

“KNEES IN THE BREEZE”



“Airborne All The Way”



2018 Liberty Jump Team

Basic Airborne and Refresher Course Dates

March 18 – 25, 2018

North Texas Regional Airport, Denison, Texas

Once again our Vice President and Director of Training Karl Johnson has a full schedule set up and raring to go for us.

Interested in being a paratrooper with the Liberty Jump Team and never jumped out of a not so perfectly good airplane or are you prior service and Airborne qualified? Check out our website to become a paratrooper with the Liberty Jump Team.

LibertyJumpTeam.com

Spreading the News!

As part of Veteran’s Day activities, Vice President Karl Johnson and several of his Saginaw Police Officers (Army Ranger Jeff Stone, Navy Master at Arms Derek Garretson, and Marine Josh Gonzalez) visited Wayside Middle School where they provided presentations about their military service and transition to law enforcement. Karl included information about the Liberty Jump Team and our veterans program. The students enjoyed viewing some of our jump videos. He wrapped up the presentation with the historical story of his American flag and invited the students for a group picture similar to the one in his presentation from Normandy 2017. Bonus of the event was the presence of many other veterans from WWII, Korea, Vietnam, the Cold War, DS/DS, OEF/OIF, including a crusty Iwo Jima Marines with jump wings.



Liberty Jump Team Wings

In 2006, our current President of European operations and former French paratrooper, Dominique Launay, created the parachutist wings specific to Liberty Jump Team. Because he did not want the non-military airborne to carry a wing designed for and dedicated to the U.S. armed forces his thought was to start from scratch. He had the idea when he looked at the different badges of the 13th Parachute Dragoon Regiment. The idea came to him to use a round parachute, which is supported, by 2 wings and the dagger, which is a symbol of many paratroopers in the world. It seemed fitting for our team's purpose as we represent all veterans with members of many countries doing so. Our wings are original and signify our history from 2006 to today and our mission statement. Thank you Dom!



Liberty Jump Team 2018 Schedule

Your Board of Director members just returned from Las Vegas. The International Council of Airshows (ICAS) is an annual event we attend. Hundreds of airshows from the U.S and now Canada, Mexico and several other countries attend and make contact with us. This is a time in which airshows really start to think about the funding they have and what they want at their airshow. As you can imagine, the fast moving jet aircraft are very expensive. Other events with several aircraft costs top dollar as well and then we come into play. With airshows looking at a theme or what is important to them personally, we get approached for this year and even the following year. Many times, this meeting, at ICAS, is the first meeting and we have to wait until the that particular airshow figures out their funding and their needs.

We hope to have our 2018 schedule out as soon as possible. Hang with us as we delve into the year and try to get things figured out.



We hope you've been watching our Facebook page! As of Tuesday, December 12, 2017 our newest promotional video has reached over 112,000 people and has been shared over 500 times.



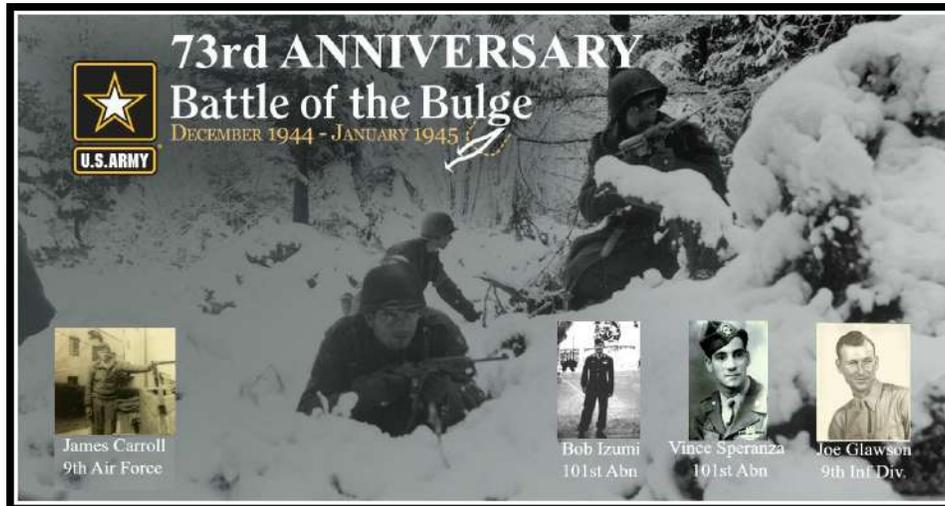
Dues for 2018 are Due!

If dues are not received by January 15, 2018, sadly you will be dropped from further email traffic.

Shout Outs and CONGRATULATIONS!



The Liberty Jump Team has the pleasure to thank Tom Wood for his ceaseless efforts in identifying and preserving needed parachutes and equipment for the team. We appreciate the tireless hours he spent obtaining, at a reasonable cost, additional resources for the team. Tom, many thanks from the team. We hope you and enjoy a trip to your favorite restaurant as a token of our appreciation.



The month of December 2017 is bringing some exciting times for several Liberty Jump Team members and a couple of our WWII Greatest Generation heroes. For the last several months, team member Peter Plank & his wife Linda, along with Tracy Huff and Erwin Peters, have been planning and preparing for a trip to Belgium for the commemorations of the 73rd Anniversary of the Battle of the Ardennes. They will be escorting WWII heroes Joe Glawson (9th Inf Div) and James Carroll (9th Air Force) back to the battlefields they fought during the cold winter of 1944/45. Team member Dana Beach will also be along for many of the activities involving the veterans.

Some of the scheduled events this month includes a visit to the schoolchildren in Noville, a dinner and dedication of a new monument in Manhay, participating in the 'Nuts' parade in Bastogne and a day trip to the American Cemetery in Luxembourg to lay flowers at the gravesite of General George S. Patton. Team member Erwin Peters, who lives in Belgium, has planned a day trip to the Hurtgen Forest in Germany where Joe Glawson was wounded in battle. It will be a memorable day for all.

These two WWII heroes are 93 and 95 years young and are so excited to be returning to the villages they liberated for the first time since the war. Please pray for the safety and health of all the participants as we travel and enjoy the hospitality of our host families and the Belgium people.



Safety First – ALWAYS!

Recently an e-mail was sent to team members for the Westfield Airshow, MA that indicated the carabineer (Fig A) was acceptable as a packing aid to separate lines. Upon review by the Liberty Jump Team Board of Directors, use of this item is NOW BANNED at all Liberty Jump Team events. The suitable tool for separating the lines during packing is the line holder as shown (Fig B). Para Gear sells this item for about \$15.00. Please make the change to your packing kit. If you forget to remove item in Fig. A before a jump, you will have a complete malfunction. We want to ensure we eliminate all variables that could cause a safety issue.



Figure A



Figure B

Even with all the opportunities we give as a team to jump and get current, we know things come up in our personal lives, and finding a place to jump rounds at is not an easy task. Most DZs think rounds are old technology, and no one jumps them anymore, and we all know that is not the case. Either they are scared to jump them themselves, or they are a DZ that is looking to make as much money as they can giving tandem rides.

We have added a page to the website under the “Members Only – Currency Jumps” menu where we list drop zones that we know to be safe places to jump rounds. I invite you all to check them out, and if you have any questions about any of these drop zones, please feel free to send me an email; I will get back to you ASAP.

Brad
Board of Directors, Secretary



Travel -- specifically airline travel. Sooner or later team members will need to travel by air with their parachutes. Here are a few tips and some observations that should make your air travel with parachutes easier.

I know of at least two occasions when a MIRPS reserve was activated by someone in the baggage handling process. In both cases, the parachute was useless at the other end because the Ejector Spring was lost. In both cases, the parachutes were placed in a kit bag checked as baggage. I recommend you DO NOT check parachutes in a kit bag - use a sturdy bag, preferably with wheels. Here are some things to consider:

- 1) You as the owner of the reserve can place, for traveling security purposes, a safety tie / wrap around the reserve covering the rip cord grip. It will be your responsibility to remove it prior to the Airborne Operation.



- 2) Place a name tag with your contact information on each parachute you are traveling with. If they (TSA or the airline) need to call you, the information is right there.



- 3) A typical Main weighs 30 lbs, MIRPS 15 lbs. If your bag weighs 5 lbs, and you fit both main and reserve inside, you are exactly on the weight limit (50 lbs) for one checked bag .

- 4) A airline regulation sized carry on (22 x 14 x 9 inches) is an exact fit for a SF-10 / MC-1 / SET-10 packed parachute.
- 5) Your MIRPS will fit in a sturdy, medium sized rucksack, so you can carry it on. However, some team members have a hook knife attached to their reserve. If you attempt to pass through security with your reserve in this configuration you will be stopped and either lose the knife or have to go back to the airline counter and check another bag. Remove the knife prior to leaving for the airport if you plan to carry on the reserve.



- 6) Ensure your reserve is, in fact, current (packed within the past 180 days and good through the event), the log book / record is present, and the riggers seal is intact.



Other considerations

- Be sure to fully "sanitize" your gear before leaving home to ensure any item not allowed through security is packed in checked bags. This means knives, scissors, and anything that might be considered a weapon. When packing such items try to "bury" them in your checked bag so any as to make it difficult for any light fingered baggage handler or TSA inspector to find.

- Know before you travel how many bags your airline will allow you to check for free. Allowances are different for domestic and international. Take advantage of any frequent flyer perks and any allowances for military travel for those of you who qualify.
- Test pack the luggage configuration you intend to use well in advance so as to eliminate stress as you prepare to depart home.

What the TSA has to say:

The TSA says "Skydiving Rigs" can be checked or carry on. However, in 2014, as I attempted to check my gear in Brussels for a flight to Atlanta, Delta people insisted the parachutes had to be carried on (they claimed it was a Delta rule that superseded the TSA regs). Bottom line: Be 100% sure *before you travel* of what your particular airline requires.

From the TSA Website (Nov '17)

Parachutes

Carry On Bags: Yes (Special Instructions)

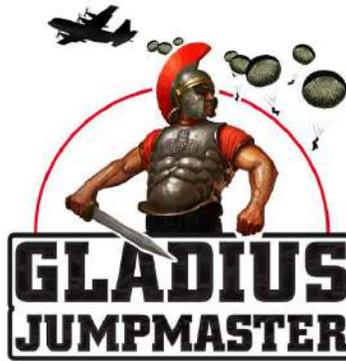
Checked Bags: Yes (Special Instructions)

You may transport parachutes, either with or without Automatic Activation Devices, in carry-on or checked bags. Parachutes should always be packed separately from other baggage. If a TSA officer determines that a bag must be opened to inspect the parachute, you must be present to assist in the inspection. If you are not within the screening area, you will be paged using the airport intercom system; if you are not present to assist with screening the parachute, the parachute will not be allowed on the plane. For this reason, passengers with parachutes are encouraged to add 30 minutes to the airlines' recommended arrival window. TSA is not responsible for repacking parachutes. All parachutes should be thoroughly inspected at their end destination to make sure that the equipment is still safe to use.

In Closing

As a general guideline, in regard to what the rules are, "*Know before you go!*"

Jim Micko, Senior FAA Rigger / US Army, retired



1) OPERATION TAINO WARRIOR

Dunellon, Florida, home of X35, The Airborne School, will commence with their bi-annual training program February 20-25, 2018. The first three days are for training those individuals who want to learn to fly the SF10-A (MC-6) parachute. Days 4-6 are for the graduating students and open for qualified strap-hangers wanting to jump from the iconic WWII workhorse, the C-47 Skytrain. X-35 has implemented a new sliding jump fee as a financial incentive for those wanting to make multiple jumps and build up the count in their log books. A Cessna, C-180 is also available for anyone arriving early, at a lower cost. Students, however, must be given priority. In addition to a weeklong celebration of Airborne Brotherhood, it is an incentive for making a currency jump in anticipation of the upcoming team jump activities projected for the month of April.

2) GREEN RAMP DISASTER

In 1994 there was a midair collision between an F-16 fighter and a C-130 over Green Ramp (Pope AFB, Fort Bragg NC) and a subsequent ground collision between the fighter after the pilot safely ejected and a C-141 on the ground. 24 members of the 82 Airborne Division preparing for an airborne operation staged on Green Ramp were killed in the ensuing inferno. Over a hundred were seriously injured. A young private, Richard Clapp, who had made his five qualifying jumps at Benning and had been stationed at Bragg for just two weeks was waiting to board that C-141. This was to be his "cherry" jump with Division. Richard was one of those troopers who were seriously injured with severe burns over 60% of his body. He would not be making his cherry jump that day! After a number of years of painful rehabilitation at the Brooke Army Burn Center, Richard was ready to resume a normal life that included putting his knees back in the breeze again. On October 18th, 2017, 23 years later Richard finally got to make his cheery jump at X-35, Dunellon, Florida plus an additional five SL jumps. In recognition of his feat his former First Sergeant, now retired, CSM Randy Johnson, made a three hour drive from the east coast of Florida to congratulate his former trooper and recognize his dogged determination to make his cheery jump. You have to respect an individual with character like Richard Clapp for over-coming his disabilities and returning to the airborne family. This is a great example of true Airborne spirit! Airborne All the Way!

Butch Garner, Senior Jump Master *AKA ZButch*

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