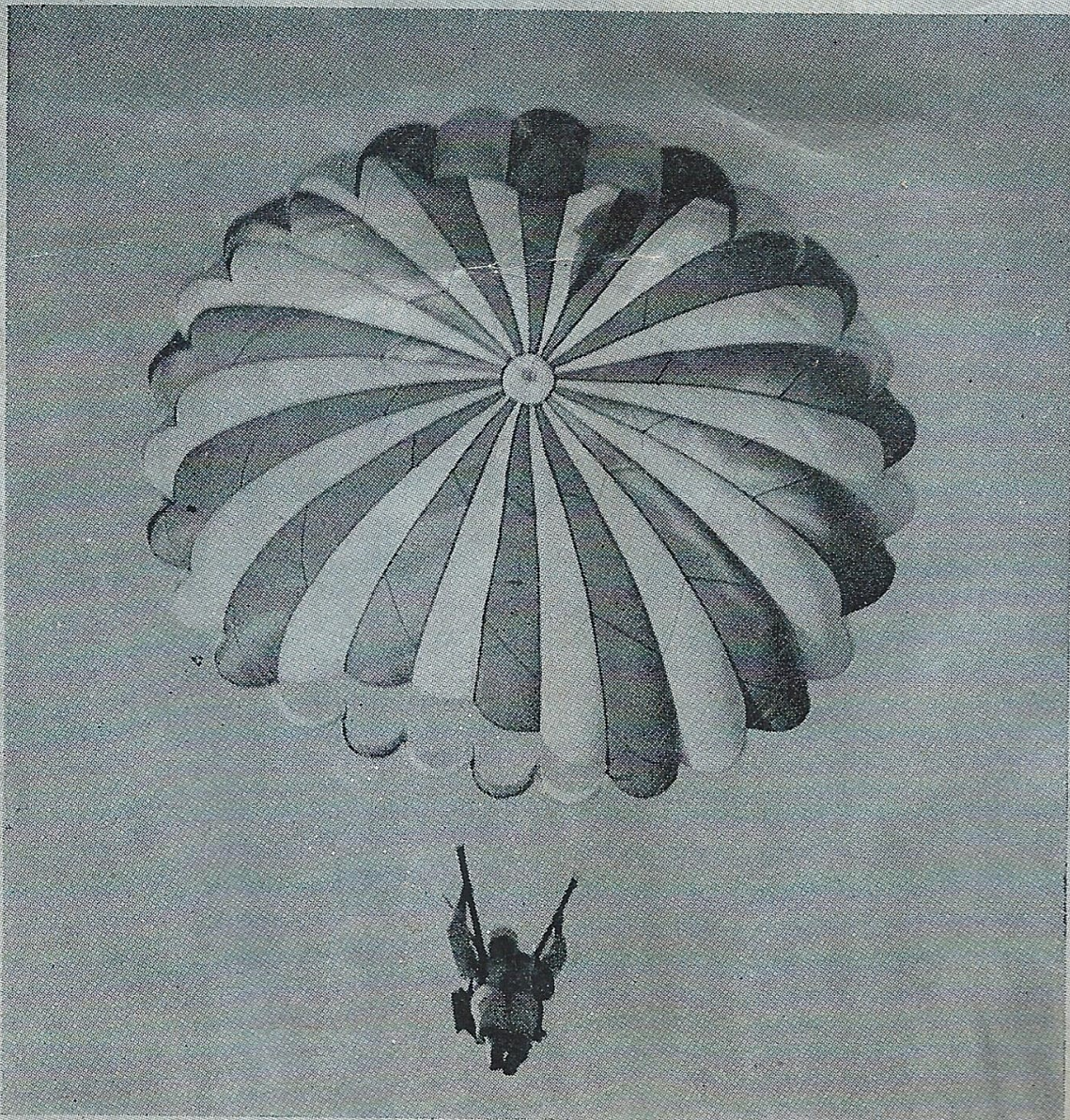


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AUGUST
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EDITORIAL

Welcome to SKY DIVER Magazine.
As our motto states, this is a magazine
"Dedicated to the Development and
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by a means of print. Our answer to
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veteran sky diver, but will incite and
instigate the enlistment of more and
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who is making this sport a global ad-
diction.

Together we can penetrate that
cloudy gaze of awe. Can we count
YOU in?

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Editor Don Richards caught landing at Saugus by Dave Gold.

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* * *

D - Z SAUGUS CALIFORNIA



Packing the chute. From left: Ralph Wiggins, Beth Cusick and Brandt Freeman.

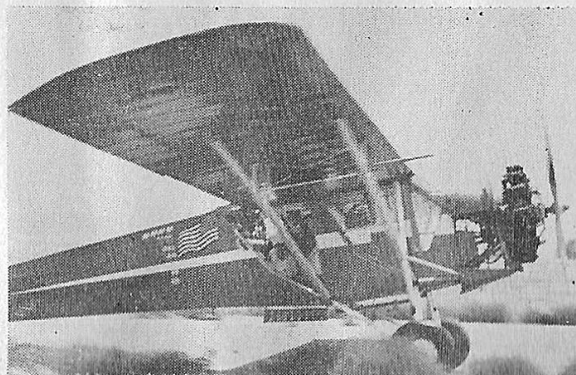
MANY THANKS TO:

Dave Gold; Tony Lemus, C-139; Lt. Jim Perry and the U.S. Army; Glen Masterson, PCC; Marvin Stevens and the L.A. Sky Divers; Earl Guyer and the American Sky Divers; W. S. Jolly, C-92 and the San Diego Sky Divers; Jim Auxier and Chuck Blakesly of Skin Diver Magazine; William Reyes; George R. Mulcahy, Jr.; Nicky Richards; AND ALL THE OTHER WONDERFUL PEOPLE WHO HAVE MADE THIS PUBLICATION POSSIBLE.

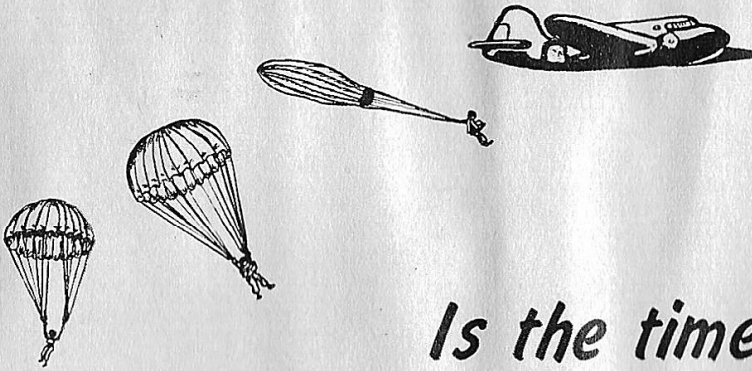
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From left: Tony Lemus and Dick Enarson.



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SKY DIVER is your magazine and this is the spot where you can guide its progress and air your views.

We are wide-open for suggestions, corrections and comments.

Don't leave your opinions of SKY DIVER tossing around the hangar, direct them to where they will do the most good.

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M * * *

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... it was indeed a pleasure to receive notice of your new publication "Sky Diver." May it enjoy a long and successful future. Congratulations to you and your staff ...

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Secretary

Parachute Club of Canada

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Best luck on your publication ...

1st Lt. James M. Perry

Fort Bragg, N. C.

* * *

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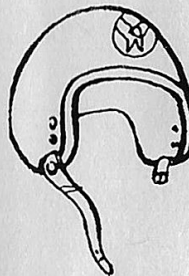
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PARACHUTE

By DAVE GOLD

Part One

EDITOR'S NOTE: The most important part of the sky diver's equipment — his parachute — has a long and interesting history. In this five-part article, SKY DIVER Magazine hopes to bring to its readers some idea of the early history of parachutes, the hard years of development in which the parachute grew up with the flying industry, and its recent and future story of accomplishments — past, present and ahead.

Part One relates the inception and earliest use of parachutes, based on fact and fiction. Part Two will deal with the role that the parachute played in the days of ballooning. The invention of the airplane in 1903 will serve as the point at which the story of the parachute begins in Part Three. Part Three will also tell of parachutes in World War I and the birth and development of the modern manually-operated parachute. Part Four will take the reader through the 1920's and 1930's, years in which numerous developments and events took place. The years of the early 1940's and World War II will likewise be explored. That period of time following World War II, and the present era of parachutes will be included in Part Five, which will also take a peek into the future of parachutes.

It is intended to slant these articles towards the interest of parachutists in that role of the jumper in the history of parachutes will be emphasized whenever possible.

* * *

THE AWAKENING

THE HERE is no doubt that man, in his early longing to fly, must have watched parasol shaped seeds floating through the air and realized that some contrivance could be made to do the same for himself. There is also no doubt that someone, clutching an umbrella (a parasol if you like) during a windy day, was going to realize that here was an apparatus that could trap and offer resistance to the air.

To ascertain with certainty the individual who was first to think of an umbrella-like device for use as a "through-the-air-fall-breaker" is difficult. Early aeronautical history is quite vague about this point. How much of what early information we have is fact or legend, we are not sure. Some literature tells of the use of parachutes by Chinese. It is even claimed that parachutes of some type were used in making descents from the Great Wall in China. To scoff at or ignore such legend would be ridiculous, for a people that could invent the um-

brella, gunpowder, and accomplish other outstanding feats during their great era would most certainly understand the retarding possibilities of a parachute apparatus.

Of this we are sure, however, Leonardo da Vinci, that genius-of-all-things who lived between 1452 and 1519, actually recorded a version of a parachute device in his manuscripts. Whether he actually made a parachute, model or otherwise, is not known. However, brilliant scientist that he was, da Vinci recognized and spoke of the resistance of air. In his manuscript, *Codex Atlanticus* (1495) he wrote:

"An object offers as much resistance to the air as the air does to the object."

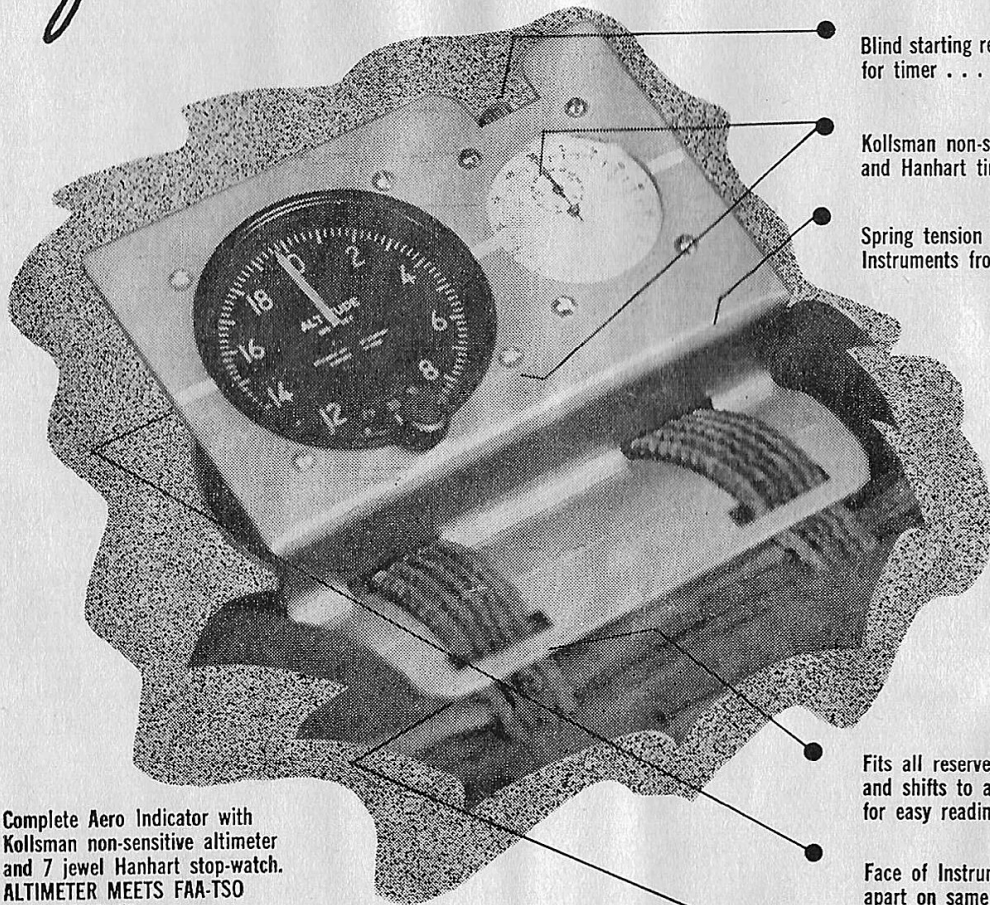
The best way to describe da Vinci's parachute, if one were to use the language of the present parachute vocabulary, would be to call it a square, four-gore, conical, solid parachute. Put all this together, and you have a pyramid.

(Continued on Page 14)



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Fort Bragg Sky Divers Make Double Baton Pass

Ft. Bragg, N. C. — THIS SKETCH shows how the double baton pass was accomplished Sunday, June 14, 1959 over Ft. Bragg's Sicily drop zone by members of the U. S. Army XVIII Airborne Corps Sport Parachute Club. The three skydivers are Sgt. Danny Byard, Pfc. Jim Pearson and Pfc. Loy Brydon who are assigned to the 77th Special Forces Airborne Group at Ft. Bragg.

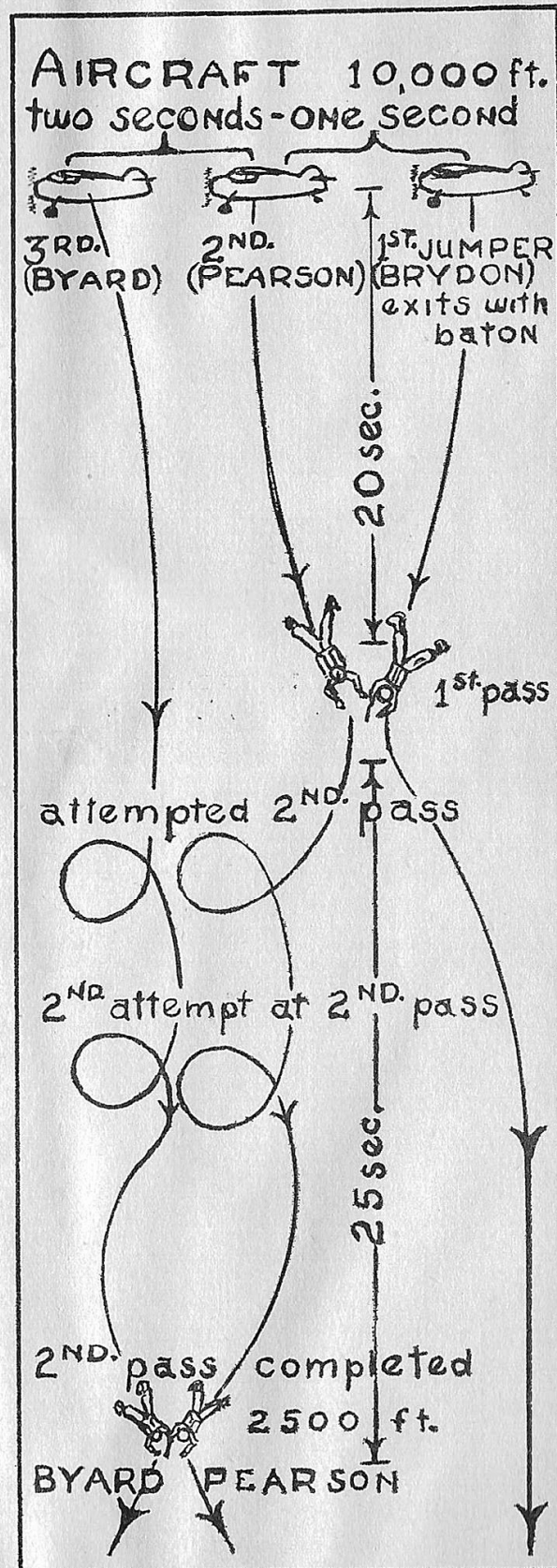
SKY-DIVERS COMPLETE DOUBLE BATON PASS

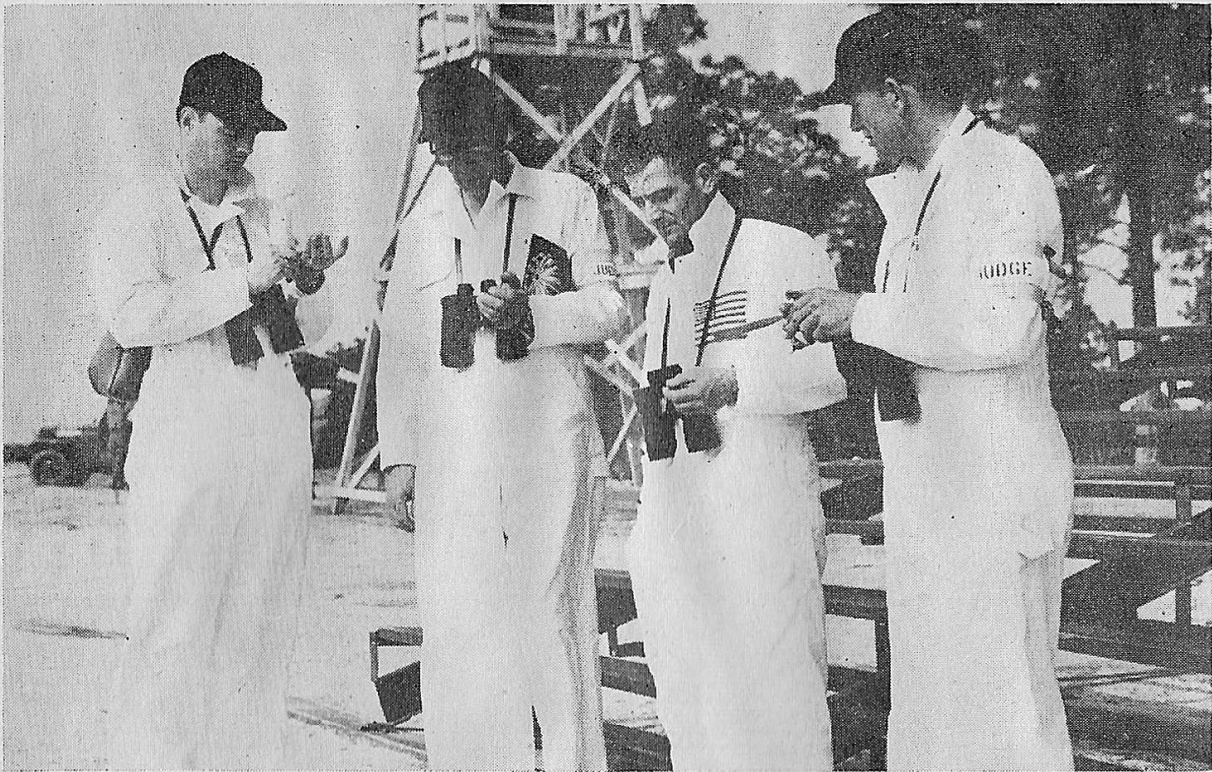
Ft. Bragg, N. C. — Three members of the U. S. Army's XVIII Airborne Corps Sports Parachute Club made sport parachuting history Sunday, June 14, at Ft. Bragg's Sicily drop zone by completing what is known as a double baton pass.

Sgt. Danny Byard, Pfc. Jim Pearson and Pfc. Loy Brydon of the Corps team exited from an Army L-20 aircraft high over the Sicily drop zone at one and two second intervals. Brydon made the first pass of the twelve inch green and yellow baton to Pearson. Byard, hovering above them both, glided swiftly into position to come in on Pearson and the history making pass was made as Pearson handed the baton to Byard.

The double baton pass has been the goal of this group of sport parachutists and other clubs across the country since the first attempt at making a double pass was made here in May during the 1959 National Sport Parachute Meet.

(Continued on page 23)





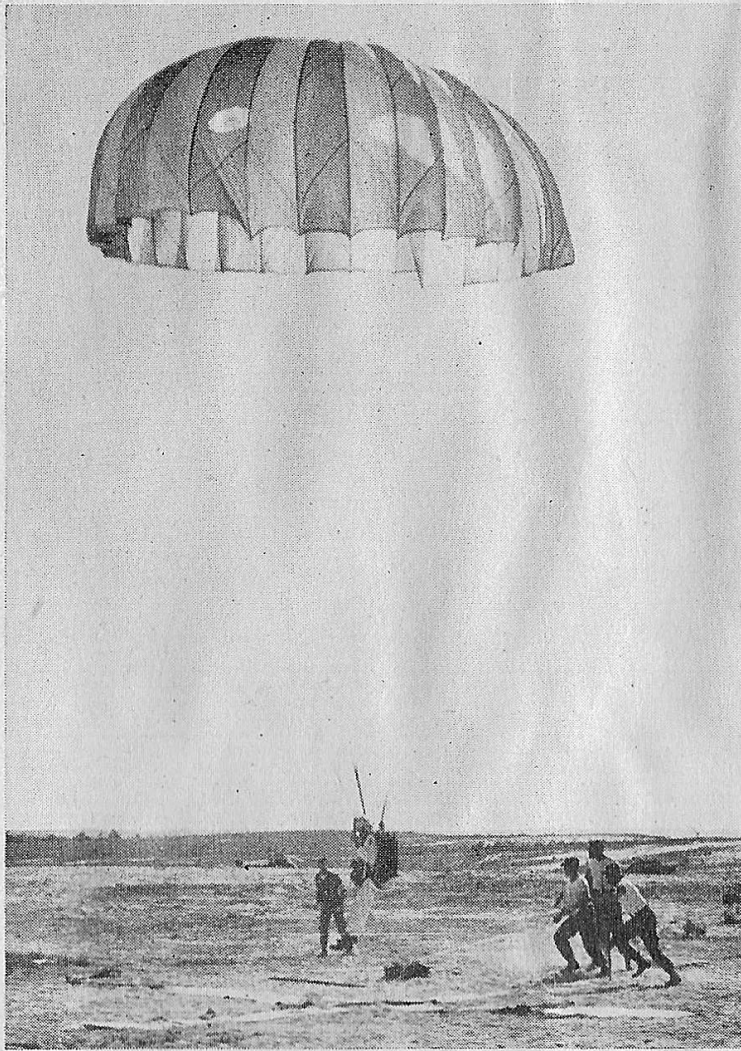
U. S. ARMY PHOTOGRAPH

FORT BRAGG, N. C. — Four somber judges check their time pieces as they prepare to rule the first National Invitation Sport Parachute Meet in which civilian jumpers were permitted to jump from Military aircraft. The meet, held at Fort Bragg, N. C. on 8-9-10 May 1959, featured a 60 second delay from 12,500 feet to a precision landing as one of its many events. Left to right: George Bosworth, Joe Crane, Lyle Hoffman and Floyd Hobby.



U. S. ARMY PHOTOGRAPH

Three contestants prepare to board the H-21 Shawnee helicopter for event number three, a clear and pull from 2700 feet. From left to right: Frank Falejczk, Jamestown Sport Parachute Club, Lakewood, N. Y.; PFC Curt Hughes, 82nd Airborne Division Sport Parachute Club, Fort Bragg, N. C., and Lt. Phil Merrick, Fort Campbell Sport Parachute Club, Fort Campbell, Ky.



—U. S. Army Photograph

RIGHT: Flag markers and judges race to check precise landing point of contestant.

BELOW: PFC James Pearson, 77th Special Forces, winner of the National Invitational Sport Parachute Meet receives the Master's Trophy from his father, Colonel Pearson. Brig. Gen. William Harris, XVIII Airborne Corps Artillery commander, assists Col. Pearson in handing over the 50-pound, four-foot trophy.



—U. S. Army Photograph

The Awakening

(Continued from Page 9)

But, perhaps it would be best to allow da Vinci to describe his own parachute. He wrote of his apparatus as follows:

"If a man have a tent roof of calked linen 12 braccia broad and 12 braccia high, he will be able to let himself fall from any great height without danger to himself."

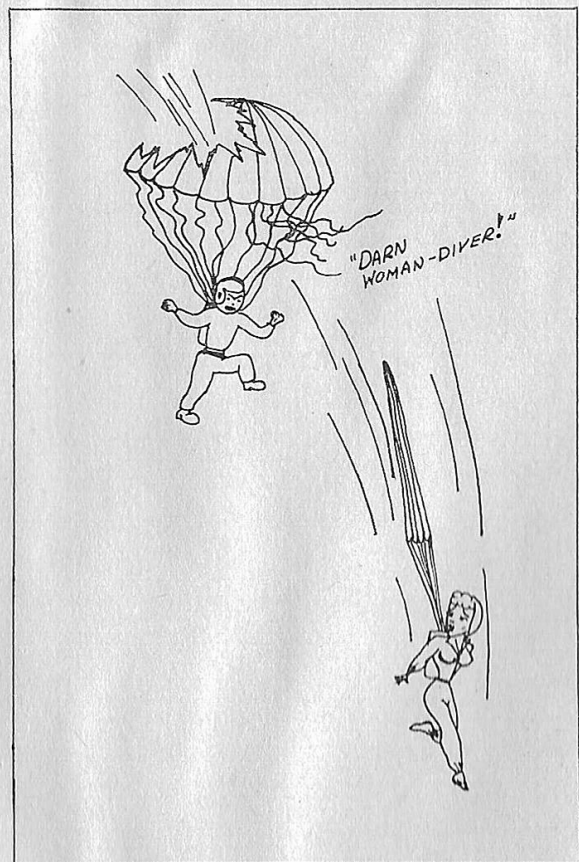
A braccia is equal in length to a yard approximately. Thus, there is no doubt that his parachute, being approximately 36 feet wide, would easily do the retarding necessary for an easy descent through the air. History has nothing to say about parachutes for almost one hundred years after da Vinci's revelation.

During the late 1590's, about 1595, a book called "*Machine Novae*," written by Fausto Veranzio, was published in which a "tent roof" parachute device was described. (It is interesting to note that Mr. Veranzio's given names varies in spelling in different accounts. He is called Fauste, Fante, as well as Fausto.) Veranzio, a Hungarian mathematician living in Venice, Italy, speaks of the feasibility of using his apparatus to leap from high places with safety. Historians are not sure whether this would-be-parachutist actually made and/or jumped with his brain child. It is felt by most that Veranzio was influenced by da Vinci's brief disclosure in arriving at his device. The following description of Veranzio's parachute is from his book:

"Flying man. With a square canvas extended between four equal poles, and having four cords attached to the four junctures, a man could, without danger, throw himself from a tower or similar eminence. Even though there is no wind at the time, his weight will

create the wind which inflates the canvas; he need have no fear of falling violently, for he will little by little descend: the man should proportion the spread of the canvas with the amount of his weight."

Approximately two hundred more years pass before we can find any further mention of the definite use of parachutes. During this time, the best known information we have on parachutes comes from the pen of Simon de la Loubere. In the 1690's this special envoy of the King of Siam from the French King, wrote a two-volume manuscript entitled, "*A New Historic Relation of the Kingdom of Siam*." In the second volume, on page 47, as part of the chapter entitled, "*Concerning the Shows And Other Diversions of the Siamese*," the following piece of reporting appears concerning the parachuting activities of that day:



“There died one, some years since, who leaped from the Hoop, supporting himself by two umbrellas, the hands of which were firmly fixed to his girdle. The Wind carried him accidentally sometimes to the ground, sometimes on trees or houses, and sometimes into the river. He so exceedingly diverted the King of Siam that this Prince had made him a great Lord. He had lodged him in the palace and had given him a great title.”

Such honors for a parachutist must have been deserving. It does seem however that he did have use for a good steerable!

The writings also disclose the fact that this Siamese notable was actually a court jester and tumbler. His parachuting activities were but part of the “act.”

History discloses that the next recorded use of the parachute concerns itself with saving lives—from a burning building, that is. The year was 1783. The Montgolfier Brothers had already investigated the utilization of balloons for flight. There is also evidence that they explored the use of parachutes. It was at this time that Sebastian Lenormand is reputed to have made his historic and spectacular jump from an observatory tower at Montpellier. Lenormand, who was a French physician, advocated the use of his apparatus as a means of escaping from tall buildings that were on fire.

Here again accounts vary, despite the wide publicity his feat received. His parachute is described as being a cone-shaped device about 14 feet in diameter. It was supposed to be made of cloth, although some accounts say it was made of oil-silk. In light of what we know about parachutes, his device must have had great stability — but, oh, that rate of descent!

As mentioned above, Lenormand's jump was made at the time the balloon was born. This was the beginning of man's actual flight through the air. He was finally getting his feet off the ground, and his heart and eyes into the skies. With this advent of man into new adventures, the parachute came into its own as a life-saving and entertainment device. Our next part will tell the story of this important role that the parachute played in the early days of aviation.

(To Be Continued)

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WHAT questions are buzzing around in your mind about skydiving or parachuting.

The purpose of "Under the Canopy" is to attempt to answer those questions in which interest is expressed by our readers. Space limitations will not permit the answering of all questions. However, those questions which seem to have wide interest will be presented and answered to the best of our knowledge and available information.

Those questions which may be answered personally by mail will be attended with in the time capabilities of our staff. Therefore, if such an answer is desired, the question should be accompanied by a self-addressed, stamped envelope.

It is of interest to note that our first questions deal with safety in parachuting and skydiving. The staff of SKY DIVER is 100% behind safety in thinking as well as action, in this new, fascinating, most-challenging sport of skydiving and parachuting.

* * *

Question: Just what is the story on the use of pilot-'chutes on reserve parachutes. Some reserve rigs I have seen have pilot-'chutes, and some do not use pilot-'chutes on their reserves.

Answer: By far, the use of pilot-parachutes, or pilot-'chutes as they are usually referred to, on reserve parachute packs is frowned on. In fact, many experienced jumpers consider this pilot-'chute practice dangerous.

The pros and cons of using a pilot-'chute on the reserve pack have been batted back and forth for years. This crops up periodically in parachute circles, and it will continue to do so in the future as it is always a good conversation-piece. The present epidemic of verbal gymnastics and bantering on this question seems to stem from the fact that many ex-paratroopers are entering skydiving. These men are accustomed to use of a pilot-'chute on the T-7A reserve pack, which is the standard reserve pack for the presently used T-10 jumping outfit as well as for the older superseded T-7 jump outfit.

During the early 1920's, right after the introduction of the ripcord manually-operated, free-fall, pack-on-aviator type parachute by the U. S. Army Air Service, the wisdom of wearing a reserve parachute during premeditated jumps was demonstrated and recognized. At this time, the standard premeditated-jump outfit used by both the Army and Navy air services was equipped with a 22-foot diameter reserve canopy. This was attached to the harness in a permanent manner by its own integrated riser system, and it was carried in a small rectangular chest pack. Based on the available experience at that time, a pilot-'chute was not used on the reserve as it was felt that this was dangerous.

This concept was retained in the old famous T-3 jump outfit, which was standard for premeditated, free-fall jumps right up to and through the 1940's. In the early 1940's, the T-4 jump outfit was introduced for paratrooper use. This T-4 was actually a

T-3 assembly modified for static-line use by revamping the main pack container of the T-3 free-fall, jump outfit. The T-4 retained the 22-foot, permanently attached, reserve canopy, without pilot-'chute.

It wasn't until the mid 1940's that the T-5 static-line operated outfit came into the picture. On this jump rig, the concept of a separable chest pack was used, and soon the 22-foot reserve canopy was replaced by a 24-foot diameter canopy. This new reserve pack also did not use a pilot-'chute.

The use of a pilot-'chute in the reserve pack of the paratrooper's jump outfit was initiated by an accident during a mass jump. The trooper, during his exit, partially wound up in the canopy as the parachute deployed. At that time, the trooper parachutes used a canopy-first type of deployment, and when the weight of the jumper was transmitted through the partially wound canopy to the apex break-cord,

it parted prematurely before the suspension lines of the canopy could string out. The jumper continued to fall with the canopy wrapped around him, and his reserve parachute was not effective. It was felt by some that had a pilot-'chute been attached to the reserve canopy, the accident would not have terminated in the trooper's death. Therefore, the pilot-'chute was added to the reserve canopy.

The majority of experienced parachute personnel are of the opinion, however, that for most parachuting activities, the use of a pilot-'chute on the reserve is dangerous. This has been shown by test with dummies as well as demonstrated in actual live-jumps. Briefly, the existence of a pilot-'chute on the reserve presents the danger of entanglement when the reserve is actuated. That is, the reserve canopy may easily be entangled with the streaming or partially opened main canopy above the jumper. It must be

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recognized, however, that mass paratrooper operations — carried out at low altitudes — present different problems than skydiving or parachuting under free-fall conditions. There is, no doubt, some justification for the inclusion of the pilot-chute on the reserve pack of a paratrooper who leaps under those conditions, which exist at low altitudes and mass jumping.

It is possible to demonstrate by an analysis of the conditions which a reserve may be used, as well as a discussion of the proper technique of using the reserve, that the omission of a pilot-chute is highly desirable under emergency conditions. In fact, many experienced jumpers insist this is a *must* requirement. Such an analysis and technique discussion will be presented in a future edition of SKY DIVER should the interest warrant it.

* * *

Question: In reading about recent fatal accidents of sport parachutists, the

term "target-fixation" was used as a possible contributing factor to the accident. Would you please discuss this more fully.

Answer: The phenomenon of "target-fixation" is one which is quite familiar to military pilots who engage in either aerial or ground target practice. On occasion, at gunnery target ranges or during aerial tow target practice, pilots have flown directly into their targets without any obvious attempt to pull out or away from these targets.

The answer to this question lies in understanding what is involved in target-fixation. It is compared to a type of self-hypnosis which is induced by excessive concentration on the target. And, this excessive concentration, of course, is motivated by desire to get a good score. Such motivation may be due to any or a combination of reasons. This point cannot be emphasized too strongly—that is, target-fixation is not a sudden manifestation without cause,

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but rather is the result of psychological factors which are understandable.

Let us assume that a pilot has been making poor scores during his gunnery runs. He has been subjected to quite a bit of good natured ribbing by his buddies. The next day, he is determined to make a good score. On his run, he becomes obsessed with his sighted target, and he holds off firing and subsequent pullout as long as he feels he can. At this point, he may develop target-fixation to the point where he flies into his ground target and oblivion.

Likewise, the sky diver may go through a similar sequence of events. Let us assume a jumper has made a training jump in which he has fallen a few seconds short of his intended time delay. An unwise instructor berates him, and he is needled by a few good-intentioned friends. On his next jump he is determined to "show" that so-and-so instructor; he over concentrates on his target, develops target-fixation during his stabilized free-fall and pulls his ripcord too late or not at all.

It is easy to recognize that almost any event, such as the presence of a favorite girl friend among the spectators, may spark off the intense concentration required to put on a good show. It is also important to remember that target-fixation works hand-in-hand with other contributing factors in causing accidents. These other factors may include inexperience in free falls, or the jumper's physical condition; even the type of terrain over which the jump is being made and does play a role in misjudging altitude.

Incidentally, target-fixation was well known years ago to the professional delay parachutist. Appropriately, it was called the "dead-eye" by some. "Getting the dead-eye" during a long delay was just another way of saying

that the jumper had developed target-fixation during his jump. A veteran bat-wing jumper always used his own pet procedure to prevent getting the "dead-eye." The procedure which he felt was so beneficial consisted of breaking his view from the ground prior to jumping. That is, during the incoming run over his target, he would naturally be concentrating on his landing spot with great intent. Then, during this approach, he would anticipate his exit point by a few short seconds, look away from the ground at perhaps the back of the pilot's head or the instrument panel in the aircraft, and then jump. It should be understood that this procedure is not offered or recommended as a cure-all for target-fixation, although it does seem to have some merit. Rather, it is related as what we feel is interesting background material on this problem.

The most important thing to the sky-diver about *target-fixation* is that he recognize the all important fact that it *does exist*. And, then he should understand it, and apply his knowledge of it to making his free-falls as accidentless as they surely can be.

* * *

Question, Is there any danger to making free-falls without any previous jumping experience and without first making a few static line jumps.

Answer: This is a tricky question to answer, especially if the temperament and background of the prospective jumper is unknown. Many safe initial jumps have been made in a free-fall manner. However, parachute training experience in France and a few close calls in this country have demonstrated the wisdom of requiring static line jumps initially for tyro jumpers. This is true especially on the basis of training for jumping as a sport by numerous people.

We are 100% behind the requirement by the Parachute Club of America that embryonic jumpers get into the swim slowly by first making five static line parachute descents before engaging in free-falls. This requirement, as well as the other rules and regulations sponsored by the Parachute Club of America, is founded on good thinking and experience.

* * *

The staff of Sky Diver magazine looks forward to receiving further questions of mutual interest, as well as those which may be of personal interest.

* * *

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NEWS RELEASE

The Irving Air Chute Company, Inc., Research and Development Center, Glendale, California, announced that it will soon market a complete line of specialized parachuting equipment for the use of sky divers and parachutists. This line of parachutes will be known as the Irving Sport-Air Chutes, and it will include several configurations in order to meet the needs of the jumping public.

For the past year, evaluation dummy test and live jumps have been made at Saugus, California, with Irving Sport-Air Chutes. Details of two of the models, known as the Sky-Rider and the Sky-Glider, will be released soon. These parachute designs are based on the proven, reliable, concept of the single-orifice type (known by the nickname of "Tojo"). The Sky-Glider will also include the stability and performance of the parachute, without any sacrifice in reliability. Slip-risers and a dual-release pack will also be available. All equipment will, of course, carry F.A.A. certification.

Additional information on these new parachutes will be made available in the very near future. It is hoped to accelerate the evaluation program of Sky-Glider, in order to make the Irving Sport-Air Chutes available as soon as possible.

WHY I JUMP

Howard W. Decker
Temple City, Calif.
American Skydivers, Inc.
Parachute Club of America

I'VE MADE fifteen take-offs in an aircraft and never landed. How? I jump!

In all my twenty-two years, I had never done any of the things that thrill; life was a dull affair. Then one day I read an article on sport jumping which was the first I had heard of parachuting for fun. The idea was appealing. Fate must have had a hand on my sleeve, as soon after, I learned through a local paper that efforts were being made to form a skydiving club. Without even the barest knowledge of aviation or fielding I joined the American Skydivers, Inc. of Los Angeles.

March 1st I took my first plane ride. It was a one-way fare. Up! From four thousand feet above a world that had never moved me much—I jumped. To my complete surprise there was no sensation of falling, only a hushed mysterious feeling of suspension. My body wasn't falling through the atmosphere; it was a part of it. I didn't feel conquest, but a compatibility like I had never known. The static line caught. The chute opened. For a fleeting second I resented the loss of something beautiful and inexplicable. As I looked up toward the billows above me, I knew relief, relaxed and floated down to a whole new world virtually spread beneath my feet.

I've made fourteen jumps since that day and the sensations have never lessened. The thrills are ever changing and expanding. Each jump has had its own personality and left its individual impression.

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On one of my latest free falls I met an entirely different and amazing sensation. As I pulled, I felt the ripcord clicking through the housing in the usual comforting manner and was completely at ease in my aerial penthouse. Then in one desperate moment that feeling of ease escaped me; my body was weaving through tangled suspension lines that reached out like a thousand lethal fingers. I lunged forward spreading a passage through the shrouds with my body and at the same time checked upstairs to find that my silent partner overhead was following like Satan's barber pole. I rejected using the reserve, deciding I could spare her a couple seconds to kiss and make-up. It was a mutual agreement, the lines went taut and as I bobbed like a puppet, the old feeling of ease crept back.

The amazing sensation I mentioned is that the stremmer lasted only about four seconds and all this sped through my mind—each movement, each decision and each rejection of decisions—premeditated in what seemed an eternity. Time is big up there!

It's not the thrills upstairs alone that have hooked me. Sky diving has introduced me to a set of people I never knew existed. The trip down takes less than five minutes, but provides hangar chatter for five hours. These people live sky diving and love it — in the air or on the ground. Though sky diving has always been thought of as dare-devilish and dangerous, they have removed the dangers by blackballing the dare-devil, comparing notes, teaching each other, trading experiences and constantly seeking improvements on new and better maneuvers, equipment and methods of safety.

Yes, I'm one of them now, I belong. I love the sport and the people who keep it safe and fun . . . in sky diving

lingo, "I'm hooked."

I've heard it said that landings are the most difficult and exciting part of flying, maybe one day I'll shake my feathers and give it a try, but in the meantime . . . I'll jump!

WHY DO YOU JUMP?

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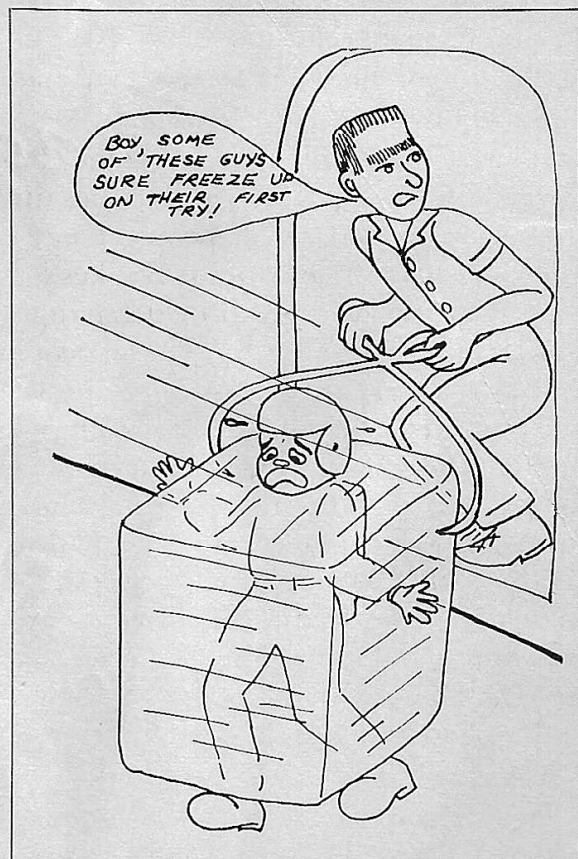
(Continued from Page 11)

Sgt. George B. Brown, another member of the Corps club exited with the trio, followed the baton passers in free fall, witnessed the double pass and almost made a third pass.

Brown, above and in close proximity to the baton carrying Byard, increased his rate of descent and came within inches of completing a third pass but it was ripcord time and 2000 feet elevation.

These Army skydivers do sport parachute jumping in their off duty time. They are constantly practicing and improving their parachute jumping technique so that they can compete on an international level with European skydivers. European skydivers have the advantage of years of experience and presently hold all international records with the Soviet Union leading.

U.S. ARMY RELEASE



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