## Approved For Release 2003/11/25 : CIA-RDP75B00285R000300090027-1

SECRET	IDEA-0039-70 Copy / of <u>(</u>	25X1
,	28 January 1970	
MEMORANDUM FOR THE RECORD		
SUBJECT: Trip Report to and Bur 12 - 19 January 1970	bank, California	25X1
1. During the period 12 January thr 1970 the undersigned visited and California. The purpose of the visit was chute jump with the RQ-225 parachute and	LAC Burbank, to make a para- the S-1010 full-	25X1
pressure suit, performing the mid-air mod line release) and to discuss the survival gram and survival equipment with technician.	ification (six- training pro- survival	25X1
2. One day was spent at Burbank wor parachute rigger modifying one of the RQ-to incorporate the mid-air modification.	king with LAC 225 parachutes	
3. Arctic and Mountain Survival tra ject pilot at is tentatively sch part of February and the first of March l training area.	eduled for last	25X1
4. Parachute jump was scheduled on January 1970 but it was cancelled due to tenance and bad weather. Jump was resche 19 January 1970.	aircraft main-	
S E C R E T	GROUP 1 Excluded from automatic downgrading and	25X1

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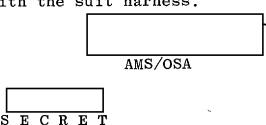
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- Parachute jump was made on 19 January 1970 from a UH-1F Helicopter, altitude 5,500 feet above terrain, and speed 60 knots. Equipment worn included S-1010 fullpressure suit, RQ-225 parachute, and reserve parachute attached to chest-type harness worn over the pressure suit. Normal exit was made from the aircraft and the parachute activated by pulling the manual ripcord handle ten (10) seconds after exit from the aircraft. Opening force was above normal resulting in minor bruises to both shoulders. Canopy check was made by placing hands on rear risers and pulling forward, forcing the head up and to the rear. Mid-air modification was performed without any difficulty. Turning of the canopy was accomplished after the modification was completed. When the arms were raised above the head to maneuver the chute. there was some degree of restriction in this movement due to the pressure on top of the shoulders.
- 6. This may have been caused by one of three (3) things or a combination of all three: the pressure-suit neck ring; the suit harness; or the harness for the reserve chute. No oscillation occurred during descent. In preparation for landing it was found to be very difficult to get legs and feet together without using force. When the legs are forced together in this manner, it is hard to relax and could cause injury on landing.
- 7. Landing was completed with legs and feet apart in a relaxed position. Probable cause of difficulty in getting legs together for landing is that the suit harness is positioned too far down on the legs.
- 8. Further test jumps are planned with the S-1010 pressure suit and the RQ-225 parachute to correct the problems encountered above, also consult with David Clark Company (suit manufacturers) at Worcester, Massachusetts, concerning the problem with the suit harness.



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