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25¢



SEPTEMBER, 1961



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November 4 & 5: The Massachusetts Governor's Cup Meet will be held at Orange Sport Parachute Center. Precision landing from 1,500 meters out of a DC-3. FAI B license or higher required.

November 19 & 20: Southeastern Invitational Parachute Meet at DeLand Municipal Airport, Florida. Style and accuracy jumps. P.C.A. license required. For entry forms please write to Dr. J. D. Gaffney, 339 E. New York Avenue, DeLand, Florida.

August 1962: Sixth World Sport Parachute Championships, Orange, Massachusetts. For further information please contact Massachusetts Sport Parachuting Commission, Box 1962, Orange, Mass.

COVER PICTURE:

Ron Freeze making a hand-held baton pass to John Percival, photographed by Jim Pol with a Kodak Motomatic over their California Parachute Club's D.Z. at Livermore, California.

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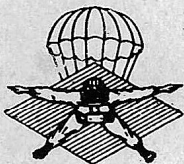
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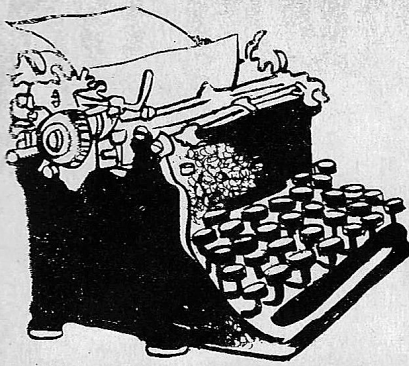
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Letters

AN OPEN LETTER TO THE PARACHUTE CLUB OF AMERICA

Dear Mr. Gunby,

Your article in July "Parachutist" on how to survive the ordeal of qualifying for a Class "D" license was interesting and informative.

I believe, however, that a Class "D" license is still too easy to obtain. The requirements should include a high tension wire landing, and I would suggest a minimum wire height of sixty feet (two parachute lengths) and a minimum voltage of twenty thousand. To cover the eventuality of a few jumpers surviving this ordeal, due to sheer luck or divine intervention, I would further suggest that three such jumps be required. If the number of "D" license holders still grows too rapidly we could simply add the requirement that the high tension wire be over water and the jumps made at night.

I may sound bitter and it is because I am. I have felt for a long time that an intentional water landing as a requirement for a license has about as much place in sport parachuting as the above nonsense. There have been enough fatalities from water landings (and most of them during intentional water landings) without the national organization not only encouraging it but actually requiring that it be done.

In regard to another item in July "Parachutist" -- One of the better things that PCA has done was the design of the club insignia. Please don't throw out this intelligent design in favor of the ubiquitous silver parachute.

Sincerely,
Sam Johnson
Lawrence Mass.

Do you really agree?

Should water jumps be waived by PCA? Should the A License be eliminated as valueless? I thought licenses came too easy, myself.

A lot of instructors on the West Coast jump all their lame, lazy, and first student jumps into the ocean. We have sharks in addition to the cold wet water and sinking gear to survive. I see your point though, Super Safe. Even though salt water doesn't affect nylon at all, had I paid \$400. for a Pioneer Rig and couldn't swim, I'd be squeamish about water leaps too. L.C.

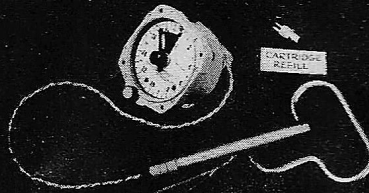
Dear Lyle Cameron:

Don Allbee has asked me to answer the recent letter dated August 10.

The Club and Don thank you very much for the back issues of Sky Diver. We all wish you the best of luck with the new Sky Diver Magazine.

Our biggest problem in jumping right now is the 337 forms which go on the types certificate. We took an airplane to an A&I mechanic, who could not give us a completed 337 form because the aircraft was off balance two pounds in the nose. This means the allotted distance from the center of gravity of the airplane exceeds the FAA limits by two-thirds of an inch. In order to offset this weight it is necessary to add little lead weights in the

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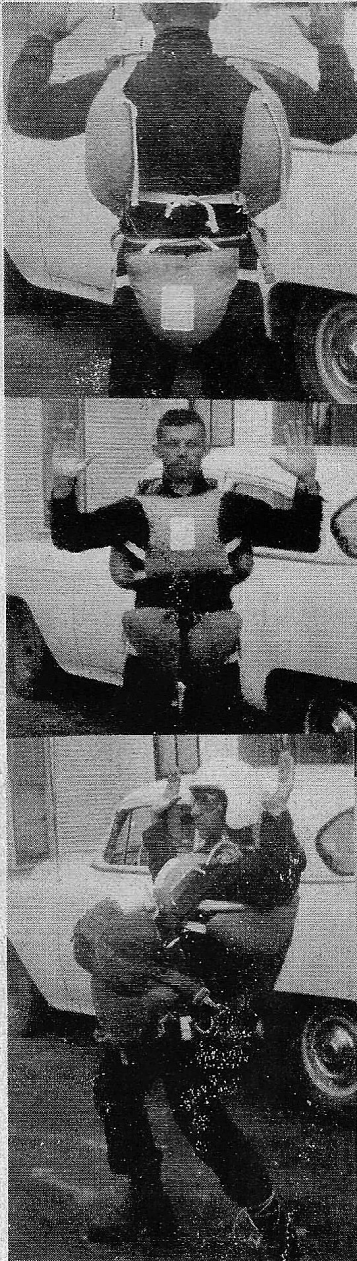
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tail section. The pilot then says that this is too much trouble and he forgets the whole things. The result of this makes us jump from a Piper PA-11.

Enclosed are some snapshots of the flotation gear used in my recent water jump into the Mississippi River. This type of flotation gear cancels all chance of drowning, whether the jumper is conscious or unconscious. I do not understand why a jumper who relies on two parachutes would take the chance on one CO₂ cartridge to inflate his water flotation gear at the last second.



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fall is as easy as ever. Well, that is all for now, and keep an eye on Super Safety Sam.

Yours Truly,
Elbert Beverly Pres.
Muscatine Parachute Club

Heh Elbert, I don't know what type of aircraft you were trying to get a supplemental type certificate on but just write to Russ Gunby for Cessna's. P.C.A. has acquired it already. L.C.

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SPORT PARACHUTING

I received a letter from BILL SELBY Editor of the new book on our sport... regarding the activities of the... I felt, as the message paraphrased my joy... worth-while editorial and... we.

There comes a time in every skydiver's career when he begins to think he's missing "something" in the sport -- but he's not sure what it is. But don't be discouraged because others have passed the baton or gone through hula-hoops or threaded a needle. Don't turn in your ripcord just because everybody in the club lands closer to the target than you do. There's still plenty of kite in the sport for those of us who are always just a step or two behind.

Our club is made up mostly of late-comers to the sport and no matter what sudden stroke of genius we have, a quick check shows it's been done before. So we decided to step out of the race -- give up the panic pace to do something better than another does -- and just settled back to having a good time port parachuting. We've steadily progressed along the well-worn path of baton passes, water jumps, night drops and freefalls to freefall photography. It's been slow and sure -- safe but exhilarating and we're pretty much one family now -- wives and kids are all over the place; jumpers borrowing ripcords, rubberbands, and what have you; planes going up and down like yo-yos. It's hotdogs and cokes -- picnics on the grounds, stuff. We haven't a thing to get excited about and boast about...but you know what? It isn't bothering anybody and we have a ball!

Don't make skydiving work! It's a relaxing form of entertainment if you go at it right. Let somebody else pass that 5-foot magnesium flare or make the first pilot chute descent like Sam Starr suggested back in March. It's still a lot of fun going it the easy way.

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 the Magazine. Unfortunately, the past owner retained all patches sent in prior to July 1961. We will exchange a year's free subscription to the clubs that send in patches after that date.

All patches will be mounted on a panel and photographed in color for a magazine cover in the next issue. The panel will be exhibited at Sky Diving and general public gatherings, sports shows and personality T.V. shows. We urge your club secretary to send your emblem.



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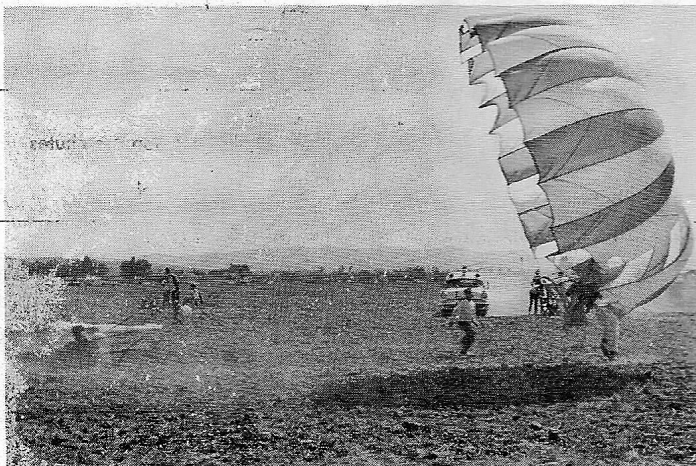
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3RD ANNUAL EAR WESTERN INVITATIONAL - Lyle Campbell

The third Annual Ear Western Invitational Parachute Meet got off to a windy start Saturday, September 2. It was hosted by the California Parachute Club, wearing new crimson jump suits over white shirts and black ties. Very beautiful and very sharp. The Meet was sponsored by the Oakland Junior Chamber of Commerce and consisted of three events.



Event I consisted of two jumps for a 10-second delay on aircraft heading from 3,600 feet. This event was blown out by eleven o'clock. The majority of the contestants then crammed into the home of one of our pilots and sampled his entire supply of 65 quarts of home-brewed beer! It was very good brew as can be testified to by Jim Boyd. Someone cut his new California Parachute Club patch off the back of his new red jump suit while he was drinking or experiencing the after effects of the home brew.



Early Sunday the contest was resumed with the completion of Event I. Event II called for two jumps with a 30-second delay from 7,200 executing a left figure eight, a back loop and finishing with a right figure eight. Event II, which was a three-man team single baton pass judged on pass completion and distance to target. The Livermore boys must have been practicing with their winds as they cleaned up Events I and II.

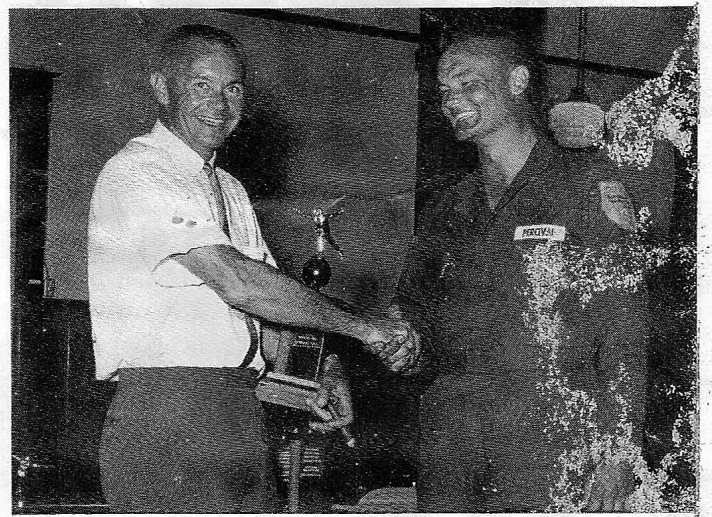
EVENT I

- | | |
|--------------------------|--------|
| 1. Hayne McClellan | 167.75 |
| 2. Gene Hickey | 160.75 |
| 3. John Harrison | 146.00 |
| 4. Jim Poi | 133.50 |
| 5. Dale Cochenburg | 132.00 |

EVENT II

- | | |
|---------------------------|--------|
| 1. Dale Cochenburg | 784.75 |
| 2. Perry Stevens | 769.75 |
| 3. Jim Poi | 758.25 |
| 4. Haynes McClellan | 756.25 |
| 5. James Nicholson | 742.75 |

The complete Pioneer Rig Sky Diving Rig, white harness, container and red, white and blue canopy for the best over-all went to Haynes McClellan. The Baton Pass Event from 7,200 feet went to Blair, Meyer, and Devine (2 ft., 9 in.). Second trophy to Jeter, Hickey and Skinner (6 ft., 9 in.) The third team trophy went to Buckner Appell and Cameron (21 ft., 6 in.). Thanks. The only injury was Ed Duncan's dislocated shoulder while he made a three-bounce, down wind landing with his "Triple T" 32 footer. Only the first bounce counted, Ed, - 30 feet!



Haynes McClellan receiving the first over-all trophy from John Percival.



LEUTKIRCH INTERNATIONAL CHAMPIONSHIPS — Col. John K. Singlaub



The "Pars D Allgau." Large bells of this type are seen throughout Allgau and are used to call the cows for milking. Austria won this coveted award two years ago. The two won by the U. S. team, Europe this year are hanging in the clubhouse of the Golden Arrows Sports Parachute Club of the 8th Infantry Division. The inscription means "International Parachute Jumping Competition in Leutkirch, Allgau — 1961."

On June 15 and 18, the third bi-annual International Parachute Jumping Championships were held in the picturesque Bavarian village of Leutkirch, West Germany. These meets are organized by the "Fliegergruppe Leutkirch" which is the local flying club. The meets are authorized by the German Aero Club and sanctioned by the F.A.I. His Grace, the Duke of Waldburg-Zeil is the sponsor of these competitions.

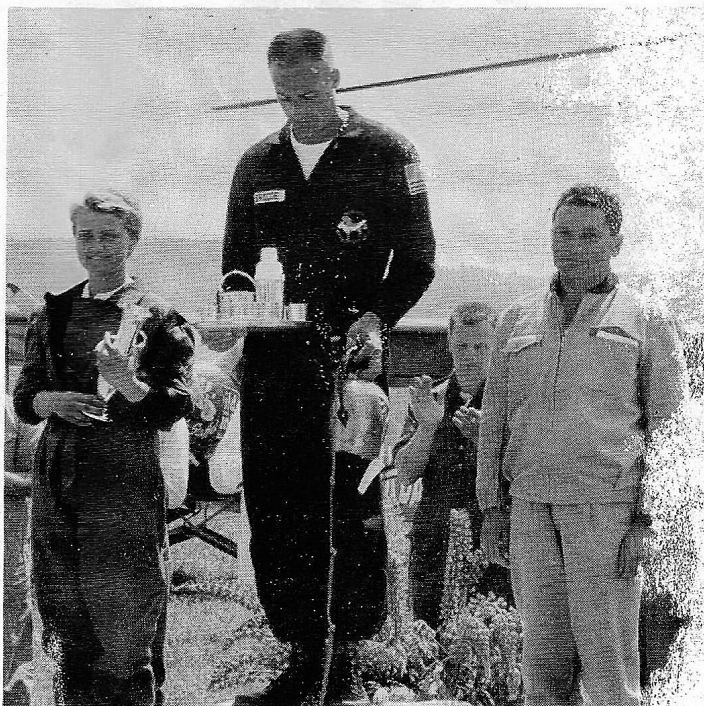
No setting for a parachute meet could be more beautiful than the rolling hills of the Allgau district of Bavaria. The Allgau is noted for its prosperous dairy farms with their colorful window-boxes and decorated barns. The fat cows wear large noisy bells of a local design and are called for milking by even larger bells fastened to the barns. The bells are such an important part of the local customs and atmosphere that the first place trophy consists of an engraved bell. The entire setting is truly incomparable. The Leutkirch airfield which the meets take place is located in a meadow at the foot of a hill upon which the Duke of Waldburg-Zeil has his castle.

On June 14 the competitors arrived, representing Belgium, France, Austria, Switzerland, The United Kingdom, Italy, Germany, and the United States. They immediately registered at the airfield and were assigned accommodations either in hotels or private homes. Small booklets were issued containing tickets for meals, accommodations, and admission to the various social functions. Transportation was provided to the airfield each day. A Bavarian style snack bar was set up on the airfield for the use of participants and spectators. On the evening of the 14th, there was a social gathering of the competitors at the Kipping Haus in downtown Leutkirch giving all concerned a chance to get acquainted.

The meeting was opened on the evening of the 15th at eight o'clock, by His Grace, The Duke of Waldburg-Zeil. The Duke gave his remarks in his native German and then repeated them in French and English, which he speaks fluently. Later in the morning the Duke joined the activities by personally driving the jumpers from the DZ to the parking area in a German jeep.

The Golden Arrows Sport Parachute Club, of the 8th Infantry Division, had received the invitation from the German Aero Club to represent the United States at the meet. It was felt, however, that a better team could be formed and more people would have a chance to participate if other clubs were involved from the U.S. Forces in Europe. As a consequence, elimination meets, sponsored by the Golden Arrows, were held at Illesheim and Augsburg, Germany.

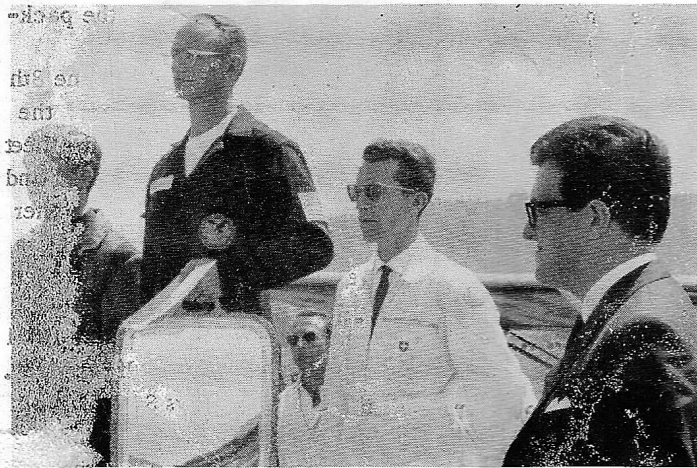
After the elimination had been completed, the final U.S. Team was composed of S/Sgt Jack Helms, Pfc Tom P. Chace and Pfc John Fetz of the Golden Arrows SPC; Captain Edward P. Passailaigue of the Victory SPC, 24th Infantry Division; SP4 Harold Dreblow of the Trojan SPC, 10th Airborne Division; and Captain Donald R. Strogaugh of the 3rd Air Division, U.S. Air Forces, Europe. Sgt Alvin Briscoe of the Trojan SPC was chosen as the alternate. This was fortunate, as Fetz injured his ankle during training and Mr. Briscoe had to take his place. The eliminations consisted of both accuracy and aerial maneuver events and the competition was very keen.



Presentation of team awards for Class I. Sgt. Alvin Briscoe, representing the U. S. Team, is shown with the first place trophies. The second place trophy was presented to Miss Elaine Saischek, representing the Austria team. Italy was represented by Mr. Trettel.

For the competition at Leutkirch a jury was chosen to judge the events. It consisted of Madame Odette Rousseau-Balesi of France, who represented both France and Belgium; Herr Hans Schlusche of the Austrian and Switzerland; Colonel Edwin Dalmas, the famous Italian parachute

who represented the Italian team and looked out for the German interests as well; and fourth, myself, representing the United States and the United Kingdom. Herr Richard Kohnke, the father of German parachuting and manufacturer of the famous Kohnke parachutes, was the President of the event. He had a vote in case of a tie. The DZ Sergeant Heinz Girth, a sky-diver as well as a pilot with the German Army. Heinz probably will captain the German team at Orange next year.



Presentation of team awards for Class II. Capt. Donald Strobaugh is shown with the team trophies during the playing of the National Anthem. His brother, the Duke of Waldburg-Zeil is shown in the right foreground. Paul Hentrich of Austria is on the left to receive the second place trophy while third place Switzerland is represented by Rudolf Offermann.

The events for the meet were divided into classes. Class I events were reserved for those participants holding "B" licenses. All Class II events were for those holding "C" and "D" licenses. Two events were held within each class. In Class I, the first event was a jump and pull from 500 meters (approximately 1550 feet) for accuracy. The second event was a jump and pull from 800 meters (2500 feet) for accuracy. Two jumps were made in each event. In the Class I portion of the meet, the United States Team won first place with a total score of 1,811.9 points. Austria was second with 1,346.1 points; and Italy third with 1,307.2 points. Individual honors in Class I went to Briscoe, USA second place, and Johnston, United Kingdom, third place.

In Class II the first event was a jump and pull from 800 meters for accuracy. The second event was a 15-20 second delay from 1500 meters for style, opening time, and accuracy. The weather for all events was perfect and all events took place as scheduled. In this class the United States team also took first place with a total of 3,150.7 points. Austria was again second with 2,900.5 points and Switzerland was third with 2,849.8 points. Individual honors in Class II went to Rudolf Offerman of Switzerland in first place. PFC John P. Chace and Sgt Jack Helms of the United States took second and third places respectively.

The team and individual awards were presented on Sunday morning. The Duke made the presentations with appropriate remarks and the playing of the national anthems for the first place winners. After the official presentation there were many exchanges of souvenirs among the athletes.

The rest of the day was taken up with demonstrations for the amusement and entertainment of the large weekend crowd. These demonstrations included an officially timed ninety-second delay jump by the German team. This repre-

sents a new record for Germany. Other demonstrations which were included were bi-plane acrobatics, spectacular fly-bys, the German Airborne Solo Helicopter Landing, and formation stunting by a three-man team of Germans using Piper PA-18s.

Each of the national teams was given the opportunity to make three jumps as a part of the afternoon activities. The United States team combined its three jumps with the British to demonstrate the advantages of using helicopters in sport parachute competition. The French team captain had indicated that the Sikorsky h-34 helicopter provided by the German Army could not be lined up correctly on a target. Madame Rousseau-Balesi, representing the FAI suggested that the helicopter should be barred from future international competitions. To prove its point, the U.S. Team selected an opening point by dropping a winddrift indicator. The team then flew an upwind pattern, giving direction to the German pilot by hand signals alone. Three jumpers were dropped at widely spaced intervals on this pass. The next pass was at ninety degrees to the first, and again, three jumpers exited the aircraft. All six jumpers tracked to the opening point on a twenty second delay, and all six landed within seven yards of the center of the target! This was a very impressive demonstration, and proved to all present that precision landings depend more upon selecting a correct opening point and control, during fall than upon the type of aircraft or the direction of flight.

The aims of the meet: to promote sport parachuting, to raise the standard of parachute jumping, to promote an exchange of experiences and information between the participants, to strengthen the friendships between the sportsmen of the countries, and to offer to all who came to see the meet the opportunity to see one of the most beautiful sights in Germany, were all met or exceeded. The conduct of the U.S. Team brought admiration and compliments from other participants and spectators alike. The team was friendly to all the other teams, mixed easily, offered help and wishes for good luck to other jumpers and most important, were obtaining a sweeping victory in the meet.



Individual winners of Class I. Sgt. Alvin Briscoe, U. S. team in 1st place. Capt. Edward P. Passaigie, U. S. team in 2nd place. Mr. Johnny Johnston of the United Kingdom in 3rd place.

All in all it was as close to a perfect meet as you could hope for. The weather was constantly beautiful and there were no incidents. The support provided by the German Army demonstrated the professionalism of this new NATO ally and gained the Bundeswehr the admiration of all participants. The arrangements for the meet were skillfully handled by the Leurbach Aero Club and the local population. It made us feel welcome.

CATERPILLARS

COME HARD



The Naval Aviation

Safety Review "Approach"

anyway I realized the aircraft was on fire and I think that I probably saw the fire in the left motor. It seems to me that I remember seeing an orange glow up there. It caused considerable alarm on my part and I decided to eject as quickly as possible. I put both hands up to grab the face curtain. My left hand touched it first so I pulled the curtain with one hand and was clear of the aircraft.

I estimate that something less than 2 seconds elapsed from the time of impact to the time I was clear of the aircraft. When I first cleared the aircraft I tried to release myself from the seat, but I couldn't find the lap belt strap. When I pulled the seat had automatically released itself as it was supposed to. I rolled myself in a ball and abruptly spread my arms and legs out to full extension to stabilize myself. That stopped the tumbling and I became stabilized with my head down, my body at about 75 degrees down. The wind stream was chilling my hands and my face as I had lost my helmet and didn't have on gloves. (According to the AAR, the large size APH-5 helmet was too small for this pilot. He was wearing an H-3 helmet but the chin strap was so short it couldn't be snapped--a situation which should have been corrected by a parachute rigger.) I tried to keep my hands warm by protecting one hand with the other. I thought that I would be able to undo the parachute when I was in the water. I decided if the parachute didn't open by the time I hit the clouds (there was a cloud layer

approximately 3000 to 3500 feet) I would use that as a guide to open my parachute. I located both releases for my parachute leg straps and also my chest strap release and had the D-ring tucked up close under my left arm where I could see it and get to it quickly.

My eyes were watering badly, either from the cold or due to the slipstream. I remembered an article that I had read about an expert jumper who had said that you could turn yourself over in the air and stabilize yourself falling face down or head down with only my legs spread. This would stabilize me very firmly. Back first was much more comfortable and I could protect my hands from the wind and my eyes were also protected.

I had lost my helmet, helmet liner and oxygen mask and was unable to get any oxygen from my bailout bottle. I had strained the muscles that operated my right arm and back to such an extent that I couldn't comfortably reach the bailout bottle or the hose. I was successful in using the grunt method of breathing and didn't come close at any time to blacking out from lack of oxygen.

When the parachute opened, I was falling in a relatively comfortable position on my back. There was a small explosion and a snap and the parachute opened instantaneously. I was still in the clouds so the parachute must have operated at its set altitude. I realized that I had my head through the left set of risers instead of between the top two. It was going out through the same hole as my left arm and I prried the riser apart and got my head back in where it was supposed to be. I had a smooth ride the rest of the way down. It was snowing in the clouds; however, it was not bad enough to cause much discomfort. Just as I broke out of the clouds, I observed three AD's in formation orbiting the spot where I would hit the water. I also saw a burning oil or gasoline slick which I presumed was my aircraft. About 15 or 20 seconds later I saw a Banshee descending in a 35-degree dive out of the clouds behind the AD's. It pulled up in a tight left turn and went back into the overcast. I could just barely see it through the haze. I saw its left wing drop sharply and it fell into a tight spin and went straight down it fell into a tight spin and went straight down into the water and sank out of sight almost immediately. This was the first time that it occurred to me that I had had a midair collision rather than a failure of my aircraft.

Shortly after breaking out of the overcast, I noticed a plane guard destroyer coming up the starboard side of the carrier and cutting across the bow. Shortly after that I was in the water. I saw the water coming up and was able to estimate accurately when I would go into it. I went in facing in the direction of the motion. I had my chest strap unbuckled and my leg straps buckled and the life raft lanyard fastened to my mae west. When I went in the water I held my breath just before I hit and immediately popped back up. I had just a second or so to realize that I was floating nicely and then the parachute started dragging me along in the water face down.

The risers coming from my back pulled me with my head under the water and I had a great deal of difficulty to get up to get a breath of air. I swallowed a great deal of salt water. First I started pulling in on the top risers and then I realized I had the wrong ones and started pulling in on the bottom risers. I pulled them in all the way to the

...well, I had the idea that... collapse. I could see it out in front of me and every once in a while it would come down to where it was half in the water and then pop back up and drag me some more. As I was taking a lot more water than I liked, I rolled over on my back and, sure enough, that acted kind of like a water skirt and kept my head completely out of the water. I stayed on my back quite comfortably still holding the bottom risers until the chute finally collapsed. I was being supported in the water by the air in my anti-exposure suit. My left knee was cut when I ejected through the canopy and the bottom of the anti-exposure suit had filled with water. I was not wearing the liner but was wearing the anti-G suit. I wasn't in any danger of having the air in the bottom of my anti-exposure suit float me feet up. At this time I realized that I had not inflated my mae west so I carefully pulled it down and picked out the toggles for the CO bottles and put them. I had become entangled with the shroud-lines. I was trying to free myself from the parachute and at the same time pull the raft lanyard in towards me to get the raft when I saw the helo heading my way.

I thought that I was free of my parachute so I pulled the distress signal from the right side of my mae west and holding it against my chest with my bad arm, I was able to pull the ring on it and ignited it. I held it and the helo saw me and came over and lowered the sling to me. I put the signal back in my mae west in case I had to use the right end of it. Meanwhile I had gotten my right arm entangled in a shroud line so I waved him to come back and he lowered the sling to me again. While climbing into the sling to me again. While climbing into the sling I must have released it from the line because it came completely free from the lift cable. Then he brought the weighted line back over to me and I snapped the sling onto and crawled into it and then signaled him that I was ready to be hoisted up. He got me pretty much out of the water but one of the shroud lines had hooked around my leg and I still had my para-raft lanyard hooked to my life vest. The crewman was motioning to me that I was very heavy due to all the water that I had in my anti-exposure suit so I was put back in the water and I crawled out of the sling and the helo left me. I found out later that it left me to pick up LT--who was a couple of hundred yards away from me. About this time the helicopter crewman dropped a smoke flare but it failed to go off.

A few minutes later the destroyer arrived on the scene but it went by me. I lit off the second distress signal from my mae west and held it up. Then I observed that it was dropping a tarry stuff on my hand. I couldn't feel it but apparently it was burning a large area on my hand so I dropped it.

Since I didn't have any more day distress signals and I thought that the destroyer didn't see me, although it was no more than 100 to 200 feet away, I swam over to the smoke light that the helicopter had dropped thinking that I might be able to ignite it. Although the igniter ring had been pulled out of it, the smoke light hadn't gone off and there didn't appear to be any way that I could get it lit off. While swimming over to where the helo had dropped

the flare, I noticed the destroyer had come around and was making another run on me. I waved and they waved back so I knew that they saw me. The destroyer came along side me and they threw three lines from the bow out to me.

By this time I was getting pretty stiff from the cold water through it had seemed like pretty warm water after falling through the cold air. Now I was beginning to come chilled and was getting stiff. I couldn't get to the lines through they were only three feet away from me. He wrapped a couple of lines around me under my arms and legs and feet.

Then I drifted back by an opening in the gunwales of the destroyer where they dropped a bosun's ladder over the side. The sea was running five feet or so as they tried to get me aboard; it wasn't working out too well. I got over close to the bosun's ladder and when it took a particularly low dip in the water I got a good hold on it and ended up hanging on to the ladder about two feet below the deck of the destroyer. They had three people pulling from the deck but I still had water in my suit and it was all that I could do to hold on to it and ended up hanging on about two feet below the deck of the destroyer. I had three people pulling from the deck, but I still had water in my suit and it was all that I could do to hold on to the ladder. I figured that my weight plus the weight of the water in my anti-exposure suit was in the neighborhood of 350 pounds. They pulled me up and put me in a cot and carried me into sick bay.

....

"GULL WING SKYDIVER"

by G. F. REYNOLDS

The sky calls down to the feathering nest
to the birdmen, the young men, prepare for the test.
Not earthbound new fledglings look high the wide wings;
as the young Gull dives downward on folded white wings.

No quarrel, no torment, no strife in the sky
for the struggle is all far below.
The spirit soars free down the sky, like the sea
and the Gull spreads white wings soft and

The challenge was there born of faith, not
the doing was done long before
In a heart knowing fear and a longing so near
while the Gull bends white wings to the shore.

A Skydiver sees down a towering breeze
all he knew all he would ever be.
While the being is there, not of earth but high air
and the Gull lifts white wings tenderly.

Then the journey is done from that place near the shore
and the stillness is gone from the sky.
Earth yet our home, now the Skydivers roam,
and the Gull spreads white wings way up high.

Despite marginal weather, the 1961 Hit and Run Meet at Orange Sport parachuting Center, Orange, Massachusetts came to a successful conclusion Sunday evening, August 7, with the presentation of prizes and dinner at the Inn at Orange.

More than thirty contestants competed in this unusual test of parachuting (and running!) skill. Anyone with at least one sport parachute jump could enter, and had to jump from a height of 2500' to 7200', steering as close as possible to a target cross, then running to touch the center of the cross upon landing. Jumpers could either run with parachutes still harnessed on them, or could pause to unharness. Some chose each method, and spectators witnessed several hilarious incidents as jumpers struggled to run, encumbered with parachutes still open in the breeze. At times jumpers were blown away from the target, when only agonizingly close to touching the five-inch disk marking.

The best time of the day was recorded by a student on only the second jump of his career; he landed a few feet from the center, did his landing roll, and his left hand accidentally struck the center disk just 1.3 seconds after his feet hit the ground. It turned out that he had not enrolled in the contest, since he felt he lacked the necessary skill, and so was not able to score!

The winning time was recorded by Jim Shaw, and instructor at the Para-Flight school at Fitchburg, who landed just ten feet from center, and dove at the disk as though it were home base, scoring just 1.4 seconds to win a Bell Helmet. Second place was taken by Joe Greenleaf from Hartford, Connecticut with a time of 3.1 seconds. Joe is sixteen years old, a junior in high school, and has less than ten jumps to his credit. His prize was a pair of Sportsman skydiving boots. Bob Spatola, secretary of the Massachusetts Sport Parachuting Commission, took third prize, a Skydiver Altimeter, with a time of 4.1 seconds. Fourth place was won by Henri Verbrugghen of New York City, with a time of 6.4 seconds, winning himself a set of sterling silver Sky Diver cuff links. Joe Greenleaf's older brother, Hank, age 18, won fifth place with a time of 7.8 seconds.

The winning girl was Patricia Ryan of Jersey City, with a time of 6.9 seconds, and receiving a pair of custom-tailored skydiving coveralls. It was a memorable jump for Patricia - her very first free fall after a successful training program of six static line jumps. Anne Batterson from Bloomfield, Connecticut, making her second free fall jump, scored with 23.7 seconds to win second prize in the ladies division. Her prize was a sterling silver Sky Diver charm.

Hit and Run Meet was chosen as the occasion at which Hall's new song "The Parachute Jump" would premiere. Saturday evening at the Inn. At Orange 100 jumpers, their families and friends gathered to listen to hear the new melody. Mal played it several times on the organ, then taught the crowd the lyrics. A catchy, catchy song, "The Parachute Jump" will be released across the country this week, and is sure to be a hit.

Mal's daughter and son-in-law, both expert organists, taught the new dance to go with the song, and several of the jumpers participated in the new step. It was danced by couples, foursomes, and even larger groups, depending upon the variation of steps used. A hundred sport parachutists, once pioneers, finally came to see themselves in the sport as an accepted thing. The weekend of the Hit and Run Meet and "The Parachute Jump" was one of the most successful this season at Orange.

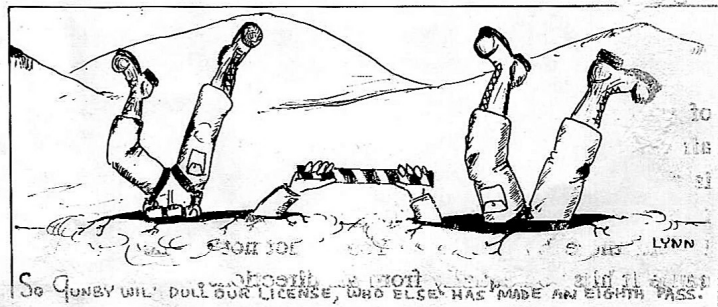


KA-MO THIRD ANNUAL LABOR DAY MEET . . . Barbara Garrison

As much as we'd like to have a huge story for you, I'm afraid it will be impossible this year. Winds of 40 to 60 miles per hour on September 2 and rain and low ceiling (approximately 500 feet) Sunday, September 3 rather curtailed our jumping. At 8:00 A.M. Monday, September 4, with a distasteful weather report for the balance of the day we found it necessary to cancel the meet and send our wonderful contestants on their way back home with only a single jump being made.

Air to air films of Ludlow Clements' (Liverpool Parachute Club) were also shown and some 8 mm. film of the Ka-Mo group. All contestants and their wives were present for the banquet and the Ft. Campbell Sport Parachute Club made a lasting good impression in their military uniforms.

About 12:00 noon Monday, September 4, the skies cleared and what few out of town contestants that did stick around got in a few jumps and pulls. However, this was merely fun jumping on their parts as the meet had been called and trophies were not awarded. At an interval during this time when the skies closed in on us again, the Ft. Campbell Sport Parachute Club set up a static display to retain the attention of the some 6,000 spectators present. We do want you to know however that due to the expenses involved in putting on this meet, we were some \$2,300.00 in the hole at 8:00 A.M. Monday - September 4. Only through the financial help of each contestant present were we able to keep our heads above water. Of the \$789.00 in entry fees paid, only \$109.00 was refunded. Many jumpers donated their entire \$20.00 entry fee to Ka-Mo to defray expenses. Not one of the entrants asked for their entry fee back. We want to express our sincerest thanks to the many wonderful friends present who made it possible for the Ka-Mo club to continue its existence as an active sport parachute club. Our appreciation is almost impossible to put in words.



PHYSICS OF THE ATMOSPHERE—Capt. Phillip C. Miller

...quite some time I have realized a need for our public for an article of this nature. I further re- many of you have made jumps from thousands of the air without any supplementary oxygen source take-off to landing -- and lived!

Mr. Joe Crane comes to mind at this moment; however, I feel sure that Mr. Crane and many others will join me in saying - It's Damn Dangerous - so why push your luck when we have aids and know-how at our disposal to insure safe high altitude jumping?

The United States Air Force is hereby given credit and recognition for the compilation of scientific research information related herein.

The basic references used in the preparation of this article were: U. S. Air Force Pamphlet 160-10-3, dated January 1, 1960 (which may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C., for \$1.00) and my personal notes as while attending Air Force physiological flight courses on at least three separate occasions during the past two years in Europe. And in addition, my personal experience in conjunction with the planning and in preparation to establish a new official world F.A.I. recognized parachuting altitude record.

My only claim to the information related herein is: I do have an appreciation and comprehension of these physiological facts. My ultimate goal and objective through this presentation is in the interest of your personal safety and welfare -- and a more educated, competitive American, parachuting public.

AIR CONTENT AND MAKEUP

Without air, you could not live; airplanes would not fly and your parachute would not float gently to earth. If you cooled the water vapor out of air, you would find that it is 21% oxygen, 78% nitrogen, and 1% other gases. Actually, there is from 1% to 5% water vapor in the air you breathe-- this reduces the percentages of oxygen and nitrogen by whatever extent the air is humid or moist.

The most important thing in the air that you inhale is oxygen. Totally deprive your brain of oxygen for four or five minutes and it will be about as useful for thinking as a scrambled egg. Oxygen is necessary to the combustion of fuels, whether gasoline, oil or firewood. Oxygen burns the human body in much the same way as an internal combustion engine does. Oxygen combines with a carbon compound to produce driving energy. Carbon dioxide is given off as a waste gas.

AIR PRESSURE

Air is heavy. It weighs 14.7 pounds per square inch of surface at sea level. This is the pressure of a column of air one inch square and approximately 100 miles high, for that is the approximate thickness of the layer of free air or atmosphere covering the earth. Like all things, the atmosphere is held there by gravity. You do not notice the pressure because it hits you equally from all directions.

Weight from the atmosphere does not remain always the same from bottom to top. You might think of the atmosphere as an ocean in which the deep-sea diver discovers the pressure gets greater the deeper he goes. Or as a haystack packs down at the bottom and is fairly loose at the top. It's the same hay, just as air always remains the same in composition, but it's denser at the bottom because of all the other air on top.

The earth's atmosphere covers it to a depth of a hundred miles; however, you come to the ragged edge very fast. At 18,000 feet the air pressure has one-half and is only 7.34 PSI. At 34,000 feet the pressure has been cut in half again -- now 3.62 PSI. At 65,000 feet (boiling point of blood) there is slightly less than one-half of pressure left. At 100,000 feet, nearly 2 miles up, the atmospheric pressure is 1/95 of that at sea level, or one-tenth of a pound per square inch. Beyond that it's pretty much a vacuum. This thinning of air at higher altitudes makes the difference as to the reactions of your body.

On the ground, atmospheric pressure is measured with a mercury barometer of the same type which you use to check the weather when the barometer falls and fair weather when it rises. The measurement is in inches -- at sea level it's 29.92 inches, or in millimeters -- 760 mm.

The altimeter with which you jump measures atmospheric pressure, translated into feet of altitude. It contains an aneroid -- a closed, hollow metal disc from which all the air has been removed; in other words, it is a bellows containing a vacuum. The atmospheric pressure flattens the bellows, and any reduction of pressure causes it to expand. This accordion-like action operates a lever which turns the dials on the face of your altimeter. You might call it your human altitude for the altimeter tells you when you stand on the question of getting enough oxygen, if you take into consideration the field elevation to which the diver zeroes his altimeter. The reading you get is your indicated pressure or density of altitude.

Breathing -- -- Oxygen and Blood

A breath is not just something you can take or leave. You take it -- through the nose, throat, and windpipe into the lungs. Inhaling requires a small amount of muscular effort to pull the chest wall and diaphragm away from your lungs. This action reduces the pressure in the lungs. Atmospheric pressure then pushes the air in and your lungs fill up. When you relax the effort of expanding your chest, you exhale. This requires no effort. Normally, you breathe 12 to 16 times a minute; however, the rate is slower when you are resting and faster when exercising. The average person takes about a pint of air at a time, or six to eight pints a minute. The purpose of breathing is to get oxygen into the blood stream and carbon dioxide out. This exchange is made through the walls of millions of tiny sacs and blood vessels in the lungs. The importance of this function may be judged from the total surface of these sacs, estimated by medical authority to be between 700 and 800 square feet or 40 to 50 times the skin surface of your body. Cont. 1, Oct.

Meet Your Advertiser
 W. W. Brown, Jr. is a well known and respected person in the aviation industry.

FOR PARACHUTES SEE EDDIE BROWN

P. O. Box 113A 6017 Airport Way
 San Dimas Calif. Seattle 8, Wash.

A brief review of over 37 years in the aviation industry from Jennies to jets. I have been asked thousands of times how did you get into the parachute work. In the summer of 1923, a flying circus came to town with a fleet of three powerful OX-5 90-horsepower airplanes. In their show they had wing-walking and a parachute jump. This jump was done by the wife of the circus owner. The parachute jump interested me very much, so the next day several of us approached the owner about wing walking and doing a parachute jump. He told us there would be no problem and all we would have to have would be a harness and we'd be in. We asked him if he'd be back the next year. An un-

usual expression crossed his face as he said, "I hope so." The next year, I gathered the meaning of such a question by pushing one of those Iron Birds through the air. A flying circus came back and I and another chap had saved the \$25.00 he'd paid for the wing-walking and I made the parachute jump. The instructions were very brief. This is the harness...this is the parachute...now you just put this harness on and we will tie the parachute to the leading outer-bay strut of the aircraft....you will see two rings hanging out of the parachute bag or sack...just snap them to your harness and push off backwards. The driver of the rig will tell you when to do all of this. We were assured the chute should open and that there was nothing to worry about. We were asked if we understood how it worked and where was the \$25!!

Thus my first jump was made in February 1924. The type of chute was a Guardian Angel. Since that time I have jumped a Thompson, a Sperry, Fullmer Clogg, Hardin, Smith, Irvin, Hoffman, Switlik, Russel "Lobes". I participated for a number of years in

events for the national Air Races and on September 15, 1937, I packed 13000 parachute riggers for 34 years, a master rigger for over 20, owned and operated the first certificate parachute repair station in the United States. In 1920 I was a co-pilot on a trans-Pacific flight; in 1942 ran a flight test program on the use of parachutes above 40,000 feet; in 1943 handled the parachute problems for the first parachute jump above 40,000 feet; first to incorporate into personal flight gear a complete oxygen system and completed the test program on the first automatic parachute opening rig. In 1947 I worked on the first military drag brake parachute system to be incorporated in a Military D-47.

Sky divers have demanded better parachutes. As a result, the major manufacturers in this country attempt to meet this challenge by engaging in research and development programs. Our thanks go to these people for their tireless efforts in making and improving a better parachute for the sport-parachutists. **★ EDDIE BROWN ★**

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CLUB ACTIVITIES

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

What's Happening ?

MICHIGAN COUNCIL
CLEVELAND PARACHUTE CLUB
Austria
NORTHERN CALIFORNIA PARACHUTE CLUB
PARACHUTE COUNCIL KANE OHE
H FLORIDA PARACHUTE DIVISION
Seattle Sky Divers
Vancouver Sky Divers
Ranier Parachute Club
KA-MO
FT. BRAGG
Southern California Parachuting Council
DIXIE SKY
MARINE
PARIS
IMPERIAL TURTLE
Rainier Sky Dive
New Zealand
SCOTTISH PARACHUTE
ALOHA SKY I
AUSTRALIAN Parachute Federation



News from Readers Around the Globe Welcomed

Seattle Sky Divers,

Thank you for sending us the magazines, we sold all of them but one already. The magazine is quite a popular item!

One little detail about that first July issue, and you've probably been told about this by now, the article about the Wisconsin Sky Divers didn't have the right group picture. The picture shown was taken of the jumpers who competed in the meet that we held here in Snohomish April 15th and 16th. In the middle you can see Eddie Brown who was on hand to present the trophies.

The most interesting thing that's happened around here this month was a three man jump from a Cessna 180 from an altitude of 20,850 feet. This took place Sunday, August 20, and was made by Jack Ady, Ron Sewell, and Don Stone, all of the Seattle Sky Divers. Earlier that day Jack Ady and Ron Sewell made a "Warm-up jump from 17,000 out of a Cessna 195. The high jump was a record for the Seattle Sky Divers.

I was thumbing through the Seattle Sky Divers master log and counted sixteen hundred and thirty-five jumps made from January 1, 1961 to August 20, 1961. We are wondering how this compares with other jump areas. Do you have any information on this subject?

Sincerely,

Ronald V. Herzog, Manager

SNOHOMISH PARACHUTE CENTER

WHEN DID YOU HAVE YOUR LAST
MEDICAL CHECK-UP?

Although dormant for a year or so, the New Hampshire Parachute Club is again jumping. We now have a Cessna 170 that we can virtually call our own (four owners have promised it to us each Thursday and Sunday evening), it appears that we have gotten over our biggest obstacle. We usually drop four on Thursday evenings and from seven to ten on Sundays. Though limited on experience, we have been able to create and stimulate a lot of interest and enthusiasm. Some fellows come from as far away as 80 miles to jump. We still need help on setting up and effective and "interest-creating" program during those periods when the boys can't jump. We would like to hear from any clubs that can offer a little assistance in this area.

Also, since quite a few of the boys are from Pease Air Force Base (SAC), would like to hear from any SAC clubs as to how they are doing.

CMS Edward F. Nawrocki New Hampshire Parachute Club
15 Hawthorne Drive
Pease Air Force Base

Greetings from the "Fallin' Angels" of Washington, D.C.:

We are a small, but enthusiastic group, experiencing the same growing pains that have hampered many East Coast clubs. We hope that as we increase in skill we will also increase in stature. At present in this area, skydivers are still all too often thought of as airborne dragsters and potential suicides. We would like to turn in our "hero badges" and be accepted as sportsmen. We had found a temporary home at Easton Airport in Maryland. The Cessna 172 of owner Murry Selsky was a good jump plane. Now due to the arrival of some big Connies draped decorously around our DZ we are home hunting again.

As our part of the national campaign to bring acceptance and respectability to the sport, we devote a certain part of our club activity to public service. We have pledged a minimum of ten pints of blood a year to the local Red Cross. From this Chapter the Club officers have also obtained First Aid certificates.

At this time we can't promise a guaranteed blast to any guest who might drop by, but we will surely try to do our best. Better days are coming. (Call Club President Angus T. McKellar DE 2-6259).

Good luck and good jumping,
Paul M. Tucker - Safety Officer

The Western Parachute Club of Denver, Colorado, was formed December of 1960. We had the hectic beginning that most parachute clubs seem to have, but thanks to the patience and the equipment of Clee Sealing, our present club President, we are moving along fairly well now. This month alone we have trained 20 new members. Our initiation fee is \$15., which includes one jump and a training manual. Our dues are \$1.00 a month thereafter.

Our DZ is 5,500 feet above sea level, but it is an ultrasafe one due to the wonderful cooperation of surrounding farmers. We have about 20 square miles of freshly plowed-wheat fields to jump into just northeast of Boulder, Colorado, a 20-minute drive from Denver.

We meet at Boulder Municipal Airport early on every Saturday morning to enjoy a full day in our own little world,

a world only we sport parachutists have the privilege of enjoying. We jump from a Cessna 180 at prices many of your readers will envy. Our pilot, Jim Edge, charges us "tac" time, and a 30-second delay never costs more than \$ 3.50 ; some jumpers have made 45-second delays at this price on days when there was good lift.

As newcomers to sport parachuting, we would like to say that we enjoy your magazine very much and we love your sport.

Any fellow parachutists visiting our area are welcome to drop in on us at Boulder Airport any weekend for a \$3.50 jump into a plowed wheat field.

Sincerely,
Gary Cox, Sec.-Treasurer
WESTERN PARACHUTE CLUB

Dear Sir:

Irish Kelsey, a 28-year ex-paratrooper of the Korean War, living in Morrison, Colorado, started the organizing of this group in October of 1960. He is President and one of the Jumpmasters of the Silk'n Angels Skydiving Club. We started out with approximately four complete rigs, and now have a total of twelve, with twenty to arrive from the City and County Civil Defense Director of Denver, Mr. E.M. Plass. We joined the CD January 19, 1961, to form the only unit of Para-rescue in Colorado.

The majority of the 11 charter members had never jumped before, but better than one-half of the present 22 members are now on Free Fall and starting maneuvers. The weather has been a little rough, so they've done well. We have over 75 applicants waiting for us to reopen membership acceptance, which, due to the packs we expect from C. D. will be soon.

Our Constitution is very similar to that of P.C.A., and our By-laws are stiff. We hold meetings every Thursday night at 7:30. All members are active and extremely enthusiastic, as proved by their record of over 350 jumps that have been executed since October. We started out with just a Stinson, but in this short time have added a Cessna 170, a 172, and our newest a 180. Our club is complete with a President, Irish Kelsey; Vice President and P.L.F. Officer, Edward Bingham; Treasurer, Dwayne Sauers; Secretary, Marguerite Forsberg; Safety Officer, Ralph Webb, and myself; Supply Officer for Club Equipment, Clifford Farrell, who also acts as Club Photographer. All members wish to join P.C.A.

Dexter Powell has welcomed us to use his airport and personal hangar for our L.Z., which is faithfully used every Sunday, if not for jumping due to bad weather, then for training and study. We have a complete packing setup and P.L.F. station. Columbine Airport is located about 6 miles southeast of Morrison. Our D.Z. has been contributed through the courtesy of Sam Hazelbart, owner of the Hazelbart Polled Hereford Ranch, located approximately 5 miles southeast of Morrison.

Respectfully yours,
Patricia L. Kelsey

FORT RICHARDSON, ALASKA,

During a recent high altitude practice jump conducted by the Fort Richardson Sport Parachute Club three Army parachutists completed the first three man, double baton pass in Alaska.

While in free-fall more than nine thousand feet in the air Specialist Four Richard Simons, took the short length of aluminum from Specialist Five Henry J. Hamilton, and then gave it to Master Sergeant Jerry L. Price to complete the double take.

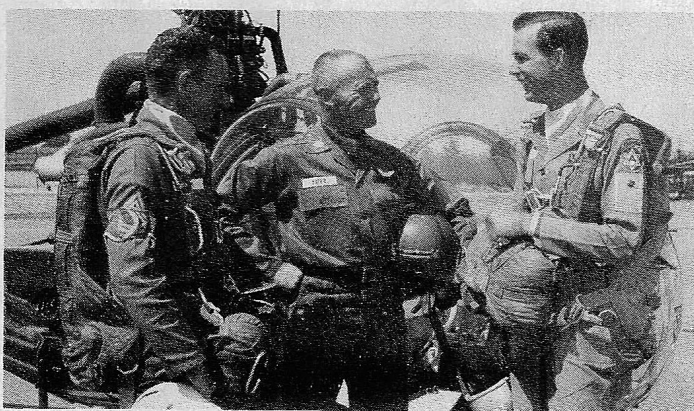
The action took place over Claxton Drop Zone at Fort Richardson where Hamilton and Price jumped from the aircraft with arms locked - Hamilton with the baton. Simons jumped right after them and watched them fall together for approximately ten seconds and then separate. They both did 360 turns to face each other. Jockeying for position brought them in line and they began to close the gap which by now was no more than thirty feet. Simons, who was right above them, could see that from his position he could take the baton from Hamilton and save time. He dove got the baton and looked to Price. They closed to within arms reach and made the pass. The entire thing took no more than twenty seconds, the rest of the jump was routine.

Each jumper holds a current Class to International Parachutist License issued by the Parachute Club of America. In addition, each man is a qualified military parachutist and at one time served with an Army paratroop unit.

The high altitude jumps were being conducted to make the jumpers eligible for a higher class license. They jumped from an H-21 helicopter piloted by Major George Poppas Jr. commanding officer of the 80th Transportation Co., and Chief Warrant Officer Stewart Whisnant also with the 60th.

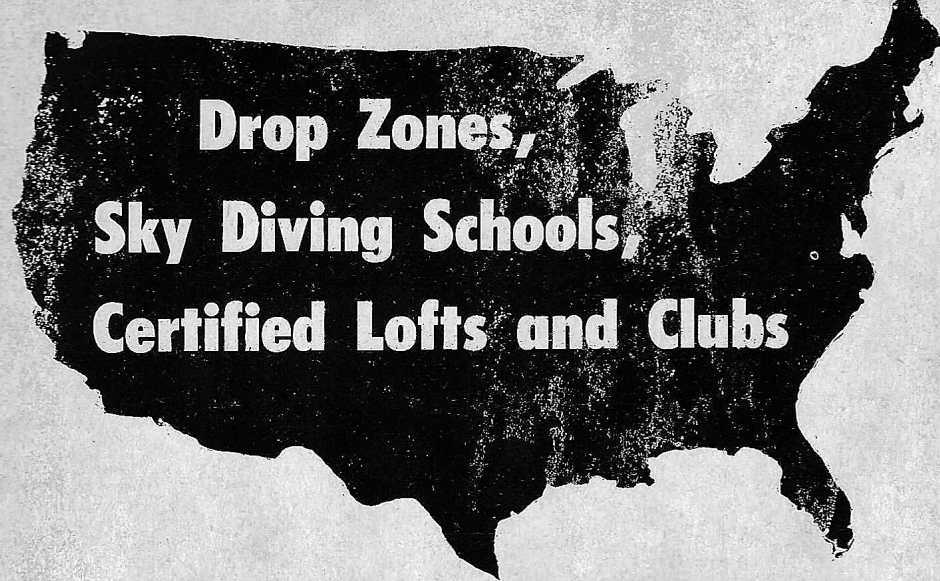
Sp5 Hamilton B-512, and M/Sgt. Price B-524 are assigned to headquarters United States Army, Alaska while Sp4 Simons B-525 is assigned to Supply Co., USARAF Support Command.

It was the second baton pass of the day for Price and Hamilton.



FORT ORD, CALIF.


Sergeant First Class Buddy McCoy, left, and Lieutenant Jim Zachary, right, discuss their 100th free fall parachute jump with their pilot, Lieutenant Colonel George Lutz, Fort Ord aviation officer. The H23 helicopter in the background is the ship from which the two members of the Fort Ord Parachute Club made their exit as they reached the century mark in sky-diving. The two men made near-target landings on the drop zone at Machine Gun Flat on the reservation, falling approximately one mile before opening their chutes.



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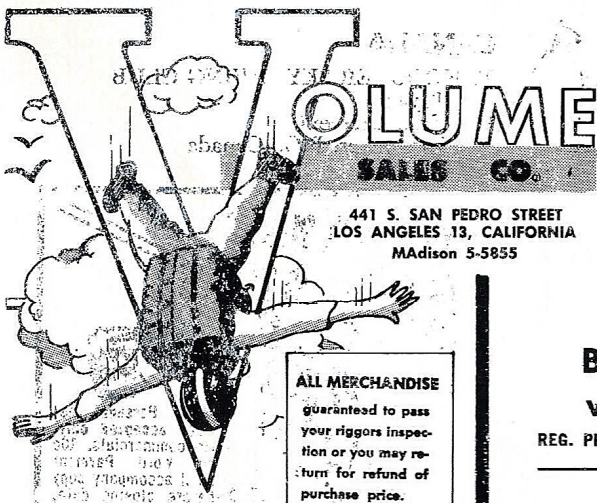
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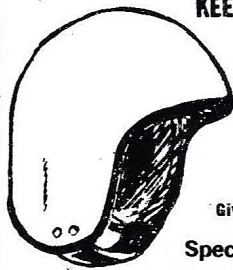
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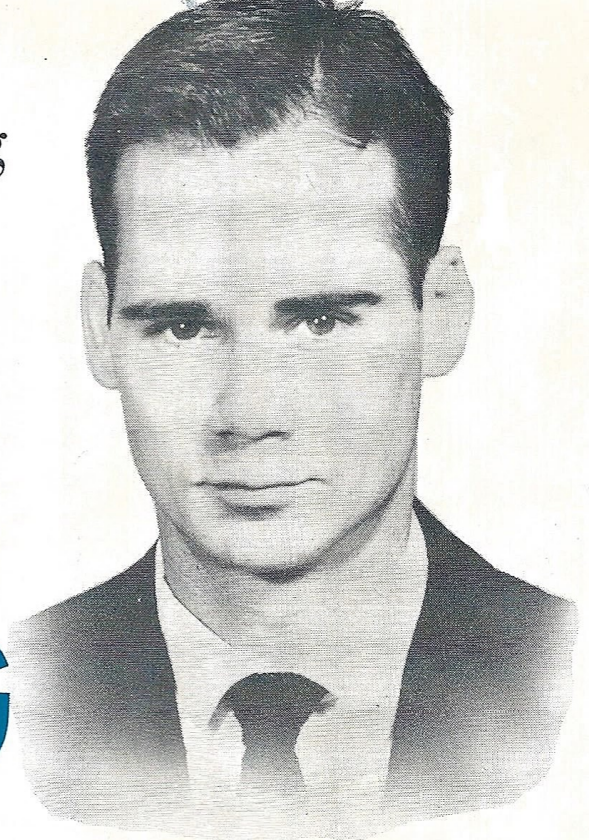
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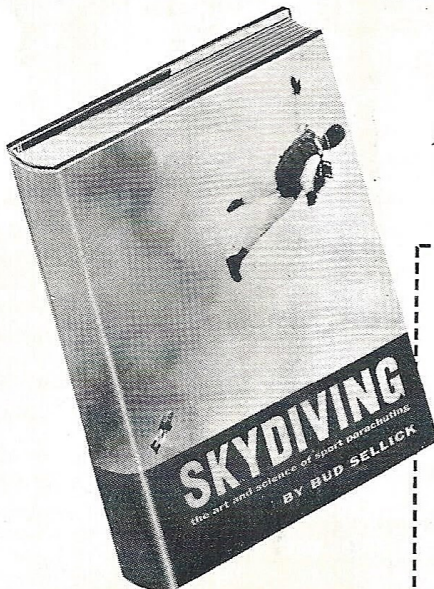
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