winds were rather stiff and changeable, making for good competition. The second day it was glass calm.

We didn't have a sponsor for the contest and the local news media gave us little support. Financially, we lost a bit, however, the meet was worthwhile and the trophies handsome.

SOUTHDOWN SKY DIVERS: by Stan Anstee, 23 Rouston House, Friary East, Peckham, London, England. We are the newest club in England, our D.Z. being situated on the South Coast at Shoreham-by-Sea.

As of yet we have not been able to complete a very good program of jumping due to the bad weather which we are having in England at the moment, but are looking forward to a great summer.

Our numbers are small at the moment, and each member has his own

equipment, and jumping takes place only at the weekends using an Auster Aircraft, which is flown very competently by Jack Miller, a local farmer.

Our main stay and founder is Martin Griffiths, who is never seen on any D.Z. unless he is sucking on his old cherry-wood pipe, and proclaiming to the world that parachuting is the best and only sport. We feel that under his able guidance we shall soon be able to take part in competitions.

We hope soon to have a friendly match with Eddie Kimble and company of the U.S.A.F. Hospital who are stationed over here at Burderop, and no doubt parachuting yarns will be exchanged by all.

Happy jumping for 1961 to all parachutists everywhere.

CALIFORNIA PARACHUTE CLUB: by Pat Martin, Publicity Director, 566 Morse Avenue, Sunnyvale, California.

January 16 marked the end of an era for the Calif. P.C. On that date, Deke Sonnichsen stepped down as President of the Club, a post he has held since he founded the organization June 1, 1956, to assume new duties as Executive Vice President of the Parachute Club of America. Taking up the harness in his stead, John Percival has been elected to carry on the traditions which have made the CPC one of the outstanding groups of its kind in the United States.

John's dynamic new leadership will be augmented by the assistance of John "Rod" McPherson as Vice President and Training Officer, William "Kit" Harrington as Treasurer, Frank Brierly as Secretary, and Ron Freeze, Haynes McClellan and Gordon Monteath as Members-at-Large of the Executive Board. They intend to maintain and expand the training program to help each jumper attain his highest potential and to continue to develop the safety practices which have brought the Club its excellent safety record.

Deke has been appointed Permanent Chairman of the Executive Board in recognition of his many years of service and innumerable contributions to the development of the club.

Ron Freeze, Jim Pol (who has qualified for his D license) and UCPC affiliate Don Blessing set a new high altitude record for the CPC at the Sierra Club-sponsored fly in at Vacaville December 11. The three man stick exited at 21,000 feet for a 110 second delay and due to the excel-

lence of Ron's spotting, bombed in on the target at 10, 35, and 5 yards, respectively.

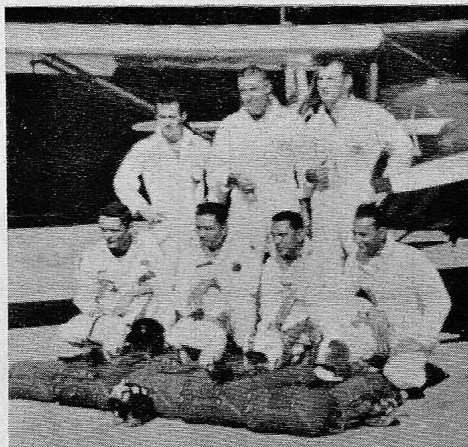
Ken Hirschberg and Frank Brierly have been making occasional night jumps with some of the members of the Golden Gate Club in the past few weeks. They report they found the air smoother than during the day due to the lack of radical wind layers and that the rate of descent was much slower than in day drops.

Four probationary members, Stanley Johnson, Cyril Jones, Stanley Padayhag, and Roy Shantz, were patched in December to bring the membership of the CPC to 35 full members, 17 probationary members, and 5 honorary members.

DELTA SKY DIVERS: by Leo and Eddie DeJesus, 2623 Elder St., New Orleans 22, Louisiana. The Delta Sky Divers now have 14 members. Our membership is now closed temporarily, and we have many more interested prospects. Through our jumping activities we have met one of the greatest guys we've ever known. He is Tom Ory, co-owner of Marshland Seaplane Service. It is his personal aircraft (Piper Tri-Pacer) which he has donated the use of for our jump activities.

We also have another great pilot who has flown us on many a good jump. He is Allen Ruiz, a very good pilot.

So far, the future of this club and a tentative 2nd club looks very rosy.



Seven of our 14 present members: L to R: (bottom row) Bob Moreau—President, Leo Jesus—Club Rigger, Eddie De Jesus, Mike De Luca. L to R: (top row) Mark Dourdreaux—Jumpmaster, Emmet Herman—Safety Officer and a Major in the 177th Spec. Forces, Charles Clark—our first club trained non-experienced jumper. Note dummy rip-cord in his right hand. Not pictured: Edmond Perret, Richard Kuntz, Anthony Loicano, Fred O'Sullivan, Larry Aycock, Jerry Jones, William Rodivich, members. Pilots: Tom Ory & Allen Ruiz.

NEW SOUTH WALES PARACHUTE CLUB: by Warrant Officer Bob Milligan, Sec.-Treas., No. 8 Edgar St., Saint Marys, N.S.W. Australia. Recently we founded the Operational and Controlling Body of Sport Parachuting in Australia known as the Australian Parachute Federation. The Constitutional Rules and Operational Regulations of our Federation were drawn up and proposed by myself after considerable help and advice from the previous Sec. of the New Zealand Federation, Mr. Denny Main, of Hamilton, N.Z.

The elected officers of the Federation are: Mr. Reg Carsburg, President (Queensland Parachute Club); L.A.C. John Phillip, Vice President (Newcastle Sport Parachute Club); Warrant Officer Bob Milligan, Sec.-Treas. (New South Wales School of Parachuting); Members: Mr. Deith Bulleid (Victorian Parachute School), Mr. Laurie Trotter (Macquarie Sky-Divers Club), Mr. Brian Murphy (New South Wales School of Parachuting), and Mr. Ron Dymock (Queensland Parachute Club).

I list hereunder the following facts in reference to our above named Club

Continued Overleaf

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Club Acts, cont.

and School, of which I am the Chief Instructor:

1. Organized the first Parachute Jump Competition between any two British Commonwealth Countries in the Southern Hemisphere, if not the world. Such countries were namely, Australia and New Zealand, the competition being held during the week-end of 14 and 15 Nov. 1959, at Tamworth, New South Wales, in front of an estimated crowd of 9,000 people, and such being won by New Zealand's Johnny Charnock with Australian Cpl. Alan MacDonald running second. A total of 18 competitors carried out

over 80 descents during the two days, the only injury being suffered was two broken ribs by Graeme Grigg of Victoria when he pulled his chute after a delay in an unfavorable position without a deployment sleeve.

2. Was the first civil parachute club or association to form and carry out descents in Australia after being reformed out of the disbanded "Sydney Parachute Club." The first training course and descents were in June 1957.

3. Carried out over 900 demonstration and training descents upon our training D.Z. at Camden as well as exhibition descents at 15 large provincial towns and cities throughout N.S.W. such as Narranderra, Dubbo, Goulburn, Canberra, Coffs Harbour, Grafton, Mooree, Tamworth, Quirindi, Narrabri, Walgett, Nyngan, Parkes, Inverell, and the first civil mass water jumps at Toukley in the vast Tuggerah Lakes in order to promote the sport of parachuting to the Australian population.

THE NORFOLK PARACHUTE CLUB: by Bob W. Bristow, Sec., EP-DOLANT, BLDG, A'18 U.S. Naval Base, Norfolk 11, Va. The Norfolk Sport Parachute Club, of Norfolk, Virginia, recently lost its club house in a fire which gutted the two story, rebuilt, frame house located in the S. Norfolk area. The club had just moved into their new home two months prior to the fire. New packing tables, hot and cold running water, new parachutes, pool tables and many other luxuries of a club house were all victims of this terrible fire. A good many

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of our members lost all of their gear since the gear was locked in their lockers inside the house. It is still undetermined as to what started the fire since no one was present at the time it started. We had no insurance on the contents of the house and it looks as if we are to begin our struggle all over again, the one which started several years ago. With the spirit, enthusiasm and eagerness with which the members possess I am sure we will survive again. We would like to invite all our friends (which are naturally all parachutists) to still drop in on us at anytime they are in the Norfolk, Va., area. We still have our aircraft and a couple chutes, with these I am sure we shall make a go of it. Our plane's door is always open. You can't keep good chutists down.



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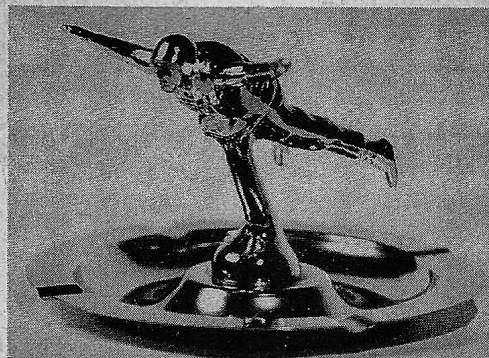
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