



Parachutist

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DEAR MEMBER:

Forgive us for combining the September and October issues but there has been just too much going on and just not enough time in each day to do everything that must be done. Last January we thought that by October all loose ends would be tied up and there would be nothing to do each day but process a few memberships. HAH! We didn't reckon with the many new and necessary aspects which our growth has created. Further, with our increased membership (we're pushing 2800 right now) came an increase in correspondence, bookkeeping, licensing, new club info, etc., etc., all of which takes time, time, time, and our one man force has been more than pushed to keep up with the program. BUT, as of now, it appears that we will be caught up with all the administration by the end of November which will clear the deck to commence the 1962 membership processing.

In this issue can be found almost all the things that have taken up our time and we're sure that you'll agree that the varied workload is a rough proposition. The solution is to have more help, but this also takes money and therein lies the problem. We do intend to find ways to obtain some assistance for 1962, depending on how well we think we can fair financially in '62. If '61 is any indication, 1962 should be THE YEAR of sport parachuting in the US. At least that's the way we plan it and we'll need all the support we can get, so the parachutist will get all the support he needs. We'll elucidate more fully on the '62 plans in the December issue. Don't miss it!

We hate to do it but here is another issue starting with

FATALITY

Name: Everett A. Mitchell

Location: Avenal, Calif.

Date: 27 Aug. '61

Club Affil: Condor Sky Divers, Calif.

PCA Member: No

Type of Jump: 30-Sec. Delay

Experience: 13 Military Static Line, 15 "civilian" (we assume 5 S/L and 10 Free Falls).

Aircraft: Cessna 172 from 7000 feet.

Equipment: Type of equipment was satisfactory, T7A reserve was properly rigger packed and sealed. Altimeter: 20,000 foot, non-sensitive type.

Description: (B License Holder (same jump) and witnesses)

Mr. Mitchell, one of a group of three free fallers, exited first from the aircraft at 7000 feet. Mitchell was the only jumper with an altimeter and the other two jumpers were to open their chutes when Mitchell pulled. After leaving the aircraft Mitchell was stable within four to five seconds. "He was turning slowly to the left and made approx. 20 or 25 revolutions." Another jumper was "a few hundred feet over him at all times and at no time whatsoever did he make an attempt to pull his main or reserve". As they neared the opening altitude the other two jumpers sensed something was wrong and shouted to Mitchell to open but he paid no heed. Both then opened their parachutes but Mitchell, in the spread position, remained that way all the way into the ground where he was killed instantly on impact.

PCA Comment: We did not receive a great amount of detail relative to this jump. The deceased's wife discounts the possibility of the term "target fixation" and PCA concurs since we do not believe that such a condition can exist. Mrs. Mitchell stated to reporters that Mitchell "had fallen and hurt his head two weeks ago" which may have had some

effect on Mitchell at the 7000 ft. altitude. The turns made may also have been the cause for a loss of orientation and PCA feels that this would be the most logical explanation coupled with "freezing" at the time of the orientation loss. The possibility of suicide has also been discounted.

We feel contributing causes were: (1) that the jumper did not have enough experience to make the 30-second delay; (2) that an extra mental burden was placed on the inexperienced jumper by giving him the only altimeter and placing the responsibility for opening on him; (3) that he became disoriented due to the turns and possibly froze as a result; and, (4) that a previous injury may have been effected by either the altitude or the turns and possibly blacked him out. The other jumpers did not know whether or not Mitchell had ever had a medical examination or not.

How can we prevent further incidents of this type? Know your jumpers and enforce all elements of the Basic Safety Regulations. Require that jumpers progress to higher altitudes at a safe rate at altitudes of 5, 10, 15, 20, 30, 45, and 60 second delays. Be critical relative to the physical condition of the individual. When in doubt, check ... or, look before they leap!

FATALITY

Name: Gastor S. Bruton, Jr.

Date: 3 Sep 1961

PCA Member: No

Type of Jump: Student, 10-second delay

Location: Galeville Airport, Wallkill, N.Y.

Club Affil: 1st BG, 1st Inf. SPC, West Point, N.Y.

Description: (Area Safety Officer)

Two 10-second delay students were under the proper supervision of a static jumpmaster, not jumping, using a Cessna 182. The first student was dropped as scheduled. After the #1 jumper was away, the jumpmaster moved Capt. Bruton up to the prepare-to-jump position where the right front seat had been removed. (Capt. Bruton was 6 feet, 185 lbs.) Several times prior to doing this the jumpmaster cautioned the deceased to hold his right hand over his reserve ripcord to prevent snagging. The jumpmaster remained in the right rear seat and Bruton moved next to the door in a kneeling position facing the tail. The jumpmaster then saw a flash of white on the jumper's right side and grabbed for it with his right hand but couldn't hold it. He then tried to push the jumper out the door with his left hand, but, instantly the jumper was pulled from the aircraft, crushing the jumpmaster's right arm and causing a compound fracture, and bent out the rear edge of the door frame. Bruton hit the right rear stabilizer and impacted upward. The parachute did not snag on the tail assembly. Medical reports indicate that Bruton was probably dead after impact with the stabilizer and that he suffered a broken neck, fractured skull, and neck and windpipe lacerations. A civilian doctor on site pronounced Bruton dead immediately on landing.

PCA Note: Cause of death: insufficient safeguarding of reserve handle while moving about in aircraft. The equipment had been properly rigger checked by two qualified persons prior to enplaning and was correct. Even though the jumpmaster had cautioned this student just prior to moving, the reserve as still accidentally tripped. The jumpmaster was experienced and knew that the general proper procedure was to push the student out of the aircraft, but this action occurred with such rapidity that he couldn't even get his right arm out of the way! Obviously there was no violation of any sort here, just failure to properly safeguard the ripcord handle. The J/M indicated that Bruton's reserve handle brushed either his leg, or the seat; sliding pressure will open the handle during movement.

Name: Alan A. Bracey, 22
Date: 10 Sep. 1961
PCA Member: No
Experience: 17 Military Static Line, 1 free fall from 1900'.
Aircraft: Aeronca Champ without STC, no jumpmaster.
Altitude: 3400 feet
Previous sport parachuting training: None.
Equipment: Equipment was not airworthy, improperly rigged. V rings with friction adaptors were used on main lift webb in place of D rings. Reserve parachute was out of date and stolen from Fort Campbell. Main canopy unmodified and without safety sleeve. No instruments. The FAA Inspector reported that even had Bracey pulled the main ripcord it is doubtful that the parachute would have worked since it was improperly packed.

Bracey jumped from the small plane, fell, apparently failed to locate ripcord of main parachute, went out of control, and presumably froze. At about 200' he pulled his reserve and the reserve appeared to open just about the same time that the deceased hit the ground. A doctor observing the jump, along with several spectators, rushed to the jumper and found him unconscious. He regained consciousness for a few seconds, attempted to raise himself and then fell back unconscious. The ambulance arrived and rushed him to Waverly Clinic. The attendants there ordered him taken to Nashville but Bracey died enroute of a ruptured diaphragm.

This group of paratroopers were the same ones who had almost caused a plane crash at Bowling Green a few months earlier according to a representative of the FAA. They had been going from one small airport to another making jumps and passing the hat. All jumps made were illegal from the STC standpoint, they had no required clearances from the local officials, and every basic safety regulation was violated. None of these jumpers were members of the excellent club at Fort Campbell or any other parachute club.

As thrill seeking egotists they have succeeded in their mission of pleasing their little crowds by staging a bone crunching death scene for a handfull of citizens on a fine Sunday afternoon.

FATALITY

Name: George K. Dolloff, 31
Date: 17 Sep. 1961
PCA member: No
Wind: 15 MPH

Location: Off Plum Island, Mass.
Club Affiliation: Unknown
Type jump: Stunt jump, not a sport jump

Description: (ASO (not a witness) and newspaper reports)

Mr. Dolloff was to have landed — after a 2000 foot drop — in the midst of a birthday party group and deliver a birthday cake. The cake was suspended in a 4" x 12" x 24" box under the reserve and tied to the main harness. Instead, Dolloff missed his mark, landed in the ocean 300 yards out from land, and drowned. As soon as he hit the water a number of people at the party swam to his aid. Dolloff's Mae-West life jacket had not been inflated and a knife which hung from his harness for use in emergencies was missing. Further investigation of the body bore out the facts, that, (1) the reserve chute had not been unhooked from the D ring on his main harness; (2) chest and leg straps were still hooked up; and, (3) subject had cut some of the suspension lines on his main canopy and the cloth handle on his reserve chute in an attempt to get clear of the chute. Lines were rigged to his harness and he was pulled ashore by a winch on a Coast Guard truck. Efforts by five doctors in the group — including mouth to mouth resuscitation attempts — failed to revive Dolloff.

"It is very obvious the contributing factors to his fatal jump were:

1. Lack of common sense and complete disregard for safety regulations pertaining to this type of jump.
2. By his actions he apparently had no knowledge on how to make a water landing, therefore, he should never have attempted a jump near the ocean.
3. No arrangements were made to have an emergency boat standing by in the vicinity of the jump area although the wind was from the West which would and did carry him out over the water.
4. Upon seeing that he was going to land in the ocean he made no attempt to get rid of the wooden box or to prepare himself for a safe water landing, this alone shows lack of any common sense or know how on the part of the deceased.
5. To my knowledge this subject was not a member of any Parachuting Club in this area or a member of the P.C.A."

PCA Note: In the newspaper accounts Mr. Dolloff was described as a veteran parachutist, a skydiver since 1958, and a jumper for 14 years. The articles do not say whether he died from drowning, altho implied, and a photo taken before the jump shows a home made "rig" for carrying the cake and he was wearing a soft leather ear-flap helmet. It is indicated that the Newbury Police Chief — cruising in the area "but unaware of the party-surprise jump" — saw the parachutist headed for the water and radioed the Coast Guard for help. The Coast Guard vessel sent to the scene was unable to get near enough to help, due to heavy waves. From these items it is apparent that the jump had not been cleared in advance with the local officials and the CG, and that the ocean presented quite a hazard.

Obviously this was what we consider a professional stunt jump. Unfortunately, of the thousands of well-planned, coordinated, and safe sport parachute jumps made on this date, this was the only one to appear in the papers. In the eyes of the public this was a skydiving jump! And this is the injustice which we have to correct. How? By refraining from gimmicks and egotistical headline jumping, leaving the stunt jumps to trained professionals, and start practicing on taking some of the world parachuting records away from the Soviet Union.

It seems odd to us that many men who constantly strive to display how good they are at parachuting never seem to appear in national competition!

We regret reporting this death though we do not record it as a sport parachuting fatality.

It is felt that had Mr. Dolloff followed the Basic Safety Regulations of PCA he would be alive today.

FATALITY

As we were going to press, spot notice was received that Mr. Frank Cayce, Jr., of the Citadel Parachute Club in South Carolina, was killed as a result of a parachute jump on 22 October 1961. Mr. Cayce, 19, was making his first free fall from 3500' from a Cessna 172. His exit was good and after about three seconds he went in to pull. As he did so, he rolled over on his side and broke his arch in the middle. After the pull it appeared that the pilot chute hung onto something in or near the pack and the sleeve did not deploy. When the sleeve did start to come out the top remained near the pack tray and the sleeve and lines deployed in a U shape. Seeing this the jumper pulled his reserve, did not deploy it in the normal manner, and it entangled with the main malfunction, and remained so all the way to the ground. At the time of impact on a macadem taxiway, both chutes had partial openings and Mr. Cayce was still alive. On arrival at the hospital the doctors prepared to operate, however, he died forty minutes later from internal bleeding.

Note: The Safety Officer in the aircraft at the time reported that Mr. Cayce panicked on seeing his main malfunction, merely pulled his reserve handle, and made no attempt to deploy his reserve by holding it, throwing, and deploying the lines. It is believed that had Mr. Cayce done this he would be alive today. Factors causing death: (1) Probable packing error in main, (2) improper opening position, (3) Panic, and, (4) failure to deploy reserve parachute properly.

PCA Note: There is no substitute for good training. The Citadel Club trains their students almost daily and stresses the proper procedure for deploying the reserve. The purpose of any drill is to teach a man to react properly, without too much thought, to a certain circumstance. Here is a case where a man reacted but not properly, which means that this man probably needed more drill than others just as do some quarterbacks, rocketeers, or skindivers. One of the bad habits being formed today in sport parachuting, allowing students to free fall merely because the man has five static line jumps. Some students need 15. the solution? Know your jumpers! Instructors are not being critical enough or demanding enough on students! Which is better being the nicest guy responsible for a man's death, or being a responsible person capable of saving a man's life? Which is better a few more static lines or a fatality?

You want to make a test? Line up the students that have made their first free fall during the past year and check their log books. We'd bet that nineteen out of twenty free fell on their 6th jump! Maybe one in twenty made 6 or 7 static line jumps. We are more than aware that everybody can't be that good, therefore the responsible persons are not following the safe principle of grading each student on his own individual ability. PCA's safety regulations prescribe the minimum static line jumps to insure that students are given the barest minimum amount of training and experience. This does not mean that everyone who makes five jumps is eligible to free fall! The first break in this idea that has come to our attention is in a Calif. club which has just added to their By-Laws that all female students must make ten static line jumps prior to her first free fall; their reasons being that (1) there are too many intangibles associated with females and jumping so why risk her life, (2) the instructors are sky divers, not doctors, (3) they are instructors, not analysts, and further, it will be more beneficial to the student, the club, and the sport.

Since most malfunctions are being caused by improper position on pull, it should be obvious as to what must be done. Think it over

NEAR-FATALITY

Name: Harry J. Shortt, 34	Location: Tri-State Sport Precht.Center
Date: 9 Oct 1961	Club Afil: Tri-State
PCA Member: No	Type of Jump: First 30-second Delay
Experience: 24 jumps (last 5 20-sec. delays were stable and correct).	Equipment: Satisfactory
Altitude: 7200 feet	

Description: (Safety Officer)

"Shortt left the aircraft at 7200 feet, in a good stable position, at the exact exit point. Shortt made a right 180 degree turn and took up a heading on the target. He held this for a few seconds and then began a figure eight maneuver that I had requested him to do. He was still stable when he went out of sight due to his black coveralls. The sun set at 6:25 PM and there were deep shadows on the ground. The sun was still visible at our altitude. I waited for the chute to open and finally caught sight of the reserve which appeared to be a Mae-West. Just before he hit the ground I got a side view of the chute and could see it was stretched out, open at the top, but almost closed at the skirt. The ground crew made an "I" of the target and ran to Shortt who landed five hundred yards away.

Shortt rolled over on his right side on the rip cord pull. Panel number 22 had two sections blown out of it, and inversion occurred, and a number of panels fused, not allowing the chute to fully open. He tried to shake out the chute and decided to deploy the reserve chute at 1500'. He had activated the main at 2500'. The jumper threw the reserve out, but did not shake out by holding the lower lateral band as he was instructed during his training for partial malfunction. The canopy of the reserve went through the suspension lines of the main, wrapped around three times, and passed through again. This allowed the canopy to only partially open, but kept the skirt almost closed. The main closed completely. Shortt prepared to land and executed a parachute landing fall as well as possible. The ground crew stated that the chute swished as the jumper went into the ground. I would be afraid to estimate the rate of descent of the jumper as he hit the ground."

Main Canopy Damage: 15 panels were either burned or blown. No damage to suspension lines, harness, or pack. Both main and reserve were FAA rigger packed and in date. Nothing seemed to indicate faulty packing.

Cause of Accident: Main: Improper opening position causing improper deployment.
Reserve: Improper procedure for activating and inflating main.

PCA Comment: Once again, the importance of the proper opening position must be drilled into everyone engaging in the sport. In this case we feel that the instructor should not have given the jumper a maneuver requirement on his first 30 second delay. A turn to the target, along with a heading requirement, and a stable opening are enough for the first 30-second delay.

We are happy to report that Mr. Shortt's injuries consisted only of three cracks in the pelvis bone and a fracture of the tail bone. We think that this speaks pretty highly of the parachute landing fall.

ACCIDENT

By now most of you are aware of the aircraft accident which injured six of the US Army Parachute Team members and killed Sgt. Robert T. Turner, the Parachute Team Photographer.

On taking off from the New Hanover County Airport, Wilmington, N.C., loaded with

the team and civilian newsmen for a demonstration jump, the AF C123 transport commenced a steep climb, stalled at about 200', then slipped downward and to the right crashed, broke in two, and burst into flame.

Injured were Lt. James P. Pearson, Sgt. John T. Hollis, Sgt. Joe Norman, Sgt. Wilfred J.A. Charrette, Sp4 Bobby Letbetter, Pfc. Robert McDonnell, all members of the excellent Army Parachute Team.

Other persons killed or injured in the crash were: Dead: AF Capt. John E. Mackel, Pilot and AF T.Sgt. John Lesso, Crew Chief, both of Nellis AFB, the planes home base. Injured: Mr. John Weston, free lance photographer, Mr. Bob Lemoyne, Star-News photographer Mr. James Craig, WECT-TV art director, Mr. John T. McNeill, WECT-TV Chief Photographer, and Mr. C. D. Martin, WECT-TV Salesman.

Initial investigation indicated that the cause was probably the placing of the plane in a too-steep climb and stalling.

All the parachute team members, except Bob McDonnell, are in Ward 6A, Womack Army Hospital, Fort Bragg, N.C., and recovering nicely. Bob McDonnell suffered some serious burns and is at the Brooks General Hospital, Burn Center, Fort Sam Houston, San Antonio, Texas.

Capt. Perry of the Army Team reports that their spirits are high and that their chances for getting back into the air again are good.

Should any of you wish to write or send cards, we are certain that your interest and sincere best wishes for their speedy recovery would be appreciated by all of the injured members.

SEPTEMBER BOARD OF DIRECTORS MEETING, New York City: PCA's Board of Directors met during the early part of September with the following results:

NAA Dues Increase: PCA was asked to vote on an increase of NAA Divisional dues, commencing 17 December 1961, from \$3.00 to \$5.00. Reason given was that it took more than \$3.00 just to process the NAA membership and that under the new (\$5.00) proposal the member would automatically be furnished \$2500 travel accident insurance and \$250 injury medical expense — good while in a travel status but not during parachuting activities. The PCA board voted against the increase but it was later passed by the remainder of the NAA groups, thus NAA this year will cost \$5.00 instead of \$3.00, but you'll get the added travel insurance coverage.

1962 National Championships and US Team Tryouts, 1962: Kansas City was accepted as the site to hold the '62 Championships and US Team Tryouts. Most favorable dates thus far are from 12 to 20 May, 1962, however, dates are subject to change based on pending long range weather forecasts. Rules for the Spring Meet will be published in the December PARACHUTIST. Parachute Canopies for this meet will not be restricted relative to porosity of cloth. Persons desiring to use 1.1 5 or 7 panel TUs may do so. This will work a hardship on PCA and the winners who use 1.1, because, they will have to be retrained in a 1.6 TU for the International Meet since performance characteristics are quite different. However, this is PCA's problem and we're working on it. What we want to see at the meet is the talent which will enable us to ZAP every other foreign team at the World Meet thas'all! The Board also appointed Mr. R.A. Gunby, PCA's Executive Secretary, as the Meet Director.... leg numbers, anybody!

This will be the first civilian-run, civilian area national meet and tryouts since 1956. Also, assuming that civilians may (will?) win some slots on the US Team, PCA is going to try to make money on the KC Meet in order to finance the training and travel of those

selected for the US Team. We have some money now, but not enough to absorb the cost of three months training in preparation for international competition. So, again, PCA has problems here, but we're working.

1962 International Meet, Orange, Mass., August: Mr. Jacques Istel gave a report on the progress made on holding the 1962 International Meet at Orange in August. The \$500,000 federal loan still has not been secured but favorable signs are beginning to appear. The NAA has taken over the major task of procuring the money through Congress and of obtaining Defense Department assistance. However, as soon as Congress reconvenes, we will all be called on to assist in the form of writing to our representatives stressing the import of approving our legislation. Mr. Martin Decker, the President-Elect of NAA has made our Meet his personal problem and has already appeared in Committee and at the Defense Department on our behalf. Backing from NAA is 100%. Plans are underway at Orange in preparing the jump site, a large earthen saucer, planted with grass, on which the spectators can sit and into which the contestants can jump. It was indicated that not too many people have volunteered to work at Orange during the meet, therefore we are going to continue to ask for volunteers.

National Collegiate Parachute League: The final organization of the NCPL, as evolved by Messrs. Zielinski and Gunby, was fully explained to the Board by Mr. Zielinski and adopted unanimously. Mr. Istel was elected Honorary Chairman and Mr. L. Stanley Zielinski as National Chairman. Each of PCA's ten Conference Areas will furnish one representative on the National Collegiate Parachute League Council. Charter Council members accepted by the PCA Board were: Reuben Lee - Pacific North Conference, Bill Calhoun - Pacific South, Jeffery R. Davis - Northwest, Michael Seaver - Central, Frederick Keifer - South Central, Ted Strong - Northeast, Richard Grabow - East, and Aito J. Keravouri - Southeast Conference. No appointments have as yet been made for the Southwest or the North Central Conferences because of our unfamiliarity with college parachute clubs in these areas.

IMPORTANT: Any college club who wishes to take part in inter-collegiate competition, please contact Mr. L. Stanley Zielinski, Box 16, Alfred, New York.

The initial objectives of the NCPL will be to establish clubs in the various colleges, promote the sport among college officials and coaches, and set up schedules for inter-collegiate competition. Target date: NOW! Get with it you college hot dogs it's your show! You push and we'll shove

1961 Helms Athletic Award: The Board selected Mr. Jim Pearson to receive the 1961 Helms "Parachute Athlete of the Year" award and communicated this recommendation to the Helms Foundation in Los Angeles. As most of you know, Mr. Pearson was the overall winner in the August International Meet in Paris wherein the US Team took first place in every event and overall.

FAI E, F, and G Awards or Licenses: After much discussion the Board decided that no E,F, or G awards would be issued in the US. Basis for this is that our Class D License requirements are so much higher than those of any other country, and encompass almost every requirement of the E,F,and G awards, that to issue them would be a duplication and, therefore, superfluous to our national need.

Change to Basic Safety Regulations: Paragraph 7 was added to as follows: "Pilots will wear emergency parachute while flying and dropping parachutists." We ask that everyone take out their copy of the BSRs and make this addition.

ELIMINATION OF MANDATORY INSURANCE REQUIREMENT FOR PERSONS OUTSIDE THE US, CANADA, AND NORTHERN MEXICO: Since our insurance company, Insurance of North America, cannot process or recognize claims from foreign countries, except Canada and Northern Mexico, the Directors approved a policy whereby persons residing outside these areas will NOT be required to pay the insurance fee for 1962 or thereafter. HOWEVER, those persons returning

to the US from overseas MUST request this coverage immediately on arrival in the US. Failure to do so will AUTOMATICALLY cancel the PCA membership. All overseas membership cards will have the following overprint stamped thereon, "FOREIGN MEMBERSHIP — Insurance Not Included. (Member must apply for insurance immediately on return to US)". All clubs should check the PCA cards of new members to insure that the above entry is NOT on the card. If it IS the member is NOT insured.

USAF Physiological Flight Training: PCA's program of placing civilian parachutists in the USAF physiological flight training courses at various air bases throughout the US was approved by the Board. The procedure for this is contained elsewhere in this newsletter.

Publicity: It was recognized that not enough national publicity is being released to the various news media. The Board approved the Secretary's request that he be permitted to employ a part-time publicity assistant commensurate with our needs and financial capability.

NAA Representation: The PCA Directors were directed by NAA to vote on a new slate of NAA Directors for 1962. We are pleased that three of our own: Mr. Bill Ong of Kansas City, parachutist, General Joseph Stilwell of Fort Devens, Mass., and Gen. C.F. Von Kann, Chief of Army Aviation were voted in as NAA Directors until 1964. Details of these activities will be in the NAA magazine.

Instructor Program: Approved the plan as explained elsewhere in this issue.

PCA Membership List: The Board directed the Secretary to get off the cottonpicken' dime and get it out to the members. PS: As you now know, he did! Next list — May, 1962.

Record Attempts: The Secretary briefed the Directors on the progress of the record attempt program. Actually, the procedures are set up and the remaining obstacle is the procurement and use of the barographs. The Secretary was directed to continue his actions in attempting to procure these instruments and an agency to officially read and record the data after the attempt has been made. The Directors suggested that the matter be given to a committee however, the Secretary disputed this since this (and other) matter had been given to a committee over a year ago and nothing was accomplished. We are moving slowly on this, but at least we're moving.

PCA Films: The Secretary outlined a plan whereby PCA could make up their own films for rental to clubs. Two excellent photographers, Mr. James Pol and Mr. Ken Hirschberg of California, volunteered to shoot these for only cost and we were able to obtain the services of an excellent professional script writer and the use of studio facilities for practically nothing. Based on this, the Board approved the making of these films and the project is underway. Seven films are planned: General Orientation (22 Min.), parachute packing, exits and body positions, canopy manipulation, spotting, parachute landing falls, and competition and advanced air work. Target date for the orientation film: Feb., 1962.

Dues Reduction: A proposed plan to reduce the PCA dues a small amount each year that a man remained a member was disapproved because dues and fees are the only source of PCA income and our expenditures are rising with our growth, not decreasing. Also, the 1962 Tryouts and World Meet, of which PCA is the host, plus training of the US Team will undoubtedly cost PCA all of the small reserve it has (for the first time) built up.

Change in Fiscal Year: A proposal to change the fiscal year to 31 Mar - 1 Apr was defeated as administratively unwieldy and conflicting to all other activities.

Change in Dues Coverage: A proposal to reduce the annual dues by $\frac{1}{2}$ after 1 July was defeated again due to the financial needs of PCA. However, this proposal was modified and approved that any member applying for membership after 31 Oct would become a member for the remainder of that year and the entire year following. Thus, those new members coming into PCA from 1 Nov on will be a member, including the insurance coverage, for Nov and Dec 1961,

know you all want a low number and we will number them in chronological order as dated on the postmark of the initial application.

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FAA REVISES PART 25 OF CIVIL AIR REGULATIONS: The Federal Aviation Agency published as a notice of proposed rule making (26 F.R. 4289) and circulated as Civil Air Regulations Draft Release No. 61-8 on May 17, 1961, a proposal to amend Part 25 of the Civil Air Regulations to alleviate the burden imposed upon those persons engaged in activities where personnel-carrying parachutes are used exclusively for intentional jumping.

The effectiveness of parachute clubs in achieving a high degree of safety in parachuting activities has been well demonstrated since 1959 under the provisions of exemptions granted by the Agency, whereby, about 90 percent of all parachute club members have been permitted to pack the main parachute used exclusively by them for sport jumping.

This amendment to Part 25 provides that a noncertificated individual may pack the main parachute of a dual parachute pack to be used exclusively by him for intentional jumping. Additionally, it authorizes an appropriately certificated rigger to deviate from the provisions of Par. 25.81 through 25.85 when performing services in connection with the main parachute of a dual parachute pack used for intentional jumping. However, this amendment requires that personnel-carrying parachutes intended for emergency use, including the auxiliary parachute of a dual parachute pack, must be packed, repaired, maintained, altered, and inspected in an approved manner by appropriately certificated and rated riggers.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matters presented.

In consideration of the foregoing, Part 25 of the Civil Air Regulations (14 CFR Part 25, as amended) is hereby amended as follows, effective November 27, 1961:

1. By amending Par. 25.0 to read as follows:

25.0 Applicability of this part. This part establishes the requirements for the issuance of parachute rigger and master parachute rigger certificates and ratings, provides for the privileges of such certificates, and establishes basic operating rules for the packing, repair, maintenance, alteration, and inspection of personnel-carrying parachutes for use in connection with civil aircraft of the United States.

2. By amending Par. 25.80 to read as follows:

25.80 General.

(a) Personnel-carrying parachutes for emergency use. No individual shall pack, repair, maintain, alter, or inspect any parachute intended for emergency use by an individual, including the auxiliary parachute of a dual parachute pack to be used for intentional jumping, unless he is an appropriately certificated parachute rigger or master parachute rigger, and complies with the provisions of Par. 25.81 through 25.85.

(b) Personnel-carrying parachutes for nonemergency use. No individual shall pack, repair, maintain, alter, or inspect any main parachute of a dual parachute pack to be used by an individual for intentional jumping, unless he is an appropriately certificated parachute rigger or master parachute rigger: Provided, That an individual who does not hold a parachute rigger or master parachute rigger certificate may pack the main parachute of a dual parachute pack which will be used exclusively by him for intentional jumping: And provided further, That a certificated parachute rigger or master Parachute rigger need not comply with the provisions of Par. 25.81 through 25.85 when engaged in packing, repairing maintaining, altering, or inspecting the main parachute of a dual parachute pack to be used for intentional jumping.

Secretary's Note: Many of you, perhaps, may have the idea, thru the letter by Col. Grieves published in Sky Diver Magazine, that we on the Board of Directors don't always see eye to eye..... and you're right! To us, parachuting is worth arguing about. Arguments have nothing to do with friendship or working together. As you of a democracy know, this is more helpful than harmful. We do what we think is best for everyone in sport parachuting and the majority rules. We all express our views, sometimes quite violently (eh, Jacques), in or out of meetings, vote, and abide by the will of the majority. Have we made mistakes? Yes, individually and collectively. Will we make mistakes in the future? Probably ... but we'll correct them and proceed on, a lot wiser crew. Don't you?

Tabled until next Directors' Meeting: A proposed revision of the Basic Safety Regulations that Paragraph 7 be changed, regarding the use of instruments, from 30 second delays to 10 seconds delay, and Paragraph 14, relative to water jumps, that the water be no less than 15 feet deep. If you'd like to make a postcard comment on these, we'd like to hear from you.

Meeting Adjourned: This should give you some idea of the amount of work which must go into these Board meetings. They are important because their decisions effect each member. It should not be difficult for you to see that much work remains to be done before a Directors Meeting becomes a routine affair according to Roberts' Rules. Generally, Boards of Directors are recommenders and policy makers. In PCA they are also workers, simply because they have to be. There is no large executive staff or office force to turn matters over to! However, there is a bright spot on the horizon. In 1962, with your support, you'll see PCA open its first permanent office with a full time Executive Secretary, a part-time (to start) membership-file clerk, and a part-time bookkeeper and auditor. Let's face it with our ever growing membership there's just too much work for one man. The best thing we can offer is service to the members and now that we have a little money ahead, that's what we're going to give!

The next Directors' Meeting is scheduled for next Spring, date to be announced.

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GENERAL ELECTION: We are due to re-elect old or elect new members of the Board of Directors by written ballot at the annual meeting in 1962. To change horses prior to the Kansas City Meet or the World Meet would be most foolhardy, therefore, the Directors have scheduled a general election for September 1962, with the ballots going out to each member in June.

Term of office for 15 Directors shall be five Directors for three years, five for two years, and five for one year. Thereafter, five new (or re-elected) Directors will be elected each year. Following their election, the Directors will vote for their President, Vice-President, and Secretary-Treasurer. We would like for you to be thinking of whom you would like to have on the Board of Directors in '62, and be prepared to furnish his name to the nominating committee by May of '62. Also, be prepared to make up a biographical sketch so that the members may make an intelligent judgement. Incidentally, the last time we asked for this info we received no nominations from the membership!

PCA-FAA MEETING, WASHINGTON, September 1961: Based on the many rumors coming out of Washington, relative to the controls that FAA is going to set up over sport parachutists, PCA sent its Executive Secretary to the Washington office to get the straight scoop. The Secretary met with six top officials of the Safety Regulations Division and the General Operations Branch and two officials of the STC Controlling Branch. Results were as follows:

PCA: Are any of the old regulations relative to parachute instructors, parachute technician ratings, parachute maintenance, parachute inspections, dating back into 1943 still in effect?

FAA: No. The most up-to-date publications are the only ones in effect.

PCA: Does FAA have any plans to abolish sport parachuting?

FAA: No. They recognize that it is here to stay. It does pose some new problems and their task is to insure that the sport is not a hazard to aviation and the public.

PCA: What manner of controls are being considered by FAA?

FAA: Various departments are working on different aspects. For example, one group is studying the visibility characteristics of the different colored canopies used; another, the effects of jumping in high aircraft density areas; another, the safety precautions taken by jumpers to avoid endangering other aircraft prior to exiting the aircraft, etc. Based on all these studies FAA will come up with recommended controls.

PCA: Will we be able to make recommendations as to the controls proposed by FAA?

FAA: Yes, everyone who is interested will. Prior to FAA adopting and publishing any rules governing aviation, a draft of the proposals will be published throughout the country. Anyone wishing to make any comments what-so-ever regarding the proposed rules may do so and we ask that everyone effected make such comments so we know the proper course to follow.

PCA: Do you intend to restrict sport parachuting to only commercial parachute centers?

FAA: One aspect of our study does include looking into the possibility of allowing sport parachuting at specific designated areas; however, these would not be restricted to only commercial centers. We know that there are many fine clubs across the US and we have no intentions of restricting them to any commercial areas.

PCA: When will we receive the proposed regulations?

FAA: No date has been set; however, the Administrator has directed that we get the proposal out as quickly as possible and we estimate that the draft may be ready by the end of this year or early 1962.

PCA: Our exemption to CAR Part 25, which allows PCA members to pack their own backpacks, runs out on December 31st. Should we submit now for a new exemption or will the revised CAR 25 be out by then?

FAA: Hold off for awhile. We believe that the new CAR 25 will be in effect by the end of the year.

PCA: In the new CAR 25, a person without any previous packing experience will be permitted to pack his own backpack. We are against a new man packing his parachute without any supervision. Are you going to recognize our request not to allow this?

FAA: We have your letter on this and your recommendation will be considered along with the others. (PS: Evidently our recommendation was not approved because the new CAR 25 requires no supervision of a new packing student! This means that the individual clubs will have to insure that new students are taught to pack their own chute correctly. In other words, the responsibility is ours.)

PCA: We feel that there are many deficiencies in the FAA rigger requirements. Are you aware of these and do you have any plans to correct them and bring them up to date?

FAA: Yes, we are aware of most of them and would like to make some changes. However, everything done here in the Agency is completed on a priority basis. At this moment the revision of these requirements are in the low priority field and we do intend some changes at a later date.

PCA: We want the military rigger recognized in the FAA regulations. What must we do to achieve this?

FAA: The present CAR is set up on a Congressionally approved document. Therefore, in order to include the military rigger we must go through Congress to have the present bill amended, and, as we all know, this takes some doing!

PCA: Are you aware that the present regulations concerning all aspects of sport parachuting are totally inadequate to control the safety of the sport?

FAA: Yes! For example, we are aware that jumpers are not using a pilot chute in their reserves which violates the manufacturers instructions, that persons other than Master Riggers are making canopy and harness modifications, that jumpers are packing their own reserves, etc., all of which violate our CARs in their present state. The question is, are you safe in doing these things or not. If so, the rules need changing. If not, we will crack down. In either case, we are investigating these things constantly and do intend further action until the deficiencies are corrected.

PCA: The STCs issued to PCA in 1959 need revision. Can we obtain such a revision?

FAA: Certainly. Contact the Los Angeles Regional Office and tell them what changes you want. (Based on this we have submitted a request to LA for a door-off, seat and control stick-out STC on every Cessna from the 170 thru the 210 still pending.)

There were many other minor points discussed and we feel that this meeting was extremely beneficial to both parties. The attitude of every FAA official was that of helpful cooperation and interest and it was more than apparent that they have no desires to restrict sport parachutists in any manner other than to insure positive safety measures for the protection of aviation in general and the public.

But now hear this! WARNING! When the revision of CAR 25 came out, which effected every sport jumper and rigger in the US, PCA received 30 copies. We sent out these 30 copies to the larger clubs, asked them to read and discuss the change at a club meeting, record their comments, and return them to PCA so that we could make an intelligent and representative recommendation to the FAA. ONLY SIX OF THE THIRTY ADDRESSEES REPLIED! When the new proposed rules on sport parachuting are ready we are going to ask for 300 copies and send a copy to every club in the US and, AGAIN, ask for constructive recommendations. You saw in one of the above paragraphs that we did not get what we asked for in the new CAR 25. It's possible that the same thing may occur with the new controls if you sit on your butts and let George do it! If you do, remember, what they finally accept you'll have to live with! Your objective should be the absolute minimum of federal control.

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INSTRUCTORS RATING: Back in '58 when the license requirements were revised, the organizers deemed it fitting to create an instructors rating visualizing that there would someday be a need for such a rating. The FAI does not require such a rating and the rating is strictly a PCA award. The purpose: to have a standard by which instructors could be graded and so rated which would insure that qualified people would teach students. In 1960 most experienced parachutists agreed that the original qualifications for the rating were obsolete and needed stiffening. This was done as shown on the present license application form today. BUT, other things still remained to be done. Before anyone could be tested, we had to have people scattered across the US who could administer the test to all applicants. Naturally, these men had to be everything that the instructor applicant would be, and more, since, from the initial test drafts, the tests would be both difficult and time consuming, requiring only dedicated men. The initial list of examiners has been modified three times thus far and will probably see more changes and additions. WHY?

First, because the examiners must be the embodiment of everything good in sport parachuting, and, second, they must insure that every applicant that they test and recommend for approval is the same.

We're no longer impressed with only the number of jumps a man has. The fact that a man has 300 jumps does not guarantee that he is a good instructor, that he preaches basic safety, that he has integrity, that he can intelligently and favorably represent the PCA to the local FAA board, that he puts himself second and the student first, that he has good common sense, and many, many other things that the PCA desires in its licensed instructors. This is the only rating that stems from the PCA (not the FAI as do all other licenses), therefore we have set our sights extremely high. And you may be assured, that when a man does receive an instructor rating from the PCA, he will be the embodiment of the best in sport parachuting.

The test will be in three parts: (1) written, (2) oral and ground practical work and instruction, and, (3) various student-instructor training jumps and relative operations. Of the \$30.00 fee, \$10.00 will go to PCA, \$20.00 to the examiner to defray the cost of testing. The written, oral, and ground test will be taken first. If the student fails this, he will not be charged since he will not go further in air work and must wait one year before retesting.

All phases of the test establish the level of the applicants character, parachuting ability, knowledge of sport parachuting and instruction, efficiency, common sense, mental attitude, and capability to enhance the sport. PCA has retained the right to screen all applications to eliminate those applicants who have already shown that they do not have the character, common sense, or mental attitude based on their past performance. Some sample questions:

Show the formula used to compute the size of a parachute canopy, using 1.1 nylon, to allow a 135 lb. man to descend at the rate of 21 ft. per second at MSL.

A man with one arm asks you to teach him to jump. What factors do you consider? Give decision and reasons thereof.

Explain the major difference between a pressure demand oxygen mask and a continuous-flow mask. Why shouldn't you depend on a continuous-flow oxygen system after 25,000 feet?

List every cause for a flat spin and the corrective actions for each.

A Class B license holder asks you if he can jump a 20 year old silk canopy which he purchased. What steps do you take in inspecting this parachute?

So where do we now stand? The test is still being compiled to make it as difficult as necessary. PCA has contacted many people and groups throughout the US in order to get the best information available for testing material. Target date for test completion is December '61. Following this, tentatively set for January-February, 1962, Mr. Jacques Istel, Chief Instructor for PCA, desires to gather all of the initially appointed examiners together for a three day school, go over the test and testing procedure, and execute the instruction and practical work and jumping phases of the test. Following this, applications for the instructors rating will be accepted by PCA.

The procedure for applying will be to complete and return an application form to PCA who will, in turn, send the test to the nearest examiner. A postcard will notify the applicant that this has been done and for the applicant to contact the examiner for a time and place for examination. On completion, all examination papers will be returned to PCA for final evaluation and issuance or disapproval of the rating.

Final note: Please don't apply until we announce the readiness of the examiners. We

and all of 1962. Another reason that PCA desires that members belong for the whole year is that he will receive the information contained in the PARACHUTIST. Those who are out for six months or more continually write in for information already published in the PARACHUTIST and contribute to the bottleneck in a one-man answering service.

Research: Contrary to the recent Prentice-Hall ad concerning the new book, "Skydiving", (otherwise an excellent book) which claims that the book contains, "all there is to know about skydiving equipment", there is much that is not known, e.g., exact rates of descent of the 1.1 and 1.6 canopies for each type of modification, pound shock force on opening with various positions and canopies, accurate forward speeds of the various canopies and modifications, shock pounds exerted on ripcord pins and static line at various weights and speeds, horizontal distance travelled from time of exit to cessation of forward speed in various positions and with various weights, etc., etc.

Based on these unknowns, the Directors authorized the Secretary to continue a project directed toward compiling this data and publishing it to the members.

Honorary Members: A proposal to select one person per year for Honorary Membership was approved but none will be appointed until late 1962.

Non-Profit Tax Exemption: Up to 1960 the PCA was tentatively considered a Tax-Exempt Organization by the Internal Revenue people. However, in early 1961, we were given a final reading that we did not fall into this non-taxable group and that we should pay up our 1960 taxes, some \$800 dollars. Meanwhile, we asked Ernst and Ernst, our former auditors, to continue to try to secure some tax relief under other sections of the FIT Code ...which they are attempting to do. Also, we have asked NAA to help us out and they too are currently working on the project. The Directors concurred in these actions being taken.

US Team Fund: Since the Army will not be hosting the next National Meet or US Team Tryouts, the Board authorized the Secretary to set up a US Parachute Team Fund (non-taxable, we hope), to help defray the cost of conducting the tryouts and training the US Team. The exact amount of this fund to be determined by our accountants. If you are aware of any rich philanthropists who would like to bolster our confidence by tossing a large chunk of green into this tax-deductible pool, we'd be proud, pleased, and delighted to have him/them aboard!

Regulations for the Tryouts: The Board asked Colonel Bill Grieves to draft up the rules and regulations for the Kansas City National Meet and Tryouts, which he agreed to do. These rules will be published no later than the December issue of the PARACHUTIST.

Incidentally, in International Competition there are simplified events for women competitors. However, in the National Meet and Tryouts, we are allowing women to compete in the male events to simplify manifesting and judging. Further, it will give our ladybugs an opportunity for some much needed practice! We understand that some of the European women have only four or five hundred jumps anyone for ping-pong, girls!

Commercial Center PCA Safety Officers: It has proven feasible for the PCA to separate Area Safety Officers from Commercial Sport Parachuting Centers. Based on this the Board approved appointing a Commercial Center Safety Officer who would function as an Area Safety Officer for only that commercial center. This will help the center thru endorsement by PCA and assist PCA thru the center endorsement of PCA. A letter has been sent out to each center advising of this policy.

US Team Leader: The motion was made by Mr. Gunby that Col. Bill Grieves be made the permanent US Parachute Team leader until such a time that this arrangement is not acceptable to either Colonel Grieves or the PCA, or that Colonel Grieves' normal duties not permit him to act in this capacity. Motion seconded and approved unanimously.

By now most of you know that Mr. N.E. Halaby, top man of the Federal Aviation Agency (FAA) in Washington, made his first sport parachuting static-line jump at Orange, Mass., under the instruction of Jacques Istel, one of PCAs energetic Directors. To those who say, "so what", this is the culmination of five years of hard work and talking, mostly on the part of Mr. Jacques A. Istel, to interest the FAA in our activity to the extent where it will be recognized as a sport and regulated in a manner which will insure safety and national growth.

Since Mr. Halaby's jump many rumors have been received most of them false. Based on these rumors PCA sent its Secretary to Washington in September to determine the exact status of FAA control. A full report is made on this visit elsewhere in this PARACHUTIST. How does Mr. Halaby feel? This newspaper report should give you some idea:

"FAA LAUDS SKY-DIVING AS PATRIOTIC (The WASHINGTON POST)

Sky diving is gaining new stature in the eyes of the Federal Aviation Agency.

FAA Administrator Najeeb E. Halaby said that the rapidly growing national sport is an exacting pastime which could give this country a physically fit manpower reservoir for the Army's airborne combat divisions.

Speaking to the Army Aviation Association of America, Halaby said there had been a tendency in the past to regard sky diving as a "frivolous sport" for thrill-seekers.

The 45-year old former Navy test pilot said the amateur parachutist should not be looked upon as "some kind of a nut". He said it would be a nice thing for the Nation if more young men would become interested in attaining the physical fitness required by sky diving clubs rather than "hot-rodding or carousing around."

To get a firsthand idea of what goes on in the sky diving ranks, Halaby, who has been flying planes for 28 years, made his first parachute jump from 2500 feet near Orange, Mass. last July.

He has instituted proceedings at the FAA to set up Civil Air Regulations governing the new sport and invited sky diving groups to submit suggestions.

Halaby told the 5500 member Army Aviation group that this Nation lagged far behind Communist bloc countries in precision parachute jumping."

CIVILIANS TO ATTEND USAF PHYSIOLOGICAL FLIGHT TRAINING COURSES: We are pleased to inform everyone that our plan to have civilian parachutists attend USAF Physiological Flight Training Courses has been approved both by the USAF and the FAA. The FAA has been named as the coordinator for the program.

It should be obvious that we cannot send everyone who needs or wants to attend at one time; we quote from the FAA letter: "At this time it is impossible to offer this course to all members of your organization; however, we feel that we can offer the course to approx. twenty of your key personnel and instructors. It is suggested that these personnel be selected by you from strategic locations throughout the United States. After these key personnel have been trained the FAA will again evaluate the program and it is hoped that we can make the training available to more of your club members."

It is felt that the most benefit can be gained initially if we send twenty Area Safety

Officers to these training sessions. Following this we will ask for a quota of 100 and after this increments of 100 each time. There are 35 USAF centers where training can be given and ten students per month would be 350 parachutists per month. Our objective: to have every PCA member attend by the end of 1962.

So, right now we want two Area Safety Officers from each of the 10 Conference Areas to volunteer to attend the USAF training at the nearest installation having the training. On receipt of the request we will forward the application forms. Cost will be \$5.00, paid to the Federal Aviation Agency. The applicant must also present a currently valid FAA medical certificate, Class three or better, on arrival at the training site.

NAA PUSHING FOR RECORD ATTEMPTS: The brass of PCA's Big Daddy, the National Aeronautic Assn., met in Wash. last month and called for the US to step up its efforts in breaking world aviation records now held by other countries and to develop crack US teams to take part in international aviation competitions. They noted that of the 82 world records in parachuting, 60 are held by the USSR and the balance by Iron Curtain countries. What they didn't note was that PCA and its' members are ready and willing to break every record held by the USSR, that we have asked for assistance from the NAA to hurdle our only bottleneck — the procurement of adequate barographs — and the procuring of appropriate air vehicles for altitude attempts — and thus far stand unaided. We were interested to note that the civilian President of NAA has recently broken many records in a military type jet over a course involving many military and civilian people.

Based on the meeting held by NAA officials and their keen interest in procuring international records, we have asked the NAA to assist us in procuring the barographs and the high altitude aircraft. We'll see what develops.

NATIONAL PARACHUTING RECORDS: Based on our request in the June PARACHUTIST, the Fort Campbell Sport Parachute Club at Fort Campbell, Ky., has established the first claim for an Unofficial US Parachuting Record:

Classification: G-II-b (2) Delayed Opening, Group Jump, w/Accuracy)

Names: (omitted here) 24 Jumpers, 2 pilots, 1 crew chief.

Date: 23 July 61, 1640 hours, at Yamoto DZ, Ft. Campbell, Ky.

Airfield: Campbell Army Airfield

Altitude of DZ: 580 feet.

Altitude at Exit: 13,500 feet (Actual)

Altitude at Opening: 2200 feet

Delayed fall time: 70 seconds

Distance from target: All 24 jumpers landed within 250 feet of center. (No measurements given)

Type of Canopy and Modifications: All C-9s w 5&7 gore TUs, 3&5 gore DTs, 5&7 gore Us, and single Ts.

Aircraft: C-47

Wind: SW to NE at 4-6 knots

Notes: All jumpers carried smoke.

PCA Note: There is no previous FAI record including both altitude and accuracy. The Soviet Union holds the world Group Jump Altitude Record with 6 jumpers from 46,000 feet and 8 men from 34,300 feet, no target accuracy. They also own the accuracy record with 5 jumpers from 4921 feet, with the average distance for all five from center at 8.202 feet.

In setting up the US National Record Events, the PCA will include two groups instead of one: 1 event for altitude and 1 event for both altitude and accuracy.

ANOTHER NATIONAL RECORD: Mr. Ken Hirschberg, Salinas, Calif., has set a national unofficial night jump record. At 10:30 PM, August 24, 1961, Mr. Hirschberg exited from a Howard DGA-15P Aircraft at an altitude of 19,190 feet ASL and immediately opened his parachute at 19,190' ASL. His descent took 17 minutes plus and he landed approx 400 yards from the target. His exit point was 3 miles from target. We have a little higher to go to beat the USSR whose record for a night jump and pull is 42,565 feet, but without any ground target measurement. Mr. Hirschberg is now preparing a girl to beat the USSR female night jump and pull record which is only 13, 681 feet, also without any target accuracy.

oOo

Bob Myers, Breckinridge, Colo. claims a drop on the highest DZ in the US at Breckinridge at 9,600 feet. Myers, Hank Kaseoru, and Vern Porter made a 15-second delay using 28 foot, 1.1 ripstops, with double L modifications. He'd like to inform everyone that the rate of descent was 4 to 6 feet per second faster than jumps at Denver (alt. 5280'). The canopy control was quite a bit more sluggish than at lower altitudes and suggests allowing at least an extra 5 seconds for turning. Lastly Mr. Myers recommends that those who jump onto high altitude DZs be in top physical condition, "damn" good on their PLFs, and use 32 foot canopys with no more than a double L modification.

Does Myers have a claim on the highest US drop zone?

oOo

Five-Man Civilian Baton Pass Record Claim:

Place: Hemet Sport Parachuting Center, Hemet, Calif.

Date: 26 December 1960

Altitude: 19,200 feet above DZ

Participants: (in order of pass completion)

William Jolly - Hemet Sport Parachuting Center, Inc.

Lewis Sanborn - Hemet Sport Parachuting Center, Inc.

Lynn Pyland - Hemet Sport Parachuting Center, Inc.

Edmond Duncan - Rumbleseat Sky Divers

Howard Wheaton - Jumpmasters Teams

Aircraft: Beechcraft At-11 Twin

All participants members of the Southern California Sport Parachuting Council, Inc.

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USE OF AUTOMATIC OPENER: Several incidents have occurred in connection with a commercial automatic opener for the reserve. Based on these incidents the owners write in and tell us to do "something". We cannot criticize anything, nor do we wish to, unless there is positive proof for doing so. Also, since our prime concern is parachuting safety neither can we overlook these reports. Therefore, in order to make a one-time conclusive determination of the facts, we solicit any comments, reports, or statistics, either favorable or unfavorable, which can be used in analyzing the automatic opener situation and assisting the manufacturer in correcting any possible unsafe conditions.

This is another way that the PCA can help the jumper. Remember, more members in PCA will make more money available for assisting qualified groups in researching and testing equipment, which, in turn, will make jumping safer for all. Through reports such as that requested here, the manufacturer can improve his item for the benefit and safety of the member.

As a sidelight to the above, you may or may not be aware that the Russians have an excellent automatic timer for their backpack parachutes. Certain individuals who competed

against the USSR traded some US goodies to the Soviets for their timers so that up to the present time there are nine Russian timers in the US. Some owners have indicated that they want the timers for their own use, while others have stated that they wish to try to reproduce and to market them. The point is that the first timer hit the US in either '56 or '58 and still no one has had them produced for public use. Also during this period many deaths have occurred. Over the past 1½ years certain PCA officials have unsuccessfully attempted to borrow one of the timers in order to obtain bids from various manufacturers, but without the timer itself, no manufacturer can possibly make any estimates. Our position is this: either the owners of these timers get the timer manufactured or release it to someone capable of obtaining bids for manufacturing. PCAs interest in the timer is to get them reproduced and into the hands of the jumping public.

One owner has recently indicated that he will lend PCA his timer sometime before the end of the year so maybe this situation will finally be concluded. We hope so. Meanwhile, stress that emergency procedure.'

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WHAT'S NEW: Bud Sellick's new book, "Skydiving", has hit the market. Released by Prentice-Hall, the Tennesseean's work covers most of the aspects of the sport in description and photographs. Mr. Darrell Sonnichsen, PCA's Vice-President, is reviewing the book now and a short review will be published herein in a later issue.

Eastern Jumpers Note: Mr. Gene Feeney of Mount Vernon, N.Y. desires that we inform all in the east as follows:

"The New York State Law, Article 14, Section 245, Sub-Division 13, of the General Business Law, states, 'Parachuting for exhibition is forbidden. Parachuting for test or training purposes only and the parachutist will wear an auxiliary chute to be used in an emergency.'

However, on Sept. 9, 1960, in County Court, County of Dutchess, N.Y., a ruling was made by Honorable John R. Schwartz, County Judge, to the effect that parachute jumping for training purposes is permissible under the law at Stormville Airport, Stormville, N.Y. As a result of this ruling the parachute club known as the "Stormville Sky Divers" has continued to conduct training jumps."

PCA COMMENT: Since there is a variety of local interpretation of the NY law, why don't the NY clubs get together, present their case to the proper state aviation officials, and get a final ruling for the whole state? Since sky diving is not normally considered as exhibition, it appears that we have a good case for not falling in the exhibition category. And, should you need help from PCA holler!

Mr. Ken Sisler of Michigan wishes us to announce that the Selfridge Air Force Base Skydivers are back in action. They feel that they are now in a position to challenge all military parachuting teams in competition and desire an invitation to all parachuting competitions in the nation. They apparently feel that the Army has stolen the honors in competition thus far and desire to get the Air Force in the winners circle. Go, men, go!

Japan Taking Up Skydiving: John Garritty, formerly of the Tachikawa SPC, Japan, claims the first baton pass over Japan, between he and James Lewis over Mito DZ, from a C-47 and during the 15-20 second of fall, on 30 May 1961. Incidentally, this is a four-service club which has done quite a bit for the sport in Japan. On the 20th of May this club put out the first Japanese Sky Divers in the form of five specially trained Japanese Army paratroopers. On the 20th the five made four static line jumps and on the 27th they made their final static line jump. Much to their surprise, each jumper was then given a complete rig, ready to jump, for their first free fall. Each rig had their name on it, sleeve deployed, and with a T gore. This was possible through club funds, and a lot of work on the part of several of

the individuals in the club. Each Japanese jumper then made two jump and pulls and are now on their way to building sky diving into the Japanese Army and later into the civilian population.

To the men of the Tachikawa Club may we say "Congratulations" on your excellent approach and work toward establishing sport parachuting in Japan. If each of our established clubs in the US used your same helpful approach toward new forming clubs, sport parachuting would already be an accepted national sport. Perhaps they will learn from your excellent example.

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FAVORABLE PARACHUTING PUBLICITY: Oftimes jump clubs write in asking what they can do to get more publicity. The following letter received from the Wisconsin Sky Divers, one of the best organized and run clubs in the country, gives some ideas on keeping the public well informed on our favorite subject:

"Dear Parachute Club of America:

In our club we have, in addition to regular officers, a publicity man who attempts to instill enthusiasm in the hearts of Wisconsinites for the fastest growing modern sport in the world — SKY DIVING. Our publicity man was appointed six months ago and he, along with volunteer assistants, has put our club and SKY DIVING before the public in the form of letters to the editor, feature articles on the newspaper sports page, two television programs, lectures to Boy Scout groups and a weekly report of SKY DIVING results on the sports page.

A letter recently was written to the PCA by Bill Schulpus, telling of our plans to possibly obtain a Boy Scout merit badge for parachute packing or some other phase of SKY DIVING procedure. An article has been put in the Boy Scout "Compass" indicating that members of our group are willing to give illustrated lectures. So far we have talked to two explorer groups and now that Boy Scout summer activities such as camp are over we have three more engagements which begin Sept. 19. A girl friend of one of our SKY DIVERS is a journalism student at the Univ. of Wisc.-Milwaukee and she is going to do a feature story on Boy Scout interest in SKY DIVING and will submit it to the Milwaukee papers. Incidentally, I forgot to mention earlier that all of our coverage is carried by the Milwaukee Journal newspaper.

Our club has the strong conviction that SKY DIVING should become a familiar word on the lips of all who are interested in any phase of sport. We also feel that in order to have other people understand the difference between parachute jumping and SKY DIVING they must see it done, read about it, and hear about it. We, as a club, are not dedicated to ourselves, but to the sport of SKY DIVING.

Sincerely yours,

WISCONSIN SKY DIVERS PARACHUTE CLUB, Inc.

(Signed) Gordon Goodrich

Note: You may be interested to know that we have developed a dying process, which changes nothing other than the color, enabling our SKY DIVERS to have any design they choose. So far one jumper has a polka dot chute, one has a checker board and another has quartered his chute in multi-colors. Each chute since dying has at least 20 jumps on it. It is a cold dye process."

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LOST LICENSES AND LOG BOOKS: Thus far this year we have issued quite a few duplicate licenses

and have received reports on the loss and theft of log books. We feel that there is cause for concern here since anyone stealing or finding a license can use it in convincing a pilot or airport manager that he is a qualified sport parachutist, with possible tragic results. Mr. Lyle Cameron, Editor of Sky Diving Magazine, has felt that all licenses should carry a photo of the licensee to avoid use by other persons. However, we feel that anyone with the desire could also change the photos.

In order to keep up with the lost licenses and log books, PCA desires that persons who lose licenses or log books notify us immediately and we will publish this information so that everyone may keep a lookout for the missing items.

The most recent losses are Robert Buckner, Class C License #206, and a log book of Gary Rogers, both of Los Angeles area.

* * * * *

NATIONAL PARACHUTISTS WINGS: Based on the clamor for an appropriate insignia to identify parachutists of the nation, PCA has culled the numerous designs which have arrived over the past four years and, at the last Directors' meeting, arrived at one of their choice. Almost every foreign country in the FAI has such a device so they are in keeping with the international tradition. Our badge is designed so as to indicate several things. The badge itself will be issued with the Class A license (10 jumps). When the individual qualifies for the Class B, C, or D license he may procure a bar (same color as licenses) marked "Parachutist" for the Class B, "Jumpmaster" for the Class C, and "Master" for the Class D license holders. Also, within the top of the shield the total number of jumps will be shown in 50 jump increments starting with 50, e.g., 50, 100, 150, 200, 250, etc., to 500, then 750, and 1000. At the 1000 mark the same wings in gold will be awarded. Proof of jumps will be the same as for licensing.

We have not yet completed arrangements with a manufacturer and have several offers open. We also plan to absorb the cost in the present license fees. Target date for issuing the first wings is the 1962 tryouts at Kansas City and the first wings will go to Mr. Joe Crane and the contestants. Following this we will issue them automatically to every license holder on whom we have a correct address, and from then on as we issue a license.

The wings look like this:



AVAILABLE FROM PCA

1962 PCA Membership and Insurance:	\$ 9.50
NAA Divisional Membership:(1962)	5.00
Annual License Sport Registration	2.00
**Supplemental Type Certificates (Cessna 170-180)(Cessna 172-182)	5.00 ea. Series
PCA Lapel Pins, Replacements	1.00 (Free w/1st membership)
PCA Cloth, embroidered, insignia	.75
PCA Cloth Affiliation insignia(repl.)	.50 (Free to Affiliated Club Members)
FAI Licenses: Class A	5.00
Class B	10.00
Class C	15.00
Class D	20.00
PCA Insignia Decal	.25 (Free w/1st membership)
PCA Affiliation Certificate	Free, on application
Basic Safety Regulations	Free
License Requirements	Free
Insurance Question-Answer Form	Free
Waiver-Hold Harmless (Sample)	Free
Club Constitution (Sample)	Free
Newsletter,PARACHUTIST	Free to members, monthly,NO subscriptions.
NAA monthly Magazine, NATIONAL AERONAUTICS	Free to NAA members
Suggestions for forming a Parachute Club, by Joe Crane	Free

PCA Promotional pamphlet: The Sport
of Space for the Age of Space Free, in moderate quantity.

* * * * * ALL ABOVE AVAILABLE ON A PREPAID BASIS, NO BILLING AVAILABLE. * * * * *

Books Available elsewhere:

Sport Parachuting Handbook, by R. A. Gunby, \$2.50 from: Sport Parachuting,
Box 1147, Monterey, Calif.

Sky Diving, by Bud Sellick, \$5.95, from Skydiving, Box 223, Nashville, Tenn.

Your Body in Flight, by Dept. of the Air Force, \$1.00, from: US Govt. Printing
Office, Washington, D.C.

Magazines Available elsewhere:

Sky Diver Magazine, (monthly) P.O. Box 44, Buena Park, Calif., \$3.00 per year.

Airborne Quarterly, (quarterly), through the Airborne Assn., P.O.Box 5, Fort Bragg,N.C.

Films Available: None. At the present time PCA is having a 22 minute orientation film made for rental use in orienting new parachutists, clubs, and civilian groups. Following this, separate films will be made, money notwithstanding , on parachute packing, exits and body position, canopy manipulation, spotting, parachute landing falls, and competition and advanced air work. Target date for the first orientation film is February 1962.

** STCs for the Piper Tri-Pacer may be obtained from Mr. Charles Dame, 51 Linden St.,
Rochester, N.H., and for the Aronca 15C Sedan from Ron Freeze,1047 Amarillo,Palo Alto,
Calif.

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6TH WORLD SPORT PARACHUTING CHAMPIONSHIP
BOX 1962 Orange, Mass.

Application for Staff Position
(Please Print or Type)

NAME _____

Last

First

Middle

ADDRESS _____

City

Zone

State

Male _____ Female _____

OCCUPATION, and General Duties:

Date of Birth _____ PCA Member _____

Yes/No

Have you a valid Driver's License _____

Yes/No

Parachutist License _____ # _____

Yes/No

What is the earliest date you can report to Orange? _____

What is the latest date you can depart from Orange? _____

NOTE: It is preferable that staff personnel be available from
approximately 27 July to 10 September, 1962

A brief resume of your parachuting experience: _____

What foreign languages do you speak, and to what degree of proficiency?

1. _____

2. _____

3. _____

What general abilities do you possess (e.g. carpentry, mathematics, clerical,
accounting, etc., and to what degree?

1. _____

2. _____

3. _____

What type of duty would YOU prefer during the Championship?

NOTE: Staff members are requested to serve without pay, but meals
and sleeping accomodations will be provided.

SIGNED _____ (applicant)



PARACHUTE CLUB OF AMERICA

Post Office Box 409

Monterey, California

I APPLICATION FOR MEMBERSHIP

☐ New
☐ Renewal (check one)
☐ Male ☐ Female
Age:

I wish to apply for:

Membership in the Parachute Club of America (PCA) at \$9.50 per year.*

Divisional Membership in the National Aeronautic Association at \$5.00 per year.**

Both PCA and NAA Membership for \$14.50 per year.

NOTICE

MILITARY & Civilian personnel serving OUTSIDE of the U. S., Canada, and over 100 miles south of the U. S.-Mexico border are NOT required to pay the insurance fee of \$2.50. PCA dues for these persons are \$7.00 per year.

Name.....Address.....
(please print)

City.....Zone.....State.....

Occupation:

NOTE: APPLICANT NEED NOT HAVE MADE A PARACHUTE JUMP.

I have the following parachuting experience: (as of this date) (If none, so state. Do not leave blank.)

Civilian Parachute Jumps: Static Line.....Free Fall.....Total.....

Military Parachute Jumps: Static Line.....Free Fall.....Total.....

Branch of Service:

Club Affiliations, if any:

DATE:.....PLACE:.....SIGNATURE.....

☆ ☆ ☆ ☆

*PCA dues are \$9.50 per calendar year or any part thereof. However, NEW applications received from 1 November will be placed in effect for the remainder of that year plus the entire following year. Membership includes attractive credentials, lapel emblem, decal, monthly news letter, PARACHUTIST, and \$5-10,000 Public Liability and \$5,000 Property Damage Insurance with nationwide coverage. PCA membership privileges and insurance commence on the postmark date of application and expire Midnight, December 31st.

**NAA membership includes membership credentials, lapel wings, monthly NAA magazine, and \$2500 Travel Accident and \$250 Injury Medical Expense Insurance good for travel accidents other than parachuting. All memberships and insurance coverage commence on the postmark date of the application and expire Midnight December 17th. However, memberships received from 1 November on will be effective for the remainder of that year and the year following except for the insurance which will commence 18 December.

FOR PCA USE:

Date Received at PCA:.....Amount Enclosed:.....PCA No.....

SPORT PARACHUTE MEDICAL STATEMENT FOR PARACHUTE JUMPS

Date of Birth.....Weight.....Height.....Sex.....Age.....

I hereby certify that I have no physical infirmity, am not under treatment for any physical infirmity or chronic ailment, or injury of any nature; and that I have never been treated for any of the following:

(1) Cardiac or pulmonary condition or disease.

(4) Nervous disorder.

(2) Diabetes.

(5) Kidney or related disease.

(3) Fainting spells or convulsions.

(6) High or low blood pressure.

(Signature).....

(Date).....

(Witness).....

II Application for International Parachutist License

Valid International Parachutist Licenses are required for all International Competitions and all Competitions Sanctioned by the PARACHUTE CLUB OF AMERICA

MINIMUM REQUIREMENTS:

CLASS A—APPLICANT MUST:

1. Have made at least 10 jumps.

CLASS B—APPLICANT MUST:

1. Have made at least 25 free fall jumps including 15 STABLE DELAYS of at least 10 seconds, 5 STABLE DELAYS of at least 20 seconds, 3 STABLE DELAYS of at least 30 seconds.
2. Demonstrate ability to hold heading during free fall, i.e., prevent spin.
3. Have landed within 50 yards of center of a target on 5 jumps with delays of 20 seconds or longer.

CLASS C—APPLICANT MUST:

1. Have made at least 75 free fall jumps including 65 STABLE DELAYS of at least 10 seconds, 30 STABLE DELAYS of at least 20 seconds, 15 STABLE DELAYS of at least 30 seconds, 5 STABLE DELAYS of at least 45 seconds.
2. Complete 2 alternate 360° flat turns to left and right in free fall in 7 seconds or less.
3. Have landed within 30 yards of center of a target on 15 jumps with delays of 20 seconds or longer.

I hereby apply for a Class..... International Parachute License.

PROOF—I hereby certify that I have made..... parachute jumps, consisting of:

Name..... (please print)	
Street Address.....	
City.....	State.....
U. S. Citizen..... yes or no	Date of Birth..... day month year
Color of Hair.....	Color Eyes.....
Height.....	Weight.....

(ABOVE TO BE PLACED ON LICENSE)

FEES CLASS A License \$ 5.00 CLASS C License \$15.00
CLASS B License 10.00 CLASS D License 20.00
Instructor \$30.00

I enclose a check or money order for \$..... payable to THE PARACHUTE CLUB OF AMERICA. I certify that I am considered physically fit for parachuting by a registered physician or have completed the SP Medical Certificate on the reverse side.

Date..... Licensee Signature.....

NOTE: Licenses are valid only when REGISTERED ANNUALLY, FIRST REGISTRATION FREE TO QUALIFIED APPLICANT WITH ISSUANCE OF EACH LICENSE. Licenses may be cancelled or withheld at any time by the PARACHUTE CLUB OF AMERICA for infractions of regulations. All license holders must promulgate and enforce Safety Regulations prescribed by the PARACHUTE CLUB OF AMERICA. Safety Regulations will be mailed to applicant with License and Annual Registration.

III Application for Annual Registration

ANNUAL REGISTRATION IS NECESSARY TO VALIDATE EACH INTERNATIONAL PARACHUTIST LICENSE.

MINIMUM REQUIREMENT: In order to be issued annual registration validating your license, you must have made in PRECEDING TWELVE MONTH PERIOD at least: CLASS A—2 Jumps.. CLASS B—3-10 second delays. CLASS C—3-20 second delays. CLASS D or INSTRUCTOR—5-20 second delays.

I hereby apply for Annual Registration for the year....., which will validate my License No..... Class.....

NOTE: LICENSE MUST ACCOMPANY THIS APPLICATION.

I certify that I have fulfilled the requirements for the Annual Registration in my License Class, as outlined above, and that I am considered physically fit for parachuting by a registered physician or have completed the Medical Certificate on the reverse side.

I enclose Check or Money Order for \$2.00, payable to the PARACHUTE CLUB OF AMERICA.

Name..... Street Address.....
(please print)
City..... State..... Date.....
Applicant Signature.....

CLASS D—APPLICANT MUST:

1. Have made at least 200 free fall jumps including 100 STABLE DELAYS of at least 20 seconds, 50 STABLE DELAYS of at least 30 seconds, 20 STABLE DELAYS of at least 45 seconds, 10 STABLE DELAYS of at least 60 seconds.
2. Complete 2 alternate 360° flat turns to left and right in free fall in 6 seconds or less.
3. Demonstrate control in free fall on vertical, horizontal and longitudinal axes of body.
4. Have landed within 20 yards of center of a target on 20 jumps with delays of at least 30 seconds.
5. Have made one night jump of at least 20 seconds delay.
6. Have made one intentional water jump.

*PCA INSTRUCTOR RATING—APPLICANT MUST:

1. Be a current PCA member in good standing.
2. Hold a valid U.S. Class C or D license.
3. Have no record of parachuting safety violation on record at PCA.
4. Have no less than 60 minutes (cumulative) of delayed fall time.
5. Have no less than twenty (20) relative work jumps of at least 20 seconds delay each, to include at least five successful baton passes.
6. Have demonstrated to the examiner the ability to instruct in all phases of sport parachuting.
7. Apply direct to PCA for application forms.

*PCA reserves the right to control the number of ratings issued based on national and local needs.

..... Sport Static Line Jumps
..... Military Static Line Jumps
..... Free Fall Jumps (1-3 seconds)
..... 5 second delay (s)
..... 10 second delay (s) 40 second delay (s)
..... 15 second delay (s) 45 second delay (s)
..... 20 second delay (s) 50 second delay (s)
..... 25 second delay (s) 60 second delay (s)
..... 30 second delay (s) and over *

and that I meet all other requirements for this license.

* NOTE: Greater delays automatically cover requirements for lesser delays and should be entered accordingly.

SAFETY OFFICER CERTIFICATION: I certify that I have personally counted and verified the applicants log book(s) and records, have confirmed his (her) sport parachuting ability, and hereby certify that applicant is fully qualified for a Class..... U.S. FAI License.

Signature.....
Date..... PCA SO No.....

Parachutist

Parachute Club of America
Post Office Box 409
MONTEREY, CALIFORNIA

BULK RATE
U.S. POSTAGE

PAID

Monterey, California
Permit No. 24

In This Issue:

Fatality Report
September Directors Meeting
PCA-FAA Washington Meeting
Instructor Rating Info
FAA's New CAR 25
Civilian Altitude Training
National Records Set
National Parachutists Wings

Mr. Tony Peralta 5/58
1173 12th Ave.
Yuma, Ariz.