

Skydiving™

Volume 1, Number 11

May, 1980

\$2.00

Chicken Ranch Meet Planned

The Chicken Ranch Parachute Meet scheduled for this October is not going to be just another skydiving competition. The events are fairly straightforward: 8- or 10-way sequential RW scrambles, 4-way RW scrambles and accuracy. And most of the prizes are typical: plaques and money. But the first place finishers in each event will receive a really unique prize: a session with one of the employees of their choice of the Chicken Ranch. All this sounds rather mysterious until one is told that the Chicken Ranch is a brothel near Las Vegas, Nev.

The owner of the Chicken Ranch is sponsoring the meet in an effort to earn a little goodwill from the "blue nose" citizens that live nearby. Although prostitution is legal in Nevada in certain circumstances, many residents don't like it. Some have been giving the owner of the Chicken Ranch a hard time, and he's putting up several thousand dollars to sponsor the meet. Spectators will be charged an admission fee, and that money will be turned over to the local humane society.

Joe Neal, a jumper who lives in Las Vegas, is helping the Chicken Ranch plan the event. The jumpers will land next to the brothel, and a secure area will be available for packing and gear storage. The sponsor has arranged a shuttle bus to pick up jumpers from the airport in Las Vegas, saving them the expense of renting cars.

The RW competition consists of scrambles events, where teams are built by randomly drawing names out of a hat. The accuracy event will have three classes and be run both days; they'll be winners on both October 2 and 3. More information is available from Neal at 5695 Gilbert Lane, Las Vegas, NV 89106. He can be reached in the evening before midnight by calling (702) 645-4950.



A team called Noah's Ark builds a 16-way sunflake over Zephyrhills, Fla., during last year's Pumpkin Meet. The center will host a CRW world cup this October. Photo by Rick Snow.

Nesting falcons may cause additional delays

Endangered Species Blocks El Capitan Jumps

by Robin Heid

Parachute jumps from El Capitan in Yosemite National Park still aren't legal as a new obstacle now confronts those seeking permission from the National Park Service to leap the sheer cliff. At press time, the final decision on the continuing controversy is scheduled for July

1, when a group of jumpers will jump from El Capitan under the watchful eye of the U.S. Fish and Wildlife Department. These authorities want to see if parachute jumps will disturb the peregrine falcons that nest on small ledges on the face of the cliff. The government is concerned about the breeding success of the peregrine because the falcon is officially designated as an endangered species and therefore in need of special consideration.

The question of disturbing the peregrines came up near the end of May as a group of nine skydivers were preparing to make the first sanctioned jumps from El Capitan after two and a half years of controversy, clandestine jumps and arrests.

The group, composed of USPA officials and others who have been working for the legalization of the jumps, was notified on May 30 that jumping was prohibited until an "environmental impact study on the effects of cliff jumping on the peregrine falcon population nesting on the cliff face is completed."

The message from the National Park Service (NPS) was met with disbelief and anger on the part of the jumpers most deeply involved.

"I've just about given up," said Joe Svec, USPA Southwest Conference Director. "I've put a lot of time and money into this, and for what? I've got other things to do." Svec's efforts to win approval for the jumps have earned praise from both parachutists and NPS officials.

One USPA officer wondered "if the (NPS officials) think illegal jumps will have less impact than legal ones? People are going to jump that mountain no matter what the park service says. Why can't they understand that?"

Some jumpers feel the latest NPS action is simply a "fancy snivel for avoiding the issue." Some are planning to make the jump regardless.

"Alf Humphries and I are going to make the jump this summer," predicted Barry Brooks of Denver. "If it's legal, great. But if it's not, we're going to do it anyway."

A discussion with Chief Ranger Bill Wendt a week after the initial pronouncement put a different light on things, however. Wendt defended the Park Service action and said the NPS was sincere.

"We really are trying to protect the birds," he said. "And even if we wanted

(continued on page 21)

INSIDE Skydiving

GQ Security offers Unit 3 for the big jumper 3

Canopy will compete with other big canopies

RW Teams prepare for U.S. Nationals 4

Skydiving surveys the country

Individual competitors gear up for U.S. Nationals 6

Stearns favored to win it again

Pope Valley: end of an era 17

Why this drop zone was so important and why it closed

RW Underground: no contact flying 24

Author Pat Works discusses this form of RW

From the Loft...22

Letters...6

Classifieds...25

South African Deploys Reserve into Malfunctioned Main; Safety-Flyer Works

The free bag system of the Para-Flite Safety-Flyer reserve was credited with helping to save the life of a jumper in South Africa who was forced to deploy his reserve into a towed hand deploy pilot chute. The Safety-Flyer opened even though its pilot chute entangled with the main pilot chute immediately after it launched off the jumper's back.

The incident occurred when the jumper packed a standard ("heavy weight") Para-Flite Strato-Cloud into a Relative Workshop Wonderhog 2 that was built for a smaller canopy. Richard Charter, managing director of Parachute Industries of South Africa reported that the container "was not unduly difficult to close and the jumper did not anticipate any opening difficulties." The parachutist had borrowed the rig immediately prior to the jump.

Charter went on: "On opening he experienced a pilot chute in tow, and after attempting to release the locked bridle cord by hand several times, opted for the Safety-Flyer.

"The reserve pilot chute entangled with the main pilot chute immediately after extraction. However, the deployment of the Safety-Flyer was clean and soft."

The Safety-Flyer is equipped with a free bag attached to the pilot chute by a bridle about 13 feet long. The extra-long bridle permits the canopy's suspension lines to extend even if the pilot chute is snagged on the jumper or his gear. The bag is not attached to the canopy — hence the term free bag — so it can't interfere with the deployment of the reserve.

Charter said this is the first known occasion when this capability of the Safety-Flyer proved itself in the field in actual use (rather than during test jumps).

Para-Flite recently issued a bulletin advising that riggers move the deployment brake locking lanyards from the connector links to the rear lines. The change allows the lanyards to be used as control lines and the Safety-Flyer becomes more responsive in turns.

The modification is fairly simple: take the red locking lanyards off the connector links and move them to the deployment brake loops sewn to the rear lines of the canopy. The company, however, has a complete set of instructions that will be sent upon request. Address is Para-Flite, Dept. S, 5801 Magnolia Ave., Pennsauken, NJ 08109.

Smuggling Activities' Found at DZ

One Saturday night last March, county deputy sheriffs received word that smuggling activities were being conducted at the Eustis drop zone near Orlando, Fla. Two U.S. Customs agents and three uniformed county deputies swept onto the airport. They surrounded and "captured" not the marijuana smugglers they expected, but a group of Canadian parachutists making night jumps.

They found no marijuana and no arrests were made. But the skydivers were outraged at the conduct of the raid and sent written complaints to several government agencies and representatives.

The jumpers pointed out that the night jumps had been announced beforehand to the FAA, so their activities were neither illegal nor caldestine. They also claimed the authorities prevented the departure of a van carrying a jumper who had broken his leg. And, according to the letters,

Cedar Valley DZ Opens in Utah

The drop zone at Cedar Valley airport 30 miles south of Salt Lake City is open again. Peter Levy, Peggy Newman, and Kevin Peterson signed a lease to operate on the airport and brought in two Cessna 182s for jump aircraft. A Cessna 206 is also available and a Twin Beech should be on site "by late June," according to one of the operators.

The operation will put an emphasis on student instruction, although the needs of experienced jumpers won't be ignored. Four universities are within 60 miles of Cedar Valley Airport, and the schools should be a reliable source of eager students.

The telephone number at the airport, on weekends, is (801) 768-9070. Levy's number is (801) 255-2134; Newman's is (801) 254-0587.

the authorities would not show identification badges at the request of DZ manager Jim Godwin.

The Skydivers claimed the leader of the raid—the county's chief deputy sheriff—was obviously intoxicated, belligerent and appeared to be dangerous.

Skydiving has learned that Eustis Airport, a small airport with a single sod runway, has been labeled "a highly suspect airport for marijuana smuggling" by at least one government agency. The magazine is attempting to discover the criteria used to determine which airports deserve title.

New DZ Opens in Michigan

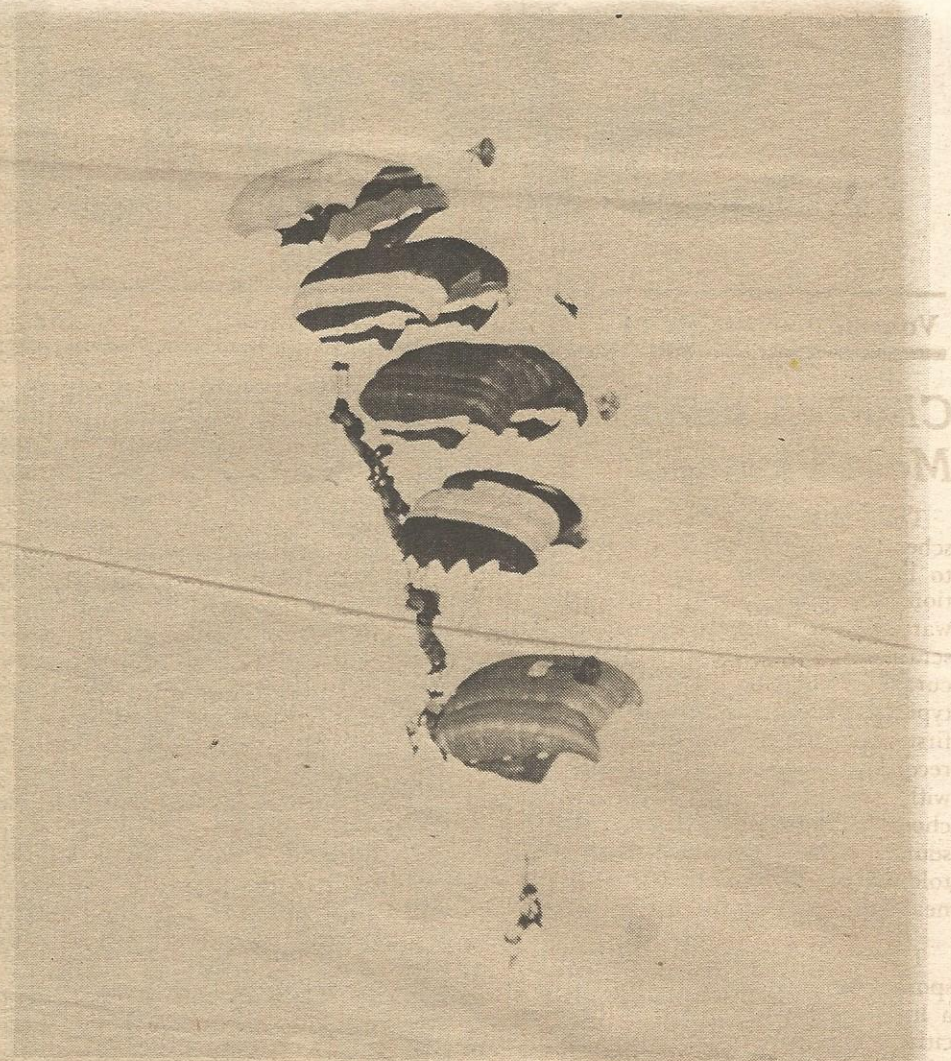
Birch Run Paracenter near Flint, Mich., opened its doors several weeks ago and enough jumpers showed up to make 39 lifts out of the center's new Cessna 206.

Clay Curtis and Alan Hull operate Birch Run. Both are USPA-rated instructors and area safety officers for the association. The two are backed up by a staff of twelve instructors and jumpmasters.

The operators seem determined to get their parachute center headed down the road to success by trying to cater to both novice and experienced parachutists.

Novices jump Pioneer Paracommanders main canopies. SSE Sentinel Mk 2000 automatic openers are installed on the reserves, and ground-to-air radios are used to relay canopy control commands.

Instruction is also offered in RW and style. Birch Run Paracenter is located on Burt Road 1½ miles southeast of Birch Run exit on I-75. Telephone numbers are (313) 687-2858 or (517) 839-0653.



5-plane building. Photo by Rick Snow.

USAPT Dominates All Service Meet

The Army Parachute Team dominated the Fourth All Services Parachuting Championships held in mid-May at Ft. Bragg, N.C. The team, commonly called the Golden Knights, took the first three slots in the style and accuracy events as well as first place in the 4-way RW event.

Cheryl Stearns finished first overall by tying for first place in accuracy and placing second in style. Stearns tied with Mark Jones and Phil Munden in accuracy; all three had perfect 0.00 scores over five rounds. Her style score of 7.15 secs. was topped by Maurice Fernandez's 7.11 secs.

The Golden Knight's 4-way team averaged 6.5 formations for two rounds to win the RW event in front of the team Green Beret Sport Parachute Club.

The 8-way speed star event was won by the Army's high altitude low opening

Women's Boogie Planned in Oklahoma

A WSCR Boogie and Funfest will be held at Davis Field near Muskogee, Okla., during the weekend of August 30-31, Labor Day.

Organizers say the purpose of the boogie is "a weekend of good skydives, ranging from sequential to static formations to WSCRs to CRW." A DC-3 will be used for the boogie, and camping and showers are available on the airport.

More information is available from Olivia Jordan, 1300 Ridgmont, Austin, TX 78723. Ms. Jordan stressed that everyone is welcome to attend.

(HALO) school with an average of 19.5 secs. A team composed of members of the Kentucky Air National Guard placed second.

Over 160 competitors from every branch of the armed forces entered the meet. Poor weather hampered the completion of the meet, so it was extended another day. The uncooperative weather, however, provided ample time for seminars on relative work, style and equipment.

The last All Service Meet was held in 1978.

Skydiving

Parachuting's Newsmagazine

Skydiving is published monthly by Michael Truffer, 2439 Otis Avenue, Deltona, Florida, 32725. Second Class postage paid at Orange City, Florida, and additional mailing offices. Entire contents copyright 1980 by M. Truffer; all rights reserved. ISSN 0912-7361.

Subscription rates: \$12.50 one year, \$20 two years, \$28 three years. Add \$4 per year for Canada or Mexico, \$5 per year (cash payment in U.S. currently only) for countries outside the U.S. and possessions. Add \$25 per year for Airmail postage. Address all subscription correspondence to Post Office Box 189, Deltona, FL 32725. Please allow six weeks for change of address; include both the old and new address.

Contributions to *Skydiving* are welcome. Although reasonable care will be taken in handling all material received, the publisher cannot guarantee its safety.

Postmaster: Send Form 3597 to *Skydiving*, P.O. Box 189, Deltona, FL 32725.

GQ Security Offers Unit 3 for Heavyweights

GQ Security Parachute Company of San Leandro, Calif., has jumped into the "oversize" canopy market by releasing the Unit 3. The Unit 3 has 236 square feet of surface area, an increase of 18% over the 200 sq. ft. Unit. The Unit 3 will compete head-on with the Para-Flite XL Cloud [260 sq. ft.], the Pioneer Titan [265 sq. ft.], and the NAA 252 Para-Foil [252 sq. ft.] for the dollars of the heavier or accuracy-minded jumper.

The Unit 3 is a lightweight canopy constructed from Harris F-111 fabric, the same material used in the Unit and the Pioneer Titan. It weighs 9.5 lbs. with risers, an ounce less than the Titan and about 1½ lbs. less than the XL Cloud and the 252 Para-Foil. GQ Security says the canopy is compatible with the Standard System container.

Suspension lines are 450-pound test Dacron. Kevlar lines are not being offered as an option at this time.

The factory claims the canopy has a 22 to 28 mph forward speed and a 4:1 glide ratio. Rather than rely on such figures, which are usually difficult to derive in the field, a jumper should compare the canopy's performance with that of its competition and decide for himself which one flies, turns and handles the best.

But if the Unit 3 flies like the standard Unit, glide and forward speed should be superior to many larger 7-cell ram-airs. The company says, however, that "the Unit 3 has slow turns and is generally sluggish" when flown by a jumper who weighs less than 180 pounds. But for jumpers who weigh "in the 200-220 range, the Unit 3 has excellent turns and penetration, as well as soft landings, in wind conditions from

zero to 20 mph."

GQ Security isn't the first company to comment on the fact that the performance of any canopy falls off quickly if the load is too light. Generally, the greater the load, the better the canopy performs with more forward speed and faster turns, with little loss of glide. Para-Flite explained this to *Skydiving* several months ago, explaining that the XL Cloud as well as the Strato-Cloud [about 220 sq. ft.] fly better with heavier jumpers.

The XL Cloud shares the high performance Lissamen airfoil with the Para-Foil Cruisair [200 sq. ft.]. Jumpers report that the XL Cloud is faster and more responsive than the Strato-Cloud, and landings are soft even in deep brakes. Para-Flite, however, is reluctant to push the canopy as an accuracy machine because some jumpers say the Strato-Cloud is better, while the NAA 252-Foil is the best.

The 252 Foil has been on the market for several years. The latest models are built using lightweight construction techniques, like the Unit 3 and the Titan. The U.S. Parachute Team and the U.S. Parachute team—which are usually the same jumpers as far as style and accuracy are concerned—have embraced the big Foil as a superb accuracy vehicle, and it is jumped by such champions as Cheryl Stearns, probably the best style and accuracy jumper in the country.

The 252 Foils that hardcore competitors jump are usually modified from stock configuration. The angle of attack has been changed and a "compound" reefing system has been installed to reduce the opening shock that results from pulling right after the last

backloop of a fast style set.

Pioneer, unlike Para-Flite, is claiming its new Titan is both a fun canopy and an accuracy parachute. The Titan has fairly conventional performance; and offers a keepers-to-hip toggle range. Forward speed is good; noticeably higher than a 252 Foil. And like the Unit 3, its lightweight and small size means it can fit into small relative work piggybacks without modification.

Both Para-Flite and Pioneer have military plans for their biggest canopies. Para-Flite has been building and selling, for over a year, military versions of the XL Cloud with pilot chute controlled reefing systems. It's the main canopy of the MT-1 Tactical Gliding Parachute system. A similar canopy (except that it is slider deployed) is packed into the

reserve container. The MT-1 is a military piggyback with a built-in oxygen system and two ram-airs that each have about 260 sq. ft. of surface area. Such a system is attractive to military planners who have a need to drop parachutists from high altitudes and several miles from the target.

Pioneer is recently testing the Titan with a high-altitude reefing system. Since opening shock at high altitudes is much greater than at the altitudes sport jumpers are used to, special reefing systems are required.

Whether GQ Security will develop a version of the Unit 3 for military use is unknown.

Suggested retail price of the Unit 3 is \$830, while the XL Cloud is going for \$849, the Titan for \$845 and the 252 Foil for \$750.

Southern Cross Paracenter Moves

Southern Cross Parachute Center has moved from a cornfield near Downsville, Md., to Chambersburg Municipal Airport in Pennsylvania. George Kabeller, owner, told *Skydiving* that the move was necessary to get better airport facilities and have room for future expansion. The center opened its doors in Chambersburg in early April.

The center now has 3300 feet of runway for its two large single-engine aircraft. Southern Cross operates the country's only Antonov AN-2 jumpship, a 16-passenger Polish-built biplane that has such features as a window in the

floor for spotting and a sliding jump door to keep its passengers warm. The other aircraft, a DeHavilland Otter, can carry up to ten jumpers.

Kabeller said his plans include getting a 4-place Cessna and building overnight facilities on the airport. Currently, visiting jumpers can find plenty of motels and restaurants in nearby Chambersburg.

Southern Cross has an active student training program that provides enough revenue to keep jump rates very low.

More information is available by calling the center at (717) 264-3611.

FLIGHT MACHINES

FROM
DAR
ENTERPRISES INC

GOOD FLYING STARTS WITH A GOOD JUMPSUIT: HERE ARE FOUR TO PICK FROM

THE WORKS SUIT



This is the only true FLIGHT SUIT. It's design increases the fast fall capacity and still gives the jumper tremendous salvage power. Because of some of its unique features, such as plastic stiffeners (battens) and the two-stage swoop cords that are in the wing area, this FLIGHT SUIT gives you a greater controlled speed range without giving you the uncontrolled buffeting a large wing jumpsuit does. The legs are equipped with plastic thrust pads, which gives you greater forward speed without an increase in loss of altitude. The WORKS FLIGHT SUIT is a must for today's demanding skydiver who is serious about sequential relative work.

Available in standard or custom sizes.

All Acrylic Lots of colors \$120.00

DAR-VADER I

A very popular one-piece jumpsuit. Single zipper step-in. Adjustable waist band, arms and leg cuffs bloused for greater efficiency. Wings may be ordered Small, Medium, Large, or HUMUNGUS. Available in standard or custom sizes.

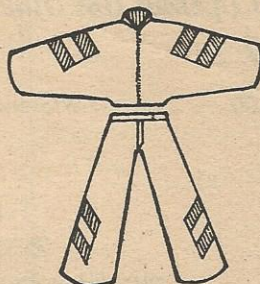
All Acrylic Lots of colors \$95.00



DAR-VADER II

Same as DAR-VADER I except this jumpsuit is two-piece. An excellent jumpsuit for those jumpers who prefer to wear their leg straps under their jumpsuit pants. (Gives better lift and balance). Available in standard or custom sizes.

All Acrylic Lots of colors \$95.00



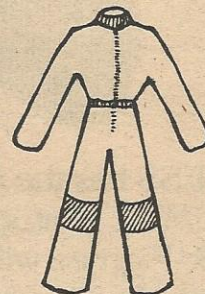
THE NOVICE

Excellent for novice jumpers or CRW freaks. Non-restricting, easy to fly, very comfortable and costs so little. Single-zipper step-in, adjustable waist band for maximum comfort.

NOTICE: Drop zone operators: This is the perfect student jumpsuit. It adds a lot of class to your operation. All students will be uniform. Discounts available for quantity orders.

Lots and lots of colors

Cotton/Polyester \$38.00



Write or call for ordering information:

DAR

ENTERPRISES, Inc.

P.O. BOX 3044
Newport Beach, CA 92663
(714) 642-7881

Teams from California are best prepared

RW Teams Prepare for Nationals

Preparation for the relative work portion of the 1980 National Parachuting Championships, with a few notable exceptions, has been comparatively low-key this year. Tight money and the fact that there is no international RW meet this year have caused some skydivers to wait until 1981 to form teams and begin training.

In California, however, several teams have been practicing hard, intent on winning this year's nationals as well as the meet in 1981.

4-Way

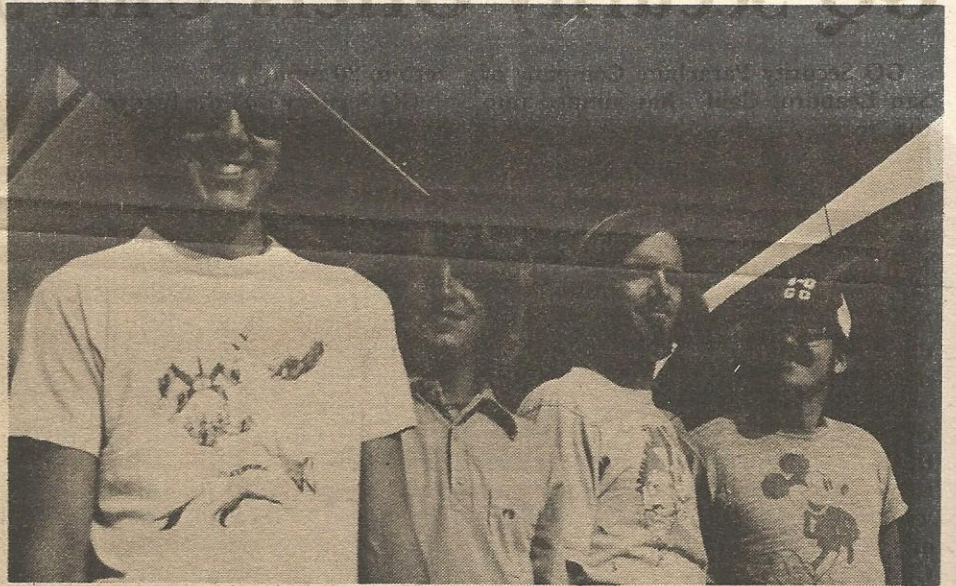
A 4-man team called Fourth Dimension, or 4-D, has so impressed observers

that it is already being called "winners." The same team finished third at the nationals last year as a dark horse team.

Paul Stromberg, Jerry Swovelin, Brian Johnson and John Downing have been training for months. Video units have recorded 14-point rounds on at least one jump, and observers say the team consistently turns elevens and higher.

"They're a sure win; I'd bet money on it," declared Joe Morgan, the manager of Perris Valley Paracenter. Fourth Dimension jumps at Perris, and prefers a DC-3 to a Cessna 182.

And at least two 4-way teams from



Fourth Dimension 4-Way team. Left to right: Paul Stromberg, Brian Johnson, Jerry Swovelin and John Downing. Photo by Bob Buhr.

The PIGMEES Are Here



PIGMEE II ripcord
Freefall model

PIGMEE IIS static line
Training model



The PIGMEES have
come a long way . . . !

PIGMEE II hand deploy
Advanced SCR model



ESS has the Australian PIGMEE in stock. The U.S. Pigmees will be produced in all models. Static line & Freefall systems are priority, the advanced model will be soon to follow.

Advanced Model \$380.00

W/Static line & ripcord \$395.00

Your choice of colors. Instruction movie & manuals available.

PIGMEE is the only system you can jump from static line to your SCR. Simply update the main canopy.

The PIGMEE has been in use in Australia for over two years, now it's your turn.

Compatible with all popular reserves, round or square.

for further information, call or write;

Embury Sky Systems
33330 Westlong Street
Lake Elsinore, Calif. 92530 U.S.A.
714-678-2174



Texas are training for this year's nationals. Gary Scarborough, Sherry Parker, Eric Perhson and Gary Boyd formed a team several months ago, as have Phil Smith, Scott Hilton and Phil and Cathy Chaplain. According to Southwest Conference Director Joe Svec, the teams are well practiced. "I saw movies of Hilton's team last month, and they were doing pretty well, moving smoothly and making clean formations."

Arizona is also fielding a 4-way team of Dan Peters, Tom Pirus, Irv Callahan and Mike Raible. The team is unnamed, but called itself The Things That Wouldn't Go Away when it won the Coolidge [Ariz.] Easter Meet two months ago.

Peters said a late training start has hurt the team's chances, but the team is pleased with its success so far.

"We've been turning pretty consistent eight-point rounds," Peters reported, "and doing a lot of them from 7,500 feet to increase the pressure on us. I think we can place (at the nationals)."

The East seems to be fielding only a few teams, too. The Golden Knights, the 4-man team of the U.S. Army Parachute Team, won the Southeast Conference Meet held at DeLand, Fla., late last May. Video judging showed the

(continued on page 12)

PARACHUTE MACHINERY BOUGHT SOLD TRADED



PRANSKY
SEWING
MACHINE, CORP.
74 Harrison Ave.
Boston, MA 02111
(617) 542-7000
Established 1903



If your last rig came in more than one box...

... you didn't buy it
from the
right place.

There is more to buying a new rig than just buying parachutes. Because when it's skydiving time, it's not the time to be hunting for a rigger. Or finding out you're short a pilot chute bridle. Or that you paid for something you didn't want. Or discovering your new main has the wrong risers. It's happened to us, in fact, that's one of the reasons we started the Jump Shack.

That's why there's more to delivering a rig than just selling parachutes. This is the time we do our job, because it all has to fit together. The reserve has to fit the reserve container. The main has to fit its container. The harness has to fit you. All the components *must* be compatible — that's the law.

When you call the Jump Shack, our staff of expert skydivers and parachute technicians goes to work. We make sure everything you ordered is there. We make sure everything fits. We pack and seal your reserve. We even assemble your main.

We not only sell complete rigs — we also sell components and accessories. We have something for all

your skydiving needs. We have, for instance, the largest stock of jumpsuits in the world.

At the Jump Shack we do more than just sell parachutes and accessories. We try to provide the best service possible. From a hook knife to a complete rig, we try to put everything together for you.

Call us or any Jump Shack dealer around the world. (If there isn't a Jump Shack dealer near you, call us direct.)

The Jump Shack

Jump Shack
29706 Grand River
Farmington Hills, MI 48024
(313) 478-6066

Jump Shack South
715 Fifth Ave.
Zephyrhills, FL 33599
(813) 788-2748

The 1980 Australian national parachuting championships featured seven events, excellent skydiving and enough jumpers that would make meet hosts in the U.S. envious.

The meet was held four months ago at Corowa. In addition to the style, accuracy, 4-way sequential and 8-way sequential, the Australians offered 2-way and 4-way CRW events and a 16-way RW contest.

Graham Windsor won the style event after four rounds with an 8.5 second average, with Maggie Taylor topping the women's class with an 11.5.

Roy Marker missed the disc by five centimeters on his first jump in the accuracy event, but followed it with nine consecutive dead centers to finish first. Kathy Hannant won the women's competition with a 6.13 meter total.

The overall individual champions in the men's and women's divisions were Windsor and Kathy Silvestri. Thirty-four competitors entered the style event and 57 entered accuracy.

The 4-way RW event was both competitive and well attended, with 27 teams signing up for the six jumps. Rapid Transit won it with a 7.6 point

per round average — a fine score. The same team, sponsored by Parachutes Australia, placed third at the world RW championships in France last year.

A team called Prometheus took first in the 8-way event with a 3.1 point average. Nearly half of the 14 teams that entered the sequential event withdrew before the event was finished.

CALENDAR

July 19, Jumpmaster Certification Course, Craigville, IN. FFI: Mid-East Para-Sport, James L. Stahlman, RR #2, Box 54, Syracuse, IN 46567 or (219) 457-5517.

July 19-20, Northeast Parachute Council Circuit Meet #3, Seneca Falls,

NY. FFI: Seneca Falls Sport Parachute Center, RD 2, Box 2632, Seneca Falls, NY 13148 or (315) 568-2423.

July 19-20, South Dakota Skydivers 13th Annual Competition Meet, Sioux Falls, SD. Accuracy, four-way sequential, large star RW, trophies, free camping and indoor packing. FFI: SDSI,

P.O. Box 63, Sioux Falls, SD 57101 or (605) 647-2381.

July 26-27, Lester's Money Meet, Gift of Wings DZ, Hamburg, NY. FFI: Gift of Wings, 4539 McKinley Pkwy., Hamburg, NY 14075 or (716) 457-9719.

August 1-4, POPS RW Fun Meet, Sandusky, Mich. Three Cessnas and a Twin Beech, informal RW fest. FFI: Jack Todd, 3245 Mortimer Lane, Crosswell, MI 48422. (313) 769-9613.

July 28-29, Northeast Council Circuit Meet #2, Wyoming County SPC, Arcade, NY. FFI: Wyoming County SPC, RD 31, Box 174A, Arcade, NY or (716) 457-9680.

August 2-3, Virginia Parachute Council Meet #3, New River Valley Airport, Dublin, VA. Accuracy, four-way sequential, and four-way speed star. FFI: Tinker Hilman (703) 674-5155 evenings.

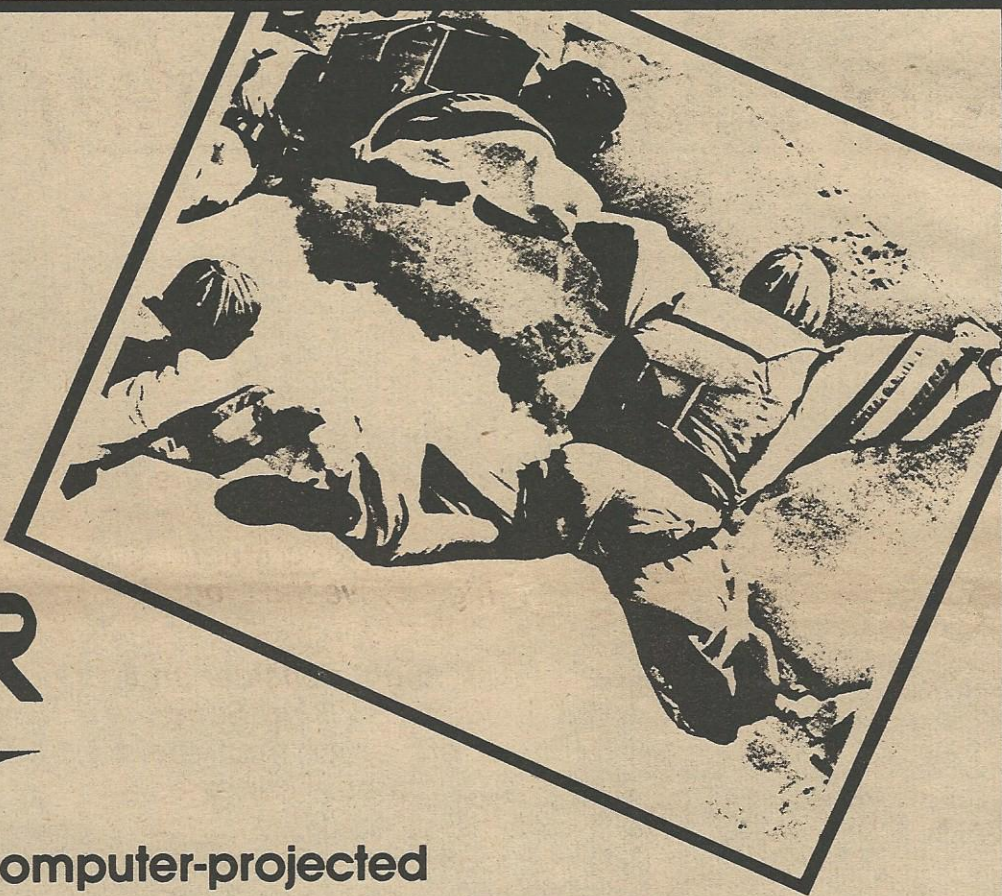
August 9-10, Ray Mahon Classic Meet, Oconto, WI. Novice and advanced accuracy, scrambles and novelty events. Trophies, prizes, party Saturday night. USPA card required. FFI: Ray Mahon, 239 Madison St., Oconto, WI.

August 16-17, NESPC Circuit Meet #4, Frontier Skydivers, Wilson, NY. FFI: Frontier Skydivers, 3316 Beebe Rd., Wilson, NY 14172 or (716) 751-9981.

August 16-17, POPS West Coast Championships, Yolo DZ, Calif. Trophies all events. FFI: John Cook, 1400 Ortega St., San Francisco, CA 94122, (415) 566-5018.

Flite
Suit

presents . . .



Computer-projected

Standardized Fall Rate

— A totally new concept in jumpsuit design —

Anything less is just a guess!!

With so many different jumpsuits on the market today, we at Flite Suit decided we could provide a significant contribution by adapting current computer-assisted design techniques to jumpsuits.

STANDARDIZED FALL RATE™ is finally a reality!

It will set a whole new standard for jumpsuit design.

STANDARDIZED FALL RATE™ has taken the guess work out of building jumpsuits.

The computer takes information from the order form and mathematically translates it into accurate jumpsuit specifications.

Now it is possible for everyone to take advantage of the faster fall rates of sequential teams or specify a slower velocity for a swoop suit. Select our STANDARD FALL RATE or one of your own. With Flite Suit you have a choice!

FLITE SUIT — the choice of Mirror Image and now it's even better!



there is a difference!

P.O. Box 54

Pope Valley, California 94567 U.S.A.

(707) 965-2053

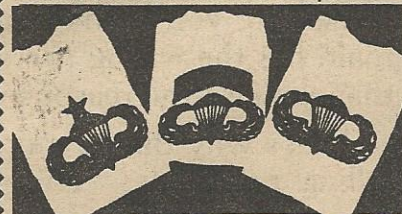
AIRBORNE T-SHIRTS

Novice, Senior or Master Wings

\$6.50 EACH

Good Quality Shirts, Most Colors Available, Sizes S,M,L,XL

Specify type of wings, shirt size and choice of colors when ordering. Football & Baseball Jerseys and Sweat-shirts also available. Write for quotes.



RANGER TAB In Black & Gold Above

AIRBORNE WINGS: \$2.00 ADDITIONAL

Ranger T-Shirts: \$7.00

(RANGER TAB ONLY)

Johnny Reb

Caps

CONFEDERATE GRAY
YANKEE BLUE

\$25.00

All leather, authentic look, rugged construction. Allow 6 weeks for delivery. Send hat size (or measure around head) with color choice when ordering.

THE FIFTH APPLE

413 Valhig Road
West Des Moines, Iowa 50265
(ALLOW 3-4 WEEKS FOR SHIRTS)

A word about flying the new Pioneer Merlin™

The Pioneer Merlin is a fast, responsive ram-air that was designed for experienced skydivers. Proper flaring results in exceptionally soft landings. Many jumpers routinely perform one-foot stand-ups with their Merlins, even in no-wind conditions.



Compared to other ram-air canopies, the Merlin has relatively short toggle travel. You'll notice that when you jump the canopy for the first time: pulling a toggle only a couple inches will make the Merlin turn — fast.

Such response makes some jumpers call the Merlin a "sports car of a parachute."

But the Merlin may not be the ideal canopy for a relatively inexperienced jumper who is not yet a competent ram-air pilot. Novices are more apt to overcontrol a Merlin. A typical mistake is flaring too high above the ground.

New jumpers who are shopping for their first ram-air might consider an all-around canopy such as the Pioneer Viking Superlite 2. The Viking Superlite 2 is a bit larger than the Merlin. It's as responsive as comparable canopies and has a full range of toggle travel. A novice jumper is therefore less likely to overcontrol it. It's an excellent canopy for accuracy, too.

But if you're an accomplished ram-air pilot and are confident of your ability in any conditions, you'll enjoy a Merlin from the first jump. It is really faster and flatter gliding than any other parachute we know. It weighs only 8.2 lbs. with risers, making it the lightest and smallest packing 7-cell canopy you can buy.

See your Pioneer dealer today for more information on the Merlin and our other fine products.



Manufactured by:
Pioneer Parachute Co., Inc.
Pioneer Industrial Park
Manchester, Connecticut 06040



Small turnout expected at Nationals, but competition will be tough:

Stearns, Fernandez Favored to Win S&A

by Robin Heid

Competition in the style and accuracy events at the 1980 U.S. Parachuting Championships will be keen this year. The top five men and top five women finishers will represent the country at the 15th World Parachuting Championships in Bulgaria this August.

But even though the level of competition between style and accuracy jumpers will be high, their numbers won't. [Last year, 47 competitors entered the style and accuracy events at the U.S. nationals, a meet supported by 44 staff members]. Skydiving talked to Gene Paul Thacker, a trainer and teamleader of several U.S. teams. He owns and operates Raeford Drop Zone in North Carolina where competitors from all over the world have been training.

"Money will be the main reason why the crowd will be small. The ones that do show up (in Richmond), however, will be of high quality."

When asked who he thought would win the style and accuracy events, Thacker answered without hesitation.

"For the men, Maurice Fernandez is looking very tough. For the women, it will be Cheryl Stearns, of course."

Fernandez is a member of the U.S. Army Parachute Team. Thacker said Fernandez's solid competition experience is a big factor his challengers must overcome.



Cheryl Stearns

"Al King, Hutch Kinsman and Matt O'Gwynn could all beat him if they had a good day, but Maurice has been in many more competitions," Thacker said.

Stearns will essentially have no competition in the women's division. "Right now, there's no one to challenge her, but several women are showing promise for the future. Chris Kataubla is looking good, and Terri Bennett—who's only 18—will definitely be a top competitor in years to come."

Thacker believes there is a good chance for a repeat of last year's nationals, when Stearns not only won the women's division, but out-pointed all male competitors as well. "She beat everyone in the Pam Am Championships in April, including Fernandez who won the men's division. She could do it again. It will be close."

FAA Gets Tough On Aviation

FAA Administrator Langhorn Bond said recently that his agency's "get tough" policy, announced last March, is "just the beginning."

Bond wants to raise the maximum civil penalty for violations of the Federal Aviation Regulations from \$1,000 to \$25,000 and apparently a legislative proposal that would do just that is in the final stages of clearing the Department of Transportation.

The FAA requested budget authority for 36 additional inspectors in 1980 and wants 140 more in 1981. Bond said he will create special inspector teams for short term close examination of segments of the aviation industry, such as commuter operations.

Bond has said several times in the past that he feels the FAA has historically been more of a "coach" than an enforcement agency, and he intends to expand its enforcement role.

KELLYGEAR
Parachute Distributors

SERVING THE LOS ANGELES — SAN DIEGO AREAS AT ELSINORE!

TOP BRAND NEW & USED GEAR!
We will sell your gear on consignment.

★ Rigging Service ★
We specialize in
Honest and friendly service.

Max and Diane Kelly (714)
16585 Marshall 674-5380
Lake Elsinore, California 92330

International Group Trains at Raeford

As the date for the 1980 World Parachuting Championships nears, jumpers from all over the world are heading for Raeford, N.C., to train for the meet at style and accuracy's premier drop zone.

Owner Gene Paul Thacker reported more than a dozen Americans and 35 foreigners were training hard at his DZ, located near the sprawling Fort Bragg Army base.

"We have people here from Britain,

Norway, Belgium, Holland, Denmark, Switzerland, and Canada," said Thacker. "Like the Americans, they're all getting tuned for their national meets."

Thacker's drop zone is probably the most extensively equipped competition drop zone in the world, boasting an excellent video unit and an electronic scoring pad.

"We procured the pad from Para-Gear," Thacker explained, "then rebuilt the whole system. It was next to worthless when we got it, but it works real well now."

Among the U.S. jumpers currently training at Raeford are Hutch Kinsman, Chuck and Mary Schmutz, and Chris Baierski. Thacker said prominent stylists like Roy Hatch, Cathy Collingwood, and Mark Limond haven't shown up yet. And Doug Christen, a 1978 team member who turned a 5.4 second series at the '78 world meet (which was disallowed because one judge cleared his watch — he couldn't believe anyone could turn that fast) won't be competing any more.

"Doug is flying now, and he just doesn't have the time for competition now."

Thacker predicted a dozen or more female competitors for this year's Nationals, and at least 60 male competitors, many of which have a chance for one of the six slots on the 1980 team.

JUMP DeLAND!
Home of Mr. Douglas

DC-3 • Camping • Showers • Motels
Close to Fla.'s Attractions

DeLand Air Sports (904) 734-5867
Box 1657, DeLand, Florida 32720

Get into the

OZONE

Quality Custom

JUMPSUITS

Cotton or Acrylic

Try our swooper, the "Crystal Cruiser," or our sequential model, the "Quark." All available in one or two piece. All are custom built for "flyability."

Prices start at \$89.00 for the two-color Crystal Cruiser.

Ozone Aerosport Company
P.O. Box 576 • Green Cove Springs, Fla. 32043
(904) 284-0523

Perris Valley Paracenter

Perris Valley Paracenter is Southern California's #1 RW drop zone & RW training center. We have two DC-3s and a bunkhouse. We offer low team rates.

Call Joe or Ben for quotes.
Collect: (714) 657-3904

Perris Valley Paracenter
2091 S. Goetz Rd. • Perris, CA • 92370
(714) 657-8727

Grin when you're in.

Especially if you're jumping a Wonderhog.

After all, a Wonderhog gives you so much to be happy about.

You probably already know the Wonderhog features the Hand Deploy Pilot Chute* and the 3-Ring Release†. We invented both to enhance safety during two critical phases of a jump: deployment and the occasional breakaway. Literally hundreds of thousands of jumps have been made using each system. (We

introduced the world to Hand Deploy in 1975, while the 3-Ring Release was first offered in 1976.) Such extensive use has proven the reliability of each system.

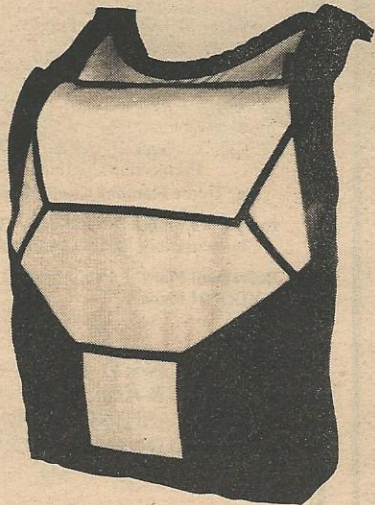
Of course there are more reasons to be happy about jumping a Wonderhog. Order yours from the Relative Workshop and it's custom built for you, according to your size, color, fabric, and canopy specifications. So it fits you comfortably yet snugly. And so it will accept your choice of main and reserve perfectly. Our workmanship? Nothing short of superb — we do care.

We can go on: The Wonderhog has a curved locking pin (for a trim, flat pro-

file), adjustable diagonals (for the right fit), all new materials (no recycled hardware for us), a seamless exterior (for appearance), double parapack construction (for durability), minimum weight (so you'll fly better), and much more. We can even build yours without a belly band, if that's what you want.

So it's easy to see why thousands of jumpers are so pleased with their Wonderhogs. It's really the most sought after rig in the world.

Join our satisfied ranks by ordering yours today. A phone call or letter is all it takes.



Relative Workshop

1050 Fliteline Blvd. • DeLand, FL 32720 • (904) 736-7589

Factory Services: Wonderhog owners may take advantage of several services: **3-Ring Conversion.** Replaces the Capwell releases on older Wonderhogs with the single-point 3-Ring System. \$75 includes installation, risers, and two release handles. **Safety-Flyer Conversions.** Modifies the harness and reserve container to accept the Safety-Flyer. (Both conversions are done on an appointment basis — please call before sending your rig.) **New Gear:** The Relative Workshop is a dealer for most major equipment manufacturers. Let us help you pick the complete system that is best for you — and deliver your Wonderhog attached to the new main and reserve canopy of your choice. *patented †patent pending

8th Annual Southern California POPS Meet Held

by Pat Moorehead

The 8th Annual Southern California Parachutists Over Phorty Society [POPS] Meet was a success in spite of the confusion over the location. The competition was originally planned for Elsinore Parachute Center, but torrential rains turned the DZ into a lake, so the meet was relocated to nearby Perris Valley Paracenter.

The POPS were welcomed at Perris with open arms and Geritol on ice.

The meet was low-key and progressed slowly: it was difficult to drag the POPS away from the mega-loads from the DC-3s.

Only two rounds of accuracy were held as the competitors were anxious to start the RW event. Larry Taylor of San Clemente, Calif., took first place with a

2'3" total, followed closely by George Llewellyn of Sarasota, Calif., and Larry Pearlman of Van Nuys, Calif.

The hit-n-run event, as usual, was a great spectator event. The judges start their watches when the contestant lands and stops them when he plops down in a rocking chair sitting in the middle of the target. Phil Christmas was first with a 6-second time, front of Dick Pedley and Pat Moorehead.

Only three 3-man scramble teams entered the RW event, a one-round speed star contest from 7,500 feet. The team of Pat Moorehead, Terry Parsons and Larry Pearlman took first with a 10.4 second star.

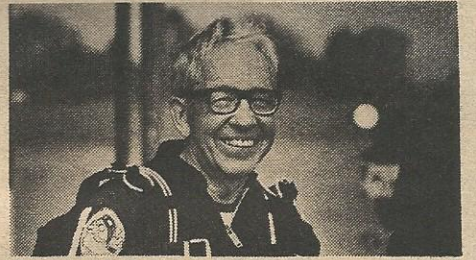
Plans are already being made for next

years's meet. Emphasis will be on RW with little or no accuracy.

Perris Valley Paracenter donated the trophies and provided other important support, while Betty Giarusso and Bobbie Gallo judged. Moorehead was meet director.

CPI Hosts Twin Otter Boogie

Ninety-five jumpers from six surrounding states and one from Canada attended a Memorial Day Boogie sponsored by Connecticut Parachutists, Inc., Inc., at Ellington last May. The big attraction was a deHavilland Twin Otter, a twin-turboprop aircraft that can haul about twenty jumpers at once from Ellington's short runway.



George McCulloch, POPS, 74 years old, 950 jumps made in the last 21 years. Made nine jumps during the weekend of the POPS Nationals. Photo by Russell Webb.

It was a financially risky venture for the club, since it had agreed to pay for the aircraft for "tach time" and not by the jump. The owners of the aircraft charged \$375 an hour to ferry the aircraft to Ellington from its home base. Tach time for flying jumpers was \$425 an hour. In other words the club was paying \$7 a minute for the airplane when its engines were running, even if it was sitting on the ramp waiting for jumpers to load.

Jim Mowrey, president of the club and organizer of the boogie, reported that CPI actually made about \$300 on the boogie after the three days of jumping were over. Three Cessna 182s provided additional lift capability. Mowrey had anticipated a loss for the weekend. He thinks the profit resulted mainly from the cooperation of the jumpers and the dilligent effort of the unpaid staff who handled manifest, gear check, loading operation and logistics (such as food and beer).

Jumps cost \$10 to 12,000 feet, a rate lower than charged by DC-3 owners at Perris, Calif., and Deland and Zephyrhills, Fla. The last three drop zones, however, cannot count on a volunteer staff.

CPI is planning a least one more Twin Otter boogie this summer, but dates have yet to be chosen.

MARANA SKYDIVING CENTER

THE WORLD'S NICEST PLACE TO LEARN THE WORLD'S MOST EXCITING SPORT



During the past two and a half years, Marana Skydiving Center has developed a tremendous reputation for being the perfect place to learn our sport. Perfect weather, beautiful facilities, excellent equipment, the most innovative teaching methods, and a wonderful staff combine to make Marana a Parachutist's paradise whether you have one jump or thousands.

So whether you want to train for a world meet or get on freefall, we would love to help make it easier.

Call or write us today:

MARANA SKYDIVING CENTER

A Division of B&F Enterprises

Marana Airpark
Marana, Arizona 85238
(602) 692-4441

HOTEL, POOL, PARACHUTE LOFT, SNACK BAR, RESTAURANT AND LOUNGE all available on Marana Airport

Insurance and Financial Services for the Professional and Business Owner

Business owners and self-employed professionals have particular insurance and financial needs. Lewis D. Jacobs & Associates is a consulting and brokerage firm that specializes in offering a broad range of plans and services to meet your specific needs perfectly.

And because our company is run by a skydiver with an MBA in Finance & Accounting (with additional study in Federal Tax Law), we really understand the requirements of jumpers and parachuting-related businesses.

Here is brief list of the services we offer. Please call collect to discuss how we may be of service.

Employee Benefit Group Plans — Health, Life, Disability and Dental

Business Insurance

- Key Person Insurance
- Business Continuity Plans — Corporate Stock Redemption; Partnership Continuation
- Estate Planning Coordination

Executive Compensation Plans — Deferred Compensation; Salary Continuation

Retirement Plans — Profit Sharing; Pensions; KEOGH Plans

Lewis D. Jacobs & Associates
ONE WASHINGTON MALL
BOSTON, MASS. 02108
(617) 723-4000

GETTING OFF STUDENT STATUS DOESN'T MEAN YOU HAVE TO GIVE UP THE SAFETY OF A SENTINEL MK 2000.™

Most likely a Sentinel MK 2000 automatic opener rode with you when you made your first few jumps. Many parachute centers and instructors insist that novices wear Sentinel MK 2000s on their reserves. These lightweight, reliable units have stepped in and saved hundreds of lives in a variety of situations.

But many jumpers seem to think automatic openers are for students only. Some say that experienced jumpers don't need the protection, or that the devices are more trouble than they're worth.

If that's the line you've been hearing, don't believe it. Here are the facts:

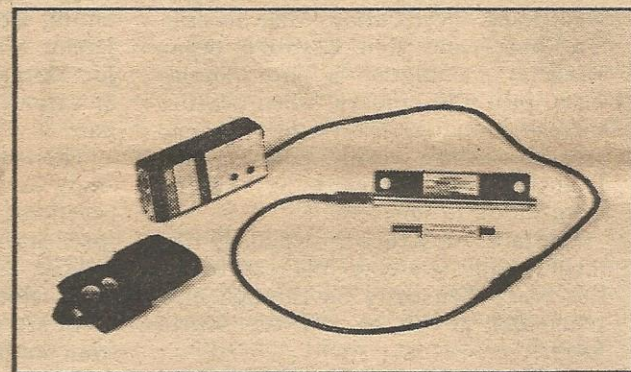
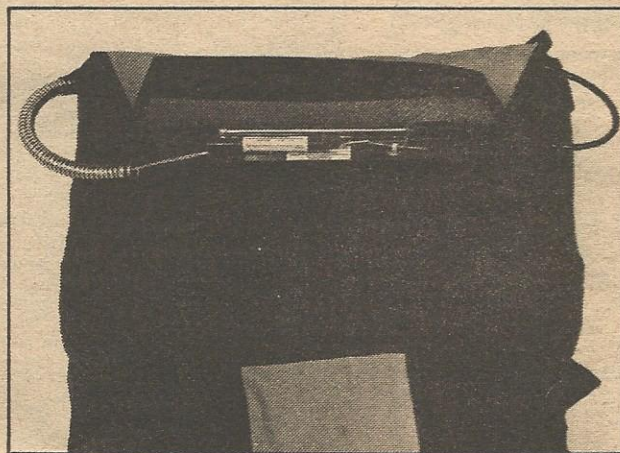
The Sentinel MK 2000 has been in widespread use for nearly a decade. Ten years of use have proven how reliable the MK 2000 is: it has saved hundreds of lives. We have the letters and reports of these "saves" in our files.

The Sentinel MK 2000 is easy to use. The wearer calibrates it on the ground and forgets about it.

But during the jump, the Sentinel automatically monitors the jumper's altitude and rate of descent. If he descends below 1,000 AGL at a high rate, the Sentinel will pull the reserve ripcord.

And the Sentinel MK 2000 is compatible with most modern piggyback containers. Your rigger can install one quickly and easily. The entire system weighs but a few ounces and can be mounted so it is protected even during the most vigorous exit.

And more and more experienced jumpers are wearing MK 2000s.



Check the jumpers on a typical load at a big meet: you'll probably be surprised by the number of MK 2000s you'll see. (But look carefully, because the entire assembly is so small that it's hard to spot.)

The Sentinel MK 2000 can help an experienced jumper cope with situations that novices never have to face. Situations such as freefall collisions or striking the aircraft during exit.

Those are the facts. Don't believe that talk that the Sentinel MK 2000 is for novices only. It was designed for *skydivers* — regardless of their experience. Think about it and make your own decision.



SSE INCORPORATED

5801 Magnolia Avenue • Pennsauken, NJ 08109 • (609) 663-2234

MANUFACTURERS OF ALTIMASTER ALTIMETERS, SENTINEL RIPCORD RELEASES, AND THE PARALERT AUDIBLE ALTIMETER

RW Nationals

(continued from page 4)

consecutive years of sending medal-winning 8-way teams to the U.S. nationals. The team consists of Pat Van Bibber, Glen Bangs, Andy Gerber, Bob Finn and Craig Van Camp. Although the team was officially formed last summer, it didn't start training hard with its present members until earlier this year. Watching the team on the video monitor shows some crisp skydiving punctuated by moments of roughness. But the team is determined and well-supported. It will arrive in Richmond, Ind., — the site of this year's nationals — with several hundred practice jumps.

Other Eastern 4-way teams, such as Kinetic Sunshine and the Sun Bums from Florida and Team Number 8 from Michigan have disbanded for 1980. There will be several pick-up teams formed by experienced competitors, but all will arrive in Richmond with few practice jumps.

8-Way

The 8-way RW event will probably also be dominated by teams from the West Coast. Visions, which tied for third with the Golden Knights in Richmond last year, has been following a regimented training schedule since early November. Mike Parnell, Jim Edwards, Dave Wilds, Scott Meek, Al Krueger, Kent Lane, Steve Parker, Mike Sheerin, Vic Ayers and Ken Crabtree began weekend training on a once-monthly basis until mid-January, when practice increased to an every-other-weekend schedule. Since April, however, the team has been training every weekend from sunup to sundown.

Captain Al Krueger explained the team's simple strategy: "We want to win this year, then carry on through next year, and go on to win the World Meet."

Visions has been supported by several video units, both ground-based and air-to-air systems. Crabtree films the team's jumps in freefall.

Parnell said the video, "has been indispensable to us. We wouldn't be where we are today without it."



Visions 8-way team. Back row, left to right: Dave Wilds, Jim Edwards, Ken Crabtree, Kent Lane, Vic Ayers. Front: Al Krueger, Mike Sheerin, Steve Parker, Mike Parnell, Scott Meek. Photo by Jan Works.

Visions won the Western Conference Meet with good scores and expects to perform even better in Richmond.

"Our memory techniques aren't quite down," Parnell reported. "We lose time to 'brainlock.' But it's getting better."

Visions, like the Fourth Dimension 4-way team, trains at Perris Valley.

Another team at Perris Valley, Magic, began serious training a few months ago. It then made some personnel changes but has forged on and has begun to click.

Magic is formed by Bob Butt, Dennis Ray, Alan Richter, Al Navarro, Bobby Smith, Ron Delmazzo, Richard Brune, Jeremy Mahoney, Peter Hammond and Joe Morgan. Most have been members of various successful RW teams in the past.

The team is also supported by video. And, like Visions, the team has been practicing for the 10-way RW event, speed stars.

"The 8-man really began to gel in May. Now, little problems here and there are the only things preventing us from consistently scoring nine-and-ten-point rounds. We still have a month to work things out, and I expect we will," reported Joe Morgan.

Pat Works, who conducts RW training at Perris, said all the teams at that DZ use lightweight, fast-falling jumpsuits. "They have found out that relative

work is simplified by a jumpsuit that lets them fall fast."

But up in Northern California, an 8-way team called Synergy has been practicing with dedication, making well over 100 practice jumps in about four months. Synergy is formed by skydivers with credible records in both national and international competition: Bungee Wallace, Jim Reilly, Mike Kostka, Dan O'Brian, Bob Bonitz, Tom Mele, Raymond Herbert, Jimmy Jack Vierner and Tom Finnegan.

Wallace reports that we've got some old dogs and some new people, and everyone gets along great. We had some great exits at Pope Valley before it closed in May—we did 20 in a row where we all left hooked up and flowing. We're setting up and throwing every formation instead of building them one person at a time."

Synergy is using Polaroid's instant movie camera, Pola-Vision, to record training jumps. Wallace called it "the poor man's color video."

But problems with the availability of DC-3s in Northern California have crimped Synergy's practice plans. The team has been practicing out of Twin Beeches and a Cessna 411 at Yolo County Drop Zone since Pope Valley closed. But since the exit is important in any RW event, Tom Mele expressed concern and told of the team's solution:

"We'll spend about ten days at Perris Valley [about 300 miles to the south] practicing in late June. We'll go to Richmond directly from there. I think we'll get our exit back in shape in just a few jumps; we did for the conference meet." Synergy placed second behind Visions in the competition.

Mele added that the twin-engine 411 was a fast climbing, comfortable jumpship that could carry 10 jumpers to 12,000 feet in about 15 minutes. But he said, compared to a DC-3, the airspeed during exit was significantly higher and caused problems.

Skydiving surveyed the rest of the U.S. in search of "hardcore" competition RW teams and came up with a blank. Focus, a team from DeLand, Fla., started training in January with impressive goals, but disbanded in early June after a poor showing at the conference meet. Slots, the 8-way team from DeLand that placed second in Richmond in 1979, has been disbanded as most of its members have essentially stopped jumping regularly.

Mirror Image, from Pope Valley and last year's U.S. and world champions in the 8-way event, did not reform for 1980. But a close friend of Captain B.J. Worth said the team will compete in 1981.

And Tesseract from Athol, Id., the U.S.'s top 4-way team in 1979, has also disbanded indefinitely.

But the survey revealed that the 1980 nationals will still be a highly competitive meet, with the winners posting scores that will compare to the impressive results posted in 1979.

Sale of Surplus Aircraft Halted

Sale of surplus military aircraft has been stopped for a period of several weeks by Defense Secretary Harold Brown following a warning from Sen. Harrison Schmitt (R.-N.M.) that the aircraft often end up in the hands of drug smugglers.

Sales have been stopped by the Defense Logistics Agency until a Pentagon study can be completed later this summer.

'SKYSHIRTS'

a sky sports II product

1 SKYDIVERS ...LIKE 'EM STACKED.	2 DIAMOND FEVER	3 "IT'S ALL RELATIVE."	4 Mega Madness	5 UNITE.	6 RW (Pronounced: Ardubbya.)
--	-----------------------	---------------------------	-------------------	-------------	------------------------------------

Please use this Order Form

Name: _____
Address: _____
City: _____ State: _____ Zip: _____

Quantity	Design #	Color	Size
			S M L
			S M L
			S M L
			S M L
			S M L

\$7.00 PER SHIRT

Total amount of money order, please, no checks,

Make payable to - Sky Sports II Inc.

SEND M.O. TO:

Sky Sports II SKYSHIRT
Sunflower Airbase
Rte # 2
Hutchinson, Kans. 67501

Allow 3 weeks for delivery. Most orders filled within 7 days.

Choose from these 4 colors - black/yellow-T, red/white-T, gold/black-T, white/brown-T

UNIT SALE



\$699

Reg. price: \$725.

(Prices good only for a limited time, so call today.)

lt. blue	tan
brown	royal blue
tan	green
yellow	orange

Sky Supplies, Inc.

Rt. 1, Box 894A • DeLand, FL 32720
(904) 734-9641

SKY SUPPLIES IS A FULL-LINE DEALER OF PARACHUTE EQPT.

NEW 1980 CANOPIES

...in stock now at National

XL Cloud™ The newest addition to the National line, the XL Cloud has seven cells, and 260 sq. ft. of surface area. This big canopy descends slowly and lands softly under all conditions. Forward speed is high and response is excellent, due to the sophisticated Lissaman 7808 airfoil. Because of new construction methods, the XL Cloud weighs the same as the smaller Strato-Cloud, about 11 lbs. In stock now **\$849.00**

Strato-Cloud™ Lite The all-around canopy that is popular with skydivers everywhere. The Strato-Cloud's great stability and crisp performance have made it the choice for accuracy, CRW and relative work for many years. It has seven cells, 230 sq. ft. for soft landings and weighs about 11 lbs. In stock now **\$825.00**

Cruisair™ A fast, responsive canopy designed around the Lissaman 7808 airfoil. Constructed with fabric and lines to fit the smallest containers, the cruisair is the choice of many relative work jumpers. It has seven cells, 200 sq. ft. and weighs about 10 lbs. In stock now **\$749.00**

World's Largest Selection
For custom design
add \$50.00



VULCAN II



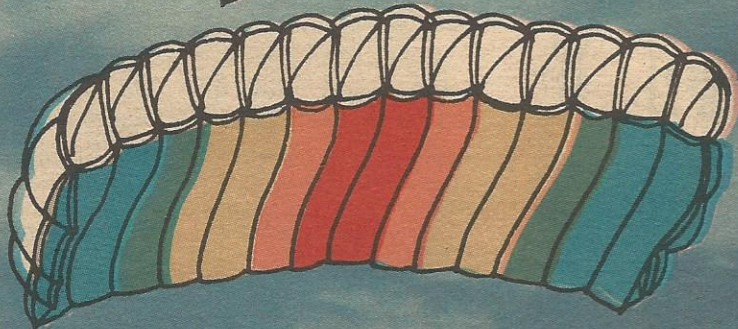
HELIOS



CIRRUS II



APOLLO



plus solid red, white, blue, black or gold. ZEUS

The new 1980 patterns from National are designed to be lighter, brighter and more attractive. White tops allow maximum illumination and minimum weight.

Call TOLL FREE
800-526-5946.

Visa and Master Charge welcome
Dealer inquiries invited

National Parachute Supply, Inc.



P.O. Box 1000, 47 East Main Street/Flemington, NJ 08822 USA/(201) 782-1646



sooner or later, all who fly must land.

McELFISH
PARACHUTE SERVICE

CALL TOLL FREE — 1-800-527-7530
2615 Love Field Drive Dallas, Texas 75235 • 214/351-5343
Send for our catalog \$1.00 U.S., \$5.00 Foreign (Refundable on first \$10.00 order.)



RELIABILITY • COMFORT • LIGHTWEIGHT

This "State of the Art" container system was designed for our new FEATHER-LITE reserve canopy and the very small and lightweight main canopies on the market today. This is a total racing machine, with no cost spared for comfort, reliability and lightweight.



**PARA
INNOVATORS**

171 E. 1ST ST.
PERRIS, CALIF. 92370

Pope Valley Paracenter Closes; an Era Ends

by Robin Heid

The Pope Valley Parachute Ranch closed on May 4. The property the drop zone leased was purchased by an experimental aircraft buff who plans to use the airport for his base of operations.

Pope had long been considered one of the world's premier drop zones. Americans and foreigners alike enjoyed the beauty of its surroundings, its country club facilities, and the high quality of its skydiving. Located in rolling hill country 70 miles north of San Francisco, Pope was a place where a jumper could drop out of the mainstream of everyday life and into the mainstream of skydiving. Jumpers from everywhere passed through the DZ, bringing news and ideas of the latest flying techniques and equipment advances. And the resident skydivers themselves seemed always to be at the vanguard of innovation, devising new ideas that increased awareness and skill, and the enjoyment of freefall beyond what had previously been realized.

In the last year or so, there were problems in this idyllic setting which drove some local jumpers away, and caused many in other parts of the country to go elsewhere for their skydiving vacations. Skydiving magazine decided to investigate the situation at Pope during its last months of existence to see what really happened there. Here's our report.

During the early 1970s, when it was operated by Curt Curtis and Tim Saltonstall, Pope Valley had a pair of Twin Beeches and an international flavor—Australians, Germans, Englishmen and Scandinavians often outnumbered the Americans. There were steak and crab cookouts, and the restaurant provided good, if slightly expensive, meals. The skydiving was good, too, for the foreigners were often members of their national teams. Ken Hills, an Australian who came to Pope with his team in 1973, stayed on until 1977.

"It was Mecca then," he remembers. "It was the hummingest drop zone I've

ever seen. The weather was great, the skydiving was great, and there was incredible enthusiasm."

It was during this time that Pope Valley began to acquire its reputation as a place where things were happening. In addition to the large numbers of foreign jumpers already frequenting the drop zone, Americans from all over the country drifted in, curious to discover what was going on. By the mid-1970s, a lot of Southern California skydivers began filtering into Pope, skydivers who'd jumped at Elsinore and Taft during the formative days of relative work, and in Arizona with the Freefall Exhibition Team. Most of them had many jumps and a wealth of experience behind them, experience they contributed to the growing energy they found at Pope Valley.

"I've never seen such a conglomeration of experienced jumpers gathered together in one place," said Hills. "It seemed like everyone had at least 1500 jumps, and there were times when there were a dozen people on the drop zone with well over 2000 jumps. It made for some very good skydiving."

"... it was a gradual decline as sequential got more popular"

One of the experienced jumpers that come up from the south was Skratz Garrison, a skydiver who had been involved in relative work since its earliest days. Garrison brought exceptional technical expertise to Pope, and a bevy of theories and ideas. He brought something else with him too, something which was to have a profound effect on Pope Valley's development.

Garrison jumped with students. He jumped with skygods. He jumped with anyone who was excited and willing to learn.

"Skratz would jump with anybody as long as the vibes were right," said



Pope Valley Parachute Center: some jumpers called it paradise.

Sparky Gregory, a long-time Pope jumper. He helped students a lot, then turned everyone into a student with all the new ideas he had. It really didn't matter if you had 100 jumps or 1,000—if you were in the air doing something you'd never done before, you were all beginners.

"So everyone got creative, trying all kinds of new things, and all of it blended together to create something very special for a while."

It was this feeling of "special" that made Pope Valley an exciting place to be during the middle of the decade. So many new people and new ideas passed through the drop zone, there was always an aura of energy and discovery there. "Magic" was a word used frequently by jumpers trying to describe the jumping, the people, the feelings, the whole experience of Pope Valley in those days. Pope was enjoying its best days. Its facilities were second to none, its scenic beauty unrivaled anywhere, and the

level and quality of its skydiving without peer.

A few people think the beginning of the end for Pope Valley began at that time.

"It was a gradual decline as sequential got more popular," said Gregory. "We had discovered all the easy things—after that, there was refinement, then repetition, and it became difficult to think of new things—it was hard to be creative anymore."

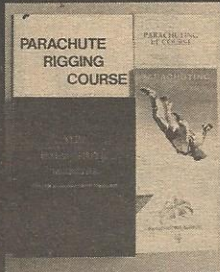
Skydance began to evolve around that time, but not everyone got into it, because it's harder to understand. Sequential makes sense, and it's technically interesting—you get completions. In skydance, there is no definite feedback, and doing well on a dive may mean sitting in one place without moving. There are fewer people in the right frame of mind to enjoy that.

"So a lot of people went to competitive sequential instead, and this

(continued on page 18)



THE BEST BOOKS ON THE SPORT



PARACHUTING, The Skydivers' Handbook is hot off the press with a fresh up-to-date look at our sport. In 179 pages and 350 photos and drawings, this new book takes over where Gunby left off in the 60's. Meant as an easy reading training text for novice and intermediate parachutists, it is enjoyed by both jumpers and whuffos. This book is about you and what you do — skydive! \$5.95 pp soft cover, \$11.95 pp hardcover.

PARACHUTE RIGGING COURSE, A course of study for the FAA senior rigger certificate. 16 lessons and 60 large workbook type pages filled with assignments explanations, projects, sample questions and detailed referenced answers. Designed to help you pass the FAA written, oral and practical tests. \$9.95 pp.

THE PARACHUTE MANUAL, a technical treatise on the parachute. An expanded, updated, completely revised second edition of this well known, authoritative work. Over 500 large 8 1/2 x 11 pages and 2000 illustrations. Known as the "Bible" to parachute riggers everywhere. Improved, more durable binding. \$29.95 pp.

I/E COURSE, a program of home study for parachuting Instructor/Examiner candidates. The workbook consists of lessons which parallel the written I/E test sections; each one has an assignment, explanation, sample questions and detailed, referenced answers. New, 3rd revised edition. \$9.95 pp.

PARACHUTING MANUAL W/LOG. A compact, yet complete basic instruction manual for the novice. A wealth of parachuting knowledge in a handy, easy-to-carry pocket sized format. New, expanded revised edition. \$1.50 pp.

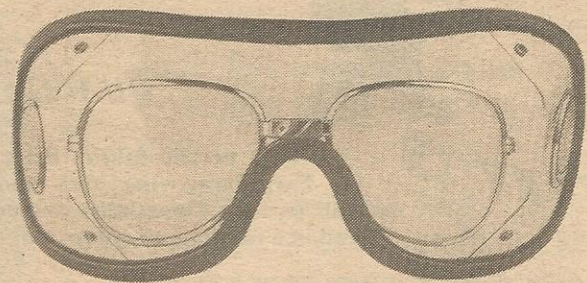
All prices include postage. Californians add 6% sales tax. Satisfaction guaranteed.

FREE DESCRIPTIVE BROCHURE

DAN POYNTER, P.O. Box 4232-2
SANTA BARBARA, CA 93103

sky-eyes

PAT. PEND



Now Available!
PRESCRIPTION SKY DIVING LENSES
DEVELOPED AND TESTED AFTER MORE THAN 100
SKY DIVES BY DR. J. MATTHEW HUNTER

FEATURES:

- Safety Hardened Lenses
- Designed to easily snap in and out of the popular Kroop Goggle
- Unlimited peripheral vision
- Endorsed by Jim Hooper of Z-Hills drop zone
- Available in clear, smoke, amber, green, and blue colors

Only \$48⁰⁰ complete

(Extra strong prescriptions . . . add \$5.00)

Send Check or M.O. and your prescription with P.D. and color choice to:

SKY EYES
DR. J. MATTHEW HUNTER
P.O. BOX 3243
HOLIDAY, FL 33590
Allow 4-6 weeks delivery

(continued from page 17)

made divisions. Instead of a DZ where everyone was working for the same thing—to learn all they could about skydiving—you had people doing skydance over here, and team-oriented people doing sequential over there.

“And by the nature of competitive skydiving, the competition people started thinking they were better than everyone else, and that created attitude problems. That happened at Elsinore during the speed star days, and it happened at Pope with sequential.”

Indeed, Pope Valley was primarily considered a hard-core competition drop zone from 1978 on; a place where team-oriented jumpers from all over came in the springtime to jockey for slots on the hottest teams. Teams from Pope were good, too. In 1978 and 1979, two of the top five finishers in eight-way competition trained at Pope Valley. And, of course, the 1977 and 1979 world champion 8-way team, Mirror Image, called Pope Valley its home,

though team members scattered across the world between competition years.

There was far less innovation at Pope Valley during the last two years because of this orientation toward competition. The energy of creations seemed largely replaced by the intensity of precision, and a desire to do things already discovered as perfectly as possible—so perfectly, there was no room for improvement. This desire for perfection had another effect, too.

“People forgot skydiving was supposed to be fun,” said Ray Ferrell, a Pope jumper for three years. “The skydiving got so sophisticated, it was hard to get on loads if you weren’t there every weekend. There was also a lot of very intricate 6-way jumps, and that made folks more particular about who they took on their loads. The skydiving was very serious.”

The attitude change brought on by the advent of “serious,” team-oriented jumping was not the reason most jumpers gave for their disaffection with the drop zone during its last days, however. Instead, almost all of them pointed to drop zone operator Bill Dause, who took over the DZ in the fall of 1977, as the real reason behind Pope’s decline.

“He destroyed the sense of community in the local jumpers,” says Don Balch, a local who jumped at Pope Valley for many years. “If you made up a list of all the fine skydivers who quit jumping there because of Bill Dause, it would be a sad experience.”

Ray Ferrell concurs. “Bill Dause’s method of running the place as a supreme ruler ran a lot of people off,

particularly progressive ones.”

Sparky Gregory was one of those progressive jumpers. Deeply involved in the beginnings of skydance and canopy relative work at Pope Valley, he quit jumping at the DZ on Labor Day, 1979, when Dause kicked him off the drop zone for talking back to him.

“I finally got tired of him. He’s always antagonizing people, throwing them off the DZ—and never for good reasons. Dause is nothing if not petty. You were always paranoid of being kicked off for something, and that takes the fun out of being there.”

Dause didn’t dispute any of the allegations, but he did enlarge on the issues they involved.

“I might agree with destroying the sense of community. When I got there, it was a real social atmosphere. People used to sit around all day drinking beer and eating crab. But I did three times the business Curtis ever dreamed of doing, and I had to do that. I couldn’t pay the rent if people didn’t jump. Pope was a place to skydive. You could kick hackeys after dark.

“Being a supreme ruler? I’ve seen some great DZs roll over and die because things got too loose. There is no money in aviation—I’m in this business because I love skydiving.

“I don’t think I’m petty, either. Maybe some of my decision were arbitrary, but I think I had valid reasons for what I did. I’ve been in the skydiving business for years—I ran things my way, and if people wanted to skydive, they were there.”

Dause’s handling of people wasn’t the only gripe jumpers had about the operation. The motel units, restaurant, and grounds also come under attack.

“Pope was a dump,” Gregory said flatly. “There was trash everywhere, poor maintenance of facilities, and bad food. One of Pope’s main attractions was its beauty; it was clean and pretty, with a nice pool and nice rooms. Those things matter.”

Balch was even more emphatic. “It was a pigsty under Dause,” he declared. “I didn’t take non-jumping friends to Pope, not with all the broken johns and trash. I don’t understand why the health department didn’t shut him down.”

“The health department was out here

all the time,” answered Dause, “and it was my control that kept things going. Without that, they would have shut this place down.”

“I had to kick one guy out of here for urinating on the side of a building. I was criticized for doing that, but if the health department or a civilian had seen that, what do you think would have happened?”

And while he agreed with the assessment of the eating facilities, Dause defended the condition of his motel rooms.

“I’ll admit the restaurant was bad news,” he said. “I personally didn’t eat there. But I only ran it temporarily. Until the last couple of months, it was operated by Ernie Butler.

“The motel units were alright. They were cleaned every Friday and Monday. Somebody could have fixed them up and charged a lot of money for them, but I wanted to keep them affordable. I charged \$3 a night, and you couldn’t expect the Hilton for that price.”

Only those jumpers already mentioned would speak for the record. Some of the most revealing statements, though, came from those whose remarks were not for attribution, and some of these are excerpted below:

“I loved jumping at Pope—that’s why

“... Dause’s method of running the place ran a lot of people off.”

I still went there. There were some bad things going on, but it was still a good place to skydive.”

“...attitude and atmosphere had changed a lot in the last year or two. Even if the DZ had stayed open, and Dause had left, changes would have been slow and slight at first.”

“Bill wasn’t the easiest drop zone operator in the world to get along with. The vibes at Pope weren’t as good toward the end because people were always worrying about what he was going to do next. But it wasn’t all Bill. There just wasn’t as much innovation as there used to be.”

“Dause was good and bad for Pope Valley—good because he was a great hustler who could really get things done, bad because he didn’t care who he stepped on to get those thing accomplished.”

Despite its problems Pope Valley was still the scene of some of the best skydiving done anywhere, and its DC-3 and Twin Beech ran steadily during peak months. Even Hollywood knew where Pope Valley was—Super Bowl footage and portions of the James Bond movie “Moonraker” were filmed there.

(continued on page 20)

PRESERVE III
by Advanced Air Sports

The extra lightweight, extra compact conical reserve with superb reliability, drive and descent characteristics. Many jumpers feel this is the finest reserve you can own. \$350.

We have Preserve IIIs in stock. Call or write us today.

Visa and Mastercharge honored.

Sky Supplies, Inc.
Rt. 1, Box 894A, DeLand, FL 32720
(904) 734-9641

ZEPHYRHILLS

You probably know that Z-Hills is the scene of the world’s largest meets and boogies. But you may not know that we’re also open year around, seven days a week.

We have a 4-place Cessna and a big DC-3. We offer a first jump course and an RW Instruction Program to help the intermediate jumper progress faster. There are plenty of local skydivers to keep things moving.

Facilities at Z-Hills include a loft for repairs and repacks, equipment sales, a covered packing area, and hot showers. Town is close by and camping is available.

All this — plus our great Florida weather and competitive rates — make Z-Hills the place for year-around skydiving.

Site of the 1981 World Meet

Zephyrhills Parachute Center
P.O. Box 1101 • Zephyrhills, Florida 33599 U.S.A. • (813) 782-2918

EAGLE

SKYDIVING JUMPSUITS
QUALITY ONE OR TWO PIECE JUMPSUITS

100% acrylic fabric. Both the arm & leg bloused and closed with velcro cuffs. Extra large wings area and leg bells make for a balanced jumpsuit - to allow for smooth swoops, floatability and excellent stopping power. Super quality & workmanship offered in a rainbow of colors make the EAGLE one hot skydiving jumpsuit.

FEATURES

Eagle Step-In. One piece single zipper design eliminates zipper failure. Large wings with built in swoop cords (fixed or shock cord) standard. Leg/hook knife pocket. Plenty of fabric from the waist down for balanced flying. Medium & Large.

Eagle Two-Piece. Two piece design with heavy duty YKK jacket zipper. Large extended wing area with built in swoop cords (fixed or shock cord.) Adjustable jacket hold down stapes and waist band. Pant openings for inside harness wearing. Leg/hook knife pocket. Medium and large.

\$89.00 for house colors, Custom color size **\$10.00** additional.
Colors: white, black blue, red, lt. blue, tan, brown, yellow, orange, green.

Contact your local dealer or call us.

Manufactured by **THE RW SHOP**

ROUTE 13 • BROOKLINE, NH 03033 • (603) 673-5867

SPORT PARACHUTIST BUCKLE



Handsome **CHROME** plated 3 3/4" x 2 1/2"
Antiqued Chrome (No Color)..... \$8.50
Baked Epoxy (Blue) Sky Bkgrd..... \$9.50
add 75¢ postage per buckle

New Jersey Res. No C.O.D.
Add 5% N.J.S.T. Send Check or Money Order

ROBERT M. BALDWIN COMPANY
1615 Plainfield Ave., So. Plainfield, N.J. 07080

Meet the only reserve that's as good as
a Safety-Flyer:

Safety-Star™



New from Para-Flite.

The Safety-Star is the latest addition to Para-Flite's line of advanced ram-air canopies. It has more surface area than our Safety-Flyer reserve, but it packs into containers of the same size. An improved air foil gives a flatter glide and softer landings, while new materials and construction methods keep the weight and bulk to a minimum.

The Safety-Star has the same proven features as the Safety-Flyer. It has Para-Flite's exclusive free bag system that allows the canopy to deploy even if the pilot chute snags on the jumper or his gear. (The free bag system has already helped save several skydivers who were forced to deploy their Safety-Flyers into malfunctioned main canopies.)

The Safety-Star had to pass the same rigorous testing program that "wrung out" the Safety-Flyer. It was strapped to heavy dummies for drop tests at high speeds. Our test jumpers evaluated it in a variety of conditions to prove the superiority of its opening, flying and landing characteristics.

The testing program showed the Safety-Star has the performance, reliability and durability that only a ram-air from Para-Flite can provide. It can deploy in nasty situations when round parachute can't. It has a 3:1 glide ratio and a 20-30 mph forward speed to get you back to the drop zone when a round canopy would let you down in the trees. It can help you handle high winds that would make any round canopy back up.

There's only one canopy that offers the performance, reliability and durability of a Safety-Flyer: the new Safety-Star. The Safety-Star gives you all three — plus softer landings — with no increase in weight or bulk.

The Safety-Star is available now from Para-Flite dealers around the world.

Para-Flite, Inc. manufactures
the Cruisair, Strato-Cloud,
XL Cloud, Safety-Flyer and
Safety-Star canopies.
©1980 Para-Flite, Inc.



PARA-FLITE Incorporated

5801 Magnolia Ave. • Pennsauken, NJ 08109 USA • (609) 663-1275

(continued from page 18)

But it was a different place than it had been in the mid-1970s. Novice and intermediate jumpers didn't fit in as well as they had in the days of Skratz Garrison. The high-level dives done at Pope during the last two years required considerable experience, and there was no room for marginal slots. Consequently, novice and intermediate jumpers usually found it difficult to get on loads, although Bill Dause was effective at getting people of varying skills together who didn't know each other. He could often be seen at the manifest, gathering the non-skygods together for fun loads which he organized.

If you came with a group, as many Europeans did, Pope was still an exceptional place to jump. With six or eight people, groups did all the skydives they wanted without worrying about local politics, yet had the added bonus of being able to pick up some useful tips from all the experienced jumpers.

Pope was still beautiful, too. There was trash in the parking lot, broken toilets and crummy food, but from the air, there was no place like it in the world. It remained, until the end, and incredibly lovely place to skydive.

Pope Vally went out in style, too. On the afternoon of May 4th, 40 skydivers exited from two DC-3s flying in close formation and proceeded to build a rock-solid penta-wedge which was held for over ten seconds. Had an FAI judge been there to witness it, it would have been a new world record. But then, who needs the record when you've written most of the rules?

Final Load at Pope Valley Yields 40-Way

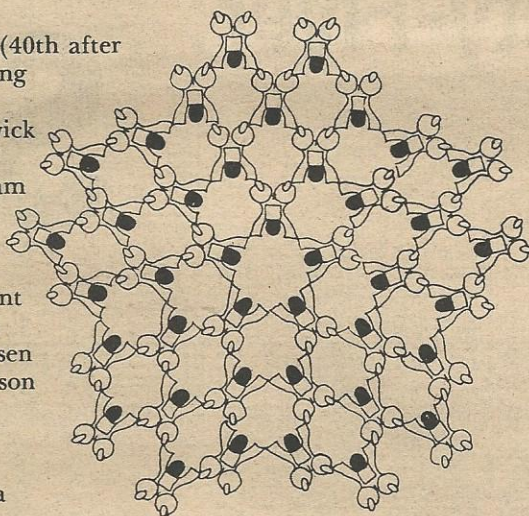
The final sunset load over Pope Valley is probably the most beautiful of all, and is to be shared - with all of the people in the world who ever jumped there, or wanted to jump there, or were just there.

Organizers Tom Mele and Mike Sandburg began working on the dive mid-week. Plans were made on Saturday morning for timing, and names were taken as early as Wednesday. The original plan was for a 30-way, but by the time all the names were gathered, there were 40, and there was nobody to be left out. Well, Pope Valley had never had a 40-way—if you must lose paradise, say goodbye with style.

The dirt dive was called for 6:00, started at 6:30, and was characterized by a cooperative attitude and smooth progression usually absent in dives of this size. Three or four walk-throughs, with most people listening instead of talking; suggesting instead of arguing. From the very first, 40 people were functioning toward one end. A high-priority skydive, for sure—but extremely low-tension.

The dive was to be made from both DC-3s in formation. Dan Kitley, with co-pilot Norton Thomas would fly the "Banana." Spirits lifted. One bottle of champagne passed around each airplane, one sip for everybody—the

Ron Ardizzone
Mike Bachan
Larry Bagley
George Baran (40th after
photographing
Robert Bonitz
Frank Bouterwick
Ernie Butler
Karalee Canham
Jim Captain
Phil Caputo
Garry Carter
Bonnie Chalfant
Steve Chalfant
Vicki Christensen
Romaine Coulson
Cheryl Creson
Debbie Dana
Bill Dause
Rande DeLuca
Jim Fanjul



A diagram of the Pope Valley 40-way with the names of the participants.

Ray Ferrell
Tom Finnegan
Cynthia Frueh
Fernando Gallegos
Raymond Hebert
Mike Kostka
Kathy McCormick
jeanni McCombs
Tom Mele
Claire Meredith
Wendy Neustrup
Dan O'Brien
Jim Reilly
Mike Sandburg
Tanya Stringham
Dennis Teicheira
James Vener
Mark Vincent
Bungee Wallace
B.J. Worth

last of the bottle in "Douglas" being downed by tee-totaler Bill Dause. (Well, it WAS a pretty special occasion.) The doldrums of finality were transformed into the joy of having been able to be there at all.

At 6,000' "Douglas" came alongsidethe "Banana" and the two 3's flew a beautiful formation until they had to separate for the passes at ten-five and twelve-five.

A 22-way, also split between the two airplanes, went off at about 14,000'. The planes kept climbing through a long turn-around and were on jump-run at 15,500'.

The exit was timed beautifully, with the trail plane delaying about three seconds. The base of Bob Bonitz, Tom Mele, Dan O'Brien, Jim Reilly and Bungee Wallace built as would be expected; fast, smooth, clean, solid and fast-falling. The first wings closed in a

wave, just like the dirt dive. Diamond tails came on, one through five, as one. Then the outside wings and arrowhead tails closing without rushing, everybody flying the formation, paying attention, having fun. Nobody hurried, nobody smashed or crashed. Forty people were tuned in and turned on to the same wavelength. When it was 39, cameraman George Baran closed and there it was, penta-arrowhead—solid, stable, beautiful and never-to-be-forgotten. Pope Valley's first and last 40-way, over a sunset of soft gold and orange that didn't let us down.

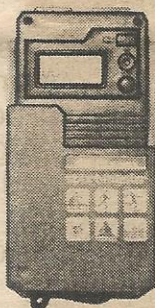
Break-off went according to plan at 4500', with stacked deployment and good separation. Screaming, yelling, crying. Joy and sadness so intermingled that neither could dominate.

Hardly anybody started packing. More champagne was broken out, for serious drinking now instead of token toasting (Dause broke out a half-gallon of milk). The DC-3's came over with a fly-by that was another first-and-last for Pope Valley. More champagne was broken out. A European gentleman arrived from Perris to make a jump at Pope Valley before it closed. More champagne was broken out. A couple of smoke bombs were set off, and more champagne was broken out (Dause still had plenty of milk).

If you must lose paradise, say goodbye with style. Since nobody has a right to expect paradise at all, eight years of it is pure bonus.

—Karalee Canham

DIGITAL STOPWATCH



- Split Timing
- 2" x 1 1/4" x 1/2"
- Battery operated
- Price: \$45.00

HORIZON AERO SPORTS LTD.

1359 Kingsway
Vancouver, B.C.
Canada V5V 3E3
873-0816 873-2727

up & down shop

3509 Peach Tree Rd. • Balch Springs, TX 75180

(214) 557-0310
or 557-0311

Dealer of
Lightweight Super Cloud
(260 sq. ft.)
Cruisair
Viking
Safety-Flyers
Eagle Suits
Balloon Suits
Thunderbolt Suits
Zak knives
Diapers for Ram-Airs

Fulltime Rigging

"The Catalyst" is coming

Manufacturer of our exclusive line of

CAMO-WEAR

Gear & accessories made from the finest camouflage-pattern fabric

Slick Jumpsuits
RW Jumpsuits
Kit Bags
Wallets
... plus more

Dealer inquiries invited

Master Charge and Visa welcome



Central Florida Parachute Center

Mid-Florida Airport,
State Road 44E,

PARAGATORS INC. F.A.A. Loft 708-17.
Jump, Flight, Rigger, Training. Rigger Examiner. Bunkhouse. Camping. Twin Beech; Cessnas. No Dogs. Jimmy Godwin D-126, Star Route Box 498 A, Eustis, FL. 32726. 904/357-7800.

Learn advanced relative work by reading

UNITED WE FALL

by Pat and Jan Works

United We Fall brings you 366 information-packed pages on every aspect of relative work: skydancing, sequential, competition, CRW, gear and more. Pat and Jan Works, the authors of *The Art of Freefall Relative Work*, have compiled the best work of 20 writers-sky divers into one volume. Not only does *United We Fall* contain useful "how to" information, it provides for many hours of entertaining, thoughtful reading. Profusely illustrated throughout.

"... *United We Fall* is something to throw into your kitbag and carry everywhere. For every jumper interested in the attainment of freefall excellence..." Robin Held, Editor, Parachutist

Please rush me my copy of *United We Fall*. My check or money order for \$12.75 is enclosed. (\$11.95 plus 80¢ shipping). I understand I may return the book within 10 days of receipt if I am not completely satisfied.

USE THIS COUPON TO ORDER TODAY

Name _____
Street _____
City, State, ZIP _____
Country _____

RW Underground Publications
1656 Beechwood Avenue
Fullerton, CA 92635

SATISFACTION GUARANTEED

El Capitan

(continued from page 1)

to let it go, the law says we have to be extremely careful where endangered species are involved. You see, one of our resource management specialists brought up the question of how the birds *might* be affected by the jumping. So, we had to investigate it.

"I just wish I'd thought about the birds sooner. We knew they were up there, and during nesting season — which runs from January to July — we reroute the rock climbers to keep them away from the peregrines. Unfortunately, none of us thought about how jumpers might affect them until May, and that's the reason for the additional delay.

"If the Park Service wanted to snivel, our superintendent would just say no, and that would be that — we'd be back to the adversary relationship that existed last year."

The Park Service has now scheduled a demonstration jump for July 1, so Fish and Wildlife officials can observe the effect on the peregrines. Five USPA members — President Scott Hamilton, Larry Bagley, Nick Kingery, B.J. Worth and Svec — will hope to show that their jumping won't really bother the falcons. If it doesn't, legal jumps will begin immediately. If there is a problem, jumps will not be allowed until August 1, when the peregrines' nesting season is over.

Hamilton, an attorney, feels the NPS is being sincere and straightforward in its handling of the cliff jumping question, even though he was skeptical before. Svec, on the other hand, is less optimistic. "I'll believe legalization when I see it. I've been down this road with the Park Service too many times before. I don't know — maybe the third time is a charm. I hope it will go; it's been a lot of trouble for a lot of us," he said.

Svec hopes to have a firm commitment of some kind from the Park Service when he leaves Yosemite on July 1, after the jump. Svec is the meet director for the relative work portion of the U.S. Nationals and he wants to be able to tell everyone at the meet of the final disposition on El Capitan.

Among the problems many jumpers are unaware of is the heavier penalties for jumping El Capitan, now that an endangered species is involved.

"Disturbing an endangered species is a

felony," explained Wendt, "and we will enforce the statutes involved if anyone is caught jumping illegally.

"Messing with the park superintendent isn't anything like messing with the birds. You know, in one sense, the peregrine may be even more valuable than human beings, because its wholespecies is threatened. Homo sapiens, on the other hand, is going to be around until it eats itself out of existence or blows itself into oblivion."

From all indications, it appears the final chapter in the legalization of El Capitan cliff jumping will be written on July 1st. If the peregrines are left unruffled by the demonstration jumps, skydiving will begin immediately and continue to Labor Day. If the birds are disturbed, however, jumping will begin on August 1, with an extension of the season until "at least October 1," according to Wendt. •

Trailing banners reading "God Bless America"

Skydiver Leaps Off West Virginia Bridge

A parachutist jumped off a 876-foot high bridge in West Virginia last August, adding his name to the growing list of people who have skydived from perfectly good bridges.

Burton Ervin of Cowen, W.Va., spent nearly four months planning for the jump on August 17, 1979, from the New River Gorge Bridge. Ervin wore a conventional North American Aerodynamics Mini System rig, and he delayed about two seconds before dumping the sleeve-deployed 32-foot lopo canopy.

Ervin wore more than a rig, however, as he trailed several banners from his

legs that read "God Bless America."

The jump was made at 10:20 p.m., in the dark, because the air was least turbulent then. The fast flowing New River passes beneath the bridge.

Ervin's jump was filmed by a local TV station.

WANTED

28' and 35' Surplus Canopies

Contact:

HORIZON AERO SPORTS LTD.

1359 Kingsway, Vancouver
British Columbia, Canada
873-2727 or 853-9866

Meet the SAC (Security AeroConical)

The Round Reserve, engineered to meet the specific requirements of today's active skydiver!

5.7 lbs. of SECURITY

WHAT IS IT? The smallest high profile, parabolic round canopy in the world.

WHAT IS IT MADE OF? 1.1 oz. Ripstop "O" porosity (F-111) nylon fabric, dupont high tenacity 330 yarn, heat and ultra violet resistant (flourocarbon finish).

HOW IS IT MADE? Bias constructed, mesh covered tri-vent, diaper controlled deployment.

GENERAL SPECIFICATIONS

Opening Time—1.4 seconds

Rate of Descent—14-16 F.P.S. w/170 lbs.

360° Turn—4-5 seconds

Forward Speed! apprx. 10 M.P.H.

COMPATABILITY

Security System/PN 79A 1684-SAC.

SST Racer, Model-O51

Wonderhog II-P Designated

Classifier

Suggested Retail
\$365.00

Available now from our worldwide network of dealers.

GQ Security Parachutes, Inc.

PO Box 3096

San Leandro, CA 94578

(415) 357-4730

U.S. Patent No. 3758056

TSO C-23b, In Standard Category

**SUMMER
CLEARANCE
SALE ★★**

We're cleaning out our stockroom and can offer some exceptional values on new and used equipment:

Sierra Piggyback: \$90

Wonderhog (double shorty): \$185.

Papillon (used, great shape): \$125.

Stylemaster conventional rig, with reserve container: \$75.

28' chest reserve, modified, complete: \$85.

Rod's Rebel conventional rig for a Strato-Star, with Pop-Top: \$150.

24' reserve canopies, each: \$60.

French Paraboos, sz. 7 1/2: \$25.

Rumor reserve container and risers: \$25.

Patch 6 canopy with sleeve: \$100.

Great gear at great prices.
Call or write today.

Dave DeWolf
26 W. Bainbridge St.
Ellizabethtown, Pa. 17022
(717) 337-0808 evenings

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.

Cross-Porting

Para-Flite, Inc., has issued instructions for cutting cross ports in their main canopies. (Cross ports are holes cut in the walls of cells to help a ram-air inflate and stay inflated.)

The company recommends that the rigger first make a 5"x8" oval template out of cardboard to help with the job.

Then mark each rib before any cutting is done. Each hole should be located exactly midway between the second and third suspension line attachment points on the load-bearing

ribs and about two inches up from the bottom seam. Non-load bearing ribs should be marked in the equivalent location.

They place the canopy on a smooth, non-flammable surface and position the template with the long axis running from the top to the bottom of the canopy. Check to insure no other fabric underlies the area to be cut, then trace around the template with a hot knife.

Obviously, do not crossport the outside rib on each end of the canopy.

Para-Flite makes the Strato-Cloud, XL Cloud and Cruisair main canopies.

AODs on New Rigs

Several rig manufacturers are asking their customers who plan to install automatic openers [AODs] on their new rigs to say so at the time the rig is ordered.

Apparently some piggybacks require special modifications to accept

automatic openers. A customer who informs the manufacturer of his intent to use an AOD will save himself the trouble and expense of having the work completed after the rig is delivered.

Merlin Modification

Pioneer Parachute Company of Manchester, Conn., has circulated a bulletin that describes a modification to the Merlin canopy that should decrease the opening shock of the 7-cell canopy. The company also says the modification will reduce the toggle pressure without adversely affecting the Merlin's landing flare capability.

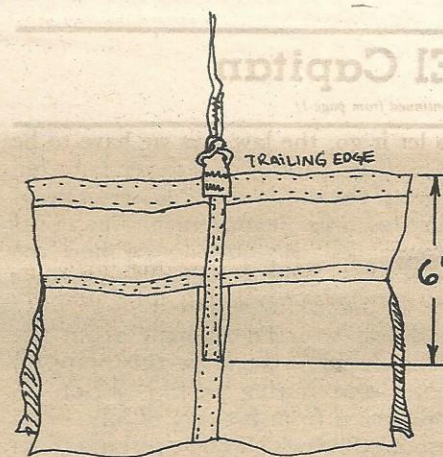
The bulletin, which is published below, applies only to canopies manufactured before July, 1980.

Procedure:

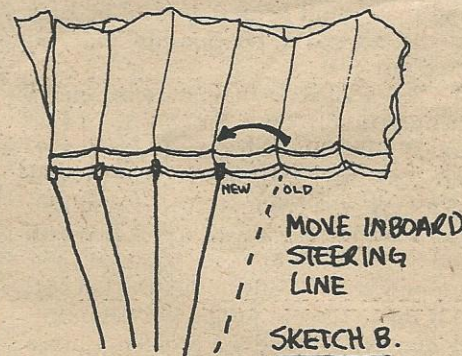
1. Reinforce the seam located between the short upper control line and the third inboard long upper control line according to Sketch A. The material recommended is tape, reinforcing, Nylon MIL-T-5038 Type III 3/8.

2. Relocate the short upper control line outboard one seam (the seam reinforced in Step 1). This is done by carefully cutting the two bartack stitches, moving the 1" 5038, Type III tape (around which the short steering line is tied) outboard one seam, and restitch in a similar manner to the original installation. It may be necessary to replace the 1" 5038 Type III tape if it was cut or badly weakened by the bartack stitches. See Sketch B.

3. Relocate finger trapped brake loop upward. To insure the proper distance for the brake loop is achieved, measure from the point at which the short steering line attaches to the 1" 5038 Type III to the center of the new brake loop.



SKETCH A. REINFORCE SEAM WITH 6" OF 3/8" TYPE 3.



This distance should be 124.0 inches (± one inch).

Reducing Opening Shock

Reducing the opening shock of canopy is the goal of many freefall photographers and older parachutists. Although riggers can't seem to agree with best way to soften a canopy's open-

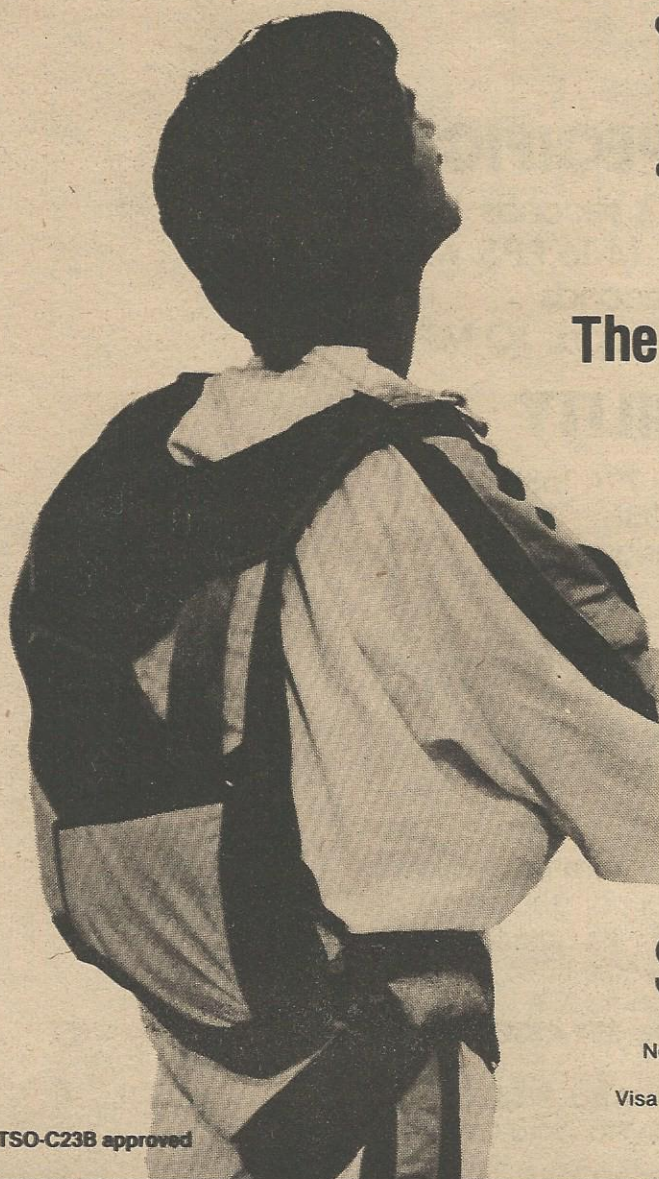


Jeanni's Equipment Company
"All you really need is Security."

THE SYSTEM
UNIT

SAC
26' LOPO RESERVE

Call or write Jeanni McCombs, 833 Baker, San Francisco, CA 94115. (415) 922-1003. Answering machine days and weekends.



Rapid Transit System

The new rig that has it all: clean design, trim size and custom quality

All standard options at no extra cost.

Main Deployment System

Pull-Out Pilot Chute

(side mounted on main left webbing)

Hand Deploy Pilot Chute

(leg strap or back pack mounted)

Ripcord

Choice of Colors

17 Container colors

11 Tape colors

10 Harness colors

Main Canopy Release Systems

3-Ring Capewells R-3s

\$375
complete

No bag: deduct \$10

Visa and Mastercharge
accepted

write or call today:

Sky Supplies, Inc.

Route 1, Box 894A • DeLand, FL 32720 • (904) 734-9641

FAA TSO-C23B approved

ing characteristics, there are several methods that seem to work for many canopies:

1. Roll the nose. Some jumpers report that rolling the nose of a ram-air canopy to the A-line or even to the middle of the stabilizer is an easy way to reduce opening shock. A canopy with a rolled nose tends to streamer for a few seconds before inflating, providing the opportunity for the jumper to sit up. Some jumpers roll their canopies from each end, but it's better to see if just rolling the nose will sufficiently soften the openings.

2. Stow the slider. A few jumpers report that stowing the slider in a rubber band affixed to the center seam on the tail of the canopy also reduces opening shock, especially if the canopy is freepacked. Most jumpers wrap the rubber band twice around the center of the slider.

3. Use a bag or diaper. Parachutists who have packed both ways say that a bagged canopy opens more softly than one that is freepacked. (Although some jumpers claim the opposite is true.) The openings of bagged canopies tend to be more consistent, too.

4. Add more deployment brakes. This is what Pioneer recommends be done to the Merlin. A jumper can experiment with different brake settings by stowing the brakes with a daisy-chain knot. Be sure to demonstrate the best way to do this, so the knot will hold during deployment and still release properly.

Generally, adding more brakes will reduce the opening shock. But don't add so much brakes that the canopy opens in a stalled configuration and causes the pilot chute to flip over the nose of the canopy. If this happens, the pilot chute can snag a front line and adversely affect the performance of the parachute, or cause it to malfunction.

5. Cover the hole in the slider. The sliders of several main canopies have a central vent to speed up canopy inflation. Partially or completely covering this vent might reduce the opening shock. It also might make the canopy streamer for a few heart-stopping moments, especially if the canopy has been tightly rolled during packing.

Obviously, don't change the slider of the Para-Flite Safety-Star or Safety-Flyer reserves. Both canopies open best with the vented slider.

6. Change the size of the slider. This suggestion is frequently heard, but there

seems to be no consensus if softer openings result from a bigger or smaller slider. Unless adequate test jumps can be made, changing the dimensions of a manufacturer-supplied slider to reduce opening shock is probably a bad idea.

7. Change the jumper's habits. Some skydivers consistently deploy their main canopies while tracking; they don't flare in freefall to slow down before releasing their pilot chutes. Other jumpers pull in a flat face-to-earth position and remain in that attitude until the canopy jerks them upright. Advising such a jumper to flare during his wave-off, or to sit up slightly after releasing the pilot chute will usually make openings more comfortable.

8. Change the reefing system. Most skydivers today rely on a slider to control the inflation of their main canopies. But other reefing systems, such as Para-

Flite's patented pilot chute controlled reefing system or NAA's "spider" tend to offer slower, more gradual openings. Both systems use the drag of the pilot chute to control the inflation of the canopy.

Para-Flite offers the PCR system as an option on several of its larger canopies. NAA has developed a pulley-type arrangement that style jumpers say is successful in taming the opening shock of the NAA 252 canopy. Stylists wear small jumpsuits and fall in a tuck, so they're really moving when the pilot chute is released.

A jumper might consider buying a canopy with one of these reefing systems. There are still some Para-Flite Strato-Stars with PCR systems on the used market; the 5-cell canopy was the first modern ram-air that was equipped with an effective PCR system.



WINDOW STICKER

This attractive sticker is printed in two colors of bright transparent ink. It looks great applied to inside of any window. A perfect little gift to enclose in a letter to a fellow skydiver. Durable mylar base, 3½ x 4½ in. \$2 each; three for \$5, eight for \$10 postpaid.

Send cash, check or money order today to:

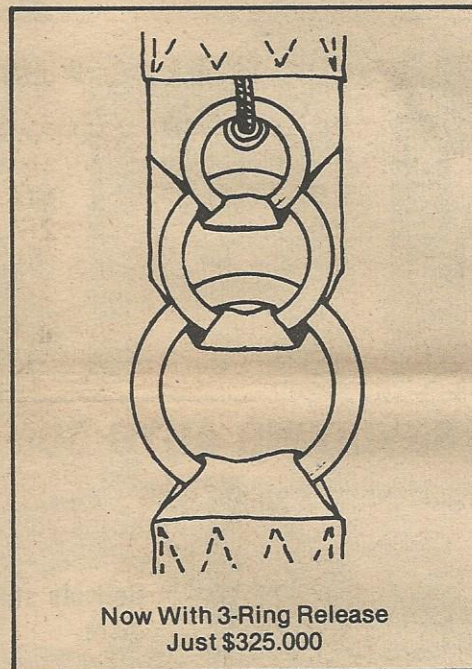
Skydiving

P.O. Box 189 • Deltona, FL 32725 U.S.A.

Condor II



THE RIG



Now With 3-Ring Release
Just \$325.000

THE RELEASE

North American Aerodynamics offers you the best rig on the market!

THE BASICS: A clean, aerodynamic profile — it's LIGHT, (just 6½ lbs.!) — designed for your comfort with a padded split-saddle, floating leg pads — quality materials, workmanship and construction techniques — our unique padded main ripcord handle that can never be lost or thrown away — six standard colors: Solid Black, Red, Blue, Gold, Orange, and Kelly Green (all with Black trim and a splash of White) — four container sizes to accommodate any size canopy.

THE EXTRAS: Custom colors available for both container & harness at a low additional price — your choice of either 1½ Shot Capewells or 3 Ring Circus Release at NO extra charge — Hand Deploy Pilot Chute available as a custom feature.

PRICING INFORMATION: The Condor II is a standard color with 1½ Shot Capewells or 3 Ring Circus \$325.00. Custom container fabric — add \$15.00. Custom container fabric, harness, and binding — add \$30.00. Hand Deploy Pilot Chute in 36" or 40" — add \$25.00.

NOW YOU KNOW THE FACTS — GIVE US A CALL!

THE CHUTE SHOP
HIGHWAY 202, FLEMINGTON, N.J. 08822
(201) 782-5758



PHOTOGRAPH OF THE 36-WAY NO SUITER

11x14" color print of the world record.

Send \$15 plus \$2 shipping for each print ordered. Prompt shipment.

Randy Quiroz
P.O. Box 950 • Wimauma, FL 33598
(813) 634-2291

The World's Best Parachutes



MANUFACTURING
SPECIAL MATERIALS
& HARDWARE

COMPETITIVE PRICES

TM

Embury Sky Systems
33330 Westlong Street
Lake Elsinore, Calif. 92330 U.S.A.
714-678-2174

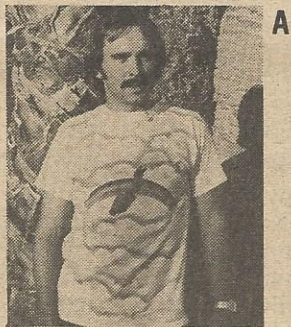
BUCKLE MANIA
presents

CUSTOM AIRBRUSHED T-SHIRTS

Mail us a color photograph of your 5- or 7-cell square canopy, and we'll send you a hand painted copy of it in any of the five scenes shown.

All shirts are airbrushed front and back (specify which side you want your square to appear on).

Men's shirts are 100% heavyweight preshrunk cotton. Women's shirts are 50/50 cotton/polyester, French cut fashion T's.



CUSTOM SKYDIVING AUTO SUN SCREENS



- ★ Keeps your car's interior cool.
- ★ Reflects sun's rays, reduces glare.
- ★ Easy installation.

Mail us a color photo of your 5- or 7-cell square canopy, and we'll send you a hand painted copy of it in scene #655. Scenes #602 & #606 are not custom and can be mixed.

Sun screens work best on flat windows and are illegal in some states.

BUCKLE MANIA

BOX 118 • TEMPE, AZ • 85281 • (602) 966-4407

T-Shirts

circle choice

Men's: S M L X-Lg... \$11.95
Women's: S M L... \$12.95
Design: A B C D E

Sun Screens

- #655 sm... 18" high X 64" wide. \$14.95
- #655 lg... 27" high X 64" wide. \$17.95
- #602 (1 pair)... 18" high X 22" wide. \$11.95
- #606 (1 pair)... 18" high X 22" wide. \$11.95
- mixed pair (1 each of #602 & #606)... \$11.95

please print neatly
Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____

Add \$1.00 for shipping AZ residents add 5% sales tax Dealer inquiries welcome

Pat Works' RWunderground

This column is written by Pat Works, author of the *Art of Freefall Relative Work* and *United We Fall*. For several years, Works published a newsletter titled *RWunderground* for relative workers.

No Contact RW

Feeling the air, sharpening your sense of buoyancy, and noticing and reacting to the clues that are key to good RW is a happy experience. If you would like to increase your learning speed to the maximum and enjoy the full pleasure of hot RW then make no-contact RW dives. Regardless of your experience level, no-contact RW is the way to have a great time and learn to fly better all in one dive.

You must be aware of the many clues of freefall flight if you are to know the perfection of flight. Flight for the joy of flying is what no-contact RW is. You will spend the entire jump in precision flight.

First fly stable. Everyone should fall at the same relative speed with no one stretched out in a recovery position or overly tucked up. The test of good no-contact is to be able to touch your partner with your finger tips. Don't take a grip lest you spoil the no-contact flying for the rest of the flyers. Try to keep the distance between flyers as small and constant as possible.

If you think you are good at RW go out with four or eight people and do no-contact sequences. If you can complete four or five sequences you are doing fairly well. You can do the international 4-man RW competition sequences, just do them no-contact.

When flying no-contact be aware of the other people in the group. Can you alter your flying to help their flight? Be certain that no one is flying stretched out in a maximum slow fall as this limits control and fun.

To start, you may need to begin from a contact star. Fly it until it falls straight with no tension, then gently release grips. Be careful that you do not push off. Fly into the imaginary center of the star until you could take a grip, if you wanted to. Notice the electricity that builds. Have fun.

No-contact RW requires that each person be aware of his own and everyone else's flight throughout the dive. A lot of learning comes from watching and remembering how you and your partners handled the flight patterns required by the dive.

For the Advanced RWer

Doing two sets of formations, side by side at the same time is the best way for teams to improve their group skills and awareness. This way, each member receives maximum learning and challenge. Importantly, everyone learns to pay attention to what is going on around them.

In order to maximize the learning opportunity you must practice timing and "flow awareness." Being expert at the basics is a must. You certainly have a lot of interesting learning ahead if you can not concentrate on two or more areas in the sky in addition to our own flight.

Feeling the Air: A Test

Take an even number of people and divide them into two groups. Plan a dive for the number in each group. Alternate the people in the exit. Build the formations side-by-side in the air and

execute the sequences at the same time maintaining 15-20 feet of separation between the groups. Do not let the formations get too close to each other.

For example, with four people, divide into two groups of two, each group executes in order and together in concert: a 2-way star, 2-way accordion, 2-way caterpillar, 2-way skirmish line and 2-way stair steps.

With eight people, start with two 4-way stars side-by-side, then transition into 4-way diamonds, bipoles, donuts, caterpillars and skirmish lines.

Remember, this is *not* a race between the two groups.

Awareness

Building awareness starts with being good at no-contact relative work but it certainly doesn't end there. Rather it goes and grows with you so that each experience offers the opportunity for sharpening your sense of buoyancy and really feeling the air.

No-contact and sequential relative work require multi-dimensional flying awareness. Keeping several formations flying together to sequence, rotate and dock with each other means that you must be aware of the flight pattern your formation must take to meet with the others at some imaginary spot in the clear blue sky.

Being able to fly precisely hooked up means you must be able to fly *yourself* precisely and with imagination — to flow with the moving piece as a complete unit.

Basic 2-way and 4-way group flying build awareness. Practice pre-stars whenever the dive will allow. Track the "pieces" away as a last sequence before pulling. Practice group flying as you do this by not over-flying your portion of the piece.

Timing and Flow

Good timing is key to all relative work. Awareness of what the proper timing is is only part of the story. The whole story — book, chapter and verse — rests on putting that awareness of correct timing into practice in the air.

Perfect timing is being there, wherever "there" may be, at precisely the right time. Not a half second too early, nor half second too late.

One gets there at the right time by flowing with the dive. A sequenced skydive goes only so fast, like a river.

Being in your slot too early, before the formation has had a chance to settle and flow with you, causes waves and disturbances, like throwing a rock into a still pond. Flowing with the dive and entering with the flow causes nary a ripple and is ultimately the fastest way to fly. Flowing with the dive permits you to concentrate better on the changing panorama of sky, ground and sun-flashed colors of your partners.

Awareness and flow start in the airplane. So does the jump. Building a subterminal donut, carrying a 4-man diamond out the door, exiting with a clean 7-way contact which sequences into a 10-way star still tilted on its side in the slow air, flying a 2-way cat out the door all require a carefully planned competition line-up and exit.

EDITORIAL...

The FJC: A Real Bargain

Parachute centers should re-evaluate the prices they charge to teach people how to jump. Compared to the cost of instruction in other sports such as tennis and skiing, the price of a first jump course is one of America's few remaining bargains.

I'm not advocating that DZ operators fleece the public and price the sport out of reach of people who make less than \$20,000 a year. Most jumpers, including myself, want to see the public "turned on" to parachuting. But cheap first jump courses hurt the sport, not help it.

Charging a realistic price would help insure several things. The center could afford to hire competent, dedicated instructors, ones who are willing to hustle because they can make several hundred dollars a week training students. More income per student will also help the center afford modern student gear including automatic openers, slow descending mains and steerable reserves. The center would also be able to provide realistic training aids.

So charging more should result in better instruction and safer jumping. Not only would more students stick with the program, but more instructors would keep with instructing. Right now, the sport needs top quality instructors more than it does more students.

Charging more would also reduce the need to "mass produce" students to make a profit. Fewer students in a class would mean more personalized instruction. The center could reduce its overhead in student rigs, aircraft and staff. (In other words, a center could make more money by training ten students at \$100 each than it can by training 20 at \$50 each.)

And price increases should be considered for subsequent novice jumps, packing classes and so forth.

It's doubtful that the parachute industry knows how "elastic" the price of a first jump course is. Doubling the cost of a course probably wouldn't reduce the enrollment by half. The public probably expects to pay a lot more than \$50 or \$75 for a first jump course.

A DZ operator should check the prices of a few hours of tennis or scuba diving instruction. He should sit down with his accountant and price his operation's services realistically. Include a decent wage for the instructor, gear depreciation and perhaps even membership in USPA. And include a healthy profit, so the operator will be in business next year. — MFT

LETTERS.....

Corrects Para-Mount Information

Volume 1, Number 8 issue of *Skydiving* carried an announcement under the title "Paramount Ram-Airs Built Under License."

To set the record straight: the partnership of Mount and Mayes had no negotiations whatsoever with Para-Flite, Inc. nor do they have a license under any patent owned by Para-Flite, Inc.

In order to achieve an out of court settlement of a law suit filed by Mr. S.L. Snyder against Mr. Mount, there were negotiations between Mount and Snyder and it resulted in an agreement between them.

This agreement does include a limited and temporary license for Mount so that he can use up his raw materials. Mount also agreed to stop making and selling the parachutes that infringe Mr. Snyder's patent by May 31, 1980.

Elek Puskas
President
Para-Flite, Inc.
Pennsauken, N.J.

One Fourty Tailstrike

I was just reading the article in Issue

#10 about the "fluke" collision between a jumper and the tail of a DC-3. At Guthrie, Okla., last month, we had a non-injury exit collision with the tail of a Cessna 206. The incident took place during a mass exit while flying in formation with a Cessna 182. In attempting to get 4-5 people out of the 206 instantly, one of rearward jumpers was pushed slightly upward on exit and his backpack collided with the horizontal stabilizer, slightly damaging it.

I think these types of collisions are more frequent than your source at Zephyrhills indicates. Let me know if anyone makes a study of this type of accident for frequency.

John Combs
USPA ASO SW/17
Edmond, OK

Readers or pilots who have firsthand accounts of tailstrike incidents are encouraged to tell Skydiving and/or file a report with the USPA. Accurate reports of "isolated" incidents sometimes show that trends exist and that action can be taken to prevent such incidents. — Ed.

Skydiving's "Letters" column is the place to publish your tips, suggestions, announcements, observations, corrections and amplifications.

Send your letters to Skydiving, P.O. Box 189, Deltona, Fla. 32725. Generally, letters cannot be acknowledged or returned. Skydiving reserves the privilege of editing a letter to meet space requirements.

SUBSCRIBER SERVICE

1.

New Order or Renewal

To start a subscription or extend your current subscription to Skydiving, enter your name and address below and check the subscription term you prefer.

Name _____

Street _____

City _____ State _____ Zip _____

1 year (12 issues): \$9.00 2 years (24 issues): \$15.00

Payment Enclosed Bill me New Order Renewal

2.

Gift Subscription

To send a gift subscription, enter your name and address above and the recipient's name and address below.

To: _____

Street _____

City _____ State _____ Zip _____

1 year (12 issues) 2 years (24 issues) Payment Enclosed Bill me

3.

Change of Address

Please give us 4-6 weeks notice. Attach your magazine label below if available and write in your new address.

OLD ADDRESS: AFFIX MAGAZINE LABEL HERE IF AVAILABLE

Name _____

Street _____

City _____ State _____ Zip _____

NEW ADDRESS:

Street _____

City _____ State _____ Zip _____

4.

Name Removal

From time to time we make our subscriber list available to carefully screened publishers and services that are advertised by mail. If you would rather not receive such solicitations, check the box below and affix your mailing label to this form.

PLEASE REMOVE MY NAME FROM YOUR MAILING LIST

Name _____

Street _____

City _____ State _____ Zip _____

Mail this form to:

Skydiving

P.O. Box 189 • Deltona, FL • 32725

CLASSIFIED ADS

For Sale

WONDERHOG SPRINT, red, orange, gold w/matching custom Cruisair. 130 jumps, like new. Super 22 reserve never jumped. \$1,200, firm. Patti Ruiz, 3655 Bahomes Drive, Miami, Fla. 33133. (305) 759-3483 (12)

CONDOR 2 w/3-ring & hand deploy, green/black, w/green, gold, white 252-Lite, & National Lopo, w/hot dog pilot chute, less than 100 jumps. \$1,050. **5-CELI FOIL**, black, gold, red; new lines, \$300. **TRI-CONICAL RESERVE**, good condition, \$175. **PW-PC**, blue, good condition, \$250. **BABY PARAPLANE CANOPY**, gold & red, all tape removed, new lines, strato-star trim, slider, \$250. Call Jerry MacDonald (716) 632-4491. (12)

WONDERHOG 2 for TALL skydivers! Black w/red trim White UNIT w/black & red block PIGLETT II. Red w/black Silly Suit. Complete \$925. Call Charlie nights (904) 985-5373. (12)

STRATO-STAR Red w/white stabilizers, 50 jumps. \$275. Call Dave Forsyth, (208) 726-8102, Box 2041, Ketchum, ID 83340. (12)

DEALERS WISHING TO SELL SUPER COLORS and other things are welcome to contact PAI for details. (Refer to fullpage color ad in this issue.) (1)

110 MPH V-8 POWERED INBOARD HYDROPLANE: \$1500. Or trade for Jumbo 28' Para-Commander outfit. Must include 28' reserve and be complete with harness and packs. Robert Kousoulos, 248 W. 17th Street, New York, NY 10011. (212) 989-9640. (11)

CUSTOM CONDOR and Strato-Star, 300 jumps, excellent condition, best offer. Call Scott at (616) 947-7408. (11)

CONDOR, blue/black, 1½ Capewells, dildo ripcord. Strato-Star, gold/blue, 200 jumps, good condition, pilot chute, controlled slider, soft toggles, free packed. 23' Tri-Con, taffeta, no jumps, all for \$500, incudes shipping. Tom Romalewski, 456 Edinburg Road, RD 1, Cranbury, NJ 08512. (11)

PARA-COMMANDER, blue and yellow with MA-1 pilot chute and B-12 surplus container, good for novice jumper: \$125. David Sidwell (614) 592-2826. (11)

ZEPHYR II TANDEM hand deploy container system, R-3s, 100 jumps, green and black. Was used with Cruisair and Super 22. Very trim and comfortable. With bag, \$150 firm. John Winkler, 728 Bettles Ave., Akron, OH 44310, (216) 630-2835. (11)

VIKING SUPERLITE, 7 cells, slider, 3-ring risers, 47 jumps, Star Wars colors. Wife says quit. Like new: \$499. Call Toby, (308) 236-7238. (11)

STRATO-STAR, Double Spectrum, 100 jumps: \$150. Wonderhog, 3-ring, multicolor, 50 jumps: \$200. Wonderhog, 1½ shot, multicolor, 100 jumps: \$150. Pioneer 26' conical, RWB: \$100. Jim Fagan, 17 Sabre, K.I. Sawyer, AFB, MI 49843. (906) 346-4732. (11)

BRAND NEW COLOR-COORDINATED RIG. Wonderhog 2, RWPC (8 jumps), Strong LoPo reserve, Eagle RW Jumpsuit, Altimaster 2, Flotation gear, packing accessories, carrying bag. Call Grant Behrman (617) 367-7171, or write 65 East India Rd., Apt 24C, Boston, MA 02110. (12)

PARA-PLANE CLOUD, blue and gold. 24' reserve. Sell separately or both for \$350. Doreen Rein, 145 Erie Station Road, W. Henriette, NY 14586. (716) 334-4020 days or (716) 334-7220 eves. (12)

PARA-FOIL. 5-cell standard weight, excellent condition. No reasonable offer refused, proceeds to Freakbrother #1's book. Contact West at Para-Gear: (312) 679-5905. (1)

ORDER NOW! SST Racers, hand deploy, 3 ring, standard colors: \$300. Similar discount on mains. Kent Bell, (509) 946-7429. (11)

GREENSTAR TRAC II, black with yellow trim, and 24' flat reserve with 4-line release. Excellent condition: \$250. Laurie Sidwell (614) 592-2826. (11)

SUNRISE PARACHUTE SALES, New and used equipment in stock below list prices. Club and quantity discounts and new dealerships available. Leanne Heggen Eckstein, 2401 Pendleton Road, Oak Grove, KY 42262. (615) 431-4820 anytime. (12)

NAVY CONICALS, 26 ft., brand new surplus multi-color, limited supply while they last, still in mfg. original bag. \$175 plus shipping. The RW Shop, Route 13, Brookline, NH 03033, (603) 673-5867. Master Charge, Visa and American Express accepted. (11)

26' SECURITY LOPO, 4-line release, new, unused: \$250. Classifier rig, Cruisair size, new, unused: \$250. Jim Cone, (716) 872-3905 or (716) 872-5580. (12)

SST, solid black, standard harness, pull-out or soft ripcord. Very clean! Mike Emich, (216) 733-6952 after 5 P.M. (10)

WONDERHOG: black, blue & green. Strato-Star: blue, white & black. 300 jumps. 24 ft. 4-line reserve. Complete rig: \$575. Call Tom (609) 428-2000. (12)

MINI SYSTEM: red with black trim. PC: black with green keyhole with POD and Grabber. 150 jumps: \$250. Call Tom (201) 287-4437 (week-days). (12)

CRUISAIR: white with red, orange and gold stripe: \$450. Matching red Racer with orange and gold: \$275. Strato-Flyer: red, orange & gold: \$175. Make offers. Lizard, (602) 726-2759; 726-8157. (11)

WONDERHOG SPRINT, fully custom, excellent condition, yellow and white: \$325. New Preserve 3: \$325. Sunray Cruisair: \$550. Will sell together for \$1,100. Chris, (904) 736-7591. (11)

WONDERHOG, Navy blue with gold flaps, very clean, holds up to a 26' Navy reserve and up to XL Cloud size canopies. \$315 postpaid. Tom Morrison, Tennis Ave., Ambler, PA 19002 (215) 646-7726. (11)

COMPLETE RIG: Black Starlite Tandem, custom rainbow Strato-Cloud, 24' troop reserve. Less than 100 jumps: \$600. FFI: (703) 373-0356 after 6 p.m. (11)

UTOPIAN ROPE SANDALS, crepe soles, washable, lightweight for jumping. Colors: brown, beige, two-tone. Mail \$14 with outline of bare foot to: Utopian Sky Products, P.O. Box 22563, Memphis, TN 38122. (11)

Drop Zones

LET US PLAN YOUR VACATION. Skydiving, hang gliding, kayaking, rock climbing, spelunking. Skydiving instruction with safest and most advanced equipment. No static line or ripcords. Single point emergency handle. Harness hold jumps. High Adventure Sports, Inc., 4065 Cummings Hwy., Chattanooga, TN 37409. (615) 825-0444. (1)

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)

BALLOON JUMPS. Contact Balloonport, 306 Elm Street, Enterprise, AL 36330. (205) 347-5704. (11)

THE NORTH'S MOST BEAUTIFUL DROP ZONE: CHERRYLAND PARACENTER. New DZ open 18 miles west of Travers City, Michigan. For info contact Scott Harris, (616) 947-7408. (11)

Rigging Services

FAA DESIGNATED PARACHUTE RIGGER EXAMINER for back, chest and seat types. FAA Loft No. 701-62, P.O. Box 68, Nelson, Ga. 30151 (404) 291-2341. (12)

PARA-CRAFT, INC. Complete line of new equipment, also many used canopies, harnesses/container, etc. Fulltime Mater and Senior Riggers. Finest quality square and round canopy repair. Very reasonable prices. 1324 Fraser Dr., Fayetteville, N.C. 28303 (919) 864-5390. (19)

METAL MARTIN-BAKER RIPCORD HANDLE AND IDIOT-PROOF RIPCORD POCKET for Wonderhogs originally equipped with blast handle. Installs in minutes without sewing or replacing ripcord housing or opening reserve. \$25 outright or \$15 exchange with your ripcord. Handle only on your ripcord: \$9. Pocket only: \$6. Add \$1 postage; add 5% tax in Texas. The Swoop Shop, 401 E. Fawnridge Dr., Austin, TX 78753. (512) 251-3803. (13)

KEVLAR LINE for your canopy. Reduce weight, bulk and drag substantially. Super strong, ultra thin. FFI, samples: Sean Collins, Rt. 4, Box 358, Moscow, Idaho. 83843. (208) 882-5822. (9)

Wanted

FULL-CHARGE CENTER DIRECTOR. Minimum qualifications: USPA Instructor Rating, FAA Senior Rigger Certificate, and business management ability. Send resume of qualifications and salary desired. Antioch Sport Parachute Center, Inc., P.O. Box 865, Antioch, CA 94509. (12)

WANT TO BUY: PARA-SAIL parachute, complete assembly. Call or write 331 Friberg, Fergus Falls, MN 56537. (218) 736-2000. (11)

BOOTS. We need serviceable leather boots for our student program. New or used. Call with sizes, price, quantity. Palatka Paracenter, Norm Ross (904) 325-9381. (12)

Miscellaneous

1956 CESSNA 182 - Disassembling parts: Engine, wings, frame. Call Franco Rossi, (716) 482-1257, 136 Charwood Cir., Rochester, NY. (12)

COMPLETE GUIDE TO EXOTIC SPORTS. Every unusual, exciting sport covered. Beautifully illustrated book. What's happening in each sport; how to get involved. Latest info on Hottest Sports. Send \$3.50 (money-back guaranteed) to: BARONBROOK PUBLISHING, 2311 Pontius Ave., Suite A-946, Los Angeles, CA 90064. DEALER INQUIRIES INVITED. (12)

STOLEN: Blue and black trim SST Racer, #17904, Cruisair, Nite-Lite pattern, #C-1439, with black stabilizers. National Lopo #12444. All in canvas brown bag. Call (313) 364-9634, David Berish, 4518 Ravenswood, Port Huron, MI 48060. (11)

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 Drake, Chicago, Illinois 60619. (23)

REPRINTS, SEARCHES from parachuting's only information specialists. Send for a free descriptive brochure to: Parachuting Resources, P.O. Box 133, Richmond, IN 47374 USA (11)

YOU WON'T SELL IT UNLESS YOU ADVERTISE IT.

Skydiving's Classified Ad page is an easy, inexpensive and effective way to reach over 5,000 jumpers with your message. It's the place to buy or sell gear, or promote your business.

Take a moment to send Skydiving your ad.

INSTRUCTIONS:

1. Neatly print your message on a separate piece of paper. Double check it for accuracy.
2. Figure the cost by counting the words. (Groups of letters such as "Mk-2" or "182B" count as one word. Count your name and address as three words.) Multiply the word count by 20¢ per word.
3. Decide how many issues you want your ad to appear in. All first-time ads will be run in two consecutive issues for the one-issue charge, so if you want the ad to run in three issues, you only have to pay for two issues.
4. Specify the heading under which your ad is to appear (For Sale, Wanted, Drop Zones, etc.)
5. Mail the ad, your check and your name and address to P.O. Box 189, Deltona, FL 32725 U.S.A. (All classified ads are run on a prepaid basis only.)

Skydiving

P.O. Box 189 Deltona, Florida 32725

CANPARA



PUBLISHED BY THE
**CANADIAN SPORT
PARACHUTING
ASSOCIATION**

8 ISSUES YEARLY

RATES:

\$10.00 CANADA

\$20.00 INTERNATIONAL

CSPA
NATIONAL SPORT CENTRE
333 RIVER ROAD
OTTAWA, ONTARIO
K1L 8B9

Strato-Cloud™



The Best. Period.

If you're the kind of jumper who controls his canopy with gentle pressures rather than by sweeping tugs on the toggles, you'll like flying a Strato-Cloud.

The Strato-Cloud is designed to provide you with the very best flight performance possible. It's stable and responsive in all flight modes, even deep brakes. It lands softly. It is these features that help the competitor win accuracy meets, the demo jumper stand up on target in tricky conditions, and the fun jumper land gently on no-wind days.

Take those features and add the Strato-Cloud's exceptional forward speed, and it's obvious why this canopy is the choice for CRW, too.

Improved

Now, the Strato-Cloud is even better. New materials and design refinements have reduced its bulk so that it fits into most Strato-Flyer containers. It weighs only 11 lbs. 6 oz. Redesigned stabilizers have improved the Strato-Cloud's sink, flare and landing even more. Openings and durability are as great as ever, thanks to our uncompromising quality control standards.

Whether it's stepping on the disk, docking on a stack, or gentle landings, a Strato-Cloud flying overhead will make it easier.



PARA-FLITE Incorporated

5801 Magnolia Ave., Pennsauken, NJ 08109 (609) 663-1275 / 663-1276

NEW'S
IMPROVED!

P.A.I.

PRESENTS

"EXCITING"

"DIFFERENT"

SUPERCOLORS!

Quality Canopies by
PARA FLITE

IN STOCK NOW AT P.A.I.

© Cyley

HELLO, I'M CALLED SANDALWOOD. I'M A STRONG QUIET COLOR BLEND. P.A.I. CREATED ME TO BE INTERESTING & NOBODY ELSE HAS ME. SKYDIVE ME - THE DIGNIFIED SUPERCOLOR SANDALWOOD.



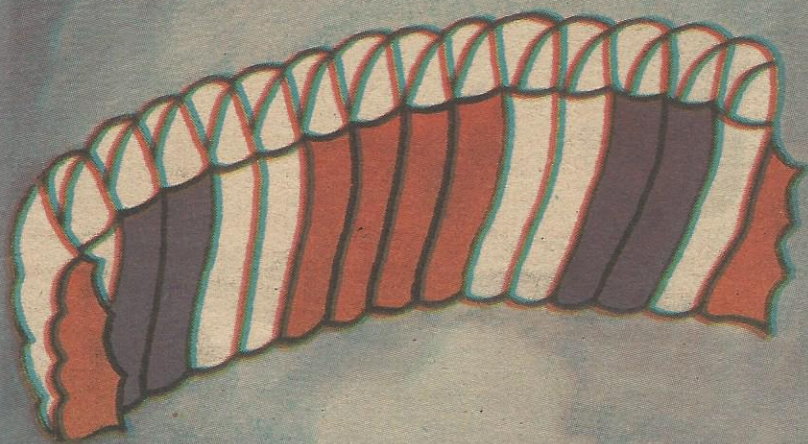
I'M SHOWCASE & DON'T BUY ME IF YOU WANT QUIET DIGNITY. I'M THE BRIGHTEST ONE IN THE SKY! I'M AVAILABLE IN XL CLOUD, STRATO CLOUD LITE & CRUISAIR.

SOLID SPECTRUM HERE. DON'T LET WHITE TOP CHATTER FOOL YOU. ALL 5 P.A.I. SUPERCOLORS COME IN XL, CLOUDLITE & CRUISAIR BUT I'M THE BRIGHTEST. FLY BRIGHTLY IN FULL COLOR WITH ME.



SPRIT IS THE NAME! I'M AN INTERNATIONAL P.A.I. CREATION. MANY COUNTRIES USE FLAGS MADE ONLY FROM MY COLORS. BUT YOU DON'T HAVE TO LIVE IN ONE TO PUT SPRIT IN YOUR SKYDIVING.

I'M SKYHAWK - THE SUPERPOWER IN SUPERCOLOR.



P.A.I.

145 OCEAN AVE., P.O. Box 811
LAKEWOOD, N.J. 08701 U.S.A.

PHONE: 201 367-7773

TELEX/INX 710 723 8324 PAI UNLD

• VISA MASTERCARD •