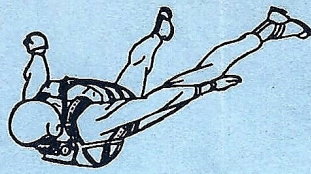


THE

12



PUBLISHED
By
PARA-PRINT
WICHITA, KANSAS

OCT

1966

"D"

U.S.A.

A NATIONAL COVERAGE BULLETIN
FOR USE BY SPORT PARACHUTE CLUBS



FRESH VIEWS

THE PRESS & SKYDIVING SECOND & LAST VERSE

The September issue of DZ-USA carried the first part of this subject (which was written by Jerry Montgomery, Staff Writer for the St. Paul Dispatch, St. Paul, Minnesota) and it covered the reporting of news by jump club. This last part covers the reporting of fatalities by jump clubs. Jerry's letter is quoted as follows:

"The most galling display of ignorance I have ever seen was the comment in Sky Diver Magazine about two years ago concerning the news coverage of a jumper's death during a mass jump in California. The article claimed that cub reporters fabricated tales about the death without checking into the circumstances.

This may have been the case, but I DOUBT IT. Even if some details were inaccurate, the parachuting club involved can be justly blamed for such errors. Instead of explaining what happened, the surviving jumpers refused to talk to reporters about the death. How stupid! They only compounded the misunderstanding and made things worse for skydiving in general.

Every group that participates in skydiving should prepare for the worst, that is, a jumping fatality. To do this, I would suggest that clubs have (1) an accurate and up-to-date biography of every one who jumps with the club; (2) a picture of every jumper if possible; and (3) Club Safety Officers should be assigned to explain in brief and simple language exactly what happened. They should call the news media as soon as possible. You cannot hide the death of a jumper, but prompt and pre-planned action by the CSO's will insure accurate reporting of the disaster. Parachutes are blamed in many stories because no one told the reporters that the jumper never pulled the ripcord, or whatever else happened exactly.

If there are any other skydivers who make a living as newsmen or as writers, I would like to hear from them. Eventually, I would like to see PCA or some of the parachute equipment companies sponsor a public relations conference for skydiving. By bringing together the men and women who make a living in communications and who also share a love for skydiving, perhaps the sport can improve its general image a little. At least, they could work up a dope sheet for local clubs on their press relations and community activities."

So, there you have the good intentions of Jerry Montgomery, Staff Writer. Now let's see what really happens when a reporter gets wind of a fatality on a local drop zone. For example, this next item doesn't involve a real fatality at all, but the "magic" word skydiver got into the article somehow. It is a quote from the "Toggle Line" put out by the Dallas Skydivers:

"A most regrettable incident occurred in the Dallas area recently with a front page headline on an allegedly drunk pilot landing at Cedar Hill, picking up a passenger and sky-

Send all editorial material, photographs, notices, etc., to PARA-PRINT, P.O. BOX 2131, Wichita, Kansas 67201.

diver and then crashing while attempting to land at Grand Prairie Airport. The Toggle Line learned the fact that there was not even a skydiver on board. The Club involved asked for a retraction, which they received on page 9. Wonder how many citizens read the front page story with the big headline, but never saw the retraction? This is unfortunate indeed."

As a jumper, and not as the editor of DZ-USA, I will express my opinion of the press in regard to skydiving. This is not an editorial and I am not suggesting to clubs that they do one thing or another.

Personally, I feel that the major misunderstandings occur because of a time element. The newspaper has a deadline to meet with their news and, unfortunately, a skydiving fatality cannot be determined on the spot. In many cases, the exact cause will never be known. For example, a fatality here in Kansas has been in the courts for three years but the newspapers had THEIR exact cause the same day it happened. We very seldom encounter a reporter who will give a club sufficient time to come up with an answer. The reporter, in a mad rush to make good, will accept any interesting story for his paper if he can't pin down another jumper or the CSO. So, he ends up with stories that are unrealistic, untrue, and containing phrases like "he didn't pull his cord" that didn't come from a jumper. In short, he is concerned only with the APPEAL OF THE STORY to his readers . . . not the facts which haven't been determined yet. I can honestly say that I have never read a COMPLETELY ACCURATE ACCOUNT of any skydiving fatality. So, when you speak of skydiving improv-

ing 'it's image . . . we could, if the press would stay off our backs UNTIL WE KNOW THE CAUSES AND CAN THEN CALL THE PRESS IN.

A good idea for all jumpers is to follow Bill Ottley's instructions on reporting fatalities (as printed in Parachutist and Sky Diver following the New Hanover crash). This is sound advice and will insure accurate reporting, if the newspapers don't dress up the facts and exaggerate the circumstances.

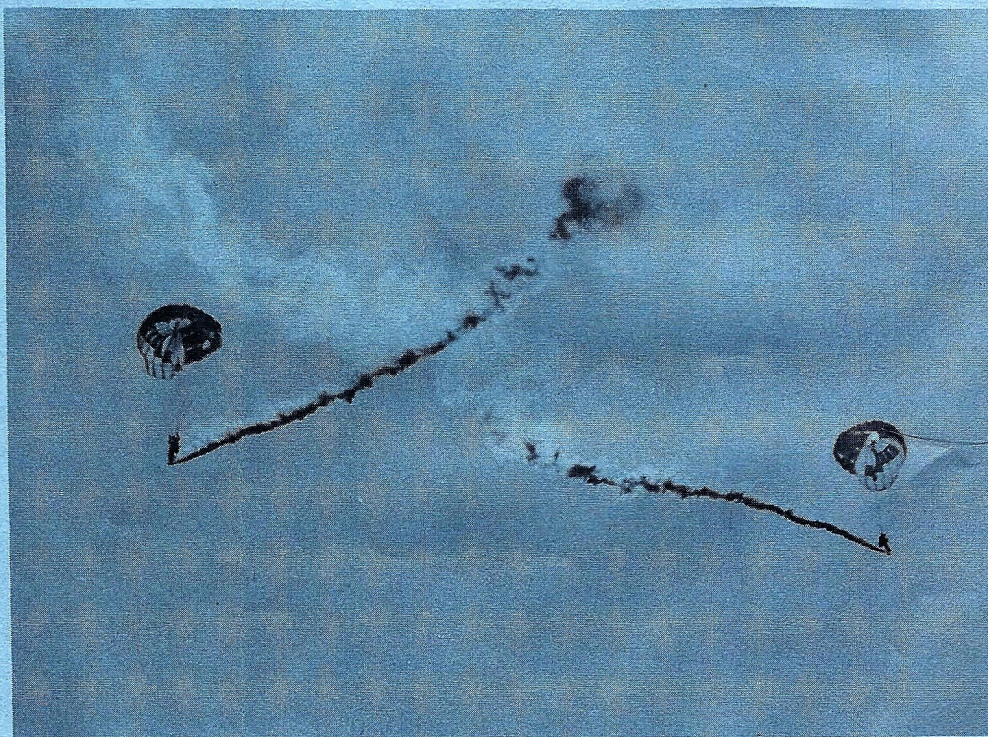
Skydivers aren't asking for anything that isn't due them. We just want an even break with the 5-fatality car accidents you stick back on page 12. As far as an up-to-date biography and picture of each jumper on file by the club . . . you have to be kidding. How big do you want to make each fatality? When newspapers start printing biographies and pictures of EVERY OTHER TYPE OF FATALITY, then skydiving will gladly comply. Until then, why not approach us with a little compassion when a fatality occurs and let us figure out what happened by giving us a little time. You may find us pretty understanding people.

Lastly, Jerry, this is not directed at your newspaper or you, personally, IF YOU AREN'T GUILTY of poor reporting. But, if you really want to help the sport, HELP STAMP OUT THE REAL NUTS who are using us for targets.

C. E. Hunnell

MOVING?

Change your address in advance :



Scott Hamilton, D-514, PCA Ass't. Director, and William Kiehl, D-1095, put on a smoke demo. Photo by Jim Baldwin.

Editor and owner, C. E. Hunnell ("DZ-USA") reserves the right to edit material published in any issue of "DZ-USA". No material may be reproduced in any form that appears in "DZ-USA" without the approval of the editor.



A MESSAGE TO JUMPMASTERS

Byline: Mac McCraw,

Navy Lakehurst Parachute Club

Prior to any flight, a jumpmaster should have a thorough knowledge of the flight characteristics and capabilities of the type of aircraft he will be jumping from. Also, a knowledge of the pilot's experience with that aircraft. Before taking off with a pilot he is not sure of, such things as airspeed in climb and level flight, stall recovery procedures should be discussed. If the pilot doesn't come with the right answers or refuses to discuss these things, I suggest you find another pilot. Most pilots I have talked to are more than willing to prove their knowledge and experience. When sensible suggestions are made, such as climbing at 70-80 knots in lieu of 60-65 knots (in aircraft such as Cessna 180's and 182's) most pilots will comply without question.

Know the weight limitations of your aircraft and NEVER load beyond the limit. It is safer to be 200 pounds light than 2 pounds over.

Another suggestion is a thorough briefing of all jumpers and passengers on aircraft emergencies. For example, in the event of an emergency under normal jump altitude, the jumper nearest the door should know that he will be first out, and so on. The jumpmaster should make the decision to jump or remain with the aircraft. All static line students should go on reserves at any altitude if not hooked up. In a true emergency, the jumpmaster does not have time to hook up static lines. Here at Navy Lakehurst, we train our students to follow the jumpmaster out in these emergencies since he is always nearest the door.

To some parachutists, this will no doubt sound like a lot of unnecessary work. But if they will continue to read on, they may see the value of it.

In May of this year, I was the sole survivor of an accident involving the deaths of five parachutists and one pilot and the total destruction of one Howard aircraft. The reasons, according to the investigation, was pilot error and possible overweight. This is an opinion of the investigation and it would be so easy to let it go at that. But I believe that if I had known the airspeed required to safely climb in a Howard and had insisted that we climb at that speed, those six people would be alive today. There are several reasons why I didn't know. One is that I had complete confidence in all pilots. This is instilled in all military people in a flying status such as I am. And most of my jumping is with Navy pilots and aircraft.

I would like to further explain what took place that day. The pilot had allowed the aircraft to lose its valuable airspeed by keeping it in a high angle of climb. The aircraft stalled and rolled violently to the left putting the door above us; at the same time creating a "G" force which held us to the deck. This occurred at 1,000 feet (I know this because I had just checked my altimeter which was on my reserve LAYING BESIDE ME). I was laying on top of everyone else and they could not leave until I did. Since there was not time to put my reserve on, I left without it. In fact, I didn't even miss it until I was out. Getting out was a problem in itself. I

had to pull myself up and slide over the fuselage. Since the plane was spinning, there was still a "G" force holding everyone to the deck. This took an estimated 3-4 seconds, and it has been estimated that I was out of the aircraft at about 500 feet. As soon as I was clear, I assumed a face-to-earth position from instinct and pulled. My main consisted of a PC with short sleeve and two pilot chutes. At between 100 and 200 feet, I felt the most welcome tug of my PC opening. A split second after opening, I watched the Howard crash and explode into the earth.

Tom Botdorf, who managed to get out, had pulled his MAIN much to my disappointment. When I reached Tom, I found that only two stows of lines had deployed from his sleeve. I don't know if his reserve would have had time to open or not, but it certainly would have improved his chances. Contrary to the news stories, his chute did not tangle in the tail. I cannot describe the helpless feeling I had when the full realization of the situation hit me.

This is my story, one which I believe could have been avoided if I had not taken the pilot for granted. How hard is it to know and insist on safe flying procedures? When you realize that it can mean your and your student's lives, it should be very easy.

One last suggestion is that all jumpmasters wear their reserves to 2,000 feet, at least.

I think that an exam on flight characteristics and limitations of each type of jump aircraft should be made up by PCA and be given to all candidates applying for a jumpmaster rating. The type aircraft qualified in should be specified on their licenses. I would like to hear the reader's opinions.

Editor's Note: There isn't much I can add to this. We have all had a close one, at one time or another, but here is one every jumper can profit by. Mac has pointed the way and by re-reading this and practicing his every word, you could be the life you save. Safety is nothing to be ashamed of. Don't hesitate to check a pilot out just as Mac suggested. You can't jump without a pilot... so make sure he knows what he is doing.

CEH



CONSIDERING A HIGH ONE???

The following letters are reprinted from "Toggle Line", official newsletter of the Dallas Skydivers, Inc., and both point up the inherent dangers in any jump from over 20,000. Even the most perfect plans can go wrong, so do some very careful reading for the next few minutes. The first letter is from Doc Anagnostis (Galveston Sky Divers) to the Dallas Skydivers, Inc.:

"Would you like to know how it feels at 24,000? Sunday, October 23, found the following jumpers at such location, to wit: Whitworth, Bierman, Winburn, Goolsby, Elam, Orcutt (home on leave from the Navy), Morris, Jackson, Vanya, Stein, Hinkle, Deveny, Works, Mannino and Burran.

ABOUT THE COVER

Jade Eastbrook checks her altitude and someone behind her pulls. An unusual shot and a little tricky to figure at first glance. Photo by Luis Melendez Jr. over a California DZ.

The first load took off in a rented Cessna 206, Turbo Super-Charge, with a full load of gasoline (next time we will know not to do this). The lift took two hours and ten minutes from take off until the plane landed (\$35.00 tach time hour). One jumper was sick (almost causing the same for the rest of the crew); one jumper's goggles broke (do not use plastic goggles) which disabled his jump as he had no desire to freeze his eye-balls; and another had trouble with his oxygen mask and had to seek replacement for same. So, out of the first load, only two jumpers exited.

The second lift took one hour and 15 minutes and this load made it without too many difficulties except they were very cold.

The third lift took two and a half hours as the pilot got too much oxygen and even tuned our ground-to-air radio out. The jumpmaster's gentle taps on the shoulders turned to beating him on the shoulder and he still did not respond. Finally, he turned back from over Houston International (about 5 miles away), and dropped the load. One jumper's instruments froze causing a 1,000' opening. This one was enough to warm up all the other jumpers still shivering from their jump.

I have never seen so many cold feet and hands on such a hot day!!

The moral of the story is to be satisfied with a good, normal, safe operation. What's wrong with Seventy-Five Hundred Feet??"

Doc Anagnostis

The second letter is from one of the jumper's on that third lift, Pat Works, and is to Doc and Stevie Anagnostis:

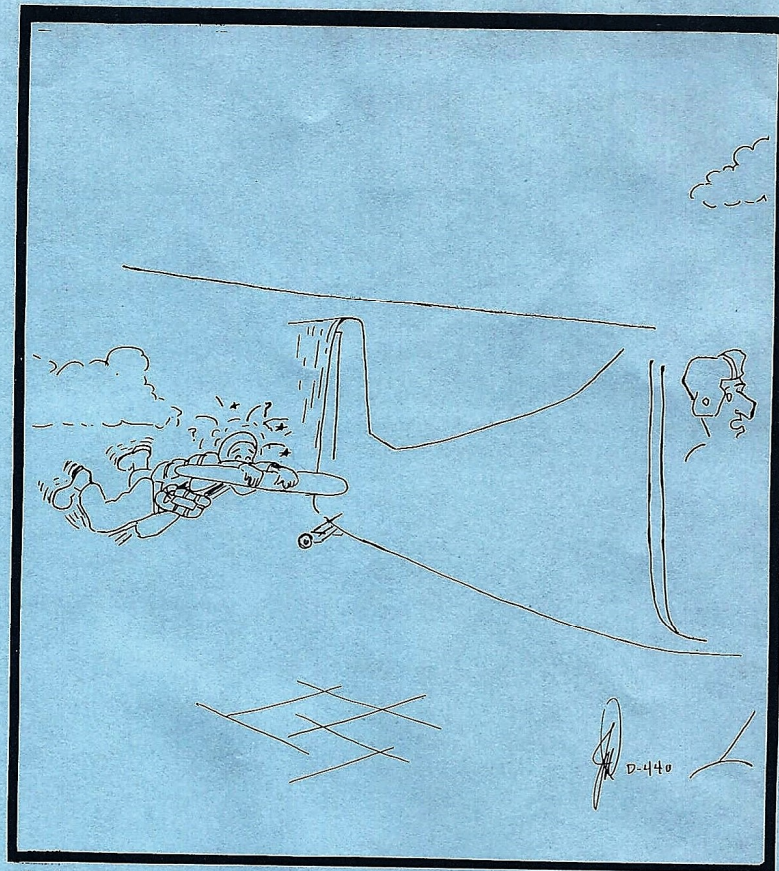
"The five of us, Pat, Tim, Don, Ed, and Skippy, who made the last high load Sunday, would like to thank the both of you for a first class well-ran event and to offer our apologies for any concern we may have caused during the hour the aircraft spent somewhere between 22,000 and 24,000'. In addition, we feel that our experiences may be a valuable lesson for others considering intermediate-altitude/high-altitude jumps. Except for the time we spent trying to convince the pilot that our actual visual sighting of the DZ from altitude should over-ride his conviction that we should exit out in the Gulf where he and his instruments said the exit point was, we had a good jump. We all made it to altitude in fine shape. Trouble started when we made our first jump run.

After a bit of hunting, our jumpmaster, Ed, spotted the field and began to try to guide the plane in on the jump run. As Ed made, what I thought were final corrections, I unhooked my oxygen and passed it up front. In addition, Tim removed the blanket and also passed it up front. The pilot then refused to make the final corrections. I began to suffer from oxygen starvation, and Tim began to freeze. I "bummed" drags of oxygen from the others as Ed indicated that we had passed the DZ and it was disappearing to our left rear. At this time, Skippy, sitting by the pilot, wanted to know "what the hell was going on?" Ed pointed out the field and he and Skippy began to try to get the pilot to turn the airplane. The pilot continued on his course, and the only attention he paid to our vigorous "bring her around" commands was to bank the plane first up on one wing and then up on the other. By this time, I had gotten my oxygen re-connected and someone screamed "to turn this \$#%\$#%\$#%\$#/? /£ plane around", which the pilot did slowly.

It seems like the next thing we did was to circle. The stall warning buzzer was going on and off and we varied altitude from about



One of XBO's in 29-30 October Meet, Benton, Kans. Jerry Mathwig, D-57, and Bernie Ward, Wichita, eyeballing the situation. Photo by Tom Copenhaver, Hutchinson, Kansas.



Cartoons by Jack Lankford, Dallas, Texas

Now THAT, is what I call a strong exit!!

22,000 to 24,800 . . . up and down like a roller-coaster. I was getting weak and dizzy; Tim was huddled into a ball; and Don, Ed, and Skippy were doing fine except that Don was having trouble with his hands freezing. We circled close to the field and again Ed made final corrections. We all unhooked our oxygen and the pilot, again, would not make the last corrections we needed to get us over the field!! We had quite a bit of trouble re-attaching our oxygen lines due to a combination of the cold and dizziness. The radio was turned off. The pilot no longer responded to verbal orders. Skippy and I took turns beating him on the back to get him to make the corrections Ed needed. Tim was badly affected by the cold and begged to go down. Don held Tim's hand, hoping he could keep it warm enough for Tim to pull. Don was feeling weak and somewhat dizzy and concurred that we either make it on the next pass or go back down, or just exit any blankety-blank place. I felt too weak to care and just laid down with my eyes closed. There didn't seem to be enough oxygen. Ed and Skippy seemed to be in excellent shape. The pilot was hunched over, staring straight out of the window. There was ice everywhere . . . bootlaces, chin straps, gloves and oxygen bags were iced up. Don, Tim, and Skippy kept slapping me in the face and getting me to talk. Tim seemed to be in bad shape from the cold. And, finally, we exited!!

Freefall was very enjoyable, as most of us were too frozen to notice the cold. We made a three-man star and there was a total of five or six hookups. At about 7,000', everyone began to lose interest in freefall maneuvers as ear pressure and de-icing caused goggles to fog up. I began to worry about blacking-out but this passed quickly and was

replaced by a stuffy, confused feeling. Tim was worried about being able to pull and his bad eye had frozen open. Everyone, except Skippy, was having trouble with their hands and feet as thawing caused pain. The thicker air from 6,000' down was the sweetest I have ever tasted. At 3,000', people began to go in for the pull. I waited until my altimeter read 2200' and pulled. My chute seemed long in opening and the front edge seemed to stay sucked in for awhile. I was nearly too weak to maneuver and there seemed to be something terribly wrong with the ground and my head. I landed, fell down, and was unable to rise. My head felt as if it were going to explode and I wanted to take my helmet off but couldn't because my hands were still too frozen to even remove my gloves. I was too weak to stand without help. My altimeter read 500-700' on the ground.

Tim landed and was too cold and weak to do much of anything until help arrived. Don landed standing, was too weak to fall down, and had jammed his knee on landing and it was badly hurt. Ed and Skippy felt fine on landing. By Sunday night, Tim's hand had swollen to nearly twice its normal size and he was having trouble with his stomach. Ed was having trouble with his stomach too, and Don was having trouble with his fingers thawing out. I had headaches and my ears seemed to be bleeding into my sinuses as I spit up blood. My finger tips are still numb. Everyone, with the exception of Ed and Skippy, is plagued with stiff and cramped legs and backs.

Before making another high one, we think the following should be considered: First, your (and Stevie's) preparations

were first class in EVERY respect; and this is the prime consideration for a good jump. Next, the pilot should be willing to turn over command of the aircraft to the jumpmaster. The pilot should wear his oxygen mask at all times, as witnessed by our difficulties. It is very difficult to communicate with everyone while depending on oxygen, and a jumper is unable to say anything other than rather short phrases. It becomes difficult to make even simple movements and the extreme cold and thin air will quickly weaken even the hardiest. Goggles should fit very snugly and plastic goggles will break like glass. Trying to go without oxygen, for even five or six breaths, can create a deficit of oxygen which is impossible to make up. Tight-fitting hoods or parkas, when worn under a tight helmet, can prevent the ears from clearing. All goggles will fog up on re-entering the warmer air of lower altitudes. Altimeters are not too reliable. With the weakness that one hour at 20,000' and above can bring, HIGHER OPENING altitudes should be used to compensate for dulled wits and reactions. The cut-away type of reserve deployment SHOULD NOT be considered after a high jump because of poor reactions and the possibility of a frozen altimeter. The aircraft's "To-From" homing device can easily be 180° off, and the pilot should realize this. And in closing, both Tim and myself, wish we had been equipped with automatic openers.

We all agree that it was quite an experience, but we never want to spend that much time above 20,000' again with that pilot'.

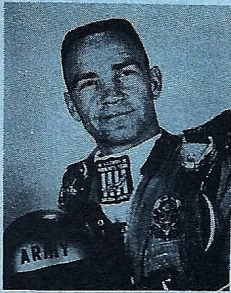
Pat Works
For all of us

SORRY ABOUT THAT....

INJURIES

BRYDON INJURED

Sergeant First Class Loy Brydon, U.S. Army Parachute Team, who was serving with Special Forces, Vietnam, has been returned to the States to recuperate from injuries he received in a plane crash in Vietnam. The L-19 he was passenger on crashed on take-off, killing the pilot, and breaking both of Loy's legs, in addition to a concussion and



numerous cuts. He is presently in the Brook Army Medical Center, San Antonio, Texas (Ward 43-B) for treatment and recovery. Just to mention a few of his accomplishments: Loy, and teammate Dick Fortenberry, won first place team event with a tracking demonstration in the Adriatic Cup Championships in Yugoslavia in 1963 and he was fourth in the VII World Championships in Leutkirch, West Germany in 1964.

FATALITIES

LATE BUT STILL TIMELY

An account of a fatality in Florida with a valuable lesson. The jumper was 38 years old and was on static line jump number 8. The jumper ran from the time of exit until time of landing. He appeared to panic, landed in a lake about a mile from the target, the lake not being more than 50 yards in diameter. The ground crew realizing the danger the jumper was in, rushed to the lake. Within a few minutes, the jumper was brought to the surface and was not under the water more than two minutes. A doctor in the club gave artificial respiration and an ambulance was summoned. The man died shortly after reaching the hospital. An autopsy was performed and no water was present in the lungs. The cause of death was a heart attack. One Florida club has discussed the accident and is considering a proposal to give ALL club members a physical regardless of how many jumps they have. Other suggestions were that ground crews be alert and that every measure be taken to insure students can make water jumps and be trained to make them. Flotation gear again was emphasized and that clubs establish unwritten laws in safety that may save a life and your club. Every point presented should be of vital importance to ANY club. Insist that safety be constantly stressed in your club.

Several jumpers have lost their lives in the past three months . . . another drowning, this time in Tennessee, and involving a reserve being inflated either by the jumper or by a Sentinel which complicated the water landing . . . Jim Vandergaag of the Hudson Valley Skydivers was killed when his main failed to deploy properly, and activation of his reserve was incomplete . . . Chuck Gates was killed on the East coast within three weeks of Jim's death . . . The 11-year old son of Carl Rutledge was killed and I'm sure everyone read it in newspapers that spread it all over page one; many things could be said about this fatality but I believe we all feel the same about it and should leave it at that . . . another drowning in Tennessee, on the same drop zone, a week from the first one; these could be switched around but the fact remains: two drownings in two weeks . . . a report of a jumper cutting away one capewell and still trying to get the other side loose on impact . . . this one could be incorrect or a cause of one already listed above . . . in closing, the fatalities for 1966 may run a little over the 25 for last year. I certainly hope not, but with a full month to go, it doesn't look good. I realize that we will never have a no-fatality year but every jumper should do everything in his power to practice safety and be more concerned with the jumper next to him in the plane. By helping and watching each other, and extending an interest in every man's jumping habits, we can use a little "preventative maintenance" on minds and equipment and, just maybe, save a life. It's worth a try, isn't it?

WHY DID THIS ONE HAPPEN?

The following is a letter and a short comment concerning the death of a young boy in Amanassas, Virginia, on his 9th jump. Newspaper accounts say the "chute opened but too late". I have nothing to add to this for I don't have the details. The reactions are printed only as a point of possible interest:

"To the editor of the Tulsa Tribune, Tulsa, Oklahoma: Dear sir: on November 7, 1966, you carried on your front page the fatality report of an eleven-year-old boy who was killed while skydiving. This letter is not to criticize your reporting of the incident, but to explain to the general public the reactions of other skydivers when something of this nature occurs. The death of this child was the most senseless and irresponsible fatality ever to be attributed to the sport of skydiving. The fact that the boy knew a great deal about the mechanics of skydiving and how to pack a parachute did not justify permitting him to engage in active participation of the sport. The boy's father, who apparently trained him, stated, "He did everything just fine," but he didn't do everything just fine because he is dead. The father further stated, "The parachute didn't work." That the parachute didn't work is probably true, but, there are a multitude of reasons why, and every one of them stem from one common factor -- human error. An eleven-year-old boy simply does not possess the mental maturity to cope

with the many aspects of possible emergencies that are involved with skydiving.

The odds are astronomical that a person will be killed while skydiving, as the boy's father stated. The number of fatalities-to-jumps-ratio is a minute fraction. However, 99% of these fatalities are directly attributed to the jumper violating one of the safety regulations of the sport, as was the case in this death, by the boy not being at least 16 years old. Thousands of safety-conscious and serious minded skydivers throughout the world mourn the senseless waste of this boy's life.

Skydiving is a great and growing sport and is as safe as the individual skydiver wants to make it. Thank you, Bob Drake, Secretary, Tulsa Para-Divers, Tulsa, Okla."

The next item is a note from Jack Lankford, D-440, Dallas, Texas:

"The newspapers made a few mistakes in the article about the boy who was killed while jumping. First, he wasn't eleven, he was thirteen. He has a younger brother who is eleven. Second, the papers left out that his father has over 1000 jumps."

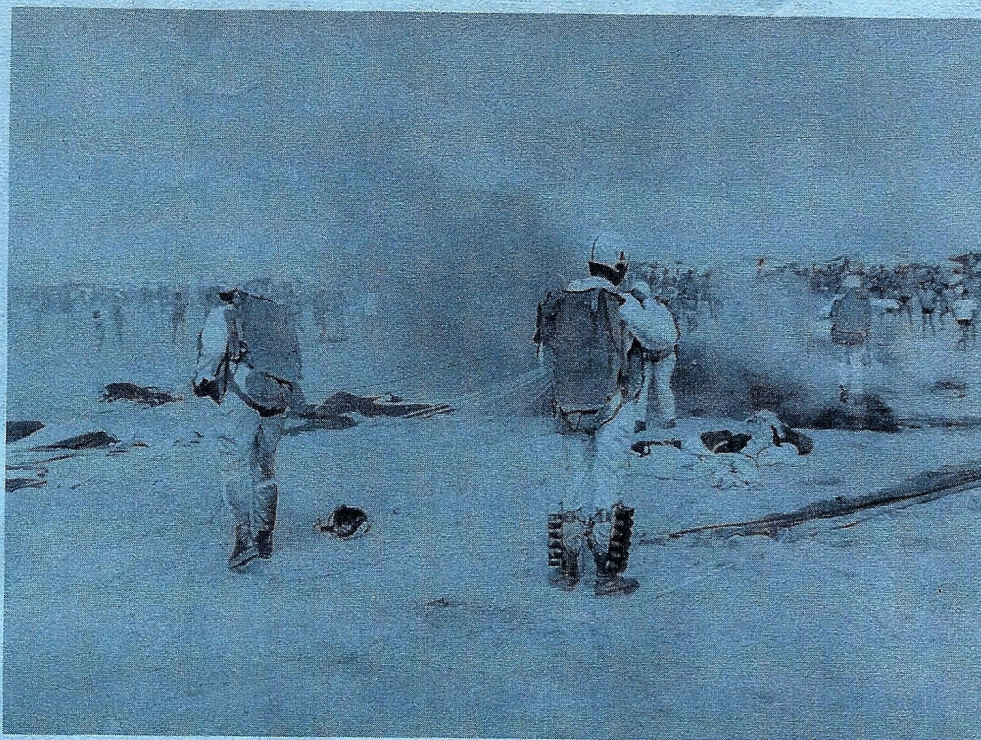
So, let's leave it at that. Nothing will breathe life into Dana Rutledge and we have all learned a valuable lesson.

MALFUNCTIONS

A jumper on his first thirty, stable all the way, came in and pulled. Pull was made at 3,000, but main had failed to deploy at 2,500. Jumper went out of control while trying to pull his reserve ripcord. Reserve was a 26' conical, jumper's weight about 190 pounds. No pilot chute on reserve and a closed-apex. Jumper made second pull on reserve ripcord and upon popping, the reserve layed right in front of him, motionless. Rolling on his right shoulder, the reserve canopy deployed and immediately began to oscillate. It continued to do so until landing and the jumper hit the ground feet first at the bottom of a downward swing, causing a compound break of the right femur (thigh). Examination of the main revealed the ripcord housing had been pulled from the stiffener clamp, and causing the jumper to have a complete and total binding of the ripcord cable. The rig was equipped with a ripcord cable-stop and caused the jumper to think that he had completed a normal pull. The jumper had about fifteen jumps and had been using the cable-stop for about the last four or five jumps. Roy Downing, who observed the malfunction, feels the jumper did not have enough experience to realize the pins had not cleared the cones. So, when his ripcord bound up, he thought he had pulled properly. Roy also feels any jumper should have at least thirty freefalls before using a stop on the ripcord. He further states that the closed-apex on the reserve created the majority of the oscillation and that a pilot chute on the reserve, would have eliminated the hesitation on the reserve deployment. The jumper states he'll be back jumping just as soon as his doctor approves it.

A JUMPER'S ABC'S (SIMPLIFIED)

- Airplane** - A flying machine or airchine (LC's definition) that earthlings believe was built for business trips and family outings.
- Alternate** - Back porch of the house nearest the intended target.
- Automobile** - Something you can afford after you give up sport parachuting.
- Baby** - An Alabama citizen named Funchess. Second meaning is a mass of humanity that can cut you out of a new PC.
- Beer** - A liquid used in Cardinal Puff rituals. Other uses are not considered practical.
- Beetle** - A jumper named Bailey in New Mexico.
- Clouds** - A foggy formation which hangs directly above the exit point, but is always equipped with a convenient hole to comply with BSR's.
- Droplet** - A lift from a Cessna 150.
- Editor** - Someone to release your hostilities on. Other descriptive words are whipping post, sounding board, sucker for punishment, and scapegoat.
- Freight-train** - Something to practice on the husband of the woman you have something going with.
- Hawk** - An invisible, moving mass which drives jumpers into local pubs and idiots onto DZ's, as it approaches 25mph.
- LC** - Leper Colony. Frequently misused by a West Coast editor.
- Leap** - Depends on whether you are home or on the DZ . . .
- Logbook** - Something the local "hotdogs" throw away after they have an enormous number of jumps. Usually 50 or more.
- Money** - A means of communication between your employer and the Club Treasurer.
- Parachute** - A "canopy" or a "rig" when being referred to by a student.
- PCA** - Please Check Altitude. Something you do after you notice everyone else has opened.
- Pea-gravel** - A very loose, soft material you can never hit when nursing an injury.
- Pilot** - A man who bad-mouths jumpers and is putting his four sons through college off jump fees.
- Sex** - Something to do after a hard day's jumping, verbally or physically.
- Spectators** - The same group that never misses a traffic accident, hotel fire, or teenage rumble.
- Strawberry** - Something a jumper wears on various parts of his anatomy.
- Texas** - 267,339 square miles of Drop Zone.
- Turtle** - A wager that involves a sweet posterior.



Demonstration jump by the Bulgarian Team, Varga, Bulgaria. All you smoke-jumpers, check the "Grand-Daddy" bracket of them all.

Photo by Dan Poynter.

- Wife** - Someone to stay home with on weekends when the weather is bad.
- Zap** - Something you log as "100 yards plus" or a guy called "Chief" who wears a convict's shirt. Both are bad news.

HERE and ABOUT

TRAINER, CHESTER, PENNA: Bill Henry, D-921, has had his jumping curtailed somewhat with a broken ankle (PC landing he says) and got a second break . . . by meeting the U.S. Team while they were undergoing training at Burlington County Air Park (formerly Cameron Air Park). In his words, "a real fine group". A lot of jumpers agree with you, Bill.

HAMMOND, LOUISIANA: Leon Riche, D-1131, and wife Prissie, B-4878, have a mascot named "Crossbow" who is six-months old, loves to answer Nature's calls on parachutes and is, what you may call, a super-pussy. It is an ocelot and, baby, that is one cat mice don't mess with. Leon is also the author of that best-seller, "The Cat's Revenge". Co-author is Claude Balls.

COLUMBIA, MISSOURI: Doug Williams, D-58, finally got the cast off his broken leg and then was promptly run down TWICE in one week by Missouri motorists. His car now looks as banged up as Doug was originally. Both are still getting around, however, and it will take more than that to keep Doug off the DZ. Stiff upper lip, old man, and all that rot.

DALLAS, TEXAS: Charles Henry Frank, back from Vietnam, put a few jumps in with the DSI group recently. He is now in Virginia, finishing his tour of duty with the Army.

INDIANTOWN, FLORIDA: Poppenhager, D-47, informed DZ-USA that friends of John Coppe, D-265, should make it to "Pops" Winter Meet on the 30th and 31st of December and 1 January, if they want to swap jump stories with John and talk over old times. John is presently flying bush for South Florida Parachute's cargo operation in British Guiana, South America.

DENVER, COLORADO: A Skydiver Quiz given by Lud Lincoln proved more than interesting when a student jumper missed only one question . . . and Bill Driver with over 500 jumps missed four. Don't feel badly, Bill, for the last quiz I took showed that I had two wrong answers . . . my name and my license number.

TULSA, OKLAHOMA: David Miller suggests a "three-man-track" just for kicks. The heaviest man is leader with the second man holding onto his feet. Third man is trailing by holding the second man's boots. Everyone is in a reverse arch and really moving out. It sounds like it is one way of becoming a member of the "Jet Set" . . . the hard way.

LAS VEGAS, NEVADA: Jerry Waclawski has made some enemies among his flying buddies since he took up jumping and thinks it is the greatest sport around. In his own words, "I'm real new at this madness of jumping out of perfectly good airplanes and really like the info about reserve procedures in DZ-USA. It is really helpful to all us experienced (7 jumps and over) jumpers."

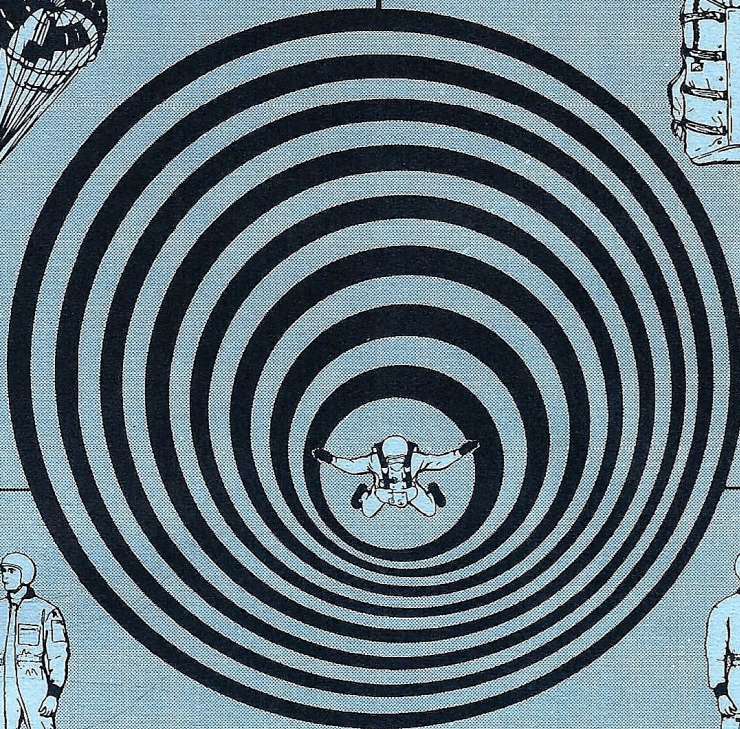
All editorial material and news is published at no cost and you need not be a subscriber to submit such items.

NEW NEW NEW

"CUSTOM" PARA-COMMANDER \$240.00

Not 1 or 2 but SEVERAL attractive custom patterns IN STOCK AT ALL TIMES. Write or PHONE to determine available patterns. Why wait . . . we can ship yours TODAY!

- *Black and Gold
- *Black and Red
- *Red, White and Blue
- *Many others
- *Custom PC canopy w/risers \$240.00
- *Matching GUARANTEED long or short sleeve \$20.00
- *Matching 40" pilot chute \$17.00
- *MA-1 small top pilot chute \$5.75



28' Deluxe Main \$98.50

Sage green B-12 harness w/"D" rings, sage green B-12 container w/stiffener and tie down rings, 28' orange and white, or solid white ripstop canopy w/YOUR CHOICE OF MODIFICATION, guaranteed deluxe sleeve, hardtop pilot, chute, risers, angled ripcord, backpad, etc.

*Assembled—ready to pack \$98.50

*w/extended container (recommended) add \$5.00

*w/"Pull-Ring" capewells add \$10.50

PIONEER JUMPSUIT \$23.50

Heavy duty herringbone twill w/knit collar and cuffs. Double zippers from neck to ankle. Colors — red, white, blue, black and gold. Sizes — XS, S, M, L, XL.

\$23.50



PARA SUIT \$21.50

One zipper from neck to waist and one zipper down each leg. Knit collar and cuffs. Replaceable boot straps. Double thickness at the knees. Colors — red, white, blue, black, gold and orange. Sizes — S, M, L, XL.

\$21.50

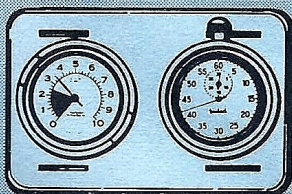


PACEMAKER INSTRUMENT PANELS \$34.50 — \$54.50

This is the altimeter used by:
1966 U.S. Parachute Team
1966 Canadian Parachute Team

Includes new, easy to read Pacemaker Altimeter (white face w/red warning segment), a top quality leather panel and Hanhart deluxe stopwatch Altimeter and watch fully guaranteed.

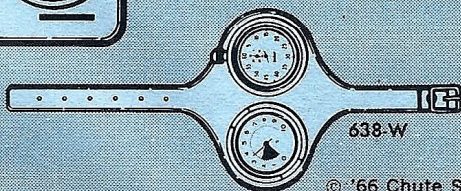
- #637-W Pacemaker Altimeter w/wrist mount \$34.50
- #637-R Pacemaker Altimeter w/reserve mount 34.50
- #638-W Pacemaker Altimeter w/wrist mount and Hanhart watch 54.50
- Less watch 38.50
- #638-R Pacemaker Altimeter w/reserve mount and Hanhart watch 54.50
- Less watch 38.50



638-R



637-R



638-W

© '66 Chute Shop inc.

FRENCH PARABOOT \$29.95

FRENCH PARABOOT Hinged (ski boot type) upper, air cushion sole and elastic laces make this boot the finest available. Have yours for next weekend . . . Buy them direct from the importer. ALL SIZES IN STOCK.

Whole sizes 2-14 Half sizes 7½-12½

*French Paraboat \$29.95

*Replacement elastic laces \$ 1.95



CHUTE SHOP EQUIPMENT CLUB

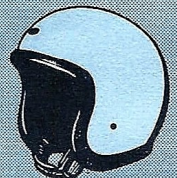
Did you know . . . members put \$27.70 IN THEIR POCKET every time they buy a P.C. for themselves or a friend!

Send for complete information today

HELMETS — 3 STYLES

Now a complete selection of approved full coverage helmets. A model for every taste and pocketbook. Sizes 6¾ to 7½.

- *Bell 500 TX—white \$37.00
- *McHal Fury—white \$29.50
- *McHal Fury—blue "metalflake" \$37.50



Send for our NEW color catalog.

HOW TO ORDER: send check or money order for cost plus postage and insurance or send check or money order for 50% of cost and we will ship C.O.D. for balance plus postage. Orders sent less postage will be shipped C.O.D. for postage. Excess postage will be refunded with order.

THE CHUTE SHOP

THE CHUTE SHOP, INC.

P. O. BOX 445, HIGHWAY 202
FLEMINGTON, NEW JERSEY 08822
PHONE: (201) 782-5758

TALK ABOUT PRESERVERANCE . . .

The following is a reprint from a letter to the "Windline", the Texas Parachute Council newsletter. If you are a student and are feeling a little discouraged about your jumping, this should give you new hope:

"Jump #1 - Jumpmaster was Jim Lewis, USAPT.

Jump #2 - Jumpmaster was Arty Smith, Dallas Skydivers (brother-in-law)

Jump #3 - Jumpmaster was Bob Hulsej, TPC.

All good jumps and a promising student at this point.

Jump #5 - Overshot DZ, landed in a clearing (canopy in a tree). Owner of property did not like jumpers. Ordered to leave by this character (accompanied by two Mexican bodyguards with shotguns) and a Doberman (dog-type).

Jump #6 - Rapeled (may be wrong word, however, the jump involved the side of a barn).

Jump #7 - Undershot DZ, landed on island and swam out with equipment.

Jump 13 - Mae West. Deployed reserve. Several tree landings in here, too numerous to mention, between #7 and #13.

Jump #16 - Mae West. Deployed reserve.

Jump #21 - Total malfunction. Pulled reserve.

Jump #26 - First baton pass.

Jump #37 - Twin Beech from 17,500.

All jumps so far within six weeks of first jump.

Jump #53 - After landing safely, another jumper made DC on her and she was bruised, torn and mad.

Jump #73, 74, and 75 - First female permitted to jump at West Point. Somewhere in here, she married a Texas jumper, Don Loper.

Jump #87 - A total streamer, pulled reserve, rode it in. Main had been loaned, and was returned closed by ripcord. Examination revealed the canopy was still field-packed, the lines chained, and tied securely at the bottom of the sleeve.

Jump #90 - After opening, found risers twisted and entangled with one another. Couldn't reach toggle lines. Rode it in.

Applied for "C" license."

It all happened to Carol (Lefvre) Loper, now living in Dennison, Texas. She is from Kerhonkson, New York, and is a school teacher, excellent swimmer and swimming instructor, skier, and has done some mountain climbing. From the looks of it, Carol certainly is everything but a quitter. We need more women in the sport with her perseverance to achieve her goal (whatever it may be).

THE SCOOP FROM FLORIDA

Boogey Michaels has found an insurance policy with a disability clause if injured that will pay about 75% of your weekly wage for a full year. It is uncancellable, and the rates cannot be raised and skydiving is approved. The cost is about one jump ticket a month. Write him at G-7 Carousel Apartments, 1907 South Milidge Avenue, Athens, Georgia for more information.

On Wednesday, August 24th, Steve Schulke, vice-president of the Florida Parachute Association and vice-president of the Paragators, Inc., made his FIRST DEAD CENTER plus CARDINAL to make it a real red-letter day.

Newly installed officers for F.P.A. include Bob Branch, president; Steve Schulke, vice-president; Dee Dubois, sec-treas.; and Dave Hestor, statustishun and reporter.

FIRST JUMPS S/L

THEN I MADE MY SECOND JUMP . . .

My first jump was sensational! The spot was perfect, the exit good, the talk-down helpful (I had a radio on the reserve), and I made a perfect PLF about 10 feet from dead center in the pea-gravel. My training consisted of six continuous hours under Phil Goetsch, D-65, and from my point of view, the training and the first jump, the same day, is the best method. You are really ready after all the mental and physical exercise. So, as I said, my first one was great, but then came the second jump . . . Everything was fine until I checked my canopy after opening. The lines were twisted so badly that the skirt was pinched in and this completely closed off one-half of the modification. This was enough to cause some trepidation in one so green, and when I realized the modification was in front, I didn't know what the hell to do. I couldn't turn the darn thing or even stop it from spinning. There was just enough air in the canopy to make me believe I wouldn't get TOO BIG of a bunt on landing. I considered pulling the reserve, of course, but was terrified of having an entanglement and decided to chance breaking something, rather than cut-away and start over. As fate would have it, I was facing into the wind on landing which would have been swell with the modification in the right place . . . but . . . everything was backwards with those slots up front. I was riding under an 8 mph wind, going in downwind, and in a canopy not fully inflated, and backwards. At this point, I lay claim to the world record for FEAR. WHAM! A perfect PLC (parachute landing crash)!! Nothing was broken, thanks to my new Para-Boots (I think), but I'll be cooling it for a week or two.

Harry Hawthorne
Chicago, Illinois

JUMPMASTER'S LAST WORD SOMETHING TO THINK ABOUT

Ever try jumping with a sick feeling in your gut? Have a little trouble concentrating on your jump because of a buddy's death you just heard about? Occasionally, do you feel something should be done about the fatalities that continue to happen in spite of safety being constantly preached?

Now, put yourself in this editor's shoes (or any other editor's, for that matter) and ask yourself again, "Can something be done?" You'll come up with the very same answer you had before. This editor, any other editor, you, and any other jumper all have one thing in common. We are one person, and as such, we cannot do anything alone, except save our own life.

I have made several jumps just after reading the day's mail, complete with details of malfunctions, injuries, fatalities, and regrettable incidents. Some even contain pictures of some jumper broken up and spread all over the landscape. And the point of all this is . . . I wish you could all read each and every gory detail. I used to think "it couldn't happen to me". Now, I have changed that opinion.

It can happen to me. It can happen to you. And, unless you keep that thought uppermost in your mind, it will happen.

This isn't a scare article. It is admitting to the obvious fact that safety is not something for someone else to practice. Safety isn't so unimportant that we can afford to think about it part-time. It is a full time job and, believe me, with a fatality fresh in my

Continued on page 16

★ ★ ★ ★ ★

SPECIAL NOTICE

Mailing lists for clubs are available at 3¢ per name. An individual's name and complete address will be furnished upon request.

WICHITA PARACHUTE CENTER BENTON, KANSAS



Major John Garrity, USAF Academy, coming in for a close one. 29-30 October Meet, Benton, Kansas. Photo by Tom Copenhaver, Hutchinson, Kansas.



Jerry Little, one of the Wichita jumpers, making his approach at the 29-30 October Meet, Benton, Kansas. Photo by Tom Copenhaver, Hutchinson, Kansas.

NEW ARRIVALS OF "DZ" USA

Larry B. Scheiber
Huntington, Indiana

Robert G. Thackray, USAF
Lowry Air Force Base, Colorado

Hurley L. Faul
Cincinnati, Ohio

Allen A. Schmittker
Cunningham, Kansas

Russellville Collegiate Sky Divers
Russellville, Arkansas

Robert L. Shyder, USA
APO San Francisco

Roy L. Roper
Takhli, Thailand
(Freedom Chuters)

Las Vegas Sky Divers
Las Vegas, Nevada
(12 extra copies per month)

Prissie Riche
Hammond, Louisiana
(Southern Parachute Center)

Duane L. Rigg
Big Coppitt Key, Florida

Huntsville Sport Parachute Club
Huntsville, Alabama

Chip & Elena Evans
Jacksonville, Florida

Robert D. Ashcraft
Niles, Michigan

Ron Wright, D-312
Lynwood, California

Art C. Johanson
(Alliance S.P.C.)
Alliance, Ohio

Lee Walker, D-746
(Texarkana S.P.C.)
Foreman, Arkansas

Howard Glassman
Pensacola, Florida

David D. Crotty, C-2808
Flushing, New York

James Philip Dreyer
Parma, Ohio

Capt. G. E. Frederickson
APO New York, New York

Bob Pope, USN
FPO, New York, New York
(Stationed in Iceland)

LTJG Donald Grant, USN
Submarine USS LAFAYETTE
FPO New York, New York

Sp-4 Ronnie Lee Andrews, USA
APO San Francisco, Calif.

Capt. John Theologos, USA
Fort Hood, Texas
(Fort Hood Skydivers Club)

T. Y. Pearson, D-1019
Springfield, Illinois

Sp/4 Matt Farmer, USA
APO San Francisco, Calif.

David A. Wilson, D-1144
Takhli, Thailand
(Freedom Chuters Sport Para Club)

John Morrissy
Oak Park, Illinois

Robert Nava
Inglewood, California

Sp/4 H. G. Wilson, USA
APO San Francisco, Calif.
(Mailed to Glenford, Ohio)

Robert R. Sprague, C-2926
Clinton, Illinois
(Mid-State Parachute Company)

Walter W. Pigford
FPO San Francisco, Calif.

David Sauve
East Lansing, Michigan

Chuck Henderson, C-2596
(York Skydivers)
York, Pennsylvania

Robert "Tiny" Binder, A-1059
(Hill Divers)
Hill AFB, Utah

H. T. "Smitty" Smith
Sulphur Springs, Arkansas

Terrence S. Kerest
Coudersport, Penna.

James M. Madison,
(Omaha Skydivers, Inc.)
Sioux City, Iowa

USAF Academy Cadet Skydivers
Colorado Springs, Colorado

PFC Ronald W. Cullumber
Presidio of Monterey, Calif.

Terry Cooper
Pheonix, Arizona

Angel R. Chavez
Yuma, Arizona

Don Bain
Kearny, New Jersey

Noel R. Noe, C-1678
Boulder, Colorado

SFC E-7 Gene Ritchie, D-256
APO New York
(Stationed in Germany)

Sue Lenhart
Norfolk, Virginia

1/Lt. Michael J. Merriman
9th Log. Comd. (B)
APO San Francisco, Calif.

Bob Jones
KGMB-TV
Honolulu, Hawaii

Donald F. Moore
Suitland, Maryland

Ronald C. Hughes
Chico, California

Dick Steinert
LaMesa, California

Dale Harris
Tulsa, Oklahoma

James P. Rambo
Hunter AFB, Georgia

Steve Robertson
Carmel, New York

Larry A. Haller
Dearborn, Michigan

Paul Drennon
Helena, Montana

William R. George
Landover Hills, Maryland

Frank Kehoe
Chicago, Illinois

Major Harry A. Hodges
Alexandria, Virginia

Capt. Irving E. LeVine
Browns Mills, New Jersey

Loren H. Bailey
Wisconsin Rapids, Wisc.

John L. Hull
Flushing, Michigan

Gerald P. Hemming Jr.
Miami, Florida
(82nd Airborne S.P.C.)

William C. Chase
Lakewood, Ohio

Bascom J. Craven
Greensboro, No. Carolina

K.S. Holt Jr., C-3172
Tulsa, Oklahoma

Sandra L. Brooks
Falls Church, Virginia

Bruce H. Warmoth
San Francisco, California

M. E. Clucas
Pana, Illinois

Douglass G. Burger
Las Vegas, Nevada

Monte L. Ross
Independence, Missouri

PFC Robert M. Beck, B-5028
Monterey, California

Mike Moore
(Parson's Sharpchuters)
Fairfield, Iowa

A. C. Murphy
Millinocket, Maine

Ed Henry
Miami, Florida

Richard Mitchell, D-1040
Tipton, Iowa

Vincent Phillips, C-1739
(United Parachute Club)
Reading, Pennsylvania

James A. Gorum
Evansville, Indiana

Martha J. Johnson, B-5903
Palmdale, California
(California City DZ)

Don Antle
Bartlesville, Oklahoma

S/Sgt. Robert Fitz
Ft. Knox, Kentucky

Lt. Jim Garvey
APO San Francisco
(Stationed in Vietnam)

Capt. & Mrs. Dale Frazier
(Parents of Capt. Dean Frazier)
Honolulu, Hawaii

Lowell A. Payne
Ft. Walton Beach, Florida

A/3C Thomas D. Wood
Keesler AFB, Mississippi
Florida Parachute Association
Orlando, Florida

Susie Rademaekers
Troy, New York

Don Legg
Keene Mountain, Virginia

Bill Weaver
Richland, Washington

John R. Glover
Arlington, Virginia

Ken Beaushaw
Oxford, Kansas

James D. Jones
Wichita, Kansas

Bobbie L. Johnson, W.G.S.D.
Kansas City, Missouri

Harry E. DeBold
(Ex-Ft. Hood Jumper)
Hanston, Kansas

Marv Susemihl, C-3252
Troy, Michigan



Candidates for Safety Officer. Jerry Wilkins, Rick Sack, and John Berke, Dallas Skydivers, Inc., at Clarksville, Texas DZ.

"DZ-USA" is published by
PARA-PRINT
P. O. Box 2131, Wichita
Kansas 67201

C. E. ("GENE") HUNNELL -- Editor
JERRY SCHRIMSHER -- Reporter

GEAR FOR SALE

IF YOUR AD APPEARS HERE . . . AND THE GEAR YOU OFFERED HAS BEEN SOLD . . . PLEASE LET US KNOW. NO REFUND ON THE AD BUT IT WILL STOP THE MAIL OF INTERESTED PARTIES.

One pair of French Para-Boots, size 9. One pair of Pioneer coveralls, black, small size. Both have "one" jump on them and I will ship prepaid to the best offer.

Arlene Gerber
P. O. Box 265
Crescent City, Illinois 60928
Ph: AC 815, 683-2372

..

24 ft. reserves, good condition, used, \$20.00 each. One 5TU, complete, all white, 1.1 ripstop C-8, \$65.00. A complete T-10, Double "L", for only \$85.00.

Bob Sauer
Sells Star Rt., Box 22P
Tucson, Arizona 85700

SPECIAL

This is the last time DZ-USA will make a special purchase for subscribers so take advantage of it while you can. Shot-and-a-half cable pull capewells, brand new and guaranteed not to show a sign of rust. Less than 30 sets left for \$6.50 each. Para-Print, P.O. Box 2131, Wichita, Kansas 67201. Any special purchases from here on out, will be handled by the equipment companies listed in DZ-USA.

..

7-TU's, Complete Rigs . . . \$75.00
24' Reserves, used, good condition \$25.00
35' T-10's, 7-TU modification . . . \$120.00
B4 OD Pack and Harness w/D Rings . \$10.00
Ollie Letourneau
Rd 1, Box 111
Forge Village, Mass.
Ph: 692-6352

..

1965 red-and-blue Crossbow canopy. Guaranteed in like-new condition, \$140.00 or will trade for Para-Commander in similar condition.

Larry A. Haller
5407 Horger
Dearborn, Michigan 48126

..

Crossbow canopy (black and gold), in excellent condition. Only 20 jumps. With sleeve, pilot chute and in B-4 harness and container, ready to jump. \$150.00 OR will swap the whole thing for a PC canopy only, in reasonable condition.

John J. Joyce
43 Taft Avenue
Portland, Maine 04102

★★★★★★

"DZ-USA" has no editorial staff, is a one-owner publication, with no persons other than the owner, C. E. Hunnell, authorized to accept subscriptions. All subscriptions should be mailed to P.O. Box 2131, Wichita, Kansas 67201, for proper credit.

A complete back-pack. Pioneer 1.6, 7TU modification, red-white-blue circular pattern. Canopy patched but floats like a PC. Complete rig for \$100.00.

Jerry Tyson
1221 W. Sherwin
Chicago, Illinois 60626

BUY...

Almost new 32' 1.6 double "T", blue and yellow pattern canopy, with Pioneer sleeve, sage-green harness, and extended sage-green container. All for \$165.00.

Mickey Parker
1449 E. Avenue "I"
Lancaster, Calif. 93534

..

Two 7TU's and a 9TU, 35' T-10, at \$85.00 each. Four 7TU's, 1.1 ripstop, at \$70.00 each. One LoPo, black and gold, \$150.00. All are complete rigs and ready to jump. All work by a master rigger.

Richard R. Hall
10 So. Baylor
Topeka, Kansas 66619
Phone: UNion 2-0247

..

A SPECIAL

7 TU's Complete Rig \$75.00.
T10 9-TU Complete Rig \$85.00.

Donald S. MacQuattie
4369 Randolph Avenue
New Orleans, Louisiana 70122

..

450 hp Howard (DGA-15P) New tires, fabric, top green, T.T. A & E 600 hours, Mk 10 radio, C-23 head, Lear LTRA-6, Omni, Wheel pants, and F.G. Panel. Good condition. Any offer considered. Contact Greg Vargas, 506 West Avenue, Sterling, Illinois 61081. Telephone: AC 815, 625-4102.

..

7TU, complete with backpack, excellent condition . . . \$50.00. T-10 sleeve, good condition . . . \$15.00. Paratrooper harness, new surplus . . . \$5.00.

G. L. Elam
107 Mimosa
Lake Jackson, Texas 77566

..

Custom-made sleeves by a Master Rigger. Any color: \$12.50. Write for other prices on modifications and equipment.

Bruce Barnes
Route 1, Box 535
Fort Smith, Arkansas 72701

..

RATES FOR "DZ-USA" ADS:

Individuals with "personal" gear for sale, swap, or gear wanted, includes parachutes, reserves, cameras, misc. gear such as altimeters, helmets, ripcords, etc.:
\$1.00 for two issues;
\$2.50 for six issues; and
\$5.00 for one year (12 issues).
A fifty-word maximum for any one advertisement.

SAFETY CORNER

BOTH SIDES OF A COIN

This article could be titled "How Observant Can You Be?" "Can't See the Forest for the Trees". It concerns an article by Jack Chapin, C-3291, and Don Shirley, B-4145, Levittown, Penna., which regarded a break-away WITH OLD TYPE CAPEWELLS. It was printed in the June issue of DZ-USA, and here are the extremes of reaction:

The general reaction, by most readers, was favorable because they left the article in its proper perspective, that is . . . if you are still jumping the old type capewells period. Lyle Cameron stated, and I quote, "I liked the article by Jack Chapin (Page 13, June '66). We need more like that". unquote.

But one jumper read all kinds of things into the article and it came out something like this: PCA was the first to print an "exotic method" for doing the emergency cut-away. Then, DZ-USA (not Jack Chapin who wrote the article) was equally guilty for a similar method. Finally, completely losing sight of the fundamentals of the article, it was stated "then the Crossbow System is what you're talking about", and on and on the jumper raved. Cost of capewells, pilot chute on reserve, or quite simply, this jumper was not in the least concerned with a jumper WHO DID HAVE old style capewells on his rig.

So, if you want to write an article, especially on reserve procedure, why do it at another man's expense? We are all, with some exceptions, willing to hear the other man out. If we don't agree with him, that's our prerogative but he is still entitled to his opinion. DZ-USA has, and will continue in the future, to print any man's opinion (without approval of disapproval being voiced by the editor) for the readers, themselves, to decide upon. If I am wrong in doing this, I'm going to be wrong for a long, long time.

CEH

ONE MAN'S OPINION

Bob Atterberry, D-1300, says he isn't sold on "easy-opening" deployment bags for PC's anymore . . . He unlimbered his pack and lost his deployment bag, simultaneously, and got an unscheduled, unsleeved, improperly positioned PC opening shock . . . simultaneously. Nothing was broken but Bob has not been throwing baseballs lately and is sporting a pretty sore shoulder.

★★★★★

BE THE FIRST IN YOUR CLUB TO RENEW YOUR "DZ-USA" SUBSCRIPTION

"A real down to earth, good magazine (no pun intended)."

Kurt Hamman
Bakersfield, Calif.

WATCH OUT FOR THE OTHER GUY

A SHORT TRIP TO DALLAS

Jerry Schrimsher (who is my roving reporter) is always writing about your DZ, so now it is my turn. I made the trip to Dallas on the weekend of 22 October and here is all the bad stuff. The training program looks like perfection; the jumpers are safety-minded and recognize club responsibilities; the pilots are either engaged or absent-minded (or both in the case of Bob Powell) but efficient jump-pilots. I watched two students, Terry Frederick and Joe Ferra, making their 1st and 3rd jumps respectively, and they reflected the training of DSI. Canopy control was especially good for students which is a sure sign of adequate ground training. I talked with Rick Sacks, trophy-stealer; John Burke, lawyer and ex-Navy pilot who could swap sea-story for sea-story with me; Bill Compton, who frequently is billed as "Bil"; Woody Hassinger, just back from Vietnam and who has the right idea on "number of jumps"; "Christy" Faubion who has made her last four jumps into trees and says she'll send me the details; Bill Ford, who meets the nicest people on a Honda when he isn't flying for the club; Dick Gaudett, who has 30 jumps since 1959 and may be the holder of some kind of a record. Talked to many others at a party you wouldn't believe (hosted by Jan Starnes) at the Cielo Ranch. A band on the lawn, swimming pools, dining halls, bars, projection room with a full-length, color, downtown-type movie shown, chow-down that was fantastic, complete with a birthday cake for Woody Hassinger. Among those at the party was Pete Pedersen (who had better send me his jump correction); Cliff Smith (who had his "D" before he was out of high school and made his first jump on his 16th birthday - has over 300 now); and Lester Mount (with 4 jumps and a credit to the sport). Almost forgot a clown from Sparta, Illinois, named Jerry Stolz, that you like on sight, and a chat with Ralph Warren. My special thanks to "Him" and "Her" (Jerry & Sherry Schrimsher) for putting up with me, and Jack Lankford for passing some more cartoons to me in the middle of the night. And, Ken Russell, I didn't leave you out intentionally. I was keeping you 'til last and hoping you had that 1000th jump logged before I finished the article.

All in all, DSI is a going concern with much credit due Curtis & Mildred Watts (who own the airport and DZ and actually like jumpers). Drop in and I'm sure you'll feel as welcome as I did.

C. E. Hunnell

TEN CENTS' WORTH

THE ONLY WAY TO CELEBRATE

Mr. & Mrs. Harry Hallman, celebrated their sixth wedding anniversary with a "kiss-pass" over New Hanover, Pennsylvania DZ, with Jerry Irwin photographing the event. The Hallmans are the parents of three prospective jumpers and he has 450 jumps, and the wife 375 to her credit. The next jumper celebrating, chose his birthday as the occasion (his 61st birthday, incidentally) on which he made his 61st jump from, what else, 6100 feet. So, if you want a lasting memory of the event, a leap is the only way to go. I've always said that.

NOTICE TO SERVICEMEN

Subscriptions from APO's and FPO's have been increasing almost as rapidly as stateside subscriptions. You are reminded that airmailed issues are \$5.50 per year and unless that extra \$1.50 is received by Para-Print, monthly copies will continue to be sent third class (on the slow boat to China). We aren't trying to get more of your hard-earned cash, but trying to avoid bankruptcy. How about a helping hand and a coin or two to get that copy to you before you are back in the states?

RECORD JUMPS



Overseas Altitude Record - 6 man - Thailand - 20,000 feet . . . Dave Wilson & Richard Nicholai (USAF); Lou Paproski & Maurice Vickers (USA); and Pete Slempa & D. Wilson (USN). All jumpers on target and one DC. Jump made from a CV2 Carribou. Winds 5-8. May 1966.

Salt-water Altitude Record - 2 man - U. S. Virgin Islands - 22,400 feet . . . Roger Christensen and Tom Pritchard. Jump was into Charlotte Amalie Harbor, January 11, 1966. Cessna 206. 100 second delay.

Fresh-water Altitude Record - 3 man - Grapevine Lake, Texas - 20,000 feet . . . Pete Pedersen, Chuck Ross and Ralph Warren. June 1965. Cessna 180.

Night Altitude Record - 2 man - Knock Field, Wichita, Kansas - 16,500 feet . . . J. Gibbs and J. Raggio. Cessna 180. July 31st, 1966.

Altitude Record (International and National) - El Centro, California - 43,000 feet . . . Lt. Jim Garvey (with names of other jumpers forthcoming). December 1963. Barographs used and jump properly filed and monitored by PCA. Details pending.

Record number of lifts by single aircraft - Garden State Parachute Center, Manville, New Jersey - 42 lifts, four jumpers each lift, four separate passes . . . Completed in 6 hours and 22 minutes, elapsed time. August 13, 1966. Lifts from 2,500 feet. Helio-Courier STOL Aircraft.

60 Freefalls in 10 Hours - Greene County Sport Parachute Center, Xenia, Ohio - July 18, 1965 . . . Jim West, C-489, All jumps from 1800 feet with XBO canopies. Cessna 182 used. Winds 4-12.

Wind Record - 35 knots on surface - March 1966 . . . R. L. Carter, C-3044. Rolla, Missouri DZ. 8 inches to target. XBO canopy.

Antique Jump Aircraft - ASO Waco N4N, manufacture date 1923 - Dropped two jumpers from 4500 feet for 15 second delay . . . Richland, Washington. Cliff Harris and Bob H. 21 August 1966. Pilot was "Buck" Wheat.



"DZ-USA" is sold to clubs and individuals at \$4.00 per year (third class mailing) \$5.00 per year (first class mailing); or \$5.50 per year (airmail mailing). Extra copies are available at twenty-five cents (25¢) each or \$3.00 per year for twelve extra copies (one each month) if you are now a subscriber.

APPROACH WITH AWE AND RESPECT

Paul Poppenhager, D-47	2240 plus
Carlos Wallace	1900 plus
Lyle Cameron, SD Magazine . . .	1700
Coy McDonald, USAPT	1600 plus
Paul Nininger, D-177	1500 plus
Dick Fortenberry, ex-USAPT . . .	1500 plus
Arthur (Bud) Kiesow	1500 plus
Bobby Letbetter, USAPT	1500 plus
Gene Thacker, USAPT	1400 plus
Bob Buscher, USAPT	1400 plus
Ray Duffy, USAPT	1350 plus
Jim West, C-489	1300 plus
William Bohringer (now in OCS) .	1200 plus
Dave Sims, 8th Gold Winger . . .	1200 plus
Lt. Danny Byard, ex-USAPT . . .	1200 plus
Leo Kryske, USAPT	1200 plus
Richard C. Harman, USAPT . . .	1200 plus
Lewis T. Vinson	1184
Bill Ledbetter, Phoenix	1125 plus
Will Charette, ex-USAPT	1070
Eric Bahor	1060 plus
Stan Searles, D-212	1060 plus
Ed Dorey, D-241	1015 plus
Bob Sinclair	1000 plus
Carl Kraft	1000 plus
Al Beverly	1000 plus
Loy Brydon, ex-USAPT	1000 plus
Jack McLaughlin	1000 plus
Lee Guilfoyle	1000 plus
Jim Lewis, ex-USAPT	1000 plus
Robert Matthews	1000 plus
Bill Tobin, D-858	1000 plus
James Arender, D-13, ex-USAPT	1000 plus
Jerry Bourquin, ex-USAPT	1000 plus
Joe Dupuis	1000 plus
Roy Martin, ex-USAPT	1000 plus
Joe Norman, ex-USAPT	1000 plus
Dan Harding, D-44	1000 plus
Mort Freedman, D-883	1000 plus
Dave Becker	1000 plus
Jack Ady	1000 plus
Gary Dupris	1000 plus
Frank Rickard, D-293	1000 plus
Ted Strong	1000 plus
James O. Rhea, USAPT	1000 plus
Phil Goetsch	1000 plus
Jim Stoyas	1000 plus
Scott Hamilton, D-514	1000 plus
Jimmy F. Godwin, D-126	1050 plus

THESE I'M PROUD OF . . .

"Your magazine gets better with each issue. Your format really hits the nail on the head . . . David Miller, Tulsa" "I honestly think that it is the personal sort of feeling you get when reading your magazine that makes DZ-USA more appealing than the other two magazines . . . Bob Westenhoffer, Midwest City, Oklahoma" "DZ-USA is by far the best sky diver's magazine that I have ever seen. Keep up the terrific work and KEEP IN BUSINESS! . . . Susie Rademaekers, Troy, New York" "I am only a student parachutist with 24 jumps, and, after reading one of your issues, I believe this to be the best magazine for me . . . Susan Lenhart, Norfolk, Virginia" "Thank you for the continuing return of pictures you have printed. The mag is looking better all the time . . . Tom Schapanski, Park Ridge, Illinois" "DZ-USA has more information in it per issue than Parachutist does in a whole year. The only thing missing is a Cardinal Puff Corner listing the latest Popes, etc . . . Lee Walker, Foreman, Arkansas"

The Para Suit

JUMP COVERALLS OF THE FUTURE ARE HERE TODAY !!

- ★ **TRI-ZIP JUMP SUIT** – comfort of jacket styling with quick on-off convenience.
- ★ **TOUGH COTTON TWILL** – holds under the wear and tear of constant jumping.
- ★ **5 ZIPPERED POCKETS** – 1 on each thigh, 1 knee pad pocket over each knee, an arm pocket, and a pencil pocket.
- ★ **KNEE PAD POCKET** – hidden, bottom zipper allows jumper to insert rubber pad for comfort.
- ★ **REPLACEABLE LEG STRAPS** – insert new elastic strip into fasteners. Leg straps hook over heels for convenience.
- ★ **TALON TOUGH, NYLON ZIPPERS** – stronger by test than metal ones of equal size.
- ★ **SPLIT ZIPPERS ARE REPAIRABLE IN THE FIELD** – Simply run slider over its track to mend the zipper. These zippers can not be damaged if they get caught in your trunk and they will not rip apart under the forces created by "fast" series.
- ★ **SOFT KNIT CUFFS AND COLLAR** – retain shape after washings and are colorfast.



NEW INNOVATIONS

- TRI-ZIP STYLE
- TOUGH NYLON ZIPPERS
- KNEE PAD POCKET
- REPLACEABLE LEG STRAPS
- TOP QUALITY MATERIAL
- BRILLIANT COLORS

NEW LOW PRICE
FOR
HIGH QUALITY ITEM

\$ 21.50

BLACK, WHITE, RED, GOLD, ORANGE, BLUE –
SIZES – small, medium, large, extra large.

SENTINEL	\$ 89.50
ALTIMASTER II ALTIMETER D-12,000 ft/rev.	39.95
LEATHER wrist mount .. \$9.50; VELCRO wrist mount	4.50
THE PRO PANEL - 1" deep, for Altimaster II & watch..	6.50
100 JUMP LOG BOOK; red vinyl cover	1.85
500 JUMP LOG BOOK; blue vinyl cover	3.95
2-HOLE PANEL; black aluminum	7.50
3-HOLE PANEL; black aluminum	9.50
NEW VINYL BUMPER STICKER	1.50
DECAL; red, white, orange jumper above world.....	.79
ALL CURRENT PARA-COMMANDER PATTERNS	
Para-Commander, sleeve, pilot chute	277.00

**For FAST SERVICE
Order Today**



SEND CHECK or MONEY ORDER TO:

STEVE SNYDER ENTERPRISES, INC.

SWARTHMORE, PENNA.

ALL PRICES F.O.B. SWARTHMORE, PA.

Add 2% of total amount for Postage & Insurance

THE GOOD OL' DAYS

Byline: Florida Parachute Association

Editor's Note: The following is taken from the personal history of Jimmy F. Godwin, Florida Parachute Association, sent to me by Dee Du Bois, D-1264, Secretary-Treasurer of the Association. The story gives every jumper a glimpse of the past and a realization of how some individuals have helped sport parachuting progress to where it is today:

"While in the Army, Jimmy attended Jump School at Fort Benning, Georgia and returned to Fort Campbell as an instructor and/or jumpmaster. He made 33 military jumps but, at that time (1953 and 1954), there was absolutely no sport parachuting. If you were caught you were automatically courtmartialled.

After leaving the Army, he earned his Private Pilot's license, and in 1957, along with six of his friends (ex-military airborne), he organized a jump club. The club was active from September 1957 through July 1958. At this time, jumpers did not pack their own chutes. No one knew how . . . a Marine rigger packed them at a cost of \$5.00 each.

Parachute equipment was quite expensive and unavailable. The club had only three unmodified chutes which were loose-packed and three reserves. A local radio station would broadcast from the airport where they jumped, and sometimes there would be as many as 2,000 spectators. Jumps were made from a Piper Super-Cruiser.

Seeking information, Jimmy wrote to Parachute Club of America which was then in Mt. Kisco, New York, only to find that they could not qualify for anything . . . except maybe an "A" license. Due to lack of experience and funds, the club disbanded.

In December 1959, Jimmy moved to Florida. In January 1960, while checking on flying, he noticed a man with a reserve parachute with altimeter and stopwatch. To his dismay, he found that people were stable in flight and could actually see these instruments. This came as a shock as he had made 14 out-of-control jumps. After much conversation, he found that John "Doc" Gaffney and Hal Wright were jumping at the Palatka Airport, and some at the Deland Airport. In late 1960, they formed the Central Florida Sport Parachute Jumping Association with a total of 3 members. As others became interested they incorporated and became known as Deland Falling Angels, of which Jimmy was a charter member. There he earned his B-549, C-375 and D-126. In May 1962, he competed in the National Championship Meet held in Olathe, Kansas and placed 15th overall.

In August 1962, Hal Wright and Jimmy formed the Paragators, Inc., with Jimmy serving as its first president. In 1963, Jimmy was appointed as ASO for Central Florida and was Meet Director for the first Florida State Championship Meet hosted by the Paragators in 1963. From this meet, Paul Poppenhager, Doc Gaffney and Jim, began organizing what is now known as Florida Parachute Association. While convalescing from a knee injury incurred at this Meet, Jim passed his rigger's examination. On February 13, 1966, he made his 1,000th jump and on August 6, 1966, he made Supreme Cardinal.

He has recently been nominated for 1967-68 Southeastern Conference Director and is more than qualified to fill that position, any way you look at it.

COMING MEETS

**DALLAS SKYDIVERS, INC.
TEAM MEET ONLY (FOR MEN ONLY)
WATTS DZ, ARGYLE, TEXAS
10 DECEMBER 1966
(Weather Date: 17 DEC.)**

Event I

Accuracy Only, 2 jumps, 3600' - \$5 of each entrance fee will go into cash pot and will be awarded as follows: 50% to First Place Team; 30% to Second Place Team; and 20% to Third Place Team.

Event II

Mystery Fun Event, 1 jump, 3600', 3 trophies for First Place Team.

Registration Fee is \$8.00. Jumps \$3.00 each. Minimum Registration Fee is \$17.00. Registration will begin at 8:00, 10 Dec., and will close at 11:00 AM.

No jumps will be measured further than 5 meters. All contestants must register for both events. PCA and FAA regulations will be strictly observed.

THIS IS STRICTLY A FUN MEET FOR THE MEN. THE GIRLS WILL DO ALL THE WORK. THE MEN WILL JUMP, RELAX AND TELL JUMP STORIES.

Annual Christmas Party will be held at 8:30 PM, 10 December. Band, semi-formal attire and a small cover charge. Bring your own bottle and set-ups will be furnished. Beer can be purchased. The party of the year.

Watts DZ is located as follows: Highway 77 and Freeway North to Lewisville, West on FM 407 approximately 3½ miles to first paved road on right; sign says "Seven Seas Grocery"; turn right and go to dead end. Turn left and DZ will be on your right. Enter at road past Watts' mail box.

For further information, call TA 1-3859; DA 7-3940; or FL 2-1272.

**FIRST ANNUAL MARDI GRAS MEET
FEBRUARY 4, 5, 6
HAMMOND, LOUISIANA**

Hosted by Southern Parachute Center, Inc., Hammond Airport. 45 miles north of New Orleans and 45 miles east of Baton Rouge. \$50.00 entry fee. Fun jumps one week before and after meet. Mardi Gras nite parades every night before the meet. After the meet, everyone goes to the **WORLD'S GREATEST FREE SHOW . . . MARDI GRAS DAY** in New Orleans.

Open to C and D License Holders **ONLY** (men and women). 1967 PCA membership required.

Six (6) accuracy jumps and three (3) style jumps. Contestants must enter both events or forfeit money for that event.

Trophies for 1st, 2nd, 3rd place in each event and overall for men and women. Men and women's events are separate. In addition to trophies, \$100 for 1st Overall, \$75 for 2nd Overall, and \$50 for 3rd Overall. Overall is based on total points, men and women combined.

For further information, contact Leon Riche, Southern Parachute Center, Inc., P.O. Box 878, Hammond, Louisiana 70401. Phone: AC 504, 345-6324.

DON'T MISS "THEE" MEET OF THE YEAR.

**SOUTH FLORIDA WINTER INVITATIONAL
DEC. 30-31 1966, & 1 JAN. 67
CIRCLE "T" RANCH AIRPORT,
INDIAN TOWN, FLORIDA**

A B-25 will be available for fun jumps from 15,000 feet (\$10.00 per jump). Entrance forms must be in by the 20th of December 66 and accompanied by a \$5.00 deposit. A late fee of \$5.00 will be charged for entrants after the 20th of December 66. The competition will be limited to the first 50 entrants. Final registration will be from 4:00 PM EST, 29 December 66, until 7:00 AM, 30 December 1966. Lodging is available at the Seminole Inn, which is less than two minutes from the DZ. Bachelor rooms are \$4.12 per night, \$17.00 per week and \$60.00 per month. Palm Beach, Florida is only 30 minutes from the DZ and Stuart, Florida is 20 minutes.

6 accuracy jumps from 3300 feet, measured to 5 meters, possible 3,000 points. 2 style jumps, 25-30 second delay, from 6600 feet, possible 1,000 points.

Contestants must compete in both events for overall points.

Three places in accuracy, style, and overall.

Entrance fee is \$35.00 (TOTAL). This includes jumps.

Even if you are not interested in the competition, come on down anyway and enjoy the Florida sunshine.

For further information write South Florida Parachute, Inc., P.O. Box 246, Circle "T" Ranch, Indian town, Florida 33456 or call 597-2736 from 9:00 AM EST until 6:00 PM daily.

Hope to see you there. You can't afford to miss this one.

FOR FUN JUMPS

KANSAS SPORTS ANOTHER ONE

The Ellinwood Skydivers have started. It was rough going before we got our own plane, but regular operations are now held every weekend and sometimes on weekdays, if there are enough jumpers. The 1958 Cessna 182 does a beautiful job of climbing, so high jumps are in the works again. We jump at the Ellinwood Airport located a couple miles northwest of town. It has two grass runways (one east-west, one north-south) in very good condition. We also have the use of a small building located beside the runways. Our main activity now is student training, but experienced jumpers from throughout the area are invited to drop in and we hope to see them there. For more information contact G. J. Duke, C-3482, c/o Ellinwood Skydivers, 109 North Wieland, Apt. #5, Ellinwood, Kansas 67526, and drop-in, literally, the first chance you have.

ATTENTION: MILITARY JUMPERS

An open invitation to military jumpers by Fort Ord, California jumpers. The FOPC makes their leaps from a seven-place Otter, with a gigantic door, and is a great bunch to jump with. Just call Base Information, and I'm sure you can contact someone in the group. Fort Ord Parachute Club is the word.

Lewis Sanborn, D-1	950 plus
Leon Potts, D-220	950 plus
Lee Killian	950 plus
Harry Schmoll	920
William Lockward, USAPT	900 plus
Louis R. Carista, USAPT	900 plus
Sherman K. Hawkins, USAPT	900 plus
Robert McDermott, USAPT	900 plus
Gary F. Ocenas, USAPT	875 plus
Tim Saltenstall	875 plus
Ralph Hatley, D-394	850 plus
John Garrity, USAF	850 plus
Ken Russell, D-424	850 plus
Noel Funchess, D-585	840 plus
Butch Harris, D-573	800 plus
Jack C. Helms, ex-USAPT	800 plus
Doug Angel	800 plus
Dick Christensen	800 plus
Robert Donahue, USAPT	800 plus
Thomas E. Ellis, USAPT	800 plus
Melvin J. Lavier, USAPT	800 plus
Joe W. Phillips, USAPT	800 plus
Robert L. Tisdale, USAPT	800 plus
Donald Brown, USAPT	800 plus
Lee Boren	775 plus
Maxine Hartman	775 plus
Vic Deveau	700 plus
James Garvey, ex-USAPT	700 plus
Chuck Doney	700 plus
Bryce H. Swindle, USAPT	700 plus
Jerry M. Babb, USAPT	700 plus
T/Sgt. Vern Morgan	700 plus
Rick Dubinsky	700 plus
William F. Henry, D-921	690 plus
Joe Crane, C-1	689
Ken Sisler, D-157	685 plus
Tom Copenhaver, D-649	650 plus
Mark J. Strick, USAPT	650 plus
Charles J. Harris, USAPT	650 plus
James Garrison, D-94	650 plus
Ron Miller, D-1021	650 plus
Doug Williams, D-58	636
Jerry Mathwig, D-57	620 plus
Jerry Wing, D-452	620 plus
Bill Hardman, D-33 (Canada)	620 plus
Ron Radhoff	620 plus
Gary H. Mills, D-827	620 plus
Bill Ottley, D-298	620 plus
Chuck Seymour, USN	600 plus
Bill Knight, USN	600 plus
Dave Verner, D-968	600 plus
Jacques Istel	600 plus
Pat Gorham	600 plus
Tim McGrath	600 plus
Ed Marler, D-384	600 plus
Tom Schapanski	600 plus
Jim Lowe	600 plus
Dan Gormen	600 plus
Ted Mayfield	600 plus
Chet Lundburg	600 plus
John Scott, D-93	600 plus
Jerry G. Kidwell, USAPT	600 plus
Alfonso M. Solis, USAPT	600 plus
Bobby G. Wrenn, USAPT	600 plus
H. W. Gough, Jr.	600 plus
Ed Kimble, D-465	600 plus
Ron Wright, D-312	575 plus
Sgt. Chuck Blaney	575 plus
Mac McCraw, USN	565 plus
Sgt. James Horne, D-563	560 plus
Bill Driver	550 plus
Kay Jones	550 plus
Dick Lewis, D-522	550 plus
Major John Joyce, USMC	550 plus
Jeannie McCombs	522

ARIZONA

Arizona Sky Divers, Inc.
Sales & Service - Student Instruction
Bob Sauer, C-669, BFS 1528783
Ryan Air Field, Tucson, Arizona
24' reserves, used, \$20.00 each

CALIFORNIA

Security Parachute Company
San Leandro, California 94578
FAA Certificate 4049
Established 1927
Phone: 415-357-4730
"Crossbow" Sales & Service

Bakersfield Para-Sports

2000 So. Union Avenue
Bakersfield, California 93397
Sales & Service - Student Instruction
West Coast Dealer for Parachutes, Inc.
Phone: 832-4750

FLORIDA

South Florida Parachute, Inc.,
Circle T Ranch, Indiantown, Florida
Open Tuesday through Sunday
Packing tables and loft
Howard, B-25, and Piper J-3
Phone: A/C 305 597-2736

ILLINOIS

Jack Tillman, D-1035
1114 South 8th Street
Pekin, Illinois 61554
Seat - Chest - Back Rigger
Phone: 309, 346-0552

KANSAS

Wichita Parachute Center, Maize Airport
45th St. North & Ridge Road
Ground Training & Equipment Rental
\$10.00 for first jump - Cessna 180
Full Time Center with plowed target
Security Parachute Representative -
XBO Sales and Service
Rigger Service by "Woody" Underwood

MASSACHUSETTS

Ollie's FAA Certified Loft #1133
Near Pepperell, Massachusetts
Jump Center & Instruction
Ollie Letourneau, Master Rigger
RD #1, Box 111
Forge Village, Massachusetts
Phone: 692-6352

NEW JERSEY

The Chute Shop, Inc.
½ mile north of Flemington traffic circle
on U.S. Highway 202
Modern, air-conditioned showroom
FAA certified loft
Humidity controlled storage area
P. O. Box 445
Flemington, New Jersey 08822
Phone: 201, 782-5758

OHIO

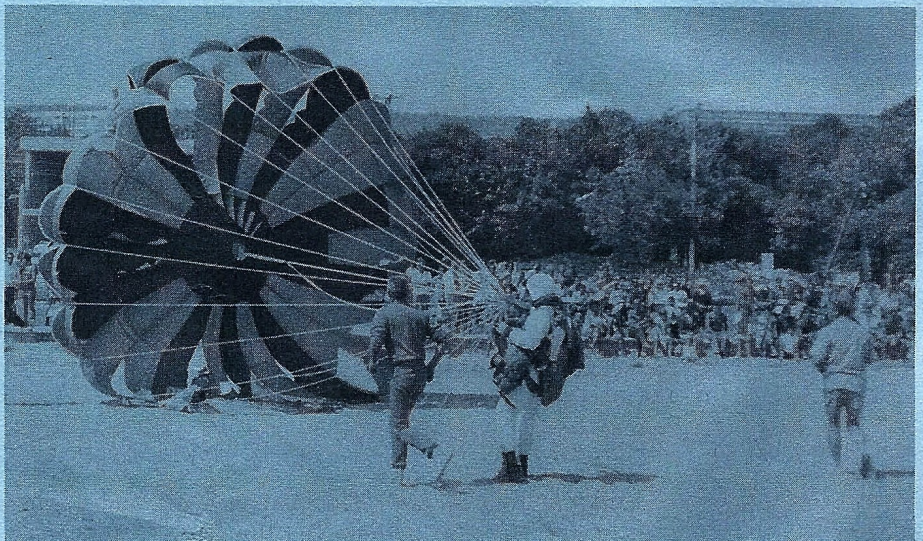
Greene County Sport Parachute Center
FAA Certified Loft - All 5 Ratings
Security and P. I. Dealership
Jumping anytime - weather permitting
2 Howards; 1 Cessna 180
Route #5, Xenia, Ohio

OKLAHOMA

Don Boyles
9536 E. Newton Place
Tulsa, Oklahoma 74115
Shot-and-a-half cable pull capewells:
\$10.00 per set
FAA certified rigger

OREGON

Western Sport Parachute Center
13942 S. E. Lincoln
Portland, Oregon
Licenses Riggers - Sales & Service
Phone: AL 3-6140
Qualified jumpmasters & Instruction



George Perlowski, Australian, landing a PC
"Spider" at Varga, Bulgaria.
Photo by Dan Poynter.

Continued on page 16

PLEASE USE YOUR ZIP CODE NUMBER

WOOD!!!!

MEET EDITORIAL

Byline: Jim Nicholson, C-3165

Proving that Wichita is not "The Wind Capitol of the World" as many jumpers believe, the first major meet for the Wichita area in several years was a complete success. The jumping began Saturday at noon in 12-14 mph winds which held the entire day as witnessed by the fact that the spot was never changed for over 40 lifts. Three rounds of accuracy were completed, with the exception of three lifts of the third round. Leading the way after the results were totaled was Dave Verner, Archway Sport Parachute Center, Sparta, Illinois with a ten-inch average for three jumps. Major Garrity, U.S. Air Force Academy, was holding second solidly and Captain Craig Elliot, PCA National Director (who bummed a ride down from Colorado with the Air Force jumpers) was in third spot. Dave Woolsey, D-463, was threatening second and third with a seven-foot average for two jumps but still had his third jump to go. Jerry Little, Wichita, had two jumps in with a 6½-foot average and it was still anyone's guess as to second and third spots. Jerry, however, decided to make the last lift of the day (with the sun setting rapidly in the west) and landed 16 feet out in almost complete darkness and settled the matter as far as he was concerned. Cadet Armstrong was leading the way for the Air Force Academy with a 27-foot average for two jumps and one to go in the Novice Accuracy Event. Linda Schulte, Wichita, was second so far, beating out nine men in the event, with all three jumps completed. Dead centers of the day went to Dave Verner, Major Garrity, and Captain Elliot.

Sunday dawned a little foggy (due to a party Saturday at Jerry Mathwig's pad which lasted a few hours into the morning) but winds were perfect and the last rounds of accuracy were ran off and the Team Event was underway. Dave Woolsey (on his last accuracy jump) came in a little short and took fourth place in Senior Accuracy and Cadet Armstrong held his first slot in the Novice Accuracy Event. Richard Hanna made a re-jump due to a broken toggle line on his last accuracy jump and decided third spot. Linda Schulte, the only woman in the meet, held second in the Novice Event. The Team Event had 11 teams (3 of them from the Air Force Academy) and went without incident until Jerry Jones, Kansas City, Missouri, decided to throw a reserve after an exceptionally long wait for his PC to deploy. The main and reserve opened almost simultaneously, with the reserve catching Jerry's arm and breaking the shoulder in two places. He finally got the main outaway (with the use of one arm) and came in on the reserve. This was the only injury in the meet. Dave Verner stomped out another DC and Dave Miller, Tulsa, Oklahoma bagged an 11-incher. For consistency, Bob Drake, Tulsa, handed in two 9'2" jumps back-to-back to cop second place for his team, coupled with Bob's close one and a 5-footer by Dave Woolsey.

There were forty-three contestants and over 250 jumps made during the meet. Plenty of fun jumps before, during, and after the meet. The trophies were awarded by Gene Hunnell, "DZ-USA", who was also Chief Manifestor. Jerry Mathwig, D-57, was Chief

Judge and Tom Copenhaver, D-649, was Meet Director. Jim Nicholson, Jerry Little and Tom Copenhaver put in the time in the sun as scorers and Charlie Nelson and Ron Ballinger were recorders. All in all, it was a relaxed meet and a follow-up meet is planned for April, May. Hope to see you all at the next one. Oh, yes, a lot of credit is due the wives for sandwiches, coffee, errand-runners, morale-boosting, and all the little things that keep meets running smoothly. Special thanks to the Air Force Academy and all the out-of-state jumpers who made the meet possible.

Senior Accuracy Event:

- 1) Dave Verner, Illinois (DC, 0'10", 1'9")
- 2) Major Garrity, USAF Academy (18'4", 5'4½", DC)
- 3) Capt. Craig Elliot, Tennessee (16'7½", DC, 8'3")

Novice Accuracy Event

- 1) Cadet Armstrong, USAF Academy (38'7", 16'6", 21'5½")
- 2) Linda Schulte, Wichita (19'11", 62'6", 13'7")
- 3) Richard Hanna, Wichita (51'6", 30'8", 24'8")

Team Event (two jumps):

- 1) Dave Verner, Ed Clucas, Capt. Elliot (average of six jumps: 9'3")
- 2) Bob Drake, Dave Miller, Dave Woolsey Tulsa (average: 14'2")
- 3) Major Garrity, Mort Freedman, Cadet Morgan (USAF Academy) (average: 15'8")

"ZAP" Trophies:

Jerry Bennett, Wichita, Senior Accuracy (37'8" average)

Tony Coma, address unknown, Novice Accuracy (three outs)

\$50 Cash Prize:

Dave Verner, Sparta, Illinois (10-inch average for 3 jumps)

Women's Event (Accuracy):

Linda Schulte, Wichita (32' average for three jumps)



Dave "The Animal" Verner, who tore up the DC disc and took home all the loot at the 29-30 October Meet, Benton, Kansas. Photo by Tom Copenhaver, Hutchinson, Kansas.

"DZ" USA is published monthly to disseminate information between sport parachuting clubs (PCA affiliated and non-PCA) within the United States and its territories. "DZ" USA is dedicated to promoting sport parachuting and will utilize this media to advance public recognition of skydiving.

ALVARADO MEET (HOSTED BY COWTOWN SKYDIVERS) 15-16 OCT. '66 ALVARADO, TEXAS

Senior Accuracy: Possible 1000 points

- 1) Martha Huddleston, Dallas, 974 points
- 2) Nels Lindblom, Houston, 952
- 3) Chuck Aguilar, Ft. Hood, 950

Intermediate: Possible 1000 points

- 1) Mike Calbreath, Ft. Hood, 749
- 2) Rick Sack, Dallas, 660
- 3) Lupe Gonzales, Dallas, 483

Novice Accuracy: Possible 1000 points

- 1) Bob Burian, Ft. Worth, 461
- 2) Cliff Teague, Ft. Worth, 260
- 3) Jim Silcox, Cedar Hill, 259

Team Event: Three-man star and accuracy
Bob Arthur, Neil Smith and Nels Lindblom, Houston.

Hit & Run Events

Chuck Aguilar, with a dead center.

Chuck Franks of Fort Worth, misjudged the exit point a little, and landed about a mile and a half from the target. Would you believe in the metropolis of Alvarado? His PC was up a tree, but both 'chute and Frank returned to the DZ without a scratch.

WISCONSIN SKYDIVERS SIXTH ANNUAL LABOR DAY MEET MILWAUKEE, WISCONSIN

Novice Accuracy:

- 1) Dick Pollack
- 2) Bruce Morse
- 3) Dudley Canfield

Advanced Accuracy:

- 1) Larry Schell
- 2) Phil Goetsch
- 3) Bill Krueger

Team Accuracy:

- 1) Ben Laycsak, Jeff Searles, Dan Hannula
- 2) Bert Beverly, Tom Baldwin, Ed Dorey
- 3) Rolf Reineck, Carol Goetsch, Earl Golden

Overall:

- 1) Carol Goetsch
- 2) Larry Schell
- 3) Phil Goetsch

Two jumpers made their 1000th freefall at the meet. Phil Goetsch and Jim Stoyas had their gold wings pinned on by the NCC Director Dick Wagaman.

PARA-PRINT, P. O. Box 2131, Wichita, Kansas 67201

Enclosed please find \$4.00 for third-class mailing

\$5.00 for first-class mailing

\$5.50 for overseas (airmail)

I am a member of PCA YES NO (Circle correct word)

I presently am a member of _____ (Your club name & address)

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP CODE _____

LICENSE NUMBER (If Any) _____ NO. OF FREEFALLS _____



"Beetle" Bailey, Albuquerque, New Mexico getting a jump in at Dallas, Texas. Photo by Tom Copenhaver, Hutchinson, Kansas.

PARA-PRINT (DZ-USA)
 P.O. Box 2131
 Wichita, Kans. 67201

THIRD CLASS
 Return Requested

**JUMPMASTER'S
 LAST WORD**

Continued from page 8

mind, I find I'm more cautious and prepare my jump very carefully. It doesn't mean that I don't enjoy the relative work, the target work, or the jump as a whole. It simply means that I want to be prepared if something should go wrong and not be caught off-guard. At terminal, no one can afford to confront a problem he hasn't considered on the ground and discussed with other jumpers. (And preferably, with jumpers who HAVE EXPERIENCED the situation personally.)

In past issues of DZ-USA, you have read almost every conceivable method for deploying a reserve. Some of them are good, some are worthless, and some are exactly what you are doing now in your club. The point is, however, that every view deserves a hearing and YOU are the only one who can decide what you will use. A long way back, I printed the ONE AND ONLY article I have ever written myself on reserve procedure. I think it was in the February issue and IT WAS INTENDED FOR FIRST JUMP AND STATIC-LINE STUDENTS ONLY. Since then, I have said nothing for YOU must make up your own mind. Lyle can't tell you, I can't tell you, and PCA can't either. We don't make your jump for you and we can't do your thinking. All we can do is present the evidence and hope you make the correct decision . . . on the ground . . . and then follow it through IN THE AIR.

So, whether it be reserve procedure, how to exit, how to spot, relative work, PLF's, equipment, or a thousand-and-one other things . . . we are in the game to learn. Respect the other man's opinion and give it some thought. Like I said, all you can do alone is to save your own life. But if you do that, and every

other jumper follows suit, we save the sport. Do something toward SELF-IMPROVEMENT before there is nothing to save.

C. E. Hunnell
 C-National Debt

★ ★ ★ ★ ★

SOS . . . SOS

Just a short note on the DZ-USA Booster Club. Richard Mitchell, Dave Verner, Sherry Schrimsher, and Jim Nicholson have already started toward the five subscriptions for the shot-and-a-half capewells. Nylon zipper-bags for log books are soon to be included (I sincerely hope) in the equipment to be offered to Booster Club individuals. Subscriptions are still needed in order to go to a "soft back" (similar to Parachutist) in January and the aim of 32 pages. The tour I had planned was postponed in order to pay for the patches you will be receiving very soon, and if we continue to pull together, DZ-USA will make it yet. Two more issues and it will be downhill.

★ ★ ★ ★ ★

Bob Collingsgru, USN	520 plus
Lowell Ham, D-222	515 plus
"Skeet" White, D-972	505 plus
Dick Steinert, D-1162	505 plus
Charles Wagaman	500 plus
"Snowy" Robertson	500 plus
Joseph W. Cooper	500 plus
Pete Pedersen, D-650	500 plus
Jim Attaway, D-496	500 plus
Jack Lankford, D-440	500 plus
Dave Woolsey, D-463	500 plus
Joseph B. Pelter, USAPT	500 plus
Dick Lee	500 plus
Harold L. Davis, D-137	500 plus
Edward Fitch	500 plus
"Tee" Taylor Brydon	500 plus
Anne Batterson	500 plus
Muriel Simbro	500 plus
Charles MacCrone	500 plus
Robert McDonnell	500 plus

VALLENDER, James A.
 114 Varner Court
 Midland, Michigan 48640

160
 1

