

# Skydiving™

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## Jumping from El Capitan is Illegal Again

Jumping off El Capitan in Yosemite National Park is illegal again. The National Park Service announced in a letter on September 3 that the 3,000-foot cliff would be closed to parachutists for the rest of 1980 on Sept. 9, about four weeks after the agency had officially authorized skydiving from El Capitan.

The letter, signed by Chief Ranger Charles Wendt, explained the reasons for the decision:

"The injury rate for the first four weeks of parachuting, coupled with continued law breaking actions by a highly visible minority of the parachute community, has caused the Superintendent of Yosemite National Park to end this activity for this year. A decision has not been made at this time regarding a parachute program for 1981."

There have been several jumpers injured seriously while jumping from El Capitan. One man broke an arm, a leg and suffered facial injuries last August when his canopy drove him into the wall after opening. Another skydiver broke her nose badly from the same cause. A third escaped injury when she reportedly rode a "bow tie" ram-air malfunction into the tall trees at the base of the cliff; the trees caught her canopy and stopped her fall. (Besides trees, there are also automobile-sized boulders at the base.)

And apparently illegal jumps were still being made. Four skydivers were caught after making an illegal night jump in late August. The regulations for jumping from El Capitan say that only 12 jumps per day can be made, and the jumps must be completed by mid-morning before turbulence becomes a problem. Some jumpers were frustrated when they found it difficult to get reservations because of the popularity of the new program, and a few of these decided to make the jump without authorization.

*continued on page 2*



Roger Ponce de Leon organized this 16-way wedge, the first formation of a sequential dive performed over Zephyrhills, Fla., last year. Rick Snow took the photo.

## USPA Board Decides on '81 Nationals

The board of directors of the U.S. Parachute Association took action on several important topics at its meeting in Seattle in mid-September. The organization's governing body laid plans for next year's U.S. national parachuting championships, dealt with several safety and training matters and kicked several members out of the

organization for violating the rules for jumping off El Capitan.

The board surprised many people by voting to hold the 1981 U.S. nationals in Muskogee, Okla. The meet has been hosted by Richmond, Ind., for the past three years, and most competitors felt they'd be spending two weeks in that city next year. Richmond has both an excellent airport and excellent city, but the area's clouds and haze have seriously hampered the nationals for three consecutive years. At this year's nationals two months ago, for instance, poor weather caused many re-jumps—re-jumps that were paid for by USPA.

In contrast, Oklahoma has been a relatively good site for running USPA's biggest event. Tahlequah, located about 30 miles from Muskogee near the eastern border of the state, has hosted the majority of the nationals held since the mid-60s. Although the summer temperatures are hot, the skies tend to be clearer and the weather interferes less with skydiving and judging.

The dates for next year's meet are similar to the schedule followed this year. The board announced this schedule: style and accuracy practice: June 25; style and accuracy competition: June 26-30; boogie: July 1-5; RW practice: July 6-7; RW competition: July 8-14.

Next year's world meet consists of RW events and will be held in Zephyrhills, Fla. so many expect the RW half of the nationals should be highly competitive and well attended. The style and accuracy portion, which has attracted less than 50 jumpers for the past two years, will most likely be poorly attended again.

But the board approved a major change to the competition rules that might increase the number of competitors who enter the nationals. Teams and individual jumpers no longer have to qualify and register for the event in advance; a valid class D license and USPA membership is all that will be required to enter. (For nearly twenty

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### Nebraska Club Moves

The Lincoln (Neb.) Sport Parachute Club has lost its drop zone when the city decided to turn the site into a recreation park - without skydiving. The club, however, found it was welcome at Brown's Airport near Weeping Water, Neb., about 30 miles east of Lincoln and 35 miles south of Omaha. Jim Vance, club treasurer, reports the citizens of Weeping Water have "accepted the club very cordially."

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## Perris Schedules 2nd RW Camp

After the success of his 1979 seminar, Pat Works is planning another Thanksgiving RW training camp at Perris, Calif.

The 1980 camp, November 22-26, will feature the same basic program as last year's event. It will include intensive relative work training for all skill levels, lectures and workshops on techniques, equipment, and safety, video critiques, and small-group instruction by prominent jumpers.

"This year's seminar will be more comprehensive than last year," said Works. "We learned a lot from that one and as a result, we think participants in this camp will get even more benefit from it. Jumpers pre-registering for the seminar will be able to receive and com-

plete the reading portions of the program before they arrive. We'll also have more video units to work with."

Works expects an even larger crowd than last year, when 50 relative workers, ranging in experience from 30 to 3,000 jumps, attended.

Canopy relative work will receive more attention this year, too, with beginning and advanced courses offered by Donald Johnson and Robin Heid.

Besides Works, freefall and lecture instructors for the camp will include Al Krueger, Hank Ascianto, David Holmes, Al King, and others.

Cost of the RW camp is \$100 plus the cost of jumps. Further information can be obtained by calling Works at (714) 990-0369.

## Lake Elsinore May Be Lowered

Government officials are working on a plan to lower the level of Lake Elsinore in Southern California by pumping water from it. Heavy rains last March raised the lake to record levels, flooding homes, businesses and Skylark Airport, the home of Elsinore Paracenter. The parachute center was forced to close temporarily, and eventually it relocated several miles away.

Officials predicted several months ago that it would take years for the lake to recede to normal levels. Lake Elsinore has no natural outlet; evaporation is the only way out for a molecule of water. Although the lake dropped five feet in the last six months, thousands of acres remain flooded, including the airport. And seasonal rains will begin soon, raising the lake's level again.

So the Army Corps of Engineers have teamed up with local authorities to devise a plan to pump the lake. But county flood control officials fear such pumping would flood private property along the river that accepts the water from Lake Elsinore. "It would be

trading one flood for another," one official commented.

While officials consider the alternatives, airport businessmen and local residents worry about the possibility of a repeat of last year's heavy rains.

## Kansas Night Boogie

Sky Sports 2, Inc., hosted its first annual Night Boogie late last June near Hutchinson, Kan., and about two dozen jumpers attended to help set several records. According to correspondent John Schuman, the ten loads were hauled by the drop zone's Cessna 206.

One jump resulted in a clean 7-way star — the biggest ever formed at night over Kansas. And later that night, near sunrise, a stack was built, the first successful night CRW over the state. Many of the jumps were sequential RW involving three to six skydivers.

The evening started with a poolside steak dinner, followed by a briefing. The boogie lasted all night.

## El Capitan Jumping Halted

(continued from page 1)

And some jumpers would substitute for absent friends who held reservations they couldn't meet. The imposters would land with a grin, show the ranger a permit—made out to a friend—and proceed to the lodge to celebrate the breath-taking dive.

The park service was also concerned about the amount of attention the jumpers were attracting. Spectators would walk out into the meadow where the jumpers landed, an act which damages the fragile alpine plant com-

munity. Wendt's letter did not mention concern over this situation, however.

He concluded: "We regret the disappointment this action (closing the cliff) brings to those who had a reservation as well as those who are qualified and hoped to jump in the future. Long hours of work by many have gone into this program, and we also are sincerely disappointed in the outcome."

Wendt is held in high regard by those jumpers who worked to convince the National Park Service to allow skydiving from El Capitan. Although his primary concern has been the protection of Yosemite and the safety of its visitors, he has taken an open-minded approach to the situation, even after illegal jumping became quite frequent. One experienced jumper in California summed up the real reason for the park's actions, saying, "It looks like we still haven't learned our lesson. If skydiving is going to survive, we're going to have to become more responsible as a group."

## Rumbleseat Meet Set

Meet Director Diane Kelly has announced the annual Rumbleseat 10-man Meet will be held at Taft, Calif., on November 8 and 9. The competition will consist of a 10-way TRAC event combining a 10-way speed star, creative sequential and team accuracy—all on the same jump.



Bill Wenger of Pioneer Parachute Company demonstrates Pioneer's new 265-sq. ft. Titan canopy. The canopy shown here is equipped with a high-speed reefing system designed for style jumpers and military applications. The Titan is comparable in size to the Para-Flite XL Cloud and the GQ Security Unit 3. Weight with risers is reported to be 10.4 lbs. Slider deployment is standard. Pioneer photo.

## Three Skydive from New River Bridge

Three skydivers jumped from the New River Bridge near Sommersville, W.V., on August 16, a bridge that Burton Ervin says he jumped a year before.

Brian Hinni of Florissant, Mo.; Brad Smith of Springfield, Ill.; and John Noak, also of Springfield, followed each other off the bridge at fifteen second intervals. Each delayed three to five seconds before releasing their hand deploy pilot chutes. They opened about 450-600 feet and landed on a sandbar in the river below.

Noak, who organized the jump, also jumped from the Royal Gorge Bridge in Colorado last year (*Skydiving*, Issue #3). He had about 100 jumps at the time. The jump over New River was the first bridge jump for Hinni and Smith.

The three were "housed, fed and transported by Ervin." According to Smith, who added, "I do not know for a fact whether Mr. Ervin did indeed jump from the New River Bridge. But I do

know he provided valuable assistance toward the successful completion of our jumps." Phil Fogleman of Orlando, Fla., claims Ervin didn't jump from the bridge, but faked the feat. No photos have been produced that support Ervin's claim, although many were taken of the three jumps made last August.

Noak is rumored to have his eye on a TV tower "that's got to be at least 500 meters tall."

## Skydiving

Parachuting's Newsmagazine

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## AvGas Price is Stable

The average price of aviation fuel in June was only one cent more than the average in May according to a poll of fixed base operators across the U.S. About 25 percent of FBOs even lowered the price of fuel by two to four cents, a move that has been unheard of in many months.

The stable price can be attributed to reduced demand and a temporarily plentiful supply.

The FBO's reported an average price of \$1.65 per gallon for 100 octane, \$1.58 for 80 octane and \$1.50 for jet fuel.

## Ozone Aerosport

Ozone Aerosport, a division of Altitude South, Inc., has moved to new facilities right next to Kay Larkin Airport, the site of the Palatka (Fla.) Paracenter. Ozone Aerosport makes jumpsuits, kitbags and other parachuting related items, while Altitude South runs the parachute center.

Don Yahrling, manager of Ozone Aerosport, explained: "We think it'll be better to have our shop next to a busy drop zone. We'll be able to give our customers better service — and I'll probably be able to make more jumps."

Ozone Aerosport's new address is P.O. Box 1889J, Kay Larkin Airport, Palatka, FL 32077. Telephone is (904) 325-325-4293.

# Big RW and CRW Formations Over Perris

Night record attempts at Perris Valley, Calif., last August resulted in a 27-way freefall formation and a ten-way canopy stack.

The jumps, neither of which qualified as an official world record, were made on Saturday, August 23, under a nearly full moon.

The freefall attempt was organized by Diana Rowland and Al Navarro, who sent out letters with a complete list of participants and the formation to be built to all jumpers involved in the dive a month before the attempt was made.

"That cut down a lot on organizational hassles," said Rowland. "Everybody knew ahead of time what the jump would be and who they'd be in the air with, so when we started dirt-diving the day of the jump, things went very smoothly."

Rowland said the formation chosen also contributed to the ease with which the dive was made.

"We chose a 27-cluster," she said, "because it's a dive where you don't have to wait for your slot to appear. The last 18 slots are there and waiting after the 9-way is built, regardless of any individual performance."

Unfortunately, the jump did not qualify as a record. According to FAI judge Steve Hamilton, who viewed the dive from the air, a grip was lost on one side of the formation before the required five seconds had elapsed after completion. Nevertheless, the jumpers on the load were well pleased with their performance.

The night 10-stack formed the same night did not qualify as an official record either, because canopy relative work is not yet recognized by the FAI.

However, that didn't keep the jump's participants from being wildly enthusiastic about their accomplishment.

"It was the second attempt of the night," explained Donald Johnson, who organized the dive. "We took up 12 and built a six on the first one, and it went so smoothly, we decided to go for another."

The stack was built with a pair of Comet Internationals on top, followed by five Para-Flite Cruisairs, two Para-Flite Strato-Clouds and one GQ Security Unit. A stack was built of the first two canopies until the third docked, at which point the first two transitioned to a biplane.

"A stack flies a little slower and falls a little faster than a biplane," said Mike Kemp, second man in the formation, "and that was an important consideration because the 300-square-foot Comets fly faster and descend slower than many other canopies."

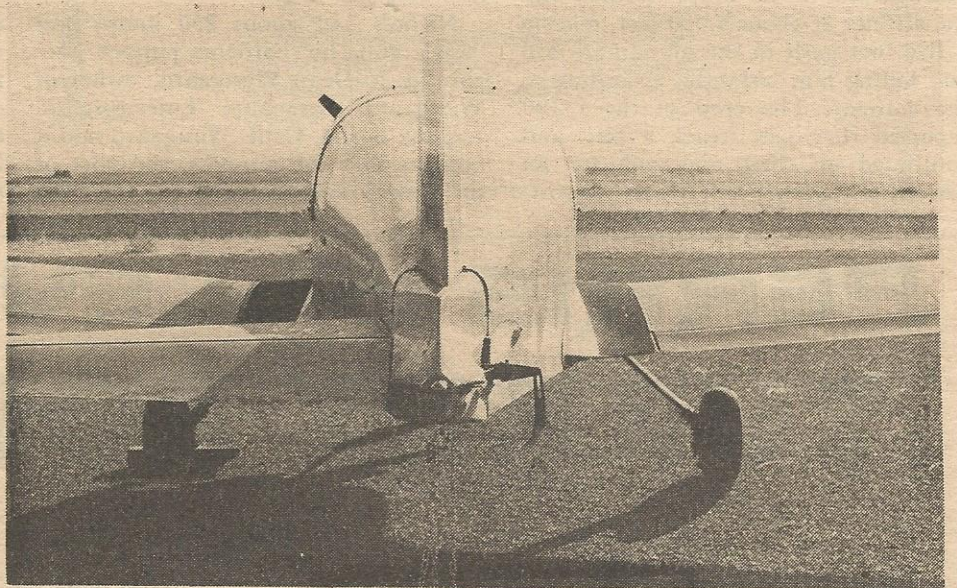
The formation was completed by 4,000 feet and held until 1,200 feet, easily meeting the 1 minute or 1,000 feet requirements for completion.

## 27-Way Participants (in order of exit)

- FF. Bobby Smith
- MF. Ken Crabtree
- RF. Rich Brune
- 1. Al Navarro
- 2. Jerry Ryan
- 3. Alan Richter
- 4. Dillon Smith
- 5. Dave Keith
- 6. John Downing
- 7. Diana Rowland
- 8. Tim Long

- 9. Mark Sechler
- 10. Sandy Mathewson
- 11. Jackie Ballar
- 12. Pat Swovelin
- 13. Jerry Swovelin
- 14. Pat Davis
- 15. John Ruhwedel
- 16. Peter Hammond
- 17. Bob Waltzer
- 18. Steve Parker
- 19. Jim Edwards
- 20. Vic Ayres
- 21. Mike Parnell
- 22. Mike Sheerin

- 23. Kent Lane
  - 24. Al Krueger
- ### 10-Stack Participants (in order of entry)
- 1. Donald Johnson
  - 2. Mike Kemp
  - 3. Len Zaks
  - 4. Sandy Doyle
  - 5. John Askildt
  - 6. Jan Burton
  - 7. Bill Hallam
  - 8. Mike Owens
  - 9. J.E. McGill
  - 10. Chuck Dodson



The American Aviation Yankee lost its right horizontal stabilizer over California several years ago. A jumper was climbing out of the cockpit of the two-place aircraft when he accidentally snagged the ripcord of his chest-mounted reserve on the aircraft's canopy. That deployed the reserve while the jumper tried to scramble over the side. The parachute tore away the tail, the jumper landed without incident, and the pilot landed the aircraft with great difficulty.

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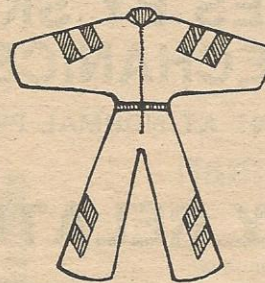
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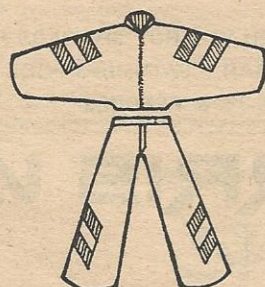
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## DAR-VADER II

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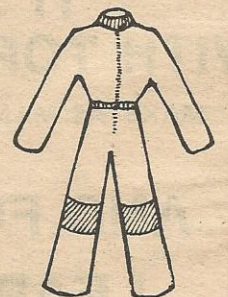


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# Freefall Jumper and Aircraft Collide

A skydiver was killed August 23 when he struck the tail of a Lockheed L-100 turboprop that flew underneath him in freefall. The accident occurred over Boderland Sport Parachute Center near San Diego, and is the first known collision in the U.S. between a freefall jumper and a non-jump aircraft.

Marine Corps Lt. John Nichols and two other jumpers exited a Cessna 180 at 7,000 feet over the drop zone. Nichols collided with the horizontal stabilizer of the airliner at about 5,000 feet, tearing a five foot gash in the aluminum skin and killing him instantly, according to the coroner. The crew of the L-100 reported they had struck a bird and continued on their approach for an uneventful landing at a nearby airport.

The L-100 is a civilian version of the military C-130.

The other two jumpers never saw the L-100, although they later reported they heard an unusual noise. They saw Nichols in freefall, trailing something behind him and thought he was having trouble with his gear. Actually, he had collided with the L-100 and his jumpsuit was trailing from his ankles. The accident was witnessed by observers on the drop zone.

Nichols had about 250 jumps and "was a gung-ho, hardcore jumper," according to Dean Westgaard, owner of Westgaard Parachute Enterprise in Laguna Beach, Calif. Westgaard said it appears that the jumpers, the pilot of the Cessna and the crew of the L-100

were all in compliance with federal aviation regulations. Borderland is an active drop zone that has been popular for about ten years. Its position is noted on air navigation charts.

Sport parachuting is a "Visual Flight Rules compatible" activity according to the FAA, meaning that separation between skydivers, jump aircraft and other air traffic is mainly the responsibility of the pilots and the jumpers. It is legal for an aircraft to fly over an operating drop zone, and it is up to all airmen involved to "see and been seen," as the saying goes. Although jump aircraft are required to maintain radio contact with the nearest FAA Air Traffic Control Center, such contact is primarily required to help controllers

separate jump aircraft (and jumpers) from aircraft flying in accordance with Instrument Flight Rules.

Most jumpers will scan the airspace below them while on jump run to look for other air traffic, but it is sometimes difficult to spot aircraft, even those as large as the L-100, which has a 130-foot wing span.

## Z-Hills DZ Plans Move

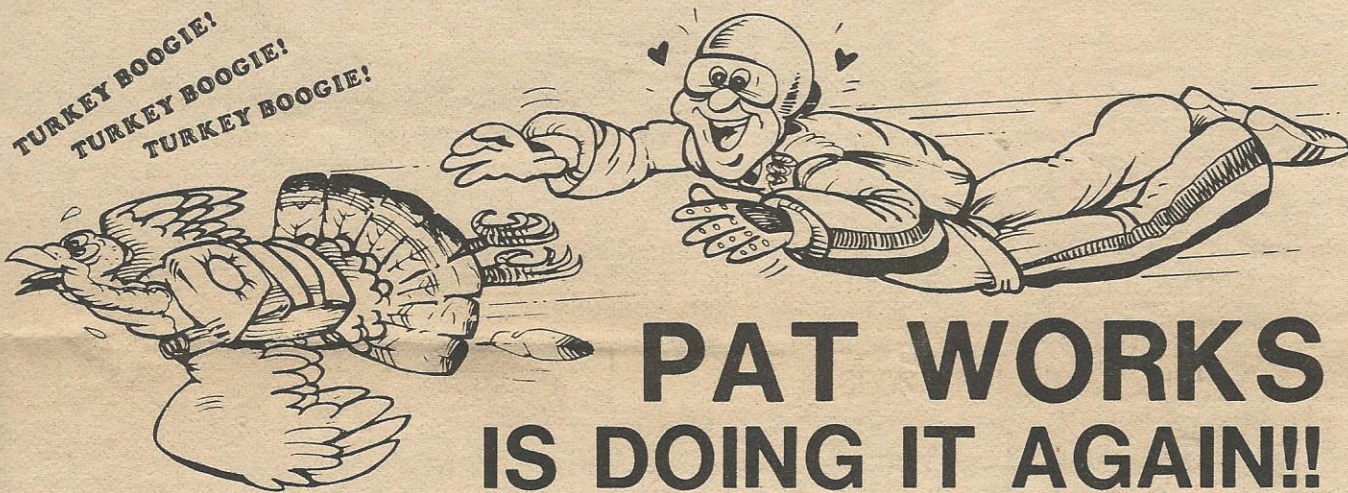
The Zephyrhills (Fla.) Parachute Center has received tentative approval from the local town council to move its facilities to a site adjoining the city-owned airport. The center has been located on the airport itself for many years, and DZ operator Jim Hooper feels moving the center to private land is a necessary step "in building the finest parachute center in the world."

Hooper is in the process of buying 10 acres of land that lies along the eastern boundary of the airport. He plans to lease a small parcel of the airport that would give him access to the runway. The town council generally agrees with Hooper's plans, although a final contract has not been signed.

Hooper says he'd like to break ground in early 1981 so the site would be completed and running smoothly by the following summer. He plans to have a swimming pool and camping facilities.

# PERRIS VALLEY'S 1980 TURKEY BOOGIE!

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

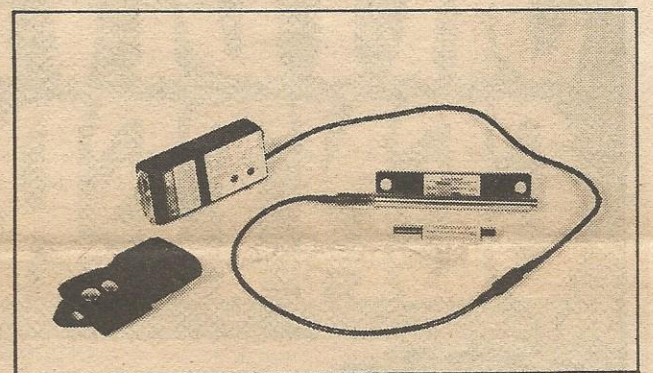
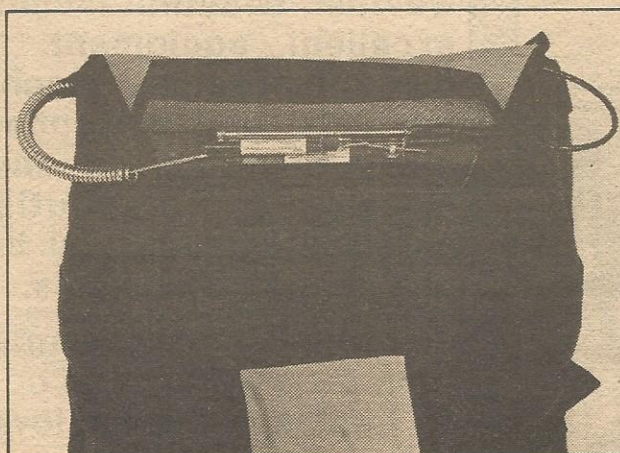
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# Club is Pleased with Student Rig

A busy club in the Northeast reports it's pleased with the new student piggybacks it bought last spring. Connecticut Parachutists, Inc., (CPI) of Ellington has been outfitting its students with the Strong Enterprises Eagle Combination Tandem for several months, and a club spokesman told *Skydiving* it's a "vast improvement" over the surplus gear the club used to use.

CPI evaluated several versions of the student piggyback before choosing the Eagle rig. The club decided to go with a SOS (single operating system). Pulling the reserve handle jettisons the main risers and then pulls the reserve ripcord pins. Thus a jumper can be trained to simply pull one handle in response to either a partial or total

response to either a partial or total malfunction; a separate breakaway action is not needed.

The Eagle Student System also has a static line from the main risers to the reserve assembly, so that the reserve will be activated even if the jumper fails to pull the handle far enough to extract the pins manually. (Basically, the SOS system works by connecting both the reserve ripcord cable and the riser release cables to the same handle.)

CPI ordered sixteen of the rigs with the optional 3-Ring Release after unsatisfactory test jumps of Strong's standard "wrap" single point release. A club jumpmaster intentionally jumped a parachute that was rigged as a streamer malfunction, and the wrap failed to

release the main risers when the SOS handle was pulled. The club decided the 3-Ring Release would be the better system.

CPI put high-performance round canopies in the Eagle rigs. The club bought used Pioneer MK I Para-Commander, Jumbo Para-Commanders and 27-foot Russian Para-Commanders at good prices and now uses them for both static line and freefall novice jumps.

Static line deployment is by direct bag, and the canopies for freefall are deployed from bags also. A CPI jumpmaster said the Eagle rigs can be converted from static line to freefall use "in a few minutes." Reserve canopies are 24-foot ripstop canopies with 4-line



**The Strong Student Tandem.** One handle, mounted inboard on the left main lift web, activates the canopy releases and reserve ripcord in that order. A static line from the main risers to the reserve will deploy the reserve if the jumper fails to pull the handle far enough.

release. All considered, the club spent about \$450 for each complete rig including canopies.

A spokesman for the club said the Eagle student systems were a "worthy investment" and several advantages quickly became apparent. He said that the number of students who came back for second jumps during the first three months of the year equaled the return of students for all of last summer. He feels this improvement in the retention rate was due directly to the new rigs.

He also said the rigs make student operations easier. The club bought the harnesses in three sizes and three colors so it is easy to find a harness that will fit a particular student.

The piggyback configuration makes it easier to get a student suited up because there are less components and fewer adjustments. Equipment checks also take less time and are easier to perform.

The new canopies have reduced the number of injuries. Although several students have suffered sprained ankles, the spokesman said, "Those landings would have resulted in broken legs last year."

The better glide of the Para-Commanders also means more jumpers are landing on the drop zone. Ellington DZ is small and surrounded by trees.

One jumpmaster said it is easier for students to move around in the aircraft because there is no front mounted reserve to restrict their movement. He also said it is less likely that a reserve will be accidentally opened in the aircraft, since the ripcord handle is more protected compared to the chest-mounted reserve.

CPI, which trains 25 to 35 novices a weekend, said that students have positive comments on the gear. They like its appearance and say it fits better than the surplus gear some of them used to jump. There are less training instructions to remember and less emergency procedures to recall. One reported that it is easier to move around in the aircraft. Another novice likes the PCs because of noticeably softer landings. According to one club member, "four of five" out of 150 first jump students have made stand up landings. This was cited as further proof of the softer landings of the high performance round canopies.

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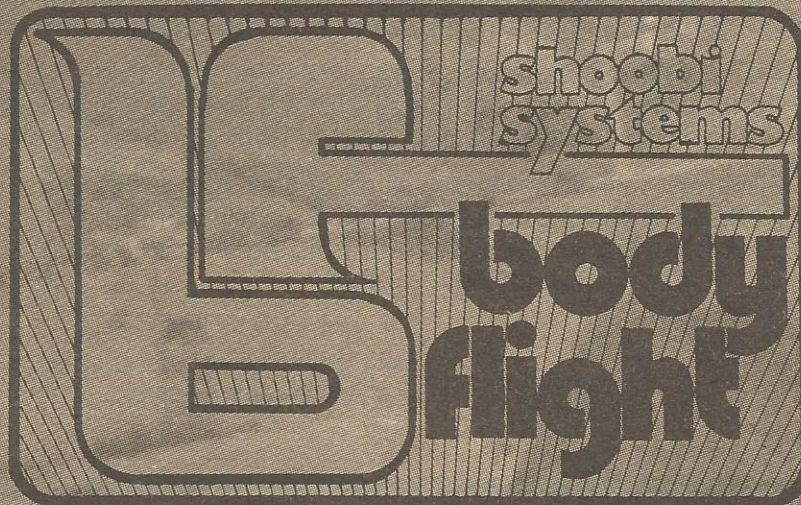
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*Photography by Rande Delucca/Big Sky Films.*

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# Calendar

**September 20-21: Roche Harbor Retreat, Roche Harbor Resort, San Juan Island, Puget Sound, Wash.** Skydiving, SCUBA diving, tennis, boating, skiing, and more. Motel, restaurant facilities nearby. FMI: Rocky Kenoyer, (206) 324-1195.

**September 27-28, Cannon Beach Weekend, Cannon Beach, Oregon Coast,** near Portland, Ore. Hosted by Portland Parachute Club. Skydiving onto beach, party. FMI: Tom Littlehales, (503) 244-0240.

**October 4-5 — Carolina Council Meet, Barnwell, SC.** Accuracy, style, 4-way sequential & 4-way speed formation. FFI: Joe Matthews, Sec., 308 Elaine St., Spring Lake, NC 28390.

**October 11-12 — VPC Meet #4, Orange**

**County Airport, Orange County, VA.** Accuracy, 4-way sequential, and 4-way speed star. FFI: Tinker Hilman, (703) 674-5155 (evenings).

**October 12-16, 1980 SAFE Symposium, San Diego, Calif.** FMI: SAFE Association, 7252 Remmet Ave., Suite 203, Canoga Park, CA 91303. (213) 340-3961.

**October 11-12, DC-3 Weekend, LaGrange, Georgia.** Aircraft include C-180 and DC-3. Fun jumping. Camping on DZ; dogs must be on leash. FFI: George Galloway, P.O. Box 303, Signal Mtn., TN 37377. (617) 886-1010.

**October 25-November 2, First World Cup of CRW, Zephyrhills, Fla.** 4-stack rotation and 8-way speed stack. Z-hills rules. FMI: James Hooper, ZPC, Box 1101, Zephyrhills, FL 33599. (813) 782-2918.

**November 6 — Instruction Certification Course, Para-Sport, Craigville, IN.** FFI: Kim Stahlman, Route 2, Box 54, Syracuse, IN 46567. (219) 457-5517.

**November 15 — Jumpmaster Certification Course, Para-Sport, Craigville, IN.** FFI: Jim Stahlman, Route 2, Box 54, Syracuse, IN 46567. (219) 457-5517.

**November 27 — Skydance Inc., Muskogee, OK.** Boogie Thanksgiving Weekend. Skytrain DC-3. FFI: Ken Hills, Rural Route 7, Box 30, Davis Field, Muskogee, OK 74401. (918) 682-6491.

**November 27-December 1: Thanksgiving Get Together, Denton Skydiving Center, Denton, Tex.** Parachute meet, CRW record attempts, fun jumping, year-end banquet and

awards presentation. FMI: Jerry Rouillard, Rt. 5, Box 142B, Denton, TX 76201. (214) 824-3540.

**November 20-30: 12th Annual Z-Hills Turkey Meet, Zephyrhills, Fla.** 8-way sequential, 10-way speed stars, 16-way sequential and 20-way speed stars; fun jumping. FMI: James Hooper, ZPC, PO Box 1101, Zephyrhills, FL 33599. (813) 782-2918.

**November 22-26: Pat Works' RW Seminar, Perris Valley, Calif.** Like last year's highly successful training camp. \$100 entry fee. CRW included. FMI: Perris Valley Parachute Center, 2091 Goetz Road, Perris, CA. (714) 657-3904.

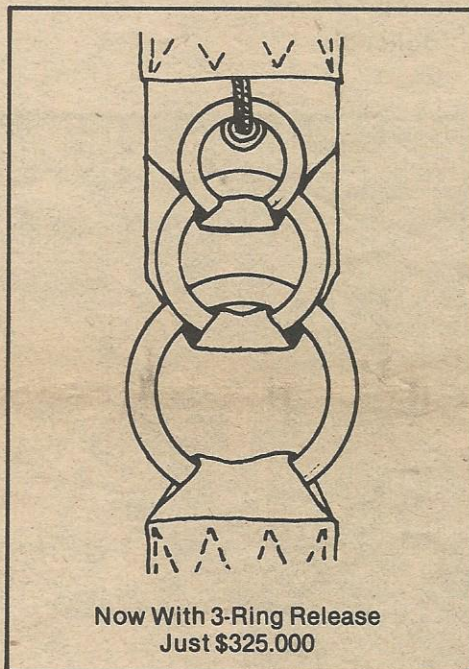
**November 24-30: Haines City Boogie, Haines City, Fla.** Two Cessnas, formation flights, canopy stacks, accuracy, fun jumps. A fun place. FMI: Haines City Paracenter, (813) 422-1419 or (609) 267-9897.

**November 27-30: Perris Valley Thanksgiving Boogie, Perris Calif.** Hundreds of jumpers in 1979, DC-3s, hot showers, camping, snack bar, swimming pool. FMI: Perris Valley Parachute Center, 2091 Goetz Road, Perris, CA. (714) 657-3904.

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## STOLEN GEAR

The rig described below was stolen at the U.S. Nationals in July. The system consists of:

**Pioneer Kestrel.** Serial #594970. Rainbow with a white roof. Resin-treated 400-lb lines. A 5-cell canopy.

**SST Racer.** Serial #05019, manufactured February 1980. All black with red "lightning bolt" on pilot chute cap.

**Para-Innovators Featherlite Reserve.** Serial #792172C, manufactured January 1980.

Anyone with information on the whereabouts of the rig or any of its components should contact Jim Mowrey, Pioneer Parachute Company, Pioneer Industrial Park, Manchester, CT 06040, (203) 644-1581.

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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.  
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## R-2 Canopy Release Fails

An English jumper reported recently that an R-2 canopy release failed during use and suggested that jumpers who use these devices inspect them carefully.

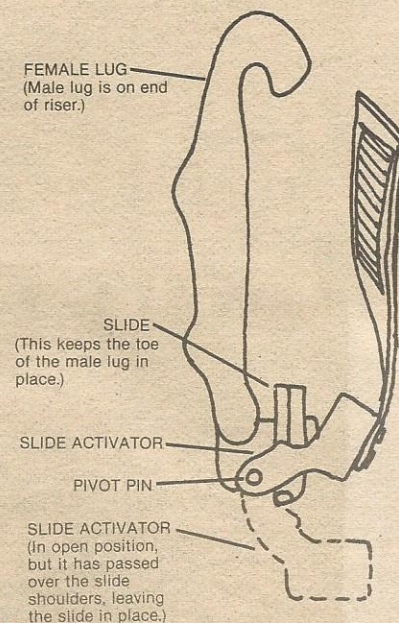
Cliff Lloyd, writing in *British Sport Parachutist*, said the failure occurred on a demonstration jump when he attempted to jettison a canopy for an international breakaway. But one of his two R-2s released, allowing the canopy to streamer and preventing a breakaway.

He deployed his reserve into the streamer which opened with several line twists. The malfunctioned main prevented him from clearing the twists and a hard downwind landing resulted. Lloyd was not injured.

Inspection of the failed R-2 release revealed that the slide activator passed over the slide shoulders without pulling the slide off the male lug. (See figure.) Lloyd said the slide shoulders and pivot pin were worn, the arms of the slide activator were wide, and the male lug fit the female section fairly tightly.

Lloyd concluded his report by saying, "The R-2 system that failed had not been subjected to great usage, as the cutaway rig was used only on selected demos. My

advice is, if your kit [rig] has R-2 or R-3 releases, take a very close look at the



Side view of failed R-2 canopy release.

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areas mentioned above. Or, change them."

The R-2 and R-3 canopy releases were developed several years ago. They're built mostly of parts from lanyard "Capewell" releases and are intended for use on sport rigs. They are not single-point releases — the jumper must activate the right and left release with each hand, rather than pulling on one handle. Still, the R-2 and R-3 can be activated quickly by pulling a tab on each release.

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*The flight performance of a ram-air parachute is affected by aspect ratio, too. If two canopies have the same airfoil and surface area, the one with the narrower shape will glide farther. It's a principle of aerodynamics.*

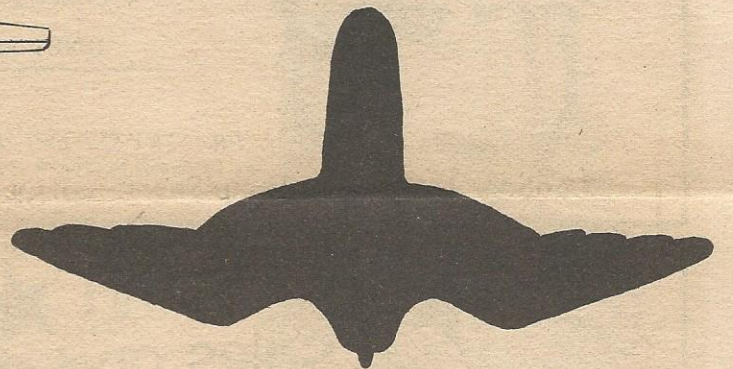
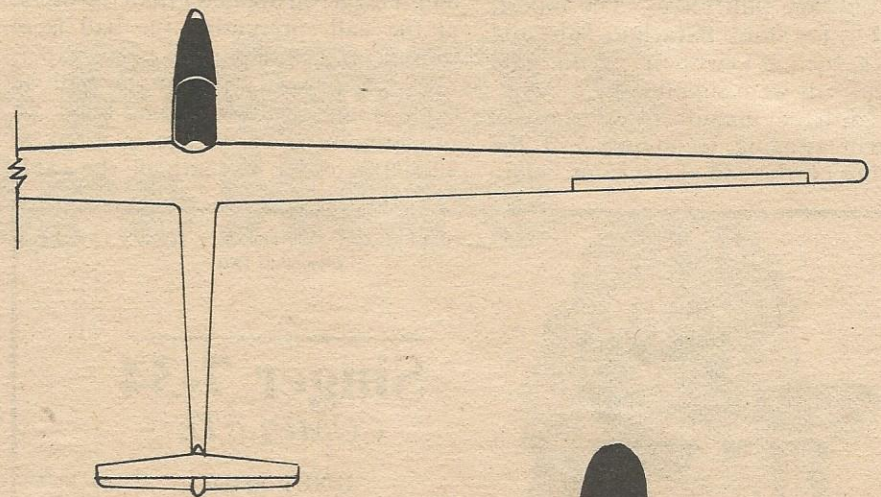
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*You don't have to understand the aerodynamics of a high aspect ratio wing to enjoy the benefits of flying one. It's enough to know you can't use the stubby wings of a turkey if you want to soar with the eagles.*

*Check out the great performance of the Merlin by contacting your Pioneer dealer today. Happy flying.*



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# Tight Demo.



If you're making demonstration jumps for money — big money — you don't cut corners. You jump the best gear you can find, regardless of the cost.

A malfunction on any jump is no fun, but a malfunction on a tight demo can be a disaster. If you have to cut your main away, it might be recovered by a spectator who decides to take it home. Or you might find yourself drifting under a reserve over a crowded stadium or parking lot, trying to pick a spot to land. And when it's all over, you find yourself trying to explain to the sponsor why the demo failed.

That's why Arch Deal, leader of the Budweiser Sky Diving Team, jumps Para-Flite parachutes. "We have been using over a dozen lightweight Strato-Clouds for a total of nearly 1,000 jumps. There's been no malfunctions, no damage and no noticeable wear."

Para-Flite's complete line of ram-air parachutes includes the Lightweight Strato-Cloud, XL Cloud, and Cruisair main canopies, and the Safety-Flyer and Safety-Star reserve parachutes. ©1980 Para-Flite, Inc.

And Deal's team makes some difficult demo jumps. Consider this one into Busch Stadium in downtown St. Louis — at night in below-freezing weather.

His team backs up the Lightweight Strato-Clouds with our Safety-Flyer ram-air reserves. "It's a real comfort to have a Safety-Flyer. I've used the reserve once, when the U.S. flag wrapped up in an older Strato-Cloud during a demo. In spite of the 12-knot ground winds, I landed on target, standing up."

Professional parachutists such as Arch Deal have the money and the need to skydive with the best canopies on the market. They rely on their gear to make their jumps a success and

put food on their tables. That's why Para-Flite parachutes are the choice of so many fulltime jumpers.

Para-Flite has spent over ten years developing, perfecting and manufacturing ram-air parachutes. We know skydivers want canopies that pack small, open well, fly fast, turn quickly and land softly, for jump after jump. So we build those qualities into every parachute we make.

Arch Deal put it this way: "The quality, reliability and durability of Para-Flite products is unmatched."

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Flies over to another jumper and "hooks up"

# Skydiver Makes Illegal Chuteless Jump

The California skydiver who did a freefall from a 400-foot high bridge last March has topped that feat by jumping from an airplane without a parachute.

Jim Tyler, of La Puente, made the dive on August 1. He exited a plane at 14,000 feet, flew over to Bill Parson, who'd jumped from another plane 1,500 feet away three seconds after Tyler, snapped into Parson's harness, and descended with him to a safe landing.

Equipment for the dive consisted of unusual gear for both jumpers. Tyler wore a Piglet 2 harness under an Para-Innovators cotton jumpsuit. The rig had two long risers with large butterfly snaps on the ends. These risers ran down the arms of the jumpsuit and ended in Tyler's hands.

Parson jumped an old Security Piggy-back rig with a Paraflite XL Cloud. Risers were attached to the built-in

D-Rings on the harness and down Parson's legs to a point near his knees, where holes were made in his jumpsuit to expose the D-rings at the ends.

"We used the Security rig because of its strength, and because it had the built-in D-rings," Tyler explained.

Another feature of the setup was a reserve parachute worn inside Tyler's jumpsuit for seven practice jumps made before the "chuteless" jump. The jumpsuit was split up the back, and Velcro held the slit shut. Inside, a Piglet reserve was S-folded on Tyler's back with a hand delopy pilot chute on a 20-foot bridle stowed in a pocket of the suit.

"I made three test jumps with that rig," Tyler said. "I wore a front-mount reserve and deployed the jumpsuit canopy successfully each time. Knowing it would work if something unexpected happened on the practice jumps was nice."

The practice jumps went off without any problems. Each one was filmed by photographers Bob Beuhrer and Norm Kent. Tyler clowned for the cameras on a couple of occasions, feigning trouble with the hookup. He said this was "fill-in material," because the reserve canopy under the jumpsuit could not be seen by the cameras.

The actual chuteless jump was almost routine when it was finally made. Tyler and Parson had rehearsed the event carefully, and it went off flawlessly.

"It was a piece of cake," Tyler said. "We'd practiced it enough to know

there wouldn't be any surprises, and besides, anybody can make a 2-way cat. This jump was easier to do, and a lot easier on the nerves, than the Pine Valley bridge."

In that jump, Tyler leaped from the bed of a pickup traveling 75 miles per hour over the bridge, then hand deloyed a Piglet 2 canopy for a 15-second canopy ride.

Tyler and his companions hope to sell the footage of the jumps to a television show such as "That's Incredible" or perhaps interest a movie producer in the idea.

Jumping without a parachute from an aircraft is illegal in the U.S. It has been done several time in both the U.S. and Canada; Rod Pack pulled the stunt in the early 1960s over California, and Bil Cole was kicked out of CSPA for repeatedly performing the stunt.

## Association Picks Favorite Airline

The Airline Passengers Association reports that a poll of its 12,000 members found that American Airlines is the "most preferred" airline for travel in the U.S. United Airlines finished a close second, while Delta and TWA were a distant third and fourth.

The survey rated American first because of the excellence of its overall service with flight attendant service and meals being rated as superior.

Tampa was the members' favorite airport.

Skydivers might rate Atlanta's airport as the worst. Security personnel and gate agents typically refuse to let a jumper carry his rig aboard the aircraft, even if it meets the size limitations put on carry-on luggage. Although a parachute obviously isn't a weapon, the zealous personnel apparently are under the mistaken impression parachutes are prohibited from the passenger cabin.

A skydiver who checks his gear as baggage is wise to pay the small premium for excess baggage insurance. For less than \$2, a kitbag and its contents can be adequately insured against loss or damage for at least \$2,000. Without such insurance, which must be purchased at the ticket counter, the

airlines claim their liability is limited to \$750 per bag.

A staff member of *Skydiving* had the bad experience of arriving in San Francisco last Christmas and discovering his kit bag with all his gear was "lost" by the National Airlines, now part of Pan Am. It was never recovered.

## Book Catalog Available

A 24-page *Aviation Book Catalog* has just been issued by the Aviation Book Company, one of America's suppliers since 1964 of new aeronautical books of all publishers. A copy can be obtained at no charge by writing to them at 1640 Victory Blvd., Glendale CA 91201.

More than 1100 books are listed in this mail-order catalog; there are descriptions of most of them, and illustrations of many. Selected pilot supplies and flight aids are also listed.

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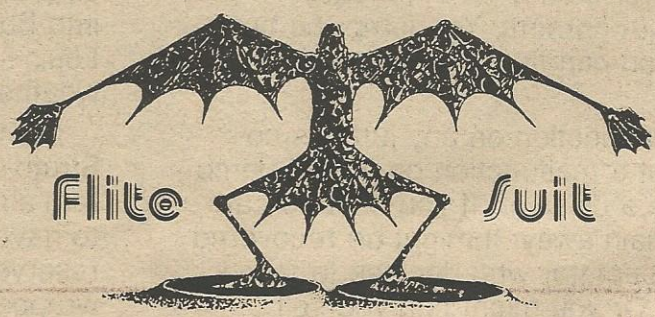


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# Books

**Owning and Operating a Parachute Drop Zone**, by David A. Schulz. Published by Skyword Publishing Company, 2203 Ridge Drive, Broomfield, CO 80020. Looseleaf. \$20.

"Nine out of ten business failures are due to managerial deficiencies."

This sobering sentence appears in the very beginning of this looseleaf book by Dave Schulz, and it helps put the rest of the publication into perspective. Running a drop zone is a business, and the principles that work for a supermarket or steel mill will work for a drop zone. Schulz's book is a good effort to give future drop zone owners useful information and advice on the business aspects of planning and running a drop zone.

Schulz tells the reader the ins and outs of marketing, advertising, accounting, financing, insurance, student training, legal considerations and managing a staff. The book is logically organized and easy to read; Schulz does not use ten-dollar words that are meaningless to those who do not have a degree in business.

Schulz based his book on his thesis for a business degree from Southern Illinois University. He's an experienced jumper, but not a DZ operator. His publisher feels his "outsider's view" of the business is important, since the many drop zone operators he interviewed spoke freely and openly.

The reader should remember, however, that the book is basically a guide — almost an expanded outline. Most topics receive a thoughtful but almost superficial discussion, and the reader will want to consult other sources for more information.

The text, which is double-spaced typewritten straight from a word processor, is illustrated with poorly reproduced photographs. Schulz, however, has assembled a comprehensive collection of sample forms, brochures and other publications that would save a drop zone operator much time and money developing them from scratch. The book even includes a complete copy of Issaquah (Wash.) Parachute Center's student training manual.

But the book's lack of depth is more than compensated by its width. The reader quickly becomes aware of the fact that there's much more to running a parachute drop zone than buying an old Cessna 182, finding a little-used airstrip and handing out a few brochures. A reader who practices what the book preaches is more likely to have a profitable enterprise than his competitor down the road who runs his drop zone by the seat of his pants.

Despite its few superficial shortcomings, *Owning and Operating a Parachute Drop Zone* is easily worth the \$20 price. —MFT

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## Cliff Jumps Made in Norway

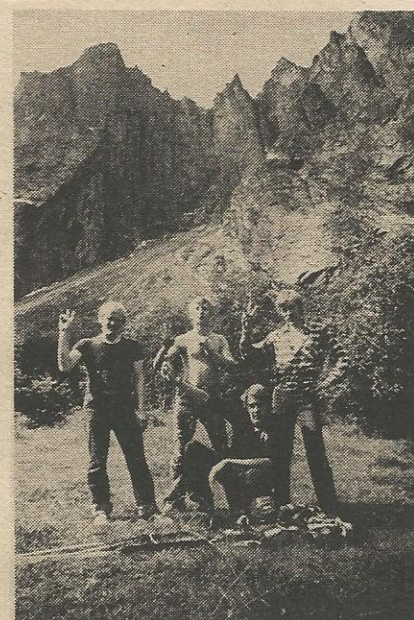
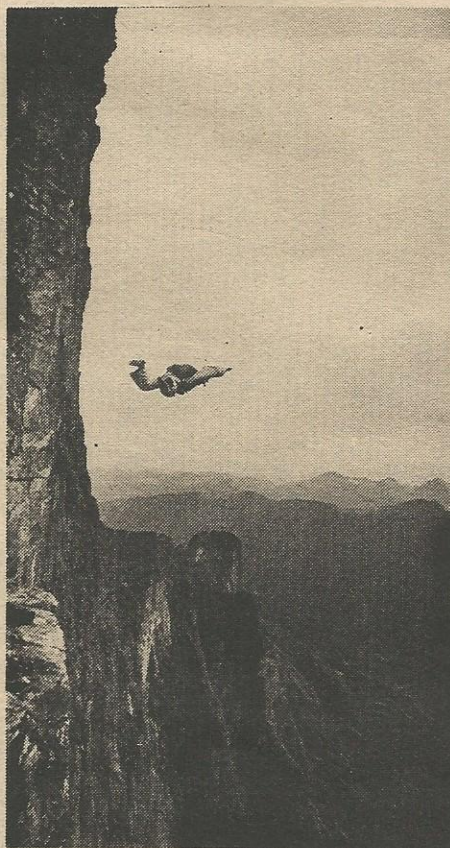
Skydivers in northern Europe have found a cliff in Norway with a 3300-foot perpendicular wall that is several hundred feet higher than El Capitan in California. Eight jumpers, including Carl and Jean Boenish from the United States, leaped from the rock on July 23 and landed without injury in the valley below.

According to *Skydiving* correspondent Henrik Enbom of Finland, the cliff is called the Trollwall and is located about 200 miles northwest of Oslo in a place called Andalsnes. Andalsnes is famous as a mountaineering site, and

several Finnish jumpers began considering the area as a "European El Capitan" last year.

Enbom and the eight jumpers who eventually made the jump arrived at Andalsnes on July 11 and waited eleven days for the weather to clear. Carl Boenish, a freefall photographer who organized the first successful jumps off El Capitan two years ago, was there to film the effort. Jorma Oster, a Finnish freefall photographer, was the main organizer of the jumps. He told *Skydiving* several months ago of his plans.

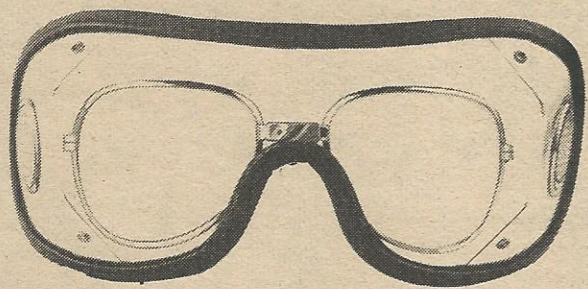
Enbom walked down the mountain



Pentti Pukkila drops off the Troll Wall in Norway. Pukkila is the second jumper to leap from the cliff; Jorma Oster made the first jump a few minutes before. The photo on the right shows (standing, l to r): Pentti Pukkila, Jukka Heikkinen, Timo Liukkonen. Oster is kneeling. The Troll Wall is in the background; the jump site is near the cleft in the wall directly over Heikkinen's head. Jorma Oster photos.

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on July 22 and returned home, unable to wait any longer. He received word several days later that the weather had cleared the next day and the group jumped.

One jumper had a malfunction and was "slightly injured" when he landed on the talus slope at the base of Trollwall, while the others landed uneventfully in a small 50 x 300-foot area several thousand feet away.

Enbom said the Trollwall has an "amphitheater" shape. Looking down from above, the cliff has a concave shape — the surrounding sides extend around the exit point, so a jumper sees rock to his sides as well as beneath him as he tracks from the edge. Because of updrafts, a jumper under canopy enjoys a long canopy ride.

Enbom did not say whether such jumping is legal in Norway.


## CSPA Issues Technical Bulletin

The CSPA reports that the FAA has issued an airworthiness directive at the request of Strong Enterprises of Orlando, Fla., regarding angled plastic Pop Top reserve ripcords. The airworthiness directive (80-13-01) requires that all such handles be replaced with metal ripcord handles.

The airworthiness directive was the

result of a fatal parachuting accident earlier this year in Indiana that involved a Pop Top plastic ripcord handle. According to witnesses, the handle broke and separated from the reserve cable when a jumper pulled on it after a breakaway. The jumper was then unable to pull the ripcord and was killed on impact.

The Jump Shack will replace plastic ripcord handles with metal ones. The ripcord should be sent to the company at 29706 Grand River, Farmington Hills, MI 48024, with sufficient return postage and \$4.00. The company will install a new metal handle and return it promptly. Prompt handling will be aided if each ripcord is tagged with the owner's name and return address.



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## USPA Board Meets

(continued from page 1)

years, competitors have had to meet certain minimum performance standards several weeks before the meet to be eligible to enter. The most common way to qualify was to perform well in the regional conference meets run by the USPA.)

According to one observer, Richmond and Muskogee weren't the only two towns that wanted to bid on the nationals. Perris Valley Paracenter in Southern California sent USPA national director Jimmy Davis with its bid in his briefcase, but Davis arrived late at the meeting. The board had already decided to accept Muskogee's bid and the one from Perris Valley received only passing consideration.

The board dealt with other matters besides competition and the nationals. The USPA safety and training committee decided that the minimum altitude for canopy docking should be 1500 feet, five hundred feet higher than the 1000-foot altitude that is commonly recommended by CRW enthusiasts. The decision was reached after the committee studied reports of CRW accidents and incidents.

The committee has also drafted a recommended progression that novices should follow when making early jumps on ram-air canopies.

The board also approved substantial increases to the fees charged applicants for the association's ratings. Jumpmaster rating application fees went from \$10 to \$25, while instructor applicants will pay \$25 instead of \$10, and instructor/examiner applicants will pay \$50, up from \$30.

The board, perhaps feeling it needed to borrow a page from the FAA's "get tough" policy, expelled seven members from the USPA for making jumps off El Capitan in Yosemite National Park without following the rules adopted by both the USPA and the National Park Service. Steve Haley, Carl Winther, Dennis Murphy, Royce Parker, Peter Hart, T.S. Flint, and Mike Steele from Northern California were permanently kicked out for performing relative work from El Capitan last month for television cameras, "because we want to prove RW can be safely performed from up here," as one of the seven apparently told the audience. (Regulations state that no RW will be performed.) Although the details were sketchy at press time, the seven were supposedly accused of additional violations, also.

## FAA Levies Fine on Charter Company

A Houston-based Learjet operator has given the FAA a \$300,000 check for illegally operating its aircraft according to the more-lenient FAR Part 91 instead of Part 121.

Fondren Enterprises could have been fined up to \$1,500,000 for its illegal operations, but the FAA settled on the \$300,000 figure.

The fine is considered to be another "get tough" action by the federal agency.

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Five other jumpers who are not USPA members were labeled "ineligible for membership" for similar reasons and any applications received from the five would not be accepted.

In addition, eleven skydivers were suspended from the organization for one year for such deeds as driving vehicles part way up the backside of El Capitan. Those suspended include Robert S. Peterson, Jeannie McCombs and Ray Cottingham.

With the axe swinging wildly, the board also suspended Bill Parson and Jim Tyler, the two skydivers who were involved in performing a "chuteless jump" recently.

Except for Parson and Tyler, the expulsions and suspensions were a reaction to the fact that injuries and rule violations caused the National Park Service to order a halt to jumping off El Capitan only about five weeks after the

activity was finally approved in early August. Several board members had worked hard to convince first their colleagues, then the park service, that jumping from the cliff could be done safely and orderly. The park service stated that the "actions of a highly visible minority" was a big reason the approval was withdrawn. The board proved in Seattle it was willing to deal directly with those who it felt were the cause of the government's decision to halt the jumping.

The board also took action to try to convince the park service to change its mind and reinstate the program.

Moving on to other matters, the board awarded the 1980 National Collegiate Parachuting Championships to Marana Skydiving Center in Marana, Ariz. Practice will be December 27, with competition scheduled for December 28-30. Marana was last year's

host. DeLand (Fla.) Sport Parachute Center also submitted a bid.

The next meeting of the board will be in St. Louis on January 16-18, 1981. The organization will conduct an election for a new 22-member board late this year, and the meeting in St. Louis will be the first of that new group. •



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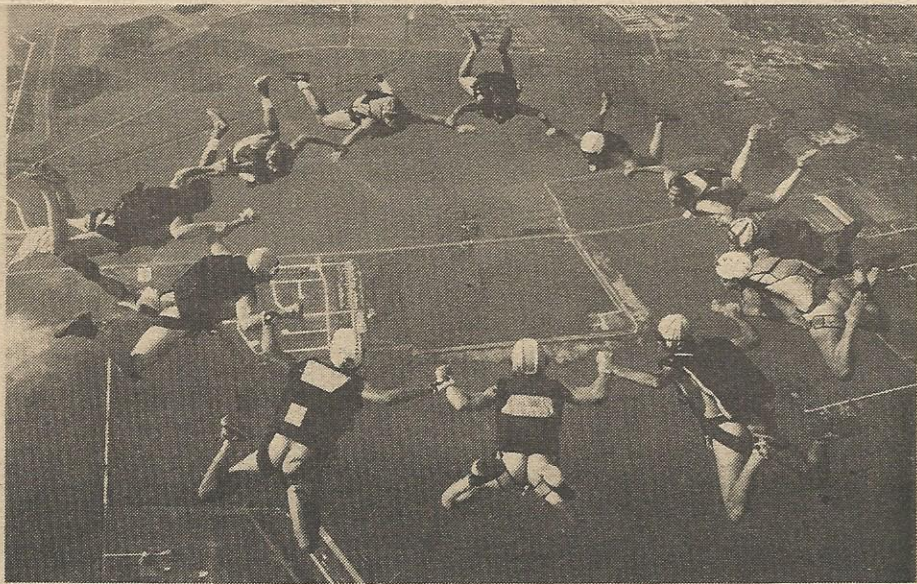
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A 12-way "no-suiter" filmed near Houston in early August. Photographer Rick Snow, who also jumped without a jumpsuit to take this picture, said the opening shock was "brutal." No wonder.

## Report Defines Profile of 'Risk Takers'

In an article in a scholastic journal for physical education and recreation, researchers recently reported on some of the characteristics of athletes who participate in high-risk sports.

The article was written by Joseph Levy and appeared in a recent issue of the Journal of the Nevada Association for Health, Physical Education and Recreation. Levy said that research by Bruce Ogilvie — who has studied skydivers and other "thrill seekers" — found that "the profile of a typical risk-

taking athlete is of someone with a tremendous need for achievement, very dominant, naturally aggressive, tough-minded and extremely exhibitionistic. They thrive on recognition."

Ogilvie also said "there is a lunatic fringe" around groups of athletes in high risk sports, "but as a group, risk-taking athletes aren't crazy. They just have a need to extend themselves to the limits. They feel it's a life half-lived if they're not challenged."

## Saudis Report to ZHills for RW Training

Fourteen Saudis arrived in Zephyrhills, Fla., in early September to spend seven weeks learning all they can about relative work. Zephyrhills Parachute Center has hired several additional relative work instructors especially for the group, according to Owner Jim Hooper.

"From what I've been told, the group consists primarily of basic freefall students being sent here at the expense of the government of Saudi Arabia," Hooper reported. He added that Dave Howerski, a globe-trotting Englishman

who authored the RW book *Body Flight*, arranged the trip.

The parachute center hired several experienced skydivers to work in the RW training program it runs. Hooper said Garry Carter, Skrtach Garrison and Joan Murphy will work with the Saudis and other visiting jumpers who participate in the free training program.

Hooper also said Jerry Bird will direct the training program this winter. Bird and Carter are both members of the world champion Mirror Image 8-way team.

## Synthetic Jet Fuel Made from Shale

In an unprecedented breakthrough, synthetic jet fuel processed from shale oil has successfully met all military engine specifications, and the U.S. Air Force is eager to receive regular deliveries of the synfuel by 1983. More than 11,000 gallons of JP4 were refined from shale oil and extensively tested by military engine manufacturers. Test results this spring showed no difference in performance characteristics from the JP4 now refined from crude oil.

The synfuel is proof that shale oil can

be processed into aviation fuel. The Air Force predicts by 1983 it will contract for 9500 barrels of synthetic jet fuel daily. Both the Air Force and the Navy are engaged in million-dollar oil research projects.

Boeing Commercial Airplane Co. recently completed a three-year study on synthetic jet fuel, and found that shale oil and liquid coal offer viable alternatives to fuel produced from crude.

## General Aviation Safety Improves

General aviation completed 1979 with a safety record that was significantly better than previous years, but the U.S. government is at a loss to explain the reasons for the improvement.

Total general accidents declined six percent to 4,494, the lowest number since 1969. The number of fatal accidents decreased even more sharply — 17 percent — to 658 last year, the lowest number since 1980. Fatalities were down to 1,311 compared to 1,770 in 1978 and 1,310 in 1980. The 1979 fatality figures include the 142 people killed when a PSA Boeing 727 clobbered a Cessna 172 from behind over San Diego.

The overall rate of 10.6 accidents per 100,000 flight hours was the lowest ever recorded.

The National Transportation Safety

Board, which released the report, said the decline in accident rates could not be attributed to less flying or the rise in the cost of fuel. Fuel usage and other statistics indicate general aviation flying increased in 1979.

## New Pioneer Dealers

Pioneer Parachute Company of Manchester, Conn., added three parachute equipment dealers to its U.S. network of sixteen distributors.

Para-Phernalia, Issaquah, Wash.; Parachute Associates, Lakewood, N.J.; and Continental Air Sports, Xenia, Ohio, will sell and service all Pioneer sport parachute products. Pioneer manufactures the Titan, Kestrel, Merlin and Superlite ram-air canopies as well as several reserves and harness and container systems.



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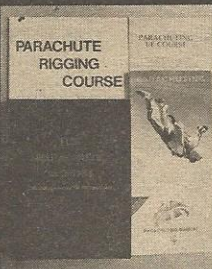
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Many "old timers" get together to remember the early days of RW

## Taft DZ Celebrates Its 18th Year.

by Robin Heid

A party and boogie was held at Taft DZ in southern California on the 23rd and 24th of August to celebrate the drop zone's 20th anniversary. Taft was well known in the mid-1960s when relative work was becoming popular.

Art Armstrong, owner and operator of the facility since it opened in 1961, held the boogie to "thank everyone for their support and interest over the years."

A DC-3 was bought in with a load of jumpers from Perris to supplement the center's two Cessnas and Beechcraft.

Jumping was not the focal point of the boogie, however, as most of those attending the party spent the day drinking beer and reminiscing about the "old days."

Among the old-timers on hand were five of the jumpers in the world's first eight-man star — Gary Young (SCR 1), Bill Newell (SCR 3), Bill Stage (SCR 5), Jim Dann (SCR 6), and Don Henderson

### New Catalogs Ready

Continental Air Sports has published a catalog of the parachutes and accessories it offers. It's a 69-page, 8½ x 11 publication and illustrated with plenty of photographs. It's available from the company at 113 S. Monroe-Siding Road, Xenia, OH 45385 for \$1.50 postpaid. Foreign jumpers should send \$1.50 plus enough money to cover air mail postage for eight ounces.

The RW Shop of Brookline, N.H., has also recently released a new catalog. It has 62 pages of parachutes and related equipment is also amply illustrated. A copy costs two dollars, sent to Route 13, Brookline, NH 03033.

(SCR 7). Other names from the early days of relative work included Lyle Cameron, Stan Brown, Pete and John Negrette, Ron Richards, Paul Gorman, Deke Dillon, Louie Paproski, Bob Thompson, and Don Molitar.

After a day of infrequent and low-keyed jumps (almost all of which were round stars), the evening meal began, with Armstrong sparing no expense. Succulent roast beef and turkey dinners were heaped on everyone's plate. Hungry skydivers dug in.

The partying continued on Sunday, and jumping continued the same slow pace as the previous day. The DC-3 blew a brake assembly and sat on the ground the rest of the day until it returned to Perris.

A Twin Beech ran steadily, though, and that was sufficient.

And fitting somehow. The Twin Beech was the standard "big" jump aircraft in California in the 1960s, and it seemed right that one was flying at Taft last month.

## Another Use for Video

Parachutists aren't the only airmen who are beginning to utilize video recording systems for training and profit. Bellas Aviation, an aircraft dealer in Colorado, is using a mobile recording van parked near the runway to record the landings made by student pilots. Bellas instructors can show pilots videotapes of their landings within minutes after touchdown, hopefully speeding up the learning process.

The company charges \$12 for three landings and \$2 for each additional landing.

## PAT WORKS & FRIENDS

# 2nd Annual Perris Valley Relative Work Symposium

Thanksgiving . . . Friday, November 21 thru Sunday, November 30

- Warm-up & Registration for Training Camp
- RW Training Camp—\$100 fee plus jumps
- Perris Valley's Turkey Boogie

November 21  
November 22 - 26  
November 27 - 30

There's something for everybody at Southern California's hottest Skydiving place this Thanksgiving . . . whether you're a novice or have several hundred or even thousand skydives under your belt. Maybe you're in charge of student training at your home DZ . . . come to Perris and learn how you can capitalize on incorporating relative work instruction into your program.

### The Training Camp

**Who should attend?** Beginners, intermediates, advanced, and relative work instructors—you'll learn at your own skill level. At last year's training camp, 27% were "beginners", averaging about 30-210 relative work jumps each. About 20% were "B-Intermediates", with 70-400 RW jumps, and 33% were "C-Intermediates" averaging 160-800 jumps. The rest came to learn how to be RW instructors (avg. 300-2100 jumps) and to pick up on some hot new freefall ideas for themselves.

You rate your own relative work abilities, and jump with "teams" of others at your level or skill who are interested in the same thing you are—good relative work and challenging skydives.

**What will you get?** For your \$100 fee for the Training Camp, you'll receive freefall instruction via daily lectures, Q&A sessions and in-air observation. You'll learn RW skills and awareness; you'll learn how to make your dirt dives more productive. You'll learn basic body positions, physical conditioning, and pick up handy tips on how gear and jumpsuits work to aid (and hinder) your performance. Through lectures and freefall experience, you'll find out how the attitude of joy in freefall leads to perfect flight. You'll practice the techniques of no-contact relative work, and find out there is no "mystery" to Skydancing. . . . And there's more . . . canopy RW techniques, video recording of exits and in-air, copies of *The Art of Freefall Relative Work* and *United We Fall*.

### The Boogie

Scrambles by skill level with "the best" Boogie Mechanics (instructors). Our instructors, averaging 1000-2500 jumps each, are from teams like Visions, Magic, USAPT "The Golden Knights" . . . all of them dedicated to building skydives that are FUN as well as instructive.

Mega loads, WSCR's, skydancing, canopy stacks, hot sequential . . . and more.

*"I want you to come to my Perris Valley RW Training Camp this Thanksgiving. Even though I may be grounded by my injuries at Richmond this past summer, I will have plenty of qualified help with the in-air instruction. I've done these camps in several countries over the past four years, and have learned the best way to teach relative work.*

*"I can relate techniques to you that would normally take many jumps to learn by trial and error."*

*Pat Works*

**PRE-REGISTRATION FOR THE CAMP IS SUGGESTED.**

**PHONE PERRIS VALLEY AT (714) 657-3904, OR PAT WORKS AT (714) 990-0369.**

### RW CAMP CREDO

Attendees are asked to follow our simple rules. Among them:

- In order to do good relative work, everyone must make as many relative work jumps as they can.
- In order to do good RW in the air, everyone must do good RW on the ground.
- Perfection of flight is the highest goal, and all camp participants will work together to achieve that goal.
- You will communicate what you learn to others.

Pat Works, chief instructor, has conducted training camps and RW seminars in Germany, France, Switzerland, England and his home DZ at Perris Valley. He has been jumping since 1961, and has made more than 2500 skydives. Author of *The Art of Freefall Relative Work* and *United We Fall*, Pat personally believes that newcomers to the sky deserve the knowledge and learning experience that has gone before them.

Works is also the designer of the Works Wing Flightsuit for clean no-contact relative work. Developed over the past three years, and with different test prototypes, the Works Wing suit falls smoother and faster with perfect balance for "natural" body position in freefall. Ask your equipment dealer for a free owners manual. Manufactured by DAR Enterprises, P.O. Box 3044, Newport Beach, CA 92663. Design © 1979 by Pat Works.

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# Letters

## Disagrees With Editorial

I disagree with your idea about charging \$100 for a FJC (first jump course.) *Skydiving*, Editorial, Issue #11.)

I pay my instructors \$12 per head. I charge the student \$45 for the course and make money. It is not necessary to charge what everyone else does. . . that's bad business. I charge what it costs plus a reasonable profit. I also have substantially lower attrition rate compared to neighboring drop zones, which turns in to longterm gain.

Most drop zones lose money on high lifts because they have to use it as a draw for experienced jumpers. This system runs into difficulty with the current gas prices. Then they have to rip-off the beginners by either running an assembly line or charging an exorbitant rate (like \$100 for a first jump course).

I've been in the DZ business since 1965 and make a living at it. I have found from past experience that no lift should be a loser and the same amount of gross margin should be applied to all rates.

Gene Mike Bland  
Clemmons, N.C.

## Protests Eustis Headline

As an old newsman, I concede that The story (reporting a raid on a Eustis, Fla., drop zone that came up empty) was a fair one. But whoever wrote the headline "Smuggling Activities Found at DZ" did a careless and irresponsible job, and I know from years of experience that most readers draw their takeaway impressions from the headline.

I know Jimmy Godwin (owner of the DZ) and it is pretty hard to imagine his being a party to that type of operation.

George McCulloch  
POPS 102  
Syracuse, N.Y.

*He wasn't, nor did we intend the headline to imply he was. A typographical error resulted in the omission of a quotation mark that was supposed to enclose the words "Smuggling Activities." As the article stated in the first paragraph, no criminal activity was taking place anywhere; the sheriff "goofed." Nonetheless, our apologies for the erroneous impression the headline may have created.*

## More Defense of Godwin

Your headline makes a positive statement that smuggling activities were "found" at the DZ, but the contents of the rest of the article show plainly that these smugglers were apparently a group of jumpers making night jumps.

How you can allow an article like this to be printed with no apparent truth to the aspersions as written is just unbelievable. Yet people will read the headlines and go on to another article and will just assume that Jimmy's a smuggler!

Thomas J. Morrison  
Ambler, Penn.

## More on Pope Valley

Excellent article on Pope Valley in Issue #11.

But after 20 years of jumping, I doubt Pope Valley's decline was caused by any one person (e.g. Bill Dause). Ray Ferrell hit upon the truth with his comment, "People forgot skydiving was supposed to be fun. The skydiving got so sophisticated it was hard to get on loads if you weren't there every weekend... folks became more particular about who they took on their loads. The skydiving was very serious."

Hopefully here in Hawaii people will continue to be reminded that skydiving is supposed to be fun, and that when groups start getting real "serious" about their fun, only cliques and splinter groups develop to the detriment of all. When we get it clear that "jumping is fun" versus "what and how I do it is better than what and how you do it," an environment of non-intimidating recreation develops, for the enjoyment of all.

Dean Frazier  
Honolulu, Hawaii

## Objection to 'Buddy' Jump

Richard Laniel's parachute jump with his daughter attached to his harness seems to be a selfish publicity stunt, demonstrating very little responsibility towards the little girl's welfare. She is not even old enough to object to participating in the stunt in which she is the principal character.

Duncan Grant  
CSPA  
Ottawa, Ontario

*The photo showed Laniel exiting an aircraft with his two-year-old daughter in a small harness attached to his.*

## More on CRW Firsts

Here is something that may be of interest to parachuting history buffs:

On May 21, 1977, a 4-stack was built over Pope Valley, Calif., by Sparky Gregory, Raul Torres, Tom Warner and myself. We didn't know about docking from below, so we built it from the bottom up with Sparky docking on the top of the 3-stack to complete it. (Spark and Tom went on to build the first canopy diamond with Chuck Drake and Marty Martin some months later.)

These are just two feats of many that helped contribute to the growth of CRW. I certainly commend jumpers elsewhere—Florida, the Northeast and out here—for the significant contributions they made, too.

Bob Bonitz  
Mountain View, Calif.

*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.*



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# Editorial

## Fanning the Flames

Recently there has been a lively debate among manufacturers, instructors and experienced jumpers that will probably intensify in the next few months. The subject concerns designing a piece of gear (or a procedure) and taking into account the fact that it will likely be used by a skydiver who is not trained to use it properly. Or the new design is different from the "standardized" way of doing things, and this might confuse the jumper in the air. The outcome of this debate is of concern to all of us.

One side of the argument goes like this: Equipment should be designed for the "least common denominator," the jumper who is either undertrained, under-supervised or incapable. The location of ripcords, for instance, should be standardized on all rigs. Canopies that require heads-up techniques to land correctly shouldn't be sold. Accelerated training programs invite disaster.

The other side of the argument can be summed up in this way: Experienced jumpers should be able to buy and use hard-to-handle gear if they choose to do so — just like a motorcyclist can buy a temperamental crotch rocket off the showroom floor. Manufacturers shouldn't be forced to build standardized gear for two reasons: such design restrictions limit innovation, and because the so-called "tried and true" way of doing something may not be so hot after all — a new method might be safer.

The debate is emotional and complex. One side seems to be preaching safety but holding up progress. The other side wants to march off into the future at a faster pace, even if it kills a few jumpers with half-baked ideas.

This debate has raged on and off since our sport began and it probably won't ever be completely resolved. But I think it's one that should be intensified right now. Manufacturers, instructors and concerned jumpers should be collecting the information to support their particular argument, and they should be willing to present it openly for scrutiny and discussion. What are the advantages of a reserve ripcord of the same type and location on all rigs? What are the disadvantages? For that matter, what is the best location, anyway?

As we've said here before, intelligent and open discussion is a crucial element of our sport. The process helps us pick the best path past complex issues that defy easy solutions. This is one of those complex issues.

The outcome of this debate will affect every participant of our sport, the crusty skygod as well as the wet-behind-the-ears novice. But let's get on with it.

—MFT

## An open letter to the subscribers of *Skydiving*:

Dear Subscriber:

Lately we've received inquiries from several subscribers asking why they aren't getting their issues of *Skydiving* on time. Many think that the post office is slipping up.

We wish we could blame the post office. Actually, it's our fault why you're getting *Skydiving* "late." We've let our publishing schedule slip several times over the past year, and the result is the cover date of each issue is nearly two months behind the delivery date.

Some subscribers are worried, thinking that they won't receive complete subscriptions. I'd like to remind you that each subscriber will receive the *number* of issues he or she ordered. In other words, if you've signed up for a 24-issue subscription, you'll receive 24 issues, even though it may take longer than 24 months to receive them.

And although the cover date is behind, the contents are not. Each issue of *Skydiving* brings you the latest news and information we can gather. (Sometimes we've even delayed publication several days to include a particularly important and late-breaking story. Such delays have hurt our deadlines, but we think it's been good for our readers who want the freshest information possible.)

It's embarrassing for us to have let deadlines slip. And I apologize for the concern it may have caused you. It's a situation we're correcting right now.

We've published 13 issues of *Skydiving* since the premiere issue last July. It's been a hectic but rewarding year, and we appreciate the support (and patience) of each of *Skydiving's* thousands of subscribers. Our goal is to keep each of you happy — in spite of slipped deadlines.

Sincerely,  
Michael Truffer  
Publisher

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**STOLEN GEAR:** Two brand new Student Wonderhogs were stolen from Panola County airport in Mississippi on Sept. 6. Taken were: Student Wonderhog, all black with Navy center flap, serial #3506; with Pioneer 26' Navy reserve, serial #89177; Piglet 23, yellow and black was main canopy. The other rig is a Student Wonderhog, all black with green center flap, serial #3502; 24' Mills ripstop reserve, serial #45962; Piglet 23 main, white, green and black with damage on data panel. Both rigs have the Wonderhog student lanyard system. There are less than 25 of these rigs in use. Reward. Contact Wick Wilkerson, (901) 332-2927 or 345-4404. (14)

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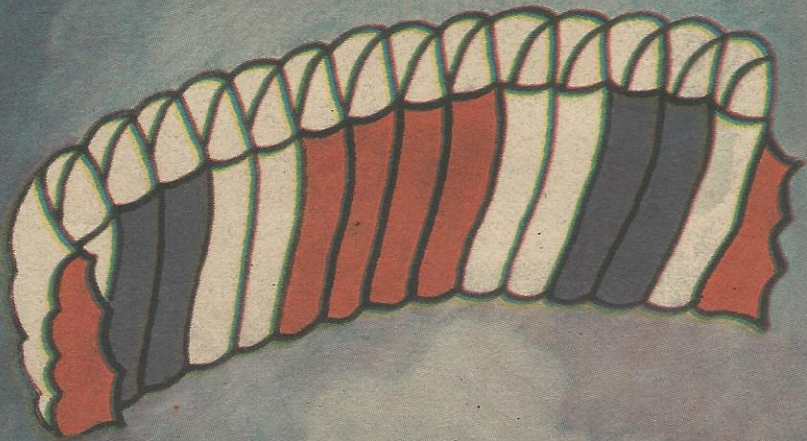
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