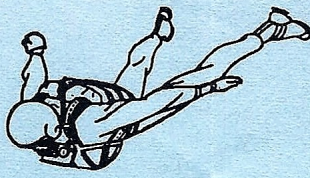


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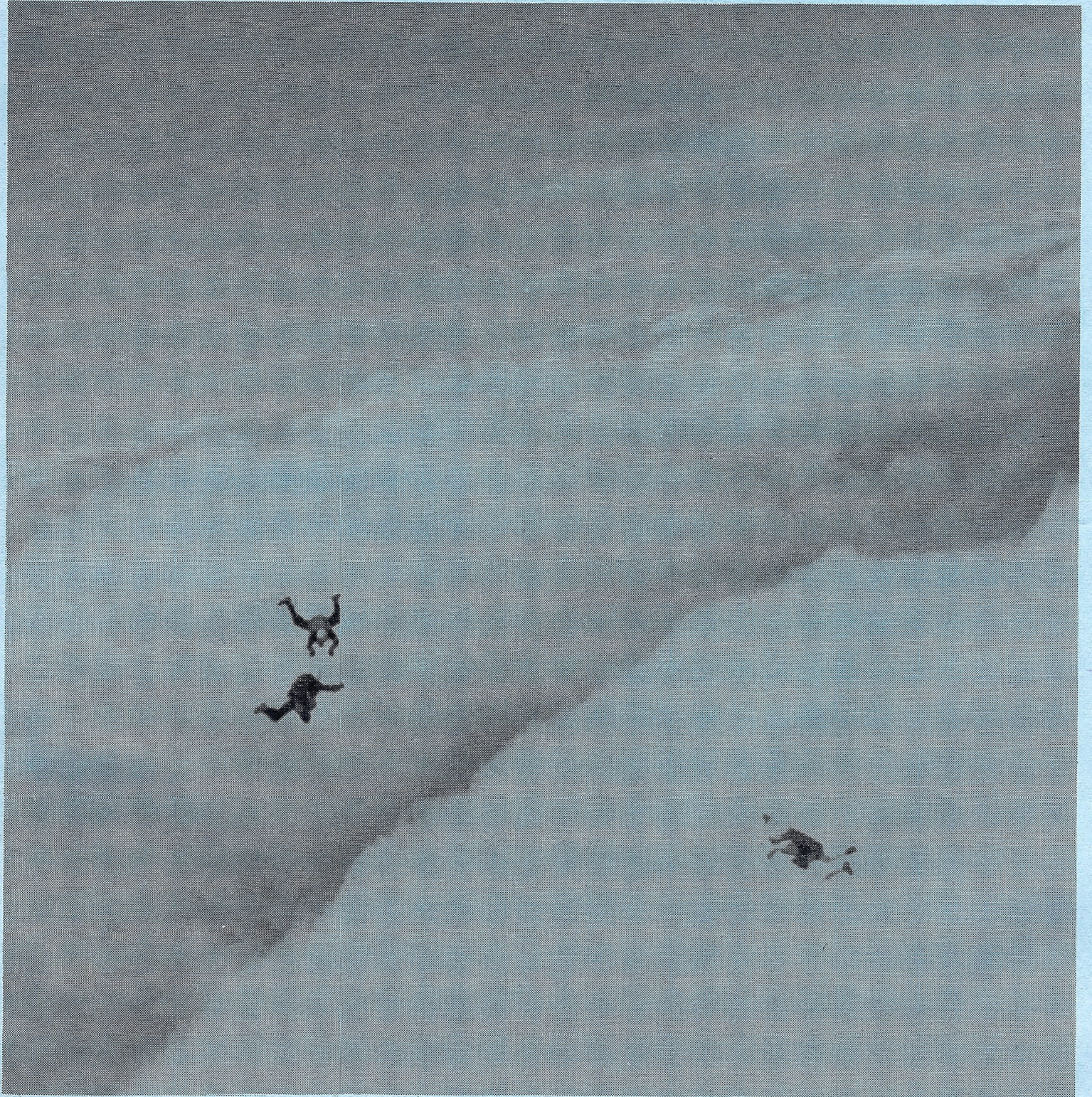
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U.S.A.

A NATIONAL COVERAGE BULLETIN
FOR USE BY SPORT PARACHUTE CLUBS



FRESH VIEWS

NEWS FROM "DOWN UNDER"

This month, I was pleased to find a copy of "Australian Skydiver" in P.O. Box 2131. It is the official journal of Australian Parachuting, and I have agreed in an exchange subscription with their editor, Trevor M. Burns. As a result, you will be informed of Australian activities from time to time. The last issue contained news of the 8th World Parachute Championships, and I think you'll find their point of view of interest. It will be a refreshing change from what you've read elsewhere. Some of their points were:

"It appears that the Championships did not suffer greatly from the non-attendance of the U.S.A. and England, and it is very doubtful if they would have had anyone to beat either Gerhardt, the accuracy winner, or Krestiannikow, the style winner."

"The results were perhaps a little disappointing in terms of our position overall, however, when a study is made of the scores, it will be seen that there was very little in it. Only 527 points separated us (Australia) in 7th place from the winners. Not a great margin when the total possible score is 10,000."

"Both the Russian and Czech versions of the PC are very impressive in the air. The Russian canopy turns very fast and seems to fold up on stall and really lose height. They both have slow rates of descent and were timed at 3 minutes 5 seconds after a 9 second delay, for the Czech canopy, and the same after a 3 second delay for the Russian. Winds were 4 to 10 knots."

"The PC was the predominant canopy at the meet and was used by Canada, Finland, South Africa, Australia, England, Ireland, Belgium, Switzerland, and Hungary. Bulgaria and Poland used the Czech PC. Austria used French Olympics. Yugoslavia had their own East German canopy, and Brazil and New Zealand used flat circular TU's. The Brazilian competitor, Miguel Pachecog-Chaves, gets right into the disc on his Lo-Po, even though he had only about 20 jumps since Leutkirch."

"We learned a few facts about some of our competitors on this day. Most of the Eastern European jumpers have well over 1,000 jumps and one of the Russians, Jaroslav Jehlicka, has over 4,000. This certainly makes for very stiff competition."

"During the evening (Thursday, August 4), the Australian and Canadian team members were invited to a discussion on style with Krestiannikow and Tkatschenko of the Russian team. A lot of useful information was learned on their training methods and style positions."

So, there you have the Australian view, and all in all, I'm sure you will agree that much could have been gained if our U. S. Team had been represented. Maybe we wouldn't have placed at all, but the jumpers who did attend, as witnessed by the Australian comments, walked away a wiser man. By the way, more than just a little credit is due the Australians who attended in spite of financial problems, with many of them paying their training and travel expenses out of their own pockets. So much for that. Now here are

★★★★

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some addition comments from Australia, you may find of interest:

"The A.P.F. "B" (Australian) license has changed requirements and is now 25 descents . . . and 5 static descents instead of 6 and four other jumps deleted from the program. "C" license now requires 75 descents instead of 50. "D" license now requires 100 stable delays and twenty 30's within a distance of 20 metres."

"A Ground Instructor Rating has been introduced, this rating will be available to persons who have been associated with parachuting for more than 12 months and who pass a modified instructor's exam."

"Measurements in accuracy competition is now taken from the edge of the disc and not the center . . ."

More news from Australia in the "Safety Section" of this issue. They present some very good thoughts and approaches to safety, that we can all profit from.

"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.

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JUMPERS

Grab your chutes, boys, give a shout; the sky is blue and the sun is out.

Get the pilot on the ball, call the jumpers, one and all.

*Check your pins and bungee straps; falling divers, opening claps,
Colored blossoms in the sky; here comes Frenchy,
"Hello", "Hi".*

Get another load in line; hurry, gang, the jumping is fine.

Hawking targets, delta dives; frogs and tracking . . . happy lives.

Goggles, toggles, padded boots, capewells, risers, jumping suits.

Students fear of exit points; gleeful pros with crooked joints.

Earth people come from far and near; they strain their eyes and skyward peer.

They see that foolish dot up high; They're afraid to live, and afraid to die.

Stretching, flaking, pulling sleeves, rags, and lo-pos, ripstop weaves.

Try to hit the disc or bust . . . dang, that was a nasty gust.

And when the sun begins to set, each jumper wishes "once more yet";

But pilots like to fly by day and money keepers ask for pay.

Then gathered for a friendly brew, each jumper lives his jumps anew.

Some quietly are contemplating; A few are talking, others waiting.

Some tell of jumps with sticky pins; some describe their mortal sins.

But all are bonded by the sky, and they'll be friends until they die.

... anonymous

Moving?

Change your address in advance



"It happens to the best of us", says Bob Luke, a member of the Russellville Collegiate Sky Divers and up a tree. Photo by Bill Kiehl, Russellville, Arkansas. Nikon F, 1/500 f8, Plus-X.

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



JUMPING THE PTCH-6

Byline: "Australian Skydiver"

"At the conclusion of the Annual Executive Meeting, Bill Johnson of New South Wales, Bob Stafford from Western Australia, and I (Trevor Burns), were given the opportunity of jumping the Czechoslovakian version of the PC. This canopy, complete with a full Czech backpack, harness, and reserve was imported for evaluation by Southern Cross Parachutes.

The 26' canopy is constructed of 1.1 ounce low-porosity Sylon (Communist nylon) and approximates the configuration of the PC, even to the color scheme, which is red, white and blue. A notable difference between the PTCH-6 and the PC is the lack of crown lines on the former. (It seems that when the Czech spy took photos of the PC, he didn't include a top view of the canopy in flight). This omission sure complicates the packing of the canopy, as the canopy is flaked with the apex extended, exactly like a flat-circular canopy. This results in the rigging lines (which are longer than the center lines) lying loosely all over the place. Once flaked, the apex is pulled down into the canopy by the simple method of picking up the backpack and walking away until the rigging lines straighten themselves out. A silk deployment sleeve with a 32-inch umbrella-type pilot chute completes the rig. The general standard of workmanship on the canopy isn't very impressive and this is rather surprising considering the excellent finish on the harness and container.

Grey sylon is used exclusively on the packs and harness. The harness design is similar to that of the B4 harness, but it is quite interesting to see how a different brain solves similar problems. The capewells, for instance, are of a completely different design and yet are as effective and as efficient as the two-shot B4 capewells. The snaps are a tongue and socket type and, in my opinion, superior to the snaps on both American and English equipment. Sylon encases the bendix tube and the ripcord cable is similar to the English wire cable-type. The ripcord handle is positioned for a right-hand cross-pull.

The three-pin pack has a wire frame and easily accepts the canopy. Thin, round bungees assist pack opening. A pocket to take a KAP-3 (automatic opener) is mounted on the side of the pack.

The reserve is squarer than a roll pack and very flat. A top-pull ripcord is fitted. Risers attach to the capewells so that, in the event of a reserve deployment, the reserve container stays on the chest and the jumper is suspended from the capewells.

After packing the rig amid mutterings of "Death Rig" and cries of, "Why worry? It won't work anyhow", Bill Johnson rigged up and went to 3000'. The opening appeared to be comparable to a cheapo and had none of the messiness of the PC. In the air, the canopy is very stable, and has, it seems, a little less drive than a XBO. **THE RATE OF DESCENT IS FANTASTICALLY SLOW.** I have never seen a canopy come down so slowly.

After repacking, it was my turn to try the rig. Bill Johnson, Len Hunter and I went to 10 grand for a 3-man link . . . In freefall, the Czech harness was very comfortable, per-

haps even more comfortable than any B4 rig I have jumped. The flat reserve makes for good tracking and body movement is not restricted in any way.

I dumped at 2800', in order to have more time to evaluate the canopy, and the opening shock was just like that of a cheapo. Nothing at all violent. Once open, I noticed that the control lines attach to the canopy in more places than on the PC and tension on the toggles is similar to a cheapo. The turns were very stable and quite slow. I haven't seen any performance figures on the canopy, but it seems to have slightly less drive than the XBO. From the approach point in to the disc, this canopy would be a beauty but, woe betide, anyone who makes a spotting error. It would be a case of "sorry about that" as he lands out in the boonies.

The canopy, I understand, is for sale and would be a good canopy for anyone looking for soft landings combined with a reasonable performance. The centerline has since been modified to make packing easier and I think the sale price is \$300.00."

ABOUT THAT NEWSPAPER REPORTER . . .

Byline: Lyle Cameron
Skydiver Magazine

"I'm glad to see Jerry Montgomery was galled by my TRUE FACT coverage but he, like that cub reporter, formed a biased opinion and has gone running off at the mouth, or typewriter, without taking the effort to check facts with witnesses.

The headlines were as usual, far from factual or truthful and just terrifying eye-catchers designed only to sell newspapers. There was no "Drunken Skydiver" in a flaming death plunge in front of thousands." It was simply a low pull on a pitch dark night as testified by the only two witnesses close enough to see Gardiner go in (3/4 mile from all spectators). The cub reporter on hearing of the death jumped on the phone. He was asked to wait until the jumper could be identified. (This was difficult because he had borrowed different gear from other people and there were 30 jumpers on the load). Jumpers had traveled from all over the country for this holiday event. "Unidentified Jumper Dies" headlines un-necessarily worried the relatives at home of the 100 some-odd attending jumpers.

The cub reporter hot for a scoop byline, refused this simple request. The F.A.A. findings were that Gardiner wasn't drunk when he boarded the plane and got two inches on page 9, two weeks later. The F.A.A. inspected every plane, chute and jumper prior to every jump at the meet.

The latest example of "the press", was Newsweek magazine on the 11-year old Rutledge death. The reporter talked to Norman Heaton at P.C.A. headquarters for 40 minutes and the facts were emphasized repeatedly. The resulting story? "Chute Fails".

ABOUT THE COVER

Not exactly legal. Jumpers not identified and neither is the photographer.

Skydiving deaths in California, take their proper place in newspapers, which is one inch, on page nine, with the other hundreds of miscellaneous holiday deaths. They should rate no more space.

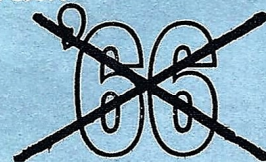
If the press isn't interested in parachuting enough to report items in the sport sections as a legitimate sport, then why allow some, hot-breath, eager-for-a-byline, to sell papers with Terror headlines?

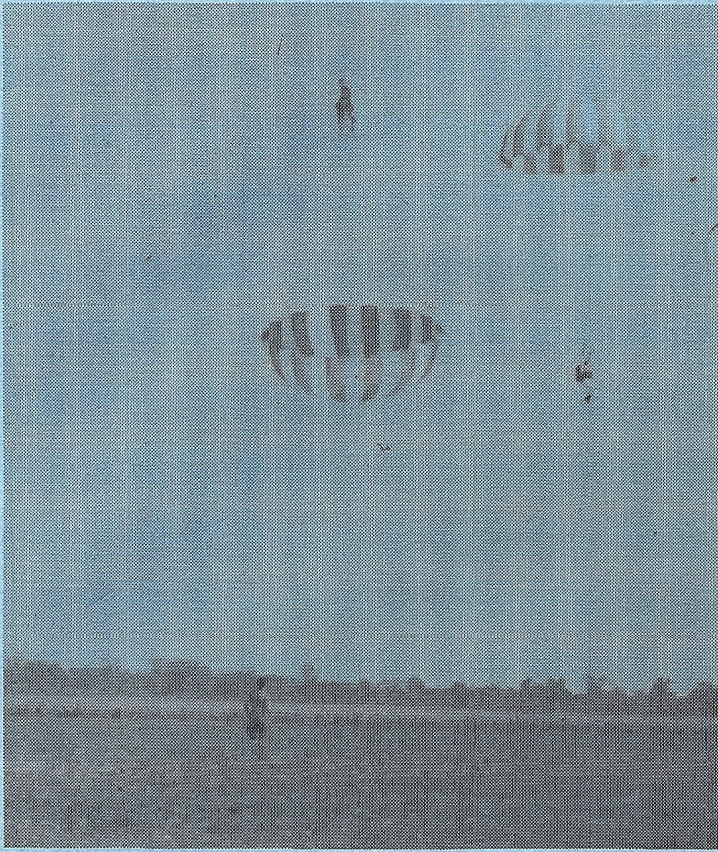
I agree with Jerry, that clubs should prepare for the worst. I also feel that P.C.A. needs a Public Relations Man.

The less you give the press, the less they can write. Give the press (preferably in writing) only the minimum facts. Name, location, time and cause of death. (Didn't pull, or main malfunction, improper reserve deployment). The jumper is to blame on 100% of the deaths. Parachutes never fail by themselves!"

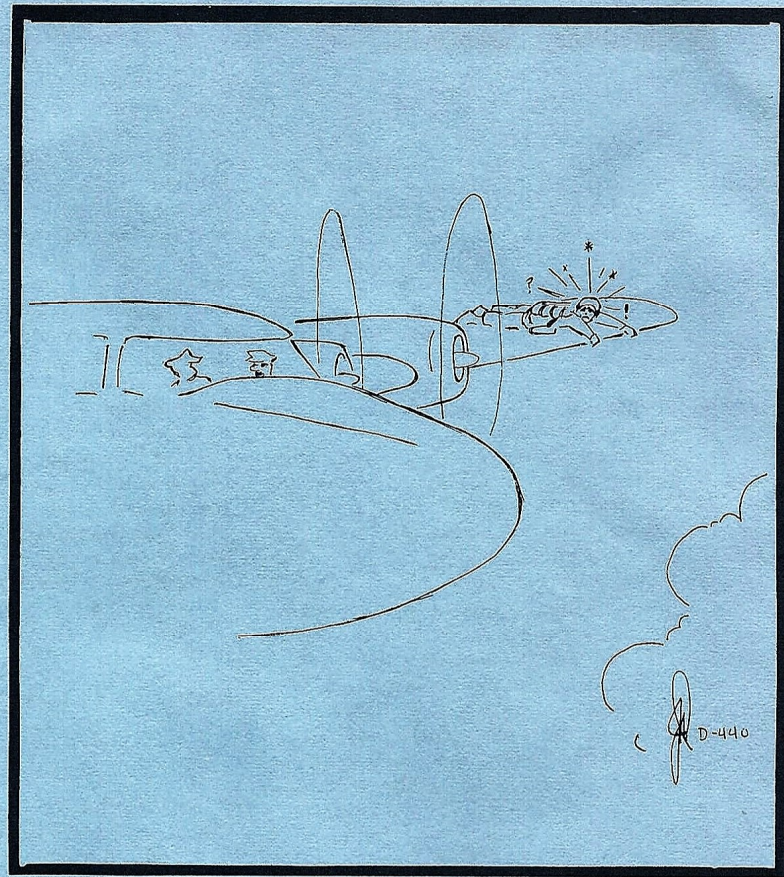
AS THE OLD YEAR WENT OUT . . .

G. J. Duke, Ellinwood, Kansas, was jumping the ugliest PC in existence . . . John Thaxter, Cocoa Beach, Florida was complaining that he hadn't received his copies of DZ-USA lately (of course, he had moved in September) . . . This editor was at the top of Texas' list for making known his choice of Southwestern Conference Director and I hereby promise to change my ways in '67 . . . Hailstone Stinkey was still mailing his letters with Scottie Savings Stamps and marking them "Airmail" . . . Cliff Harris, now stationed in Germany, was glowing over a jump he finally logged with the 8th Division SPC . . . Frank Rickard was jumping in South Carolina (after a tour of duty in the Virgin Islands) and well pleased with the DZ's and jumpers in that state . . . Midwest Sport Parachute Assoc. was asking Bill Ottley, New York, for some ideas in modernizing . . . DZ-USA finally found Bill Brown in the Memphis area after a six-month search for lost subscribers . . . Lyle Cameron was still swearing by the XBO and attacking DZ-USA's records . . . Warren Eaton, Champion, Michigan was awaiting his "C" license before assuming duties as ASO for his area . . . The 1000-and-over-jumpers were outnumbering the paid subscribers, so the free subscriptions were raised to 2000 jumps in self-defense . . . The "POPS" List of jumpers over 40 years of age was nearing 60 members and still climbing . . . Norman Heaton was closing out the best year yet for PCA and continuing to prove his worth to sport parachuting . . . Rick Miller, Hattiesburg, Miss., was partaking of Holiday refreshments in full length leg braces from an accident that the January issue will give the details on . . . John Ohnstad, Chicago, was sporting a new Swift to gad about in and tempting me by suggesting a "first" for my logbook . . . Jerry Mathwig, Wichita, was planning on his return to Minnesota and not crying a whole lot . . . and lastly, my printers were making the changes for the new-look of DZ-USA in January's issue, and the wife and I were making room for a new face around the house in April of 1967.





Now they are looping the cheapo (but losing a few jumpers mastering it). Photo by Bill Kiehl, Russellville Collegiate Sky Divers, Ark.



Cartoons by Jack Lankford, Dallas, Texas

I could have sworn I just heard a loud noise out there!??

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PIONEER — SECURITY — IRVIN

POINTS TO PONDER

Byline: Bob Westenheffer, D-770

I have always advocated that an older jumper is actually in almost as much danger of making that fatal mistake as a student but for a different reason. The student normally suffers from lack of knowledge but is super-safe, as far as his packing and equipment checks are concerned. The older jumpers, while most of them are quite well informed about safety and equipment, develop to the extent where their jumping is more or less automatic or habit. To illustrate my point, I would like to relay to you the following true stories:

The first incident concerns a subject which I consider to be an excellent jumper, a fine instructor and a good jumpmaster. He had about 180 or more jumps at the time of this incident, the last 40 of which were on a Piggy-Back rig. He had already made a couple of jumps on the day in question and had not bothered to repack after the last jump.

Later in the day, the club to which he belonged had two students who needed a jumpmaster and the subject was asked if he would put them out. The subject agreed and not having his regular rig packed he grabbed his B-4 cheap-o and a reserve and boarded a plane.

Jumpmasters in this club do not wear reserves while jumpmastering students for reasons known to all jumpers. The subject placed his reserve on the rear shelf of the 180 and settled himself to his task. The aircraft climbed to altitude and the students were put out on separate passes.

The aircraft then climbed to 3700 feet and turned on jump run for the jumpmaster. The subject lined up the aircraft, gave a cut and out he went. Yes, you guessed it. Without his reserve. He had become so accustomed to his Piggy-Back he never gave his reserve a thought till after he had cleared the plane. His comment after he got down was, "it was the longest 10 I've ever made".

The second instance concerns a jumper whose experience I do not know, but since he was jumping in an advanced accuracy event in a meet at the time, I assume he was a good jumper with at least a "C". He was jumping a B-4 rig with a junction block on the container but no cover was installed on the junction block. He was jumping a 180 with a door which I do not think he was used to.

As the aircraft turned on jump run the pilot opened the door. The raised door reduces the clearance under the wing by about two inches and the door handle reduces the clearance another inch or two for a total of about, lets say three and one half inches.

The jumper made a vigorous exit from the aircraft but did not take into consideration the reduced clearance under the wing. His ripcord cable, unprotected from the junction block to the top cone by the lack of a cover hooked on the front of the door handle and dumped his rig. His PC went out over the tail and started to inflate while his cable was still stuck under the door handle because of a cable stop on the last pin. He was actually suspended between his inflating

chute and the cable for a short time till the lead cable stop tore off and he fell free. Luckily his chute cleared the tail and he only tore two lines in the process.

The point to this is his vigorous exits were a habit and he did not modify his habit to compensate for the door under the wing.

The third and last incident is a personal experience and involves the same thing, habit. When I first started jumping a PC I did not like the sloppy mess it looked like when I did not use a line separator so I got into the habit of tying a piece of suspension line around the canopy suspension lines between the stabilizers and the canopy to hold the gores in place while I pleated out the gores.

After packing I always took inventory of my packing gear so as to be sure I had removed the line. On this particular day I had just finished packing in my basement when my wife called me to do a chore. So I threw all my packing gear in the bag and went upstairs.

About two days later I had need for a piece of line and the only one I had was in my packing bag, I thought. I looked high and low but couldn't find it. Yeh, I had forgotten to take it off the lines and it was packed in my rig. Had I not needed the piece of line for something I would have jumped the chute, and as Mr. Cameron puts it I would have developed a pucker. This happened because I pack by habit and my line of habit was interrupted. It could just as easily happened at the field. Incidentally, I do not use a line separator any more.

The moral is never start to get to the point where you are so good you can jump just from habit. Look around and study any strange situations you may encounter. Take your time and live to blow out another canopy tomorrow.

CLEAR UP THE CONFUSION

Byline: Bob Beck

Being a rather new member of the jumping community (March, 1966) I have been hesitant to express myself on a subject which I feel has too long been left unsettled. That is: "What is the best method to teach a student to deploy his reserve?" The running debate of cut-away vs. non-cut-away, leaves many students, and some jumpmasters, in a muddle over just what is the best way. This is harmful to the sport as a whole and doesn't help the student a whole heck of a lot either. He has enough on his mind without wondering if C-000's idea of reserve deployment is better than C-000's method.

I began jumping with the Ft. Ord Parachute Club and received some of the finest training available. I feel this training is the major reason why I have yet to experience my first malfunction of any sort, save between the ears, in over eighty jumps. They taught, and still do, in case of a malfunction to put the reserve out by hand and then cut away the main. The club's fine safety record speaks for itself.

I am now jumping at Stroud, Oklahoma, however, and I see a different method being taught by the Oklahoma State Sky Divers. Their student's rigs have shot-and-a-half capewells with pilot chute mounted inside

the reserve. They are taught to cut-away before activating the reserve. The first day I was there, I saw a static-line student on his third jump use this method. I just hope if and when the time ever comes and I have to use my reserve, that I can do half as well as that student did after his chute streamered.

Both methods are safe and sound when properly taught. Either one can be a life-saver or a killer depending upon how it is done. All too often, however, it happens that a student is taught one of the above methods and that is as far as it goes. He may pick up the other by word-of-mouth, but seldom is he shown how to perform it as he was the original method.

Supposing a student has tried to work a malfunction out but has been unable to. He decides to deploy his reserve. Although he was never shown how, he heard this other student or jumpmaster talking about cutting away and how safe it is. It seems simple enough, so he tries it. If he is lucky, he might be high enough to get away with it. If not . . .

Or, take for example, the student who buys a Para-Commander but has only been taught the hand deployed system. Don't laugh, it happens. I only had 19 jumps when I jumped a PC for the first time and I know of at least two other students who had less jumps than that when they were jumping their own PC's.

Jumper X has, let's say, 30 jumps. He comes in and pulls at 2800 and, sorry about that, that brand new PC comes out in the prettiest Mae West you've ever seen. No sweat though, he knows how to deploy his reserve. He grabs it with both hands and throws it down and out. And it goes up. Right into that mess above. Early Monday morning, Norm Heaton is sitting at his desk at PCA trying to sort out the reports on sport parachuting's latest fatality and wondering why it happened.

The point is this. Why can't both methods be taught to students? It may take a little more time, because the student must be made to understand what method to use, when to use it, and not to get the two confused, but then isn't the student's life worth that little bit of extra effort? At worst, if he uses the wrong method, he'll use it right and have a better chance of living to profit by his mistake.

I personally prefer the cut away method, but this article was not written to support my views. I learned the theory of cutting away mostly through my own effort, but I made sure I learned from the experts. And this is what I am proposing. Let the students learn BOTH methods from the expert instead of some five jump wonder. And the only way they can be sure of receiving such instruction is from the expert himself, their instructor and jumpmaster.

I am open for discussion on my views and would like the opinion of others. Please address such to: Bob Beck, C-3702, 10212 Ski Drive, Rt. 2, Box 108 LA, Oklahoma City, Oklahoma 73114.

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GENERAL PARACHUTING
KNOWLEDGE TEST

There is a time for humor and a time for seriousness. DZ-USA has given you the lighter side of quiz material, so here is one that should give you some "brain-food". 12 correct answers is a good sign that you are an "old-timer" in the jump world; 8 or more good ones is the mark of an average jumper; and below that should be a good indication that you are a little short on the book-learning.

1. In accordance with existing BSR's, supplementary oxygen is mandatory on parachute jumps performed over:
 - (a) 8,000 feet (MSL)
 - (b) 12,500 feet (MSL)
 - (c) 15,000 feet (MSL)
 - (d) 20,000 feet (MSL)
2. Coy McDonald, U.S. Army Parachute Team, and 10th man in the United States to receive his Gold Wings, was presented with his wings at a special ceremony in 1964, at:
 - (a) Leutkirch, West Germany (World Championships)
 - (b) Powder Puff Derby, Fresno, Calif.
 - (c) U.S. Team Training Site, Fresno, California
 - (d) U.S. Army Base, Fort Bragg, No. Car.
3. Each contestant in the 1966 Nationals at Tahlequah, Oklahoma was scored on how many accuracy jumps:
 - (a) 5 jumps
 - (b) 10 jumps
 - (c) 12 jumps
 - (d) 15 jumps
4. The Women's Altitude Record (Day), as certified by the Federation Aeronautique Internationale, and recorded as 41,778 feet, is presently held by:
 - (a) Czechoslovakia
 - (b) United States
 - (c) Bulgaria
 - (d) USSR
5. The 1963 National Championships and 1964 U.S. Parachute Team Tryouts were held in:
 - (a) Elsinore, California
 - (b) Olathe, Kansas
 - (c) Orange, Massachusetts
 - (d) Issaquah, Washington
6. The Czech version of the Para-Commander is very similar to Pioneer's, however, it does not have:
 - (a) The same color scheme
 - (b) A deployment sleeve
 - (c) Crown lines
 - (d) All of the above
7. The minimum distance to the nearest hazard for a "D" license holder who wishes to utilize a particular drop zone is:
 - (a) 25 yards
 - (b) 100 yards
 - (c) 200 yards
 - (d) Unlimited
8. When acquiring an STC for a jump aircraft, the most important form to be completed is:
 - (a) FAA Form 2417
 - (b) FAA Form 91-1
 - (c) NAA Form ST-61
 - (d) FAI Form 2417
9. Club Safety Officers, in addition to acting as liaison between the club and the Area Safety Officer, may also:
 - (a) Certify all applications for Class A or B licenses
 - (b) Make written reports of all accidents to the ASO
 - (c) Approve all waivers within his area before the ASO will consider them.
 - (d) All of the above



Jerry Tyson, D-202, Lowell Bachman, D-700, and Leon (Aero-Fats) Somers, D-366, making an easy 3-man over Strutevant, Wisconsin DZ.
Photo by Tom Schapanski.

10. The "Ballute", developed by the Good-year Aerospace Corp. in 1964, is:
 - (a) A new type of main parachute for descending space capsules
 - (b) Basically a drag balloon
 - (c) A balloon used in weather forecasting and observation
 - (d) A full-scale dummy used in freefall evaluation
11. When an instrument panel or knife sheath is secured to the reserve by passing the pack opening bands through panel or sheath slots, it is:
 - (a) Necessary to receive approval by a Senior Rigger
 - (b) Necessary to have the complete rig sighted by the ASO
 - (c) Not considered an alteration and no approval is required
 - (d) Mandatory that an entry be completed on the Reserve Packing Slip
12. The person holding license number "C-1" is:
 - (a) Lew Sanborn
 - (b) James Arender
 - (c) Joe Crane
 - (d) Norman Heaton
13. The HALO Committee finds the Sentinel unsuitable for their operations because:
 - (a) They jump at higher than normal altitudes and cannot wear automatic openers
 - (b) The Sentinel cannot distinguish, for detonating purposes, between 1,000, 11,000, 21,000, etc.
 - (c) There is an Army regulation against the Sentinel
 - (d) None of the above.
14. A Class B license holder may jumpmaster novice parachutists:
 - (a) By virtue of holding a valid "B" license
 - (b) When authorized by the local PCA Safety Officer (ASO) or PCA Instructor

- (c) When waived by the CSO and "C" qualified, even though he has only a "B" license
 - (d) Anytime there isn't a "C" license holder present or there are no "C" license holders in the club
15. One of the Russian jumpers in the International Competition at Leipzig, East Germany, was Jaroslav Jehlicka and he did not place in any event, in spite of his log showing over jumps.
 - (a) 2000
 - (b) 3000 plus
 - (c) 4000 plus
 - (d) 5000 plus

Answers on page 10

★★★★

AGAINST MY BETTER JUDGEMENT . .

That was the phrase I used in the November issue in regard to endorsement of nominees in the PCA Elections. Now I'm convinced I used the proper phrase, I just went too far on the endorsements. I feel I had the right to voice my personal choices of National Directors, however, when I went into the Conference Directors, I made unqualified decisions. I am not involved in local politics, never have been, and never will be. I had no right, whatsoever, to take DZ-USA off a national level. My apologies won't help now, but rest assured I'll never make the same mistake twice. I'm learning as I go along, and believe me, I have just learned a very valuable lesson. C. E. Hunnell

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
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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, backpack, etc.
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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.
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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.
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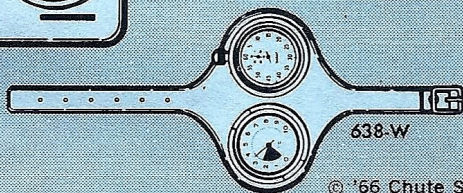
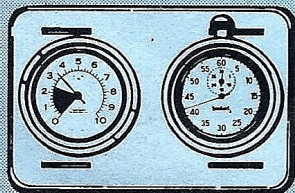


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This is the altimeter used by:
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- Less watch 38.50



638-R

637-R

638-W

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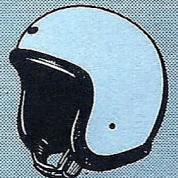
Did you know . . . members put \$27.70 IN THEIR POCKET every time they buy a P.C. for themselves or a friend!

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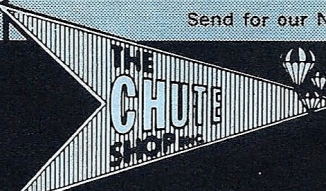
Now a complete selection of approved full coverage helmets. A model for every taste and pocketbook. Sizes 6 3/4 to 7 1/2.

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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.



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EAST IS EAST AND WEST IS WEST . . .

Byline: Gerry Kelly, Thunderbolts,
Detroit, Michigan

"The November issue of the Sky Diver Magazine was the straw that broke the camel's back. I have stood by for a year now and observed Mr. Cameron degrade the finest all around parachute made available to us to date, the Para-Commander.

In past issues he claims:

1. High malfunction rate as compared to the X-Bo.
2. Softer openings with the X-Bo.
3. X-Bo more durable than the PC.
4. PTCH-6 superior to the PC (stability on turns, rate of decent, etc.).

Many inexperienced people have written to Mr. Cameron asking his advise on this canopy or that, and as far as I'm concerned, they have received very biased answers. Let's take the previous four points and analyze them:

1. Naturally, the recorded malfunction rate is higher with a Para-Commander than with a X-Bo. When you consider there are about three hundred jumps made on PC's compared to one on a X-Bo, and the way I've seen some PC's packed, it's a wonder there aren't more. Mr. Cameron will tell you if the line continuity is correct, you can't pack a malfunction; well, just goof the stabilizers on a PC or a X-Bo and see what happens. I have about three hundred fifty jumps on a PC and haven't scratched it yet.
2. I bought a brand new Crossbow in 1965, put twenty jumps on it, and sold it at a hell of a loss. There was no comparison between the performance of the two canopies. The openings on my PC, with a Strong shortly sleeve and two pilot chutes are every bit as soft as the openings on the X-Bo with two pilot chutes. I called Security because I was very dissapointed in the stability and the hard landings on the new X-Bo. They told me they would look into it and get in touch with me. They never did. I went out and bought a new PC. After handling the Crossbow (twenty jumps), handling the PC (three jumps) was like child's play. I have had nothing good to say for the X-Bo since. Many X-Bo owners have approached me inquiring about Para-Commanders, but no PC owners ever asks about the X-Bo . . . he's happy with his PC.
3. Durability - all I can say about this is to ask Alan Beach of Michigan who has over six hundred jumps on his PC and is still stomping the disc with it.
4. If the PTCH-6 is so much better than the PC, why is Roy Johnson still jumping a PC? I think Roy is a pretty good judge of canopies, considering he is a National Champion.

This brings another point to light: one hundred per cent of the canopies jumped at the 1966 Nationals were Para-Commanders. Does this mean all of us are mis-informed and are jumping the wrong canopies? I guess

Mr. Cameron likes to argue with success. I'm not knocking his personal opinion, but when he misinforms hundreds of readers who depend on his public opinions, this is not good. Especially, when it costs them \$230.00 to learn the truth.

Well, I guess that's all I have to say, except that my helmet is off to the Pioneer Parachute Company for the finest piece of parachuting equipment I have ever owned - the Para-Commander."

Editor's Note: The management reserves the right to withhold opinions on letters printed, and the views expressed by the author of articles printed in DZ-USA, are not necessarily shared by the editor. (I will have to say that there are many good points in this article, however.)

WANT SOMETHING FREE?

Eugene Brent, Helena, Montana has a set of shot-and-a-half capewells, compliments of DZ-USA. The cost: absolutely nothing.

Lena & J. D. Dodson, RFD U.S.A., and two of the nicest people in the jump world, have but to ask. . . shot-and-a-half capewells or the nylon type zipper-bags, logbook, MA-1 pilot chute, or three DZ-USA patches.

How can you get in on the goodies? Simple. Just send in five new subscriptions and let me know what you need. Or, if you have a buddy who wants to send in his own subscription, just have him put your name on the subscription form and mark it "Booster Credit to." Five does it.

Just one restriction . . . you cannot claim the free equipment unless you are a subscriber yourself.

Why buy your equipment? Get it free from DZ. (Hey, that rhymes!)

AN APPEAL TO SAVE THE SPORT

Pending approval by Parachute Club of America, DZ-USA is prepared to distribute printed forms to (1) Parachute Club of America; (2) The Director of FAA; and (3) your senator of your home state. They will be worded to convey your wishes that your senator aid in preserving sport parachuting; that you have asked PCA to be your spokesman in any effort to protect the rights to airspace by skydivers; and to inform FAA that you have given PCA your vote of confidence. The idea came from the "Freedom Chuters" in Thailand and as a result of the efforts of David A. Wilson and Marvin Sirotowitz, and, I think, is the best idea to date on getting jumpers to write (in time to do something before it is too late). When you receive the forms, all you will have to do is sign them and mail them. Just give Dave and Marvin credit for being so concerned with the sport that THEY have shown the way and reminded all of us of just one way of repaying our obligation to a great sport.

HUNTSVILLE CLUB GROWING

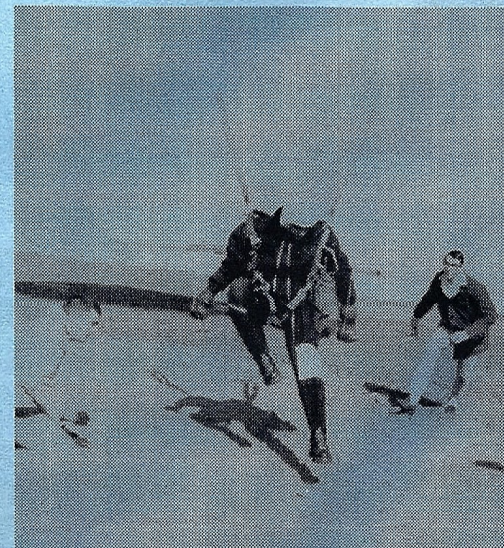
Huntsville (Alabama) SPC is in possession of a 182 now, complete with Sky-motive door and jumps are better than ever. \$2.50 for a 30 and about \$3.25 for a 45, plus a pea-gravel target (3 feet deep in center), 15 meters in diameter, with 4 meters of sawdust and another 10 meters of plowed area on the outside. How's that for a target? You are cordially invited to plan a weekend in the Rocket City and do some serious competitive practice jumping (complete with several experienced style judges and a tele-meter), or just plain fun jumping. Write 2706 Dry Creek Dr. NW, Huntsville, Alabama 35810, or call AC 205, 859-0495. A great bunch to jump with.

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

Photos by: Tom Copenhagen, Hutchinson, Kansas



Danny Payne, Ka-Mo Sport Jumpers, Kansas City, Mo., swinging in on a close one. Danny didn't place but another member of his club took first, however.



Scott Hamilton, PCA Ass't. Director, making one of his three deadcenters for the Meet. Scott placed fourth, by the way.

M O V I N G ?
Change your address in advance

JUMPING IN OHIO

Byline: Jerry Schrimsher, D-1090
 "DZ-USA" Reporter

If you're asked to name the leading state in the skydiving world . . . which would you select? California? Texas? Florida? Well, I have until I jumped in Ohio. Taking all things into consideration, Ohio may be the NUMBER ONE state in jumping. Jump rates are very low; DZ's all over the place; and they specialize in style, relative work and student training. PCA is very strong in Ohio and you won't find drinking and PCA-rule-breakers on the DZ. Ohio also produces some big names in the jump world, just as an added bonus.

DAYTON - birthplace of aviation and home of "Dayton S.P.C.". Ran by Gordon Riner, B-1830 and D-1290, and Tom Baldwin, C-165. The DZ is located at a very active city airport in South Dayton. The field is nestled in the "U" of a large river and the other side is very near the city. The DZ could be described as small, but this doesn't seem to disturb anyone. The experienced birds land in the large, deep pea-gravel target and only students are spotted in a larger field across the river. Jump rates here are end-of-the-day-tach-time on a rented Cessna 182 (with door). A 30 will cost from \$2.10 to about \$3.00 for students, club members and visitors. D.S.P.C. also has bargain prices for students. \$50.00 buys training, use of club equipment, PCA membership, and \$10.00 for their first license. Needless to say, the club is 100% PCA.

Do you like relative work? If so, you had better bring your own partner because these boys are all strictly style and accuracy jumpers. Tom Baldwin sets the pace in both, and Gordon Riner is usually making like "Chief ZAP" with his big-eye telemeter and helping jumpers clean up their turns. Gordon started jumping in 1940-something and is a level-headed individual that gives our high-flying, fast-growing, space-age sport the wisdom and maturity that it desperately needs. Gordon judges in all the big meets and is a 100% PCA man and 100% skydiver. A great guy!

GREEN COUNTY SPORT PARA. CENTER - is located at Xenia, Ohio, and people come from Dayton, Springfield, and Cincinnati to the Center. Jim Shearer and Jim West have going rates of \$4.00 for a 30, from their Cessna 180 (with door). Both guys are working on mounting a 650 hp engine on a Howard this coming spring, and hope to have a V77 with a 450 hanging on it.

The DZ is on a private field that is undisturbed by any other flying action. The target is pea-gravel and plenty of open area around for students. GCSPC has the only FAA approved loft in the state and also have very good facilities, such as indoor and outdoor packing, equipment sales, concession stands, etc.

Student training is the big action here. The first static-line jump is \$35.00 and \$6.00 each thereafter. Xenia has put a lot of emphasis on their student-program and have built swing-landing trainers, a C-180 mock-up for exit practice and a PLF platform. You may recall their article in Sky Diver magazine.

COLUMBUS SKY DIVERS - jump from their Cessna 205, Cessna 182, or a Howard at Darbydale, Ohio. Rudy Samples is the big gun on the DZ. The organization is what might be called a commercial club. They have about ten D's and about sixty members. A thirty cost \$4.00 to members and \$4.50 to visitors. The DZ is a valley and one can encounter some interesting winds rolling over the hills. Arrangements have been made for a different area with a pea-gravel target. Here again, the club has an excellent and progressive student training program and the safety is emphasized. A Sentinel is required equipment on reserve for all students. I think this is a great rule and would like to see all students jumping auto-reserves through the first 25 jumps. First jump will cost a student \$30.00 and the next four leaps are \$5.00 each. The Columbus boys are a fine group to jump with and strongly believe in relative work and fun jumping.

SPRINGFIELD SKY DIVERS - In Springfield, Ohio, just go north a few miles to Tremont City; find the Mad River Airport; and there is the Springfield SD's. It is a small club with about 20 members and no D's yet. The activities are supervised by Charles Stephenson, and the long step is from a rented C-180 that comes with a pilot and without a door. The plane is fast-climbing and the pilot is slow-climbing, however, a 30 is only \$3.00. The DZ does not have a bowl or obstacles and only one irrate neighbor. The countryside is beautiful and the private field is neat and well-equipped. Student training is \$25.00 for the first one and regular rates for all other dope-rope riders. PCA membership is a must. The owner and manager of the airport is a friend to all and a sport parachutist above all. He and his wife offer many hospitalities to the jumpers that other clubs would

envy.

ALLIANCE, OHIO - is a commercial operation run by Joe Cooper. The target is sand and pea-gravel. The trip up is a Cessna 182 and will cost about \$3.50 for a 30. The airport is a private one and because I only had one jump there and two hours to spend . . . this will be a short report. Rest assured, however, that it is a good place to unpack one.

SOUTHERN OHIO SKY DIVERS, INC. - Bob Pierson, D-1113; Butch Krebs, D-1112; and Dave Ellis, C-2900, own and operate this commercial operation in the Cincinnati area. The DZ is located at Rising Sun, Indiana, and jumps are from a C-182 and C-172. A lift to 7500 will run about \$3.00 and the center has a gang of students and about five D's license holders. Relative work and student training is in vogue and plans are formulated for a pea-gravel target soon. Student rates are \$15.00 for the first jump and \$10.00 for the other static-lines. They are equipped with a comfortable club house and a good area. The Ohio River is in the area and not too enticing but no problem.

So, there you have a few of the many DZ's in Ohio. I wanted to visit Cleveland but I didn't get the chance. I know you'll like jumping in Ohio.

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.

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I am a member of PCA YES NO (Circle correct word)
 I presently am a member of _____
 (Your club name & address)

NAME _____
 ADDRESS _____
 CITY _____
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 FOR BOOSTER CREDIT _____ NO. OF FREEFALLS _____



My very first click of the camera in freefall. Subject is Pam Mackenroth at Sturtevant, Wisconsin DZ. Photo is by Tom Schapanski.

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
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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.

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OOPS!

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 20 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
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B4 OD Pack and Harness w/D Rings . \$10.00

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Forge Village, Mass.
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200 yards, Quadriqa (cotton broadcloth), assorted colors. \$0.15 per yard.

Edward Mathwig
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Answers to Test on page 6

- | | |
|--------|---------|
| 1. (c) | 9. (d) |
| 2. (b) | 10. (b) |
| 3. (b) | 11. (c) |
| 4. (d) | 12. (c) |
| 5. (d) | 13. (b) |
| 6. (c) | 14. (b) |
| 7. (d) | 15. (c) |
| 8. (a) | |

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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
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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
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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

\$5.50 FOR ALL TWELVE ISSUES OF DZ-USA FOR THE PAST YEAR . . . OR \$3.00 FOR JULY THROUGH DECEMBER ISSUES - HARD-BOUND, SPECIAL ISSUE INCLUDES FEATURES, HONORS RENDERED LIST, AND ADDED SURPRISES.

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.

ATTENTION: NEW SKYDIVING CLUBS

1.1 candy-stripe, unmodified with risers, pilot chute, B4 container and harness \$35.00

1.1 all-white, unmodified with risers, B4 container and harness \$32.50.

1.1 candy-stripe, unmodified, 28' \$25.00.
One 24' twill-weave 1.6 reserve T7A, w/container. Excellent condition . . . \$25.00.

Five, used, Double-L rigs complete each \$50.00.

Will consider any offer for complete purchase of all equipment listed.

Edward Mathwig
125 No. Topeka
Wichita, Kansas 67202
AC 316, AM 2-3772

WHAT THEY ARE SAYING . . .

"DZ-USA is still maintaining its steady upward trend. Evidently we can thank not only your ability, but your policy of reader participation Bill Brown, Memphis, Tenn." "Are you bugging me on page 4 of the November issue? You can see Tom's toe went down FIRST and had to miss the disc as 50% is sticking out behind his foot Lyle Cameron, Skydiver Magazine". "Keep up the fine work with the magazine . . . I've never heard a bad comment about it. My wife (non-jumper) is an avid reader and prefers it to the other parachute publications I have around the house, so that's a pretty good indication . . . "Ace" Burkhard, Commanding, U.S. Army Parachute Team" "I think your DZ-USA is lovely . . . Hailstone Stinkey, Arlington, Texas." "News from Cardinals, or some other such stuff, would be a welcome addition to your already great mag. I think you've got P'Chutist and Skydiver all balled up into one good rag with a homey flavor and the stuff us jumpers like to hear. It's a welcome break from the events in Lower Slobbovia and how to set up a \$32,000 camera on a \$2.50 mount and still not get pictures . . . Jerry Ryburn, D-1100, Vietnam."

★ COMPLETE STOCK OF SKYDIVER ★
★ SUPPLIES: Smoke, winddrift indi- ★
★ cators, altimeters, rigger supplies, ★
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WICHITA PARACHUTE CENTER

★ Maize Airport, Maize, Kansas ★
★ (6 miles north of Wichita Municipal ★
★ Airport) Phone: 316, 766-0300 ★

As promised in the last issue of DZ-USA, here are some of the rules to become a "Hotdogger" in the club at Archway Sport Parachute Center, Sparta, Illinois. It sounds like a fun thing and reasonably safe. I hope you are ready for this:

Qualifications:

1. You must own a Para-Commander;
2. You must have at least one DC in your logbook that was witnessed by another hotdogger;
3. You must make a demonstration jump into the VFW;
4. You must hang-ten-on-the-peg (a surfer-type exit from the plane);
5. Do fifteen seconds of back-loops;
6. Buy a quart of beer for all the other hotdoggers;
7. Have at least one hundred freefalls to your credit;
8. Be anchor-man on a 3-man star;
9. Be a bonker (and don't ask me what that is);
10. Be a flaming-hooker (another Greek title to this editor);
11. Wear Mond's socks (which he keeps extremely stiff);
12. Wear Verner's helmet (you'll have to see it to believe it);
13. An unprintable ritual or act (depending on your point of view) which does not involve sport parachuting; ask another Hotdogger for details;
14. Establish a new distance record from target by opening high;
15. "Moon" when qualified (remember the Nationals, fans?);
16. Jump a flat-circular canopy;
17. Drink Olympia beer . . . warm;
18. Eat a hotdog in freefall (without choking to death);
19. Pay 25¢ for membership card after making Hotdogger; profit goes to Hotdogger Picnic Fund;
20. Make S/L loose-pack under the super-eye of another Hotdogger; and
21. Must be a Cardinal or higher.

All of the steps in qualification must be witnessed by another Hotdogger, and those already holding the honor are: Hotdogger Lemons (Anonymous), Hotdogger Plywood (Verner), Hotdogger Midget (Monds), and Hotdogger I.R. Ready (Clucas). The club has many "Wienies" trying for Hotdogger, and each new Hotdogger may make a new rule, not to exceed 25 rules in all. Who says sport parachuting isn't a fun sport? It beats burning up draft cards and carrying signs.

JUST FOR THE RECORD

Byline: Cliff Harris

(Now stationed in Germany)

I have heard a lot about Norman Heaton . . . some good and some bad. My personal view of him is that he can't be beat. If it hadn't been for Mr. Heaton, I would have quit PCA last year while I was in the States. I have never written PCA a letter that he didn't answer, and every call has always been returned. What he has done for PCA cannot be put on paper. His own money has been spent on the sport at times, and I, for one, would like to say, "Thank you, Mr. Heaton, for what you have done for me as a jumper." I have never met the man, but in my book he will always be the Front Page Man.

Fear cannot be banished, but it can be calm and without panic; and it can be mitigated by reason and evaluation.

RECORD JUMPS
★★★★★

STAND-UP LANDINGS RECORD -

Richard Mitchell, D-1040, Tipton, Iowa. Made 261 stand-up landings out of 443 total jumps. 60% of total jumps were stand-ups.

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.

Overseas Altitude Record - 6 man - Thailand - 20,000 feet . . . Dave Wilson & Richard Nicholal (USAF); Lou Paproski & Maurice Vickers (USA); and Pete Slempe & 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.

Keep in mind, that every record listed above is asking to be broken. If you see one that you know has been topped, mail in the one that betters it and help DZ-USA keep the records straight. No record too far-out. Number of tree-landings, number of malfunctions, ANYTHING.

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"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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Happy news!

Dear Gene:

Lots of luck with your mag. I look forward to reading about my many lucky jumping friends residing in summer climes. Here in England, summer was last weekend, and I had to work. Now I don't know when I'll get my chutes shaken out.

*Jay Emery, D-203
APO New York*

Dear Sirs:

Skydiving is the greatest. I am jumping with two clubs and if one club aircraft can't make it . . the other does. The way your magazine went over here . . I wouldn't be surprised to see somebody reading it in freefall.

*Jack Stewart
East Moline, Illinois*

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SAFETY AND EQUIPMENT

THE AIR FORCE METHOD ON RESERVES

Byline: Don Boyles, Tulsa

Since many modified reserves are illegal, one way to have the advantage of a modified reserve (while jumping any reserve), is to carry an Air Force surplus riser-knife and when you have to use the reserve, cut the four back, inside, lines. Two from each back connector-link where the modification would be, will let the back of the canopy rise up and gives the reserve some forward speed. Turn it by using the line next to the cut ones. The Air Force teaches this method for emergency bail-outs and the lines to be cut are marked by tape about 3 inches long. This also helps stop oscillation and cuts down on injuries from this condition. On a 24' or 26' reserve, I think only two lines being cut would be sufficient. Personally, I don't see anything wrong with repairing the cut lines, but talk to your local rigger before trying this method. And then, only use the method when you really need a steerable canopy or to stop oscillation. It definitely should not be done unless absolutely necessary.

AUSTRALIAN VIEWS ON SAFETY

As mentioned earlier, this issue of DZ-USA contains news from the "Australian Skydiver". The publication contains many excellent views on safety, and some of the major points are capsuled for you, with very little editing:

"Every now and again, someone . . . somewhere . . . terminates a jump at terminal. Investigation of numerous such occurrences

proves that danger is inherent in all phases of skydiving. There is no safe period."

"The instructor must be willing to give himself to the sport in a completely unselfish way, foreign to almost every other activity."

"How often do we hear of tangles or collisions on deployment because someone tried to complete a baton pass too low or simply forgot to separate? Remember, that no matter how much you want that "Baton Pass" in your logbook, an "Attempted Baton Pass" is definitely better than a "Baton Pass" written in by your buddy. . . after the funeral."

"Open up that logbook and run through each jump in your mind. Are there any faults there? Are any faults repeating themselves?"

"It behooves those of us who instruct . . . to refuse demonstration jumps to students. If you can't make up a full sortie (lift), then 2 good skydivers give a much better impression than two good jumpers and a student who ends up a tree."

"Students should be deliberately instructed to perform door exits at the 15 to 20 second delay period. The confidence obtained at this stage is invaluable in recovery from trouble during practice turns, loops and other maneuvers."

"... Occasionally, even the best of us make errors of judgement or experience a malfunction. Statistics confirm that every so often, a trained parachutist fails to react to an emergency . . . the result is all too often a terminal attempt to break the ground barrier. You need much more speed than 120 mph to do that."

"Overconfidence is one bugbear of the accomplished jumper, who after several hundred jumps, tries short-cuts in packing

and may even eventually become a little too sloppy . . . Have a fault-finding session with your jumpmates. Pick each other to pieces and don't attempt to pull punches or be polite. If you listen to the talk, you may realize something which you had overlooked, yet, is quite obvious to your friends. Think about the criticism, and what is more important, act on it and correct your faults."

The 2200 feet barrier has been decided on with lots of deliberation. You occasionally find a group who consider 3,000 feet a better safety height. They have every right to dump as high as they like."

"You are never an "expert". Your education in the world of parachuting must never stop. There will always remain . . . someone . . . somewhere . . . with a worthwhile tip or theory on safety that may one day save the life of one of your students (or you). Listen to them, evaluate them, and . . . after careful consideration, if you are convinced they are an improvement on your current methods . . . put them into practice."

Speaking for myself, I find the Australian views on safety refreshing and just a little more realistic than some of our own tired essays on "how not to wipe yourself out." I hope you picked up a point or two. I did.

"Today, people expect more of us"

"DZ-USA" is published by
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COMING MEETS

THE BIGGEST OF THEM ALL

The Ken-Fair Corporation announces the International Parachuting Pageant with cash and trophies totaling \$30,000.00. It will be the first major parachuting event to invite all four classes of jumpers to participate. There will be eleven (11) full days of jumping, two days of registration, and one day of presentations and entertainment. It is suggested that parachutists plan for a fourteen (14) day stay. The rain date will be two weeks later. Dances and musical entertainment will be held each evening under the stars, weather permitting, and preliminaries of a beauty contest (Miss International Parachutist Beauty Contest) will be in progress. If you know of a lovely young lady and would like to enter her, and if she's between 16 and 32 years of age, send a full length photo of her posing in a bathing suit. Twenty-five will be chosen for the finals to be held during the Pageant. Three winners will be chosen by a group of International judges and a multitude of gifts will be offered the winner.

Type of competition, Classes involved: A, B, C, & D:

Accuracy at 3500 feet/ten second delay allowed (3 jumps required), Class A

Accuracy at 4500 feet/ten second delay allowed (3 jumps required), Class B, C, & D

Your living quarters will be in a barracks-type. A means to protect valuables will be provided. All meals will be served hot and fresh. Transportation will be provided to the airport, living quarters, and the City of Athens, Tennessee. Cots and blankets will be available at two dollars per person per night. Each entry must furnish bed sheets and pillow cases. Bathing and restroom facilities will be provided at no cost. FAA licensed parachute riggers will be on hand to assist those who are in need. No charge on minor repairs.

Meet will be held with a minimum of 1500 jumpers and a maximum of 2000 parachutists. You read right. Thousand not hundred. Entry fee is \$50.00 plus lodging at \$28.00 and meals (42 in all) for \$56.00. Total is \$134.00 and on a first-come, first-served basis. Your entry fee, rent rental, and meal fees will be placed on deposit in the First National Bank of McMinn County, Athens, Tennessee, and will be returned by the quickest possible means in case the meet is not held as planned or by situations beyond the control of Ken-Fair Corp.

Deadline date is set for the first day of February, 1967, and no entries will be accepted after that date. Send your cash, check, or money order made payable to the Ken-Fair Corporation, P. O. Box 135, Athens, Tennessee 37303.

All four classes (A, B, C, & D) will have awards for the first ten spots, which include \$3,000.00 for 1st place and a six-foot trophy, \$2,000.00 for 2nd place and a four-foot trophy; \$1,000.00 for 3rd place and a two-foot trophy; \$500.00 for 4th with a two-foot trophy; and \$250.00 for the 5th spot with a two-foot trophy. The 6th through 10th positions will receive a gift and a one-foot trophy. Persons under twenty-one years of age must have a notarized statement giving permission to enter the pageant. A face-view photo, size 2 x 2½ inches must accompany your application form which must include: Name, Address, City, State, Country, Sex, Age, Physical Condition, Number of jumps (military, static-line, and sport jumps) listed separately, and your choice of entry in Class A, B, C, or D.

The Pageant will be held in Athens, Tennessee on August 1-14, 1967. You may not have as much time as you think so send that application form (just so it is readable and contains the info they need) in now. If you can't send it right away, start saving but remember the deadline is February 1, 1967.



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.

ARCHWAY SPORT PARA. CENTER HUNTER FIELD, SPARTA, ILL. MAY 27, 28, 1967 RAINDATE: JUNE 3 & 4

Trophies for first 3 places, each event. Entry fee: \$4.00. Must be a member of PCA, and have logbook witnessed. PCA & FAR Regulations enforced. Individual's team jump counts toward Overall. Prizes for Overall are: PC canopy and risers (1st place); Bell helmet or Para-Boots (2nd place); and Pioneer jumpsuit (3rd place Overall).

Event I: \$3.00 per jump - Novice Accuracy 3 jumps - 3500' - all jumps count. 24' ripstop reserve for 1st place, in addition to trophy.

Event II: \$3.00 per jump - Advanced Accuracy 4 jumps - 3500' - all jumps count. 1.1 and 1.6 canopies. Over 50 jumps.

Event III: \$3.00 per jump - Advanced Accuracy 4 jumps - 3500' - all jumps count. PC or XBO.

Event IV: \$3.50 per jump - Style - 2 jumps - 6600 feet - both count.

Event V: \$9.00 per team - 3600' - 1 jump.

For further information, contact Archway Sport Parachute Center, Hunter Field, Sparta, Illinois.

WOOD!!!!

ARCHWAY SPORT PARA. CENTER SPARTA, ILL. OCTOBER 16, 1966 FUN MEET ONLY

Advanced Accuracy:

- 1) Ed Clucas
- 2) Dave Verner
- 3) Rich Tompkins

Novice Accuracy:

- 1) John Angell
- 2) Monte Tindall
- 3) Chuck Wheat

Hit-and-Chug:

- 1) Bob Pape
- 2) Dave Verner, Ed Clucas, Bob Monds



Parachutes, Incorporated, journeyed to the Sportsmen Show in Boston, Massachusetts in an effort to bring sport parachuting to the public. Jon Guignard sold parachuting, Ruth Ayer sold parachuting, and Holy Leaper, look who is contemplating buying! Superman went even farther and took the first jump course (after he was pried out of his telephone booth). Photo by Dan Poynter.

HERE and ABOUT

BLOOMSBURG, PENNA: Paul Quick has had a little canopy trouble (a malfunction which tore two panels from the lower lateral bands to the apex and burning five others) and reports that a quick cut-away and perfect reserve deployment saved the day. He now, of course, has a canopy problem. He needs a 1.1 in good condition, cheap. If you can help out, his address is RD #4, Bloomsburg, Penna. 17815.

TULSA, OKLA: Don Boyles and a friend report a new method of transportation to work (just "to", not "from"). They jumped in from a Cherokee 180 (low wing) from 6000' and said it was a real fun-jump. Spotted from the front of the wing and walked off the back . . . and it's a legal jump plane, too. Being a little late would be hard to get away with, however, because someone is bound to notice.

Continued on page 15



Lewis Sanborn, D-1	950 plus
Leon Potts, D-220	950 plus
Harry Schmoll	920
William Lockward, USAPT	900 plus
Louis R. Carista, USAPT	900 plus
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Tom Schapanski	830 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
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Joe W. Phillips, USAPT	800 plus
Robert L. Tisdale, USAPT	800 plus
Donald Brown, USAPT	800 plus
Lee Boren	775 plus
Maxine Hartman	800 plus
Vic Deveau	800 plus
James Garvey, ex-USAPT	700 plus
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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	670 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	650 plus
Jerry Wing, D-452	620 plus
Bill Hardman, D-33 (Canada)	620 plus
Ron Radhoff	620 plus
Gary H. Mills, D-827	650 plus
Bill Ottley, D-298	650 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
Lowell Ham, D-222	515 plus
Jim Lowe	600 plus
Dan Gormen	600 plus
Ted Mayfield	600 plus
Chet Lundburg	600 plus
John Scott, D-93	600 plus
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Sgt. James Horne, D-563	560 plus
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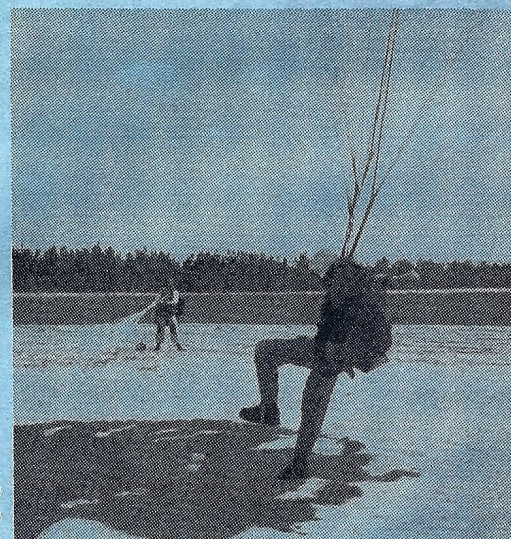
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Frank "Rick" Rickard, D-293, directly over the DC disc; Ft. Walton Beach, Florida DZ.

The editor reserves the right to edit any material published in "DZ-USA".

ROLLA, MISSOURI: Jim Bardot asks, "Is it advisable to cut-away from the main when the reserve is out and fully inflated? I'm referring mostly to students." All I can say, Jim, is that I came in on two canopies and had a very hard landing. "Parachutist" says that a landing on two canopies is not harder than with one. So, ask your ASO or CSO what he thinks and follow his instructions. He is in a better position to talk it out with you than I am. As for your request that I keep something in DZ-USA for new-comers to the sport . . . that policy will never change. You can rest assured I will never evaluate the RDX-5B helmet in four pages of Greek and students will always understand every word of every issue.

HUNTSVILLE, ALABAMA: Gene Crowe reported this to CPC and DZ-USA copped it. Paul Bruder, Ron Radhoff, and Gene made a routine jump, opened around 2,000 feet, except for Paul who had cut away from his PC and activated a chest-type reserve. This was Paul's second jump on a PC after Gene and Ron convinced him to sell his XBO and buy a PC. Paul did explain that he had made an error in packing the PC, which probably caused the malfunction.

FORT DIX, NEW JERSEY: Evariste J. Bisson is interested in breaking some of the jump records listed in "Record Jumps" of DZ-USA. For other jumpers and their possible interest, this is passed along: Your new record will replace the old one listed and will stand until it is broken. There is no special recognition past this. Just keep one thing in mind . . . **PLAY IT SAFE AND COOL.** No record is worth a fatality.

MIDWEST CITY, OKLA: A message to the Falling Stars SPC of Palmyra, Penna. from Bob Westenheffer. "My sincere regrets to all of you that I didn't have an opportunity to say goodbye prior to my leaving Penna. I think your club was one of the best, as well as the members, and I consider it an honor to have been a member. I will always consider myself a member and am looking forward to the day when I can jump with you all again".

THAILAND: As reported by Dave Wilson, D-1144, the jumping is still interesting and still a little problem getting aircraft to jump from. It is well worth it, however, when everything is finally rounded up and the jump comes off. Sirotowitz, Kempert, Robb, and Wilson will all be attempting a "back to civilization jump" in December and the next jumps will be from Tampa, Florida.

* * * * *

THE "POPS" CLUB IS GROWING

In the September issue of DZ-USA, an article appeared on a club for parachutists over forty years of age. Each member receives a patch (showing Old Man Time) and I thought you might possibly enjoy reading the list of members to date:

POPS

- #1, Lenny Barad, Greater St. Louis Parachute Club, age: Phorty-Phive
- #2, John Weber, Greater St. Louis Parachute Club, Phorty-Three
- #3, Russ Gunby, President of PCA, Phorty-Phor
- #4, Hank Brawley, D-1122, Dallas Skydivers, Inc., Phorty-Nian
- #5, Arty Smith, Dallas Skydivers, Inc., Phorty-Three

- #6, J. D. Dodson, D-873, Texas Parachute Council, Phifty-Three
- #7, K. A. Whittier, B-5066, Delta Skydivers, Louisiana, Phorty
- #8, Warren Good, C-1916, Marshall Skydivers, Michigan, Phifty
- #9, Richard "Pat" Patton, Vietnam, Phorty-1
- #10, Loren Bailey, Crimson Knights Sky Divers Club, Phorty-Phor
- #11, Greg Vargas, C-3010, Rock River Sky Divers, Phorty-Too
- #12, Jack Stewart, "B" Qualified, Hawkeye State Para. Team, Phorty-Too
- #13, Reserved for the FAA
- #14, Richard Vrnezis, Chicago, Illinois, Phorty
- #15, Charlie Atkin, Ka-Mo Sport Parachutists, Phorty-Phor
- #16, Lew Watson, C-1706, Okla. Sport Parachute Assoc., Phorty-Sevn
- #17, Dale Harris, C-1550, Tulsa Paradivers, Phorty-Too
- #18, Bill Roland, Kenner, Louisiana, Phorty
- #19, Walt Engle, Lawton Sport Parachute Club, Phifty-Six
- #20, Tom Sumner, Lawton SPC, Lawton, Michigan, Phorty-Three
- #21, John McManaman, "C" Qualified, Chicago Skydiving Club, Phorty
- #22, M. A. Milko, Mon-Yough Club, Penna., Phorty-Phive
- #23, Al Newbre, C-3348, So, Michigan SPC, Phorty
- #24, Wayne Palmer, Fox Valley Skydivers, Illinois, Phorty-Six
- #25, Doug Gray, C-3303, Falling Stars, Fla., Phorty-Plus
- #26, Frank Groves, Jr., Falling Stars, Fla., Phorty-Phive
- #27, Jim Vandergaag (deceased)
- #28, Stan Miller, B-4480, Lone Pine, Calif., Phifty
- #29, William "Bud" Yelland, Parachutes, Inc. (student), Phorty-Eight
- #30, Hugh Gordon, Galveston Skydivers, Texas, Phorty-1
- #31, Joseph W. Negard, Wisconsin Valley Skydivers SPC, Phorty-Phive
- #32, Bob McTaggart, D-176, Midwest Sport Parachuting Center, Phorty-1
- #33, J. H. "Jack" Sowle, D-1005, Oceanside Parachute Club, Calif., Phorty-1
- #34, John "Gramps" Schaefer, Long Island Sky Divers, N. Y., Phorty
- #35, Joseph T. Beiderbecke, Charlotte Sky Divers, N. C., Phifty-Phive
- #36, Kenneth Zufall, Indianapolis Skyhawks, Indiana, Phorty
- #37, Mike Efstraction, C-3449, Long Island Sky Divers, Phorty-1
- #38, Dick Mascuch, Garden State Para. Center, N. J., Phorty-Six
- #39, Bill Carey, D-1278, Hudson Valley Sky Divers, N. Y., Phorty-Too
- #40, Bob Thompson, Charlotte Sky Divers, N. C., Phorty-Six
- #41, Dale Long, C-3590, Black Angels SPC, Clinton, Ill., Phorty-Sevn
- #42, Jack H. Green, Waukesha, Wisconsin, Phorty
- #43, Raymond F. Mahon, B-4595, Wisconsin Sky Divers Inc., Phifty-Phive
- #44, Larry Iliff, Ka-Mo Sport Jumpers, Kansas City, Phifty-Phive
- #45, Gus Anagnostis, D-114, Galveston Sky Divers, Texas, Phorty-Eight
- #46, Al McCoy, B-5192, Alaska Sky Divers Center, Phorty-Three
- #47, V. W. Ferrington, Frontier Sky Divers, N. Y., Phorty-Too

- #48, Joe Gomache, B-5313, Wichita Parachute Center, Maize, Kansas, Phorty
- #49, Edward Fitch, D-89, Vice-President of PCA, Phorty-1
- #50, Joseph F. Dolney, Wisconsin Skydivers, Phorty-Phive
- #51, Jack C. Joerns, D-537, Houston, Texas, Phorty-Nien
- #52, Guy W. Lindsey, B-4514, Cowtown Skydivers, Texas, Phorty-Phive
- #53, Paul W. Leyrer, Sky Hawks Sky Divers, Michigan, Phorty
- #54, Jack C. Carter, Road Runners SPC, New Mexico, Phorty
- #55, Col. Don Rochester, D-54, Chilliwack Skydivers, Canada, Phorty-9

So, if you are over 40 years of age (excuse me, Phorty years of age), and are interested, drop a line to Lenny Barad, 1000 Washington Avenue, St. Louis, Missouri 63101, along with your name and address, age, PCA number, club affiliation and license number.

* * * * *

In Memoriam

SFC BOBBY LETBETTER IS DEAD

This was the official word from The Golden Knights, Ft. Bragg, North Carolina, on the passing of an outstanding citizen/soldier/parachutist from the ranks of those who both liked and respected him. The vacancy created is a permanent one.

"All the members of the USAPT are outstanding parachutists. Some, however, are the great ones of the sport. Such a man was Sergeant First Class Bobby Letbetter.

His name has appeared on 73 world parachuting records. A member of the USAPT from 1962 to 1966, he was a holder of the Parachute Club of America's Gold Wings and one of the top competitors on the 1966 United States Parachute Team.

On November 21, 1966, Sergeant Letbetter, in Viet Nam for just over a month, was leading his platoon in a search and clear operation near the Cambodian border. The jungle suddenly erupted on all sides of the unit as a North Vietnamese battalion closed it's trap.

There were two survivors from the American platoon when the fight was over. Sergeant Letbetter was not among them. He had been the first man to go down, dying as he had lived, in action.

There are no replacements for men like Sergeant Letbetter. Men, who after giving of their abilities for their country here in the United States, go to a distant place like Viet Nam and give their lives.

The members of the U.S. Army Parachute Team join Sergeant Letbetter's family, friends and fellow parachutists of the world in mourning his passing."

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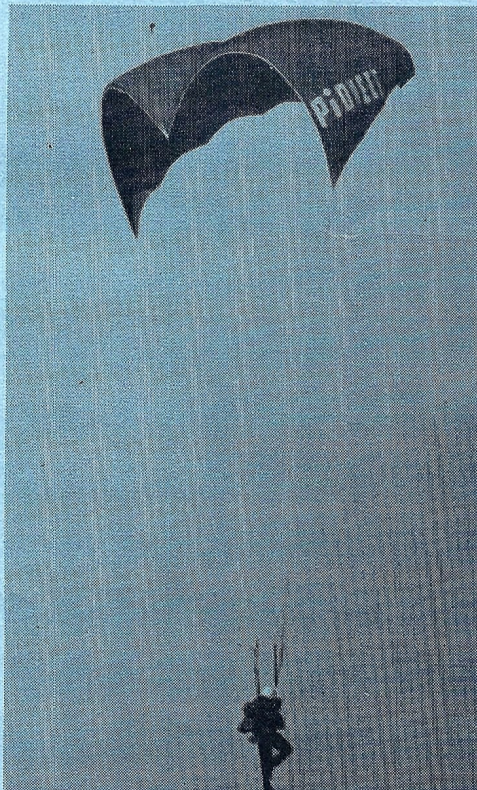
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