

Skydiving™

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Coolidge Schedules Pro RW Competition

A 6-way "professional" skydiving meet will be held at Coolidge, Ariz., in conjunction with the center's annual Easter boogie. The organizers call the meet a professional one because cash prizes will be awarded to the top three teams.

The meet will consist of six rounds from 12,500 feet with 60 seconds of working time. There will be two rounds of "isotosis" jumps (4-way maneuvers with two people waiting outside to rotate in), two rounds of randoms, and two rounds of set sequences based on the set sequences of USPA Part 50. The competition jumps will be drawn and discussed during a team captain's meeting held the evening before the meet.

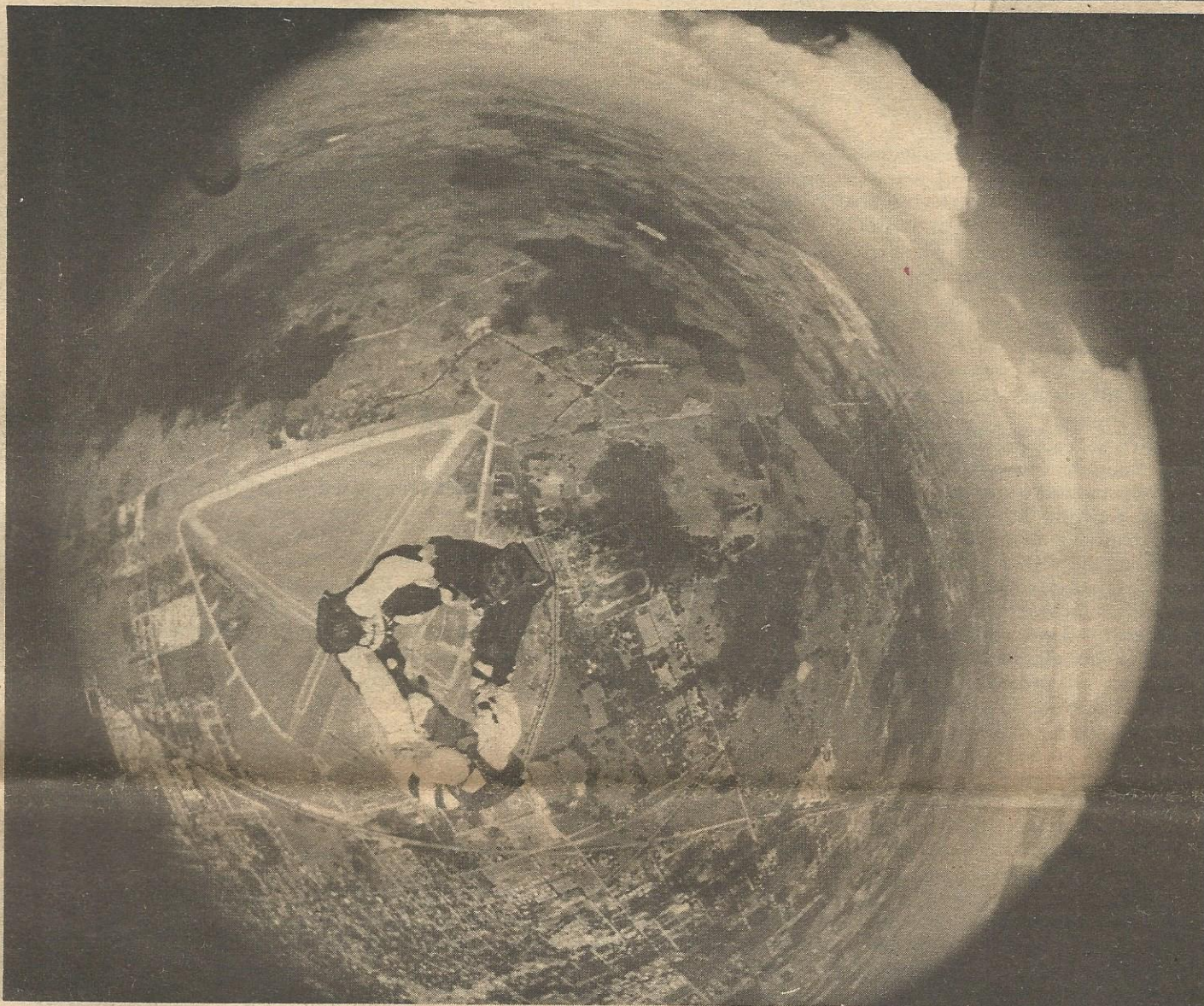
Qualified judges looking through telemeters will score the meet. Applicable parts of USPA Part 50 will dictate the conduct of the competition.

Entry fees have been announced as \$85 per person, not including the cost of the jumps. A preregistration deposit of \$25 per person is due by February 28 with the \$60 balance payable at the meet. A raffle will also be run during the boogie to raise additional prize money.

The winning team will receive 50 percent of all money netted from registration and raffle income, with the second and third place finishers receiving 20 and 10 percent respectively. Additional prizes are planned for additional teams.

The competition will use DC-3 for jump aircraft. Apparently the boogie will be run simultaneously, although the organizers stressed that great care will be taken to prevent conflicts between the two events. The boogie at Coolidge has grown in recent years to be the West's most popular Easter event.

Information will be published in *Skydiving* as it becomes available. The center's address and telephone is P.O. Box 1807, Coolidge, AZ 85228, (602) 723-5336.



Photographer Randy Quiroz took this unusual photo of Roy Harper, Don Branner and Dan Parrish building a 3-way interlock over Zephyrhills, Fla.

First big relative work seminar in U.S.

Perris RW Seminar Pulls 50 Jumpers

by Robin Heid

More than fifty jumpers traveled from as far away as Brazil to attend a relative work training camp held at the Perris Valley (California) Paracenter on

November 17-21. Hailed as the first of its kind in the United States, the five-day course featured instruction on RW, CRW, equipment familiarization and maintenance, and related topics.

Organizer Pat Works has conducted similar camps in five countries in the past four years. He said the idea of the course was "to get people of all experience levels together to share knowledge and solve problems to achieve more joy in flight."

Al Krueger, a longtime RW competitor, and Works were the main instructors at the camp, presenting classes and lectures on every subject from basic stability to high-speed dives and back-ins. Robin Heid instructed on CRW techniques and Dr. David Holmes lectured on physical fitness and skydiving injuries.

Participants were divided into A, B, C, and D skill groups for the training jumps that were made as part of the course. In-air instructors were assigned to the A and B groups to supervise and observe the jumps. C-level jumpers had no instructors in the air with them, but

did receive assistance during dirt dives and post-jump discussions. The D-level skydivers were experienced jumpers who acted as instructors for other groups.

Works said "the experience ones were there to improve their skills as both instructors and skydivers so they will be more effective when they return to their home drop zones."

Four members of the U.S. Army Parachute Team participated in the

continued on page 19

8-Stack Build Over Nebraska

An 8-way canopy stack was built by members of the Lincoln (Nebraska) Sport Parachute Club on December 21, according to club member Steve Bowen. He told *Skydiving* that the stack was built right before sunset and was held for one minute and ten seconds.

Participants included, in order of entry: Doug Gipe, Steve Sharp, K.L. Jones, Mark Farrow, Larry Laws, Shorty Janousek, Steve Bowen and J.D. Vance.

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DC-3 Snags Jumper on Exit; Drags Him Down Runway

A jumper got his jumpsuit leg entangled with the door frame of the C-47 at Zephyrhills Parachute Center late last December and found himself hanging upside down behind the aircraft as it began its descent from 12,000 feet after dropping its jumpers. The jumper, Michael Reid from Canada, was unable to free himself and ended up being dragged behind the big aircraft when it landed on the airport's asphalt runway. He wasn't injured, however, as he kept his rig between the abrasive runway and himself. The rig was essentially destroyed.

Reid's jumpsuit became entangled with a handle located near the bottom of the rear cargo door of the C-47 as he climbed out to assume the rear floater position during an RW jump. The handle pierced the fabric of his Silly Suit and hooked around the seam, securely snagging Reid when he released his grip at the "Go!" command.

The pilots were not aware of their passenger's plight and began descending to the airport.

Reid tried to free himself as he hung upside down in the 200 mph slipstream. He was reluctant to try to cut his suit free as he thought he might then be caught by his shoe or ankle. His close proximity to the C-47's tailwheel and horizontal stabilizer convinced him not to deploy his main or reserve.

He decided to land with the aircraft and hope for the best. He kept one hand on his reserve ripcord in the event he dropped free at a low altitude.

"I wasn't really worried until I saw the (aircraft's) flaps go down. I knew then that it was time to land."

Someone on the ground saw Reid dangling from the plane as it lined up on the final approach, and Center Manager Jim Hooper hopped into a gas truck to drive out on the runway and signal the crew to go around. The crew didn't catch on, however, and continued their landing. Meanwhile, people on the ground began to hustle down along the runway to signal the crew to stop as soon as possible and not to taxi.

The aircraft stopped fairly quickly and one pilot went to the back of the aircraft to see exactly what was causing all the commotion. "I looked out the door to see this jumper hanging upside down by his leg with a big grin on his face."

Perry Engstrom, manager of the Jump Shack South in Zephyrhills, said Reid's rig looked as if "someone had taken a blowtorch to it."

The spectators were more excited than Reid. He immediately began looking for someone to repair his jumpsuit so he could get back into the air and make a jump.

Hooper wryly threatened that Reid would be charged double for his adventure—once for the ride to altitude and once for the ride down.



The U.S. Army Golden Knights builds a 9-way wedge over San Francisco during a demo jump. Photo by Phil Rogge.

36-Way World RW Record Built with "Locals"

A group of skydivers from Texas and Oklahoma built a 36-way hexawedge on October 13, 1979, establishing an official world record in the largest complete RW formation category. Although larger formations have been successfully completed, none were done in accordance with the FAI's procedures for documenting and filing for a world parachuting record.

The record attempt was planned for some time, and a sponsor was found who paid for the entire effort. Ron Cox and Gregg Hackett of Texas organized the dives, while Mike King of Oklahoma did most of the longrange planning. Wayne Noel, an FAI judge from Arizona, oversaw the attempts while U.S. Judge Randy Livingston served as both a judge and aerial photographer.

The formation, six 6-man wedges built around a central point, was completed on the fifth attempt. The first four efforts saw jumpers going low or

simply not getting in before the working time had expired.

The jumps were made from Dave Sickler's DC-3.

Participants included Ron Cox, Phil Smith, Phil Mayfield, Robert Armstrong, Rich Sprigarilli, Richard Whitehill, Bruce Head, Jim Ruttan, Mike Flores, Ken Gillespie, Matt McManus, Tom McCarthy, Eddie Naylor, Scott Wall, Gregg Hackett, David Arnquist, Ray Shaffer, Bill Minyard, Billy Chappell, Wayne Mosley, John Embrey, John

Adams and Phil Chaplin from Texas; Mickey Brown, John Bohanan, Mike King, Dave Leighton, Robert Schiermier, John Combs, Gregg Lane, Al Hively, Jack Linville and Ken Hills from Oklahoma; Dave Sickler and Helen Sickler from Arkansas; and Dewayne Bruette from Louisiana.

The largest completed formation, although not recognized by the FAI, was a 50-way pentawedge built over Zephyrhills, Fla., on March 25, 1978. The formation was completed and held for at least 15 seconds and photographed. Jumpers from Elsinore claim to have built the same formation about three weeks earlier but movies of the jump show that although the 50th jumper made contact with the formation as she passed by in a fairly steep approach, she did not dock and stabilize her fall with that of the formation.

Since then, several 60- and 75-way formations have been tried at several DZs across the United States. Although several incomplete formations that contained more than 60 jumpers were built, none were 100% completed.

Para-Flite Offers New Safety-Flyer

Para-Flite, Inc., manufacturers of the Safety-Flyer ram-air reserve, has announced plans to offer another ram-air reserve next spring. The new reserve will be larger than the 160 sq. ft. Safety-Flyer and will be based on the company's Lissaman 7808 airfoil. Pack volume will be equal to or less than that of the Safety-Flyer, however, as the company is using lighter fabric and improved construction techniques in the new reserve.

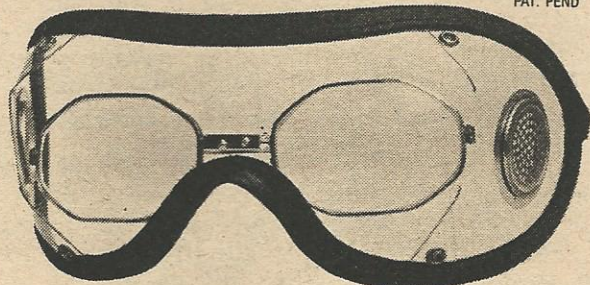
According to the manufacturer, the new reserve will have about 185 sq. ft. of surface area, about the same as the Strato-Star, a main canopy no longer in production. The additional surface area will result in softer landings.

The Lissaman airfoil, designed for Para-Flite by an outside consultant, is currently used on the Cruisair and XL Cloud canopies. The airfoil enables these canopies to have a flatter guide with a higher forward speed than canopies based on previous airfoil shapes.

Archway Closes

Archway Parachute Center is Somerville, Tenn., has been closed indefinitely. Its manager recently quit to pursue flying fulltime.

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Golden Knights Developing Training Seminars and Films

The U.S. Army Parachute Team, known as the Golden Knights, is developing a training program in sport parachuting that should prove to be a boon to both the Army and the jumpers who take advantage of the program.

The program offers seminars in style, accuracy and relative work by members of the team who travel to a club or center by invitation. The instructors are supported by polished video tapes of each type of jumping. The program is available to any club or drop zone upon

request, although there are some limitations.

According to Team Leader Jerry Fry, requests should be submitted to the team at least three months in advance. The seminars should be scheduled in conjunction with a parachute meet that includes style, accuracy and RW, if possible. The team will send instructors to the meet and conduct the seminars.

Fry stressed that it is unlikely that all invitations can be accepted, as many weekends during the year have already

been committed to the prime missions of the team, demonstration jumps and competition. There is no charge for the seminars, although Fry commented "it would be appreciated if we could be provided with an old pick-up truck or something for transportation."

The team is also making the video cassettes available free of charge. There are two 18-minute tapes, one on style and the other on accuracy, and a RW tape should be ready by spring. Even though the tapes were designed to be

used in support of in-person presentations by the team, Fry feels they are nonetheless effective by themselves.

To obtain a copy of the tapes, send a blank one-hour VHS 1/2-inch magnetic tape cassette to the Army Parachute Team, P.O. Box 126-S, Ft. Bragg, N.C. 28307. A similar cassette will be returned containing both 18-minute presentations. Brand names of the cassettes are not important.

Fry reported that seminars held in Perry, Iowa, and West Point, N.Y., met with considerable success. The local jumpers expressed considerable enthusiasm for the program, and the Golden Knights are looking forward to more of the same next year.

"Part of our mission is to provide support to military and civilian clubs, and we intend to do that to the best of our ability," Fry said.

Proposed FAR 125 Would Cost DC-3 Operators

The FAA's proposed Part 125, designed to tighten up the regulations governing the use of large general aviation aircraft, is already encountering resistance from some owners and operators of such aircraft.

The proposed regulations were issued November 19th, and would affect about 1,100 U.S.-registered aircraft that are certificated to carry 20 or more passengers or more than 5,000 lbs. of payload. Comments on the proposed rules are due in Washington by February 19, 1980.

Part 125 would affect owners of aircraft such as Douglas DC-3s and C-47s, so jump operations would definitely be affected.

If the proposal becomes law, owners of such aircraft would be required to comply with a long list of requirements.

The aircraft would have to be inspected according to an approved inspection program similar to that required for

airline operations. Such inspections, maintenance and overhauls would have to be completed according to a schedule, not "as needed" as required by the less stringent Part 91 which most operators follow.

In addition, the aircraft owner would have to secure an operating permit from the FAA after he has convinced the agency that he has met the agency's requirements for maintenance, record keeping, equipment, personnel and procedures.

Under the proposal, both the pilot in command and the second in command would have to hold at least a commercial pilot certificate with appropriate category and class ratings and an instrument rating. The pilot in command would also have to hold a type rating, but an ATP certificate would not be required. The proposed rules also require additional recent experience requirements and instrument proficiency

check requirements.

The aircraft owner would also have to have a current manual of procedures and policies for use by flight, ground and maintenance personnel. Each aircraft would also have to have airborne weather radar.

One owner of a Curtiss C-46 had this complaint: "This Part 125 is legislation to put the legitimate operator out of business. (It) will cost those of us who run a safe operation a lot of money, and the people who are cheating will continue to cheat or move their aircraft to foreign registry."

Twin Beech Crashes

Pelicanland's Twin Beech belied in at the end of the Maryland drop zone's sod runway on November 23rd, the result of an aborted take off with a full load of jumpers. The aircraft received substantial, but repairable, damage. There were no injuries reported.

Schultz Gets License Back

Michael Schultz, the former operator of Pelicanland Drop Zone in Ridgely, Md., successfully appealed the three-month suspension of his pilot's certificate for alleged violations of FAR Part 91. The FAA charged that Schultz, as copilot of the drop zone's rented DC-3, allowed the aircraft to takeoff when it was 2,940 lbs. over gross weight and that he allowed 16 passengers on board who did not have seatbelts.

The charges stemmed from several flights on the weekend of September 10, 1977, during a parachute meet held at Pelicanland. According to testimony by Donald Beach, former Executive Director of the USPA, and Lynn O'Donnell, a jumper who ferries aircraft for a living, there were 44-46 jumpers on board for one load although the seatbelts, when they had last counted, numbered only 30-32. Both Beach and O'Donnell had previously worked as DC-3 pilots for Pelicanland.

Schultz, who represented himself at the appeal process before the NTSB judge, claimed that the aircraft had only 120 gallons of fuel on board, not 150 as the FAA claimed, and that there were only 40 jumpers on board, and that the average weight of a jumper and his gear was only about 180 lbs. and not 190 lbs. Using these figures, the court calculated that the aircraft weighed 25,870 lbs., 330 lbs. under maximum allowable gross weight.

Furthermore, Schultz claimed that there were 40 sets of passengers seatbelts

and that there had been this number since 1977 when the aircraft was used to haul jumpers at the U.S. Nationals.

The judge ruled on December 3, 1979 that the "preponderance of evidence does not establish that Respondent (Schultz) violated ...the Federal Aviation Regulations, and safety in air commerce or transportation and the public interest does not require affirmation of the Administrator's Order of Suspension."

The judge also noted that Schultz and Beach apparently "had a controversy on September 10, 1977," regarding the use of another jump aircraft at Pelicanland, and that Beach filed a complaint with the FAA on the next day by telephone, suggesting the agency monitor the parachute operations at Pelicanland in the interest of safety. Beach told the FAA that he had witnessed an excessive number of skydivers exit from the DC-3.

The FAA may appeal the court decision if it desires.

Perris Buys DC-3

To handle its increasing number of customers, Perris Valley Paracenter near Perris, Calif., has purchased a DC-3 from nearby Elsinore Paracenter, according to Photographer Mike Jenkins. The addition will give Perris two of the 37-jumper aircraft and will leave Elsinore with one.

Perris also has a Twin Beech and several single-engine jump ships.

Sky Suits Offers New Suit

Sky Suits, a division of National Parachute Supply of Flemington, N.J., has added another model to its line of jumpsuits. Called the Thunderbolt, the new suit is a full-cut, high drag design developed to compete with jumpsuits such as the Sky Supplies Silly Suit, the RW Shop Eagle and the Brand X line. It has several unique features that distinguish it from the rest of the field, however.

The Thunderbolt's most noticeable difference is its method of construction and the design of the accent stripes. The five accent stripes are built right into the suit; they are not simply sewn to a suit of one color. Building the suit this way allows the Thunderbolt to have broad, big accent stripes without a big increase in weight and bulk.

The appearance of the suit is quite distinctive, as the accent stripes cover most of the arm and sweep down the waist to the leg.

A competitor commented that the Thunderbolt's construction could cause problems as the suit begins to wear. Since the integral accent stripes require the use of many seams, there is a greater likelihood that broken stitches will result in split seams and holes in the "flight surfaces" of the jumpsuit. Sky Suits said they've prevented that possibility, however, by using interlocking seams sewn with two rows of nylon thread.

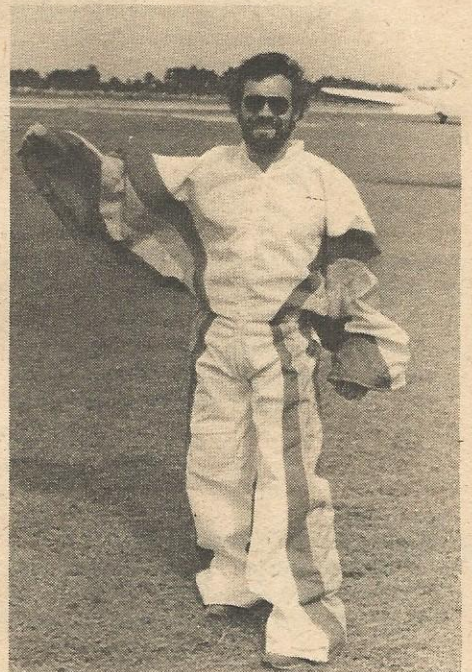
The wings are large and feature a stiffened trailing edge to reduce flutter. Heavy nylon tape is used to provide the extra stiffness. Adjustable elastic swoops that hook over the thumb are included. The arm and leg bells are enclosed, with a Velcro cuff closing the wrist and a drawstring sealing the ankles. Sky Suits uses the same drawstring closure method on its Balloonsuit.

The Thunderbolt is offered in five stock patterns and has a suggested retail price of \$95. Custom color patterns cost an additional \$10.

With the Thunderbolt, Sky Suits now offers four jumpsuit models. The Balloonsuit is a ram-inflated, maximum drag suit for heavier jumpers who need to fall as slow as possible and are willing to take the time to learn to fly it correctly. The Sequential Suit is a trimmed down version of the Balloonsuit for lighter jumpers. Sky Suits released the Comp II jumpsuit earlier this year, a conventional suit with small wings designed for the RW competitor.

Sky Suits merged with National Parachute Supply last fall.

Krueger models his Thunderbolt jumpsuit.



Skydiving, January 30, 1980/3

400-plus jumpers gather over Thanksgiving

Perris Turkey Boogie Proves Popular

It wasn't the B-25 bomber, or the two DC-3s, or the Lodestar. And it wasn't the cheetah that sauntered through the drop zone on Sunday afternoon. It wasn't even the beautiful weather, calm and warm the entire weekend. None of these ingredients, as important as they were, was the real reason why Perris Valley, California, was a good place for skydivers to be last Thanksgiving.

Rather, it was the attitude of the 400-plus jumpers who showed up to boogie that made the weekend so enjoyable. It was attitudes of fun and discovery, as scores of jumpers encountered a type of RW called "skydancing" and liked it. In fact, they liked it so much that the

management canceled the two rounds of skydancing competition after it became obvious that the jumpers were having too much fun designing and making their own skydance dives to join in the less flexible atmosphere of competition.

Thursday, the first official day of the boogie was pretty slow. A Twin Beech brought some jumpers in from Arizona. A DC-3 lost an engine at 5,000 and climbed to 7,500' to let the jumpers out over the drop zone.

The competition started on Friday, organized by Pat Works and Dick Giarrusso. Teams consisted of six jumpers, and each team was assigned an A,

B, C or D rating depending on its skill level. The more skilled teams were given dives of increased difficulty.

But things broke down on the very first competition load when two 12-way groups instead of four 6-way teams exited the aircraft. The loads performed a jump called the "Hobbitt Dive," designed by Skratz Garrison and consisting of continual three-dimensional movement in an ever-changing pattern. Although it is a difficult dive, it went very well for both passes.

The success of the Hobbitt dives set the tone for the other jumps. The A and B groups had one experienced jumper as part of the team and another as an

air observer to watch the action from outside. Since skydancing is a skill-building way to jump, air judges said they saw skydivers improve before their eyes. The judges were so impressed that several scratched off "hot" loads so they could continue to watch their group on subsequent dives.

Saturday got off to another early start with two full DC-3 loads rolling down the runway at 7:30 in the morning. The B-25, a twin engine aircraft that is about the size of a Lodestar, showed up later and offered to haul jumper to 8,500' for \$15. Nobody cared about the price, however, as the chance for a ride and jump from the old warbird was a bargain at twice the price. Although one jumper tore his rig to shreds diving out of the hatch in the floor, everyone loved the experience.

There was an attempt to start a CRW competition, but no one really seemed interested.

The awards ceremony was held Saturday night, with the only award going to the A-1 Team. (No other awards were presented because the competition was never completed.) The A-1 Team, consisting of Allen Reeves, Mo Devlin, Bernie Donato, Jerry Heede, Joe Silvia and Joe Svec, earned the C.G. Godfrog Good Vibes Trophy—West for being the team with the best attitude.

The awards ceremony also provided a time for jumpers to express their opinions of skydancing, a form of RW that many had not tried until they traveled to Perris Valley. Almost unanimously, they enjoyed it immensely, finding the continuous flying more enjoyable to hanging on.

The party that followed the awards ceremony was said to be the wildest that southern California has seen in several years.

In spite of the party, two DC-3 loads were in the air by 7:30 the following morning, Sunday. The B-25 came back, as did several high performance single engine aircraft. One, flown by Guy Paquin, escorted several DC-3 loads to altitude, doing aerobatics off the larger plane's wing tips and occasionally barrel rolling completely around the "Doug."

Robin Heid organized a large CRW attempt which netted a smooth flying 8-stack. The participants were primarily local jumpers who had never been in anything larger than a 4-stack previously. "I was very impressed by the skill of the locals," Heid reported. "Another jumper, Sparky Gregory from northern California, and I filled them with so much information before the jump that we thought they's never remember it all. They did and the result was a fine stack."

There was less skydancing in Sunday as jumpers went back to try some conventional sequential. Several remarked that skydancing had improved their awareness and proficiency so much that it had an obvious, beneficial affect on their sequential attempts.

Gary Douris, co-owner of Advanced Air Sports, strolled through the packing area with a cheetah in tow. Jumpers abandoned their gear to fetch camera or scratch the car's furry head.

It was all over a few hours later as the sun began to settle past the mountains on the horizon. Every jumper seemed happy, tired and completely satisfied. The weather had been perfect, the minor aircraft problems had gone almost unnoticed, the skydives were excellent and the atmosphere unbelievably good. There was magic in the air over Perris Valley last Thanksgiving, the 1979 Turkey Boogie will be remembered for a long time.



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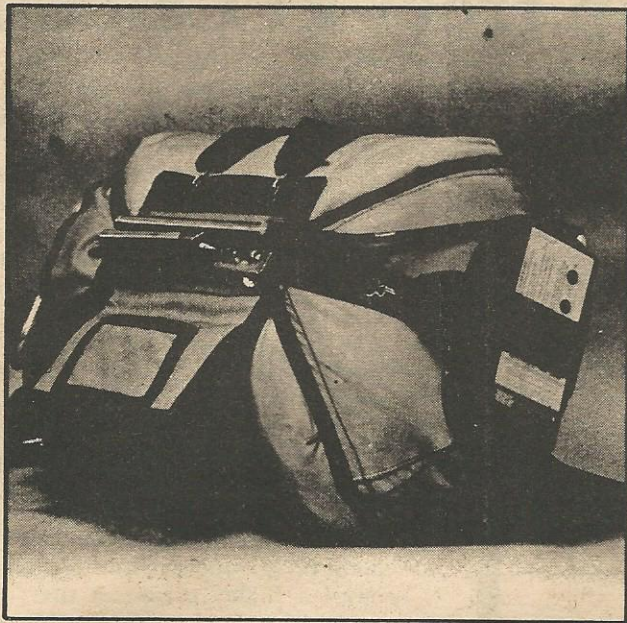
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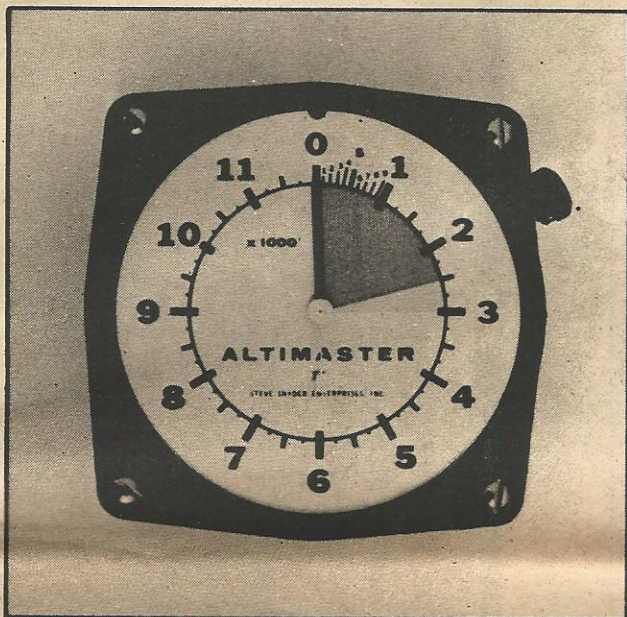


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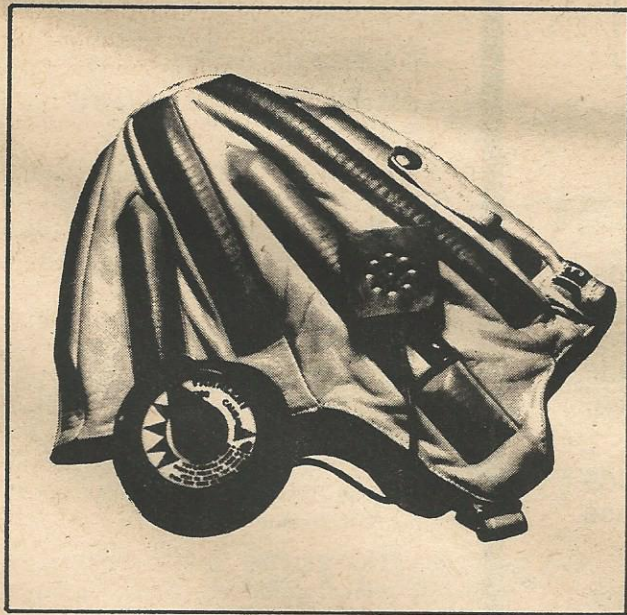




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Early morning phone call squashes "legal" El Cap dive

Yosemite Withdraws Permit to Jump from El Capitan

The National Park Service called Al Warsh at 3 a.m. on the day he was to climb to the top of El Capitan in Yosemite National Park in California to tell him that it had canceled his permit to parachute from the cliff. The call represented a quick turn-around from the agency which had surprised many by issuing a permit to Warsh only a few weeks before. It was the first permit to authorize a jump from the sheer, 3,000-foot wall of granite, and many hoped it reflected a change of heart on the part of the Park Service.

Until the permit was issued last October, the agency held that cliff jumping off the cliff was illegal. In fact, at least eight jumpers are facing charges from unauthorized jumps from the precipice.

The call was followed by a registered letter that explained the reason for the park service's change of mind. The letter said "the reason for this reversal in our original local policy was due to a resolution resulting from a Board of Directors meeting of the U.S. Parachute Association on October 19-20, 1979.

Chief Ranger Wendt spoke to Executive Director of the USPA, William H. Otley, who verified a quote of the following resolution:

The letter went on to recite the resolution of the USPA Board, a resolution which said "jumps using parachutes from fixed objects such as cliffs... cannot be endorsed at this time." The entire text of the resolution, printed in Issue #5 of *Skydiving*, asserts that such jumps "may be significantly more dangerous than jumps made from aircraft" and calls such jumps "stunts."

It was the intent of the board to neither encourage nor condemn jumping from fixed objects.

The USPA Basic Safety Regulations, the foundation for the organizations recommended procedures for safe sport parachuting activities, explicitly state that the rules govern only jumps made from aircraft in flight.

The cancellation letter to Warsh explained how the board's resolution caused the agency problems. "The National Park Service has a distinct problem in granting a permit for such an activity without the endorsement by a responsible organization." The letter cited the pertinent section of the Federal Code. One criteria for granting "powerless flight" permits is that "permitted flights shall be compatible with and subject to... applicable safety and equipment standards endorsed by responsible sanctioning organizations."

Apparently the USPA resolution was felt to conflict with this sentence. In any case, the Park Service got cold feet and made the early morning call the Warsh.

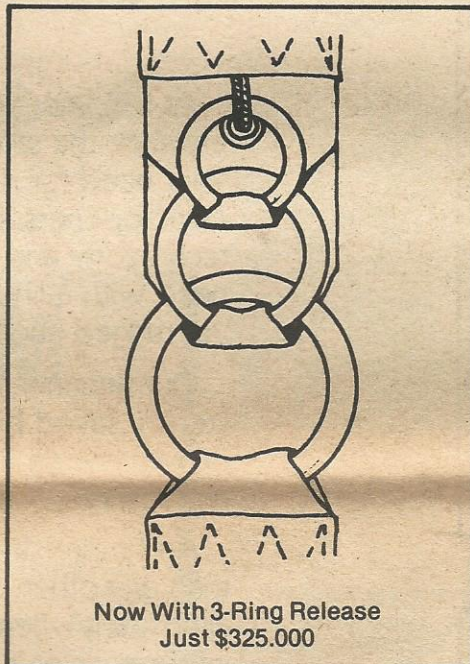
Warsh was disappointed. He told *Skydiving* that several members of the USPA Board, including Safety & Training Committee Member Janet Robson and Joe Svec, who has jumped off El Capitan, have offered to help convince the Park Service to reverse its reversal. There has been talk of a meeting in the next couple months to draft a detailed set of guidelines that would help insure safe cliff jumping.

Warsh said that the Park Service isn't too keen on the use of El Capitan for several other activities besides parachuting. "Really, the only thing they want you to do in that park is walk the hills with a sack of brown bread slung over your shoulder."

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Seminar Scheduled on El Capitan Jumps

Joe Svec, USPA Southwest Conference Director, recently wrote Al Warsh to notify him of Svec's intention of conducting a "seminar" on the "legalization of El Cap dives."

Proponents of jumping from El Cap are intent on convincing the USPA Board of Directors that skydiving can be safely conducted from the 3,000-foot cliff. If so convinced, they hope the board will issue a statement that will be positive enough to encourage the Park Service to issue permits.

The goal of Svec's seminar is to produce guidelines and "arguments" that will show how jumps can be made from the cliff within the present USPA Basic Safety Regulations.

The seminar is scheduled for February 13-14 in the pilots' lounge at Perris Valley Airport in California. Svec said that all jumpers having input to the seminar are welcome. More information is available from Svec at P.O. Box 10175, Midland, Texas 79702.

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Even the Safety-Flyer slider is special. Its design allows the reserve to open quickly, gently and consistently.

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We have specific design requirements for containers that hold the Safety-Flyer. Para-Flite works with rig manufacturers to help insure the containers meet these requirements.



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The Safety-Flyer is deployed from a "free bag" — a bag that is not attached to the canopy. It leaves during deployment so it can't entangle with the canopy.

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It's 13' long — long enough to let the canopy open even if the pilot chute snags on the jumper or his gear. It's extra-wide, too, to provide enough drag to lift the canopy out of the container by itself.

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There are no cascades or knots to interfere with the action of the slider.

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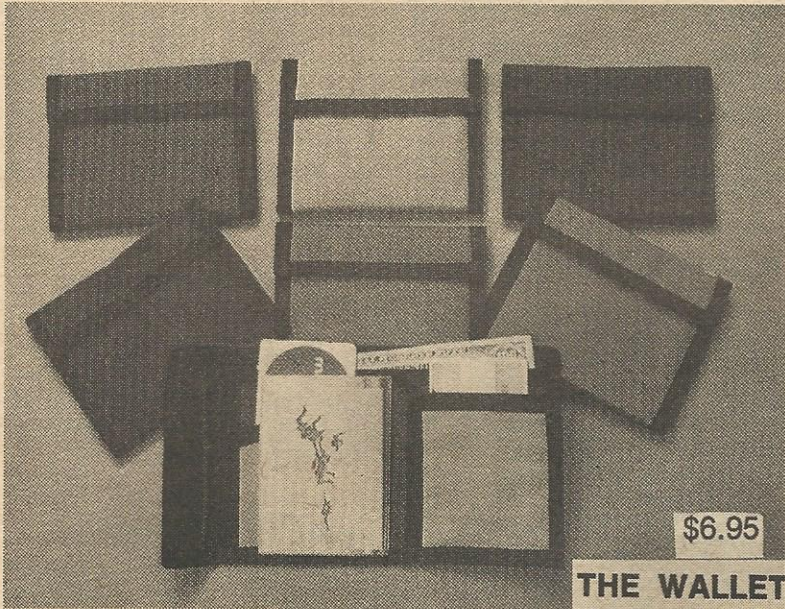
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Zephyrhills Turkey Boogie Draws 300 Jumpers For Low-Key Weekend

In spite of good weather, several DC-3s and a reputation for hosting the biggest crowds of jumpers in the world, the Zephyrhills Turkey Boogie pulled only about 300 skydivers over the Thanksgiving holidays. Those that attended didn't seem to mind the smaller crowd, however, they spent the weekend making fun dives and friends.

The crowd at the Turkey Boogie was almost completely different than the one that attended the Pumpkin Meet at the same drop zone in late October. While the Pumpkin Meet attracted many longtime and well-known competitors, these jumpers stayed home for Thanksgiving and were replaced by what seemed to be less experienced and more casual jumpers.

As a result, the dives made during the Turkey Boogie seemed to be mostly low-key affairs. There were exceptions, of course, but the boogie lacked the atmosphere of hustle and effort that Zephyrhills is noted for.

Allen Gencarelle of DeLand, Fla., organized a 49-way diamond attempt that was tried once. In preparing for the world-record attempt, Gencarelle put up a successful 25-man "base" attempt the day before the 49-way was tried. That "practice" dive was the largest completed formation of the boogie, as the 49-way only built to about 35 or so. Not only did several skydivers go irretrievably below the building formation, but a corner of it funneled up high.

The Herd from United Parachute Club in Pennsylvania formed for the base for the big attempt. The group—conspicuously absent from the Pumpkin Meet—was the nucleus for several good jumps, including one organized by Tom Davis that resulted in an 18-way donut that was held for three or four seconds. It is believed that it is the largest donut ever built.

There was a lot of CRW activity throughout the weekend. Several large stacks and planes were built, including one that built to nine.

There were several breakaways resulting from canopy entanglements during CRW attempts. In one incident, two jumpers became entangled at a low altitude. Both successfully broke away in quick succession and were open under their reserves at about 500-600 feet. The reserve pilot chute of one jumpers was snagged in the entangled but collapsed main canopies, and he landed towing the mess above him.

In another incident, a jumper in free-fall experienced a towed hand deploy pilot chute. She pulled her reserve, which became entangled with her gear; it appeared from the ground the reserve canopy was wrapped around her. At that point her main deployed and opened cleanly and she landed without injury.

There were quite a few jumpers at Zephyrhills from other countries, many of them visiting the drop zone for several weeks. The center is again conducting fulltime relative work instruction, directed by Helen Sickler and Joan Murphy. Murphy told *Skydiving* that she makes about 25 jumps during her six-day work week.

John Higgins of the Chute Shop in Flemington, N.J., brought down his company's new Para-Foil 200 and let several jumpers try it. The 7-cell canopy is designed to compete with the "mid size" canopies currently offered by other manufacturers, offering skydivers a soft-landing 7-cell that is meant more for RW than accuracy.

One 150 lb. jumper tried the Para-Foil 200 and reported it opened quickly, cleanly and comfortably. He also said it seemed to have adequate forward speed and glide, but that the turns didn't feel as quick as those of other mid-size ram-air. He added, however, that the Para-Foil 200 turned faster than larger ram-air. It was, however, more stable in all flight modes with more available toggle travel between full flight and stall than its competitors. The landing into a gentle breeze was soft, although the jumper wasn't able to make it float during the flare. Weight and pack volume was not determined.

The Chute Shop is in the final stages of preparing the design for production. The parachute will be manufactured at the company's new production facilities in North Carolina, and Higgins said that once the production line is started, availability will not be a problem.

Unlike past years, few manufacturers and dealers traveled to the Turkey Boogie to show off their products.

One unusual incident of the weekend was the theft of a jumper's automobile in broad daylight from the middle of the parking area by two local teenagers. The car contained several thousand dollars worth of jump and camera equipment as well as some cash and personal possessions. The local police department recovered the car early the next

continued on the next page



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(continued from previous page)

morning, abandoned in downtown Zephyrhills. The only thing missing was the cash.

The suspects were nabbed the next day when one of them, a 14-year-old, returned to the drop zone and was caught trying to steal another car. He was having difficulty figuring out the clutch and manual transmission, attracting the attention of the woman who nabbed him. He admitted to the theft of the car the day before and ratted on his cohort.

Both cars had been parked with keys in their ignitions.

As a result of the turnout at this year's Pumpkin Meet and Turkey Boogie, Center Operator Jim Hooper has decided to combine the two events back into one Turkey Meet. The combined event will span the last ten days of November and focus equally on competition and fun. This arrangement is the same as the Turkey Meets run prior to 1978—one big bash that attracted up to 1,200 competitors.

Hooper doubts 1200 will show up in 1980, but he's confident that 600 to 800 will attend. He told *Skydiving* he plans to include 8-, 10-, 16-, and 20-way RW events and 4- and 8-way CRW competition. A greater number of awards will be given out, and the rules for the event will be announced well in advance, giving competitors time to form teams and practice at their drop zones. ●

Footless Faller Still Parachuting

A jumper who lost a foot in an unusual parachuting accident five years ago is still jumping actively.

Mike DiMenichi lost his right foot at the ankle in 1974 while out on the strut of a Cessna getting ready to exit for an RW jump. Another jumper's reserve accidentally opened as she was climbing out of the aircraft. The reserve inflated and pulled her around the rear door post, yawing the aircraft sharply causing DiMenichi to swing forward while he continued to hold onto the strut. His right foot was hit by the propeller, cleanly taking it off.

The accident occurred on DiMenichi's 146th jump, and he's logged 1,000 since then, jumping without his artificial foot and doing mostly stand-ups. He lives in San Diego.

Illinois Governor Vetoes AD Bill

Gov. James Thompson of Illinois vetoed the legislation that would have required aircraft manufacturers to pay for the cost of complying with airworthiness directives that were issued after the aircraft was sold. The bill would have made the manufacturers liable for up to five years after the aircraft were first sold.

Thompson pointed out that the federal government has preempted the states on the issue of air safety, and that none of the other 49 states have enacted such legislation. He also stated that many ADs are not issued to correct flaws in design or manufacture, but to comply with changing federal regulations or in response to state-of-art safety improvements.

The matter will probably not be considered again before the 1981 session of the Illinois state legislature.



Foreign jumpers were abundant at the Zephyrhills Turkey Boogie.

Altitude South Reorganizes

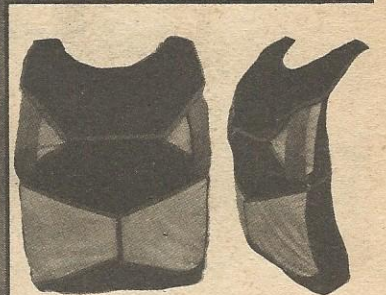
Altitude South, Inc., the company which operates Palatka Paracenter and Ozone Aerosport in north central Florida, has reorganized following the death of Bruce Templin. The company was purchased by Don Yahrling, Norm Ross and Henry Best. The partnership has no plans to change the course of the company.

Templin was killed last fall when a van under which he was working slipped off its jacks. The partnership pooled their resources to buy Altitude South from Templin's estate.

Palatka Paracenter is located on a former military airbase near Gainesville. A Twin Beech is supplementing the center's two Cessna 182s during the winter months. The drop zone is open Tuesday through Sunday.

Ozone Aerosport manufactures jumpsuits and parachuting accessories.

Silly Suit



Sky Supplies is putting the final touches on its new harness and container system, which will be available upon TSO approval.

Jumpers learned long ago that a good jumpsuit is a relative worker's most important bit of gear. A good suit transmits the control motions of your arms and legs to the passing blast of air for precise maneuvering. (Nothing is worse than fighting a suit that is either hopelessly inflated or wildly flapping — the suit is flying you!)

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Skydiving, January 30, 1980/9

The 1979 U. S. Parachute Team had this to say about the rigs they jumped at the World Meet:

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B. J. WORTH

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MIKE GENNIS

Brad Dunkin
BRAD DUNKIN

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JOHN B. CULLER

Steve Mayes
STEVE MAYES

Gary Hod Sanders
GARY HOD SANDERS

Jeff Wragg
JEFF WRAGG

Marty Martin
MARTY MARTIN

Jerry Bird
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Was the East Coast first?

Canopy RW 'Firsts' Questioned

Several jumpers on the East Coast of the U.S. were startled to read in the December issue of *Parachutist* magazine that their early CRW successes were not even mentioned, even though their 2- and 3-way canopy hook-ups predated those on the West Coast by about two years.

Carl Daugherty, a jumper at DeLand, Fla., told *Skydiving* that he and four other jumpers at that drop zone were attempting — and completing — canopy hook-ups since the summer of 1975. Pulling out an old logbook, he showed where attempts were made in July, 1975, followed by hook-ups a couple of weeks later.

Daugherty explained that "we had been flying in close formation for a long time, but had been afraid of actually making contact with another canopy until Mike Barber rode on the top of Bobby Gray's canopy during about the last 100' of a descent into the peas. Nothing terrible happened, so Mac

(McCallum) and Bobby went up and got an intentional hook-up in the next jump. Then Mike Barber and I got one one jump later. These are the first canopy hook-ups that I'd ever heard of."

Mike Barber also said that he and Gray "got three hook-ups in a row at the Raeford (N.C.) TRAC meet in October. Dick Morgan and Steve Snyder (of Para-Flite, Inc., the manufacturer of the canopies they jumped) were so impressed they took us out to dinner."

Daugherty also said that Rick Rundell and Mike Cerasoli also were involved in the early CRW experimentation in 1975.

"In fact," Daugherty reported, "the meet director at the Zephyrhills Turkey Meet in November, 1975, told us to stop landing the 2-stacks we were bringing in because it was unsafe."

Gray, Barber and McCallum built a 3-way "accordion" stack in mid-February, 1977, over DeLand. The formation was filmed by Andy Keech, and the resulting photos appeared in *Sports Illustrated* that year. One photo of the jump was also published in the December issue of *Parachutist* without a caption. That same issue incorrectly reported that the first 3-stack was built in California in June of the same year.

During the interview, Daugherty stressed that he was not trying to discredit the accomplishment of other jumpers. "It's just that today's jumpers should know that if CRW 'started' anywhere, it was in DeLand in mid-1975, not in California in 1977."

Palatka Plans March Boogie

Palatka Paracenter will host a St. Patrick's Day Boogie on March 14-17, 1980, at its facilities at Kay Larkin Airport outside of the city of Palatka, Fla.

The Boogie is being billed as a "beer and band" boogie. Aircraft will include Mr. Douglas, the DC-3 from nearby DeLand, Fla., as well as the center's Twin Beech and three Cessna 182s. There will be a party Saturday night as well as an equipment raffle.

The drop zone features complete facilities with a shower and camping sites. More information is available from the center at P.O. Box 188J, Kay Larkin Airport, Palatka, FL 32077.

Big Formation Built Over Texas

A group of jumpers from Texas and Oklahoma built a 25-diamond over Stephenville, Tex., on September 29, tying the unofficial state record for largest completed formation. The jump was made in conjunction with an airshow, and Editor Joe Svec of the *Southwest Swooper* newsletter reported that spectators on the ground were "quite impressed" by the big formation.

Participants in the formation included Jack Linville, Bruce Head, Kathy Moffitt, Phil Chapline, Dewayne Bruette, Steve Petto, Ed Naylor, James Coker, Mickey Brown, Jim Ruttan, Lee Unscheid, Ron Cox, Gregg Hackett, Phil Mayfield, Martin Byrd, Laird Cogburn, Scott Hilton, Ron Mills, Mike Neidigh, Paul McGurr, Dave Arnquist, Larry Feldman, Greg Lane and Svec.

CALENDAR

May 23-26: N.C.C. Get-Together; Osceola, Wisc. DC-3 (Skytrain), Twin Beech, Eight Cessnas, Pig Roast and Beer on Saturday night. FFI: Call Stickman, (612) 561-1887, or J.Q., (715) 294-2793.

May 24-26: Midwest WSCR Memorial Day Weekend Boogie; Tecumseh, Mich. Camping and showers at DZ. First successful WSCR load is free and all others completed will be \$1 off. FFI: Harold Lange, Al Meyers Airport, Tecumseh, Mich. 49286. (517) 423-7720 or Ruth Rydstedt: (313) 823-1102.

February 13-20: Mardi Gras Boogie, Greene County Sport Parachute Center, Covington, La. Lodestar, Twin Beech, Cessna 180s. Camping at the DZ plus several nearby motels. FFI: (504) 892-9998 or (504) 892-6311.

March 29-30, 1980: Jackson Hole Para-Ski Meet, Teton Village, Wyo. Two accuracy jumps from a helicopter and two Mastar runs. FFI: Ted Mayfield, P.O. Box 237, Sheridan, OR 97378.



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Skydiving, January 30, 1980/11

Unofficial Results

1979 National Collegiate Parachuting Championships December 26-31, Marana, Arizona

The 1979 National Collegiate Parachuting Championships were sponsored by the National Collegiate Parachute League and hosted by the Marana Skydiving Center. The meet attracted about 130 competitors from across the United States.

Skydivers from the military academies dominated every event except relative work; a team from the U.S. Air Force Academy tied for third in RW. The Air Force cadets almost swept the Advanced and Master classes; Robert Parker of the University of Maryland finished fourth in the overall Master standings.

ACCURACY

NOVICE

1. Lars Lavine, USMA
2. Everett McDaniel, USMA
3. Mark Stringfellow, Louisiana Tech

INTERMEDIATE

1. Sam Whiting, U. of North Carolina
2. Mark Ritter, USMA
3. Brian Baviak, U. of Oklahoma

ADVANCED

1. Patrick Duffy, USAFA
2. Tom Denning, USAFA
3. Andrew Britschgi, USAFA

MASTER

1. Kevin Silver, USAFA
2. Frank Ott, USAFA
3. Robert Parker, U. of Maryland

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STYLE

NOVICE

1. Lars Lavina, USMA
2. Mark Thaller, U.S. Naval Academy
3. Bruce Florman, U. of Virginia

INTERMEDIATE

1. Dave Hogg, USMA
2. Ramiro Canedo, USMA
3. Amy Markert, USAFA

ADVANCED

1. Patrick Duffy, USAFA
2. Scott Butcher, USAFA
3. Richard Brook, USAFA

MASTER

1. Kevin Silver, USAFA
2. Scott German, USAFA
3. Frank Ott, USAFA

INDIVIDUAL OVERALL

NOVICE

1. Lars Lavina, USMA
2. Mark Stringfellow, Louisiana Tech
3. Mark Fowler
4. Everett McDaniel, USMA
5. Gerald Greb, USMA

INTERMEDIATE

1. Mark Ritter, USMA
2. Dave Hogg, USMA
3. Sam Whiting, U. of North Carolina
4. Ramiro Canedo, USMA
5. Harry Mornston, USMA

ADVANCED

1. Patrick Duffy, USAFA
2. Tom Denning, USAFA
3. Scott Butcher, USAFA
4. Rodolpho Castillo, USAFA
5. Andrew Britschgi, USAFA

MASTER

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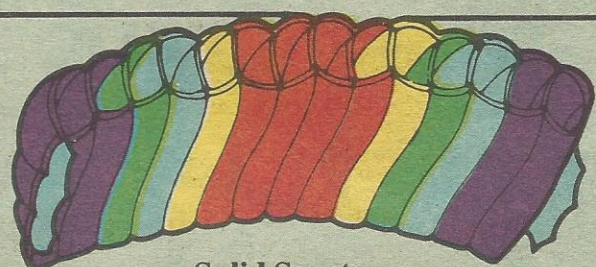
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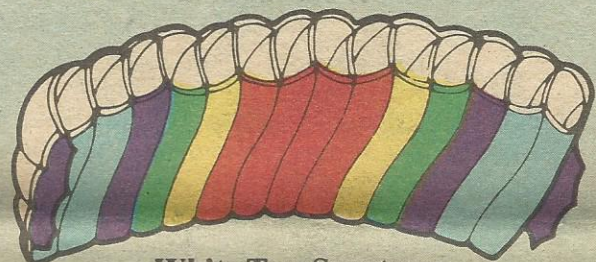
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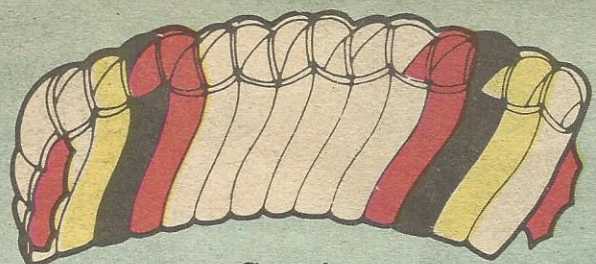
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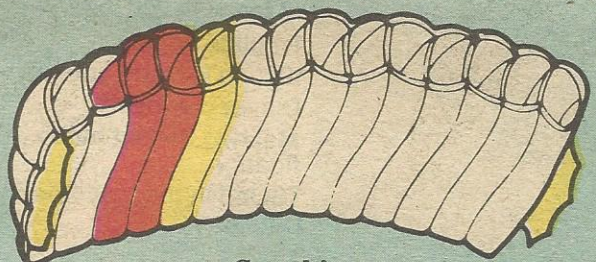
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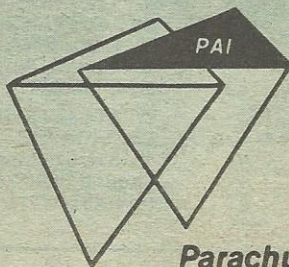
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Plastic Reserve Ripcord Handle Breaks

A plastic reserve ripcord broke in half last November when a jumper tried to pull it in response to a total malfunction of her main parachute. Fortunately, she was able to activate her reserve by pulling on the part of the handle that still remained in the end of the ripcord cable. Her reserve was open by about 700 feet.

The incident occurred at Perris Valley Paracenter in California. The jumper, Nancy Dywer of Indianapolis, experienced a hard pull on her Jump Shack SST and reached in and pulled on her rig's reserve ripcord. The handle broke as shown in the drawing.

The ripcord is of a type widely used throughout the sport. Its supplier, the Jump Shack of Farmington Hills,

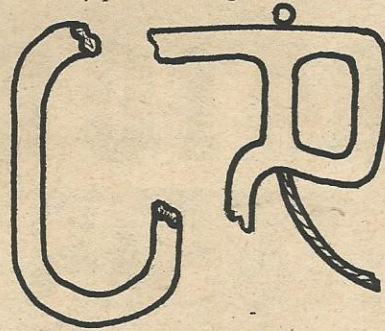
Mich., told *Skydiving* that it has shipped about 10,000 of the handles with its rigs and to other equipment manufacturers and dealers.

These handles are made from a special nylon that the Jump Shack selected with the help of the DuPont Corporation. Mike Johnston, president of the company, said that the Jump Shack tested several other materials before settling on nylon. Other materials, including Lexan, were found to be unsatisfactory for a variety of reasons: increased brittleness when chilled, low resistance to flexing and so forth.

Johnston reported that the incident at Perris Valley was the second reported failure of this type of handle. Both have been sent to DuPont for laboratory

testing, although results have been inconclusive at press time.

He also said that plastic handles can be damaged if they come into contact with acids and certain hydrocarbons, so it is important that jumpers watch where they place their gear.



Drawing of the broken handle.

Johnston stressed that his company's nylon handles are the best plastic handles available. "We've done quite a bit of homework in this area," he said.

Still, Johnston suspects metal reserve handles will be phased in by the industry now that there is at least one commercial supplier of copies of metal Martin-Baker handles.

Johnston described a procedure test jumpers can do to test the integrity of their plastic ripcord handles. With the rig on, reach in and grasp the handle, but instead of pulling it normally, twist and flex it against the body and pocket. If the handle is substandard, it will break.

Problems with plastic reserve ripcord handles come on the heels of recent controversy over the use of ant-windblast handles. The USPA prohibited their use at the 1979 Nationals after the organization conducted what many felt was an inadequate study of the problem. The study concluded the handles were involved in several fatalities and that jumpers were likely to install or use them incorrectly.

CRW Accomplishments Over Texas

Texas jumpers built a 7-canopy stack on November 23, 1979, the biggest canopy formation built so far in that state. Randy Livingston, an employee of McElfish Parachute Service, reported that the formation was built over Hartlefield by Bill Simpson, Bert Griffey, Terry Cole, Mike Ware, Danny Dea, Sam Haley and Jerry Rouillard.

Livingston also told *Skydiving* that the state's first night 4-stack was recorded on September 7 at Georgetown. Participants included John Adams, Manley Butler, Terry Cole and Mike Ware.

USPA Gears Up For CRW Study

The USPA is conducting a study of canopy relative work with an eye towards developing recommended procedures. Last October the USPA Safety and Training Committee named Rocky Kenoyer to lead the project, and Kenoyer has since announced that he is collecting "ideas and suggestions" on instruction procedures, safety considerations and so forth.

Kenoyer requests that input be forwarded to him at 1535 15th S., Seattle, WA 98144. His telephone is (206) 324-1195.

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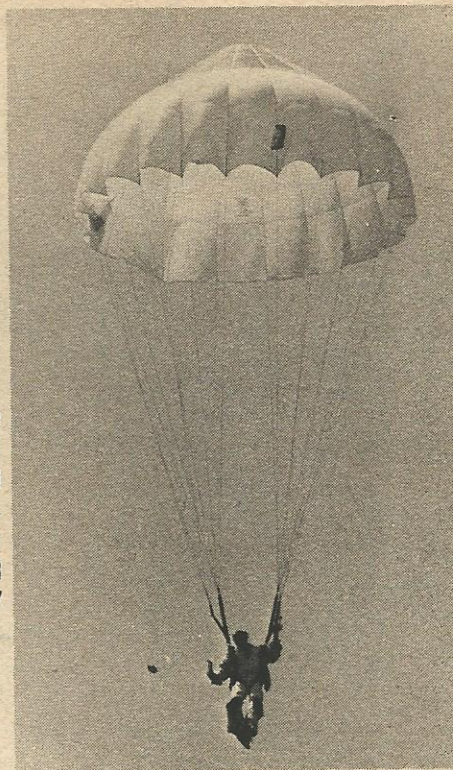
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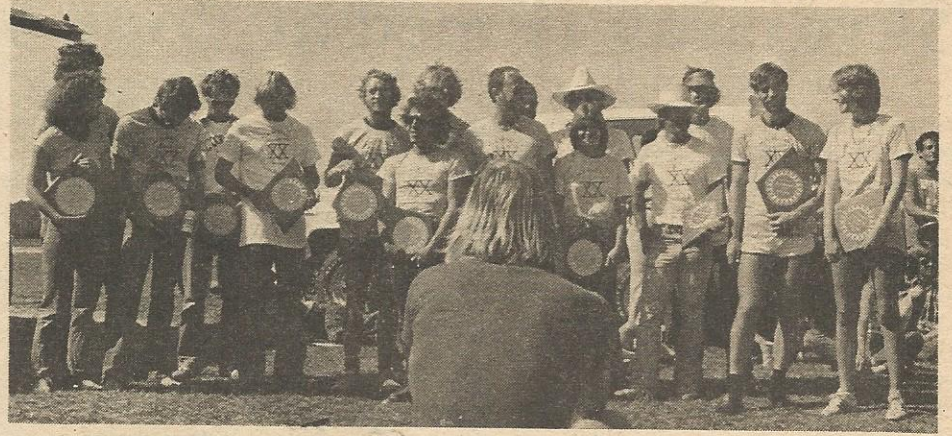
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Z-Hills Winners Line Up For Photos

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WE'LL DISCUSS IT IN THE MORNING, 20-way champs: David Murphy, Bill Blythe, Craig Rishel, V.S. Melancon, Greg Wirth, Gregg King, Jeffrey Thompson, Ralph Hante, H.A. Elias, Martha Scott, Pam Fowler, Van Widemann, Michael Huber, Cheryl McGovern, Darrell Berger, Jack Cassidy, Dave Shoptaw, Arnold Camfferman, Michael Smith, Bill Bryson.



SLOTS, first place, 16-way: Charlie Kenlin, Hoot Gibson, Mike Cersoli, Bobby Gray, Ron Johnson, Scott Parker, Roger Ponce de Leon, Kathi Embrey, Mike Truffer, Steve Chalfant, Jay Hilden, Allen Gencarelle, Mike Johnston, Dave Janscar, Joe Paquin, Jack Wallace.



THE OTHER PLANE OLD PEOPLE FOLKS, 8-stack winners: Fred Boger, Cliff Dobson, Dean Richardson, Frank Cater, Jack Gregory, Garrett Dolan, Jim Perry, Willie Maier.



SLOTS, 10-way winners: Bobby Gray, Mike Johnston, Craig Fronk, Garry Carter, Mike Truffer, Jay Hilden, Dave Janscar, Roger Ponce de Leon, Andy Reyling, Eddie Mosher.

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THE GRAND PRIX OF PARACHUTING™

CBS pays for jumpsuits, jumps, food and fun

Skydiving filmed at Pope Valley for TV

by Craig Fronk

With the Super Bowl battle of the National Football League's gridiron giants approaching, CBS television, having won the 1980 bid to host the event, wanted their effort to reflect a special flare. Jerry Irwin and Tom Dunn, recently of national acclaim for their photographs which appeared in the September 1979 issue of *Life* magazine, combined their talents with a New York production company to provide CBS with just the right touch. The concept involved using skydivers to build various freefall formations in color-coordinated schemes to fit the nationally televised football motif. Though open to creative ideas, the production staff wanted to concentrate primarily on the building of Roman numeral XIV to commemorate the NFL's fourteenth Super Bowl and the CBS "eye" logo.

Heading for the West Coast, Pope Valley Parachute Center with its DC-3 was chosen as the location for the shooting based on statistical weather reliability and ease of assembling the required number of capable jumpers. Rande DeLuca, who filmed the aerial shots for "Moonraker" and "Rainbow Magic-Mirror Image '79," was the principal 35mm movie photographer, while Tom Dunn managed 16mm movies and 35mm stills. The talk of organizing a pool of 27 predetermined skydivers for each sequence became the responsibility of Craig Fronk and B.J. Worth, recently of Mirror Image, the 1979 World Champion U.S. 8-way team, and Bob

Bonitz, formerly of Unity, a Pope Valley 8-way team.

On Saturday night, November 17, the group was assembled for an introductory briefing by DeLuca. Presenting the production staff, film crew and various organizers, along with explaining the immediate objectives, made the "team" a more cohesive unit. To continue the emphasis on professionalism, the group was to abide by a daily schedule: breakfast at 7:00 a.m., first takeoff at 9:30 a.m., three jumps before lunch, then two more

"The concept involved using skydivers to build formations to fit the football motif."

jumps, happy hour, a review of the "daily" footage if possible and finally the evening organizational meetings of the production staff, camera crew and jump organizers.

The good news continued. The skydiving unit was to be issued red helmets and jumpsuits bearing the CBS "eye" logo and official Super Bowl patch, respectively, and matching Adidas footwear and handball gloves. More excitement developed when the group learned that they were to be subsidized for all jumps, two meals daily, a per diem paycheck and an "all you can

drink in one hour" happy hour each evening.

To familiarize everyone with the new equipment and to establish a working freefall rate, two practice jumps were made on Sunday, November 18. The very first attempt at the Roman numeral XIV resulted in a perfectly executed completion, drawing applause from the production staff. For an encore, an elliptical formation surrounding a two-point snowflake, resembling a football with stitches, was complete. Though never used in the scheme, it gave everyone great confidence in our abilities.

Clear blue skies and chilling temperatures greeted the team on Monday morning, November 19. The chill at 12,500 ft. quickly reminded the jumpers what it took to be a professional. Five consecutive "XIV" formations were built, each one slightly better than the predecessor. DeLuca's technique allowed for a few seconds shooting documentary angles before passing directly below the maneuver to catch the red "XIV" framed in blue. Repetition was necessary to insure a "best shot" and accumulative sequence.

Savoring the day's success, Fronk, Worth and Bonitz began to blueprint construction of the CBS "eye." Realizing that this particular formation had never been attempted, the challenge unfolded as the options were evaluated on the magnet-man board. Many jumpers were constructively critical so far which generated many useful opinions and suggestions. Taking these into account, the placement of personnel and initial technique were set for the next day. The staff also welcomed Phil Pastuhov, ground cameraman for "Moonraker" and "Rainbow Magic-Mirror Image '79." Hired to document this Super Bowl extravaganza, his assignments included filming dirt dives, interviewing various personalities and recording the point-of-view shots encountered during the three-day session.

Tuesday, November 20, marked our

first real test. Since the entire logo would require too many jumpers, only the ellipse and iris of the "eye" was to be duplicated. This ellipse of 16 jumpers surrounding a 6-man donut would later be filled in with computer graphics. Only three of the five attempts were usable, but the last jump was definitely a "take." For over five seconds a beautiful "eye" was held solidly, while DeLuca gathered excellent footage. Onlookers stood in awe as the formation silhouetted the drop zone.

With the primary objectives completed, the atmosphere became more relaxed. Wednesday, November 21, was spent focusing on supplemental shots, points of view and color scenes. To salute the individual conferences within the NFL, a red "A" and a blue/white "N" were built for the American and National Conferences, respectively. Slight difficulty occurred in flying the "N," since hinged maneuvers, such as the "XIV," required more precision. The problem was alleviated by stressing that each jumper continue to fall over his "column of air" in relation to a reference point. Color and point of view necessary to tie-in all of the scenes were accomplished on one well-rehearsed jump involving only eight jumpers and DeLuca. Special attention was given to hand/leg grips, donut sections, fly-bys, track-offs, general "geeking" and an exit shot.

This was also the final day for individual sign jumps performed by the "blue" team. During the three day session, jumpers in blue garb exited in groups of three, each carrying a hand-painted billboard bearing the names of hopeful Super Bowl teams, sponsors, network executives and filler words. The hand-held signs in freefall were recorded by Dunn in 16mm movies and 35mm stills for possible use while airing the game.

Extending a sincere appreciation to the pilots and staff of Pope Valley Parachute Center and Lodge, the entire group was gathered for one final camera pose to commemorate the end of the project. And as promised, the production company in a warm gesture sponsored and evening Thanksgiving feast. A brief look at some of the footage gave everyone a good feeling about the January 20 Super Bowl Sunday and their part in it.

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BOOK REVIEWS

Parachuting: United We Fall, edited by Pat and Jan Works, published by RW Underground Publishing Co., 1656 Beechwood Ave., Fullerton, CA 92635. Paper. \$11.95. 367 pp.

I'm not so sure about *United We Fall*. Reading it is sort of like eating an artichoke — you have to do so much work to get to the heart. And, like an artichoke, so much of it isn't that edible, or in this case, readable.

The book is an anthology, a collection of writing by various authors, practically all of them accomplished skydivers. Many of these authors were or are leaders in the "RW movement," promoting and teaching relative work during its birth and maturity in the last ten years, and before.

Pat and Jan Works, the book's editors, sifted through parachuting publications, personal letters and other sources to select what they feel is the best writing on the sport. They weren't interested in compiling a "how to" book; they had broader goals of "communicating the ideas and ideals of flight and freefall joy."

Each piece they selected — whether it was a long how-to article, or a poem, or a fictional jump story, or whatever — was assigned to one of the nine chapters of the book. Chapters include techniques, gear, canopy RW, competition, sequential and more. The Works really tried to cover it all.

Each chapter is profusely illustrated with jump diagrams, similar to how dives are stamped out during planning. There is also some interesting Eschser-like original illustrations at the beginning of each chapter. But there are no photos.

The net result is a thick (367 pages) book that is hard to read, if only because of its organization and physical heft. The reader, when he first picks it up and thumbs through it, encounters page and page of uninteresting text. Contributions follow each other almost randomly. Nothing reaches out and pulls the reader's attention to the pages.

But once the reader almost forces himself to begin reading, he'll discover a tremendous amount of information, insight and entertainment. There is indeed something for everyone.

The information in the book is no

doubt extremely valuable to both novice relative worker and the experienced jumper. Much of the material seems to be "head" oriented and helps the readers realize that skydiving isn't much of a physical sport, that excellence is achieved only by those with the proper attitude, open minds and a constant quest for perfection.

Most jumpers will probably want to buy *United We Fall*, especially those that enjoy reading about the sport in depth. There is such a wide range of material in this book that the reader is bound to find much to please him, even though he paid \$11.95 for the paper-bound tome. But few jumpers, I think, will devour it easily or completely.

Like an artichoke. — MFT

Private Aviation, A Guide to Information Sources. Edited by Floyd Nester Reister. (Volume 3 of the Sports, Games, and Pastimes Information Guide Series of the Gale Information Library.) 140 pp, hardbound. Gale Research Co., Detroit, 1979. \$24.00.

This book is essentially an annotated bibliography of the numerous information sources available to pilots and other aviators. It lists hundreds of books, instructional materials, periodicals and films on practically every facet of aviation, including parachuting.

The value of such a directory becomes obvious if the reader wants to quickly be directed to a source of information. *Private Aviation* is a well organized, comprehensive listing of sources from the government, private industry and associations. It includes chapters on the FAA, associations and agencies, instructional materials, aviation history, navigation and weather,

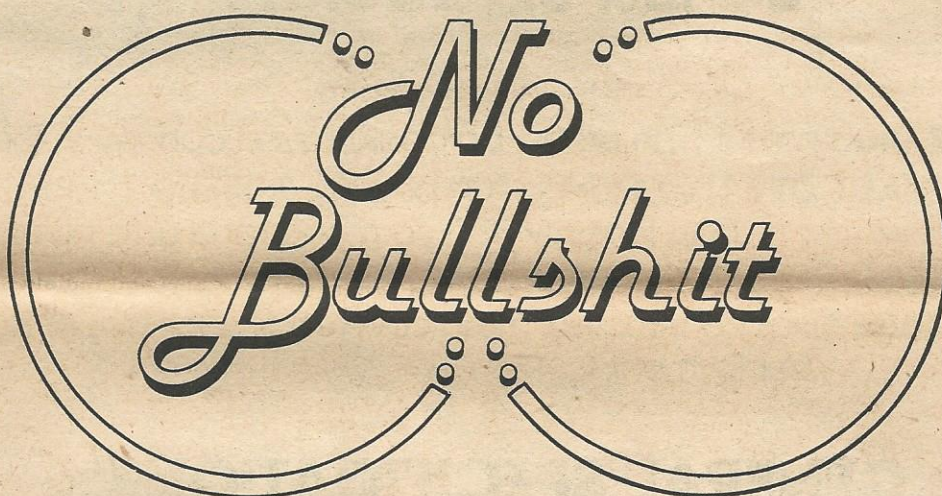
personal options (where parachuting is covered with hang gliding, soaring and ballooning), and aviation periodicals.

The editor has done a good job of commenting on each listing, helping guide the reader to the best sources. He even compiled several lists of books that he recommends for student and private pilots.

Parachuting receives two pages of coverage, listing books by Poynter, Gunby, Ryan and others.

There were some annoying errors. The USPA, for instance, is listed with its old California address (although the NCPL, a paper organization, does have the correct Washington address).

And the book's price — \$24.00 — will discourage many from buying it for their personal libraries. Although it is of limited usefulness to someone who is interested only in parachuting, an enthusiast with a broader range of aviation pursuits will probably get his money's worth.



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From the Loft

This column is written by Bob Stroud, a Master Parachute Rigger and DPRE from Edmond, Okla., who has extensive sport parachute rigging — and jumping — experience. Bob will be happy to answer your equipment and rigging questions. Address them to Bob Stroud, c/o Skydiving, P.O. Box 189, Deltona, Fla. 32725.

The Stand-Off

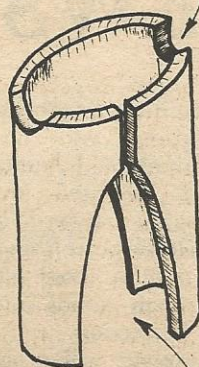
The stand off is used with the T-bar (See Issue #5) to help a rigger pull the

locking loops up through the grommets prior to inserting the ripcord pins. The stand off is handy when closing containers such as the Strong Enterprises Pop Top and the GQ Security 150/250 Safety Chute.

It's relatively easy to make a stand off; I made mine out of a five-inch piece of 2½" O.D. steel tubing, although I've seen some made from plastic PVC pipe. (the exact dimensions are unimportant; it has to be big enough to work with but small enough to fit the area of the container you're on which you're working.)

Take the length of pipe and cut two

NOTCHES FOR T-BAR



NOTCHES FOR WORKING AREA (VERTICAL SLOT IS OPTIONAL.)

shallow notches in the top for the T-bar to rest across. Then cut two long notches in the other end at 90° to the ones at the top. The drawing shows the design clearly.

One additional cut you may want to make is a slot along the length of the stand off to allow you to use it without having to thread the pull-up loops through it. Against, see the diagram.

The last construction step is to smooth all the edges very carefully. A rough edge can damage the container.

Using the stand off is simple. Instead of using a T-bar alone and twisting the pull-up cord around it as it rests against the grommet, add the stand off and there will be plenty of space between the grommet and the T-bar, enough space to make it easy to insert a pin.

Not only is it easier on you, the rigger, it's easier on the grommets and locking loop.

Here's a hint: When packing a GQ Security 150/250, use the T-bar and stand off to pull the locking loops up through the grommets. Then take a medium-size tacking needle and stick it through the locking loop, passing it through the cord below the actual open loop. Release tension on the T-bar and the needle will keep the loop from going back through the grommet. You can then remove the stand off and T-bar and have an easy time of inserting the ends of the retraction spring that this parachute uses. Remember to remove the needle.

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Automatic Openers

As published in a previous issue of *Skydiving*, the FAA now considers the installation of automatic openers on reserves to be a major modification. This means it must be done by a Master Rigger. This appeared in the FAA's new advisory circular on sport parachuting.

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Perris Valley RW Seminar Emphasized Skydancing

(continued from page 1)

course as D-level jumpers. The team intends to launch a seminar training program of their own sometime in 1980, an idea that was tested last summer when members of the team traveled to Iowa to help judge a civilian parachute meet and provide competition critiques and instruction. The Army brought its color air-to-air video unit to Perris, a device which proved to be an extremely effective training aid.

Most of the training jumps involved no-contact formations and continuous movement, call "skydancing." Such jumps have proved to be an excellent way to learn RW. One instructor at Perris Valley commented that "Some C-level jumpers found they couldn't fly a

no-contact round any better than A-level jumpers. It humbled then quite a bit and made the A-level skydivers feel they weren't so far behind after all."

Indeed, the skydance approach to learning relative work won almost universal praise from instructors and students alike, most of whom had never done such freeform dives before. "It really took the pressure off and allowed us to learn more instead of worrying whether we'd make it in," one B-level jumper reported. "My group would land after a jump and be more interested in how much we all improved than if the formation was completed or not."

The open and relaxed atmosphere of

the training camp was perhaps its most important quality. It allowed jumpers to concentrate on improving their ability without the distraction of being overly concerned about their mistakes. If a jumper couldn't stay in his slot or fly in the manner the jump called for, other jumpers might kid him about his facial expressions or flailing, but there would be no recriminations.

An emphasis was also placed on the fact that skydiving is fun, something that many jumpers forget in their efforts to get good. Instructor Alan Richter described on incident: "This A-level guy was flying in his slot looking like his mother had just died. I caught his attention and made a face at him. He

stared at me for a second and then broke into a huge grin. It was great." The training camp participants frequently commented on how much fun they were having.

They also became better skydivers. By the end of the week, every jumper had improved significantly — some found it hard to believe how much their skill levels had increased in only five days. The key, according to Works, "is being able to relax in the air, and to learn to fall straight down. If all your skydiving consists of hanging onto people in freefall, you get uptight about not 'getting in.' You never discover how to fly on your own. There were jumpers at this seminar with a lot of jumps in their logbooks, but they were all over the sky because they had never learned to fall straight down."

By all accounts, the Perris Valley RW Training Camp was an unqualified success. Inexperienced jumpers raved about how much they'd learned. Experienced jumpers had thoroughly enjoyed watching the progress of their groups. And everyone agreed they couldn't remember when they had had such a good time.

At the steak banquet that concluded the seminar, plaudits and wine flowed freely. Pat Works rambled through a low-keyed speech, thanking instructors, helpers and students. "It wasn't me or Al or anybody else who made this happen," he said. "You made it happen with your energy and enthusiasm. The next step is to take the joy and good vibes you've experienced here home with you. Spread it around." ●

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A report on the Rumbleseat 10-Man Meet

Ten Jumps in Another Town

by Ansel Eisenstadt

Things seemed very quiet as the DC-3 touched down. Even the 'Three itself seemed quiet, but then it had a dead engine.

The 1979 Rumbleseat 10-Man Meet would continue, of course, but unfortunately the back-up aircraft was, well, to be perfectly honest, the back-up aircraft was a Lockheed Lodestar, and that fact wasn't doing very much for the morale of the teams. This was Perris Valley Paracenter, just over the hill from Elsinore in Southern California, and several teams were deciding whether or not they wanted to continue in the meet as the big Doug taxied up and stopped, bleeding a little. It was obvious that the Lockheed just wasn't very high up on the teams' list of desirable aircraft.

The Rumbleseat 10-Man Meet has been an annual event for a decade. The first one was held right after jumpers at Taft and Elsinore proved conclusively that it was possible to build a 10-man star (even though you might have to go to 15,000 feet to do it). It was born from an argument in a bar between two skydivers whose names (Taggart and Allen) are now as mysterious as the word "Crossbow."

The years have changed the meet very little, and it is practically unknown out-

side of Southern California. (While Zephyrhills on the other side of the U.S. picked up the 10-man meet idea and ran with it, Southern California didn't.)

The meet has been important, though, since it provided an arena to test theories on exits, rules and team organization. In fact, it had a real influence on the fact that RW is now an international parachuting event.

This year's Rumbleseat Meet was managed by Diane Kelly and run at Perris. That drop zone has been a rather lethargic place; the local hot shots generally snubbed it. It has changed ownership several times, so no one really noticed when Ben and Diane Conaster bought it. It had a couple of Twin Beeches (usually in some sort of disrepair) and a Cessna or two. In short, it was a drop zone where young jumpers were sent to fill up most of a log book and see if they were going to stick with the sport.

Then one weekend a DC-3 showed up and stayed. Next there was a better Beech, a lawn, a swimming pool, and some new buildings. Finally, the runway was lengthened and widened. People such as Al Krueger and Pat Works became regulars. And, almost as if the circle were being completed, Perris neophytes were sent over the hill to



Al Krueger of the first place Distorted Visions accepts the Rumbleseat Perpetual Trophy from Lyle Cameron (above). The photo below shows one of the few canopies that made it to the center of the peas; note the rest of the team outside.



Elsinore to get current. The Conasters had quietly, methodically, and with great foresight, built a top-notch parachute center.

But back to the meet. A pure 10-man meet didn't seem entirely appropriate for the proficiency of most of today's jumpers, so the 1979 meet was based on the combination of 10-man with creative sequential and accuracy all on the same dive. But exit rules reflected the roots of original 10-man speed stars: no show, no contact and single file.

Most of the teams were formed about two weeks prior to the event and practice was casual, if at all. Some teams did practice hard, however. Distorted Visions, made up mostly of old Capt. Hook's team, and several other teams worked at it and said their times would probably be "in the 13s."

Pat Works put together Perris People, a team with practically no hard-core experience. You Bet Your Life was a team that was thrown together and based on a strong (but artificial) resemblance to Groucho Marx. There were ten teams in all: resurrected teams,

pick-up teams and blended teams. If there was a single common factor, it was the positive and affable attitude that each team maintained.

Jimmy Davis, a noted master of accuracy, appeared from nowhere and gave a short but intense seminar on accuracy and how it related to the meet. His information was relevant, well received and poorly applied.

A typical dive would go like this: a no-show exit to a 10-man star, break to "creative sequential" (designed strictly to impress the judges) and end with team accuracy. Most teams admitted later that they found the rules to be "seductively simple," and the dives were much more challenging than they originally anticipated.

There were no hot times in the first round. This was one of the two turning points of the meet. Usually, this would be the time where the snivels, rule bending and protests would begin. But the vibes of this event seemed to indicate that the real challenge of the meet was not winning but to prove to one another

(continued on the next page)

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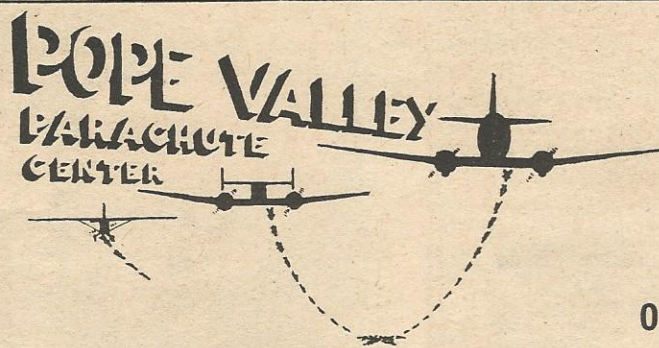
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(continued from the previous page)

that your team could adapt and perform within the deceptively simple guidelines.

Then the pilot of the DC-3 radioed that he was "descending with only one turning." Damn.

Lockheed Lodestars are not held in high esteem by most Southern California jumpers. While the DC-3 is affectionately called a "Doug," the Lockheed is referred to as a "Lodestall." This aircraft has a tendency to do just as the nickname says: it has stalled after the throttles have been pulled back and the jumpers bunched in the back of the aircraft prior to exit. There are pictures of



The accuracy goes on; a slightly injured jumpmaster is attended by paramedics.

jumpers in freefall above a nearly vertical Lodestar that stalled during exit. Perris jumpers are particularly jittery about Lodestalls after a brief summer visit by one. Now the meet was at its second turning point.

The Lockheed in question was from Tahlequah, Okla., and manned by a jumper, Bob Shaffer. True, the aircraft was clean and Shaffer was most personable, but, dammit, it was still a Lodestall. You could stand near the aircraft and watch team jumpers stop by and scuff the taxiway with their toes as they discreetly questioned Shaffer.

Shaffer was adamant. He claimed that each Lodestar was a Lodestar until it had proven to be a Lodestall. Shaffer swore it hinged on the crew and swore his bird was a fast-climbing Lodestar and not a Lodestall.

After the end of the second round, after the Lockheed had been used, it was agreed by all that it really was a Lodestar after all and that Shaffer was a "real person."

There seems to be a lot of mixed feelings about what the obligatory "mini-boogie" should be at weekend meets. Jumpers always wince at meet entry fees, especially when they stop and realize part of their money is going towards entertainment. "Entertainment" is usually a local whuffo band with low talent and high output amplifiers. The jumpers quickly become bored, and the band in turn becomes demotivated. Looking into the shadows, one sees financially depleted jumpers smoking hand-rolled cigarettes and wolfing down box after box of Dolly Madison powdered sugar donuts (they're so sloppy eating the donuts that you can see the sugar on moustaches and noses alike).

The consensus of opinion is that the "entertainment" money could be better spent on better food or reduced entry fees. Jumpers will always find ways to positively entertain themselves. In any event, the obligatory boogie was run, sparsely attended and bored itself out.

The next day found the DC-3 flyable and the manifest scheduled the teams so each would jump equally from both aircraft. The casual spirit carried over from Saturday to Sunday. The last round was completed at dusk, and the scoreboard carried some surprises.

Distorted Visions had taken 10-man, but their fastest time was only 16.8 second star, and their three-round total was a non-spectacular 58.2. You Bet Your Life, the Groucho lookalikes, was second with 66.2 and Perris People nailed third with 73.9. Another round and it could have been anybody's meet.

The "creative sequential" event found Perris People in first. They won by breaking a 10-man star into a line, then into two 5-man lines, then to a pair of 5-man stars. Visions was second and You Bet Your Life third.

The accuracy portion went to Visions, You Bet Your Life and Perris People in that order.

The awards were a bit disappointing. Relying on donated prizes instead of going out and buying them always



The You Bet Your Life team (above) discloses its winning strategy at the awards ceremony. From left to right: Groucho, Groucho, Groucho, etc. The Perris People team pose below.

seems to be a sure way of getting inferior awards. Some people, for example, felt that the "stash cases" that were once sold as cases for sunglasses were a bit short of the mark. And one cynic, when his team won ten jump tickets at Elsinore, called out, "Anyone want to but ten jumps in another town?" In other words, many contestants felt the awards didn't reflect the spirit of the meet of the high entrance fees. But everyone agreed that the old Rumbleseat Perpetual Trophy was still worth getting your name engraved on.

All in all, jumpers said they had a "pretty good time." Some had finally jumped a Lodestar, and all agreed Perris Valley was on the map to stay. ●





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EDITORIAL... LETTERS.....

Good Luck, Coolidge

The Arizona Parachute Ranch in Coolidge is going out on a limb by announcing it will host a professional RW meet this Easter. Those relative workers who thrive on competition but find competently run meets few and far between are already talking enthusiastically about this one. They also question whether the center can deliver a meet where the quality is as high as the entry fees.

The "pro meet" will be good if diligent planning is already well underway. And if the hosts are unwilling to compromise on the caliber of judging (which means to me video is needed), and if the rules are patterned after tried-and-true USPA Part 50, and if a meet director can be recruited who is both firm and fair, this competition will be terrific.

But if the hosts take a casual attitude, either out of ignorance or purpose, it is likely that many teams will return home feeling they were robbed.

Already there are rumors about who is being lined up to plan and direct the Coolidge meet. If the rumors are true, take heart that seasoned and competent "meet people" are involved. Good.

Sport parachuting needs more quality meets, especially ones that focus on RW. Until about five years ago regional meets proved to be great mixing bowls, giving us an excuse to travel to different DZs, to meet new people, and to engage in friendly attempts to prove you were a better skydiver that day.

But since then the quality, frequency and size of RW meets have steadily declined. DZ operators found they could make money (which is why they're in business) by hosting boogies. For competition-oriented skydivers, however, boogies are usually pretty short on intense, quality jumping.

Today, with the exception of the Nationals and perhaps the Zephyrhills Turkey Meet and Rumbleseat 10-Man Meet, there are practically no top-flight RW meets.

The Arizona Parachute Ranch has taken a step in the right direction, and I hope their efforts prove to other potential hosts that RW meets deserve another look.

MFT

Questions Safety-Flyer Report

In response to the evaluation of the Safety-Flyer reserve (Issue #5), I think Troy Loney, the author, left out a very important test.

What happens if a jumper lands under a Safety-Flyer with the deployment brakes still engaged? This could happen if he was knocked unconscious in free-fall. Does the Safety-Flyer have an unsafe rate of descent when the brake locks aren't released?

James Parham
Pasadena, Tex.

Loney reported on page 18 that "the reserve opens with roughly 75-80% brakes. In this range, its forward speed is comparable to that of a modified 26-foot lopo, while its descent rate is somewhat lower. If a jumper, unconscious or too low to release the brakes, were to land the canopy in its opening configuration, the landing should be no more severe than the landing under a modified 26-foot lopo." —Ed

Helo Loads

One of the concluding demonstration jumps at the 11th World Parachuting Championships in Tahlequah, Okla., in 1972 was the world's first 26-way star. The jumps were made from 15,000 feet out of three UH-1 helicopters flying in formation. The helicopters were provided by the Oklahoma National Guard.

John Mirus
FAI Judge
APO, N.Y.

On November 30, 1974, over Helemano (Schofield Barracks), 16 Hawaiian skydivers exited two UH-1H helicopters flying in formation at 12,500 feet and built a clean 10-way round with eight military and two civilian jumpers, including Claw Clawson, Jerry Poelking, Bert VerHeer, Jim Lackey, Pete Wendt, Dennis Satler, Ron Blackwell, Jack Brake and myself. (And I think Annie Ryburn also closed on that star, but I'm not sure.)

But congratulations to Mr. Franz on their formation exit and RW jump. Keep pulling high!

Bill Sparks
Santa Anna, Calif.

When the Tropic Lightning Sport Parachute Club in Honolulu held its annual Labor Day Meet in 1975, there were at least three two-helicopter loads. One of the dives resulted in the completion of an 18-way round.

Larry Bagley
USPA National Director
Salt Lake City

(These letters are responses to a reader's inquiry on early helicopter formation loads.)

Watched the Women

I thought the front page picture of the girls breaking the RW record (*Skydiving*, Issue #6) was great. I watched it happen from the ground. You could hear them shouting with jubilation before the formation broke, and after they opened, the only thing that could be heard was the girls. And when they landed, the whole drop zone erupted with shouts and cheers.

Robert Pfeifer
Lawndale, Calif.

Thanks His Friends

I left Zephyrhills Parachute Center — seemingly ages ago — for the faster skies and team flying of the Navy. I really miss all the dynamite folks from the 'Hills and would like to say "Hi!" and let them know I'm flying high.

Marc Yonchak
Pensacola, Fla.

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STARLITE TANDEM, custom-made for small girl — good for a short person. With Strato-Star and 26' Navy conical: \$500 complete. Call Sandy or Allen after 5 p.m. at (904) 775-2042. (1)

PHOTO BELT BUCKLES. Send me your favorite photo and I'll put it inside a 3 by 2 inch buckle for only \$7.00. Jeff Vannoy, 5153 Andes, El Paso, TX 79904. (8)

WONDERHOG, red, for Cruisair/26' LoPo. Excellent condition, \$275. Call Alice, days: (904) 377-4167. (8)

WILL the last skydiver at Lakewood please turn out the lights? (6)

Wanted

PARADACTYL. Please write with condition and price. Paul Cochran, 2709 Sherborne, Fort Wayne, Indiana 46805. (8)

NEWTON RING SIGHT. In good condition. Contact Jack Yule, PO Box 760, Elkford, B.C. Canada. 865-7625. (8)

WANTED: BABY PLANE (old Para-Plane) in good condition. Alan Pohl, Box AA, Lander, WY 82520. (7)

Miscellaneous

CUSTOM DESIGNED EMBROIDERED EMBLEMS on washable twill. Promote your own drop zone, club, product or team. Send sketch and advise colors, quantity. PO Box 6887, St. Petersburg, FL 33736. (8)

SKYDIVING EXHIBITION PARACHUTE TEAM being organized for the Iowa National Guard. Interested Airborne Qualified Applicants contact (515) 223-4274 after 5 p.m. (8)

UP TO \$300 REWARD for return or information leading to the return of equipment stolen in Queens, N.Y., last September. Lightweight double-spectrum Strato-Cloud #9070; Handbury 24' Lopo #247, Handbury black/red/yellow piggyback with R-3s, plus altimeter, jumpsuit and cameras. Reward based on 15% of value of equipment. Call collect, Fred Wisser (617) 891-5393. (8)

\$100 REWARD FOR THIS STOLEN GEAR: STRATO-CLOUD, black outside cell and two red inside cells on each side and white center cell. Serial #4/52919. 26' Navy conical, white, serial #15895. Please call (405) 282-2712 or write Lee Harvey, Route 6, Box 744, Guthrie OK 73044. (8)

CUSTOM EMBROIDERED PATCHES. Quantities from one piece. Made to suit your design, any size, shape or colors. Send 28¢ postage for prices and ordering information. Hein Specialties, Dept. D223, 4202 N. Frake, Chicago, Illinois 60618. (19)

Rigging Services

SILLY SUITS, Rapid Transit Rigs, Racers, Merlins, Units, Piglets, Preserves, and more. Call J.Q. for your next rig. Ocoela, Wisc. (715) 294-2793. (10)

Personals

Dave Wallace is marrying Flora next February. Best of luck, Flora.

Drop Zones

PALATKA PARACENTER. Twin Beech, two Cessna 182s. Tuesday through Sunday, dawn to dusk. Master and Senior riggers, I/E and memorable parties. Hot skydives in the warm sun. FFI: Norm Ross, (904) 325-9381. Altitude South, Inc., Box 1880J, Kay Larkin Airport, Palatka, FL 32077. (1)

When in Minneapolis-St. Paul, Minnesota, skydive at **St. Croix Valley**. 40 miles from St. Paul, Osceola, Wisc. Cessna 180 and 182. 10 AM to dark, weekends. (715) 294-2433/2793. (1)

TOO LATE TO CLASSIFY:

STRONG STARLITE PIGGYBACK, tan cordura with black trim and black medium harness. 7 lbs., R-3s, Strato-Star-sized main container: \$160. (206) 392-1284. (8)

WONDERHOG SPRINT, Silver with blue trim. Preserve III, new, with MA-1, packed: \$600. Strato-Flyer, white top, multi-bottom: \$200. Complete, ready to jump: \$700. Mike Ray, (904) 736-7591 days, 736-3828 nites. (8)

WONDERHOG 2, 50 jumps, brown and yellow trim. Flyer/Piglet size, reverse step-in harness: \$300. Preserve III, never used: \$300. Ripstop Pioneer Tri-Con: \$200. Don Gray, (904) 736-7591. (8)

SKYDIVING CLASSIFIED AD ORDER FORM

P.O. Box 189 • Deltona, FL 32725

Costs: 20¢ per word, \$3.60 minimum per issue. All first-time ads will be run without changes in two consecutive issues for the one-issue charge (no less for one issue). **Blind Ads:** When name and address are to be withheld and ad is to appear with a box number, add \$3 extra per issue (or \$6/issue foreign). Replies to blind ads will be forwarded via First Class mail.

INSTRUCTIONS

- Print your complete name and address in the spaces on the left. (This information is required before any ad can be published.)
- Select the heading under which your ad is to appear in SKYDIVING.
- Print your copy in the grid below, with one word per box. Double check for accuracy — especially numbers.
- Compute the cost in the spaces below the grid.

Name _____

Address _____

City, State, Zip _____

Check Heading Desired:

- Drop Zones Rigging Services For Sale
 Wanted Employment Miscellaneous
 Other: _____

PRINT YOUR MESSAGE HERE:

				3.60	3.80	4.00
4.40	4.60	4.80	5.00	5.20	5.40	5.60
5.80	6.00	6.20	6.40	6.60	6.80	7.00
7.20	7.40	7.60	7.80	8.00	8.20	8.40

(Use additional sheet if required.)

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Cruisair™

**SUPERB PERFORMANCE
FROM OPENING
TO LANDING.**

**JUMP,
AFTER JUMP,
AFTER JUMP.**

The Cruisair is a pretty impressive mid-size canopy. It opens cleanly. It flies fast with a flat glide angle. It lands you so softly that you'll think it's bigger than it actually is. Yet it packs very small.

Although we designed the Cruisair to fly well and pack small, we're also careful to build durability into every one we make. The result: this canopy flies straight, even after hundreds of jumps. Your Cruisair will hold up and be ready for your next jump.

(We believe a canopy is an investment, not something you'd buy on the spur of the moment. We want you to get your money's worth, to be completely happy with your Cruisair, no matter how much you jump it.)

So the Cruisair is unique because it is designed for long life as well as great performance.

One jump on a Cruisair will show you what we mean when we say this canopy provides excellent performance from opening to landing.

And it's good to know you can expect to enjoy that same reliable and thrilling performance for hundreds of jumps after the first one.

You may have heard of the slogan "Para-Flite makes it right!" We've built thousands of unbeatable ram-airs for over ten years. The Cruisair is a canopy that's made right—so it will treat you right.

The Cruisair was the choice of the 1979 U.S. RW Parachute Team.



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