

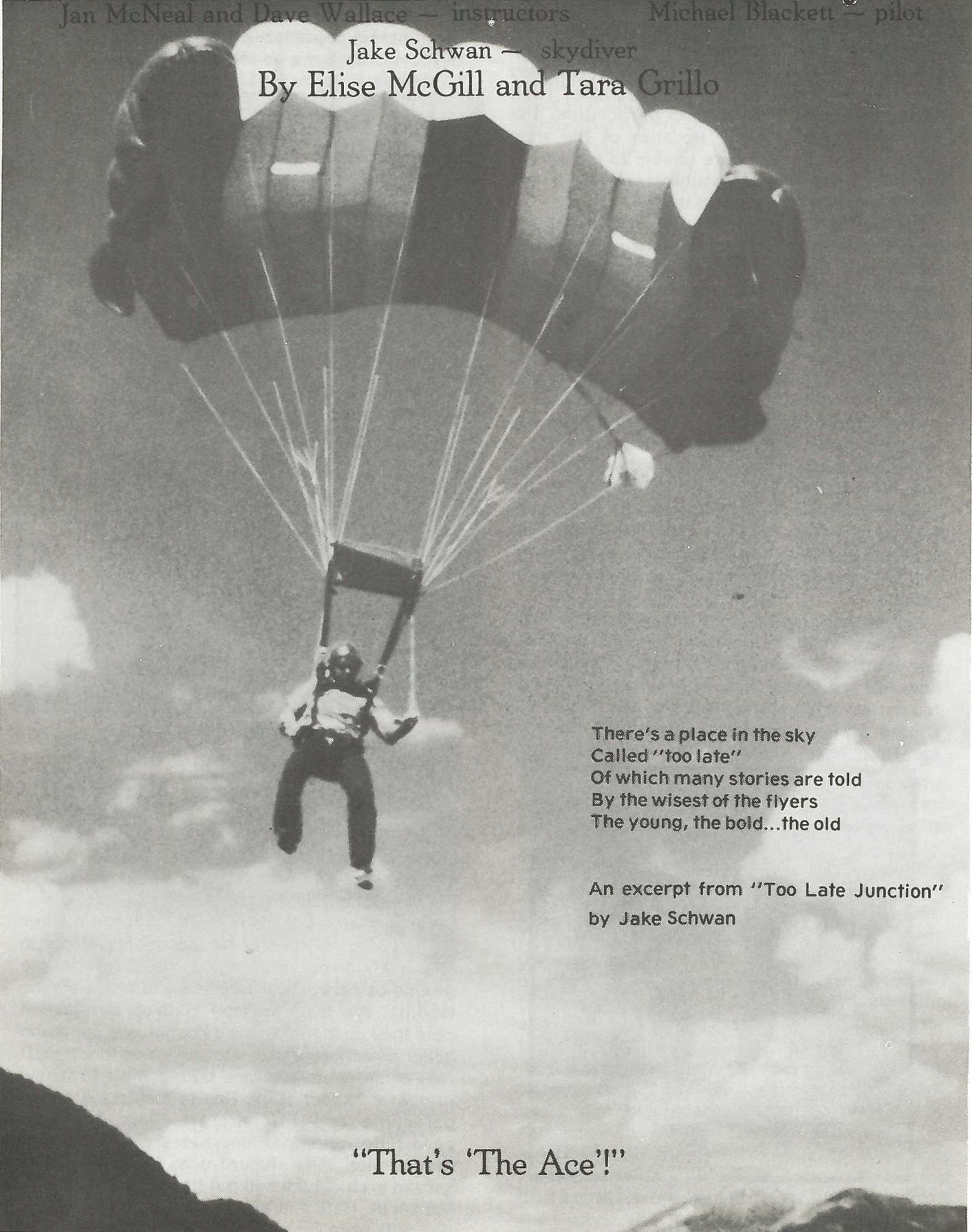
“No Guts – No Glory!”

Jan McNeal and Dave Wallace – instructors

Michael Blackett – pilot

Jake Schwan – skydiver

By Elise McGill and Tara Grillo



There's a place in the sky
Called "too late"
Of which many stories are told
By the wisest of the flyers
The young, the bold...the old

An excerpt from "Too Late Junction"
by Jake Schwan

“That's 'The Ace'!”

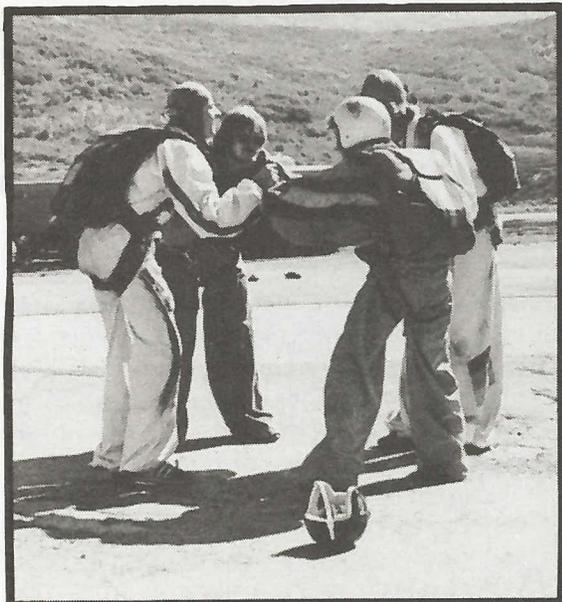
Dave Wallace and Jan McNeal

Last spring we (Tara and Elise) wanted to write about skydiving and some of our local sky divers. We went to talk to John Johnson who was the shop teacher here at the Steamboat High School about the "how to's" of parachuting and his "high" experiences. Because of the shop noise in the room we were unable to transcribe the tape. Since school was almost out we decided to wait and start the story in the fall.

During the summer John Johnson and Brian Beedy unfortunately died in a plane crash here in Steamboat. Tara and I sort of lost hope and figured the parachuting story would no longer be possible. Then as school began we decided we still had the interest, so we pursued the story about skydiving. We started by contacting friends of J.J.'s to find out how and why he and others in this area found this sport so exciting.

We talked to Jan McNeal and Dave Wallace, local skydiving instructors, to find out what is needed to know, as well as their experiences. We also interviewed Jake Schwan, bricklayer and contractor, who has jumped over 700 times beginning at the age of 51. Then we spoke with Michael Blackett, pilot, skydiver, hang-glider, and hot air balloonist, to get his insight into the sport.

One beautiful fall day we talked to Jan McNeal and Dave Wallace on their lunch hour about parachuting. Dave started by explaining, "Right now we are instructing in Steamboat, and we train first-time jump students. We follow the **United States Parachute Association Doctrine** for first term students. We have two night



Skydivers practicing their formation before going up.

sessions for two and a half to three hours. The first night is a lecture. We tell students about skydiving and what to expect. The second night is harness work. The students hang from a harness and practice various things and malfunction procedures. On the weekend, early in the morning, we go to the airport, rebrief the students and do the first jump.



Jan demonstrating the use of a parachute pack.

"A student has to be 16 years old or over, and under 18 they have to have their parents' consent. The jump course, which is the two nights and the first jump, costs \$100. Three or four students, a jump master, and the pilot go up in the plane at once."

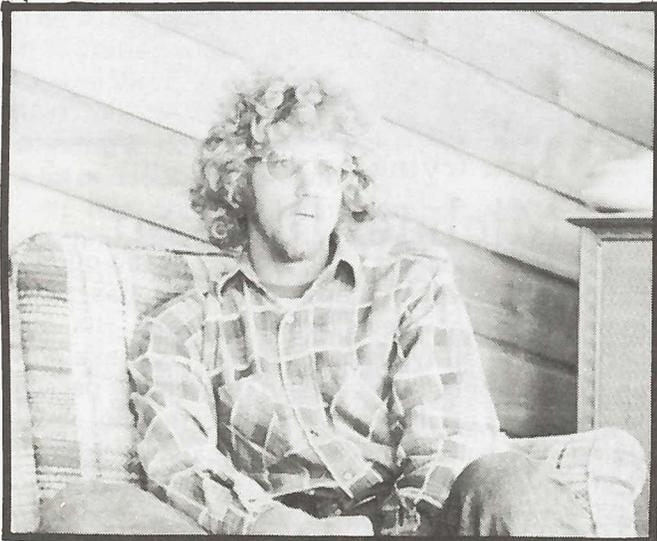
Jan explained, "One of us is the jump master that goes with the students. Students go up to 3000 feet. The other instructor stays on the ground as part of a ground crew to help with the landing. We teach canopy control, but just in case they go in the wrong direction, we point and holler directions like, 'Feet and knees together!'"

"For students who are taking their first few jumps, a 15 foot static line is connected to the parachute and the aircraft. This pulls the parachute, and that decreases the chance of malfunction. The student goes out on a stable spread arch, which will put the jumper's belly to the earth. He'll fall away 15 feet, and the static line will open his pack. As he continues to fall

away it will extend the canopy and the lines. As the parachute opens, the jumper will be released by a break cord at the end of the static line and the canopy. Before he is disconnected the canopy is completely out and starting to inflate. After the students gain confidence, a rip cord is used to open the pack. It is not connected to the plane, so you're on your own," Dave replied.

A jump instructor needs a lot of confidence, from experience, to teach sky diving. We asked Jan and Dave about their past jumping adventures. Dave replied, "I started jumping in the Navy in California, in 1969. I have about 1000 jumps. In 1975, in Australia Jan and I were jumping with the Australian Parachute Team for a movie called "Jump." We did a lot of 16 man formations. The biggest formation I've ever been in was a 30 man attempt, and we got 22 in. That means eight didn't connect. Doing formations with other people is called relative work. Relative work has been done with two to 50 people joined at one time."

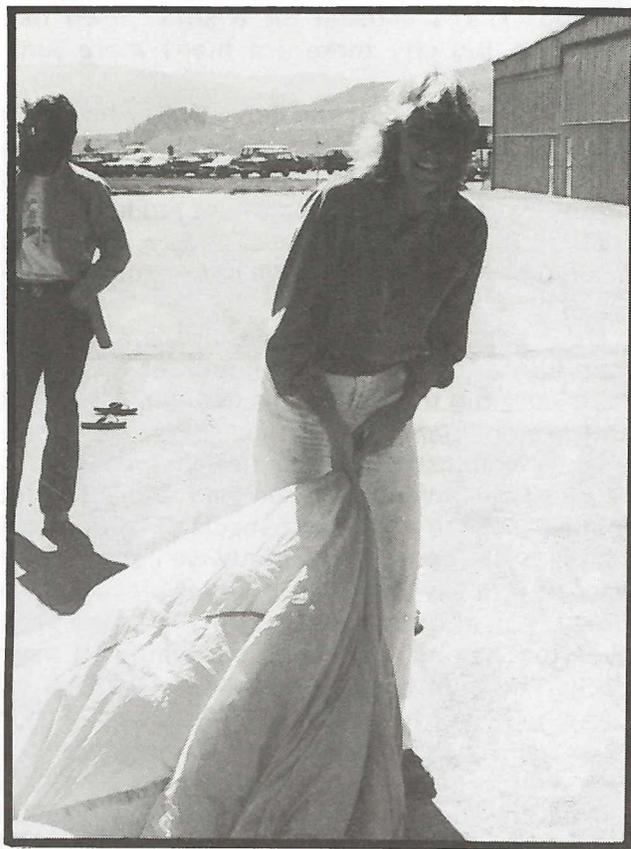
"I started jumping at 18 when I was in Minnesota," replied Jan. "That was in 1971, and I have about 450 jumps. There have been years where I've only jumped a couple of times; I just wasn't in the right place. I went to Australia to teach and I continued jumping while I was there, but it is so much fun to jump in Steamboat with the mountains. Everyone loves coming here! I still like landing at J.J.'s old house (next to the ski area). Sandy, his wife, still lives there, and his two kids love it when we land in their front yard."



Dave talks about instructing.

Jan and Dave have been instrumental in organizing sky divers in this area. Dave told us, "The group here used to be a private enterprise. We are now forming a club with other sky divers. It is called Yampa Valley, Inc. We have three people who are officers. I am the President; Jake Schwan is the Vice President; and Jan is the Secretary-Treasurer. This incorporation

wants to purchase its own airplane and still pay the accumulated bills."



Jan repacking her parachute.

Dave and Jan talked about the basics of sky-diving. "There are different types of parachutes; round, square, multicolored, and army green. The experienced jumper uses a square canopy because it has more forward speed than the round, so it is more maneuverable. In a high wind, a person would be better off in a square canopy than a round one. The square is quicker, more maneuverable, and the landing is softer. Many people break legs because they jump in high winds and land hard. If it is really windy, we don't even get in the airplane.

"If a person were going to buy a full jumping apparatus, new, which includes the harness, a square canopy, and a reserve canopy, it would cost around \$1500. But most beginning jumpers don't buy new equipment when they are starting. Used equipment is a lot cheaper, and then if they decide to continue the sport, they will buy newer and better equipment. Ten to 15% of a national average stay with the sport. It appeals to some people and not to others. A sense of timing is important too. There are days when the winds are too high (10 mph or over), and no student jumps may be made, only experienced jumpers will skydive," Dave replied. "This can become quite frustrating; therefore, many people do not stick with the sport."

Jan continued, "Here in Steamboat we have about 12 experienced jumpers that have their

own equipment and have jumped over 30 times. We also have a few students that are up and coming. That's unusual for a small town like this. In a big city there are many more jumpers."

When we asked Jan and Dave if they had seen a lot of changes in the sport in the last nine years, Jan said, "Oh, it's incredible! The sport has really excellerated. People are making formations in the air with 50 to 60 people, and in the beginning it was a big deal to get four people together."

Dave added, "In 1972, I was in the first eight man formation in Minnesota, and, at that time, that was a big thing. Now it's nothing. We go out and do eight mans all the time."

At the comment about formations we had tons of questions. We asked Jan and Dave to talk more about the technical aspects of jumping in mass. Dave replied, "Normally we can put only four or five sky divers in a small plane at one time. It gets quite crowded in the plane with everyone having a 40 pound parachute on their back. The pilot goes to 7,500 feet, (the normal jumping height here), and at that time the door is opened. The first person will go, and everyone else will follow in a smooth, calm pattern. During the 30 second delay (freefall), before the chute opens, each person hooks hands or feet with someone else, depending on the formation that is planned. Everyone wears an altimeter, which tells the altitude. When the formation reaches 3,500 feet everyone breaks off and tracks horizontally away from each other and opens their canopies. Space, even in the sky, keeps divers safe from entanglements. Relative work (formations in the sky) isn't done until the jumper has jumped at least 30 times alone. Like in any sport the more knowledge a jumper has, the safer it is."



Jan commented, "Depending on the weather, most jumpers can do three or four jumps in a day, and skydiving is a very tiring sport. It's not like running all day, it's mostly mental fatigue. One is constantly concentrating on the next jump. Also during the winter there are thermal inversions, which means it is warmer at 7,000 feet than on the ground level. That helps a little, but it is still cold. Once a jumper is in freefall, he/she just doesn't notice the cold. The whole body is absolutely numb. Freefall takes away all sensation except for what it gives you!"

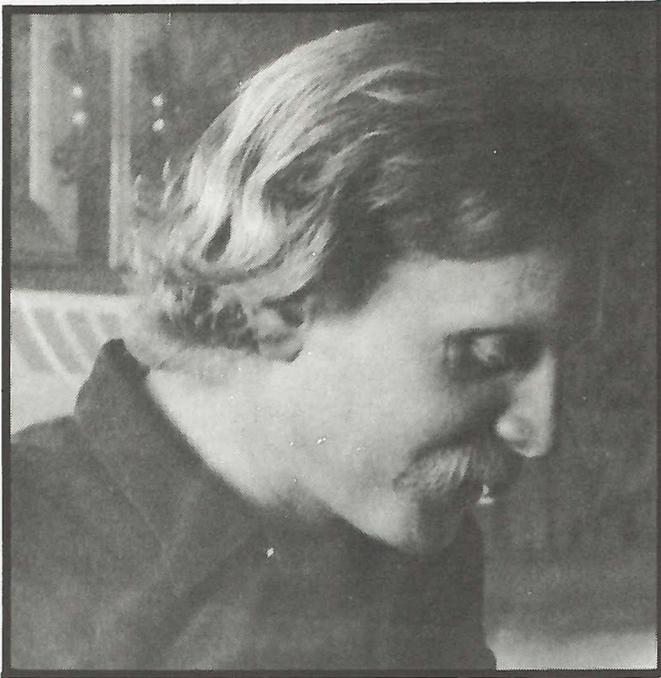


Tara trying on a jump suit.

Michael Blackett

Michael Blackett, 33, pilot, hang-glider, balloonist, skydiver, and carpenter has seen many different views from the air. His experiences in all types of aerial sports make him an expert interviewee and an interesting person to spend an afternoon with while talking about flying. "I've lived here for five years. When I first moved here I worked for Tex McGill, selling real estate. That was in wintertime and also during the recession, it was hard to make a living, so I taught hang-gliding, and that was not a very good living either, but at least I was able to last till summer.

"I have been a pilot for 15 years, and I have 2,500 hours of flying time. For 12 years I have flown skydivers. I used to fly for the Air Force Academy Sky Diving Team in Colorado Springs. I enjoy the sport and the people, so where ever I go I get involved with a group of skydivers.



"To be a jump pilot we are required to have 300 hours flying experience. It's critical when people are hanging on the wing and slowing the airplane down. I have to be really careful. I don't do it for a task at all; I do it for enjoyment and the appreciation of the people.

"A pilot for skydivers has to be very patient, understanding, and, I guess, a little bit 'crazy.' One time J.J., Brian, and I went to Reno for the Air Races in an airplane without a radio. We ended up getting lost. We took a compass heading, and it turned out that it was 30 degrees off. We were supposed to hit a check point out of Delta, Utah, but we flew for four hours before we finally found Winnamucka, Nevada, about 150 miles off course. We were getting close to running out of gas too. We then had to fly into Carson City and charter a flight to the internationals. Believe it or not, we made it in time and saw the whole ordeal and had a tremendous time.

One evening a few of us went up in the plane and jumped with our flip flops on. Brian jumped and missed his approach and landed behind Mount Werner Lodge. He hit his head on the dipsty dumpster, and broke his tail bone on rocks. I didn't jump; I was flying the plane. I have only nine jumps and was in the process of learning how to skydive when J.J. and Brian died. I am going to Florida on December 1st, and I plan on sky diving there. J.J. and Brian jumped a lot. Brian had close to 600 jumps and J.J. had 850. J.J. had hoped to have his 1000th jump sometime this summer. They were both experienced jumpers. J.J. was also the 'chief rigger' which meant he packed reserves and could work on parachute equipment. He was the area safety officer too. Now Steamboat is without a rigger, so we send the reserves to Denver to be packed.

"We have a collective airplane now, but we may sell it. It's a pretty large of a financial responsibility and it is getting a lot of time on it. That particular airplane is too expensive to operate for the jumping operations we have here in Steamboat. There are 12 people that jump regularly, and they can't support such a high performance plane. It costs about \$80 an hour to operate, whereas another one could be cheaper to operate.

"I love to fly, and piloting skydivers is one way I get to fly free. Since I do not own a plane, and it is expensive to rent one. The parachuters pay me five dollars a load now, which is a pretty good deal. I went to school for two years and got all my flying ratings to make these big bucks."

We asked Michael if he was scared the first time he jumped. "I think fear has got to be there. The fear gets the adrenalin flowing for quick reactions. It's part of human nature, and I think fear has a lot to do with it. It's a rush! Each and everytime there is a buzz. It's real neat and out of the ordinary. The first few times I remember letting go of the plane and next I remember swinging below the parachute, but not anything that happened in-between. After a few jumps I felt better and began to look forward to free-fall.

"Skydiving is a safe sport. Out of all the skydivers that I've dropped, I've yet to see anybody killed. I've only seen one student malfunction, where he actually cut away from the the parachute and opened the reserve. I think the kind of equipment that they have now and the kind of experience that they are required to have at certain levels makes the sport extremely safe. I think also jumpers ought to use good judgment, which is hard at times.

"Everyone in the plane wears a parachute, in case there is a malfunciton within the plane. I saw a guy in Tuscon, Arizona have his chute pre-open while in the plane. I wasn't flying, but the door was open and his parachute went out the door and pulled him straight through the tail and tore the back end of the plane off. It killed him, of



Loaded and ready to fly.

course, but the pilot and all the rest of the jumpers got off.

"I remember three years ago, Virgil Holt and I did the first tandem hang-glider drop from a hot air balloon. I was hooked to the hang-glider which was attached to the balloon, and Virgil was attached to the glider with a parachute on his back. We were released at 15,000 feet from the balloon, and we flew around for a while. Then Virgil released from the hang-glider into free-fall. I had close to a 20 minute flight, and Virgil had a 20 second free-fall."

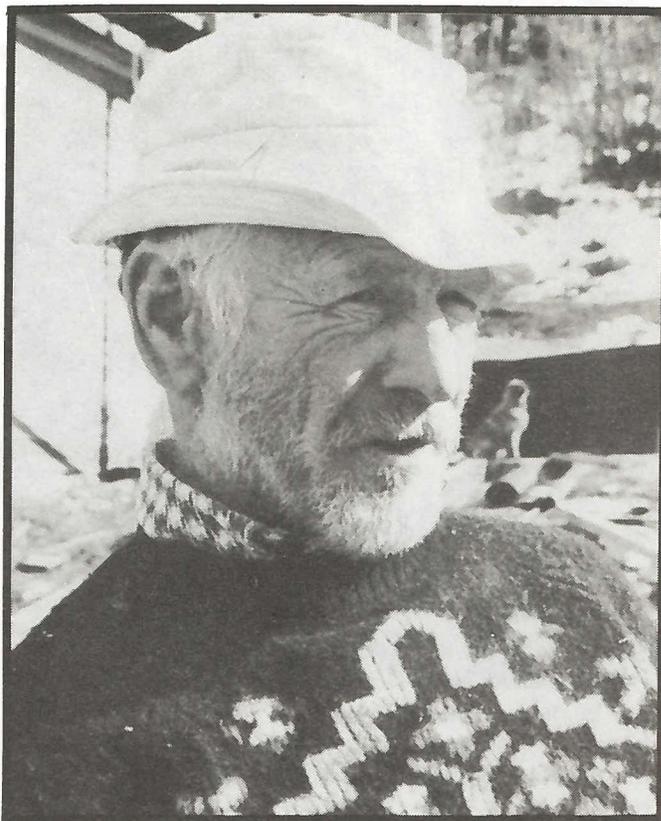


Michael Blackett and Virgil Holt doing the first tandem hang-glider drop from a hot air balloon.

Other than Michael being a pilot, hang-glider, and skydiver, he also has 20 hours in a hot air balloon, which is enough to get his commercial balloon license. "Hot air ballooning is really a lot of fun. It is a really different sport and there is a lot to learn about ballooning. You are totally dependent of the air flow. If the wind is going that way, you're going with it. When you're flying, skydiving, or hang-gliding you can go with the wind or against the wind."

Jake Schwan

Jake Schwan's son, Mike, at the age of 16, wanted to be a skydiver. Like all protective fathers, Jake decided that he didn't want his son to jump alone. This was in 1975. Six years later Jake has accomplished 800 jumps and his son has entered college with only six jumps.



Jake Schwan telling us his opinions of parachuting.

We wanted to talk to Jake about his jumping experiences, and we were quite awed at his age and energy as he continues to parachute out of planes. "I started jumping at the age of 51, and now I'm 57. I think the sport has done a lot for me even though I have always socialized with younger people and enjoy their company. There is no way I could ever use my age as an excuse when it comes to skydiving. No way!

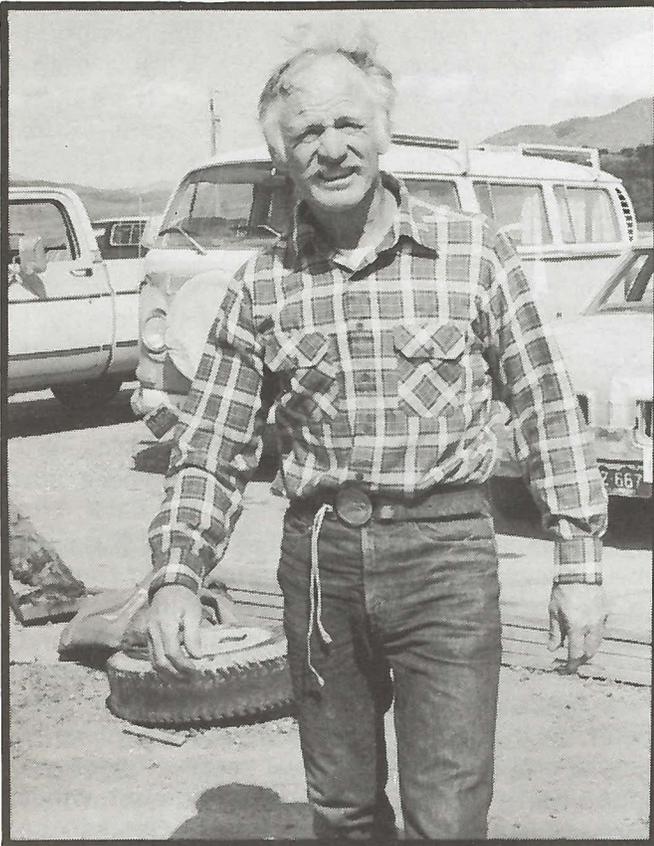
"When I moved to Steamboat there was no drop zone here, and I went to Denver almost every weekend to skydive. I jumped 200 times in the fiscal year of 1975-1976. I was relieved when we got a drop zone here. It made it so much easier."

We asked Jake what kind of feelings he gets when he's up in the air. "I can't remember ever being afraid when I'm skydiving. We suffer a lot of anxieties when we're rigging up, sitting in the plane, and going up. I'm afraid of airplanes, but when one gets to be my age there's a lot of things that have happened, so fear becomes kind of a luxury. I can't afford it in skydiving.

"I am more at ease in free-fall than landing in an airplane. When I'm in the air in free-fall I depend on 'numero uno.' I don't think I've ever suffered any fear. I've gotten my share of rushes, but most of my anxiety stays in the airplane. There's no time for it. Have you ever been in an automobile and had a near accident? You get one quick rush and then everything goes into slow motion. That's the way skydiving is.

I'm loaded with adrenaline when they pull that door open. It can be 20 below zero, but I don't feel any cold or pain. If you happen to whack your head on the way out, you'll be in agony on the ground, but in free-fall you don't feel anything. I think it's adrenaline. The rush is still there!

"I had so many things happen to me in free-fall. It's like watching a movie. Things are happening, and they're happening fast. One copes with it swiftly, and it seems like a lifetime. Seconds and minutes are stretched, and that's the way it is."



"Fear is a luxury that skydivers can't afford."

We went on to talk about some experiences Jake has had skydiving. "I've had a couple of near misses of airplanes. We were doing four man sequential work, and I came diving out of a cloud and there was a plane. When we were going to altitude in the clouds I kept telling the spotter, 'Now watch that airplane', and he said, 'Ya, I got 'em.' We thought we had him, but as I came diving out of a cloud on break away, there he was. Our closing speed was pretty fast because I was in a dive of about 45 degrees, and the airplane was coming on an angle toward me, probably going 110. The closing speed was pretty good, and I first spotted him at about 300 meters. I did a back turn away from him and missed him by 100 feet. My chute wasn't open, but if it had been, the airplane could have seen me and used his own tactics. In free-fall, we're above him, and he doesn't see us, then it's all up to the

jumper. With star work we're watching each other, not under us. If I had been doing star work, then I would never have seen him until I was there.

"When we do a formation and then break away, there's not much time left. At break away we allow 1000 feet. And in that 1000 feet we break like a wagon wheel. Everybody does a 180 and tracks away. We get as much horizontal movement in as we can. We can achieve 35 degrees. If we leave an airplane a mile up and go into a track, we conceivably could hit the ground one mile horizontally. We travel as far horizontally as we do vertically in a max track. The purpose is to get separation between people. Sometimes 40 people may be in the star. I've never been in one that big, but I've been in a 20 man. We did 14 also, but I didn't get in. I went through a cloud, and when I came out, I was 200 feet under the formation. I did get into a 19 man one time that we did out of a Twin Otter in Littleton. I've never been in any of the real big championship jumps.

"If man could spend as much time practicing free-fall as he does practicing football, he would be more advanced. When we skydive six times on a weekend we're probably clocking about four and one half minutes of free-fall time. Compare that to a ballet dancer or anything like football or baseball, where they're practicing six to eight hours a day for five or six days a week, and you'll get an idea of why we're not as advanced as they are."

We asked Jake about his favorite jumping places. "I've never been to some of the bigger drop zones but I like these mountains. I like the Steamboat area and the climbing altitude. I think it's the most scenic and the most pleasurable place to jump. Coolidge, Arizona is also a favorite because of the big star loads they do there. I like that. A lot of the guys like landing near the golf course at J.J.'s house because it has sentimental memories. I kind of enjoy landing there, but it doesn't really matter to me because landing is just a way to get to the ground."



GERONIMO!



Elise helping Don Oakland pack his parachute.

Jake then explained some parachuting jargon. "With star work, we do all sorts of formations. We do diamonds, clusters, and all kinds of things. I've done pods and donuts in variations. If there's enough people to get a good load, we might do four diamonds in a hook up. That's when we break and fly the diamonds away. When we track away it's very impressive. I haven't free-fallen by myself in over 600 jumps. Free-falling is where it's at. If I had to just go up and open my parachute and fly to the ground everytime, I probably wouldn't do it. I like the star work. That's where the dedication is. There's a lot of people that are still doing free-fall by themselves. They're loners, and they go for accuracy and do what we call style, acrobatics. Those people are quite unique. We have to do a certain amount of acrobatics to get a license.

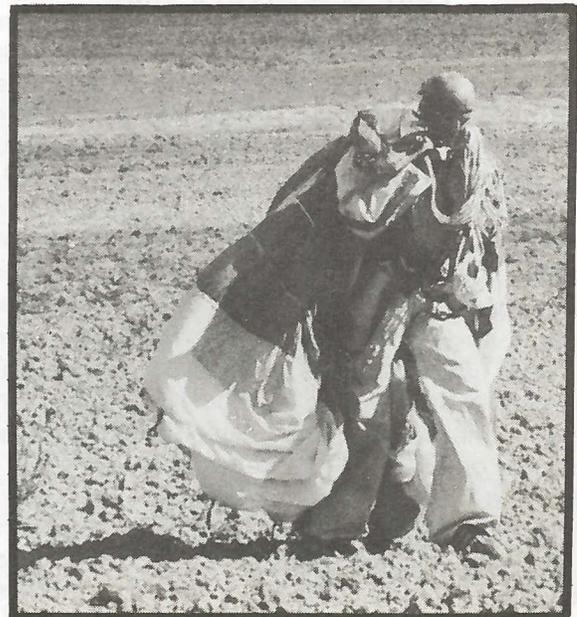
"There are A, B, C, and D licenses. A 'D' license is the highest. That's what I have. We have to qualify for those license ratings. When we get 25 jumps we qualify for an 'A' license. Then we have to pass a test showing that we know the Basic Safety Regulations. To qualify for a 'B' license we have to have 50 jumps and for a 'C' license we have to do an International Style Series. That is two figure eights, two back loops, a 360 to the right, and a 360 to the left. Then we repeat it and do that within 18 seconds. For a 'D' license, we have to do all those things, and, in addition, fly with six or better in a star. By the time we have 200 jumps, we should be able to achieve that very easily. The purpose of these

licenses is to prove that we can handle ourselves in the air.

"A person that has never fallen out of an airplane before would probably find it impossible to fall stable. He might be in a wild tumble or flat spin, and it might be disastrous, even with a parachute. Then there's the possibility of a malfunction. We are taught how to fall stable. With a 'D' license we're sure that we can not only fall stable, but we can fly. Here we're really not into that. We're into group flying."

There are many things to know about equipment use. "I don't fly with a square parachute. I fly with an RWPC, Relative Work Para Commander. It gives me a softer landing. It's a light parachute with zero porosity. The density of the canopy lets no air go through, so therefore it moves slower. The regular para commanders have twill in them to make them tough. The original para commanders last about 1000 jumps. My parachute is not as tough because it doesn't have the twill, but it does have density. I have two parachutes, but I only use one. It doesn't pay to have more than one unless you have the exact same equipment.

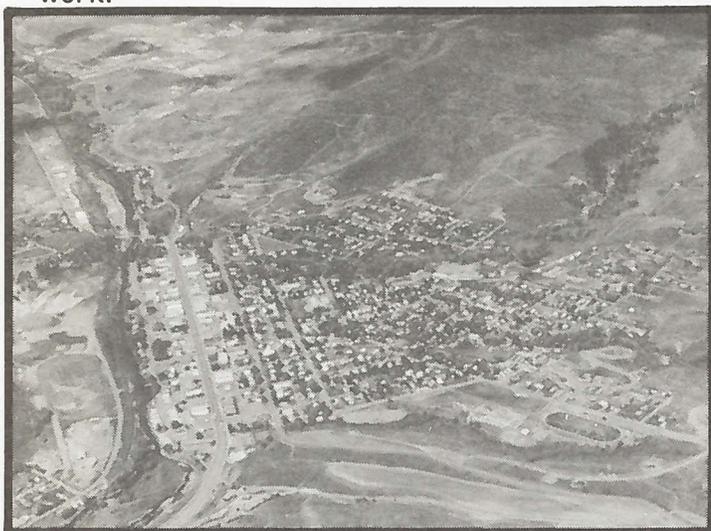
"There are different escape procedures. We use a single point release system where our reserve and main canopy are all in the back. The students use a two point release system where the reserve is in the front, and the main chute is in the back. The students have to lift the dust cover, put their thumbs in the rings and pull, and then their chute leaves them. For the reserve they reach down and pull. Experienced jumpers don't do that. We reach up and pull a piece of velcro and then pull, and our reserve opens up. When we fly different types of equipment, we're just putting ourselves in jeopardy. Our escape sequence should be a reflex, just like putting the



Greg coming in after a good landing.

brakes on in a car. It should be a reflex action. It should be swift, decisive and successful.

"I havent had the same parachute for all 700 jumps. I keep trying to improve my equipment. One of the things about the RWPC is that it packs a lot smaller, and I use a piggyback system. On the old para commander I can't use the piggyback system, because it's just too big and too bulky. It pushes me down too fast, and I can't stay relative to the people I'm with. A heavy person falls a lot faster, like a firehydrant, and are hard to connect to in star work. It's almost impossible for extremely different size people to fly in sequence. It's unfortunate for those who never make it in the real art of free-fall relative work.



Steamboat from way up above.

"I've studied Newton's Law in encyclopedias, and I would like to study it more thoroughly. I would like to study it more because I know for a fact that two objects don't fall at the same speed. He qualifies it by speaking of mass and resistance, but it's still unclear to me. A man can go from 120 mph to 200 mph like that (snap fingers), by changing the contour of his body. With his head out, his arms back and diving, he can pick up speed with such a velocity, such an exceleation, that it's profound. It's such a rush. When we break away from a star and head for home, speed is profound. When we go out of an airplane, it's down and away. Way out! I've gone out of an airplane when it was moving 140 mph. About the time I got out of the door, five or six seconds later, my buddies were way down there. I had to get to them fast and the only way was to exceleate.

"We line up in the doorway and put three floaters out. They hang on in the air with one foot on the door. That's in a large airplane. On the smaller airplane we have a strap to hang from and a step to step on. We get three people out on the wing, and one guy in the doorway with his back to the air and another guy facing him. Then

the guys line up behind them and get a count down. It's just like going through the center of the line in football. We exit tightly and swiftly. We practice those exits constantly. No matter how tight the exit is, when we hit the air going out of a DC-4, the separation is immediate. It's just like throwing a box of toothpicks into the air. They're all over the sky. Then we must fly stable."

There are many natural environmental factors involved in parachuting. Wind may aid or impair a jump. The luck of the weather may be favorable for the jumper as his parachute unfolds or malfunctions. Jake talked about some possible hazards in sky diving. "Oh, I hurt myself terribly. I've never broken anything, but I've hurt myself several times. I have bad knees from landing under stress. When we're backing up in the wind, we don't know what's going to happen. Sometimes we get wind gusts up to 30 mph, and when we hit the ground going this speed it can really hurt. We watch behind us and pick up on hazards. We'll see power lines, trees, boulders, and condominiums; any one could be fatal. So we escape that area as quick as possible. With a down wind we pick out a nice field somewhere and say 'The heck with the target and the crowd' and head for the nearest safest place to land. We train our students that way.

"I am not an instructor, but I have my jumpmaster rating. I have never become an instructor mainly because I don't have the time. I don't want to be selfish with my instructing practices. In other words, if I ever do instruct I want to devote all my time to my students. I



Greg Rubish landing beside the airport.

don't want to be teaching and have a bunch of skydivers come and say, 'Come on Jake, hurry up and do a load with us.' So I have never gotten into it. I don't need the money, and most instructors instruct to pay for skydiving. I like to assist instructors, and I know what they do, and I enjoy it.

"Making a mistake when packing the chute or poor body position causes a malfunction. Sometimes when we're separating from the star we might sense that somebody's on the blind side. We roll over to look, which we're supposed to do anyway and see somebody is there. Then he pulls his parachute open, and we get lower than we want to be, and we still haven't gotten stable. It's just carelessness.

Jake then told us how he got involved with J.J., Virgil, Brian, Dixon, and other parachuters. "J.J. used to jump with us in Longmont, and Dixon used to do scrub loads here. He's a pilot, and he kind of muscled a few people here in to taking use up in the air. Then J.J. decided to buy a little Cessna and start a drop zone. Brian, Virgil and he got into it together. I gradually started jumping after they started. Of course, the people here became better and better, and now some of them are magnificent flyers. They're a real pleasure to fly with, so I spend my summers here. My weekends I spend in the Denver area, and sometimes if I'm fortunate I get away for a couple of weeks. It's easier to jump here now because we have a plane. I can't really say that I'm part owner, but the plane is in financial trouble. I donated a certain amount of money to kind of keep it on its feet. If I get the money back it's okay, and if I don't it's okay. I'm as much an owner as anybody is because there is no equity in the plane. I have a couple grand invested in it. If we sold the plane for a loss, I'd lose it, and if we sold it for a profit or break even, I'd probably get my money back. But I'm not worried about it."

In the beginning we told of our interest in parachuting. Halfway through we wanted to fib about our age in order to further our desire to skydive. In the end we felt proud that we now had background data to start our adventure as soon as we turn sixteen. Besides learning about skydiving we also widened our understanding of the sport and the men and women behind the scenes.

So as a final end we want to conclude our story with a dedication to two past, well-known, skydivers, J.J. and Brian. J.J. and Brian have inspired us because they were the motivating persons that aroused our interest. As Jan told us, "Hardly a day goes by that we don't think of those two." So, in salute: Thanks, skydivers! We will endeavor to fly!

TINY TOWN

**I SEE A TINY LITTLE TOWN
WITH TINY STREETS AND CARS.
I'VE SEEN THIS LITTLE TOWN BEFORE
WHILE UP HERE BUILDING STARS.**

**TINY LITTLE SILOS
AND TINY LITTLE BARN
SURROUND THIS LITTLE TOWN
ON TINY LITTLE FARMS.**

**TINY LITTLE CATTLE
AND TINY LITTLE SHEEP
ONE CAN HARDLY SEE THE CALVES AND
LAMBS
AS THEY CUDDLE UP IN SLEEP.**

**TINY LITTLE TRAINS
WITH TINY LITTLE CARS
LET'S ROLL THE CAT AND BREAK
THEN BUILD ANOTHER STAR**

**THE TINY TOWN MUCH LARGER NOW
A CHURCH, I SEE A STEEPLE
PASSING THROUGH FOUR GRAND
STILL NO SIGN OF PEOPLE.**

**I DREAM OF ALL THE FAIRY TALES
THE GULLIVER OF OLD,
I THINK OF ALL THESE FLYING STARS
AND STORIES LEFT UNTOLD.**

**CLOSING NOW AT AWESOME SPEED
I HEAR THE FALCON CRY,
WE'RE PASSING THROUGH THREE GRAND
IT'S TIME TO LEAVE THE SKY**

**THE TINY TOWN NOT TINY NOW
THE SCREAMING RUSH OF AIR,
NOW WE'RE GETTING VERY CLOSE,
I SEE TINY PEOPLE THERE.**

**TINY TOWN, GOOD-BYE!
I MUST LEAVE YOU NOW, YOU SEE,
BUT WE'LL BE BACK ANOTHER DAY
MY FLYING FRIENDS AND ME!**

BY JACOB C. SCHWAN



From left to right: Dixon McCormick, Dave Wallace, Jan McNeal, and John Johnson