

# Skydiving™

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## USPA Boots Out 18 Members

The U.S. Parachute Association recently informed its affiliated clubs, centers and drop zones that it has suspended or expelled 18 members for violating its rules. The notice, a letter dated October 8, added that we "respectfully request your cooperation in ensuring that they do not participate in parachuting activities at any USPA affiliated center, club or drop zone."

The letter said sixteen of the ex-members were kicked out "for actions within Yosemite National Park on or about August 26, 1980 and August 30, 1980". Of the 16, several were expelled permanently: Steve Haley, Peter Hart, Royce Parker, Carl Winther, Michael Steele, Dennis Murphy and Michael Flint. Some of the seven did RW off El Capitan in Yosemite, while others jumped at night, two deeds that were prohibited by the rules governing jumping from the cliff.

The remaining nine were suspended for one year and included James Dillon, Gregory Giles, Charles Wickliffe, Max Kelly, Robert Peterson, Robert Thomas, Jeanni McCombs, Douglas Miller and Ray Cottingham. These nine were nabbed while trying to drive a flatbed truck down a closed road on the way to the base of El Capitan. Driving to the base on the asphalt road shaves about four miles off the hike to the top of El Capitan, and many jumpers were using the closed road to save walking. (The week before the nine were caught, 22 other jumpers piled on a 4-wheel-drive truck after asking a ranger what would happen if they were caught. The official said the driver would receive a \$25 ticket, so the 22 jumpers decided to split the cost of the ticket and make the drive. The driver was cited and the jumpers paid the ticket.)

The remaining two ex-members are Jimmy Tyler and Bill Parson. The letter explained that their memberships were

(continued on page 21)



36-way diamond over Perris Valley, Calif. Photo © 1980 by Norm Kent.

40-way formation establishes new world record

## U.S. Jumpers Set World RW Record

Forty jumpers gathered at Yolo Drop Zone in Northern California on October 18-19 to attempt to break two world RW records. They smoothly built on October 19 a 40-way penta-arrowhead and held it for about 15 seconds to set a new largest formation record. The group, however, was unsuccessful in six attempts to set a new largest star record, as lost grips or

sloppy flying created problems on each jump.

Nonetheless, one participant said a momentary 38-way was built, although films that would verify his claim were not available at press time. The big star was made on the group's fifth jump, while the record formation was built on the jump before. Only one attempt was made to build the penta-arrowhead, and it was successful.

The assault was organized by two California jumpers, Ernie Butler and Mike Kotska. A television production company funded the effort by paying for the six jumps, motel rooms, meals and some travel expenses. Jumps were made from a Curtiss C-46, a big twin-engine taildragger that resembles an overgrown DC-3. Freefall photography was by Rande DeLuca and Ray Cottingham. One skydiver said the production company intended to use the footage to support a pilot version of a program similar to "That's Incredible."

The jumpers wore small-winged jumpsuits to reduce intra-star tension. The big round attempts were "slot perfect," meaning that each jumper had an assigned slot between two specific skydivers. The jumpsuits were color coded to help each jumper find his slot and to

look better on film.

Another jumper said there was no problem with "dead spiders" — jumpers going low. He also said the organization was excellent, and perfect weather added to the ideal conditions for good skydiving.

He went on to describe how the big 40-way star was to be built. Five jumpers would exit and lay a no-contact base. Then five more would close between the base five and form an "instant" 10-man star. Each of the next 10 jumpers were to dock on wrists but not break in until all 10 were docked and the star was falling

(continued on page 2)

### All-Woman Night Dive

Eight women built an arrowhead formation over Eustis, Fla., on the night of September 26. Cheryl McGovern, Connie Simpson, Candi Prosser, Kathy Embrey, Martha Scott, Sandra Taylor, Mary Jeffries and Sandra Williams exited a Twin Beech at 12,500 under a full moon and completed the formation with no problems.

The women were followed by Ron Johnson, Linc Salvador and T.K. Donley who docked on the formation once the women had linked up.

McGovern organized the effort.

## INSIDE Skydiving

New FAR Part 125 May Hinder Jump DC-3s . . . . . 2

*But exemptions from regulation may be possible*

Three Skydivers Jump Off Texas TV Tower . . . . . 3

*Jump from 1100-foot structure completed safely*

Para-Flite Switches to F-111 Fabric . . . . . 4

*The change will reduce weight and bulk considerably*

Perris Valley Hosts Novel RW Competition . . . . . 14

*Meet introduces concept of "team mechanics"*

British Compare Two Popular Automatic Openers . . . 19

*Years of use shows strong and weak points of the devices*

Calendar . . . 9 From the Loft . . . 12 Letters . . . 24

## New FAA Regs Affect DC-3s

The FAA issued in early October its long-awaited Part 125 regulations covering the certification and operation of large aircraft not used in air carrier or commuter operations. Drop zone owners who fly DC-3s were fearful that the new Part 125 might make the cost of operating the aircraft too expensive, but early assessment of the regulations indicates otherwise.

The regulations contain a procedure where an operation may petition the FAA for an exemption to the restrictive regulations, and the U.S. Parachute Association seems confident that drop zone operators who seek such an exemption on an individual basis will receive a favorable decision from the agency.

As reported previously in *Skydiving*, Part 125 is aimed at aircraft that have a seating capacity of 20 or more passengers or a maximum payload capacity of 6,000 or more pounds. It requires that such aircraft be operated and maintained according to standards that approach those imposed on airline and commuter airline operations. Practically every standard has been upgraded including those for crew qualifications and duty times, avionics, manuals and records, emergency equipment, and maintenance schedules.

The FAA admits that it will cost between \$40,000 to \$100,000 per aircraft to bring them up to Part 125 standards and keep them there for a year.

But it appears that DC-3 used for sport parachuting may be able to receive "deviation authority" from the FAA on an individual basis. This means that operators may petition the FAA for exemption of some or all of the requirements of Part 125 and, if the FAA is so inclined may grant some or all of the requests.

The USPA wrote the FAA early this year soon after the regulation was issued as a proposed rule, and requested that drop zone operators be specifically exempted. Although the FAA declined to include such blanket exemption, it did include a "deviation authority" clause. Corporate flight departments who use big aircraft solely for flying company employees also protested the proposed Part 125 and the exemption clause will be used heavily by them, also.

Part 125 goes into effect on February 1, 1981, and requests for exemptions must be filed with the FAA in Washington at least 60 days prior to the date of intended operation.

Prime intent of Part 125 is to single out the nonscheduled operators that conduct

for-hire operations with poorly maintained aircraft and unqualified pilots. Many of these operators are based around Miami International Airport in an area the FAA calls "cockroach corner."

Although the new regulations will definitely crimp such operators, it will also raise the cost of operating large aircraft by those who have been safely doing so for years.

Drop zone owners and corporate aircraft owners are concerned that the FAA will be capricious and picky with its handling of exemption requests, since there are no precedents with the brand-new regulations.

## Nebraska Hosts Twin Otter Boogie

Great Plains skydivers received a special treat the weekend of October 11-12 when a local DeHavilland Twin Otter was brought into the Lincoln Parachute Club at Weeping Water, Neb. It was a small boogie, with only 25 or 30 jumpers attending, but they came from Kansas, Iowa, and eastern Colorado for the two-day event and they jumped enthusiastically for the duration.

Windy weather on Saturday kept the CRW enthusiasts at bay, but it didn't deter the use of the fast-climbing turboprop by others. They jumped all day, despite air turbulence which collapsed one canopy close to the ground and bounced around several others. There were no injuries.

A couple of 20-way loads were attempted, but none succeeded in breaking the state record of 19. Most loads numbered ten or twelve people, several of which involved dual formations where exit order was staggered — every other person went to one point in the sky while the persons in between flew to another location. Both groups would build a formation and the first one finished was rewarded by flying over to the other group and entering that formation. There was also double sequential with 4 way teams that made their last maneuver one that could be docked with the other group, such as two diamonds.

Sunday was calmer, and an 8-stack was built in the morning. The rest of the day was spent getting the most out of the Twin Otter.

"It was a long way to drive," said Denver jumper Scott Brady of his 18-hour round trip, "but it was well worth it."

## U.S. Jumpers Set World RW Record

(continued from page 1)

smoothly. When the star did open up into a 20-way, the next wave of ten was to close to make it a 30-way, and finally the last 10 were to close and break to make it 40.

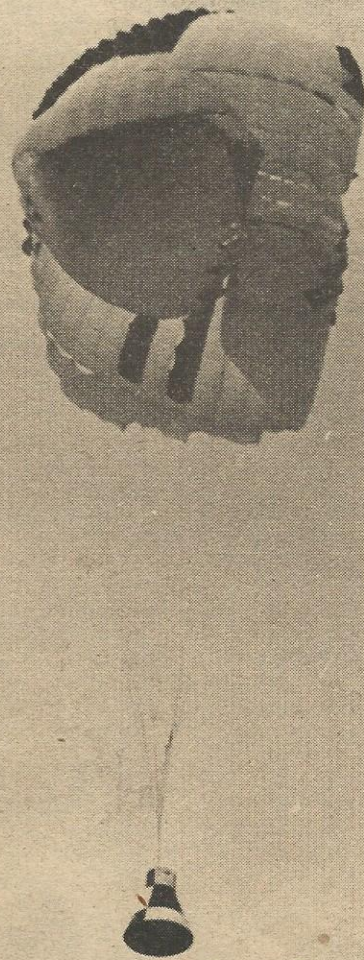
This method is similar to the way Dan Landis and Gregg Wirth organized the big round attempts at Zephyrhills last spring. Those two, however, specified quadrants where each jumper was to fly to and wait until his wave was to close. And the big Z-Hills star was not slot perfect; the later divers picked the best one they could find. The system worked, as jumpers built a clean 37-way while not wearing jumpsuits.

The Yolo effort was registered in advance with the FAI through the USPA in Washington, D.C., and FAI-rated judges observed the effort as required.

The current official world records for

large RW formations include a 36-way quadra-diamond built over Muskogee, Okla., on October 13, 1979, and a 32-man star built over Tahlequah, Okla., on July 14, 1975. There have been several formations and stars built that were bigger than both the official records, but none were registered or documented correctly.

But there appears to be a resurgence of interest in official records for large formations. Garry Carter organized a 42-way attempt on October 26 at Zephyrhills, Fla. Two jumps were made from 15,000 feet. The first attempt saw one of two jumpers go low before the formation disintegrated due to poor flying. The second jump went a bit better, although one jumper "got lost" and closed on the wrong side of the big mat, and at least one other jumper went low.



An experimental parachute, designed by Pioneer Parachute Company for possible use in recovering space vehicles, is shown here with a "mae west" malfunction. The big canopy has slots and vents to provide forward speed. Pioneer photo.

## Elsinore Paracenter Shuts Down

Elsinore Parachute Center has tied down its aircraft and ceased operations, although the operators of the Southern California drop zone say the situation is only temporary.

The well known center has been struggling since last spring when the rising waters of Lake Elsinore covered the drop zone and airport. Because the waters were receding very slowly (experts say it will take years for the lake to return to normal levels), Owner Leo Orlovski moved his operation to Murrieta, several miles from Elsinore.

But the jumpers never followed in appreciable numbers as many experienced

skydivers were drawn to nearby Perris Valley. While Elsinore withered, Perris bloomed — the drop zone added a third DC-3 to its flight line a few weeks ago.

A local jumper told *Skydiving* that Orlovski intends to move back into the facilities at Elsinore in a "few weeks" when the lake drops enough to enable operations to resume there. The jumper, however, speculated that it will take longer than just a few weeks to reopen the drop zone.

Both Perris and Elsinore are located about an hour south of Los Angeles. The huge city can supply enough first jump students and experienced jumpers to keep more than one drop zone in the black.

## New AD on Twin Beech

The Federal Aviation Administration has issued a new airworthiness directive (AD) on the Beech 18, and it estimates owners of the twin engine aircraft will spend about \$1,100 each to comply. The agency has ordered that the wings of every Twin Beech being inspected and repaired if necessary to prevent possible structural failure due to fatigue cracks. The AD affects about 1,300 aircraft.

Several years ago the FAA issued a costly and complex AD that required the installation of straps to strengthen the wings of Beech 18s. The aircraft is a popular jump aircraft, since it can haul about 10 jumpers and is relatively inexpensive to acquire. The first AD made some owners dispose of the aircraft rather than spend several thousand dollars to comply with the directive, and some skydivers suddenly found themselves jumping out of smaller aircraft.

Apparently the first AD did not solve the wing cracking problem as the FAA said that cracks have been found in areas where inspections were not required by the original AD. It also said some of the straps have cracked.

## Skydiving

Parachuting's Newsmagazine

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# Skydivers Jump TV Tower

Three skydivers jumped off an 1100-foot TV tower in Texas on October 12. Phil Smith of Houston, Phil Chapline of Friendswood, Tex., and Phil Mayfield of Arlington, Tex., spent four months planning the jump which went off without a hitch.

The group was concerned about clearing both the tower's superstructure and the guy wires which support it. They made several test drops using weighted pilot chutes and, in one case, a weighted reserve canopy, and these tests showed a jumper would have little trouble.

Smith jumped first and delayed about five seconds before deploying his Para-

Flite Strato-Flyer. The canopy broke a steering line during opening, and Smith barely missed a support cable as the canopy dove off to one side.

Chapline went next, delayed about two seconds and opened his Strato-Flyer without incident. Mayfield delayed about four seconds before deploying his Advanced Air Sports 7-cell canopy.

It took the jumpers three and a half hours to climb to the top of the tower on the morning of the jump. Two photographers, Jean Boenish and Bob Hilder, climbed with them to film the leap.

Smith said the winds at the top of the

tower were about 35-40 mph, while there was no wind on the ground.

Four cameramen, including Carl Boenish, filmed the jump from the ground. The ground crew maintained contact with those on the tower via two-way radios.

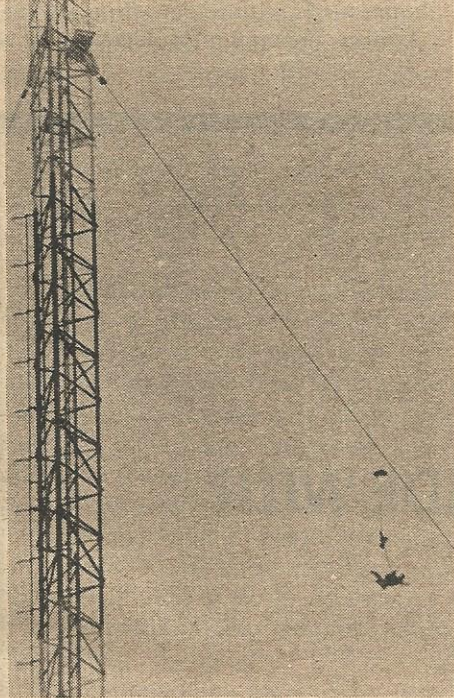
Smith said there was nothing illegal about the jump. He told a local newspaper that he doesn't "encourage anyone to do it without thorough preparation and without being an experienced jumper."

## Pelicanland DZ Offers "Bounty"

Gordon Riner, manager of the Pelicanland drop zone in Maryland, has an interesting method of increasing enrollment in the center's first jump course. He pays \$5 to anyone who brings a new student to the DZ to make his first jump.



Phil Mayfield hops off the rail at the top of the TV tower, above, and releases his hand deploy pilot chute. Photos by Kathy Chapline.



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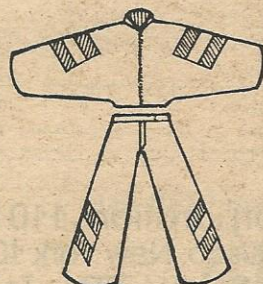
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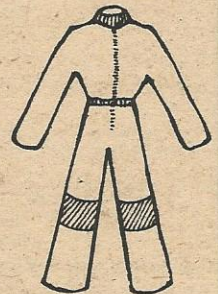


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# Para-Flite Switches to F-111 Fabric and I-Beam Design

Para-Flite, Inc., of Pennsauken, N.J., has announced several major changes to its line of ram-air sport canopies. Beginning next January, the company will be building its Cruisair, Lightweight Strato-Cloud, and XL Cloud entirely out of Harris F-111 fabric using new construction techniques. The result of the new fabric and construction will be significant reduction in both weight and bulk of the 7-cell canopies.

The company outlined its plans in a bulletin to its dealers last September. It said that "based on our tests, we are satisfied that with proper reinforcing, an all F-111 parachute can be made durable enough." F-111 is a trade name for a parachute fabric sold by George Harris corporation. It weighs about 1.1 oz. per

square yard and is specially treated for low porosity and resistance to ultraviolet (sun) light damage. F-111 is about 10% lighter than the fabric Para-Flite is currently using to build its 7-cell sport canopies.

The bulletin added that the canopies will be built using the so-called "I-beam" construction technique. This method of building ram-airs reduces the number and thickness of the seams between cells. Since the seams of a ram-air comprise a significant percentage of the canopy's packed volume and weight, minimizing them makes a canopy lighter and less bulky.

Para-Flite's move to F-111 and I-beam construction is not a particularly adventurous step. Several of its competitors have been using F-111 and the I-beam (or

similar T-beam) construction technique for over a year. GQ Security Parachute Company of San Leandro, Calif., Pioneer Parachute Company of Manchester, Conn., and North American Aerodynamics of Flemington, N.J., all use F-111 for their canopies.

Para-Flite has been evaluating F-111 since it was first available. Its latest product, the Safety-Star ram-air reserve, is mostly built from the fabric, although the load-bearing ribs use a heavier material. Para-Flite was concerned that the lighter fabric may not be as durable in the long run as the company's standard material.

Canopy manufacturers are not only concerned with strength, however. Another important consideration is the

"bow" in the fabric, a slight curvature in the weave from one side of the bolt of fabric to the other. Bow results from the calendaring process, when the fabric is squashed between heated rollers to mash the fibers together and close the spaces in the weave. Unless the calendaring is done carefully, the fabric is distorted, and this distortion is a major cause of built-in turns in new canopies. One major manufacturer told *Skydiving* that Harris fabric has a reputation for minimal bow.

Some manufacturers have also had the shocking experience of shipping a batch of new canopies and then discovering that the fabric was "junk" and that it was considerably weaker than specified. One company discovered that one batch of fabric in one particular color was faulty when it began to receive reports that one batch of canopies were tearing during deployment. Using a variety of accurate laboratory methods to test bolts of incoming fabric is the best way to prevent such problems.

Para-Flite will not use F-111 exclusively, however. The Safety-Flyer ram-air reserve will continue to be built from the heavier 1.25 oz. cloth because it received its FAA approval with that fabric.

And the company will use the 1.25 oz. fabric for any canopy that is equipped with Para-Flite's Pilot Chute Controlled Reefing system. (Although slider deployment is standard on Para-Flite canopies, some jumpers order the "rings and ropes" PCR system as it makes for softer openings at higher speeds.)

Para-Flite has an even heavier 1.55 oz. fabric that it will use on a special-order basis.

Using F-111 fabric and I-beam construction should have no adverse effects on the performance of the three canopies. The improvements, however, should shave one to two pounds off each canopy.

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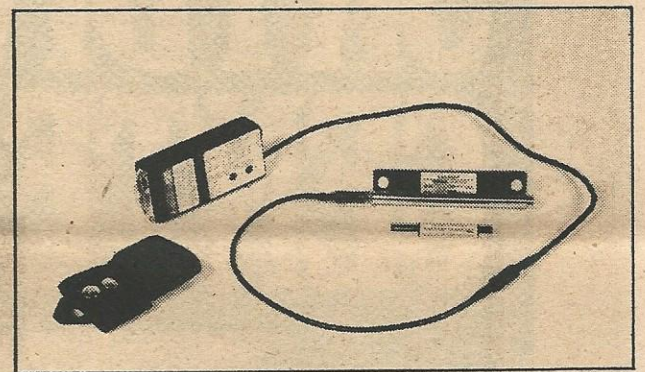
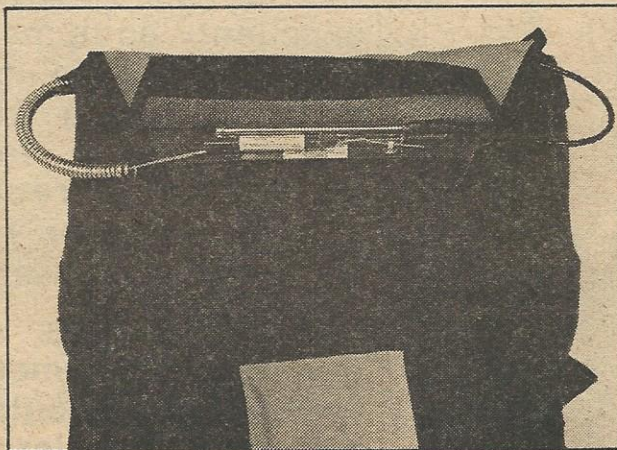
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# Virginia Jumpers Report CRW Feats

Jumpers from Westwind Sport Parachute Center near West Point, Va., built two noteworthy CRW formations late this summer.

Bart Rodier, Brian Jasperse, Lex Nuckols and Terry Queijo built a 4-way

diamond on August 31. It is the first diamond that has been built on the East Coast in many months.

And a week later, on September 7, four women exited from 8,000 feet over Westwind and built an all-woman stack by 5,500 feet. In order of entry, the par-

ticipants included Carol Clay, Kate Cooper, Dorcie Jasperse and Terry Queijo.

Queijo said "it was the smoothest flying stack I've ever been in — and the sorest throat I ever experienced. We were going to land it, but it was too bumpy at 500 feet. We and four other prospects are planning an all-woman's 8-stack attempt for November."

## Avgas Prices Stable; Supplies Good

The average price of aviation fuel was \$1.59 a gallon in August, the same as July, according to a survey of U.S. fixed base operators. But the price of 80 octane increased 9 cents to \$1.70 while 100 octane dropped 10 cents to \$1.57. Jet fuel prices remained stable.

No FBO reported any significant supply problems.

## Jerry Bird Makes 3000th Jump

Jerry Bird, a perennial RW competitor and coach, celebrated 3,000 jump on October 12th by organizing a 41-man attempt over Zephyrhills, Fla. Bird has been skydiving about 15 years, and was in-

strumental in developing RW as a competitive event in the late 1960s and early 1970s when only style and accuracy were officially recognized by the USPA and FAI. He was a member of Mirror Image, the 1970 world 8-way champions, and holds world records in 8-way, 10-way and largest star categories.

Bird is spending the winter at Zephyrhills directing the drop zone's RW training program. For his 3000th jump, he organized a 36-way quadra-diamond formation (four 9-way diamonds built off a 4-way star base) and added several "stingers" to the rear points of the diamonds. The load was quickly organized and dirt dived, as the sun was setting fast, and everyone climbed into Zephyrhills DC-3 for the ride to 15,000 feet.

The big "blot" built smoothly, although it undulated and turned gently for the last 40 seconds of its descent. Three or four jumpers were not in by break-off altitude.

Joannie Murphy, another Zephyrhills RW instructor, greeted Bird soon after he landed by popping him with a cream pie. Jumpers from Saudi Arabia added beer, one from Venezuela produced a bottle of his country's wine and DZ Owner Hooper — a longtime friend of Bird's — stood around with a big toothy grin, his unpacked canopy trailing behind him.

## Visions Gets Support

Visions, the current U.S. 8-way RW champion team, has received help from the Brooks Shoe Company of Hanover, Penn. The team selected the company's Hugger GT running shoe as its footwear, and the company responded by donating a supply to the team from Perris Valley, Calif.

Al Krueger, team captain, said his team liked the shoe's cushioned heel, light weight and upper foot support. He added that the tread provided excellent traction during exit.



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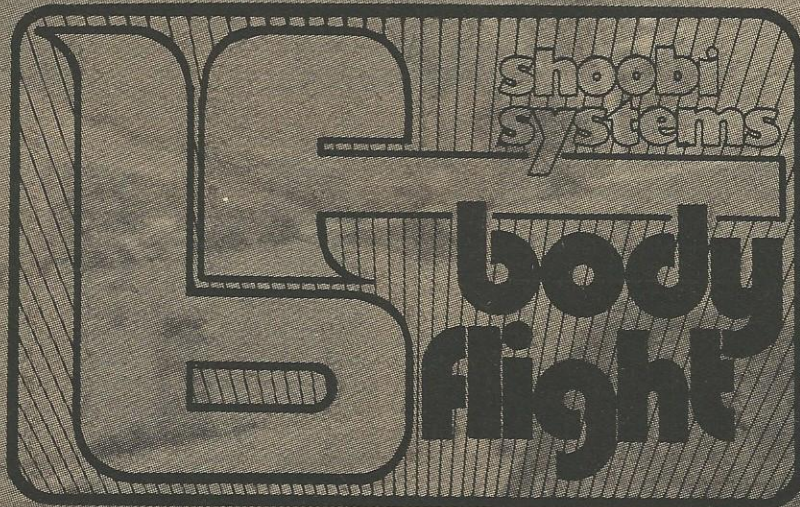
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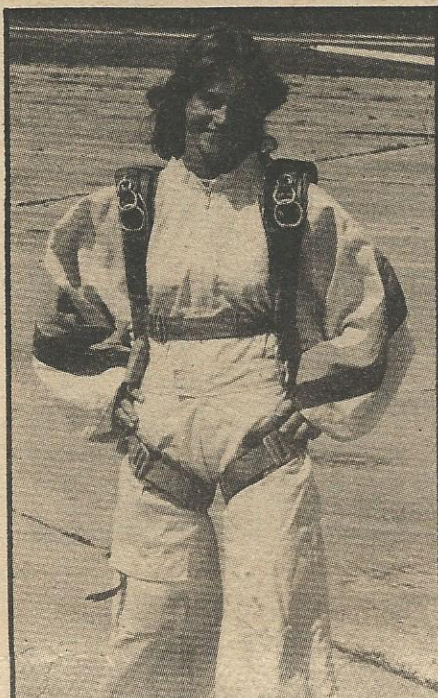
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# Calendar

**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.

## Zephyrhills Seeks Aid for World Meet

Florida's state government is enthusiastic over Zephyrhills Parachute Center's plans for the 1981 World Parachuting Championships of Relative Work. DZ owner Jim Hooper and officials from the city of Zephyrhills met with several high-level state officials in early October to discuss the meet and request state help.

The city's delegation requested the loan of 10 to 15 buses from the national guard to transport competitors and meet officials, as well as forty 20-man tents with cots for use during the day. The city would also like the state to provide a medevac helicopter and a few national guardsmen to help with injuries and crowd control.

Hooper told state officials that he expects to host a meet that will attract teams from 40 countries as well as a substantial number of spectators and fun jumpers. All told, he said some 2,000 jumpers will visit Zephyrhills for the world meet and the boogie to follow.

An official of the state's division of tourism said the World Meet would be included in Florida's list of promotions and that it will be promoted both in North America and Europe.

**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.

## Marana Plans Boogie

Marana Skydiving Center in Arizona will hold a boogie during the first week of January, immediately following the National Collegiate Parachuting Championships. Co-owner Tony Frost told

## Shell Cuts Avgas Supply

Shell Oil has confirmed that it will stop supplying aviation fuel to some airports. Although Shell declined to say which specific airports will be affected, an industry source learned that Shell is the only fuel supplier for some of affected airports. This same source said Shell wants to discontinue avgas production at its Sewaren, N.J., refinery.

The company has set July 31, 1981, as the latest cutoff date, although it promised to supply affected airports on a month-to-month basis until another supplier can be found.

Skydiving that "we want to host a good boogie using some of the newer aircraft available, such as Twin Otters."

The announced dates of the boogie are December 31 through January 5. The parachute center is located on Marana Sky Park, a well maintained old Air Force base that offers camping, a variety of indoor accommodations ranging from inexpensive barracks to more elaborate hotel rooms, a restaurant and swimming pool.

The center is the host of the collegiate meet for the second year in a row. Frost emphasized that the boogie was open to anyone, however. TSOed gear and USPA membership are required.

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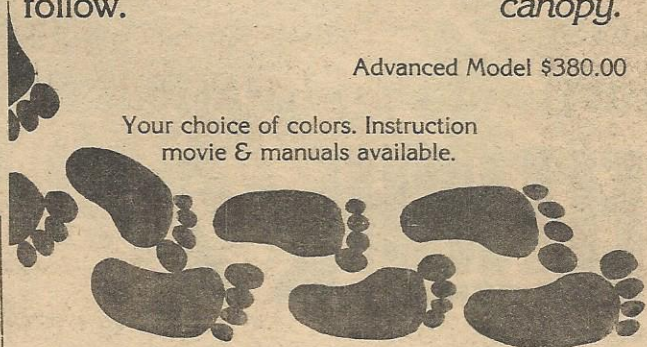
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# From the Loft

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

## More on Plastic Ripcords

Joe Smith Parachute Sales and Service, Inc., of Lewisberry, Penn., recently issued a report on the strength of plastic ripcord handles. The company tested over 100 plastic ripcord handles using a suspended weight of 300 pounds, a test called for by federal standards for emergency and reserve parachutes, or TSO-c23b.

TSO standards require that a ripcord handle used on such parachutes be capable of withstanding a 300-pound load. The company reported that every one of the plastic handles failed in one way or another. The report stated the tests were conducted at room temperature in May and June and "not the freezing temperatures that are common during northern winters." The plastic used in most plastic ripcords is a Nylon derivative and becomes more brittle as the temperature drops.

Some of the handles broke at only 150 pounds of force.

The company ran the same tests on ten metal and ten fiberglass ripcord handles, using a 350-pound weight. None of the handles failed.

Several parachute manufacturers are

urging their customers to replace both plastic and fiberglass reserve ripcord handles with metal ones. One fatality is known to be the result of a failure of a plastic ripcord handle.

## Canopy Volumes Measured

The Jump Shack, Inc., of Farmington Hills, Mich., has recently published a list of the pack volumes of several main and reserve canopies. The company determined the figures by placing the canopies and lines in a large plastic cylinder and placing a weighted piston on top. Once the device stabilized, the canopy's volume could be read directly off a scale on the side of the cylinder.

The Jump Shack's figures:

Reserve Canopies (and lines)	Volume (in <sup>3</sup> )
Para-Innovators Featherlite R-2	338
Advanced Air Sports Preserve 3	390
GQ Security SAC	390
Para-Innovators Piglet R-2	390
Para-Innovators Piglet (R-1)	390
Strong Enterprises Lopo Lite	442
GQ Security Lopo	520
National Parachute 26' Lopo	520

Strong Enterprises Lopo 520

T-10A (24' military surplus, ripstop) 624

## Main Canopies and Lines

GQ Security Unit with Kevlar lines 442

Django Enterprises Pegasus 468

NAA 5-Cell Mini-Foil 520

Para-Innovators 30' Student 624

GQ Security Unit 655

Pioneer Para-Commander (F-111 fabric) 676

Para-Innovators Piglet 2 Main 676

Para-Flite XL Cloud 728

Para-Flite Cruisair 750

NAA 252 Foil Lite 780

Para-Flite Lightweight Strato-Cloud 780

Pioneer RW Para-Commander 806

Strong Enterprises 28' Student 840

Para-Flite Strato-Star 910

NAA 5-Cell Foil 910

Para-Flite Standard Strato-Cloud 1014

T-10 (35' military surplus) 1404

The company did not yet have figures for other canopies such as the Para-Flite

Safety-Star and Safety-Flyer reserves, the Para-Flite Strato-Flyer reserves, the Para-Flite Strato-Flyer, several canopies by Pioneer Parachute Company, including the Merlin, Kestrel, Viking 2 Superlite, Titan, Super 22 and Tri-Conical. Also, figures on the 26' Navy conical and other parachutes were not provided.

## Pilot Chute Tests

Butler Parachute Systems, Inc., of Austin, Tex., recently tested several types of pilot chutes in a wind tunnel at the University of Texas. The tests were run at various speeds to determine the drag forces produced by military surplus and sport pilot chutes.

The results of the tests, as taken from graphs provided by the company, are summarized in the chart below:

Type of Pilot Chute	Pounds of Drag at Test Speed	
	100 mph	120 mph
Relative Workshop Wonderhog	100	135
Lite Flite SST P.O.P.	95	135
Surplus MA-1 (solid vane)	100	140
Para-Flite Hot Dog	95	120
Para-Flite Hot Dog (Safety-Flyer)	125	140
Para-Innovators P-3	130	160
Butler Skyhook	200	n/a

Many of the pilot chutes spun, some oscillated "violently," according to the report.

## Drop Test Dummy Offered

The Canadian Sport Parachuting Association has a 170-pound drop test dummy available for loan to members who are riggers or center operators. The torso-shaped dummy is useful for testing reserves and harnesses, and is available at no charge, although the borrower must bear the cost of shipping both ways.

More information is available from CSPA, 333 River Road, Ottawa, Ontario K1L 8B9.

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# Perris Hosts Novel RW Meet

by Hank Bungay

Perris Valley Paracenter took advantage of the long Labor Day weekend to host a RW competition and boogie, and participants left the Southern California DZ with nothing but good words for the weekend.

The meet had two events, 6-man sequential and 20-man speed stars. The speed star event was an open event, with just one class, while the 6-man event featured advanced and intermediate classes.

Hank Bungay and Jerry Swovelin designed the 6-way event. Its rules were similar to the FAI 4- and 8- rules. The proven FAI rules are widely known by both competitors and judges alike.

Bungay and Swovelin designed a pool of 6-man random formations and a pool of 6-man set sequences. Competition jumps for the advanced class were chosen from each pool, just like they are at the U.S. Nationals.

In the intermediate class, however, the

competition jumps were designed and announced well before the meet began, giving the teams ample opportunity to dirt dive each one.

The Perris Valley meet introduced an idea new to RW competition. Each intermediate team was allowed to have one "team mechanic," a jumper who could have an unlimited total number of jumps. The mechanic's purpose was to assist the team in planning the dives, devising exits and critiquing the team's performance after each jump. Although the mechanic could have any number of jumps, the cumulative total for the rest of an intermediate team couldn't exceed 2,000. The team mechanics were selected by Meet Director Dick Giarrusso, and were available to any intermediate team that decided to use one.

## The Results

Synergy from Northern California beat thirteen other teams in the advanced class

by averaging 7.6 points for the three competition jumps. Deviated Septum took second place by combining the talents of members of the Desert Heat and 4th Dimension 4-way teams and Synergy 8-way team. Deviated Septum's average was 7.3 points per jump.

Third place went to We Made It with an average of 5.3 points. We Made It was led by Irv Callahan.

Many had hoped to see a contest between Visions, the current U.S. 8-way champions, and Synergy, the runner-up team at this year's nationals. But several members of Visions instead volunteered to serve as team mechanics and Visions as a team stayed out of the competition.

The intermediate class was won by a team called We're Easy (it had three women members). Al Navarro served as team mechanic. The second place intermediate team, World Meat, competed without a mechanic and performed very well. Come Together finished third, and Al Richter filled the mechanic slot.

## 20-Way

The 20-way event was billed as the secondary event to help keep the emphasis on the sequential competition. A team calling itself Perris-Visions built two back-to-back 20-way stars with an average time of 36.5 seconds. The second place team, Synergy-Magic, entered the meet with high expectations, but funnelled its first star in a fast 25 seconds as the last man was closing. The team's second effort was better, as the big round was built in about 25 seconds, but the team apparently became too engrossed in the post-star sequential to keep track of altitude — Synergy-Magic was zapped for low pulls.

## The Boogie

Although many jumpers entered the competition, an equal number spent the weekend making fun jumps. (All told, the DC-3s at Perris averaged more than 20 loads a day for the three-day weekend.)

Al Navarro spent several weeks before Labor Day organizing a 45-way attempt. One jump was made and the resulting blot built to about forty.

Donald "Doc" Johnson organized CRW jumps throughout the weekend. A momentary 10-stack was built along with several clean 9-stacks.

Wayne Noel and Steve Hamilton served as judges for the competition and subsequent record attempts. A film festival was held one evening.

Several participants said that the lack of advertising hurt attendance, as many jumpers didn't know about the competition and boogie until after the event.

## Results

### 6-Way Advanced (14 teams entered)

1. Synergy — Bob Bonitz, Dan O'Brien, Jim Reilly, Mike Kostka, Tom Finnigan, X-ray Hebert. 12-5-6: 23 pts. total.
2. Deviated Septum — Tom Pirus, Ron Ardizzone, Brian Johnson, Jim Verner, Jerry Swovelin, John Downing. 10-5-7: 22 pts. total.
3. We Made It — Irv Callahan, Sal Plouffe, Wayne Snyder, Charlie Hancock, Pat Swovelin, Kevin Martin. 8-4-5: 17 points total.

### 6-Way Intermediate (10 teams entered)

1. We're Easy — Al Navarro, Jan Burton, Norm Moffit, Larry Kelly, Robin Marden, Glory Severt. 3-3-2: 8 pts. total.
2. World Meat — Philippe de Loreilhe, Jim Kelly, Alain Gerber, Frank Smith, Jan Wildgruber, Larry McVay. 2-3-3: 7 points total.
3. Come Together — Allen Richter, Craig Meyers, Paul Zacks, Tom Demotts, Bill Dell, Don Morton. 2-1-2: 5 points total.

### 20-Way (four teams total)

1. Perris-Visions — Vic Ayers, Steve Parker, Al Krueger, Mike Parnell, Tim Long, Rich Brooks, Sally Wenner, Jerry Ryan, Mike Sheerin, Larry Kelly, Diana Rowland, Kent Lane, Mark Sechler, Jim Edwards, Ken Crabtree, Joe Lacaze, Tom Pirus, Ernie Callahan, Wayne Snyder, Robin Lopez. 20/36.4 secs. — 20/36.0 secs: 40/72.4 secs. total.

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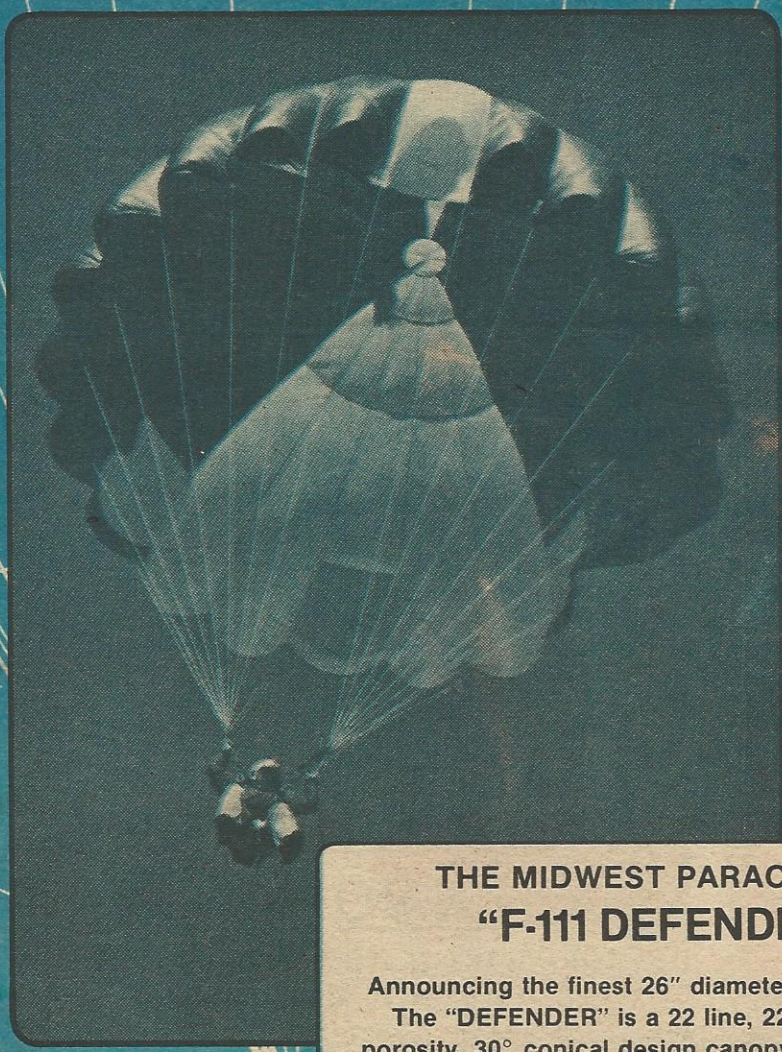
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# Books

*The Aw-Rite Book*, An Alternative Logbook for Relative Workers. Published by Lee MacMillian, 5209 Pine Forest Road, Houston, TX 77027. \$5 plus postage.

Some jumpers never seem to have enough space on a page of their logbooks. No matter how small they write, they always seem to be running out of room. And since many jumpers use a variety of rubber stamps to diagram RW or CRW efforts, there seems to be a need for a logbook with plenty of white space for each jump.

Lee MacMillian may have rescued these jumpers. He's designed and published what is probably the largest logbook the sport has seen. Measuring 8½x11 inches — the size of a standard sheet of letter paper, the 200-page *Aw-Rite Book* should meet the needs of anyone who spends hours filling out his or her logbook.

The *Aw-Rite Book* isn't fancy or expensive. It's front and back covers are made from heavy paper, while the inside pages are lighter stock. The whole thing is held together with a plastic binding method that allows pages to be added or rearranged but with some difficulty. Spaces are provided at the top of each page so the jumper can enter the date, number and location of the jump, but most of the sheet is a big white expanse.

## Premature Opening Damages Aircraft

An experienced jumper who was hanging on the strut of a Cessna right before exit tore the elevator off the aircraft's tail when his main opened prematurely. Chuck Prodey was performing a demonstration jump when the incident occurred over Maryland this summer.

The main canopy draped over the horizontal stabilizer of the aircraft for an instant before slipping off and taking the right half of the elevator with it.

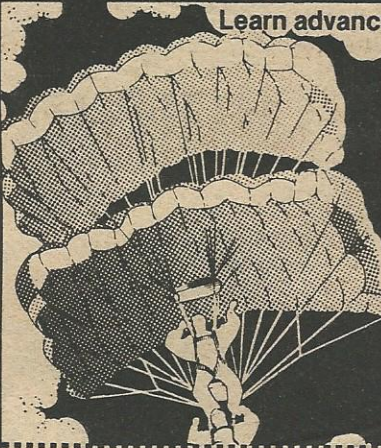
Prodey jettisoned the "shredded" canopy and deployed his reserve. The pilot was able to land the crippled aircraft successfully.

But the *Aw-Rite Book* might not be for everyone. It's large size prevents it from being tucked neatly into glove compartments and even kit bags. The durability of the cover and the binding is suspect; both might not last a year of steady use. And some jumpers simply don't keep detailed records of each jump, so much of the available space might go wasted.

MacMillian knows that, telling *Skydiving* that the book is especially useful to a skydiver or team that keeps records of each jump so they can be reviewed and studied. And the book will also allow organizers to record sequential dives in detail so they can be tried again without having to figure them out from scratch.

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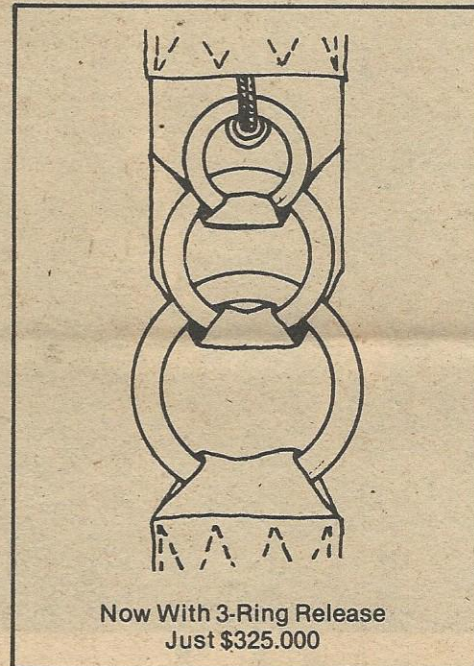
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# British Compare Two Auto Openers

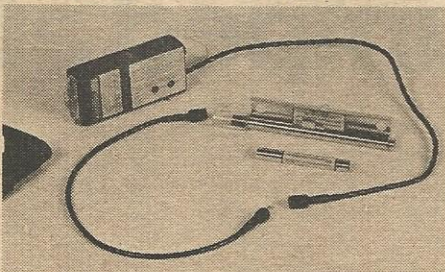
A report was recently published that compared the field performance of two popular automatic opening devices. The report, which appeared in *British Sport Parachutist* magazine, presented figures compiled by four English drop zones that use the SSE Sentinel Mk 2000 and FXC 12000 automatic openers on reserve parachutes worn by students. The article concluded that "both types of AOD (automatic opening device) are reliable and efficient devices." Doug Peacock, the national coach and safety officer of the British Parachute Association, wrote the report.

It was worn during 23,000 student descents. Peacock said there were two "live" firings — when the Sentinel fired in response to an emergency situation. Both incidents involved jumpers on early freefall delays who failed to pull their main ripcords.

The Mk 2000 is designed to pull the ripcord pins at about 1,000 feet AGL if the unit senses the jumper's descent rate is faster than 35-50 feet per second. (The descent rate for a jumper under an open canopy is about 15-20 fps.)

There were eleven "inadvertant" firings of the Sentinel Mk 2000 during the 23,000 jumps. Ten of the incidents occurred "mainly on exit," according to the report, while one happened after the main canopy had opened completely.

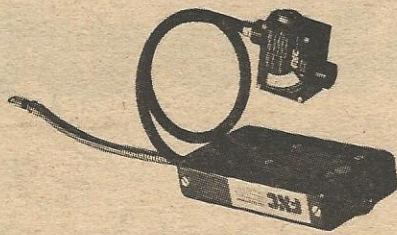
The report said the unit involved in this last incident may have been calibrated improperly before the jump.



SSE Sentinel MK 2000. Shown is the box-like sensing unit and the power ripcord for piggyback reserves.

## FXC 12000

The FXC 12000 automatic openers had been used on about 50,000 student jumps over a period of three years at three drop zones.



FXC 12000. The ring at the end of the cable housing slips over the top ripcord pin; a special ripcord is not required, although a mounting plate is.

The report provided details of seven live firings. Six involved freefall students who failed to pull their main ripcords. The seventh involved a static-line student who rode a "squid" malfunction until the automatic opener fired at about 1400 feet. (A squid malfunction looks like a light bulb, with the skirt of the canopy held shut while the upper part of the canopy is inflated somewhat.)

There were 35 inadvertant firings involving the FXC 12000. Twelve happened on landing, when apparently the impact of the jumper's PLF caused the unit to fire. Ten jumpers in freefall were presented with open reserves above 2000 feet when the FXC unit went off

prematurely. And six more jumpers rode both main and reserve parachutes when the AOD fired during the main ripcord pull. The seven other instances of inadvertant firing involved parachutists under fully opened main canopies.

Peacock reported that "it is suspected that the cause of activation above 2000 feet was, in most cases, the resetting of the device in the aircraft by the student."

All four drop zones mentioned in the report test their automatic openers on a regular basis, either every 60 days, 90 days or six months.

## Maintenance

Peacock included comments on the maintenance of the two automatic openers. He said the necessity of having to return the Mk 2000s to the U.S. for repairs meant the units were out of service for long periods of time. Replacement handles and cartridges were "expensive." The report also said the cartridges were "fragile."

One of the parachute centers replaced its Mk 2000s after two years of use "as they became increasingly prone to inadvertant firings towards the end of this period."

But there were problems in maintaining the FXC 12000, too. Of the 58 used by one drop zone, six had to be returned to the manufacturer for repair, while another DZ returned 15. The report cited "poor response from the manufacturer who refuses to supply all but minor spares. This situation should be improved now with the establishment of a European [outlet, in France]."

Peacock concluded his report with these paragraphs:

"Both types of AOD are reliable and efficient devices. The Sentinel 2000 does not have a setting knob and the circuit must be broken to disarm it. As it is electro-mechanical in operation, it appears to be more prone to unserviceability if roughly handled. Originally designed for use on front-mounted reserves only. Modification kits are now available for hog back reserves.

"The FXC 12000 is more versatile and experience at [three English drop zones] indicates a greater tolerance to hard use . . .

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

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## USPA Swings Axe

(continued from page 1)

suspended for one year "for performing a series of freefall jumps during which one of the other was not wearing a parachute, in violation of FAR 105 of (sic) the USPA Basic Safety Regulations. Tyler jumped out of an aircraft last summer wearing a harness with no canopies. He flew over to Parsons and snapped on to his harness, and both jumpers landed under one canopy.

Federal Aviation Regulation Part 105 is a federal law that governs sport parachuting. It prohibits a person from making an intentional jump unless he is wearing a main and reserve parachute. It is not known if the FAA is taking action against the two.

Several jumpers expressed dismay at the suspensions and expulsions relating to El Capitan. They said the USPA board of Directors was being hypocritical, since at least two current board members — B.J. Worth and Joe Svec — jumped off El

Capitan before it was legalized for a few weeks last summer. No disciplinary action whatsoever was brought against those two or any of the approximately 100 jumpers who made the leap before it was legalized.

One jumper put it this way, "Hell, when it was illegal, the USPA did nothing except study the matter and finally jump on the band wagon to get it legalized. Then it became legal, and some jumpers did RW against the rules while others drove down a closed road — they weren't even jumping — and the USPA goes berserk."

The letter of October 8 gives some insight for the severity of the organization's actions. It seems the USPA is trying to prove to the National Park Service and other governmental agencies that it can police its members and therefore negate the need for increased governmental restrictions or control. The letter said "USPA strongly condemns illegal jump-

ing activity at El Capitan and has taken disciplinary action against its own members who have participated in illegal activity. USPA's goal . . . is to see the jumping program at El Capitan reinstated."

The 18 jumpers can appeal their suspensions or expulsions by appealing to

the full board at its next meeting in St. Louis in mid-January.

Several major parachute centers have posted the letter and the owners are determined to prevent any of the 18 from using their facilities while they are non-members.



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## AAIA Wants Papers

American Institute of Astronautics and Astrophysics recently announced that it is seeking scientific reports for presentation and discussion at the 7th Aerodynamic Decelerator and Balloon Technology Conference. The conference is a meeting of scientists, engineers and industry representatives that covers recent advances in, among other topics, parachute technology of all sorts. Several members of the sport parachute industry have participated in the conference in the past.

Abstracts of 1000 words of appropriate papers must be submitted by March 2, 1981. The conference scheduled for October, 1981. More information is available from Dean F. Wolf, Sandia Laboratories, Organization 4715, Albuquerque, NM 87185. Telephone is (505) 844-9018.

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## Freakbrother Convention Draws 600

by Nancy Dwyer

The loudspeaker clicked on. "Welcome to the convention. I'm glad you made it — you'll be glad, too!"

That's how Roger Nelson kicked off the 1980 Freakbrother Convention held early last August at Big Foot, Wisc. The convention is an annual affair, drawing skydivers from all over the country for three days of skydiving out of big aircraft. Nelson and his family host the affair, offering good food, free beer day and night, rock bands on Friday and Saturday and free camping — all for a \$15 registration fee. According to one well-traveled jumper from the Northeast, the 1980 convention "was probably the best-run boogie I've ever attended."

This year's event featured five big aircraft, two turboprop deHavilland Twin Otters and three DC-3s. Over 600 jumpers registered for the convention,

up from 468 in 1979.

The Twin Otters were the primary aircraft during the convention. They could make the round trip to 12,500 feet in about 18 minutes, so it was possible to make a lot of jumps during the three days, in spite of occasional bad weather. Of the 1600 jumps made over the three days, 1076 were from the Twin Otters.

High winds aloft and a heavy cloud cover greeted the first load at 9:00 a.m. on Friday, the first day of the boogie. It only took the Twin Otter 11 minutes to climb 12,500 feet. Dick Higley organized the 20-way pentadiamond which built to 19, sequenced to a 19 arrowhead, and ended with diamonds tracking off. "Diving to get down to the star, we went through an ice storm," said Higley. "It was almost unbearable. I had to track with my hands



Jumpers dirt dive before boarding the Twin Otter at Bigfoot. A DC-3 sits in the background. Jan Reich photo.

in front of my face."

Around noon on Friday the weather cleared. Jumpers really geared up and pounded out the skydives in the clear sunny weather the rest of Friday and all day Saturday.

Since the Twin Otter's capacity was 20 or 21 (depending on the amount of fuel on board), that was the size of many of the dives. The DC-3s tended to attract groups of 16 and an occasional 36-way attempt.

According to Nelson, "The convention is definitely for advanced skydivers." There was a lot of talent at Bigfoot, although completed formations were the exception, rather than the rule.

A local record was broken for the largest women's formation with a 15-way pentawedge organized by Mary Todd. Alicia Coventry organized the nice, fast falling 5-way base. The fifteen women in participants included: Alicia Coventry, Lynne Thomas, Linda Gillmore, Vicki Churches, Mary Todd, Nan Woods, Kim Kuyk, Nancy Kniley, Ruby Janusas, Ardis Reith, Jenny LaVigne, Dee Gibson, Barbara Farrell, Collette McManus, and Nancy Dwyer.

Malfunions were common on Saturday. There were often two on the same load, some airing their reserves at very low altitudes. John Deuran's main canopy malfunctioned when his freepacked lines wrapped around his container during deployment, and even when cutaway, would not leave his back. At below 1000 feet Deuran managed to free the main and pulled his reserve, which opened about 500 feet.

The only injuries occurred as a result of a canopy collision 50 feet above the ground. One of the jumpers injured his leg in the head-on collision, and the other, who was 6 months pregnant, broke her pelvis and eventually lost the baby. They were landing in the heavily congested parking and camping area and didn't see each other until an instant before the collision.

A CRW six-stack was organized by Gary Gillmore on Friday evening. But gusty winds prevented the planned 9-diamond record attempt scheduled for Saturday evening.

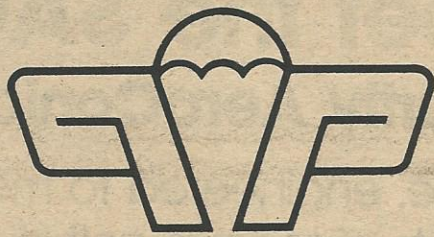
With the rainy weather, the convention may lose money this year as it has for the past three years. According to Nelson's wife, Jeanie, "As far as breaking even, it doesn't make any difference. There is really nothing else happening in the Midwest as far as a good skydiving out of large aircraft goes. This is for everybody to have a good time — and that's all Roger is into."

Roger said the same thing, but added, "I'm also throwing a party for my brother." (Carl Nelson, a freefall photographer, died in a parachuting accident about a year ago. He and Roger organized and ran several Freakbrother Conventions in the past few years.)

All told, jumpers traveled from as far away as Alaska and Hawaii and 28 other states to attend the convention this year. There were also skydivers from Canada, Germany and Australia.

Every year Nelson says, "This was the last year." But so far, there's always been a next year.

# Perris Valley Paracenter

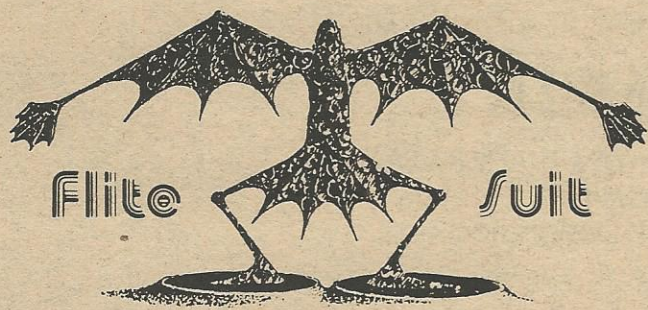


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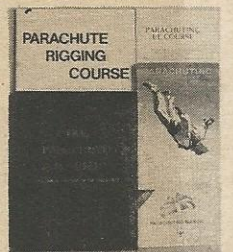
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# Letters

## U.S. Team Selection

A year ago I quit my job and took my life savings to move to Raeford [N.C.] and train for this year's Nationals to put my bid in for the U.S. Team.

I entered the Senior Class at this year's Nationals because I never qualified for the Master Class and because several people I talked to Gene Thacker [USPA Southeast Conference Director; Al King, USPA Deputy Director] told me it didn't make any difference. They said that when USPA picks the U.S. Team, the Seniors are combined with the Masters to pick the top qualified jumpers to represent the U.S.

When the meet was over, I tied for first overall in the Senior Class and took fourth overall with everyone included. (I tied with Mark Limond for fourth, but the way they break the tie is the person with the least difference in the placements is the winner.)

Three hours after the meet was over and almost everyone had left, four men got a rejump. They got the rejump for excessive rearward drift in freefall in the style event, a condition in which 40 other competitors jumped. The rejump would change the placement of only one person, Dwight Reynolds.

Well, you guessed it: Dwight Reynolds beat me and moved me from fourth to sixth place.

I decided that was O.K. as I would still be able to go [to Bulgaria, site of the World Meet] as the team alternate.

We went to the banquet and only the top five finishers were announced for the U.S. Team. After the banquet I asked Tony Fugit, U.S. team leader, why six aren't being taken. He said there isn't enough money for USPA to send an alternate.

A month later I'm flying the jump aircraft for the team at Raeford and Tom Schapanski shows up. He gets a U.S. Team canopy along with much other equipment and stuff everyone on the team earned.

I asked Fugit why Schapanski is the alternate and not me. He told me Tom was next in line on the Master score sheet and the Seniors don't count. He also said Tom was paying his own way, which is something I can't prove one way or another, and is only getting the material things free.

I told him I would pay my own way. Fugit said, "No way, you are a Senior."

If the Seniors are combined with the Masters, Schapanski took ninth place overall, with Tony Fugit eight and Gene Koehler seventh and me sixth.

People wonder why there isn't much competition at the [style and accuracy] Nationals. This might be the reason why: politics have entered into the Nationals and the selection of the U.S. Parachute Team in the past and again this year. Hopefully if you publish this letter it won't happen again.

**Chas Baierski**  
Raeford, N.C.

*USPA was asked for details on the selection of the alternate for the U.S. Parachute Team. The organization's written reply, signed by Executive Director William Ottley, is as follows:*

*"The selection of all U.S. Team members is up to the U.S. Team leader, as shown in the enclosed copy of [USPA standard operating procedures]. This year's team leader was Tony Fugit. It has always been our contention, however, that the U.S. Team selection be based on final results of the National Championships. This is outlined in USPA Part 50, Competition Rules for Conference and National Parachuting Championships.*

*"According to USPA Part 50, and the final result of the Nationals, when you compare Chas Baierski's scores to Tom Schapanski's and with those of all the other men competing, Baierski did finish higher overall than Schapanski. As a matter of fact, he did finish in the sixth position which normally would qualify him for the alternate slot on the U.S. Team.*

*"I suggest you speak with either Tony*

*Fugit, Bill Hayes (team coach) or Larry Bagley (chairman of the Competition Committee) for further insight regarding this matter."*

## Jump Towers Available?

Is there any place in the U.S. that has a parachute tower similar to the one used by the military at Ft. Bragg, N.C.? I mean for civilian use, of course. It seems to me that such facilities would help sport jumping grow in popularity and in numbers.

**Louis F. Sims**  
Ambler, Pa.

*Not that we know of. —Ed.*

## Ervin: I Jumped The Bridge

I would like to reply to an accusation written in your "Letters to the Editor" in the June, 1980 issue. There was a letter stating that no one, including myself, has ever jumped from the New River Gorge Bridge in West Virginia. This letter was submitted by Mr. Phil Fogelman who was at one time a resident of West Virginia but now resides in Florida. I would like to ask Mr. Fogelman how he can verify his information as to the best of my knowledge, Mr. Fogelman did not even reside in the state of West Virginia in August of 1979.

I simply wish to state that the jump I made from the bridge on August 17, 1979, was not a hoax. I have eyewitnesses who will back my statement along with the fact I spent 3½ months in the planning of the jump itself. A local TV station, WOAY-TV Channel 4 in Oakhill, W. Va. also had some coverage. However, as the jump occurred around 10:00 p.m., the photos that were taken were not of a good quality. I also had to cut away a \$550 custom-made canopy. I am not so extravagant as to waste \$550 on a hoax.

Mr. Fogelman also implied that we had made several parachute jumps

together. That is untrue. Mr. Fogelman flew the airplane when a friend of mine, Richard Bennett of Summersville and I did some parachuting. He also stated that I had made 60 jumps. This simply is not true. I have made 37 jumps. The New River Gorge Bridge being my 37th.

On August the 16th of this year, three men made this same jump and I was there to assist them. John Noak, Brad Smith and Brian Hinni jumped from the New River Gorge Bridge.

Since my jump from the bridge in August of 1979, there have been 4 other men, (other than myself,) to make this jump with no complications. I wonder, would Mr. Fogelman like to be the 6th? It may be that Mr. Fogelman doubts Neil Armstrong's walk on the moon. I do not.

**Burton Ervin**  
Cowan, W. Va.

*Skydiving called WOAY-TV in Oakhill, W. Va., in late September and talked to Michael Jackson, a newsman with the station. Jackson said he witnessed Ervin's jump last year and that lighting conditions were such that films of the event were unuseable. —Ed.*

## Points Finger

This letter is being written in reference to your recent article (Skydiving, Number 12) pertaining to illegal El Cap jumps which resulted in four arrests, two citations, and one injury.

What the article did not bring out was that one of the jumpers, Tim Yeary, is an Arizona Area Safety Officer. Now, because of individuals like Mr. Yeary and incidents such as this, legal El Cap jumps are a thing of the past.

In accordance with U.S.P.A. Part 75, Mr. Yeary violated Part 75.05 A, B, C, D, and E. Shouldn't leadership of this type be reviewed by the board of directors of U.S.P.A.?

I'm thankful I was fortunate enough to make a legal jump from El Cap before incidents like this prevented it for others.

Sincerely,  
Name Withheld

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

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# Editorial

## Birds of a feather are sometimes cannibals

We had a fine Florida Parachute Council meet at DeLand last weekend, as over 90 skydivers showed up to compete in several classes of 4-, 8- and 10-way RW.

The FAA showed up, too.

The chief of the local FAA General Aviation District Office was attending a meeting on the airport when apparently he received a complaint about the way the jump pilots were flying the Cessnas that were used in the meet. What was especially annoying was that the complaint was made by the flight school that shares the airport with we skydivers.

(The meet's pilots were flying like experienced jump pilots everywhere fly — tight and fast patterns, sometimes using the most convenient runway instead of the one favored by the wind. DeLand isn't busy as airports go, and its three big runways are each about 5,000 feet long.)

Although I cringe at the thought of dealing with the FAA, this visit from the feds was pretty painless. He left after a few words with the meet management.

But what really concerned me was who did the bitching that brought the GADO chief down to our end of the airport. It wasn't some elderly lady who was tired of the roar of Mr. Douglas, our DC-3, over her trailer at the end of the runway. Rather, it was a fellow aviator, someone I thought would be more tolerant.

But I've seen it before, at drop zones across the United States. Jumpers frequently collide head-on with other users of the airport. While the ground-bound public stands by, pilots and skydivers carve each other up.

We aviators — and I mean all aviators, but especially those involved in non-airline general aviation — can't afford to bicker among ourselves. A misinformed public couldn't care less if "all those noisy, dangerous and inefficient little airplanes" were grounded or severely restricted.

Several cities in the U.S. have already put real restraints on the activities of their airports, and more are expected to follow. And if gas supplies really tighten, there will be a lot of pressure to cut off general aviation first, in spite of the little known fact that we use only a miniscule amount of fuel compared to other forms of transportation. We aviators have enough problems without hassling each other.

Jumpers can help protect their sport by simply being good neighbors, first with those who share "our" airports and then with the public.

## Blatant political appeal

You may have noticed in *Parachutist* that the publisher of *Skydiving* is running for a slot on the board of the U.S. Parachute Association.

I'll spare you the campaign pitch, but allow me to say that I'm most serious about helping to guide the association for the next two years. I've been too involved with the sport and the USPA not to jump into the ring.

If you're a member of the organization, I hope you'll give me your vote.

—Mike Truffer

38 For I am persuaded, that neither death, nor life, nor angels, nor principalities, nor powers, nor things present, nor things to come . . .

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And Deal's teams 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."

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