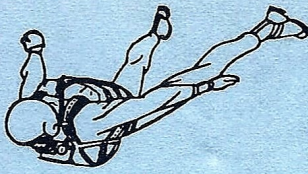


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U.S.A.

A NATIONAL COVERAGE BULLETIN  
FOR USE BY SPORT PARACHUTE CLUBS





# FRESH VIEWS

## CONSIDERING A NEW JUMP PLANE?

By Dan True

First off, let me suggest you establish a working agreement with a licensed A&P mechanic before you buy your own jump aircraft. Time and again I have seen jump folks gleefully buy an aircraft, only to see it go to the dogs in a few months for lack of proper care.

Good jumping aircraft is a specialized machine. You will note I said "good". I am aware you will and can jump from anything with wings and a door, but that only qualifies it as an airplane, and not necessarily as a good jump airplane.

Let's arrive at a general agreement on what types best fill your requirements. First the consideration of high wing versus low wing. To me the choice is simple - high wing, of course. With that sweep I eliminate from my consideration all low wing aircraft. Next, tricycle or tail gear? Technically tail gear is superior. You have many times observed tail gear craft will outclimb identically powered tri-gear aircraft. That large nose gear has much higher aerodynamic drag than a tiny tail wheel, and that extra drag costs you rate of climb as well as top end altitude. I like to get my moneys worth, and you get your best deal on gas, oil, and engine wear with tail gear aircraft. (Retractable would be ideal, but the initial cost and the maintenance cost is high.) The tail gear aircraft is much more rugged for short rough field operations - just an added bonus. And generally they cost less to buy, new or used.

How many seats? I think we would agree that it should carry three jumpers or more and pilot. Construction? All metal? Wood? Or steel tube fabric covered? From a pure performance standpoint, you can't beat wood construction. But it is very costly to rebuild and it must be hangered at all times. I personally think these disadvantages outweigh the performance advantages. All metal construction is generally the heaviest on a weight to strength ratio. This added heaviness cuts into your rate of climb performance. The steel tube and aluminum rib all fabric covered is I think the best compromise. It has an acceptable weight to strength ratio, and is easy to repair. Now you may be asking, okay, if steel tube and rag is so good, why is everybody making all tin jobs? The answer, Charlie, is the tin ones cost less to manufacture because there's less labor involved. But they won't outperform the steel and rag aircraft. Take this as an example: the wood, steel, and rag Howard will perform circles around the all metal Beaver, both equipped w/same engine. The Howard will go higher, fly faster, land shorter, and outclimb the tin Beaver. But it costs less to build the Beaver. Ironically, the Beaver is generally more difficult to repair in that it requires more than just hand tools.

Now I hear some of you amateurs yakking "but the fabric soon rots and needs expensive replacement." Yes, that used to be the story. Dacron and fiberglass covering developments have greatly altered the fabric picture, amateurs, but few have grasped the significance.

★★★★

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

Now it is possible to cover one's steel and aluminum framework bird and expect it to go 15 to 25 years. The strength of these new materials is more than double that of cotton, and to top it off they are lighter in weight than cotton. (Increases your payload and rate of climb, which is the name of the game.)

Now, the airplane we've arrived at for jumping is a high wing 4 place (or over) fixed tail gear, steel tube and fabric aircraft. That narrows your search considerably, and you're looking now at mostly prewar aircraft, which are cheaper to buy in most cases. Let's speak of engines. The turbine would be the most ideal, but it is extremely expensive, so let's drop it right there. The best, but too costly! Radial or flat type engine? Makes no difference, really, but I think you're foolish to consider either type if they aren't supercharged. You want altitude don't you? Then go supercharged - it's the only way you'll get altitude with ease. Supercharging will cut your climb time considerably, reducing wear and tear on the engine, getting your lift up and down quicker for the next load. It gives you more "jumpers per hour" capacity out of your airplane, which means it will make more money in less time. That too is the name of the game. To check which engines are supercharged, and which aren't, just read the data plate attached to the engine you're interested

Continued on page 9

★★★★

No material or photographs in DZ-USA may be reproduced in any form, without the express approval of the editor, C. E. Hunnell. Such requests for approval must be submitted in writing with a tear-sheet provided after reprinting.

## NOTICE TO SUBSCRIBERS

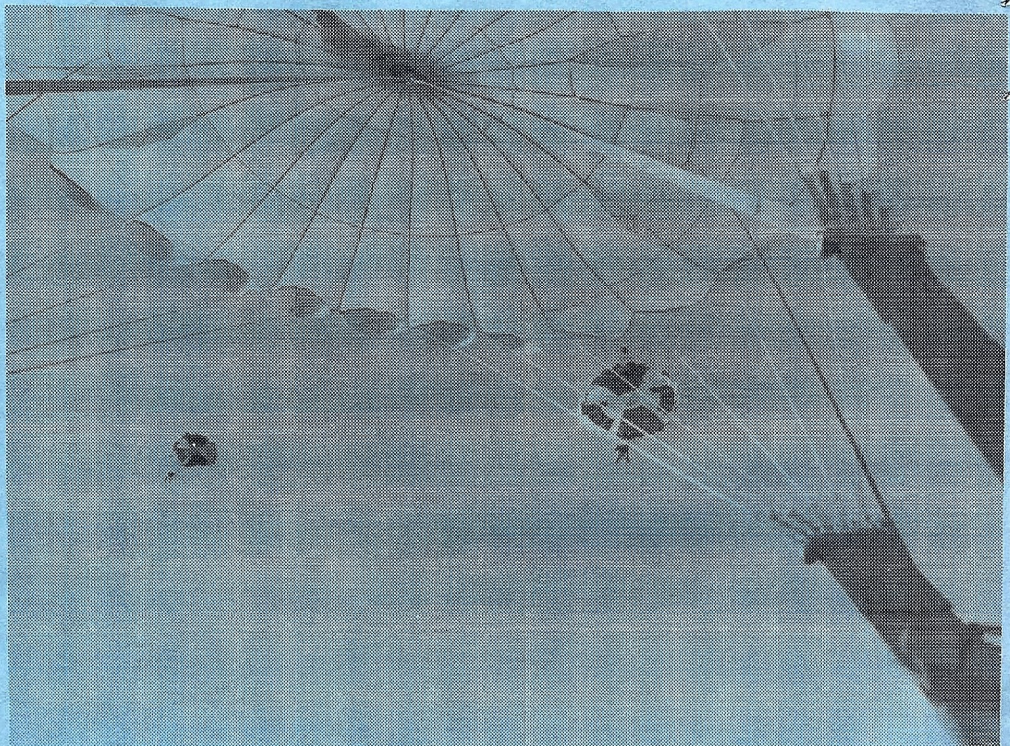
Three points of possible interest are passed along to subscribers of DZ-USA:

(1) The printing date of each issue is at the end of the month, therefore, your copies are not arriving late when you receive August in September. Check the meets and articles and I'm sure you will find that they are timely and not something that happened a month ago. This issue, November, went to press around the 30th of November and the December issue will go to press around the 30th of December.

(2) Renewals are coming up in January, so you can save time and effort on both our parts by sending them in early. I won't have to bill you and your issues will continue to arrive uninterrupted.

(3) Through a lack of foresight on my part, there will only be 100 consolidated back issues for 1966. That is, the January through December issues, with a special summary issue included. They will be bound in a hard cover and will contain the names of the "Pull-it-Sir" and "Pull-it-Her" prize winners, plus Honorable Mention to many individuals (completely unknown to them until the issue is printed). There will be several never-before-printed articles in the Summary for 1966 and the complete bundle will sell for \$5.50. If you want one, better send that check in now for there is only a hundred and that's it. There will also be a 6-month consolidation (all the blue covered issues from July to December) and this will sell for \$3.00 and will also include the Summary for 1966. There will be about 100 of these. After both these special issues are sold, there will be no back copies for 1966 available at any price.

\*\*\*\*\*



Jerry Little, Darrell Watson, and Tom Copenhaver shooting through his risers. Benton, Kansas DZ, Wichita Parachute Center.

SUBSCRIPTION FORM IS ON PAGE 9. PASS IT ALONG FOR BOOSTER CREDIT.





## PCA ELECTIONS NEAR

Next month, the PCA membership will vote for the next Board of Directors of the Parachute Club of America (1967-68). Each member may vote for one Conference Director and ten National Directors.

The following candidates are listed for National and Conference Directors:

### National Director Nominees

An asterick (\*) denotes an incumbent.

This symbol (#) denotes DZ-USA's choice (if that means anything):

- \*\* Mark Baron, Ohio
- \*\* Major Alfred "Ace" Burkhard, U.S. Army
- \*\* Lyle Cameron, California
- # Jack Cleary, Illinois
- \*\* Captain Craig Elliot, U.S. Air Force
- # Hal Evans, New Jersey
- \*\* Dr. Edward Fitch, Texas
- \*\* Major John Garrity, Jr., U.S. Air Force
- Maxine Hartman, New York
- Bill Jolly, Connecticut
- \* Phil Miller, North Carolina
- # Bill Ottley, New York
- \*\* Colonel John Singlaub, U.S. Army
- Ray Starnes, Ohio

Ten of the above fourteen will be elected, however, write-ins could possibly put someone on the list that isn't here. Like Martha Huddleston, for example. Or Stan Searles, Omaha, for another. Noel Funchess withdrew his name because of new job responsibilities, so make sure the write-in is for someone who has the time for the job. Most importantly . . . MAKE YOUR VOICE IN PCA AN ACTIVE ONE . . . VOTE!!

### Conference Director Nominees

- Northeastern Conference:
  - \*\* Dan Poynter
- Eastern Conference:
  - \*\* Leon Potts
- Southeastern Conference:
  - # Jimmy Godwin
  - \* Edward Lowder
- Southern Conference:
  - \*\* Charles R. MacCrone
- Mid-Eastern Conference:
  - # Billie Dolley
- North-Central Conference:
  - \*\* Charles R. Wagaman
- Central Conference:
  - # Jack Bergman
  - Leon Somers
- Southwest Conference:
  - Jack Joems
  - # Lewis Watson
- Mountain Conference:
  - \*\* Steve Biljanic
- Western Conference:
  - \*\* Art Armstrong
- Northwest Conference:
  - No nominees

Note: DZ-USA's suggestion on the Northwest Conference would be Bob Edwards, ASO, Vancouver, Washington. Jim Lowe or Ralph Hattley could also be write-ins (if they are still in the area).

Keep in mind that the men you elect as National and Conference Directors (21 in all) is the Board of Directors. Each man is elected for a two-year term and is responsible to the membership of PCA . . . YOU. DZ-USA would like to join Norman Heaton in voicing dis-

appointment in the meager number of nominees submitted. With PCA becoming larger and more effective, the membership continues to grow, however. . . the enthusiasm seems to diminish. A jumper has a responsibility to the sport and the best method for displaying and honoring his interest in it, is by supporting any organization that protects and promotes sport parachuting. PCA certainly fills those shoes BUT they need people to keep an actual corporation going, not just a few names that barely fills the required minimum number of nominees. Be an ACTIVE member of PCA . . . not just a membership number.

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## A PERSONAL OPINION ON THE ELECTIONS

*This is against my better judgment, but just this once, I am going to voice a "political" view on the National and Conference Directors. As a jumper I am concerned with the caliber of jumpers who will be elected as guiding forces in the Parachute Club of America. As a jumper, you should be just as concerned, for sport parachuting could very easily be arriving at a cross-road very soon. If we are ever put to the test by FAA or some other agency, we should have the most capable and dedicated people leading our defense. Here are three, I believe, personally, warrant your vote:*

(1) Bill Ottley, National Director nominee. Bill is president of Mid-Eastern Parachute Association and has been involved in the sport for many years. To go through all of the positions and accomplishments would fill several pages, so let's get to the most important reasons Bill SHOULD BE ELECTED, based on points more vital than past positions. Bill is for seeing the sport move ahead (with less government interference), with safety making sport parachuting more fun for everyone concerned, and with good, hard (but most of all, fair) competition that will lead us to a top U. S. Team in 1968. If you want to call that a platform, then he will probably stand on it and represent us to the best of his ability. These have always been his views on sport parachuting and I'm sure he still pursues them. With leadership like Bill's, maybe our next U. S. Team will be able to compete in ANY COUNTRY, regardless of the political views of LBJ or our government. Bill has the time to do an excellent job (which is all-important) and has the experience to deal with FAA (which is our most immediate problem). He has a business background (which is imperative in a large corporation such as PCA) and is capable, far beyond normal qualifications, of seeing that our financial representation in PCA is protected. Any man who is willing to support sport parachuting, unselfishly, and JUST FOR THE SAKE OF THE SPORT, is more than worthy of your vote. I only wish we had every nominee measuring up to Bill's qualifications.

Continued on page 8

## ABOUT THE COVER

Art Marker filling the frame, and Jim Nicholson shooting back at the photographer, over the Wichita Parachute Center, Benton, Kansas. Photo by Jerry Little, C-2495.

## A NOTE FROM NEH

"I completely agree with Ed when he says some parachutist are mentally unfit for jumping. (Jumpmaster's Last Word by Edward J. Kimble in the September 66 issue of DZ-USA). One of the saddest things to observe in our activity is someone who is out jumping knowing full well he hasn't got the mental equipment for the task. Even worse is an Instructor or Jumpmaster who won't say to his student: "Okay, friend, no more for you. You just ain't cut out for this game." I don't have the answer. If someone ever does, we'll save some lives someday.

Was tickled to see some of the "Things You Will Never Hear in the Jump World" entries you had in September's issue. However, the one in reference to me and "Insufficient Funds" checks isn't too far from being right - - I'd like to have all the money I've spent out of my pocket making up for bad checks and making good some obligations made by jumpers. But, true to form, you eventually get it back."

Norman E. Heaton  
Executive Director  
Parachute Club of America

*Editor's Note: Not just because I have an obligation to support PCA by being a member, but just because I am a dyed-in-the-wool "fun jumper", no one, including myself, can thank Norman enough for the contributions he has made to sport parachuting. He doesn't have a 1000 jumps, no record leaps from 30,000, and no fancy rigs. . . but without his influence in directing PCA for the last few years, you might be jumping without a number of advantages you enjoy today. I hear about many of the mistakes he has supposedly made, but I would rather hear more on the "credit" side, where most of his decisions are listed.*

CEH<sub>2</sub>

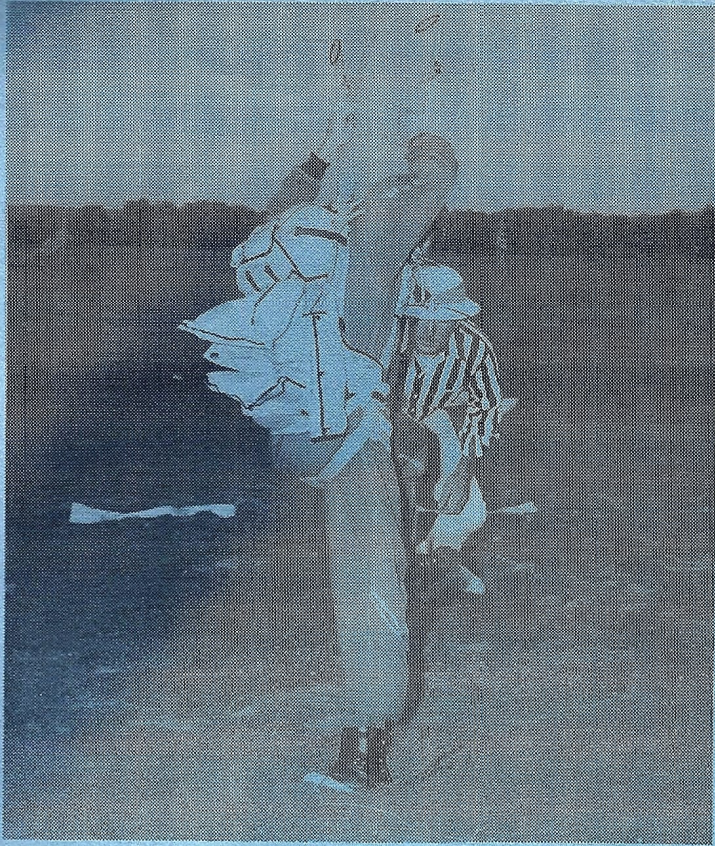
★★★★★

## THE FIRST SIGNS OF TROUBLE

Byline: Robert Kreigh, Columbia, Mo.

We have a big battle shaping up with Ozark Airlines over the use of the Columbia Airport for a DZ. It seems Ozark needs straight-in, unannounced, approaches because they are, quote "so low on fuel they cannot afford to have to hold for a jumper (3 or less minutes??) in the air", unquote. Now I ask you . . . who is operating in the most safe and sane manner? We have always announced our jumps, held up for Ozark when they were in the control zone, and relinquished our air-rights out of courtesy to their busy schedule. But, when they start getting hoggish and DEMAND we suspend all jumping operations for 30 minutes, when they are in the area, as they did Sunday . . . without declaring an emergency, as the FAR's require . . . then we need to stand up for our rights. It's the person in the air, whether he straps a parachute on, or an airplane, when it comes to enjoying the air by laying on his back, or the freedom of flying that plane. The regulations are set up that way so that no self-interested parties are the cause for the very need for ALL regulations which are designed for the good of the WHOLE of airspace users. I, for one, am going to get hostile, if necessary, to enforce my rights to the use of the airspace against the "grab-it-all airlines". So far, it has been easy to get along with them here, but their trumped-up charges and false accusations to the FAA are morbid.





A DC by Schapanski?? No, the judges at the Nationals called this one a 0.14! Tom says he stepped down on it and heard the disc crack, but to no avail. Photo by Joe Gonzales, USAPT.



Cartoons by Jack Lankford, Dallas, Texas . . . .

"That jumpmaster of mine is a real joker. . .  
 . . . anything for a laugh!!"

### I TAKE ALL THE BLAME

"I realize that Montana may still be part of the "wild West", but getting September's issue in November . . . man, even Parachutist does better than that! Anyway, here's my money for renewal for 1967".

*Robert L. Hosfield,  
 Glendive, Montana*

The editor here, and I have an excuse but nothing else. The September and October issues of DZ-USA were late, and I can't change it now. However, I feel you should at least hear me out. You are always on the receiving end when a delay occurs, but to put it very mildly, this first year has been a bitch. I have worked two jobs, made very few jumps, and spent many hours getting each month's issue to the printers. Sometimes, money (or rather, the lack of it) causes a delay. In October, I held up to get your patches to you in that issue without having to pay for two mailings. So, to make a long story short, we are now going into 1967 and DZ-USA is here to stay. The advertisers are coming through, the renewals guarantee some degree of steady income, and with the first year behind me, the "little blue rag" is going into magazine form and is finally on the scene. Many people told me I would never make it (and some still do, but the number is decreasing) and in spite of everything, DZ-USA did make it. That thanks goes to you, the subscriber, and the support you have given your publication (even if it does arrive a little late sometimes). I can only add, it won't be late in the future.

*C. E. Hunnell*

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### CHOICE BITS OF INFO

In a conversation with Captain Craig Elliot, the following is passed along on the shot-and-a-half scare. Capt. Elliot, as you know by now, did not know the article was going to be printed in "Parachutist". Secondly, the story was based on "high speed tests" of the capewells (with no live drops) and does not apply to terminal openings of a parachutist. There have been no cases of failures by jumpers themselves, as a matter of fact, Capt. Elliot jumps shot-and-a-half capewells himself. Hope this puts your mind at ease.

Bob Roberts, Tulsa, passes this along to jumpers with boots that are flapping the soles. There is a commercial product put out by Goodyear called "Pliobond". A small tube is less than a buck and it will weld the sole out tighter than it was originally. So, don't spend another \$30 for a new pair of boots. They are easily repairable with this type cement.

There is a story forthcoming on a custom modification to chest reserves that will allow opening shock to be absorbed at the shoulders instead of tearing a jumper into at the mid-section. The bugs aren't completely worked out yet but it will involve two sets of capewells and will provide risers for the reserve. I'll keep bugging the parties concerned until they come up with something.

Major Garrity and Sgt. Mort Freedman outlined the Academy training phases of sport parachuting for me and I hope it isn't too long until the Air Force takes a new look at jumping and decides to go along with it. If every club had the Academy's enthusiasm

and dedication to the sport, all jumpers, would benefit from their efforts, not just the Air Force. They are doing an outstanding job with the Cadets (as witnessed by the Wichita Meet) and I hope them every success with their goals and ambitions.

\*\*\*\*\*

### P.P.S. ON THE NATIONALS

"I have noticed several snivelers have written to you complaining about me. I guess they lost my address.

For years, I've watched some competitors at the U. S. Nationals who hate the Chief Judge. My turn as Chief ZAP was last year. If the snivelers ever bothered to read the rules of competition, Section 69, they would find that poor ole Chief ZAP doesn't get to ZAP anybody. Rules are rules, we cannot deviate for anyone. Sound familiar?"

*Lyle Cameron  
 Pope #35  
 Sky Diver Magazine*

### A SHORT NOTE FROM TOM

*I've had many jumpers ask "how is Tom?" and "have you heard from Tom?", so here it is, right from Tom:*

"Right now I'm doing a little hospital time waiting for another operation on my shoulder. Seems I stretched a little too hard on my last jump in Vichy. What did I say about crash-and-bum landings before we went to Europe?"

To continue, it was my first injury in 830 leaps. Funny thing is, the doctor who

*Continued on page 5*



# SORRY ABOUT THAT....

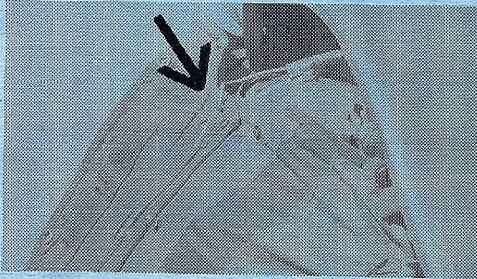
## NOTE FROM TOM

took care of me in France made a jump after taking me to the hospital and had a Mae-West with reserve entanglement. He did a PLF and walked away. He couldn't do a break-away, since the French do not allow cape-wells. Articles on Bulgaria and France to follow."

Tom Schapanski  
Park Ridge, Illinois

\*\*\*\*\*

## MALFUNCTIONS



Referring to photo above which was sent in by Jim Wilson, Tucson, Arizona, note that bent first pin. Bruce Funk snagged it going out of the Beech at Elsinore, Calif. DZ. It was obviously a total malfunction which Bruce corrected by deploying a 24' ripstop reserve with MA-1 pilot chute. Had an uneventful landing. There was no ripcord protector flap on stiffener, however, one was promptly added before the next jump.

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## INTO EVERY LIFE...

A little rain must fall, huh, Pete?

Pete Pedersen had the cast removed from a broken leg on September 16th... and on September 18th, experienced a malfunction, did a break-away, and came down on his reserve. During all this, a faint voice from the sky could be heard hollering "help", but all went well and Pete kept his tender leg out of the way and only bruised his left side. A month later, on October 23rd, Pete had another sick canopy over his head and had already prepared to break-away when he decided to give it one more try and the PC cleared. Pete is easily spotted on the DZ now, for he has a little black cloud hanging over his head which follows him constantly.

Compliments of "Toggle Line"  
Dallas Sky Divers, Inc.

\*\*\*\*\*

On the last jump of the day, 25 August, and my 50th jump, I experienced a malfunction on a PC. We were at 3200 feet and had put out a S/L student. Jim Gibbs followed the student (after the student's canopy had opened cleanly), and I followed Jim. He was jumping a pilot's rig (ouch!) and I was right on him to observe his opening for remarks

later. After I dumped, the deployment was quick and clean, with no hesitation and good body position. The normal PC shock was nil and the chute was still coming down fairly fast. I looked up and found that the lines had about two turns in them and the front of the canopy was making contact with the back of the canopy. This was on the canopy check. I then checked my altimeter and reserve and was passing 2000 when the lines cleared. Re-checking, I found that the sleeve had fouled the canopy and that it had stretched out the length of the retainer line in front of the canopy. Apparently, it had been sucked through the modification on the side, and the sides were now starting to come around to the front of the canopy. At this point, I elected to break-away from the PC and ride a reserve in. I got rid of the main at about 1500 feet and opened on the reserve between 800 and 500 feet. The reason for the delay was that my reserve ripcord had come out of the pocket, and I had to hunt the damn thing. Going back to the break-away, I assumed the following position after separation: I spread my legs in a track-position, and went head-down immediately upon release of the main canopy. After playing hide-and-seek with the ripcord handle, I finally dumped and watched the entire deployment of the 28' C-9, reserve with pilot chute. The following is intended for "B" through "D" qualified jumpers on reserve deployment:

- (1) Decide whether to break-away or not at a reasonable altitude to allow a good, clean reserve opening with enough altitude to stable out under the canopy. Mine is no lower than 1500 feet for either a total or canopy malfunction. On a PC, XBO, or Piggy-Back rig... definitely break-away.
- (2) Install a pilot chute launch plate, under the pilot chute. Leave it loose, so it can fall free after the pull. It's work is done after the ripcord is pulled.
- (3) Spread your legs about 18" apart before you break-away, and this will cause you to go head-down and distribute the opening shock on the upper portion of your body and lets you watch the opening of the canopy.
- (4) These are my tables for a reserve to correspond to your weight:
  - a. 24' twill - up to 165 pounds.
  - b. 24' ripstop - up to 175 pounds.
  - c. 26' conical (either the Security LoPo or standard 1.1 - up to 195 pounds.
  - d. 28' twill - up to 210 pounds.
  - e. 28' ripstop - from 210 pounds and over.

C. L. "Roy" Downing, B-4605  
Senior Rigger 1671005  
Wichita, Kansas

\*\*\*\*\*

## FUNCHESS TAKES EASY WAY OUT

Last issue, Gertrude Slapfinger proposed marriage as a solution to Noel's problems. The KNFOADZITUSA Fan Club continued to blame "Noel Baby" for bad spots, injuries, and the rising cost of living. Then, Ned Luker, C-2974, said he didn't care what Bill Dorroh said about keeping "Poor Ol' Noel" off drop zones... that Noel could come jump with him anytime. Ned is stationed in Korea.

That did it. Noel Baby began running in circles, spitting blood and booing Cardinal rituals. Then came the final proof of a "complete flip-out upstairs". A total malfunction occurred (mentally and actually), Noel put out a reserve and landed on top of a church (probably in search of someone to talk to). So, as C. King Pickett (Gulf Coast Parachute Assoc.) reports, Dorroh's wish has been answered and Noel is sporting a new cast on his left leg. He also added that, if it accomplished nothing else, it at least got Noel to Church that Sunday. Leon and Prissie Riche, Hammond, Louisiana, then verified the broken leg and said cards could be sent to #8 South Reed Avenue, Mobile, Alabama to ease the pain somewhat.

And finally, unconfirmed reports seem to indicate that Noel is transferring. So, Christians, we have done it again. We have helped a poor soul see the light and we have driven him from the ways of wickedness and right into a hospital bed, where cute little nurses and square needles will help him to forget the KNFOADZITUSA "Voodoo" Club. A shame; a real shame.

Seriously, Noel, we all wish you a speedy recovery and hope you are back on your feet soon. I was sincerely sorry to hear of your accident.

CEH

## CLOSE IS AN UNDERSTATEMENT

This malfunction is copped from the Omaha Sky Divers Newsletter for October, 1966. In reading it, I can't help but label it "miracle" if the circumstances were as close as they sound. Anyway, here it is:

"One lovely Sunday morning, the Omaha Sky Divers were jumping like crazy at St. John's Seminary. Bill Beavers hops into the plane with that wild XBO and everybody watches the three-man exit. Naturally, nobody catches the uncatchable, so two chutes open up and everybody waits for Bill. They wait and wait and scream and faint and nothing. Bill falls behind the trees over the bluff. Like man, everybody starts running to the edge. They look over and there is Bill, hanging in a tree, the reserve open, hanging from the top and Bill's toes are just touching the ground. Now, like everybody faints. It's unbelievable! We talked with our "star" after everyone had recovered, including him, and this was his explanation: "At 2500, I pull the main ripcord and lay there, nothing happens. The first thought that came into my mind was cut-away... fine, that's what I do. One little thing I forgot. In the XBO, you got to have something up there before a cut-away will work. So, I lay there some more. Good grief, still nothing! I look down, Oh Lord, and I see trees, very close. Frantic, I pull the reserve manually, and I mean frantic. I shut my eyes and prepare for a tree landing. And there I am, hanging in this tree."

And there you have it. If you ever want to know how close is close, just ask Bill. He should know.

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All special notices, such as meets, planned activities, invitationals, etc., are printed at o cost.

## Moving?

Change your address in advance



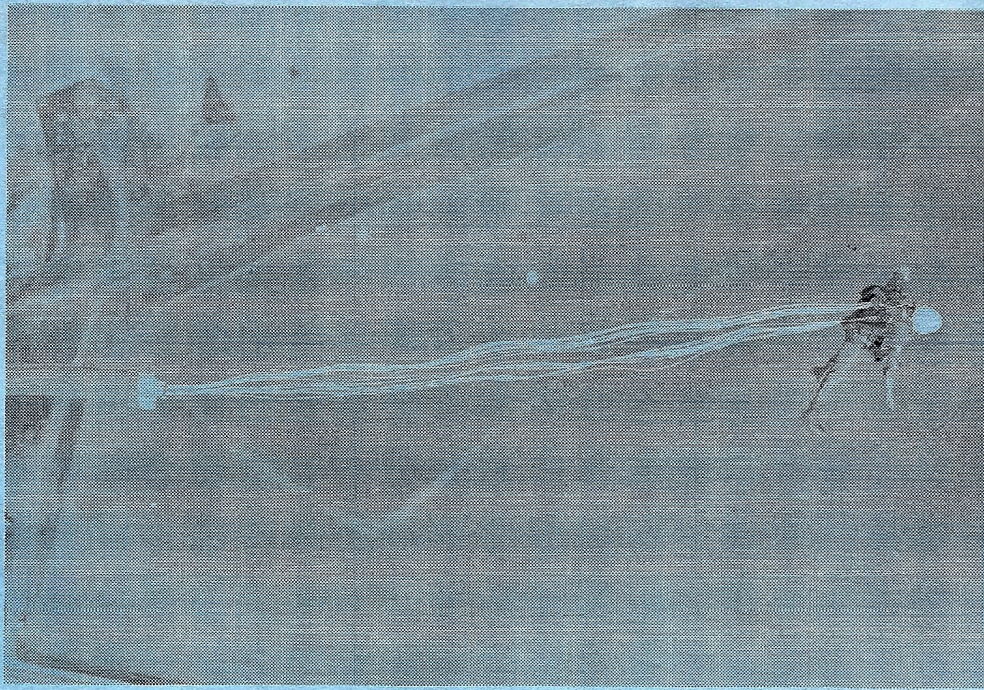
## INTELLIGENCE TEST

Designed especially for jumpers (who, as everyone knows, has above average intelligence) and the answers are on page 11. 15 or more correct answers put you in a Genius class; 10 to 15 is normal; 8 to 10 is graded as subnormal; and 9 or less . . . Sorry about that.

1. You want a good night's sleep for tomorrow's jumping. You go to bed at 8:00 and set the alarm to get you up at 9:00 in the morning. How many hours sleep would you get?
2. Do they have a 4th of July in England?
3. How many birthdays does the average man have?
4. Why can't a jumper living in Winston-Salem, North Carolina be buried in a spot West of the Mississippi River?
5. Some months have 30 good jumping days, some have 31. How many months have 28 days?
6. You have sprained a shoulder and the doc gives you three pain pills and tells you to take one every half hour. How long will they last you?
7. After opening, the jumper looks up and realizes his canopy has a southern exposure on all sides and no matter which way he turns, he is running south. A big bear wanders by beneath him. What color is the bear?
8. How far can a jumper walk into the woods?
9. What four words appear on every denomination of U. S. coins?
10. It's a bad jump day so you stay home and watch the ball game. How many outs did you count per inning?
11. To kill time between lifts, a buddy tells you that he only has two U.S. coins in his hand which total 55 cents in value. One is not a nickel. Please bear this in mind. What are the two coins?
12. You have 17 parachutes for sale. You sell all but 9. How many do you have left?
13. How many 3¢ stamps in a dozen?
14. Take two logbooks from three logbooks and what do you have?
15. Your wife gives a beggar 50 cents. The beggar is not the brother of your wife, but your wife is the beggar's sister. How do you explain this family secret?
16. How many animals of each species did Moses take aboard the Ark with him? Include jumpers as people.
17. You are looking for a packing slip in an extremely old reserve and find some gold coins dated 46 B.C. Will other jumpers believe your story?
18. Is it legal in California for a man to marry his widow's sister?
19. You pay your jump bill with 6 (six) U.S. bills (that are currently in use and no tricks). The bill is \$63.00 but you give the treasurer no one-dollar bills. What denomination of bills did you give him?
20. Your drive to the airport is two miles exactly. You drive only 30 mph the first mile (because of traffic) and decide to drive fast enough the second mile to average 60 mph for the whole two-mile trip. How fast must you drive the second mile?

\*\*\*\*\*

**You'll be glad  
you bought the best**



Curly Roe stretching one out. Photo by William Kiehl, D-1095, Russellville, Ark.

## HERE and ABOUT

**HUDSON, OHIO:** I received a postcard in the mail from the Fluid Power, Inc., people (P.O. Box 0208, Hudson, Ohio 44236) and they have a fine looking job (called a Model 1520) which may be of interest to jumpers. It is a portable diluter demand oxygen breathing apparatus, weighing only 11 pounds, for civilian as well as military aircraft. Better look into it if you are planning a high one.

**ALBUQUERQUE, NEW MEXICO:** Carlene Carter sends along these kind words to the editor of DZ-USA: "I eagerly watch for each issue and bless the months it comes on a weekday. Otherwise, I have to wait a whole weekend for even a glance." This is, of course, printed to get another plug in for that \$3.00 subscription available to wives of jumping-subscriber-husbands. Ol' Hunnell is always in there pitching.

**OMAHA, NEBRASKA:** Jim "The Hawk" Garrison has struck again. Among his many accomplishments, spotting is not one of them, and the MWSPA Meet on the 23rd of October was no exception. A lift we have been informed of, was put to the test by letting Jim spot, and they barely landed in the state of Nebraska. This editor remembers a Garrison spot about two years ago and it doesn't look like any great changes have occurred. Only kidding, Jim, I haven't forgotten the good spots when I was still hanging on a dope-rope.

**FT. ORD, CALIFORNIA:** "The Candid Canopy Observer" has finally been identified as, none other than, Lee Hector. He took full responsibility for the newsletter I told you about in the last issue which was being published anonymously. A short time later, however, he received his orders for Officer's

Candidate School at Ft. Benning, Georgia. No one can say the Army doesn't recognize real talent. As soon as a man learns to write, right away they want to put gold on him. Seriously, Lee, congratulations on your new assignment.

**MANCHESTER, CONN:** Robert MacMillan has been awarded a Life Membership in Connecticut Parachutists, Inc., the first and only such award ever given by CPI. He was cited for "being the guiding force in directing" a newly-formed organization of fledgling parachutists striving to become skydivers" and further that "his were the hands that showed us how to hold ours when packing a parachute". A well-deserved award by a jumper who helped pioneer sport parachuting. But for a few, none of us would be jumping now.

**GERMANY:** Cliff Harris has been transferred from Fort Riley to Adenauer-Land and hasn't gotten a jump in yet but intends to correct the situation as soon as his gear catches up with him. If there is a jump to be had, you can bet Cliff will be on the first lift.

\*\*\*\*\*

### A WORD OF EXPLANATION

"I'm a married woman with a five-year-old daughter (who is fascinated by skydiving) and have a husband who fears height. Although my husband "backed" me up and agreed to let me try the sport, I'm afraid the grandma's and grandpa's were very much against the idea . . . that's why I state I have only "one" jump. I enjoy your "DZ-USA" very much and it makes me feel like your publishing just for each and every jumper."

Arlene Gerber  
Crescent City, Illinois

\*\*\*\*\*

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



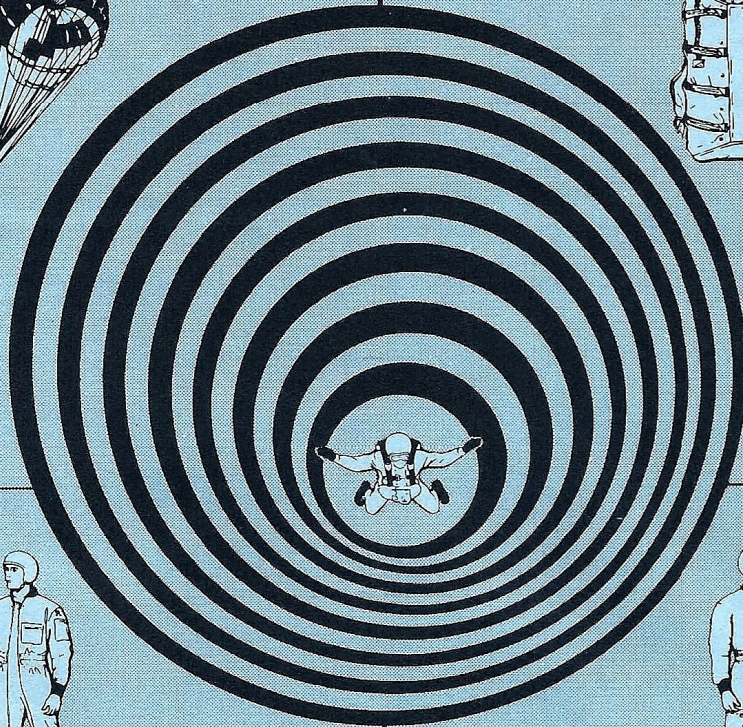
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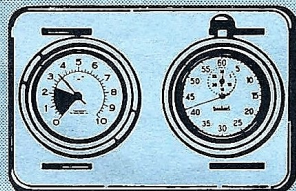


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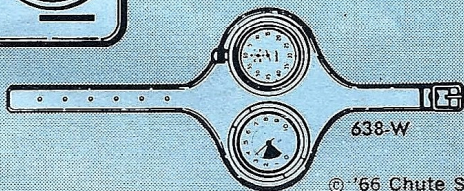


638-R



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637-R



638-W

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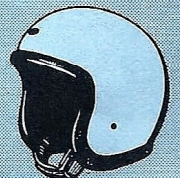
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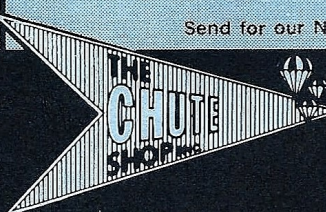
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# FIRST JUMPS S/L

## THE ELECTIONS

(2) Jack Bergman, Central Conference Director nominee. I first met Jack in Omaha, Nebraska at a MWSPA Business Meeting and, after several conversations, have decided Jack can straighten out the problems now confronting the Central Conference and remove many of the misunderstandings that now exist in that Conference. DZ-USA first printed an article on Jack in the May 1966 issue and since then, I have never heard a jumper speak unfavorably of Jack. He has been in the sport for 12 years and a member of PCA for 7 years. He is vitally interested in student jumpers (who are the life-blood of sport parachuting) and is more than capable to set the example for those interested in the sport. He is financially able to accept the role of Conference Director and will have the time to dedicate to that position. I can think of no one in the Central Conference who would better serve the interests of PCA and sport parachuting in general, than Jack Bergman.

(3) Dan Poynter, Northeastern Conference Director nominee. Dan has many qualifications, most important of which, is his dedication to the sport. He contributes to every skydiving publication (including DZ-USA) which is a job in itself, which he does unselfishly and without payment of any sort. He has attended the last five Board of Directors Meetings and is aware of the many problems facing PCA and sport parachuting. He holds a degree in economics with post-graduate work in law. Here is a man with more than a passing interest in a sport we all want to see grow. Dan can certainly be instrumental in this respect. Dan holds an Instructor's Rating and has more than proven his willingness and ability to serve his conference area and PCA. I could go on and on with glowing remarks concerning Dan, but only one thing is really pertinent. Dan stands for the sport and his leadership in PCA is not only important, it is imperative. This is the type of man who will best represent you in any phase of sport parachuting, whether you have 10 jumps or 1000.

*And as I said before, this whole article is against my better judgement . . . but not because these men don't deserve your vote. It is only because some jumper may think that Bill, Jack, and Dan asked me to print this article. Let me assure you, right now, that nothing could be farther from the truth and that all three of them will read this article for the first time when it arrives in their mailbox. I am more than proud to support any one of three (without their solicitation) and, incidentally, do not know any of them personally. That should make my views just a little less opinionated than most of the articles you will read. I simply believe that when you hear other jumpers voicing their approval of certain candidates, then credit should be given where credit is due. My association with these three men have more than convinced me of their sincere interest in sport parachuting. Show you appreciate their efforts by casting your vote for them. Here are three votes that will be put to excellent use.*

\*\*\*\*\*

*The Colorado Sport Parachute Council Newsletter reports monthly on the reactions and comments of each of their first-jump students. Here are a few lifted from the September issue:*

Rowland Porter, age 23, wanted to jump for a hobby for himself and his wife and found it to be a lot of fun . . . Rowland's wife made her first one on the same day and said it was fantastic . . . . Craig Jester, age 20, wanted to jump after watching jumps and competition and felt "mild anticipation" before the jump. Afterwards, he said "Never again. . . till next Saturday" . . . Hal Nauman, age 20, was introduced to the sport by a fellow he met in the hospital and when asked what he thought about his first jump, he wrote "Jumpers are able to think???" . . . Bob Stuart, age 24, had an "unknown" reason for wanting to jump and said he didn't expect the falling feeling that he had but plans to continue . . .

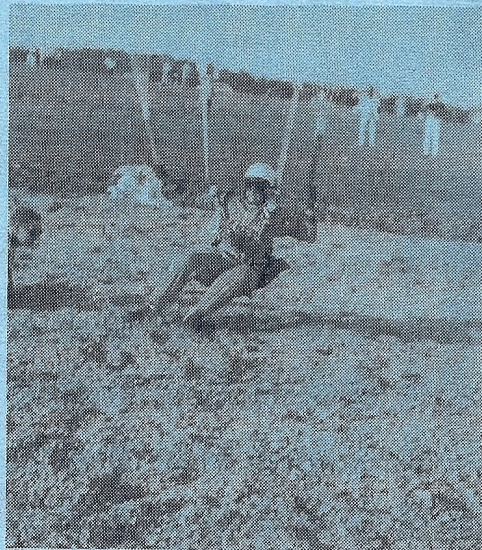
# SOS . . . SOS

No big appeal this month (except for the usual subscriptions). A few more original first jump stories would help and a word or two from the students would balance out the articles. All in all, however, I am more than pleased with the mail that continues to come in. Everyone who has taken the time to write, has been given equal time on my part in the printing of them. In fact, some letters have gone into print that the writer wasn't too happy about. Let me know if you don't want a letter printed and I'll see that it doesn't happen. In the meantime, keep the mail coming. DZ-USA doesn't play favorites.

\*\*\*\*\*

## GEORGIA STATE CHAMPIONSHIP MEET

Photos by: Bill Dorroh



Tommy Maynard with Judge Ned Smith observing . . . . .



Tommy Maynard with Ned Smith covered but still marking . . . . .

## TIME CHANGES EVERYTHING . . .

Lieutenant William K. Bayer is now Captain William K. Bayer . . . Kathie Roe, Boulder, Colorado, is now Kathie Johnson . . and speaking of Johnson's, Bob Johnson, formerly of Memphis, formerly of Kansas City, formerly of Wichita and "The World's Greatest Skydiver", informs me he is getting even better . . . Bill Madden who was a paid-up subscriber for 1966 is now paid up until January 1968 (the first re-subscriber and I hope it catches on) . . . Lee Hector, Ft. Ord, California, was Sp/5 Lee "Z" but is now O/C Lee "Z" . . . Ron Doughty was a "B" license holder but is now a brand-new "C" and an authority on reserves . . . Bill and Dorla Compton, Dallas, were just married people but now they are expecting-married-people . . . and speaking of new arrivals, Steve Snyder and wife Barbara (she had a lot to do with it) are the proud parents of a son who Steve says will make his first jump on October 20th, 1982 . . . Bobby Powell, Dallas, is trying to change his image and become domesticated by engaging (with a ring) the assistance of a young lady . . . Subscriber Walter K. Straub, formerly of Las Vegas fame, is now A-1185 . . . Karen Roach, who jumped her way into the spotlight at the 1966 Nationals, is now D-1365 . . . and still another subscriber, Chuck Brophy, Cherry Point, No. Carolina, is now D-1371 . . . Dave Verner, Sparta, Illinois, who tore up the dead-center disc in the Wichita Meet in October, has been nicknamed "The Animal" by Wichita jumpers . . . and last, but not least, would you believe that James Garrison, D-94 and Jerry Mathwig, D-57, used to have hair??

\*\*\*\*\*

## SPECIAL NOTICE

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### CONSIDERING A NEW JUMP PLANE?

in. Look for the note "blower ratio". On the P&W R985 for example, you will find the blower ratio of 10:1, however a few will have 12:1, and a very few will have a 14:1 blower. The 14:1 is a complete altitude demon, and should drag its airplane to at least 30,000.

As you dash off to the airplane store with all your new found knowledge, please don't leave until you read the following. It is highly important. Any airplane you consider, be it all wood, all tin, or solid steel, check the empty weight as it is listed in the paperwork. Then determine from the actual paperwork what the legal gross weight is. To the EW add pilot, fuel, and oil weights for the jump mission. From the gross determine what you have left to carry jumpers. Don't scoff. I know of some so called "6 jumper" aircraft flying right now which are legal to carry only a pilot and 2 or 3 jumpers. You have been around FAA enough to know the problem involved if you're overloading an aircraft. And your insurance goes out the right window. And would you time and again jump 2 or 3 on one canopy with no reserve? Why not? No different than overloading the wing structure of an aircraft. With 2 or 3 on one canopy all you might do is blow a few panels. And heck, on an overloaded wing all you might do is pull a wing off. Sorry about that!

One last item, When the salesman tells you the engine is 400 HP, or 900 or 100, don't you believe him. Ask to see the "Engine Operation Limitations" sheet. Don't let him put you off. If it isn't in the airplane, it ain't legal, Charlie. When you get your beady eyeballs tuned in on the operating limitations, check the maximum allowable rpm and the maximum allowable manifold pressure. If the HP developed at those settings isn't spelled out right on the sheet, check with the engine manufacturer or the FAA to see exactly what HP is developed at those given settings. Why is that so important? Glad you ask. I know of a few so called "600 HP" jump aircraft operating today. And it's true, they do indeed have a 600 HP engine strapped on the front of the airplane. But the operations limitations restrict their use to a maximum of 450 HP. The throttle and prop controls have mechanical stops to prevent the pilot from getting more than 450 HP from them. Now here's the

danger: when the feds aren't looking those stops are sometimes removed, and then, illegal as it is, the pilot can get the full 600 HP. What's so bad about that? Well, Charlie, the airframe has been determined to be only strong enough to safely stand 450 HP. Anything over that, and your neck is on the line. In some cases the airframe came from the factory with only 300 HP to strain it. I personally desire to be around long enough to see what happens to Fidel Castro, or to see how the Viet Nam thing works out. Therefore I avoid stepping into an aircraft with 5 others when the wings are engineered to hold only 3 or 4; and the engine is working 600 HP on steel tubing rated to take only 450 HP. The only way to tell the "real" 600 HP aircraft from the phony "600" HP machine is to personally check the operating limitations found in the aircraft itself.

I have compiled a list of aircraft and their engines, EW and gross weights. My list carries only those aircraft I consider to be "good" jump aircraft. If you'd like a copy, send \$1.00 to Dan True, 2804 Julian Blvd., Amarillo, Texas.

## CLUB NEWS

### THE "HOT-DOG" CLUB

I don't have all the information on this, but while talking to Dave Verner and Ed Clucas (Archway Sport Parachute Center, Sparta, Illinois), the first information of this fun-club became known to me. Just some of the things a jumper must do to qualify for the club is to: (1) Own a PC; (2) Have at least one DC to his credit; (3) Have over 100 jumps; (4) "Hang Ten", a surfer-type exit; (5) Be at least a Cardinal; (6) Do a hop-and-pop from 8,000; etc. Anyway, I just got a note from Ed Clucas saying he and Dave made a jump-and-pull from 8,000 and travelled close to 9 miles before landing. Winds were about 50 mph above 4500' and they really covered some ground. He added, it was just one more step toward his "Hot-Dogger" and he only had a couple more to go. One more thing, Ed is going to sew on K.N.F.O.A.D.Z.I.T.U.S.A. on his jumpsuit leg. I've seen the letters on helmets already, so the idea is really catching on. Noel Funchess should be the best

known jumper in the world in a couple years.

I'll try to get more on the "Hot-Dog" Club for you, in case you want to start a National movement.

CEH

\*\*\*\*\*

### A NEW CLUB IN ALBUQUERQUE

Last July, the Roadrunner Sport Parachute Club came into being. Five members of the Albuquerque Parachute Club headed the new group and did a little recruiting. The club grew to over 20 members, got their PCA Affiliation, and held their elections. John Theis, president; "Sarge" Hill, Safety Officer; and Dorothy Carter, secretary-treasurer. And despite the service subtracting a few members, the club made West Mesa Airport home (as it was before), and experimented with various planes and pilots in an effort to beat outrageous jump rates. Dues are \$1 per month and \$25 to start jumping with them. Most of the jumpers are single-types (with only three married and all with non-jumping wives) and three women in the club to add the frosting. One likes flying better than jumping but maybe she will come around and see the error in her ways. The club is always on the lookout for interested individuals and welcome any visitors. Call 344-7259 and talk to John Theis, or write Jack Carter, 2701 Ross S.E., Albuquerque, New Mexico 87106. You couldn't be in better company. A fine group.

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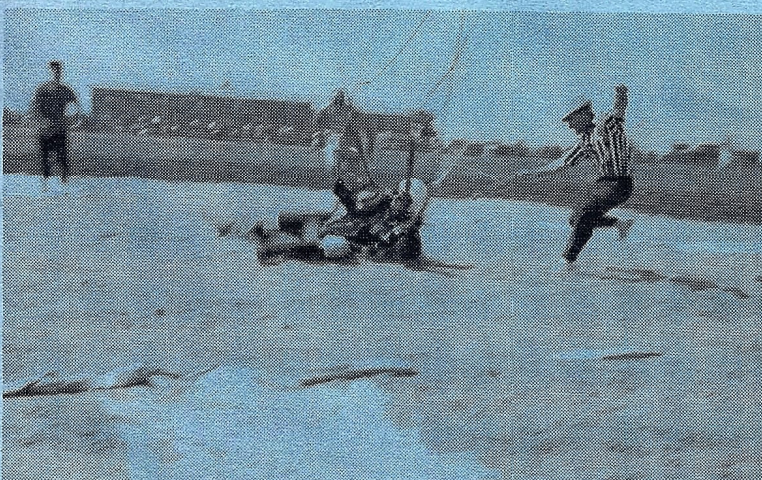
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Ron Miller slams in while Colonel Sheppard does a ballet step. St. John's Parachute Meet, Elkhorn, Nebraska on July 3rd, 1966.



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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.

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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;  
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A fifty-word maximum for any one advertisement.

## AIRCRAFT FOR SALE

1964 Cessna Skyline 182, yellow & white, excellent jump aircraft. New tires, TT A&E 800 hours, ARC-300-1½, reclining seats.

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

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One 24' twill-weave 1.6 reserve T7A, w/container. Excellent condition . . . \$25.00.  
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Five, used, Double-L rigs complete each . . . . . \$50.00.  
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Edward Mathwig  
125 No. Topeka  
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\*\*\*\*\*

## GEAR STOLEN IN MINNEAPOLIS

The following is a letter from Ed Dorey, D-241, and is one I wish I didn't have to print. Unfortunately, however, that two-percent of skydivers who have no regard for the property of others, warrants it. I'm sure we all share Ed's disgust in thinking any jumper would steal from another. Here is Ed's letter. Give him all the help you can in recovering his equipment.

"To my friends: I have always been impressed with the integrity of my parachuting friends. Since, however, I am not a babe in arms, I have realized that there are unscrupulous people, even in our sport.

On Saturday morning, 22 October, I awoke to find that my sales truck had been broken into and somewhere in the vicinity of \$1500 worth of equipment had been stolen. Fortunately, the truck was loaded in such a way that no new PC canopies were stolen, but my personal helmet (with four holes in the left side for a camera bracket and my name stenciled on it), my personal reserve (a T-10 canopy with a blank gore in a Pioneer tan cotton container); 5 complete B-4's (new) plus several others; a new sage-green nylon seat pack complete with canopy (C-9); numerous pairs of new French Para-Boots; numerous reserves; canopies; miscellaneous hardware; and other items.

Rigger numbers are recorded in my rigger's log and I would like the help of any jumper who may have some information concerning the theft. I will pay a \$50.00 reward to the person providing me with information leading to the arrest and conviction of this (or these) persons."

Ed Dorey  
400 10th Ave. S.E.  
Minneapolis, Minn. 55414



**INTELLIGENCE TEST**

1. One hour. The alarm will go off at 9 p.m.
2. Every country has a calendar day of 4 July.
3. One each year.
4. Because he is still alive. "Living" is the key word.
5. Every month has at least 28 days.
6. One hour. You'll take one immediately upon receiving them.
7. White. You are directly over the North Pole.
8. Half-way. After that he is walking out.
9. "In God We Trust" or "United States of America". No tricks on this one.
10. Six. Three for each half.
11. A half-dollar and a nickel. I didn't say "neither" was a nickel. I said "one" was not.
12. Nine. You sold "all but" nine.
13. Twelve. How many said four?
14. Two. Take two logbooks and you have two.
15. The beggar is your wife's sister.
16. Moses didn't take anything aboard. Noah did.
17. Not knowing the date of the coming of Christ, it would be impossible to date anything B.C. before His coming.
18. No. The man would be dead if his wife was a widow.
19. A \$50 bill; a \$5 bill; and four \$2 bills. Total \$63.
20. It is impossible to average 60 for the two miles. To average 60, you would have to drive two miles in two minutes. Your drive to the airport has used the entire two minutes to drive the first mile when you drove it at 30 mph.

\* *Editor's Note: Hope you made out better than I did. Is there a word for missing all but four of the questions?*

\*\*\*\*\*

**ATTENTION PCA MEMBERS**

*Byline: Ed Dorey, D-241  
Minneapolis, Minn.*

"I am not a man who frequently writes letters to the editor, but I feel a duty to PCA and hope that I can fulfill part of my obligation in this way. I have been a PCA member since 1960, and have seen PCA face rough times, parts of which were the result of general apathy on the part of the members. Now, I would like to encourage PCA members to give very serious and thoughtful consideration to how they vote in the upcoming 1966 PCA Elections, and above all, to critically analyze (1) the abilities of candidates for PCA Director, and (2) their interest and desire to serve PCA.

In my opinion, one new candidate for office is particularly well-qualified. I have been personally acquainted with Bill Ottley for a long time. He has been jumping for eight years, has logged over 650 jumps, and has competed or been Meet Director or Judge at most of the big Eastern Meets, in addition to his own year-round series of regional meets, while serving as president for the second time of the Mid-Eastern Parachute Association. Ottley is the most articulate jumper I know. He has, time and time again, demonstrated his capabilities and interest in working for PCA. He is financially able and willing to attend all board meetings, and for a better PCA, I urge that Bill Ottley receive one of your ten votes for National Directors."

**HAL EVANS DELAYED SOMEWHAT**

Because of some difficulty in obtaining the necessary "spacesuit", the high altitude record attempt jump planned by Hal for December 3rd in South Dakota has been postponed to a date sometime in the early part of 1967. This news from the Mid-Eastern Parachute Association Newsletter for November 1966. Unassociated, but in the same issue, was a note on Bill Ottley trying to sell a factory-sealed, brand new, r-w-b PC for, would you believe \$300? How about \$150? A dollar down and a dollar per week?

\*\*\*\*\*

**RECORD JUMPS**  
★★★★★

**Overseas Altitude Record - 6 man - Thailand - 20,000 feet . . .** Dave Wilson & Richard Nicholai (USAF); Lou Paposki & 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.

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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
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Bill Ledbetter, Phoenix . . . . .	1140 plus
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Eric Bahor . . . . .	1060 plus
Stan Searles, D-212 . . . . .	1060 plus
Ed Dorey, D-241 . . . . .	1058 plus
Bob Sinclair . . . . .	1000 plus
Carl Kraft . . . . .	1000 plus
Al Beverly . . . . .	1000 plus
Loy Brydon, ex-USAPT . . . . .	1000 plus
Jack McLaughlin . . . . .	1000 plus
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Bill Tobin, D-858 . . . . .	1000 plus
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Jerry Bourquin, ex-USAPT . . . . .	1000 plus
Joe Dupuis . . . . .	1000 plus
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Frank Rickard, D-293 . . . . .	1000 plus
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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
Tim Saltenstall . . . . .	1000 plus
Lee Killian . . . . .	1000 plus

\*\*\*\*\*

**A NEW HIGH . . .**

How do you make a 55 minute-30 second delay from 7200 feet? First, you have to be Ron Doughty and jumping at the Threshermen's Reunion at Pontiac, Illinois on September 5th, 1966. Then you must land in the top of a 30' oak tree and wait for the extension-ladder truck from Pontiac Penitentiary to arrive. And lastly, just short of one hour since your feet touched terra firma, you come down the ladder, smiling but embarrassed.

Stolen from an article by Jack Tillman in the IVPC "Skyline"

\*\*\*\*\*

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

\*\*\*\*\*



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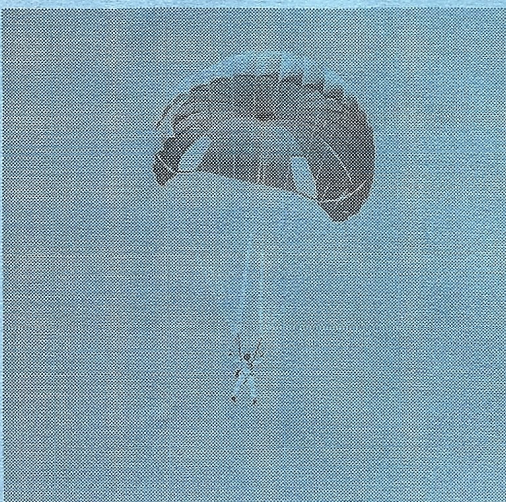
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## SAFETY AND EQUIPMENT

### HOW BIG IS BIG?

Paul Tag under a 32' Crossbow. Yes, 32'. If you want soft landings, this must be the answer. Security made three of these for Forest Service to test for smoke-jumpers. Paul's company, Inter-Mountain Aviation, has



two of them and is making live evaluations with smoke-jumper conditions. Rate of descent is less than a PC for a jumper the same weight. Less drive than a PC, however, and turns are not too fast. Four to four-and-a-half seconds to make a 360 turn, and the turns are stable. Colors are blue and red keyhole.

### HEADED IN THE RIGHT DIRECTION

*Editor's Note: Included in the Paragators, Inc. (Florida) orientation and general information sheet, there are some items EVERY club should incorporate into their constitution or ask their CSO to establish as routine safety rules. Among them, I'll list the most important:*

"All students must make an observation ride with a load of jumpers before their first jump".

"All students will use a club reserve with the Sentinel automatic opening device until "B" qualified, or until the CSO qualifies the jumper as a non-student".

"The master log must be filled in after every jump by all jumpers (students, members, guests). If you should lose your personal log book, it would be possible to get your jump record from the master log".

"All students will be assigned a jumpmaster. He will be responsible for all your training, and he is the person you ask ALL questions. Incorrect information from someone else can ruin his training program."

"Your jumpmaster will record the "Comments" on the first five jumps you make. Reserve this entry for him in your log book and do not fill it out yourself."

"Reserves are thrown monthly by students, and at the time of repack for license holders. The Club Safety Officer or jumpmaster must observe this operation. You will not be allowed to jump until this has been done properly."

"Should there be a malfunction and the jumper releases the canopy, it is only to be touched by the CSO. We may learn from this."

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### SPLIT-SADDLE HARNESS

What ever became of the split-saddle harness? The first one I saw was worn by Nick Piantanida at Lakewood, New Jersey, and my interest slacked off when he told me it was custom-made. Last year, I had the opportunity to jump one (also a custom-job) and found it unbelievably comfortable. After that, I was sure someone would make them in quantity, but I haven't seen them offered by any equipment companies. My old B-4's are getting somewhat fuzzy so I would appreciate it if you or someone could tell me where to acquire new split-saddle harnesses at a reasonable price. Also, are you aware of any objections to them, such as perhaps safety? I would like opinions of them in general from any of your readers.

Jack Demme  
954 Rumsey Place  
Joppa, Maryland 21085

*Editor's Note: The split-saddle harness is the answer for any jumper who wants the ultimate in comfort equipment. FAA hasn't put their OK on it but simply because no one has taken the time to evaluate and test the split-saddle. I've jumped one and found opening shock reduced to almost nothing. As for safety, I can see no objections to them whatsoever. They are showing up on more and more DZ's, Jack, and if you want one for yourself, I will gladly steer you in the right direction. Just ask and you'll have the rigger's name and address in the next mail.*

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



## JUMPING IN FLORIDA

Byline: Jerry Schrimsher, D-1090

"DZ-USA" Reporter

Editor's Note: "Pops Place", Clewiston, Florida has relocated to new quarters in Indiantown, Florida (Circle "T" Ranch), and facilities are better than ever. The following article by Jerry deals with the old location and will give you a good idea of what to expect at Indiantown.

South Florida Parachute, Inc., is located in Clewiston, Florida, and is a commercial center ran by Paul ("Pop") Poppenhager, D-47. If ever there was an ideal set-up for jumping . . . this is it. Hundreds of flat acres in every direction and not one major obstruction in sight. There are 3 improved runways but who needs them. All the pilot does is head into the wind and take-off across the pasture. The airport looks like an abandoned military field. The deserted buildings are used by the jumpers for dormitories and Pop has complete kitchen facilities available. There is a swimming pool included for jumpers who need a water jump.

All a jumper needs is a sleeping bag, a sack of groceries, and his rig for a day, week, month or year of jumping. About 90% of the people here are visitors from around the country, especially, from the northeast during the winter months.

Pop lives on the DZ and this is his full-time business. He will take anyone up for a jump, day or night, in his J3 or one of the C-180's. (Except when hungry, right, Pop?) Jump rates are \$3.50 for a 30. The target is sawdust and good sized. Most of the action at Clewiston is experienced jumpers but Pop does a good job of student training and his equipment is in excellent condition. He has a very good method of static-line hook-up; on the jumpmaster's D-rings. Pop builds and sells his own piggy-back system and chest reserve containers.

So, if you want to take a sunny vacation, without spending all your jump money, and make a lot of jumps . . . go see Pop.

The Paragators (meaning "jump in and wade out") jump at a city airport in downtown Kissimmee (which means anything you can conjure up) Florida. I think the airport is about 3 feet below sea-level, judging from the flooding when it rains, however, the airport is modern and active with other flying, although skydiving is the bulk of the business. If the plans for Disneyland to move in nearby comes about, it would, no doubt, affect their DZ.

Jimmy F. Godwin, pilot, rigger, ASO, PCA Instructor, D-126, and a great person, will take you up in a rented C-182 or will let you spot from their favorite jump bird called an AT6. This is a two-place fighter that carries three jumpers (sardine-style). The target here is also sawdust and jump rates are \$3.50 for a 30.

Richard Phillips, C-2496, is the man on the student-training job and he has a very thorough written and oral examination program. Each student is taught to throw a reserve (no pilot chute) while suspended in a harness, and then detach from the main. I fully approve of this method.

The club has a pick-up truck for picking up jumpers who have strayed from the fold, and they also rent hangar space for packing facilities, clubroom, etc. The Paragators are a very active and progressive group and finest clubs I have jumped with. And, just in case, you have a broken leg, you can't find better company than the Paragators.

The Fallin' Angels at Deland, Florida jump at the City Airport which has improved runways, cafe, and plenty of open fields. The jump plane is a C-182 with door, and rates are \$4.00 for a 30. Deland is a commercial operation managed by Gary Dupris. Gary has his own approach to the student and malfunction problem. He teaches first-jump students to cut-away and he makes it simpler for them to do by filing away the grip-edges of the Air Force type one-shots (capewells). This leaves only the outside cover holding the capewells together and I cannot buy this method for students or experienced jumpers.

Deland has a large indoor area for packing and other facilities.

Tampa has a very active club, but I didn't get the opportunity to visit them. I did, however, meet some of their members at a meet in Kissimmee (there's that word again), and got a jump from their C-180 (without door) for \$3.00 on a 30.

I understand there are several other DZ's in Florida, and because of the favorable weather conditions, the jumping in Florida is very good the year 'round. Skydiving here is well received by the public and State Laws are not restricting. All in all, a very good state to jump in.

See you next month in Ohio. 'Til then, good jumping.

\*\*\*\*\*

**EXTRA DZ-USA PATCHES ARE NOT AVAILABLE. ONE HAS BEEN MAILED TO EACH SUBSCRIBER AND EVERY NEW SUBSCRIBER WILL RECEIVE A PATCH (RENEWALS EXCLUDED). EXTRA PATCHES WILL NOT BE SOLD BY PARA-PRINT AND OWNERSHIP RIGHTS PROHIBIT THE REPRODUCTION OF THE PATCH IN ANY FORM, BY PERSONS OTHER THAN PARA-PRINT.**

## COMING MEETS

### 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, INDIANTOWN, 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, Indiantown, 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.

\*\*\*\*\*

## JUMPMAS- TER'S LAST WORD

### ANOTHER SALUTE TO A JM

With all the nice things being said about jumpmasters around the country, we just wanted to get in our two cents for Marine Major John Joyce, who built the Atsugi (Japan) Club from nothing and devoted so many hours of his free time to training students from all the services as well as the Japanese.

Major Joyce is well known in jumping and for good reason. He is a "fun jumper" and, despite a tour in Vietnam, he has made over 500 jumps in the past three years since his first jump. I have never seen anyone who can track like he does. Maybe that is the result of all those small DZ's in the middle of rice-paddies and the spots he has found himself over after being the last one out of 20-jumper aircraft.

The only thing I can say to his future students is to do as he says, and you will enjoy many years of safe "fun jumping". But beware of that new "stable" position he teaches for leaving the aircraft in a reverse arch.

Ed McIntyre  
(Working on a "B")  
Atsugi Skydivers

\*\*\*\*\*

## WHY DON'T YOU WRITE?





Lewis Sanborn, D-1	950 plus
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Ken Russell, D-424	850 plus
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Butch Harris, D-573	800 plus
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Doug Angel	800 plus
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Ken Sisler, D-157	685 plus
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Ron Miller, D-1021	650 plus
Doug Williams, D-58	636
Jerry Mathwig, D-57	650 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	650 plus
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Dave Verner, D-968	600 plus
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Ed Marler, D-384	600 plus
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Jim Lowe	600 plus
Dan Gormen	600 plus
Ted Mayfield	600 plus
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Alfonso M. Solis, USAPT	600 plus
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Ed Kimble, D-465	600 plus
Ron Wright, D-312	575 plus
Sgt. Chuck Blaney	575 plus
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Jim Attaway, D-496	500 plus
Jack Lankford, D-440	600 plus
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Anne Batterson	500 plus
Muriel Simbro	500 plus
Charles MacCrone	500 plus
Robert McDonnell	500 plus

*Jump totals help measure the progress of our sport and is just one small way of thanking jumpers for the contribution they have made to sport parachuting by leading the way. Number of jumps will never replace experience, know-how, and instructor ability . . . but it's the only way to gain all three. Let's continue to give credit where credit is due.*

## KANSAS

Great Plains Skydivers - Knock Airport (31st South and 137th St. East) - RFD-5. Rigger Service, sales, repairs. Ground Training - Pea-gravel DZ - C-180. Reasonable rates on jumps & equipment. Rigger Service by "Roy" Downing. McElfish and International Military dealer.

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Jim Jones, Wichita, making a static-line jump and jumpmastering himself. Don't panic - it was jump #144. Brother Jerry Jones in back and pilot Pete Zeitner (The Red Baron).



# WOOD!!!!

## NEW HANOVER MEPA MEET SEPTEMBER 1966 NEW HANOVER, PENNA.

### STROUD, OKLAHOMA MEET HOSTED BY THE TULSA PARA-DIVERS 19 NOVEMBER 1966

This was a meet you couldn't afford to miss. Very smoothly run with an absolute minimum of confusion and ALL CASH for the first five places in senior and novice accuracy, four jumps each. Three planes flying and the entire meet finished between 1:00 and 6:00, with over 40 contestants. Bob Drake and the Tulsa Para-Divers did an outstanding job on this one.

#### Senior Accuracy: 5000 possible points:

- 1) John Blackwell, Ka-Mo Sport, Kansas City, Mo. (3727 points) (\$99)
- 2) Woody Hassinger, Dallas Skydivers, Inc., JJ (3286 points) (\$62)
- 3) Bob Westenhoffer, Oklahoma City, Okla. (3100 points) (\$37)
- 4) Scott Hamilton, Russellville SD's, Russellville, Ark. (3000 points) (\$25)  
(Three dead-centers and one ZAP. Hard to believe isn't it?)
- 5) Bob Drake, Tulsa Para-Divers, Tulsa, Okla. (2908) (\$12.50)
- 6) Cliff Davis, Sooner Skydivers, Okla. City (2820) (\$12.50)
- 7) J. D. Dodson, O.M., RFD U.S.A. (2758 points)

#### Novice Accuracy: 5000 possible points:

- 1) Larry Smith, Wichita Parachute Center, Wichita (2612) (\$16.00)
- 2) John Berke, Dallas Skydivers, Inc., Dallas (2211) (\$10)
- 3) Bob Roberts, Tulsa Para-Divers, Tulsa, Okla. (1952) (\$6)
- 4) Dale Carter, Ka-Mo Sport Jumpers, Kansas City, Mo. (1185) (\$4)  
(who gave his prize money to the editor of DZ-USA for a subscription.)
- 5) ZAP Lorenz, Tulsa Para-Divers, Tulsa (zero points) (\$4)

\*\*\*\*\*

### MWSPA ASSOCIATION MEET ELKHORN, NEBRASKA ST. JOHN'S SEMINARY 22-23 OCT. '66

#### Style Event:

- 1) Al Beverly, Muscatine, Iowa
- 2) Stan Searles, Omaha, Neb.
- 3) Bob Kreigh, Columbia, Missouri

#### PC Accuracy:

- 1) Al Beverly, Muscatine, Iowa
- 2) Danny Payne, Kansas City, Mo.
- 3) Cliff Dobson, Lincoln, Neb.

#### I.I Accuracy:

- 1) George Clacy, Lincoln, Neb.
- 2) Shorty Janousek, Lincoln, Neb.
- 3) Lori Meile, Omaha, Neb. (female-type)

#### Novice Accuracy:

- 1) Dave Besso, St. Louis, Mo.
- 2) Elmer Butler, Omaha, Neb.
- 3) Dale Carter, Kansas City, Mo.

\*\*\*\*\*

IF YOU HAVE A BUDDY WHO WANTS A DZ-USA PATCH . . . HE MUST SUBSCRIBE TO GET ONE. THEY ARE NOT AVAILABLE FROM ANY OTHER SOURCE, AT ANY PRICE.

#### Senior Accuracy:

- 1) Clayton Schoelpple, Horizon Club (two DC's and a 2-footer)
- 2) Bob Holler, Pelicans (9' 10")
- 3) Ed Marler, United Club (10' 11")

#### Intermediate:

- 1) Mike Jellesman, Navy Lakehurst (44' 2")
- 2) Dick White, Pelicans (49' 1")
- 3) Tom Morrison, Delaware Valley Club (56' 1")

#### Team Event:

- 1) Bob Holler, Ron Miller, Henry Sullenberger, and John Crews . . . Now get this . . . three DC's and a one-footer on the first jump!!

Bill Ottley was Meet Director and Hal Evans acted as Chief Judge.

\*\*\*\*\*

### MEPA TROPHY MEET LAKEHURST NAVAL AIR STATION LAKEHURST, NEW JERSEY 10-20 OCTOBER

#### Individual Accuracy:

- 1) John Phillips, United Club
- 2) Mac McCraw, Lakehurst Club (Navy)
- 3) Bob Holler, Pelican Club

#### Team Event:

- 1) Holler, Sullenberger, Crews, Miller - Pelicans
- 2) McCraw, Seymour, Simpson, Stahl - NAS Lakehurst
- 3) The Phillips Brothers, plus "two names the official record keeper couldn't remember" - United

Meet Director was Bob Kubler. Credit also goes to Mac McCraw and all the NAS club members (plus two great planes, a Navy-version DC-3 and a C-117 for a great meet.



GEORGIA STATE CHAMPIONSHIP MEET  
Photo by: Bill Dorroh  
Ben Underwood graciously accepting 2nd Place Style trophy from Ron Radhoff.  
(Viva la France).

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"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.

## PERSONAL NOTES FROM THE EDITOR

To Ted Perrin: Your subscription is now being mailed to the Bronx, New York address and by First Class postage. The \$1 was unnecessary to straighten out the mix-up, so I applied it to faster mail service in the future.

To Jerry Ryburn, D-1100, who sent me a Booser Permit from Vietnam: "My hat size is 6-7/8. I still don't know why you need it but I'm afraid to ask. Sorry about the jumping conditions in VN. Sounds a lot like someone is against "fun-jumping".

To Ed Kimble, D-465: I am patiently waiting for the story explaining your appointment as the "Technicolor Kid" C.S.O. in Mississippi in 1964 by no other than Noel Funchess. Be careful what you say, though, for he dislocated both knees of my last spy.

To Leo Kryskye and Ray Duffy, USAPT: "Chief" tells me that you're both unhappy about not receiving free issues for over 1000 jumps. You have a Lieutenant who is hiding them in his desk for the Army Team gets six every month and you both have them coming. Remembering Navy paperwork, I decided to send an original and five to you guys. Seriously, I send all the copies to your Public Information Officer at Fort Bragg.

\*\*\*\*\*

### A LITTLE YOUNG, BUT . . .

K-Bob Kreigh, age 15, C-3672, and 97 jumps to his credit, may not be as young as his age denotes. At the Midwest S.P.A. Meet held in Omaha on October 22nd, he placed third in the style event (open competition) and, just to remove any doubts, placed third in advanced accuracy the following week at the Ka-Mo Meet, Tonganoxie, Kansas. He was also on the second place team in grand style with a 19 cms jump. For the record, K-Bob believes in break-aways for malfunctions, and has made two successful reserve deployments in one week, riding a LoPo steerable reserve in for an easy landing both times. Getting tired of this sort of thing, he went to Bob "Easy Opening" Atterberry, D-1300, who straightened him out on packing the stabilizer panels correctly.

And there is more. "Blitz" Kreigh, K-Bob's 16-year-old brother, and license holder B-5106, is recovering from a broken ankle suffered in the Ottumwa, Iowa meet, but is anxious to resume jumping again. If he follows in his brother's footsteps, they'll need another trophy case in the Kreigh household.

Both K-Bob and Blitz are members of the DesCenters Sport Parachute Club, Columbia, Missouri, and just to show you the caliber of some of the other members, Jack McKintry, C-4674, put two DC's back-to-back on jumps number 100 and 101.

With all the high license numbers and ages, could it be that this editor has been passed completely by? I feel about a thousand years old when I set back and reflect on the DC I never logged and probably never will.

\*\*\*\*\*

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# This Issue Dedicated to: BOBBY LETBETTER, USAPT

KILLED IN ACTION, VIETNAM  
LATE NOVEMBER, 1966

Seldom does sport parachuting feel a loss so keenly and so personally. Bobby will be long remembered by some ---never forgotten by many.

## WIFE, PART-OWNER, PROMOTER

*The author of this letter wishes to remain anonymous but the text of her message points up a common problem and deserves airing:*

"Slowly, but surely, the jumping in this area is catching on. All the local whuffos have been spectators too long and have begun to wonder what the hell is so neat about jumping. They finally make one jump and they're convinced. We don't push them, just use little strategic devices such as films, innocent remarks, etc. Also, my husband and I manage the airport, so, the bulletin board is full of pictures of jumpers in freefall or hanging from planes. Sort of mass propoganda all over the place. If they are really difficult whuffos, I just round up a couple of gal jumpers besides me, and we go up and make a few . . . which gives these big-strong-male-type-whuffos feel like finks.

You know, it is really ridiculous, but now that we own a jump center, I don't have a chance to jump much. I'm so busy pushing slow-pokes into one of the planes and comforting parents, wives, girlfriends, etc., of

students (you know, telling them not to worry, the chute will open . . . the usual trash they sweat out) that I don't have time to jump myself. My husband gets in a few putting out students, but it's not like his average B.J.C. (Before Jump Center) of 40 jumps a month.

Well, guess I better go . . . I have a million things to do that I've been putting off. Do hope you come by to see us.

*Editor's Note: Many of us, including myself, fail to give the gals the credit they deserve for the hours and efforts they contribute to sport parachuting. Well done, gals.*

\*\*\*\*\*

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