



FIFTH ANNUAL MILITARY JUMPFEST '74

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5th ANNUAL MILITARY JUMPFEST



1974

GEORGE H.
STEPHENSON, EDITOR

This program was put together for your convenience. It will serve as a guide to Fort Walton Beach and Destin, the Funspot of the Miracle Strip.

Take time to read the ads; they will tell you about the area, including the finest places to eat, sleep, attractions, and nite spots.

To the spectators and visitors who are unacquainted with the sport of Sky-Diving, this publication will inform you with interesting details, including utilization of Sky-Diving by the Military Forces.

To our brothers in uniform, this publication will perhaps help you understand more about the USAF Combat Control Team.

A thanks goes to Charles W. Ryan, United States Parachute Association (USPA), Director of Publications, for some of his outstanding photos. USPA address: P. O. Box 109, Monterey, California 93940. Also a big thank you to the advertisers in this program. Thank you every one.

George H. Stephenson - Editor/Publisher

BY LINES:

"There Must Be A Reason" by Bill Frankenberger.
"Combat Control Team Yesterday, Today" by M. (Bud) Gonzalez. Others by George H. Stephenson.

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Sally Stephenson

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Kathy Blowers
Thanks Bob, for lending me Kathy

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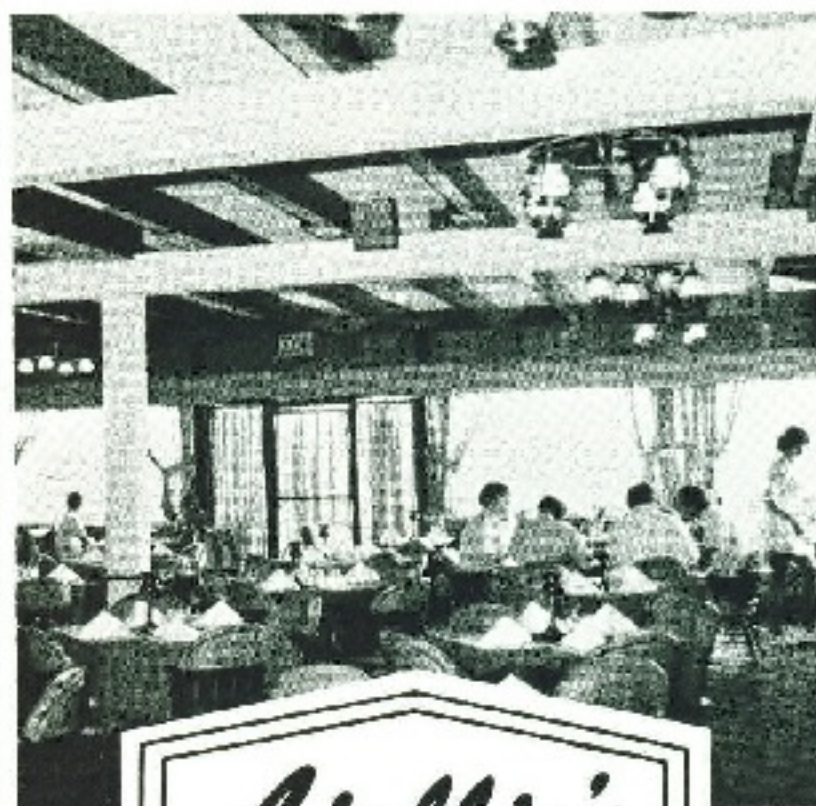
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James R. Pierson's Award Winning Photo of a Jumper at the 3rd Annual Military Jumpfest.



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Welcome to Fort Walton Beach!

The Greater Fort Walton Beach Chamber of Commerce is indeed happy to welcome participants and spectators to the Fourth Annual Military Jumpfest.

We hope you will enjoy your visit to the FUNSPOT and that you will come back soon and often.

Happy Landings!

Clifford Long
President
IAB/dph

Commander's Welcome



It is a pleasure to welcome each of you to the 1974 Military Jumpfest. As your hosts of the Fifth Annual Jumpfest, we of the 834th Tactical Composite Wing recognize sport parachutists as a special kind of people. On behalf of all the men and women at Hurlburt Field—historic home of Air Force special forces—we consider it a unique privilege to have you “drop in.” To our fellow Americans as well as allied services jumpers we extend an extra greeting.

For all of you who have come here to compete in a spirit of professionalism and good sportsmanship I wish every success, and may you all land “dead center!”

WILLIAM J. HOLTON, Brigadier General, USAF
Commander, 834th Tactical Composite Wing

Meet Director

On behalf of the Combat Control Team at Hurlburt Field, Florida, I welcome you to the Fifth Annual Military Jumpfest.

We take tremendous pride in hosting what has grown to be one of the finest events of this type in the country. We hope this year's Jumpfest will be the best ever, knowing full well that the jumpers assembled here are the finest in the world and true professionals. Always remember that the excitement and fun of competing must always be secondary to your awareness of safe parachuting procedures.

Good Luck and Good Jumping





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PORTS OF ASIA

THERE JUST HAS TO BE A REASON

Bill Frankenberger

Every year the same question is asked. It could come from a pretty teenager in jeans and a shag haircut, or from someone's wife who is complete with baby, bottle, and diaper bag. Sometimes it is even asked by the pilot who flies us. But, invariably, year after year, someone at the Annual Military Jumpfest will ask a competitor, "Why on earth does anyone want to jump from a perfectly good airplane?" The answers given range from the mundane, "Cause it's real fun", to the popular "There's a little of real Jonathan Livingston Seagull, who lives within us all" to the literate reply, (probably given by an Air Force Academy Cadet), that, "There are more things in heaven and earth, Horatio, than are dreamt of in your philosophy". Which answer is right? All of them? None of them? Let's take a look.

Acceptance of parachuting as a sport dictates that the jumper must have a motive, other than self destruction. And he does. First, he finds fun and tremendous thrill, the intense excitement of flying high above the earth, feeling the vibrations of the aircraft, hearing the muffled roar of the air rushing by the open door, and the muted sound of the engine. Suddenly he steps into the silence that is the world of parachuting.

It is a world colored by adrenalin heightened senses, where new hues of color are seen, smells are sweeter, and where all motion is choreographed ballet. It is naked man in formation flight with no means of propulsion beyond his body. It is a world of fantasy. Your friends floating towards you are gliding to join hands as if to the sound of silent music. Falling at speeds of more than 125 miles per hour straight down, you and your comrades have formed together in the symphony known as star building.

A "star" to the parachutist is the joining of experience skilled jumpers in a circle while in free fall. It demands the ability to vary the body's speed from a normal terminal velocity of 125 MPH to the "fliers" (last man out of the aircraft) 200 MPH drive, and again slowing to the speed in free fall is currently held high here in Florida, at the little town of Zephyrhills, where twenty-nine men and women got together for one of the most exciting jumps in parachuting history.

Yes, one reason people jump is, "Cause it's real fun." It has to be fun; for in the early eighteenth century, the Montgolfier brothers accidently collapsed their hot air balloon high over a Paris crowd, seemingly crashing to their deaths. The paper balloon inverted and inflated as a parachute, lowering them safely to the earth. They enjoyed this rather unorthodox descent so much that it became an almost standard descent for their flights. But alas, the balloon, unlike the modern jumper, did not carry a reserve parachute, and one day, much to the consternation of these daring brothers, it failed to reinflate.

If there must be a reason why we jump, part of the answer must lie in Ol' Jon Seagull's reply to the pensive "Why, Jon, Why?" He simply said, "I just want to know what I can do in the air and what I can't, that's all. I just want to know." Jon is not the only one who has sought to

find this answer. Throughout the world at competitions similar to this year's Jumpfest, parachutists have tested their skills against each other and themselves. A few, like Air Force Captain Stewart Metcalf who won the International Military (CISM) Championship in August of this year, have found out what they can do.

Competitive parachuting has three basic categories: accuracy, style, and relative work (star building). The accuracy jumper leaves the aircraft at a relatively low altitude, usually between two thousand and twenty-five hundred feet above the ground. He carefully preselects the point at which he will leave the aircraft and then immediately opening his parachute, guides it to land on, or as closely as possible to, a six inch disc! The accuracy event can be either individual or a team effort.

Style jumpers are the loners of our sport. Style is the most demanding and exacting element of parachuting, and is always an individual event. The jumper must perform a series of precise aerial maneuvers from an altitude of 6,600 feet. Forcing his body through turns and backloops as fast as possible while returning to an exact heading on the ground and opening his parachute at 2,000 feet can be pretty hectic even to the experienced jumper. The competitor races the judges' stopwatch and their critical eyes, trying himself to move faster and more accurately than his challengers.

Competitive relative work, (remember star building?), is also based on time. The team that competes in this area must get all jumpers into the perfect circle in the fastest time. As Jonathan says, "I can fly, I must fly, I will fly faster than ever before."

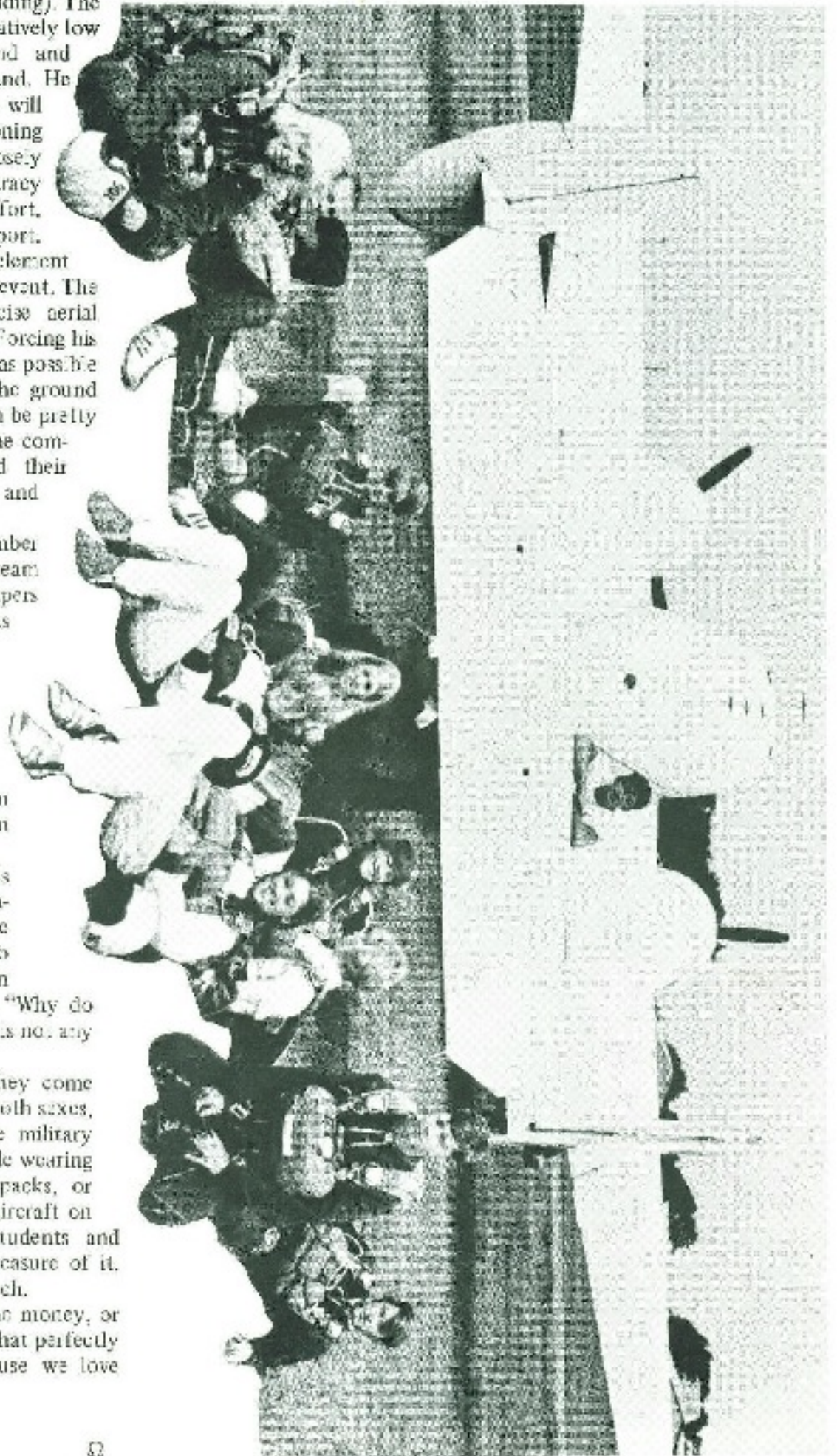
Parachutists jump for the same reasons that other men climb mountains, dive in oceans, or race cars, boats, and horses. They jump then for challenge, the beauty of friendships born of sharing an unusual physical and mystical experience in an alien environment.

Since the first Russian Folk Festivals after the 1917 Revolution where sport parachuting was born, to the skies of France where controlled free fall was developed, to the introduction of parachuting for sport in the United States in 1956, the question, "Why do you do it?" has been asked. Perhaps there is not any single answer, but I think there is.

Parachutists are a unique breed. They come from all walks of life, every age group and both sexes, and are all adventurers. They include the military professional who exits from extreme altitude wearing oxygen and carrying heavy equipment packs, or rescue jumpers who leap from low flying aircraft on missions of mercy. They are college students and grandparents who jump for the simple pleasure of it. They are the physician who jumps for research.

It is not a quest for knowledge, or the money, or the duty that makes them jump. We leave that perfectly good airplane for one basic reason—because we love parachuting!!

THE 1974 U. S. PARACHUTE TEAM. (Photo by Jerry Irwin)





JUMPFEST 73

Last September we really began to feel the growing pains of an annual military jumpefest, good pains though, the kind one feels when one laughs too hard. These "growing pains" were caused by the increased number of enthusiastic spectators, and more competitors than ever coming from all over the world.

The amount of work and planning put out by the USAF Combat Control Team seemed contagious, with a large portion of Hurlburt Field becoming involved. In preparation for the Jumpefest, invitations were sent out; preparations for the Drop Zone (DZ) were made; tents were set up; scoreboards, communication systems, air traffic control and a score of other tasks that were accomplished created an excitement that was reminiscent of a small town in the late 1800's getting wind of a circus on its way.

Invitations were sent to the United States military units in the continental United States, Panama, Alaska, and Europe, and to the Canadian forces and representatives from all units came. The two Canadian teams from Ontario flew their own aircraft, called a Buffalo. That's a short take off and short landing aircraft.

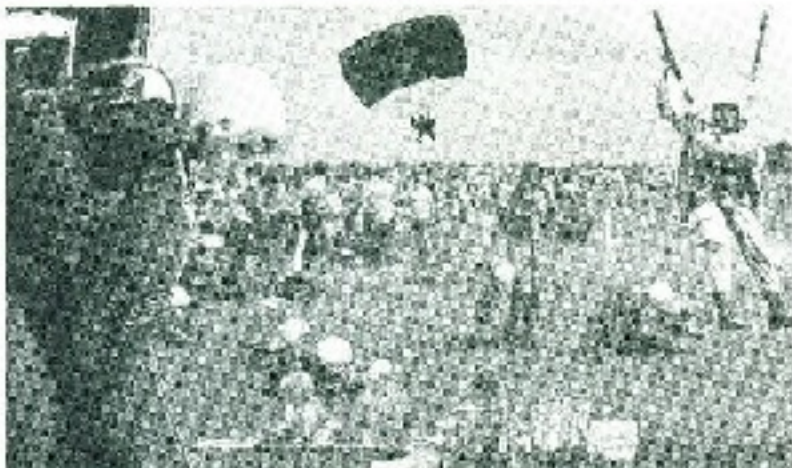
On the morning of the 29th, the competition began with the wind streamer being dropped at 9:15 a.m. Competition consisted of four man teams in two categories: Static Line (S/L) and Free Fall (F/F) accuracy competition. Drop altitude was 4,000 feet for F/F and 1,500 feet for S/L. The competition continued on the 30th with a wind streamer drop at 7:00 a.m. Final rounds were completed by 2:00 p.m. At this time, forty top F/F jumpers were selected for a relative work demonstration. The jumpers were flown to 10,000 feet to attempt four ten-man stars.

The Hurlburt Wing Commander, Colonel Jim Montrose, presented trophies to the top three individuals in both categories. The Commander's Trophy was presented to the Canadian team. The award of this trophy was based on the team demonstrating the best qualities of sportsmanship, safety, team spirit, and military professionalism during the two days of competition.

A mass drop of forty-six free fall jumpers from three CH-3 helicopters in formation was made as the grand finale.

The most emphatic finale of all occurred when the clouds, which had been accumulating steadily all day, loosed a downpour upon Hurlburt Field only thirty minutes after the trophies were presented.

Incidentally, "HE" must have been watching too, for the downpour continued for two days thereafter.



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WORLD'S LONGEST FREE FALL

A red-haired Air Force Colonel became a Prisoner of War in Hanoi in May of 1972. Almost a year later, in March 1973, the record holder for the world's longest free-fall, Colonel Joseph W. Kittinger, Jr., returned to his family and the continuation of an Air Force career.

As a part of an Air Force experimental project known as *Excelsior*, Colonel Kittinger, then Captain made three record breaking jumps, - the first and second from 76,000 feet and the third from 102,800 feet. On the first jump, Colonel Kittinger left the gondola of his balloon and upon reaching a terminal velocity of 423 miles per hour, went into a flat spin. Had it not been for a specially designed chute, he would not have made it. On the second jump everything went perfectly.

He was ready for the third and final jump.

In an open gondola, hung beneath a shimmering cloud of plastic, he ascends to the awesome height of 102,800 feet. He looks about him at a world that is not the world of man. The atmosphere of his planet lies beneath him. The velvet blackness of space is close enough to reach out and touch. He is absolutely alone. He stands up in the open door of the gondola, he looks down at the clouds, turns and depresses the button to start all the cameras.

Now-home lies straight down. To reach there safely is a task beyond his control.

He looks up, and the words ring sharp and clear as he says, "Lord, take care of me now". He stepped out -- 102,800 feet above the earth. He has no sensation of falling, no wind hissing in his ears or billowing his clothing. Even when he had reaches 90,000 feet and a speed of 702 miles per hour, he has only an exhilarating feeling of just hanging in space.

Having fallen approximately 17.5 miles in four minutes, thirty seconds, he is at 18,000 feet. His main chute opens. The prayer of thanksgiving comes through in a clear, crisp voice to the *Excelsior* ground crew.

"Thank you, God, thank you.

Thank you for protecting me during that long descent.

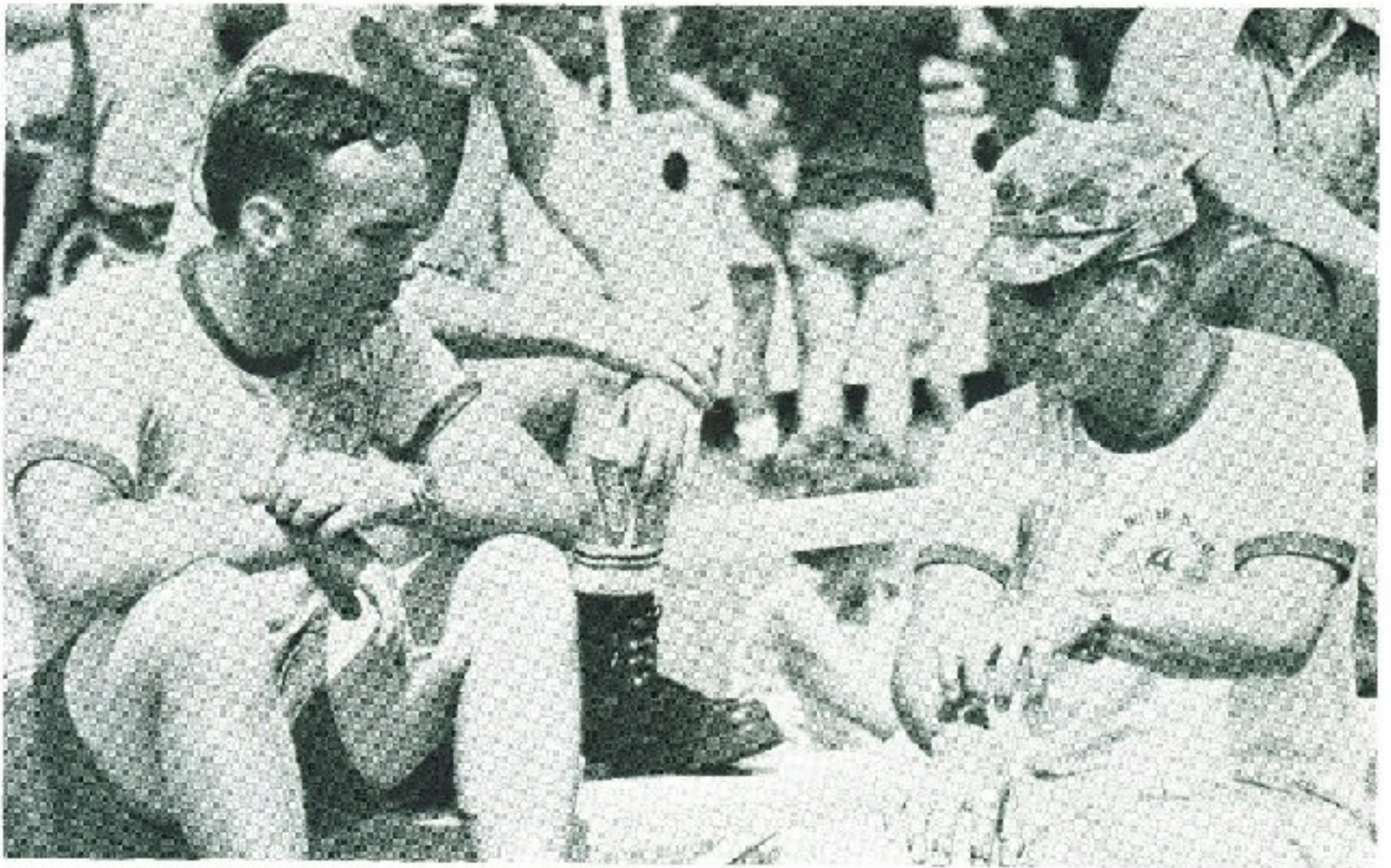
Thank you, God.

Thank you"

Colonel Kittinger has written a breathtaking story of the man who made the world's highest jump, **THE LONG LONELY LEAP** by Captain Joseph W. Kittinger, Jr., USAF, with Martin Caidin.

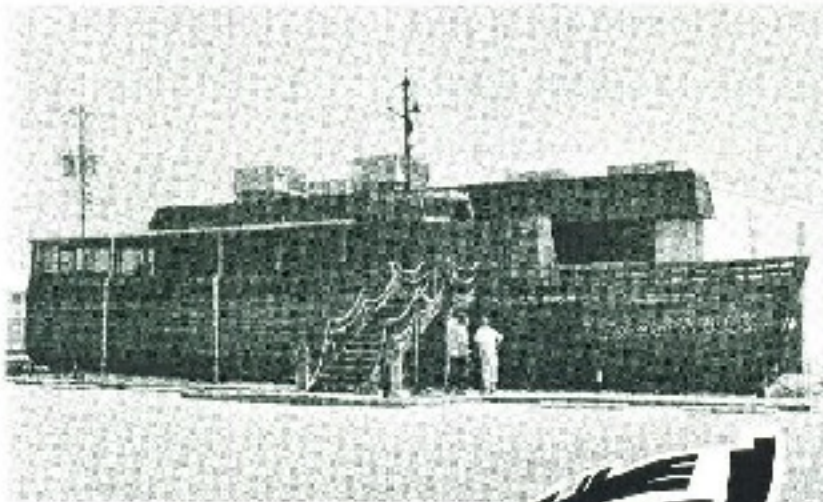
Thank you for your contribution to parachuting Joe, and welcome home!





JUMPFEST COMPETITORS DISCUSSING STACKING TECHNIQUE.

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SSGT. VANUEL GONZALEZ



SSGT. KENNETH L. JOHNSON
Aerialist



SSGT. RINAL D. EDWARDS
Event Coordinator/Staff



SSGT. WAYNE C. GARDNER
Safety Officer



SSGP 'GUNNY' GILES
Chief Range Master



CAPT. DAVID G. LARSON
Meet Director

GENERAL RULES

1. Since one of the prime goals of the Jumpfest is to further community relations, it would be greatly appreciated if all jumpers would cooperate as fully as possible in answering the questions and helping with the problems the public may have.
2. This is a military meet and the jumpers will conduct themselves in a military manner.
3. Due to the proximity of the target area to the public, no profanity will be tolerated by the jumpers.
4. No alcoholic beverages will be consumed in the designated packing area during parachute competition.
5. Any jumper suspected of consuming alcoholic beverages twelve hours prior to a scheduled jump will be eliminated from competition.
6. SAFETY IS PARAMOUNT AT ALL TIMES!

FREE-FALL RULES

1. Teams will be made up of four jumpers who are United States Parachute Association members, "B" License-qualified.
2. Each team will be required to spot for themselves.
3. The target will be a 10-meter pit with everything outside that pit considered an "OUT".
4. Additional rules will be briefed by the Chief Judge.
5. Trophies will be awarded to the top three teams and the top three individuals.
6. SAFETY IS PARAMOUNT AT ALL TIMES!

STATIC LINE RULES

1. Teams will be made up of four personnel currently on jump status.
2. Parachutes will be Standard Military Static Line rigs.
3. Each jumper will be timed from the time he hits the ground until he reaches the "dead center disc." All four jumpers' times will be totaled for a team time.
4. Each team will be required to spot for themselves.
5. Jumpers must arrive at the "dead center disc" with all equipment jumped, i.e., main chute, reserve chute, etc.
6. Personnel will be disqualified if their parachutes touch while in the air or if quick releases are fired before the jumper's foot touches the ground.
7. Three jumps will be made for competition.
8. Civilian clothing will not be worn for jumps, however, jumpsuits are acceptable.
9. Trophies will be awarded to the top three teams and the top three individuals.
10. SAFETY IS PARAMOUNT AT ALL TIMES!



TSGT. RALFY L. RORLES



SSGT. WILLIE PROKE



TSGT. CHARLES R. HUTSON



TSGT. JACKIE N. HARDIN



SSGT. CESAR A. URENDA



TSGT. ROBERT W. WELLER

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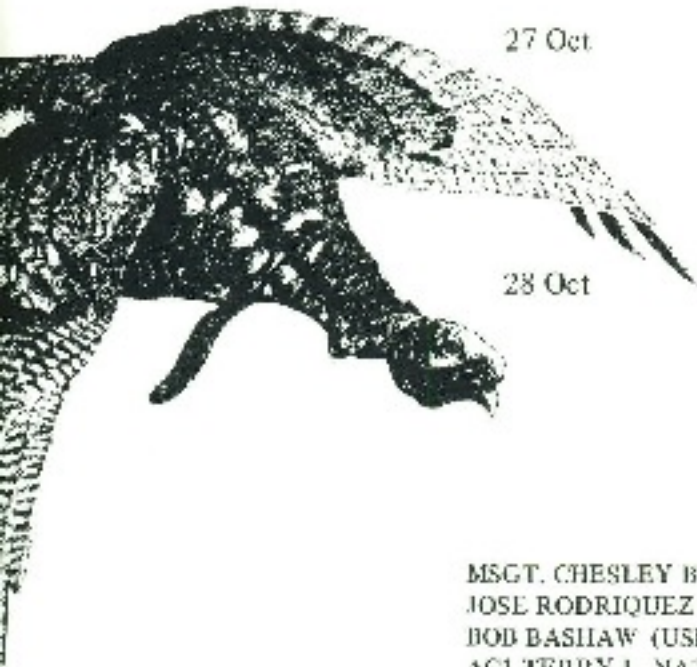
TSgt. J. C. BRADSHAW
Commodities



SSGT. GEORGE R. STEPHENSON
Instructor/Parasite

PROPOSED SCHEDULE

25 Oct	0800 1200-1600	Begin Registration Freefall
26 Oct	0800 0915 0930-1330 1330-1730	End Registration Wind Streamer Freefall Competition Static Line Competition
27 Oct	0700 0715-1000 1000-1600 1930 2030 2130	Wind Streamer Static Line Competition Freefall Competition Cocktail Hour/Hurlburt O'Club Dinner/Hurlburt O'Club Awards/Hurlburt O'Club
28 Oct		Travel Day



FREE-FALL JUDGES

- | | |
|------------------------------------|-------------------------------|
| MSGT. CHESLEY BOWDEN, CHIEF (USAF) | SSGT. JAMES D. CHARVAT (USAF) |
| JOSE RODRIQUEZ | FRANCIS BROWNFIELD |
| BOB BASHAW (USN RET.) | SSGT. BOB ANTLE (USAF) |
| AC1 TERRY L. NATSICKE (USN) | |

STATIC LINE JUDGES

- | | |
|-------------------------------------|---------------------------|
| CMSGT. ROBERT GABRIEL, CHIEF (USAF) | MAJ. JOHN MENOLAKIS (USA) |
| CAPT. GARY ADKISSON (USAF) | CAPT. MIKE LYNCH (USAF) |
| CAPT. ARMOND TURNER (USAF) | CAPT. RUSSEL (USAF) |

(Where Turkey Shown, Photo Not Available)



SSGT. JAMES M. HUMPHRIES



TSgt. RONALD L. KIRK



TSgt. THOMAS E. DRINKWATER



SSGT. ROBERT L. KELLY



SSgt. ROLAND C. LUSTIG, Jr.

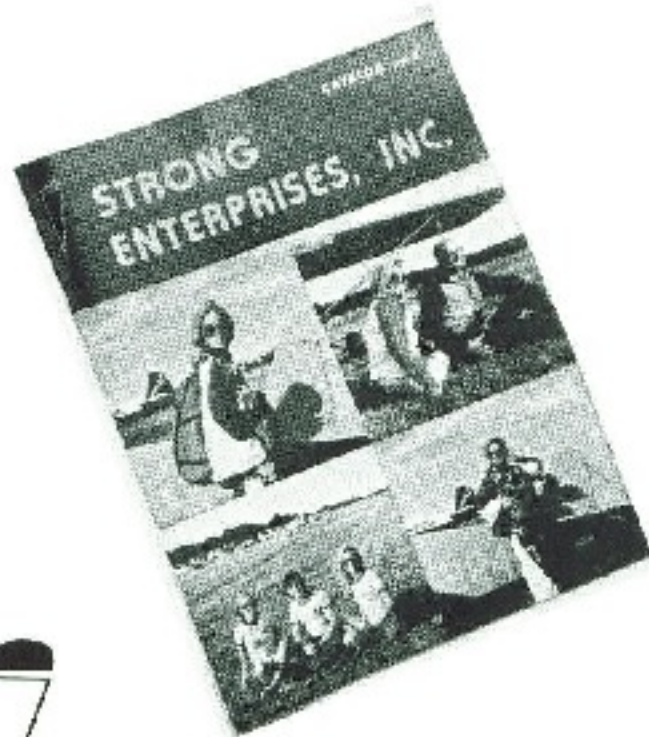


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834th TACTICAL COMPOSITE WING

More than a dozen years ago, a special category of U.S. Air Force warriors were reincarnated. Called "Air Commandos" during World War II, they are presently assembled under the emblem of the 834th Tactical Composite Wing (TCOMPW) at Hurlburt Field in the panhandle of northwest Florida.

The wing's lineage dates back to the 1st Air Commando Group which was created on March 29, 1944, at Hailakandi, India. The unit first won fame providing fighter cover, air strikes, and airlift for "Wingate's Raiders" who were operating behind enemy lines in Burma. It was over those Burma jungles where the air commandos got their World War II reputation as unorthodox air fighters. According to the commandos, General Hap Arnold had told them, "To hell with administration and paperwork, go out and fight!" They took him literally and before they were through, the group had been awarded the Distinguished Unit Citation for extraordinary heroism. After WW II the group was transferred to the United States and disbanded with full honors on October 8, 1948.

With activation at Hurlburt Field of the 4400th Combat Crew Training Squadron in 1961, the wing began its recent history. Nicknamed "Jungle Jim," this nucleus anticipated President John F. Kennedy's order to the Armed Forces in May 1962 to strengthen the ability to fight guerrilla warfare, especially communist "wars of national liberation."

The squadron was expanded to the 4400th Combat Crew Training Group on March 20, 1961, less than one year after its birth date. On April 27, 1962, the unit was redesignated the 1st Air Commando Group. The unit was later enlarged and on July 1, 1963 was converted to the 1st Air Commando Wing. On July 8, 1968 the unit was designated the 1st Special Operations Wing of the USAF Special Operations Force. The wing received its present name on July 1 of this year.

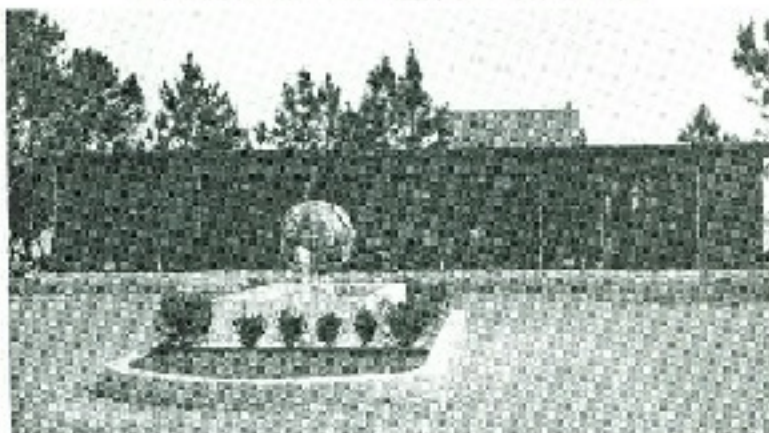
Although expansion of the wing was closely associated with the buildup of a U.S. presence in Southeast Asia (SEA), the employment of the wing's special operations concepts in South Vietnam was somewhat altered since its operation in SEA was tailored to the support of general purpose forces. It was not until the waning years of the Vietnam conflict that a truly special operations mission was planned and executed. The daring Son Tay Prison Camp raid in North Vietnam was carried out on November 20, 1970.

Throughout its present history, the basic mission of the 834 TCOMPW Operations Wing has remained unchanged: to keep a quick reaction force ready to carry out special air operations anywhere in the world; to train U.S. and allied personnel in the varied and difficult skills of special operations; and to participate in joint military exercises and civic action. Under the general term of "special operations," the wing has the mission of employing Air Force resources for counterinsurgency, unconventional warfare, and psychological operations.

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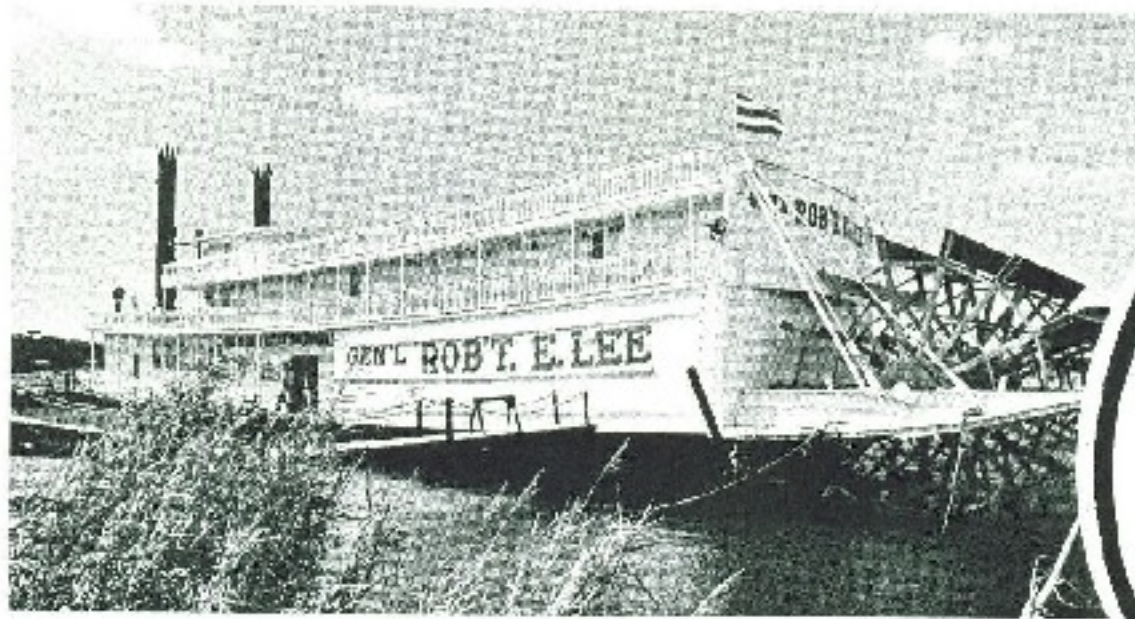
As U.S. involvement in Southeast Asia decreases, the wing is able to place greater emphasis on the training of allied personnel in support of the Nixon doctrine -- that is, helping others to help themselves. Aiding in this role, the wing is providing the trained personnel for Mobile Assistance Teams. These teams assist foreign governments by deploying in a complete package of personnel and equipment tailored to meet the host government's needs. The wing has three types of Mobile Assistance Teams: Internal Defense and Development Teams, Military Civic Action Teams and Mobile Training Teams (for training aircrews and maintenance personnel). In its short history the wing has deployed over 100 such teams to 28 countries.

To summarize, the 1st Special Operations Wing's motto says it all -- "Any Time, Any Place."

Ω



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73 COMPETITION RESULTS

- a. Top Team Standings - Static Lines
 - (1) (tie) Little Rock AFB, AR Combat Control Team, Canadian Armed Forces (Under Forties).
 - (2) (tie) 63rd Aerial Port Squadron, Norton AFB, CA, 304th Aerospace Rescue and Recovery Service Squadron, Portland International Airport, OR.
- b. Top Three Team Standings - Free Fall:
 - (1) Langley AFB, VA, Combat Control Team, Team # 1.
 - (2) Pope AFB, N.C. Combat Control Team.
 - (3) CO VT-4, Naval Air Station, Pensacola, FL.
- c. Top Three Individual Standings - Static Line
 - (1) MSGt Juan M. Longoria, Hurlburt Field, FL.
 - (2) TSgt John H. Vohs, Charleston AFB, S.C.
 - (3) SMSgt Kerry Kelly, Eglin AFB, FL.
- d. Top Three Individual Standings - Free Fall:
 - (1) SSgt Donald W. East, Jr., Langley AFB, VA.
 - (2) Cadet Gregory D. Black, USAF Academy, CO.
 - (3) SSgt (Army) John R. Martin, 17th SFGp, Panama Canal Zone.
 - (4) Cadet Steven C. Boyce, USAF Academy, CO.
- e. Commander's Trophy Team: Canadian Armed Forces, Under Forties.
- f. Total Number of Jumps:
 - (1) S/L - 502
 - (2) F/F - 417
 - (3) Total Individual Jumps - 919
- g. Injuries - None
- h. Spectators - Estimated Total (two days) - 25,000.

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COMBAT CONTROLLER YESTERDAY - TODAY

by M. "Bud" Gonzales

The requirement for a definite method of assisting airlift aircraft in reaching specific combat objective areas was first realized during the airborne operations of World War II. During the summer of 1943, two battalions of airborne troops were dropped thirty miles from their drop zone (DZ), while another battalion was released 55 miles from the DZ. Their failure identified the need for effective control in guidance of aircraft into an objective area.

By the fall of 1943, the Army had trained a small parachute scout company of "Pathfinders" to provide visual guidance to incoming aircraft. The idea worked in Italy, Normandy, and again in Holland. After the United States Air Force was established as a separate service, tactical airlift and aerial port squadrons assumed the responsibility for support of the United States Army ground forces.

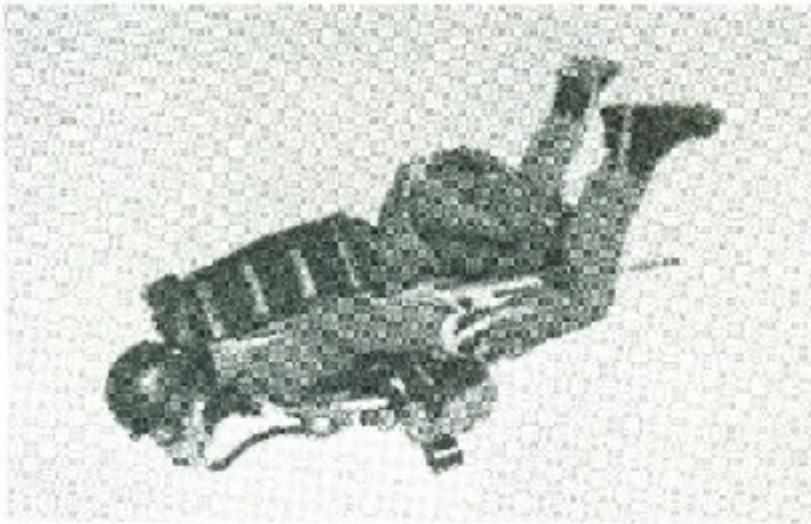
The Air Force studied and identified the deficiencies in tactics and equipment used to locate and mark DZs. The Air Force began designing radios and radar homing devices to work in conjunction with aircraft then under development. The Air Force was also tasked to recruit and train its own Pathfinder teams to work with the new equipment.

The first group of volunteers began training for the newly designated Air Force Pathfinder Teams (later redesignated as Combat Control Teams or CCTs) in January 1953. They would provide navigational aids for and air

traffic control of the growing airlift forces. These men would be highly trained as air traffic controllers, radio maintenance men, pathfinders, medics, weather observers, frogmen, forward air controllers, and rangers.

This elite group of men would work and train with all branches of the service. The training necessary for one of these individuals to qualify for combat ready status normally takes from one to one and a half years. He starts out with air traffic control or radio maintenance school and then he attends Army airborne training. Then he is assigned to a CCT where he starts his special training. Next he attends a rugged Combat Control School where he learns the basic tactics of combat control.

From there he goes to basic survival school, water survival, jungle survival, and Arctic survival school. Specially selected members attend Pararescue Recovery Specialist-Medical School where they learn to perform everything from setting broken bones to emergency cricothyroidotomy. Self-Contained Underwater Breathing Apparatus (SCUBA) School trains him to infiltrate underwater to a desired objective. High Altitude-Low Opening (HALO) School training prepares him to parachute behind enemy lines by jumping from altitudes as high as 43,500 feet (the current world record) free falling down to 2,500 feet to parachute opening altitude. He then guides his parachute to an exact point of the ground.



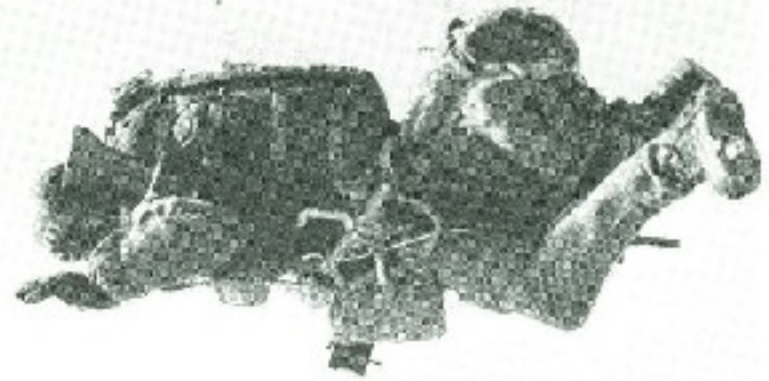
The Combat Controller receives more training to become initially qualified for combat ready status than most airmen receive in an entire career. When the Army airborne troops parachute behind enemy lines, the Combat Controller is already there. He has utilized one of the many infiltration methods he has been required to train in, be it static line or HALO parachuting, helicopter assault, SCUBA infiltration, rappelling, or on foot, to get there. Having scouted the area, he sets up radar beacons, marks the DZ, and controls airdrop aircraft to the exact location.

Where there is a need for airborne troops or tactical aircraft, you will find CCTs. They have served in places like the Congo, Lebanon, Panama, the Dominican Republic, Quemoy-MaTsu, the Sino-Indian War, and, of course, the Vietnam conflict.

Natural disasters see controllers reestablishing communications with isolated regions, providing air traffic control at remote airstrips to conduct emergency evacuation efforts (such as in Peru in 1967). A CCT served at the International Airport, Managua, Nicaragua, after the 1972 Christmas earthquake. More recently, in Mali and Chad, Combat Controllers were sent in to survey drop zone and landing zone locations and to assist with the distribution of food and supplies in one of the worst droughts Africa has ever seen.

Often called on to train units of the National Guard, Reserves, Reserve Officer Training Corps, and foreign countries, Combat Controllers have earned a reputation the world over for their esprit de corps and professionalism. This willingness to do anything, anytime, anywhere has made the Combat Control Teams of the United States Air Force among the finest military units in the world.

52



INDIVIDUAL



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HOW AND WHY THE PARACHUTE



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

FREE FALL SEQUENCE

It's a wonderful feeling when that parachute lifts off your back and opens. That feeling is also a shock. Slowing from terminal velocity (about 125 MPH) to an open canopy (about 10 MPH) in three seconds can be painful!

Here's what happens when the free fall jumper pulls his ripcord. He is subjected to a rapid deceleration broken down into two parts—snatch force and opening shock.

When the ripcord is pulled, the container that holds the parachute on the jumper's back opens. The pilot parachute springs out (figure 1) and elongates the parachute and the suspension lines (figure 2). After the parachute and lines are elongated, they are in tow and must accelerate to match the jumper's speed.

As the parachute and lines elongate, the jumper experiences a snatch force, the first part of his sudden stop. All of this happens in about one and a half seconds. Opening shock occurs when the canopy itself opens. After the parachute and lines are elongated and accelerated, the pilot parachute pulls the deployment device, sleeve or bag, off of the canopy (figure 3), and the canopy starts to open.

The canopy inflates from top to bottom and in the early stages of inflation resembles a balloon (figure 4). As the canopy inflates further, the bottom of skirt opens, and the jumper begins his floating descent to earth (figure 5). The opening of the canopy takes about one and one half seconds. The jumper has a total of three seconds to transition from free-fall to open canopy. The sudden stop is unpleasant, but a small price to pay for that peaceful ride back to earth.

OPENS

STATIC-LINE SEQUENCE

The canopy of a static line parachute is packed in a deployment bag, which in turn is secured within the parachute pack assembly, pictured in the illustration. When the parachutist falls to the end of his 15-foot static line, his body weight will break the bag away from the pack assembly, allowing the deployment bag to fall free. The suspension lines are then pulled out of the deployment bag. The canopy is then pulled from the deployment bag. When the canopy has deployed to its full length, the break cord, which secures the apex of the canopy to the deployment bag, breaks and the parachute commences to inflate in the same manner of a free fall parachute.



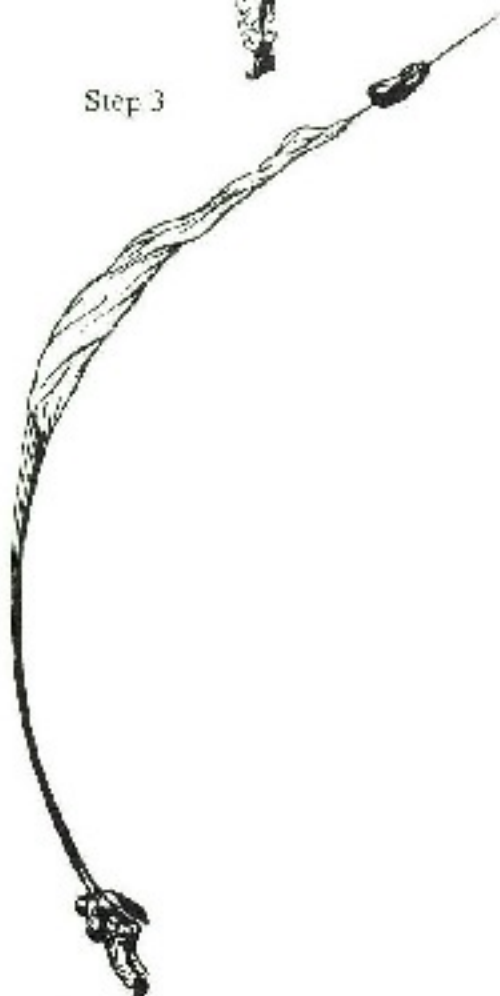
Step 1



Step 2



Step 3



Step 4



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hurlburt

hi-lites

Volume 42 — October 25, 1974

Jumpfest is coming



Hurlburt Field will open its gates to the public tomorrow and Sunday for the Fifth Annual Military Jumpfest, sponsored by the Hurlburt Sports Parachute Club under the auspices of the 834th TCW Combat Control Team.

American military jumpers from active duty as well as reserve and national guard units nationwide, cadet teams from the Air Force Academy and West Point will add a collegiate flair to the competition. More than 300 jumpers have registered.

Static line and free fall competition is planned for the two-day event. Free fall

continued on page 7

jumpfest...

jumping will be conducted Saturday morning, with static line jumps being held in the afternoon. Static line jumps will resume at 7 a.m. Sunday and be held through 10 a.m. Free-fall jumping follows until 3 p.m.

The grand finale is a two-hour "relative work" routine session, featuring jumpers in star formation, to be held from

3 until 5 p.m. Sunday. Awards for individual and team competition will be presented at the Sunday evening Jumpfest Banquet.

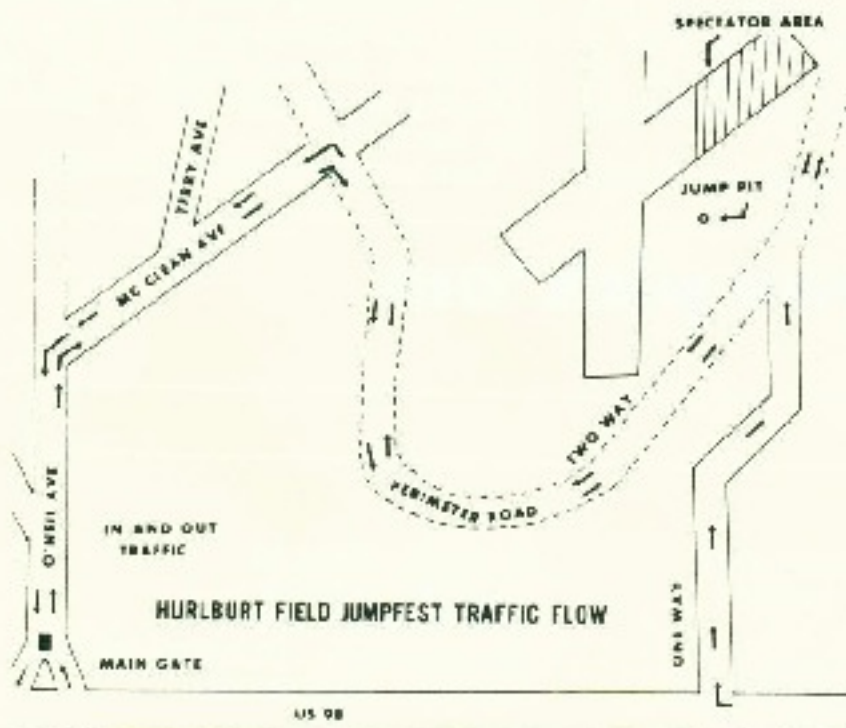
More than 1,200 jumps are planned during the competition. On the average, a jumper will be in the air every two minutes.

Spectators may enter through the gate facing Transmitter Road. Members of the 834th SPS will be stationed at

strategic points along the route to provide directions or information.

The Air Commando Chapter of the Noncommissioned Officers Association will operate a refreshment stand near the spectator area. Hot dogs, Coca-Cola and beer may be purchased during the meet.

Binoculars, folding chairs and other outing supplies are recommended for spectators.



Three of the jumpers participating in this weekend's Fifth Annual Military Jumpfest are A1C Bonnie Kroll, 317th CSG, SSgt. Barbara Johnson, 317th TAW, and A1C Jane Stromberg, 317th OMS. All are assigned to Pope AFB, N.C. Sergeant Johnson will make her 500th jump during the event. She is a qualified jump instructor. Airman Kroll has made 118 jumps, while Airman Stromberg has completed 51.



hurlburt
hi-lites

vol. 21, no. 43 - november 1, 1974

**The
goal...**

The goal during the Fifth Annual Military Jumpfest, held here Saturday and Sunday for the 296 military parachutists who participated was a three-inch orange disc in the center of a 60-foot circular pit.

The 104 jumpers who competed in the free fall category made four jumps each from an altitude of 4,000 feet, trying to land directly on the disc or as close as possible to it. Those jumping in static-line competition were released from a rack in the aircraft at 1,500 feet and attempted to reach the disc with their full equipment in the shortest time.

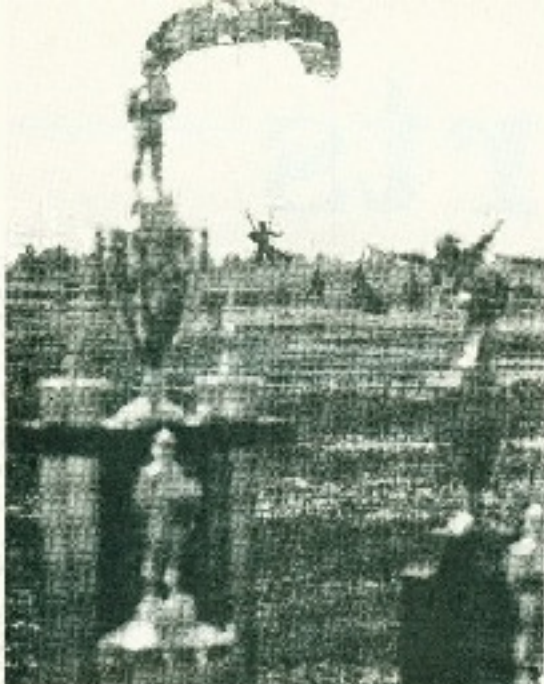
Ensign John Kinzer, Naval Air Station, Pensacola, placed first in the free fall category, followed by Cadet Dale Meyerrose, Air Force Academy, and Army SP4 Benjamin Mikaelson,

Quarino, Va.

The 884th FCW Combat Control Team took second place in team free fall competition, following the team from Langley AFB, Va., and leading the team from NAS, Pensacola. The Hurlburt team was made up of TSgt. Henry Schaeffer and Staff Sergeants Wayne Gardner, Richard Blowers and Richard Vasser.

A second place in individual static line competition was taken by SSgt. Tony Urenda, a member of the Hurlburt CCT.

continued on page 7



. . . and the glory

continued from page 1

First place was taken by 1st Lt. Fred Matthews, Norton AFB, Cal., with third going to A1C Don Hollenbeck, Howard AFB, Canal Zone. First and second place team static line honors were taken by

teams from the 303rd Aerospace Rescue and Recovery Squadron (AFRes), March AFB, Cal., with third going to the CCT from Pope AFB, N.C.

Jumpers exited individually or in teams of four from the five C-7 "Caribou" aircraft used as "platforms" for the event. The C-7s, assigned to and flown by members of the 170th Tactical Airlift Group of the New Jersey Air National Guard, made more than 240 passes over the jump area as they flew 98 sorties in support of Jumpfest. A constant airspeed of 95 knots was maintained when jumpers exited from the ramp in the rear.

Competition was provided by male and female jumpers from U.S. Air Force, Army, Navy and Marine installations throughout the continental United States and from Alaska, Hawaii, Panama and Italy. Five of the competitors have logged more than 1,000 jumps: Capt. Donald Towner (2,040) and Maj. Allan Homstead (1,002), both from the Air Force Academy, SSgt. James Blakesler (1,700), Shaw AFB, S.C., TSgt. Robert Antle (1,300), Pope AFB, N.C., and 1st Lt.

Henry Barrell (1,075), Williams AFB, Ariz.

When not jumping, participants repacked their colorful parachutes or watched others coming down. Those landing received either appreciative applause or groans and the old hand-over-the-eyes motion, depending on their distance from the disc and the smoothness of their landing.

Other jumpers made beds near the pit area from their parachutes and kit bags. Some roamed through the crowd of spectators, answering questions and shaking hands.

The spectator area filled quickly on both days after the first jumpers appeared in the sky. The open parachutes were visible in many parts of nearby Fort Walton Beach and from the shoulder of U.S. Highway 98, where many motorists stopped to watch. Crowd estimates ranged from 9,000 on Saturday to 12,000 on Sunday.

One of the spectators was Debbie Schmidt, of New Jersey, the 1974 U.S. Parachuting Association's Woman National Parachuting Champion.



TIRELESS PERFORMERS — One of the five C-7 "Caribou" aircraft assigned to and flown by members of the 170th Tactical Airlift Group, New Jersey Air National Guard, awaits its parachutist passengers during Jumpfest. Ninety-eight sorties were flown by the Caribou in support of activities Friday, Saturday and Sunday.

Using the aircraft as "platforms," jumpers exited through the rear while aircraft maintained airspeeds of 98 knots. Some 240 passes over the drop zone were made during competition Saturday and Sunday for the 296 jumpers who competed.

Although "Blackie" has never jumped, he has traveled with his master, CMSgt. Robert Gabriel, 29th FMS, Craig AFB, Ala., and been in the drop zone for more than 90 per cent of his jumps. Blackie also earned the nickname "Spotter" because of his ability to spot Sergeant Gabriel's parachute and static line and being in the DZ to meet his master when he landed.

More than once, Blackie sneaked aboard an aircraft and remained hidden until takeoff, but has yet to earn his jump wings. Unofficially, Blackie has been in the DZ more often and spent more time with parachutists than most of the jumpers who competed in Jumpfest 74.

A mixture of Labrador and Dachshund, Blackie's other nicknames include "Paradog," "Canine Canopy" and "Bless his Heart."

