

5th Annual Southern California POPS Meet

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5th Annual POPS MEET

By P.N. MOOREHEAD

Contestants from as far north as Klamath Falls, Oregon and South from San Diego, converged on the Perris Valley Paracenter on the weekend of April 24-25 for the 5th Annual Southern California POPSMEET. Each spring a gathering of the 'old-timers' is held here on the west coast for an accuracy and Hit 'N Rock fun meet and each year the meet grows in participation and enjoyment. Paracenter Proprietor and Chief Pilot, Jim Wilkins, not yet a POP but an avid jumper and supporter of the sport offered his facilities for this year's event and graciously donated the trophies for the Hit 'n' rock event.

Meet Director Len Zak, POP 460, welcomed the contestants early Saturday morning and explained the judging and rules for the informal meet and the race was on —

Dick Pedley, POP 594, who generously donated the first place accuracy trophy, started the meet with a 21½" mark (POPS have yet to figure out how to measure with the metric system) which sets the pace for the following jumpers. He was followed by Pat Moorehead, POP 572, who logged a mark of 24½". John Cook, POP 587, who

Harold Davis, POP 455, completing Round One with a mark of 7½" setting up a sense of competition for the upcoming 2nd round.

As Round Two started so did the winds and Dick Pedley took himself out of competition by overshooting and recording an 'out.' John Cook, with an out in Round One, showed his usual good form with the best mark of the meet, 7¼". Wild Wayne Wilcox then horsed his Mark I in for a score of 73½" which set him up in the running for the gold. After Stage's mark of about 10' the standings were (1) Stage, (2) Wilcox, and (3) Moorehead. Then there was Harold Davis making the last jump of the accuracy competition and Bill, Wayne and Pat all were at the disc to see what Harold would do to their standings. The winds were now up to about 15 knots so Harold took it far out — got into the cone — and, with that ever-present cigar clenched between his teeth, downwinded his PC into the peas and in a grinding crash cinched a well deserved First Place.

— and so on to the Hit 'n' rock event. Dick Pedley overshot again, (winds were still way up) and recorded a time of 14.5 seconds. In this event the idea is to land as close to the disc as possible

and the pressure on the harness release caused Bill to log a 17.1 mark. Stan Perrine, POP 529, made a beautiful landing near the disc but as he dropped his harness with the intention of stepping out of the leg straps, a gust of wind inflated his canopy and he was forced to run or be dragged which ruined his time. Inasmuch as the winds were pretty squirrely now most of the remaining marks were non-competitive and some of the contestants elected to forfeit so the meet was called by mutual vote of the participants.

So ended another good-time meet with the senior citizens of parachuting. Plans are now in the works to hold next year's meet at Sun City, a retirement community mid-way between Perris Valley Paracenter and Elsinore Paracenter. Seems appropriate, don't you think so?

A special thanks must go to our two manifestors and recording secretaries: Virginia Braun from San Francisco (with her leg in a cast from a jumping mishap) and Bobbie Gallo, a student type. These two ladies hung in there the entire weekend and did an excellent job.

The Final Standings: Accuracy: 1st: Harold Davis, 2nd: Bill Stage, 3rd: Wayne Wilcox. Hit 'n' Rock: 1st: Pat Moorehead; 5.5 seconds, 2nd: Wayne Wilcox; 7.6, 3rd: John Cook, 9.1.

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system) which sets the pace for the following jumpers. He was followed by Pat Moorehead, POP 572, who logged a mark of 24½". John Cook, POP 587, who traveled 500 miles from San Francisco, pulled up short on his Strato-Cloud and got a disappointing 'out' on the score chart. Bob 'Uncle Zip' Scott, founder of the Bare Handed Wolf Chokers and Pterodactyl Breeders Association, who came down from Redding, California, misjudged and logged an out also. Wayne Wilcox, POP 742, who motored in from Klamath Falls, Oregon, the furthest distance, to compete for the 3rd year, brought his own cheering section and an abundance of determination and although this was to be only his 91st jump he got a mark of 61½" — not bad. And so it went throughout the first round with Bill Stage, USPA Western Conference Director, getting a good strike of 37" and

event. Dick Pedley overshot again, (winds were still way up) and recorded a time of 14.5 seconds. In this event the idea is to land as close to the disc as possible, shed your gear, stomp the disc, run to the rocking chair (25' from the disc) and ROCK. The time starts as your feet touch the ground and stops as the chair starts to rock. Pat Moorehead was next and, after running through his Strato Star, tipped the rocker at 5.5 seconds. John Cook just about dead-centered on his Strato Cloud but got hung up in the harness and got a 9.1. Then came Wild Wayne again. Wilcox, with a look of vengeance, was undoing his legstraps at about 100' altitude and although he landed about 75' out, made it to the disc and then the rocker in 7.6 seconds. Bill Stage, with over 1,300 jumps, made his first jump on a square canopy for this event and would've scored well except the Strato Star wouldn't deflate

Pops Fly A Star

By P.N. Moorehead

The First Annual POPSTAR Meet got underway on Saturday, 15 May 1976, with a fast 8-man made from 12,500' out of Elsinore's DC-3, thus forming the 4th POPSTAR ever made and the first on the West coast.

There are about 1,000 registered POPS in the world (Parachutes Over Phorty Society) and probably that many more, at least, that haven't sent their \$5.00 to the TOP POP, (Bob Rhyne, 2345 Tandy Drive, Flint, Mich.) to join this strictly for-fun organization of the senior citizens of sport parachuting. Many of the POPS have been jumping since the 1950's when our sport was in it's infancy and others have succumbed to it only recently — so this makes for an interesting situation when trying to create an all POPS 8-man or better. And also, because of scarcity, it's difficult to congregate enough

POPS for these attempts. Many of the old-time jumpers have always been strictly Style and-or Accuracy freaks and are jumping the same equipment and skinny jump suits they acquired when they first started and therefore have problems flying with those who have invested in baggy suits and lightweight gear. With this, and RW experience, in mind the exit order was decided for the first jump and up they went.

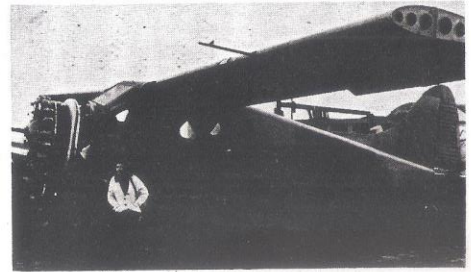
Out of the 11 jumpers on the load only two had their POPSTAR patch which they earned at Ft. Bragg during the POPS Nationals. The largest star there was a nine-man and the idea of this meet was to break that record. Unfortunately the skinny jumpsuits did it to it and it only got to an 8-man, qualifying 6 more POPSTARS.

On Jump No. 2, 14 POPS, with accumulative totals of 14,200 jumps, 624 years in age, and 147 years jumping, built a high solid 8-man with at least 4 people closing when someone bumped someone else (no names please) causing a righteous funnel at 6-

grand but 2-more patches. On the last jump, after scrounging some baggy suits and sipping some Geritol, a good 7-man was built at about 7,000' but the too-low problem got it again as 4 jumpers were unable to grab enough air to stay up and get in.

Plans are to meet again later in the year after the POPS Nationals which are again being held at Fort Bragg, North Carolina, on the 1st weekend in August. If you are able to form an all POPS 8-man at your DZ, send the pertinent info to: Tom Morrison, Tennis Avenue, Ambler, Pa., 19002 (Along with \$3.00 if you want the patch).

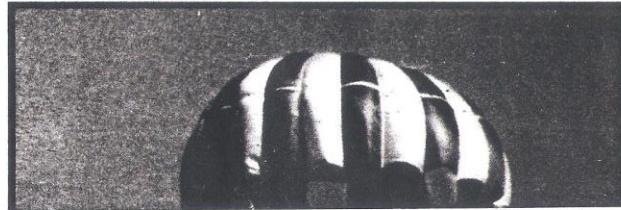
Special Thanks to Chief Whuffo Sandy Davis for keeping the manifest and logistic going. Also to John Cook and Bob Patrick who flew in commercially from San Francisco just for this event and who both qualified — and to Lyle Cameron (2600-plus jumps) who was in on both stars, — and to Fran Atkins who would have been the first lady POPS to qualify but didn't quite get in.



This young lady found that the front tire of a currently inoperative DeHavilland Otter is just the place to watch a parachuting demonstration at Johnstown, N.Y. The Otter, a rugged and dependable Canadian aircraft should provide an excellent jumping platform for parachutists when re-construction work on the plane is complete.

Photo by Bruce Squires

THE R.W. TRI-CONICAL NEW FROM PIONEER



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Continued From Page 1

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