



# Parachutist

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DEAR MEMBER:

1961 PCA memberships now over 800 and growing at about thirty per day. Approx 75% subscribing to NAA memberships. Best part of all: Members and Clubs who dropped out last year again coming in for PCA membership!

1961 Team for Tivat, Yugoslavia: Before we go further, please allow us to correct an oversight published in last month's PARACHUTIST on Page 2: Under the "Meets in Planning" it was stated that the high point winners of the April Fort Bragg National Open Invitational would represent the US at the Adriatic Cup meet this August in Yugoslavia. This was erroneous and was written while the decision was still up in the air. In the paragraph which followed, relative to the US PARACHUTE TEAM, the true facts were published. They were: that PCA's 1960 US Team would represent the US this year at Tivat, Yugoslavia. HOWEVER, it is probable that not all of the 1960 Team will be available, therefore, it will be necessary to select some replacements for this team from the winners at the Fort Bragg National Meet! See you there?? !

.....We almost got the PARACHUTIST to the printers in the same month it's due. BUT... you people out there are draggin'..... In last October's issue we asked that clubs in the various Conferences send in items for publication on a scheduled basis ..... different months for different Conferences, sorta' keep everybody abreast of things. So far ..Nuthin'! Loosen up out there..... We accept post cards, backs-of-envelope, scratch pad info. Doesn't have to be formal. The main thing--send it in. Particularly schedules for local parachute meets.

OFFICIAL STATE PROGRESS: Reports coming in indicate that Michigan is going to require a state license for parachuting; New Mexico State Senate is proposing legislation to control parachuting; and in Colorado the Governor has personally commended PCA's Area Safety Officer, Mr. William E. McCarthy, for his excellent program in Colorado and calls on all aviation personnel to abide by the PCA Basic Safety Regulations. More letters of inquiry have also arrived from various governmental personnel and the FAA showing increasing interest in our activities. Further, we have just completed a detailed twenty-page reply to the Washington FAA in answer to a detailed info request. And what with the excellent type publicity such as that in the recent SPORTS ILLUSTRATED, the forthcoming National Meet, the US Team going to Yugoslavia in August, the 1960 National Tryouts in the Central US, and the 1962 World Meet at Orange, Mass., it appears that we may have to open up a branch just to answer inquiries!

BASIC SAFETY REGULATIONS: The new BSRs have now been published and are being disseminated to all clubs as fast as possible. When you receive a copy please read them very carefully as there are quite a few modifications. The same goes for the new license requirements which were in effect as of 15 March '61.

LICENSING: You might be interested in the status of FAI licenses throughout the US at the present time (we get the impression that everyone wants a low numbered license!) Therefore we reproduce for everyone's information the status of license numbers as of 30 March 1961:

Class A: 295  
Class B: 505  
Class C: 308

I publish these for you at the  
of every quarter.)



Continued:      Class D:    42  
Total:          1150

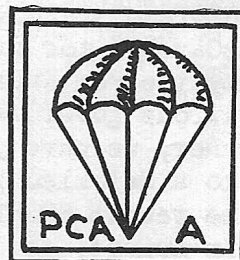
We welcome General Joseph Stilwell, Jr., North Carolina, to the ranks of Class B (492) license holders this month. He is the first general of any service to receive the new Class B license. Hats off also to Muriel Simbro, Calif., holder of C-300 this month, and to Richard Dunphy, N.C., with his new D-40, Roy Martin, N.C., with D-41, and Clyde E. Jacks, Texas, with D-42.

ANNUAL LICENSE VALIDATION: There still seems to be some question about the annual license validation (sports registration) procedure. There is a form (Part III) on PCA's Application for validating licenses annually. It contains a certificate for the applicant to certify that he has made the required number of jumps during the past year for sports registration purposes. These should be sent direct to PCA with the license and fee. Neither the Area nor Club Safety Officer is required to authenticate this form. No log books are necessary since it is a certification, and a false certification subjects the applicant to legal action. Our current problem in this respect is: those who send in their license, don't send the fee, and those who send the fee, don't send the license! Let's get together.

NATIONAL COLLEGIATE LEAGUE: Excellent response received to our request for assistance in organizing this league. To those who have written in, please be advised that we are compiling the names and addresses of those who are volunteering to work on this league, compiling the names and addresses of all colleges having parachute clubs -- either sponsored by or in the school area. Following this and ascertaining the best national educational contacts, we will select the best men having the time and initiative to push the program on a national basis and designate one group as the PCA National Collegiate Parachute League Committee, give them the basic guidance, charter, contacts (and perhaps, a small budget) and let them blast off. We're working toward May 15th as a wind-up date. And we're still taking volunteers!

CLUB AFFILIATION WITH PCA: We're now sending out the 1961 affiliation forms to all clubs. Some clubs who were affiliated last year still have not sent in their annual report and these are quite important for statistical purposes. New affiliation forms have been created and we feel that you will see an improvement and importance in the affiliation program.

All members of an affiliated club will be issued (free) the new Club affiliation insignia, shown here, for wear on their jumpsuits or jackets:



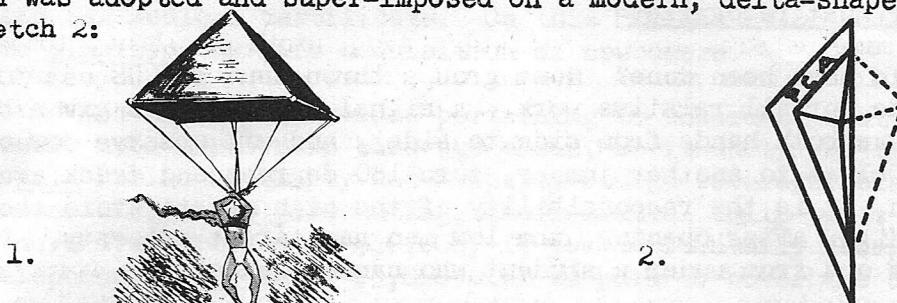
PCA TROPHIES: A decision has been made that in parachute meets where all contestants are from affiliated clubs, the PCA will furnish the top trophy. Please remember that we will need at least three weeks notice since we do not, as yet, stock the trophies. We hope, when the volume of members can sustain it, to be able to furnish all the trophies, and perhaps some of the expense, for all affiliated club meets. Get out and get those members, ladies and gentlemen.....

KNOW YOUR ORGANIZATION: In line with keeping you informed on your organization, we answer the oft-asked question on the significance of PCA's distinctive insignia:

The earliest recorded drawings of a parachute were made by Leonardo da Vinci in 1495. His drawings showed a square, angular parachute as shown in the sketch 1.

On reorganizing the old National Parachute Jumpers and Riggers Association into the

new Parachute Club of America, the founders desired that PCA members possess the oldest symbol available incorporated into a modernistic design. Therefore, half of da Vinci's early parachute design was adopted and super-imposed on a modern, delta-shaped, half shield as shown in sketch 2:



On the emblem the da Vinci parachute represents PCA's heritage as the oldest national parachute group in America today: the angular delta shape implies that we are moving ahead in the jet or delta age of aviation. The long vertical point going downward shows that the parachutist's speed is primarily downward, and the point toward the side implies a horizontal speed somewhat less than the vertical speed. The three sides of the shield represents unity between the International Federation Aeronautique Internationale, the National Aeronautic Association, and the Parachute Club of America; and the pin of silver represents the lightning action of man in free flight and the cohesiveness of quicksilver.

Therein are the characteristics of today's Parachute Club of America: heritage, unity, speed, and action. A sport of space for the age of space!

THE LEO STEVENS AWARD: Beginning this year, the Parachute Club of America has the responsibility of presenting the Leo Stevens Award "to the individual or group that has made the most outstanding contribution for the saving of life to Aerial Navigation, by perfecting or using the parachute or other means of bringing individuals or disabled aircraft in safely to the ground -- also, training and developing the art and use of such means."

In order that arrangements can be made for the presentation of this award for 1960, Mr. Crane, PCA's President, asks for nominations and backup data to be directed to him, as Committee Chairman, at P.O. Box 164, Mineola, Long Island, New York, prior to 30 June 1961. No recommendations may be considered after that date.

Persons who have previously received this award are:

1948 Joe Crane	1954 Capt. Thomas E. Willson (Special)
1949 Col. E. Verne Stewart (Ret.)	1955 George F. Smith
1950 Arthur J. Lapham (Dec.)	1956 Dr. Helmut G. Heinrich
1951 Lt. Col. William R. Lovelace, II	1957 Major Robert L. Oakley
1952 Gen. Harold R. Harris	1958 Jacques Andre Istel
1953 Arthur R. Little, Jr.	1959 Capt. Joseph W. Kittanger
1954 Lt. Col. John P. Stapp	1960 ?

INDIVIDUAL INJURY REPORT: In California during December, two men exited on a 30-second delayed fall. Number 1 man was a fairly new jumper classified as a student. Number 2 was an experienced jumper with full control ability. At about 3000 feet Number 2 closely passed Number 1 and opened at 2500 feet. Number 1 was able to see the other's lines deploy toward him. Number 1 passed through Number 2's deploying lines, pulled his ripcord, struck Number 2's harness or pack with his head, was knocked unconscious, and injured his jaw and throat. The student's main functioned properly after striking Number 2 and he drifted unconscious toward the ground. At about 200 feet he revived enough to make a safe landing and first aid was administered on the DZ and he was then taken to hospital.

Technically, (again), there was no violation of PCA Basic Safety Regulations. Only



a violation of common sense and we place the blame for this injury on Number 2, the advanced jumper since the student did not have enough maneuver control to turn and pull away from another person during the remaining seconds of the fall .... which the senior jumper obviously must recognize!

What should have been done? Most groups throughout the US set 3000 feet as the breakoff altitude for all relative work. A signal (waveoff) is given by all participants at 3000 feet (wave both hands from side to side), and all observe for other jumpers in the air. If you're close to another jumper, turn 180 degrees and track away. In the case of a high and low man, it is the responsibility of the high man to avoid the low since Mr. Low cannot see Mr. High; after opening, the low man has target priority. It is the wise senior jumper who stays out from under a student who cannot maneuver!

In the case mentioned here, if the student had not pulled when he saw that he was going to collide, he would have been killed since he was out cold for at least  $1\frac{1}{2}$  minutes as it was. We're happy that the error in judgement turned out as well as it did.

Going back to the BSRs: PCA could write a regulation for every event that could occur -- from establishing how many eyelets will be in a jump boot to the fine points of how a baton pass will be made. We don't feel that a volume of detail is necessary for people who are capable of a little common reasoning before and during a jump. State driving rules, as detailed as they are, don't specify that you should not suddenly stop your 70 mph vehicle in the middle of the driving lane ... but it is good common sense not to. So why do it in the air! You signal in traffic on the ground ... do it in the air. You avoid accidents on the ground .... do it in the air. Use common sense before our Federal Daddy writes us a 300 page rule book! See 1960 Injury Report elsewhere in this issue!

ADDITIONAL AREA SAFETY OFFICER APPOINTMENTS: The following men have accepted appointment as Area Safety Officers for the areas indicated: (Please add to the previous list).

Area: Santa Fe - Alamogordo  
George R. Mulcahy  
P.O. Box 1579  
Alamogordo, New Mexico

Area: Russellville - Little Rock  
Frederick J. Keifer, Jr. (Temp.)  
Office of PMS & T  
Arkansas Polytechnic College  
Russellville, Arkansas

Area: Fairbanks  
James H. McCarron  
Ft. Richardson SPC  
P.O. Box 467  
APO 949, Seattle, Wash.

Area: Southern So. Carolina  
Maurice C. Coleman (Temp.)  
Box 458  
Kingstree, So. Carolina

Area: James Perry                      Ft. Bragg, No. Carolina  
P.O. Box 126  
Ft. Bragg, No. Carolina

ODDS AND ENDS: You may wonder about the new medical statement that is included on the new PCA application form. When sport parachuting first started in the US the PCA personnel believed that they should be well covered by insuring that all parachutists were in adequate physical condition to make parachute jumps and the FAA medical standards were adopted. However, based on the past three years of experience it was proven that this requirement held up and sometimes deterred many people who wanted to and could jump now. No requirement was ever placed on the PCA by any federal agency for a mandatory physical examination. Since it was a stumbling block in many cases, we asked our legal advisors to check into the legality and possible subsequent legal problems which might arise from reducing the medical examination to a medical certification. After critical study they assured us (a) that no requirement exists from federal authorities for medical examinations for parachutists, and (b) that the certificate issued by PCA, when honestly and properly completed (and witnessed) by the applicant, is sufficient to insure that the applicant is in proper condition to jump and



presents adequate proof for supervisors in case of claim. However, remember that this is a minimum requirement. We advise in any case of doubt to have the applicant examined by a physician. Further, clubs so desiring may continue to have their members examined by a doctor or have a valid FAA medical certificate. On this PCA has no objection. The form is another step taken to simplify the safe acquisition of newcomers.

INSURANCE: We've had so many questions pertaining to insurance that we'd like every member to take out their 1961 membership card (go ahead, we'll wait) and read the backside. Note that there are only Public Liability and Property Damage coverages this year. It means that if you hurt someone else while parachuting, their medical bills up to \$5,000 will be paid, or, if two or more are hurt, up to \$10,000; if you accidentally damage something (like breaking up telephone lines) up to \$5,000 will be paid to cover the damage. REMEMBER: to collect you must be obeying the PCA Basic Safety Regulations. The insurance coverage is NOT good during a professional-type jump in which the jumper is being paid for making said jump. The coverage is good anywhere in the US, Canada, and for 100 miles south of the US border into Mexico while making sport parachute jumps. Amen. PS: We still continue to procure adequate, reasonable, voluntary personal medical coverage information. The stumbling block: insurance companies want a 100% membership guarantee (mandatory) ..... we don't! Search continues.

PCA NATIONAL CONFERENCE AREAS: Elsewhere herein we have included a map to show the Conference Areas. Also portrayed is the distribution of Area Safety Officers. This should give you a better picture of the new organization.

ISSUANCE OF PARACHUTING LICENSES: The following table shows the incident of license issuance within the US since 1952. The 1961 figure is from January to March, inclusive, and indicates that 1961 should be highly favorable for parachuting.

<u>YEAR</u>	<u>LICENSE</u>				<u>TOTAL</u>
	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	
1952	6	9	10	0	25
1953	10	5	3	0	18
1954	24	1	7	0	32
1955	26	5	4	0	35
1956	10	5	7	0	22
1957	23	9	7	0	39
1958	77	41	77	0	195
1959	74	114	37	5	230
1960	40	255	109	26	430
1961(To 31Mar)	5	61	47	11	124
TOTAL:	295	505	308	42	1150

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Sincerely yours,

PARACHUTE CLUB OF AMERICA



# 1960 INJURY REPORT

No. of PCA Members: 2006  
 Estimated No. of Jumps Made: 60,000

(Based only on claims received  
 from PCA members.)

<u>TYPE INJURY</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>TOTAL</u>
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Frac. Foot/Ankle		1		1	1	2	1				1	2	9
Frac. Leg		1		1	2		3	1	1	1		1	10
Frac. Back	1				2	2							5
Broken or Disloc. Shoulder			1		1	2							4
Knee Injury				1	1				1				3
Frac. wrist/arm		1	1						1	1			4
Neck Injury						1						1	2
Head Injury													0
Teeth Injury										1			1
Death				1		1	1						3
<b>Total</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>41</b>

## F/L — P/D:

Aircraft Dmg.	1	2											3
Proht. Dmg.											1		1
Prop. Dmg.					1								1
<b>Total</b>	<b>2</b>	<b>2</b>									<b>1</b>		<b>5</b>

## Injury CAUSES:

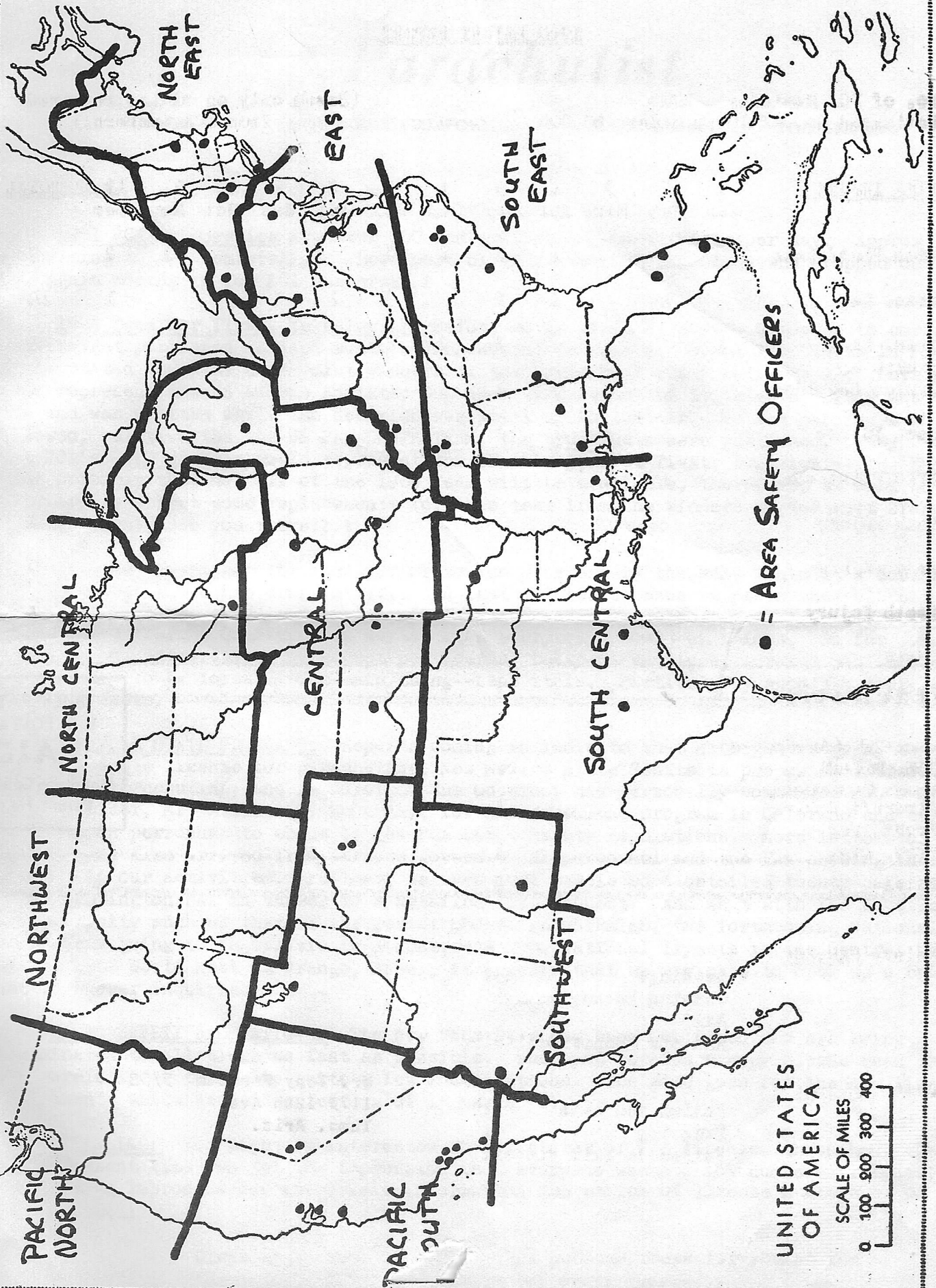
Landings 32  
 Opening Entanglements 4  
 Exit 1  
 Mid-Air Jumper Collision 1

## Death CAUSES:

Pulled too late 1  
 Drowning 1  
 Failed to pull ripcord 1



# PCA NATIONAL CONFERENCE AREAS





## Parachutist

Parachute Club of America  
Post Office Box 409  
MONTEREY, CALIFORNIA

BULK RATE  
U.S. POSTAGE

**PAID**

Monterey, California  
Permit No. 24

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