

# SKY SDIVER MAGAZINE

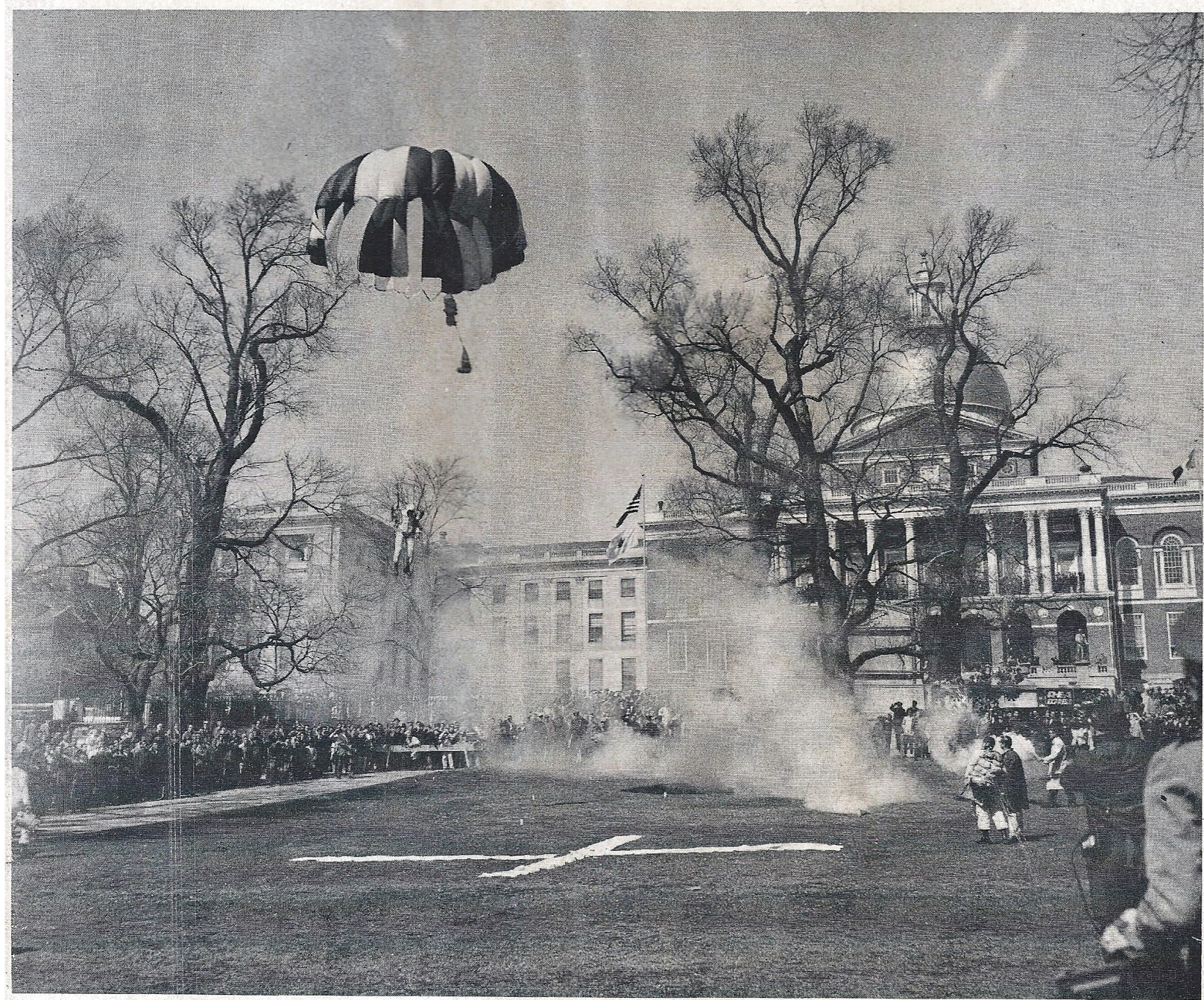
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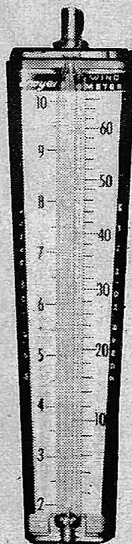
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# SKY DIVER

## MAGAZINE

P. O. Box 44  
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Dedicated to  
THE DEVELOPMENT AND SAFETY OF  
SPORT PARACHUTING  
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## COVER PICTURE

Five thousand spectators got a lesson in good canopy work March 21 when Nate Pond, second of three parachutists to land on the Common in Boston, zeroed in one foot from the target. Pond is manager of the Orange airport and a member of the Massachusetts Sport Parachuting Commission, the organization sponsoring the 1962 world championships.

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## 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.**

## LETTERS

In response to the letter written by Sam Starr, Media, Penna. - The "Town Jump" at Taft, Calif. wasn't intended, maybe Sam hasn't jumped high enough yet to encounter "upper winds", which an indicator won't tell you about, also the man making a 60 second delay on his 11th logged jump made his first jump 10 years ago, before most of us ever saw a parachute. I'd suggest you investigate first, then make your remarks ---.

Taft Safety Officer,  
Don Molitor,  
Rumbleseat Skydivers

I wish to thank Sky Diver Magazine and all the clubs and persons who sent me cards and letters when I was in the hospital last July. At the time I was in traction for a broken neck and could not answer them. They all bucked me up at a time when I was feeling very depressed.

I am not able to walk as of yet, but I have progressed as far as a wheelchair, and have hopes of being back in the harness someday.

Again my thanks to all of you, may you all keep a full canopy.

Don Allbee  
107 East 8th St.  
Muscatine, Iowa

I would like to express my appreciation to the Western Parachute Club of Denver, Colorado for their hospitality in letting me jump with their club here in Denver.

Presently I am a member of the San Antonio Sky Divers, but have been up here at school in Denver recently.

Would like also to congratulate each and everyone of you spacemen, especially to the nice drops we had here at Lowry A. F. B. on Armed Forces Day.

Happy blast-offs, all you.

John Villaneal  
Denver, Colorado

Dear Mr. Gunby:

I noticed in the copy of the basic safety regulations I received with my PCA membership renewal that, under paragraph 7, instruments are required only on delays of 30 seconds or more.

I could not disagree more with this regulation.

I do agree with the expansion of the regulations and think the increase of ex-

planatory material in the regulations is fine, particularly for novice jumpers.

But it is my opinion that instruments should be required on delays of 15 seconds and this is a minimum consideration. I began sky diving with the West Point Club, so I am quite familiar with Army Regulation 95-19 and its successor. I agree with the Army that the principal instrument should be an altimeter, and that not requiring instruments until 30 second delays is foolish and playing God.

Let me ask you one question. Would you permit your students to go up to 30 second delays without instruments? I think not.

I am also not naive enough to believe that most jumpers do not use instruments until thirties. We both know they do and I, at least, believe it necessary. If it is necessary, it should be in the safety regulations.

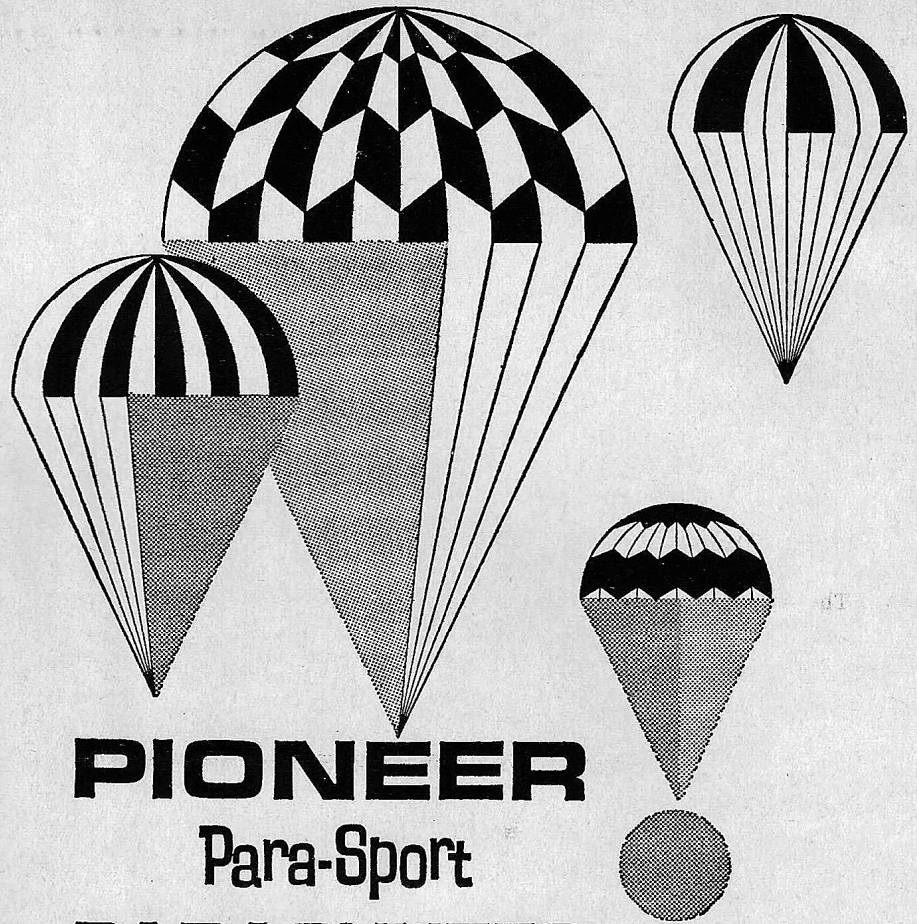
Mr. Gunby, if you believe and practice the use of instruments on delays much less than 30 seconds, I believe you should promulgate this idea into fact and into the next change of the safety regulations.

If you can present any good arguments against mine I will welcome a le-

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

This one you probably won't believe. While jumping with our club (Stead AFB Parachute Club) on the 2nd of April, I made a 15 second delay - my 16th delayed fall. Upon landing without any difficulties, I played with my half-inflated canopy to prevent the lines from becoming entangled in weeds, and then unfastened the harness. Just then a "duster" came along and picked up my canopy. I hung onto the seat sling for 20-30 yards and then released the chute, hoping it would collapse. (Wasn't able to get at the capewells.) Instead of collapsing, the chute shot straight up. When we lost sight of it, it had risen to approximately 5000 feet and had drifted 2-3 miles. Our aircraft had already returned to the airport and due to the lack of roads, we were unable to chase it down. Two days later one of our helicopter pilots spotted it, canopy inflated. He landed his H21 nearby, unhooked the tray from a clump of sagebrush, and returned the undamaged chute to me. It had drifted approximately 6 miles.

CLAIM: The first sky diver to reach the ground and then have his chute ascend



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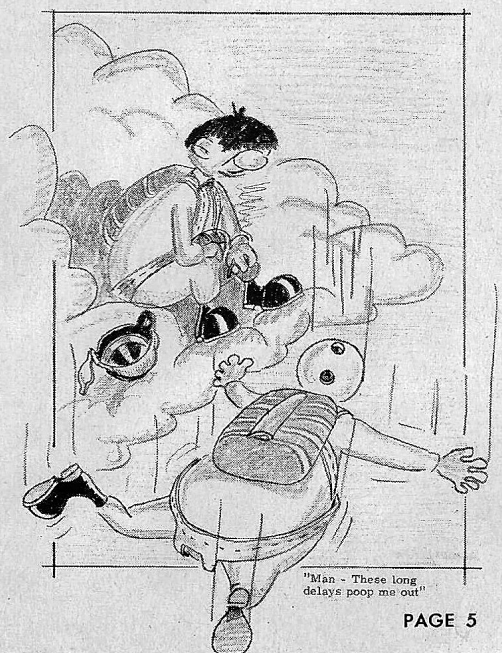
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back to his jump altitude without human assistance.

WITNESSES: A2c Joe Orta, S/ Sgt Rodger Don Edwards, A2c Emmet Short, S/Sgt Don Burdette, A2c Richard Taylor, A/2c John Gartner.

A1c David E. Milsten  
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"Man - These long delays poop me out!"

# HOW TO ACCELERATE MANEUVERS DURING FREE FALL

by F. Neimark

This article appeared in the January issue of "Home Wings", the publication of the Central Aero Club of the US SR. I think that it would be of considerable interest to readers of Sky Diver. The author seems to know what he is talking about, although I suppose that none of the information is news to our jumpers of international meet calibre.

You will note that there was some difficulty with translation, due to the fact that my translator was not a Russian sport parachutist. I have paraphrased some parts of it where terms used by our jumpers were not known to the translator, a neighbor of mine. However, instead of changing "spirals" and "somersaults" to "turns" and "loops", I have left them as they were because I think that the Russian terms are really more accurate for these maneuvers.

The one thing that impressed me most was their complete reliance on the hands and feet rather than the arms and body.

SAM STARR

For several years the competition programs in sport parachuting have included figures; spirals and somersaults executed in free falls.

Regretfully, as shown by competitors in 1960, not many of the competitors know the rules which would help them do these figures correctly and quickly. In this article I would like to share my recently acquired knowledge.

In executing the spirals one must profit by the forward speed in the first 3-4 seconds of fall. In exiting one must immediately take a horizontal position, parallel to the axis of the plane in the direction of its flight.

Starting into the first spiral turn comes rather easily. For this it is only necessary to turn the palm in the direction of the spiral vertically (edgewise) toward the ground. (Fig. 1.) This position is important because slanting the palms would cause a lift and the spiral would have a list in the opposite direction.

It is not advisable to begin the spiral on the strength of the impetus derived from the push-off from the aircraft. Experience shows that a rotational movement obtained from the push-off only causes loss of control. Some parachutists, trying to speed up entry into a spiral, make sharp movements with body and arms in its direction. As a rule, it only upsets stability.

Approximately between the 2nd and 4th second of fall there is a tendency toward the appearance of a "snap" when the parachutist's head goes along the path of the aircraft and when it reaches the sharp changes near the plane's tail. The reason for this is that when falling with spread arms and legs the most stable position of the parachutist is perpendicular to the airflow.

(Editor's note: This is the best that my translator could do with this paragraph. Apparently it refers to the slipstream and turbulent airflow around a large aircraft.)

In the first seconds of the fall the trajectory of the parachutist runs slanting toward the horizon. Therefore, his body taking the most stable position, i. e., perpendicular to the trajectory, becomes slanted toward the horizon. Immediate

entrance into a spiral after the push-off relieves the parachutist from calibrating but turning 180 degrees may cause a possible sharp snap. To avoid this snap, legs must be bent at the knees, and arms lowered so that the palms of the hands will be approximately perpendicular to the airflow. (Fig. 2.) If at this moment the palms are turned in the required direction, the speed of rotation will be greatly increased.

Bending the knees also increases the execution of a spiral. The cause of this is due to the decrease in inertia of the parachutist's body in relation to the axis of rotation. Straightening the legs at the end of a spiral gives an opportunity to stop the rotation quicker. This rule should be followed in all spirals, particularly the double ones.

In changing from the first spiral into the second one the airflow encircles the parachutist still at an angle, therefore the palms must be turned toward the horizon in a way to produce the most in pressure. (Fig. 3) Approximately at this moment (3-4 seconds of fall) the speed of the body in relation to airflow is minimal.

According to this, when entering into the second spiral, special attention should be given to the position of the palms. The same applies for the second spiral - to be able to feel a strong flow on the shins. Even a small twist of the shins (apparently ankles is meant here) sideways can very sharply slow the rotation (Fig. 4). Naturally, if the shins are bent so that the flow helps the rotation, the speed can be accelerated.

All of the spirals are recommended to be done in the following order: Turn palms and feet; bend the knees (after entering the spiral); and at the end - straighten the legs and turn palms and feet in the other direction. (Fig. 5).

The most effective angle for palms and feet is 45 degrees toward the flow of air. A usual fault in transition from one spiral into the next is to make a very sharp turn of the palms to a greater angle than 45 degrees. The result is that the resistance of the hands diminishes and there may be a sharp snap.

If in the process of executing the spirals there still are snaps, one should increase the angle of the waist and move the arms and legs toward the back (or up, depending on the position of the horizon). With this, the stability increases and the snaps stop.

(Note: I wonder if "snap" should be translated as "buffer".)

The main consideration for a clear, quick execution of a somersault (backward and forward) is an energetic and definite entrance into it. With a good angle the parachutist goes quicker through the unstable positions and the possibility of a tumble is considerably less.

For entrance into the backward somersault one must thoroughly bend the legs and increase the speed of rotation as against the aerodynamic resistance of hands, therefore during the first quarter of the somersault the hands are placed perpendicular to the airflow. The parachutist must move his hands as if waving them forward from above his head, down toward his waist. With this movement he feels a strong pressure of airflow on his palms. If he feels no pressure it only

mersault are executed with folded arms and legs by inertia alone.

With a correct and energetic entrance these two quarters of a somersault go very quickly, in a fraction of a second. On the fourth quarter, the legs are straightened quickly. Because of increased inertia and aerodynamic resistance of the legs the rotation is suddenly slowed. To be certain of a complete somersault one should stretch out the arms to the sides of the body and use palms against the airflow, and brake the rotation using the hand's resistance (Fig. 7). If the ending means that the movement of the arms has been either too quick or too slow. The second and third quarters of the so is not as planned, the parachutist must, during the last quarter, turn to the desired position by changing the angle of his palms.

The hands return to the initial position only after total completion of rotation.

To enter into a forward somersault one must fold the arms along the body and bend at the waist. At the moment of turning on his back he must quickly bend his knees and make the "wave" with his arms from his waist to a position over his head. As a result the execution of the somersault speeds up from the reactive movement of the arms and additional aerodynamic resistance. However, the last quarter of the forward somersault may still be slowed up. In that case one must straighten the legs and finish the somersault with the aerodynamic resistance of the legs.

Conclusion: To be able to execute all of these rules successfully, it is necessary, to begin with, to systematically train on the ground and work out the figures on the \_\_\_\_\_ . (Note: Again, translation difficulties were encountered. The best guess at this word was the French "trenager", probably a training aid.)

During all of the time of free-fall one must be sure of the body's position in space, feel the pressure of airflow against arms and legs, and constantly realize which movements help or delay the execution of maneuvers.

For quick and clear execution a required condition is a minimum of muscular effort during the fall and concentration and precision in all movements.

Without doubt, only with the utmost attention to details can a parachutist learn to execute successfully any acrobatic maneuvers or combinations of maneuvers.

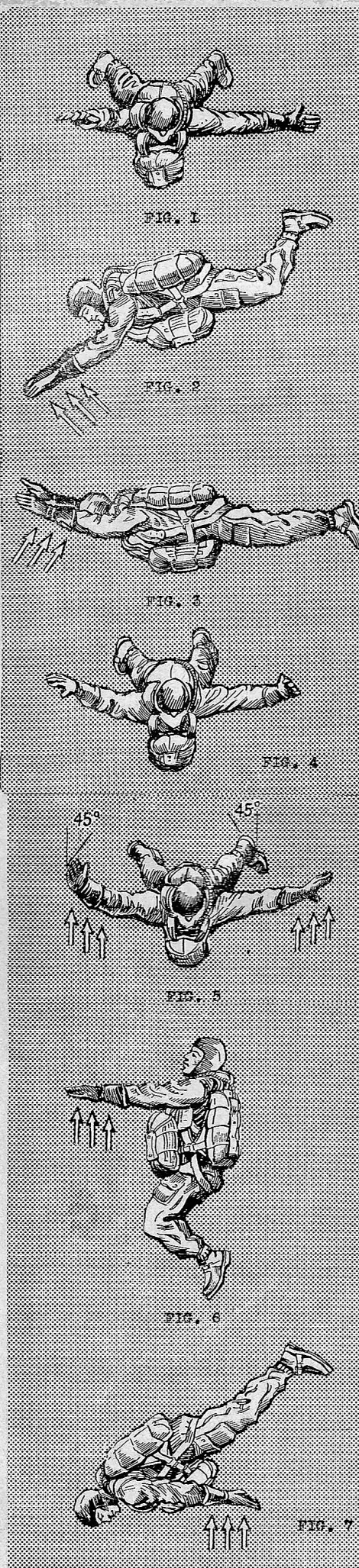


Fig. 1. Starting the first spiral (left) in first 1-2 seconds.

Fig. 2. At the moment of conclusion of first half of first spiral one must bend the knees and lower the arms, so that the palms will be perpendicular to the flow of air.

Fig. 3. To initiate a spiral at 3-4 seconds of fall arms and hands should be raised, so that the palms will be perpendicular to the flow.

Fig. 4. Turning the shins sideways can abruptly brake the rotation. (NOTE: Referring to the drawing, I wonder if this caption and the text referring to it should be translated "palms" rather than shins.

Fig. 5. In transition from one spiral into another, one must turn palms and soles of feet at 45 degrees to airflow.

Fig. 6 & 7. Position of arms and legs in the first and last quarter of the backward somersault.

Translated by:  
A. V. deBeausset

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# TAFT STATE MEET

By CAL PETERSON



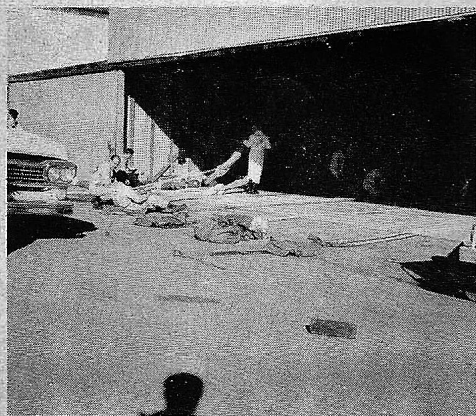
Cal Peterson, our illustrious author, and Pauline Cheetham, always on hand at competitive events.

Contrary to a previous mention in S.D.M. May 61, quote "circus at Taft". This is being written as an article of praise for the best "darn" meet this author has ever had the privilege to attend.

The meet was a splendidly organized two day event. Co-sponsored by the Taft Chamber of Commerce and policed by the Taft Civil Air Wing.

Seventy jumpers registered for the meet with some attending from such far out places as Canada, Las Vegas, Fort Ord, No. California, Pennsylvania, Arizona, Wisconsin and Smogsville.

Event #1 (Jump and Pull) kicked off first and ran perfectly with waiting jum-



The constantly busy packing area. pers and gear. The two Cessna's were never idle with the military type order which prevailed everywhere -- up and down was the unwritten law of the day.

Event #1 was over by 2:30 pm with each participant receiving his allotted two jumps.

To break up the monotony of com-

petition (as if that could ever be boring) a high altitude mass jump was held as an added feature between events. A Twin Beech (Schaffer's Air Ambulance) hauled nine advanced parachutists and oxygen bottles to 20,000 feet.



20,000 foot exhibition jump. Front row L to R: Denny Reicks, Ron Fitch, Bob Barry. Top row L to R: Duke Adair, Cal Peterson, Don Richards, Ed Duncan, unidentified.

Each carried smoke for spectator benefit and the crowd of near 3000 strong were very receptive to this type of demonstration.

Event #2 (20 second delay and target) got off after the demonstration offering even more thrills for the spectators as well as jumpers.

Again running very orderly, but due to waning daylight had to be cancelled over for completion on Sunday am.

Saturday evening a night mass jump from the Beech at 12,500 thrilled a crowd

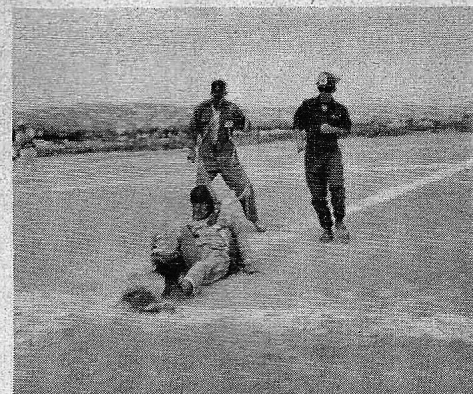


Waiting on the ready line, and there wasn't much waiting.

of 7000 -- each participant carried a night flare on a moonlit, star filled night. (Author's note: Only "C", "D" and/or

near "C" license requirements were allowed to participate in any of these demonstrations.)

Sunday am saw the completion of Event #2 with Event #3 (hit and run) following close--all the jumpers were very enthusiastic over this type of competition as it afforded many laughs for all and further cemented relationships among all.



T. L. Freeman (DZ Maintenance Man), and Duke Adair checking the contact point of Bob Higbee's one footer. The closest jump of the 2 day meet.

Results are as follows: EVENT #1, 1st, Bob Higbee, 9'7"; 2nd, Jerry Hulick, 16'7"; 3rd, Bud McCoy, 16'10"; 4th, Ed Duncan, 19'3"; 5th, Lynn Pyland, 19'9".

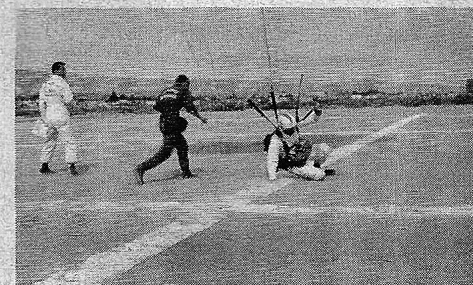
EVENT #2, 1st, Lynn Pyland, 20'11"; 2nd, Cal Peterson, 27'4"; 3rd, Ron Fitch, 33'10"; 4th, Bob Higbee, 35'9"; 5th, John Robertson, 35'11".

EVENT #3, won by Dave Giles from Canada in 4 seconds.

Best woman jumper award went to Carol Carson.

All trophies were donated by private enterprises, all with a sincere interest and desire to further Sport Parachuting.

Judges for the meet were: Don Molitor, Duke Adair, Harry Hanes, Delores Davis and last but not least, "Our ole companion and teller of many tales", Tony Lemus.



Maintenance of the D. Z. and all its beautiful limeing so visible from above must be credited to Mr. T.L. Freeman, of Taft, who has devoted countless hours towards this thankless task.



# L'AFFAIRE COMMON

by James Cox

Jacques Istel just can't seem to avoid the ladies.

Latest to be swept off her feet by the idol of New England women's colleges was an unidentified young thing watching Istel, Lew Sanborn and Nate Pond of Parachutes Incorporated jump into a small grass plot in front of Boston's State House March 21 to invite Massachusetts Governor Volpe and Boston Mayor Collins to the 1962 World's Parachuting Championships at Orange.

The trio exited from a Cessna on individual passes from 3500 feet. Istel made the first 10 second delay, but ground winds Pond later described as "shifting" gave the president of P. I. woman trouble.

Istel's erring black-and-orange canopy dropped him short of the target, among the spectators. Down into the crowd went Jacques, flattening an unidentified young lady who wound up sprawled in the mud left by recent rains.

Istel quickly bounced up from the cement sidewalk and apologized. "I'm sorry," he said, "but you shouldn't get in the way of a parachutist."

The woman brushed the mud from her coat and beat a hasty retreat, her taste for parachuting dampened for the time being.

Istel blamed the tricky ground wind for his poor showing. "It was those trees and the wind," he explained to reporters afterwards. "if we hadn't had either it would have been a routine jump."

Nate Pond, winner of the 1958 Fort Campbell Invitational meet followed Istel with a jump one foot from target center, drawing a roar of applause from 5000 noon-time spectators. After Pond landed, Bob Spatola, executive secretary of the Massachusetts Sport Parachuting Commission, ignited a few smoke flares to help Lew Sanborn keep track of the varying ground wind. Lew dropped in 20 feet from the panel.

Both Sanborn and Pond jumped the same red, white and blue canopies they used as members of the 1958 U.S. team that finished sixth at the Fourth World Parachuting Championship in Czechoslovakia. Istel was another member of that team. He and Sanborn also represented the United States in the 1956 championships at Moscow, Russia.

After Sanborn landed the three jum-



Joining hands after the March 21 jumps on Boston Common are (L to R) Boston Deputy Mayor William McMorro, Jacques Istel, Massachusetts Governor Volpe, Lew Sanborn and Nathan G. Pond.

pers, who wore business suits and ties under their yellow coveralls, were greeted by Gov. Volpe, whom Istel presented with a letter from the Czechoslovakian Vice President of the Federation Aeronautique Internationale. The governor, in return signed Istel's log book.

The drop zone was a narrow grass section on the northeast edge of Boston Common, a 48 acre park dotted with monuments and surrounded by tall build-



Massachusetts Governor Volpe greets Lew Sanborn after he, Jacques Istel and Nate Pond made the first parachute jumps onto Boston's Common. Istel is on Sanborn's right. Standing to the right of the governor is Deputy Boston Mayor William McMorro who represented Mayor Collins.

ings. Besides the 5000 spectators in front of the State House police estimated thousands more watched the jumps from buildings all over Boston.

This was the first of a series of promotions the Massachusetts Sport Parachuting Commission is planning for publicizing the championships in Orange next August.



Five thousand spectators got a lesson in good canopy work March 21 when Nate Pond, second of three parachutists to land on the Common in Boston, zeroed in one foot from the target. Pond is manager of the Orange airport and a member of the Massachusetts Sport Parachuting Commission, the organization sponsoring the 1962 world championships.

# Intercollegiate Sport Parachuting Championships

April 30, 1961

Orange, Massachusetts

Boston University won the Intercollegiate Sport Parachuting Championship for 1961 during the intercollegiate meet at Orange, Massachusetts April 30, 1961.

Despite rain on Saturday and a 10 to 18 mph wind on Sunday, six teams took part in the meet and 75 jumps were made.

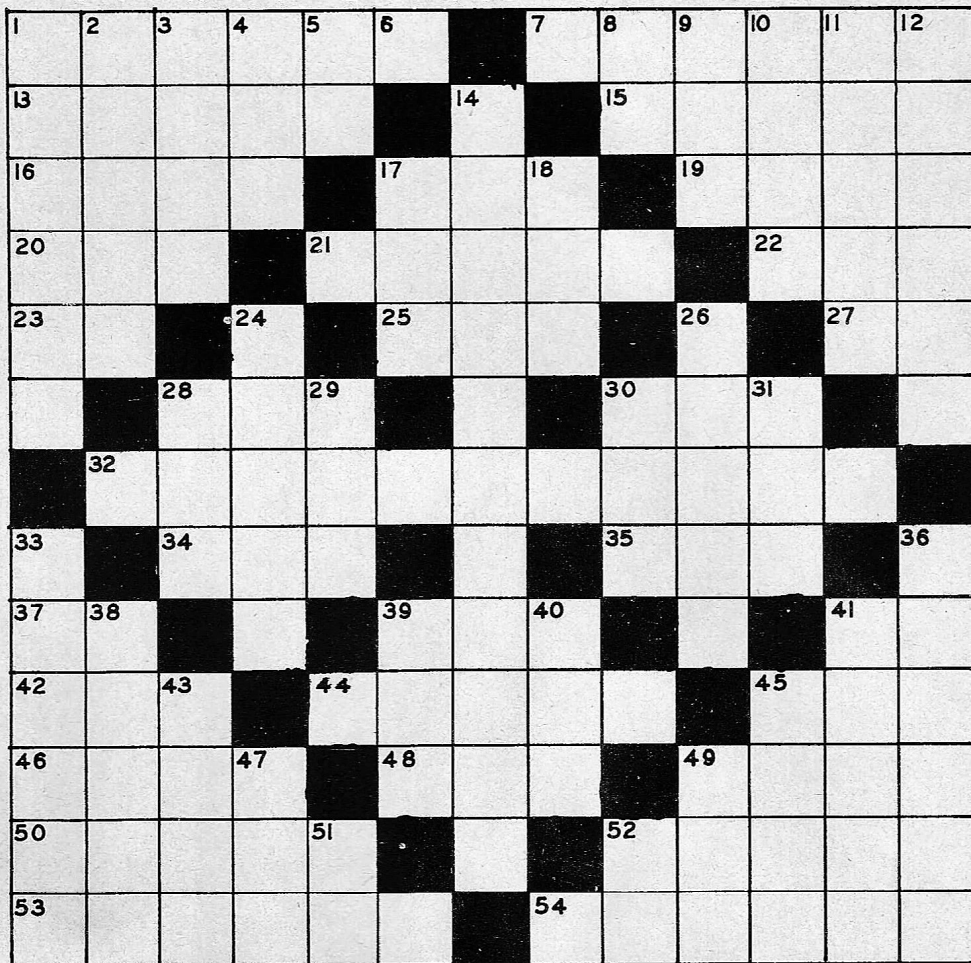
Competing teams represented were, in addition to Boston University, United States Military Academy, Babson Institute, Bucknell University, Princeton University and Harvard.

The Gavin Gavel, symbol of Intercollegiate Parachuting Supremacy, was presented to the winning team by Massachusetts Sport Parachuting Commission Chairman, Jacques Istel, on behalf of James Gavin, Ambassador to France.

Officiating at the meet were William H. Tucker, Commissioner of the Interstate Commerce Commission and Robert M. Murphy, Boston attorney.

Results were as follows: TEAM STANDINGS: 1st place, Ted Strong, Mark Schmidt, Don Strathie, Boston University, 684.96 points; 2nd, R. J. Wooten, Sammie Carr, Joseph Maio, West Point (USMA), 541.04 points; 3rd, Kurt Miller, C. Macredie, Art Spilios, Babson Institute; 4th, Clyde Jacobs, Alan Gardner, Richard Grabow, Bucknell University, 439.96 points; 5th, Robert Reed, Tim Scarf, Arthur Max, Princeton University, 412.00 points; 6th, Nick Soutter, David Wigner, J. Mason Morfit, Harvard University, 0 points. INDIVIDUAL STANDINGS: 1st, M. Schmidt, 365.96 points, 2nd, A. McPherson, 315.76 points; 3rd, A. Spilios, 304.68 points; 4th, R. J. Wooten, 300.88 points; 5th, T. Strong, 244.96; 6th, R. Grabow, 205.44 points; 7th, Arthur Max, 194.88 points; 8th, E. Dorey, 174.04 points; 9th, C. Macredie, 143.88 points; 10th, Joe Maio, 123.40 points; 11th, A. Gardner, 121.88 points; 12th, Robt. Reed, 117.12 points; 13th, Sammie Carr, 116.76 points; 14th, R. Smith 113.20 points; 15th, C. Jacobs, 112.72 points, 16th, I. Morrow 93.32 points; 17th, D. Strathie, 74.04 points.

## JUMPMASTER'S PUZZLE



BY HOWARD WHEATON, C-248 & CAL PETERSON, C-258

SOLUTION NEXT ISSUE

- |   |   |
|---|---|
| <p>Across</p> <p>1 The big "X"</p> <p>7 Webbing below connector links</p> <p>13 To pen</p> <p>15 A Battle of Phillipine Sea was a _____ engagement.</p> <p>16 Greek God</p> <p>17 Small packing paddle</p> <p>19 Jumper sometimes does this when leaving aircraft</p> <p>20 Small DZ</p> <p>21 Spent for jumping (plural)</p> <p>22 Opposite of windside</p> <p>23 Imported car</p> <p>25 Membership requirement</p> <p>27 Low voltage (abbrv.)</p> <p>28 Added to harness for comfort</p> <p>30 Ground packing equipment</p> <p>32 Before reaching terminal, the jumpers body _____</p> <p>34 Federal agency (abbrv.)</p> <p>35 What sticks out of cast</p> <p>37 Maneuver (as abbrv. in log book)</p> <p>39 _____ picking is a common loft procedure</p> <p>41 In presense of</p> <p>42 Affirmative reply (slang)</p> | <p>44 Beer</p> <p>45 Oldtime federal agency (abbrv.)</p> <p>46 Unit of volume</p> <p>48 Exclamation</p> <p>49 Modern Swedish fighter aircraft</p> <p>50 Wild canopy gyrations (abbrv.)</p> <p>52 Canopy weave</p> <p>53 Loft tool</p> <p>54 Title of tree climber, July issue SD M, page 10</p> <p>Down</p> <p>1 No. of continuous suspension lines in 24 foot canopy</p> <p>2 Direction marker</p> <p>3 Mob violence</p> <p>4 "Grab the Silk" (abbrv.)</p> <p>5 Two vowels</p> <p>8 Within</p> <p>9 Household tool</p> <p>10 Means of determining free-fall skill (abbrv.)</p> <p>11 A snag will cause webbing to _____</p> <p>12 A safety device</p> <p>14 Free-fall maneuver (two words)</p> <p>17 Current craze</p> |
|---|---|

Continued on page 12

# THE "STEERABLE STEERABLE"

by Bud Andres, as told to Dick Enarson

Sometime ago, I had the distinct pleasure of making the most fascinating parachute jump I have ever made since I began parachuting!

It occurred when I attended a practice session of the Golden Gate Sport Parachute Club at Sonoma Valley Airport, Schellville, California. I was introduced to Mr. Lynn White, Master Parachute Rigger and professional parachutist, with better than 1,500 parachute jumps.

Mr. White and I had been discussing the various types of steerable canopies currently in use in Sport Parachuting, when he asked me if I had ever jumped a Triangle parachute. I said no, he smiled, went out to his car and brought back the most unlikely looking parachute rig I think I have ever seen.

The rig consisted of a white cotton harness, with "D" rings attached; what appeared to be an Army sleeping bag rolled up in a red cover, sitting up high on the harness, just behind the neck of a jumper on a level with his shoulders.

This, Lynn announced, was his Hoffman True Triangle Parachute. A chute that will outperform about any sport canopy now in use! For a reserve Mr. White had a square pack chute, similar to the Navy QAC, but larger.

Mr. White told me that this particular model was manufactured by Karl Nolke in 1936 at Cincinnati, Ohio. It is a silk chute with a 25 ft. triangle, having 80 control tapes, 40 panels and 40 - 18 foot suspension lines, shorter than the length of the canopy. The Triangle parachute contains no steerable lines or gore openings, as in commonly found on other steerable parachutes. Maneuvering is by positive riser control! The Triangle has its point to the front of the jumper and its base to the rear. The chute uses a springless pilot chute to assist in the opening of the parachute.

There are no sleeves or other aids used in the deployment of the Triangle, yet there is absolutely no opening shock, regardless of the jumper's body position or length of delay. No matter what the jumper may do to make this chute oscillate, it will remain stable.

When I got into the harness to jump the Triangle parachute, I found the weight to be less than 20 pounds, without reserve. (I must say though, that with the chute rolled up and riding behind my neck, I felt more like I was going on a hike, than going to make a parachute jump. If I hadn't seen the chute packed into that roll myself . . . well)

I made the jump from 3,000 feet, pulling a couple of seconds after clearing the aircraft, as instructed by Mr. White. I felt no opening shock, rather just a slowing down sensation. I then checked the canopy; the chute appeared to be an ill defined triangle with the point to my front and the base to my rear, as previously described. The chute seemed to be breathing gently in and out, as if it were trying to decide whether to remain open or not. I can't say that I have ever seen this before. It is this breathing motion that gives the Triangle parachute its amazing maneuvering characteristics.

The point of the canopy acts as an air intake and the base as its exhaust. Any distortion of the point or base, by

riser manipulation; redirects the flow of air through the canopy. I. e. If you pull down on one of the right risers, you will turn to the right, and turn left if you pull down on one of the left risers.

Orienting myself, I noticed that the wind was from my rear and I had developed quite a bit of forward speed. I pulled down on the left front riser and immediately the canopy responded, the point turning into the wind. Momentarily the chute remained motionless, my descent was vertical; then evenly the chute began moving into the wind! With any other steerable, you do good to hold your own, and almost always you have some rearward drift, not so with the Triangle though.

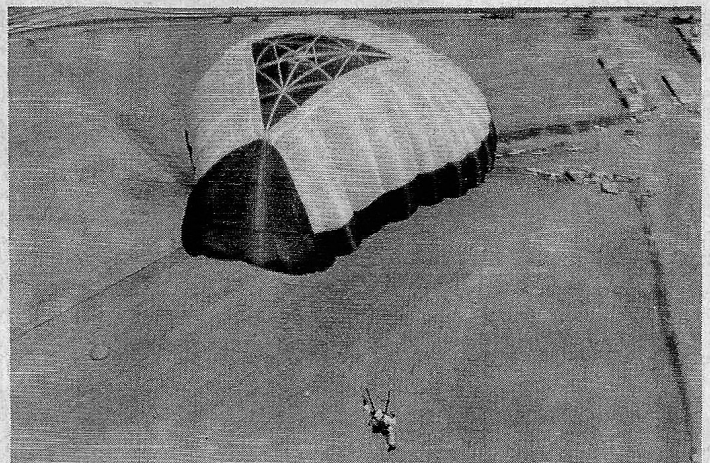
A short time later, I realized I had marvelled too long at the handling qualities of the Hoffman Triangle. I had walked a few hundred yards into the wind. Quickly I pulled down on the left rear riser putting the base of the canopy into the wind, and headed back in the direction of the target. When I was about 150 feet from the ground I again turned into the wind and made a slow, almost vertical descent to the ground, landing about 75 yards from the target.

For my money, Mr. Lynn White's Hoffman True Triangle Parachute is the best performing parachute I have ever jumped! I am certainly looking forward to jumping it many times again.

**ABOUT THE AUTHOR:** Bud Andres began his parachuting while a member of the Armed Forces. After discharge in 1958 Bud took to Sport Parachuting. He has made 110 parachute jumps of various types to date.

Bud is a Parachute Club of America member, he was the past secretary of the Shenango Valley Sky Divers, Sharon, Pa. He is still an active member of the Cleveland Parachute Club, Middletown, Ohio.

In October, 1959, he jumped at the National Invitational, Fort Campbell, Ky. He has jumped with many clubs from Delaware to California.



HANES McCLELLAN IN THE SADDLE OF SECURITY'S NEW TRIANGLE PARACHUTE. THIS PICTURE COURTESY OF LUDLOW CLEMENTS.

Continued from page 10

- 18 5000 lb. test ring, harness component
- 24 Tri
- 26 This gets passed around a lot
- 28 Parachutist's governing body
- 29 Month (abbv.)
- 30 Same as 30 across
- 31 Wind indicator
- 33 A well known parachutist
- 36 Free-fall position
- 38 To be concise
- 39 PCA is a division of
- 40 A social gathering
- 41 To emotionally shock
- 43 Step; speed
- 45 To delay
- 47 The center of; prefix
- 49 Short wave receiver (abbv.)
- 51 Canopy modification (letters for)
- 52 Popular canopy modification

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Brig. Gen. Joseph W. Stilwell, Left, Chief of Staff and Deputy Commanding General of Ft. Bragg, and Sgt. Danny Byard of the U.S. Army Parachute Team meet on Sicily Drop Zone after successfully completing a baton pass 20 seconds out on a delayed parachute fall from 10,000 feet. This was Gen. Stilwell's first baton pass. He is the only sky diving general officer in the United States.



Red Rowe (r) talks with Sky Divers club members during "Panorama Pacific" telecast on KNXT, Channel 2. L to R; Bob Buckner, Don Richards, Lyle Cameron, Red Rowe.



Carmen P. Phillips briefs Sky Divers club members prior to appearance on "Panorama Pacific" telecast on KNXT, Channel 2. Miss Phillips is production coordinator for the Monday-through-Friday programs. L to R: Lyle Cameron, Bob Buckner, Miss Phillips, Don Richards.

## CLUB ACTIVITIES

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

**WISCONSIN SKY DIVERS PARACHUTE CLUB, INC.:** by Betty Shuff, 712 Summit Avenue, Waukesha, Wisconsin. The Wisconsin Sky Divers Parachute Club, Inc., was formed about January 1, 1960 by two men; Norman Shuff of Waukesha, Wisconsin who was our Vice President last year and is President this year and Phillip L. Goetsch of Milwaukee, Wisconsin who was our first Safety Officer and is now Area Safety Officer for PCA. Both ex-military jumpers; Norm had been jumping as a civilian for the past 8 years and Phil had been recently discharged from the service and had belonged to the Ft. Campbell Sport Parachute Club. They had been jumping together since the fall of 1959 and in February of 1960 were joined in their jumping activities by Tom Sothman of Milwaukee, another ex-military jumper who is our present Safety Officer.

On March 26, 1960 a constitution and by-laws drawn up by the organizers was formally adopted and officers elected. Headquarters for the club is at 712 Summit Avenue, Waukesha, Wisconsin, the home of Betty and Norm Shuff. The training program and jumping activities are held at the Waukesha County Airport. Most of the jumps are made from a C-172 rented from the airport.

On July 1, 1960 we were affiliated with PCA. Our club in 1960 had 55 members, and we are well on our way to the same figure for 1961. We have two types of memberships; inactive and active. Membership is open to both men and women of the Wisconsin area subject to the approval of the board of directors. Each member must be 21 years of age or over or be 18 years of age and have written consent from parents. Members with no experience enter into inactive membership until deemed qualified by the Safety Officer. Membership dues are \$5.00 per calendar year. Each active member is required to be a



Wisconsin Sky Divers Parachute Club, Inc. Back Row, standing L to R: Norm Shuff, Ed Jones, Dale Nickel, Phil Jones, Frank Tyler, Tom Sothman, unknown, Phillip L. Goetsch. 2nd Row, L to R: Dan Veedenburg, Gordon Goodrich, Ed Rodriguez, Don Trew, Jim Julien, Joan Vredenburg, Earl Golden, Willie Jones, Trudy Jones, Ethel Schulpus, Bill Schulpus. Front row, L to R: Joel Vattendahl, Jack Roubal, Roger Bensing, Betty Bensing, Betty Shuff, Pat Griffen, Juanita Bodah, Dal Eaton.

member of PCA. We are proud to have two licensed riggers and three who are going for their license and five private pilots.

Included in the club's jumping activities were doing exhibition jumping in Milwaukee for the Boy Scout Camporee July 23, 1960; at the Wauwatosa, Wis. airport Fly-In July 24, 1960; at the Ft. Atkinson Fly-In August 28, 1960; at the Ashippun Sportsmen's Picnic on September 11, 1960; at Grayslake, Ill., on October 30, 1960;

and at the Winter Carnival at Three Lakes, Wis. January 28, 1961.

Club members, Norm Shuff, Phil Goetsch and Tom Sothman, entered in team competition at the Second Annual Kansas City Invitational Sport Parachute Meet on September 3, 4, 5, 1960. Tom placed first in the individual Jump & Pull Spot competition. The team placed first in the 20 second stable delay-spot competition. A trophy and plaque were brought home by the boys.

The first single baton pass made in the club, and we believe the first in the State was made on September 25, 1960, between Phil Goetsch and Tom Sothman from an altitude of 7200 ft. requiring only one pass to complete it. The second single baton pass was

made on November 20, 1960 between Phil Goetsch and Norm Shuff from an altitude of 9500 ft.

The club itself directed and co-sponsored a Parachute Spot-Jumping Contest-Air Show with the Waukesha Aviation Club Inc. on August 20 & 21, 1960. We had 23 entrants to the contest. Members from the Midwest Sky Diving Club of Chicago and Wisconsin Sky Divers Club making up most of the entrants. Cash prizes were awarded. Comprising the Air Show was a solo aerobatic act by Bill Adams of Cole Brothers Air Show with his 450 H.P. Stearman, and doing a Wing Riding act on top of Bills wing was Norm Shuff. The show was a huge success. Proceeds from it went to buy much needed equipment, of which includes a Sentinel and three complete club rigs, for which we assess club members a minimum of \$2.00 per jump. Proceeds also went for the incorporating of the club, which was just recently done.

We invite fellow Sky Divers who happen to be in our area to stop in anytime at our headquarters, or on weekends at the Waukesha County Airport where, weather permitting, we are jumping in full force.

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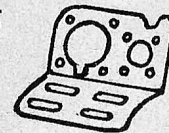
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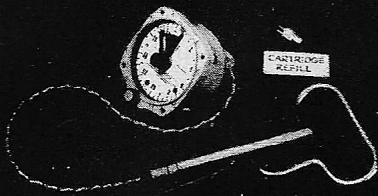
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## NORTHERN CALIFORNIA PARACHUTE COUNCIL

Pat Martin was introduced to the NCPC as the Publicity Director for the Council. She reported that the film, "Birth of a Sport," is presently showing at the local theaters.

Deke Sonnichsen, the new Executive Vice-President of P.C.A., reported on the P.C.A. meeting held at Indio, Calif., in the month of November. He also made mention of the fact that the P.C.A. has observed the workings of the N.C.P.C. and have recognized it as the first of its kind in sport parachuting. The P.C.A. has recommended that the council system be organized throughout the country.

Letter to P.C.A. (under old business), requesting recognition of this council was accomplished.

Concerning the Santa Rosa (also old business), P.C. Safety Officer who took his two jump static liner to the Calif. P.C. and let him free fall. Unanimous decision that a letter be sent to the P.C.A. recommending that Ed Easley be suspended as that club's Safety Officer. Ed, who was there to defend himself, agreed with the council's decision.

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NEW B-4 Backpack with D-rings	35.00
NEW T-7A 24 ft. Rollpack Reserve	18.75
NEW SKYMASTER Sleeve	12.95
A bargain at our regular low price 66.70	
<b>SPECIAL</b> for a limited time only	<b>59.95</b>

**Sporter's Special** B-4 Backpack with D-Rings  
28 ft. white ripstop canopy. New harness with Capewell releases, complete with back cushion etc. Assembled, ready to pack.  
A "VOLUME" BEST BUY **29<sup>50</sup>**

**New T-7A Rollpack Reserve**  
24 Ft. 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. **18<sup>75</sup>**  
Lots of 5 or more 17.50

New manufacture **SMOKE FLARES**

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

\$1.19 each **\$12<sup>00</sup>** DOZ.  
NOTE: These cannot be shipped parcel post.

**KEEP YOUR NOGGIN FROM JOGGIN SKYMASTER HELMET**

Strong fibre-glass shell with cushioned lining. Double chin strap with chin cup. White lacquer finish.

Give hat size with order **21.95**  
Specially Designed for Skydivers

**PARATROOPER BOOTS**  
G.I. Type Black Cowhide  
Sizes 6½ to 12 in wide widths only **9<sup>50</sup>** pr.

New, 24 Ft. Rollpack **RESERVE CONTAINER**  
O. D. cotton. **4.00**

**EJECTOR SNAPS**

#101825 quick fit type **85¢**  
#101800 Non-adjustable type.....65¢

**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. **4<sup>95</sup>** each

Cost Gov't. 26.12

**RETAINER RUBBER BANDS**, fresh stock, per lb. **2.50**  
Pure gum rubber, ¼ lb. **75**

**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

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

**PILOT CHUTES**, type A-3 (spiral). .... **1.00**  
Ripstop nylon top. .... **1.00**

Same( but with hard (canvas) top..... **1.50**  
Lots of 10 or more, less 10%.

**RISERS FOR B-4 HARNESS WITH CAPEWELL FITTING** **1.00**  
(Backpack). Doz. Lots.....10.80

**RIP CORDS.** 2 pin, 4 pin, chest, reserve, seat or backpack. .... **1.00**  
Doz. Lots.....9.50

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

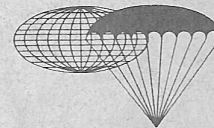
**RIPSTOP NYLON 28 FT. CANOPIES**  
Complete with separable links attached.

White **9<sup>50</sup>**  
GUARANTEED GOOD CONDITION.

C-9 orange and white New **15<sup>00</sup>**  
Lots of 10 or more 13.50

**FREE . . .** For the smart buyer (who buys from us, naturally),  
**A pair of harness pads**  
or  
**16 Retainer Rubber Bands**  
or  
**11½" Formica Packing Stick**  
or  
9½" electric baton with a red or amber light at each end, with each purchase of \$5.00 or more.

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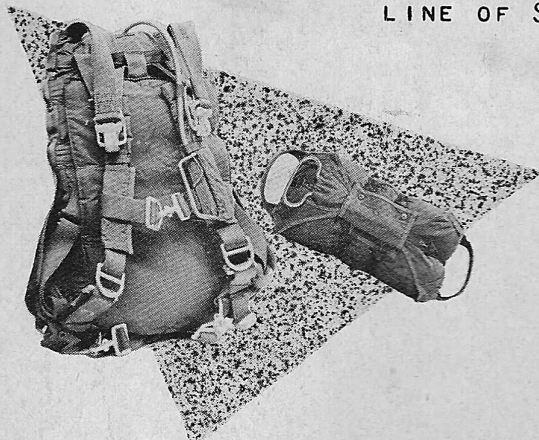


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