

THE

"Z"



PUBLISHED
By
PARA-PRINT
WICHITA, KANSAS

JAN

1966

"D"

U.S.A.

A NATIONAL COVERAGE BULLETIN
FOR USE BY SPORT PARACHUTE CLUBS

SUBSCRIPTION ISSUE



Bernie Ward, a Wichita reporter, over Great Plains Skydiver's DZ, at the end of his rope. Photo by: Gary Estes, Wichita Beacon.

PERSONALITY OF THE MONTH

A special vote of thanks goes to Robert Monroe, Policy Co-Ordinator for the AOPA (Aircraft Owners and Pilots Association) for the good word he put in for Parachute Club of America in Washington, D. C. With men like Bob behind PCA, its time more jumpers joined him and produced the kind of organization that can preserve sport parachuting. Mr. Monroe, a non-jumper, probably went against the advice of several officials to speak for an organization he sees promise in. We are in your debt, Mr. Monroe.

BORN QUALIFIED FOR AN "A" LICENSE

Timothy Underwood, born in August of 1965, already had 15 free-falls to his credit at birth. From December 1964 to April 1965, while working on my "B" license, I made jump numbers 16 through 31 and was five months PG before I decided to let up, have my baby, and continue jumping after it was all over. I hadn't told the doctor I was jumping and he still doesn't know it. When I sent in my PCA membership card for 1965, I didn't see any questions on the Medical Certificate for women who were pregnant so I didn't mention it. Timothy is as healthy as any baby and probably will continue jumping and try for his "B" in about 16 years.

Nancy Faye Underwood
B-4004
wife of "Woody"
Underwood, D-1136

Your club name, location, president's name and number of active members will be printed the first month of your joining "DZ". By keeping copies of issues, you can collect every club address available.

QUESTION: After you have pulled and felt opening shock, how long? — in feet and seconds for you to reach normal descent rate?

ANSWER: The deacceleration rate depends on the canopy. A usual 28 foot C8-9 variety, after the canopy fully inflates, gets line stretch and rebound upward in less than 50 feet. After rebound from opening shock, the canopy reinflates and you recommence downward, increasing speed, until you reach normal canopy descent rate. Time involved is less than two seconds.
AUTHORITY: Lyle Cameron, Skydiver Magazine, letter of 8th December 65.

OSPA OFFICERS ELECTED

The Oklahoma Sport Parachute Association elected the following officers on 5 December, 1965, at Stroud, Oklahoma.:

Director:
Lew Watson (Lew) (re-elected)
Ass't. Dir.: Robert Coady (Bob)
Sec.: . . . Leonard Skeehean (Skee)
Treas.: . . . Greg Watson

Editor's Note: The OSPA had as its first Director, Norman Heaton, back in 1963 and has become one of the most progressive SPA's since then. Noteworthy, is their adoption of Federal Air Regulations (Part 105, as amended) as their fundamental law and binding on all members, which is written into their Constitution under "Controlling Laws and Regulations". A giant step other associations should follow.

NEWS FROM VANCE AFB, OKLAHOMA

We are proud to report that our Vance Sport Parachute Team speakers bureau gave 17 speeches to local civic organizations about sport parachuting during 1965.

Our officers are:

Pres . . . 1st Lt. R. F. Coady
V-Pres.. 1st Lt. M. F. Gibbons
Sec.-T: 2nd Lt. John McGorry

NEW OFFICERS FOR CPI

The Connecticut Parachutists, Inc. have elected their new officers for 1966 as follows:

President . . . Dick Barber
Vice-President . . . Ron Blake
Secretary-Treasurer. Gordon Rubb

CPI started just three years ago and ended 1965 as the largest and certainly the most active sport parachuting club in New England. Insofar as membership was concerned. CPI was among the top ten clubs in the nation with 64 members for 1965.

DALLAS SKYDIVERS, INC.

Election of the 1966 officers was held in December and produced the following results:

President . . . Arty B. Smith
Vice-President. . . Ralph Warren
Secretary . . . Sherry Moore
Treasurer . . . Richard Hawkins

LADIES' X SPOT

"DZ-USA" salutes Martha Huddleston, Dallas Skydivers, Inc., for her accomplishment in the Nationals at Orange, 1965. We hope next year you go all the way to the top, Martha.

NEW CLUB AT KU UNIVERSITY

On 6 November 1965, the newly formed KANSAS University Sport Parachute Club held its first jump session at Sky Ranch Airport, Topeka. Fifteen jumps were logged and seven were first jump students. The seven cherries were: Tom Hewitt, Tom Hutchison, Jerry Blankenship, Tom Fenton, John Sharp, Ron Edwards, and Linda Myers. All seven have since made other jumps and well on the way to free-fall qualification.

KU Sport Parachute Club was formed and trained by Capt. Merrill STEELE, U. S. Army, and Sgt. Phil Norton, U. S. Marine Corps, both members of the Fort Leavenworth Sport Parachute Club, Fort Leavenworth, Kansas and both are stationed on the campus at Kansas University.

Current membership totals only eleven but six more students will be trained in the month of February.

Phil Norton,
KU Sport Parachute Club

Phil and Tom Hewitt can both be eyeballed on the cover of January Sky Diver magazine.

CEH

GENERAL STILWELL RECOVERING WELL

In a letter from General Stilwell to "DZ", we were happy to learn of his progress in recovering from his parachuting accident. The letter is quoted as follows:

HEADQUARTERS

UNITED STATES ARMY
JFK CENTER FOR SPECIAL
WARFARE (ABN)

Fort Bragg, North Carolina

5 January 1966

"Recovery from my parachuting accident is progressing at a rapid pace. As you probably know, I was hurt on 1 April and my total injuries were: 19 bones broken, spleen removed and both heels crushed. After a 29-day stay in the hospital and a brief convalescence at home, I returned to duty on 8 July. The only real problem has been to get my feet back into shape and while there is less motion in my ankles, my feet are strengthening fast. With good luck, I should be jumping again soon and hope that more definite information can be made available for your next issue."

J. W. Stilwell
Brigadier General, USA
Commanding

Dear Gene:

We have received your mailing here and the idea sounds great if you can get it to work. Dealing continually with the difficulty of getting jumpers to contribute to our state publications, I foresee some problems for you. If I understand correctly, you do not wish individual subscriptions, only club — correct? How would one issue of your magazine possibly benefit the Dallas Skydivers, Inc. who number usually in the 60 to 70 member group, and are scattered over 900 square miles, We have monthly meetings which last for two hours of fast business — no time for anyone to read a magazine there and certainly no one is reading on the DZ.

H. D. Brawley, D-1122
Southwest Conf. Dir.
Dallas, Texas

Hank, first I apologize for reprinting part of your letter but in order to answer many jumpers asking the same question, it was necessary. My original planning was to keep postage and subscription rates as low as possible, hence, the "club only" clause. By the flood of letters asking why, I am at fault and must now say individual subscriptions are available at \$4.00 per year. Copies are still available to the club at 20¢ each, however, and my reasoning here is that the club may resell the copy at any price they see fit. If the club sold it to a member for 30¢ a copy, or \$3.60 per year, the member would still be saving 40¢ a year and the club would be \$1.20 ahead. The club would then have the responsibility of distributing the copies and save Para-Print the postage of individual mailings which are over a dollar a year each. We would rather see the club put the \$1.20 in the bank than for us to spend it as postage. Simple as that. So, I leave it up to the club and the jumper. He can have an individual subscription at \$4.00 per year or he can order his subscription through the club by simply asking the club to order him an extra copy. The cost is the same to us.

CEH

There is an excellent letter in January "Sky Diver" magazine on pilot chute hesitation involving a "kicker plate." It's on page 27, so pick up a copy or get your hands on one.

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

COMING MEETS

PCA

1966 SOUTHWEST CONFERENCE

5 and 6 February, 1966
(Weather date 12 and 13 February)

1. Cost - \$35.00
 2. Place - Watts DZ, Lewisville, Texas.
 3. Current PCA membership required.
 4. At least a "B" license required.
 5. Competition will consist of four (4) accuracy and two (2) style jumps.
 6. One practice jump will be allowed.
 7. Jump altitudes will be 600 M and 2000 M respectively.
 8. The 5 x 10 scoring system will be used.
 9. The deadline for entry applications and money will be January 24.
 10. Rules will be sent to contestants upon receipt of application.
 11. Protests will be allowed when presented in writing with a \$5.00 deposit to the Meet Director.
 12. Aircraft to be used will be of the Cessna three passenger variety.
 13. We will furnish two surface WDI's near the target during accuracy.
- Contact Arty B. SMITH, President, Dallas Skydivers, Inc., 3928 Bryn Mawr, Dallas, Texas for entry or information.

FOURTH ANNUAL FAIRVIEW INVITATIONAL SKYDIVING MEET FAIRVIEW, OKLAHOMA

February 19 and 20
(Weather Dates
26 and 27 February)
Location: Fairview Airport,
on U.S. Highway 60 at the
Junction of State Highways
58 and 8.

1. Must be PCA Members and submit logs and licenses upon registration.
2. Meet registration fees will be paid upon submission of application (by January 29, 1966.)
3. Registration of events will be held between 7:00 a.m. and 9:00 a.m., February 19th. Event fees will be paid upon registration.
4. Protests will be submitted in writing (accompanied by a protest fee of \$10.00) within one hour of the protested decision or incident.

EVENT I - INDIVIDUAL ACCURACY JUMP

3000 Feet, Actual (2 Jumps)

EVENT II - INDIVIDUAL ACCURACY JUMP

3800 Feet, Actual (2 Jumps)
Ten to Twelve Second DF

EVENT III - INDIVIDUAL 20 SECOND DF FROM

5500 Feet Actual With 360
Spiral Left and Back Loop
(At press time, I'm not sure of this one - may be just a standard style event.)

EVENT IV - TEAM ACCURACY

from 3800 Foot Actual

EVENT V - INDIVIDUAL NIGHT ACCURACY

From 3000 Feet Actual - 0 to 5 DF.

Mailing address for information and application form:

Tom Rogers, Jr.
Meet Director
214 North 19th
Enid, Oklahoma

FEBRUARY 12-13 (Weather date 19-20 February) Twin Cities Sky Divers Meet Osceola, Wisconsin

For more information:
Joe Miskowiec
32 22nd Avenue, NE
Minneapolis, Minnesota

FEBRUARY 19-20 Manchester, New Hampshire Parashoeing Race.

Entry Fee \$15.00.
Exit altitude 3000 feet, land as close to target as possible, remove parachute and put on snowshoes provided. A 100 meter race to finish line. For more information:

Ralph R. Wright
43 Forest Park Drive
Nashua, New Hampshire
PH: TU 2-1519

OSPA MEET

Oklahoma SPA Quarterly State Meet 6 MARCH, Stroud, Oklahoma.

Accuracy for novice and advanced, and team events. You must be a member of PCA and OSPA to enter.

For more info:
Leonard A. Skeeham, Jr.
1263 East 27th
Tulsa, Oklahoma

NEW ENGLAND AREA New England Council Open, Orange 19-20 FEB.

Send all editorial material, photographs, notices, etc., to PARA-PRINT, 706 North Main, Wichita, Kansas 67203

NON-PCA

MARCH 19-20 Elsinore, California

Write or contact:

Larry Perkins
Skylark Aviation
Box 501, Rt. 2
Elsinore, California

FUN JUMPS

COME JUMP WITH US IN FAYETTEVILLE

In regards to the DZ-USA, I would like to invite anyone in this area to jump with us. We are just getting our club going after a six month lapse.

I am also a rigger (chest and back 1616521) so bring along your gear and I'll pack those out-of-date reserves. We will have a 205 and 172 we can use, so no need to crowd.

Bruce Barnes
Box 748
Fayetteville, Ark.
Phone HI 2-9421

DALLAS SKYDIVERS, INC.

The good old 180 and the Snohomish door is still giving the club nice, warm 60's so drop in on us at Watts DZ, Lewisville, Texas, if you are in that area. Better yet, call Hank Brawley, Southwest Conference Director, AC 214 348-0238, and he can tell you where all the good jumping is going on in the Dallas (or Texas, for that matter) area.

The Dallas Skydivers, Inc. now number 56 members, with 20 "D" license holders and a batch of "B" material getting close to "C's".

KU SPORT PARACHUTE CLUB

We jump every Saturday and Sunday at the Sky Ranch Airport, Topeka, Kansas, so if you are in that area, drop in and open one (canopy, that is) with us. Visitors are more than welcome.

NEWS FROM ADA, OKLA.

Nobody has jumped in Ada since October 31, 1965. We have made all of our jumps since then in Stroud and Dallas.

We would like to find out more information on "negative G" exits, so if anyone has heard of any stipulations, hazards, or PCA requirements on "negative Gs", please clue us in.

OFFICERS ??? With only three active members in our club, who needs officers.

Greg Watson

WOOD!!!!

5TH ANNUAL SUN CARNIVAL EL PASO, TEXAS

Event I NOVICE

- 1st Place - Capt. John J. Theologis, Fort Hood, Texas.
- 2nd Place - Vic Boozer, Sky Hawks, El Paso, Texas.
- 3rd Place - Marco Antonio Santi, Mexico City

Event II ADVANCE SPOT All Canopies

- 1st Place - Dave Espen (PC), Glendale, Arizona.
- 2nd Place - Jim Larremore, (CHEAPO), Skydivers of El Paso, Inc.
- 3rd Place - Tom Copenhaver, Hutchinson, Kansas.

Event III ADVANCE SPOT Cheapos and Lo-Po's only

- 1st Place - Randy Vaughan, Denver, Colorado.
- 2nd Place - Robert Wallace, Fort Hood, Texas.
- 3rd Place - Capt. Douglas Mac Callon, Roswell, New Mexico.

Event IV TEAM

- 1st Place - Randy Vaughan, Stanley Foster, Dwaine Sauers - Denver, Colorado - one baton pass.
- 2nd Place - Jim Larremore, John Hardy, Dean Frazier - El Paso, Texas - double baton pass.
- 3rd Place - Alan Dalhberg, Roy Barnes, Philippe Humbert - Fort Hood, Texas.

OVERALL ACCURACY

Randy Vaughan - Denver, Colorado.

SPORTSMANSHIP AWARD

Sgt. Maj. Dave Leyva - Fort Bliss, Texas.

SUPPORT THE U. S. TEAM FOR 1966

Start 1966 off right with a check to:

U. S. Parachute Team Fund
Parachute Club of America
Box 409
Monterey, California

** OR **

When you make out that check for your 1966 membership, make it for an extra buck and put a note in saying you want that dollar bill put into the Fund. I'm sure Norm Heaton will take care of it for you, personally.

MAILBAG ???!

Gene:

I think your publication is really great. I enclose the \$4.00 for the first year. As yet I am not sure how many extra copies I will be needing. As soon as I am I will send you the check.

*Jim Scott, D-989
Great Plains Skydivers
Wichita, Kansas*

Dear Gene:

Congratulations 'ole man, on DZ. This is a much needed publication in this business. So far, only myself and our club president have seen "DZ", but I'm sure that our other members will approve of subscribing to your poop sheet. Since our club here is comprised of mostly new jumpers, the type of information you plan to present will be most useful in building their general knowledge of sport parachuting. Keep up the good work and here's hoping your pub the best.

*Phil Norton, C-3052
Sgt./USMC
University of Kansas*

Dear Gene:

Please allow me to offer you the very best of luck in your publishing enterprise. Our sport is a young one and communication is essential if we are to progress.

*Daniel F. Poynter
New England SPC
Orange, Massachusetts*

RECORD JUMPS



Wind jump record - NOT TO BE CONSIDERED AS A CHALLENGE TO BREAK - READ YOUR BSR's AND FORGET IT!

Exit point was two miles from target on a 20 second delay. Blowback was about a quarter of a mile in spite of an attempt to be at opening point. Average speed in the canopy during descent - 42 miles per hour. Computed by using an air map and distance covered/time lapsed. Missed target but not injured on landing. Jumper swears he'll never do it again and asked that his name be withheld.

Editor's Note: We checked this one out and it is valid. It wasn't the type of jump PCA would condone, but surface winds were not as bad as winds aloft. In excess of 20 but not over 25.

Jim Scott will have one in this column next month on a record night jump for the state of Kansas. At press time, we were unable to get all the details so rather than be wrong, we'll remain silent.



FIRST JUMPS S/L

First of all, I felt I wasn't ready to jump, but Dillinger thought I was - so, I jumped! I was cold too! When I did jump, I felt nothing. It was peaceful and quiet and I really did enjoy it. I'll do it again if I ever get the money.

*Nancy Shepherd
Age 17
Maize, Kansas*

LATE FLASH: Kathy "Pussycat" Huston has made her first static line jump in Albuquerque, New Mexico, probably under the capable hand of Bill Bailey. Lots of luck and good jumping, Kathy. You should be doing 30's with me before spring. (If you ever get to Wichita, that is.)

NIGHT AND WATER JUMPS

"Since Fort Sill, Oklahoma is the most no jumping club in the Southwest, it shouldn't take more than a few lines to publish this small report.

Our last good jump was a night jump on the 21st of November. Through the excellent spotting of Bill Mackey (D-777), the first two jumpers, Charles Dillon and Lloyd Lee, only missed the DZ by some 5 miles (estimated). Due to an error by the ground crew, (yours truly), the entire DZ was illuminated by a range fire that assisted Bill Mackey and Larry Retzler to make the DZ.

The second lift, that consisted of Leonard White and Paul Sutcliff exited the aircraft at 8:15 P.M. and was located about 2:00 A.M. Of course, the excuse, "They allowed the pilot to select the exit point." Need more be said.

*Larry Smith, D-1082
ASO SW/16 FAA Rigger
Secretary FSSPC"*

Reprinted from OSPA Newsletter, "Static Line", sent to "DZ-USA" by Lew Watson, Director, Oklahoma Sport Parachute Assn.

500 AND OVER

| | |
|-----------------------|-----|
| Noel Funchess, D-585 | 650 |
| James Garrison, D-94 | 590 |
| Tom Copenhaver, D-649 | 520 |

\$4.00 isn't a lot for your own publication.

DEADCENTER...OR BELIEVE IT OR NOT

After surviving Christmas, more or less, financially, I found myself looking forward to the relaxation found only by skydivers at a parachute meet. The destination was El Paso, Texas, for the 5th Annual Sun Carnival. Though its only 750 miles from Wichita, it's surprising what one small wrong turn can result in.

Starting from Hutchinson, Kansas at 6 P.M. New Year's Eve, Gene Hunnell, myself, and Jerry Cress figured we would have plenty of time to reach El Paso by 8 o'clock in the morning, New Year's Day. Well, that's what we figured.

The first leg of the trip we were really doing quite well, considering. No flat tires, no over-heated radiator, gas consumption rate about 11 miles per gallon in the Chrysler of Jerry's, and six hours later we found ourselves ringing in the New Year over a glass of cool refreshment in Tucumcari, New Mexico.

With our holiday grog warm in our bellies, a tank full of gas, and a good portion of highway behind us, we truly believed we were on the last leg of our trip.

Being the trusting souls we are, Gene and I decided to get a little shut-eye. It was the first mistake of a series of errors.

After two and one-half hours of almost pleasant sleep, I woke up to a sign that almost laughingly said, "Albuquerque, 17 miles." Having traveled US 54 to the Carnival the year before, I knew we were in trouble. A sign reading US 66 confirmed my suspicions. No big thing, however - we would only lose a couple hours and still be in time to register for the meet Saturday morning.

We pulled into a truck stop and waking up over coffee and eggs, we began plotting a course south by southeast. Looking at a map, State Highway 10 was our baby. A straight line to Carrizozo and back to Highway 54. One hundred fifty miles away but nevertheless, a straight shot back to the right road. The second mistake was in the making.

Let me tell you, State Highway 10 was something else. Not exactly the 4-lane super 66 we had just left but a 20 wide and 20-curves-to-the-mile stretch that would take us into Mountainaire, New Mexico. And something else we didn't figure on - it snows in the mountains so some portions of the highway were passable at about 30 mph.

But we figured this shortcut would be alright and with just 150 miles over to '54 it was better than going through Albuquerque. Again we were wrong.

After close to 60 miles, the highway just flat ended. A sign reading "Pavement Ends" was our only clue to the cow-path ahead. We were now on a well-graded dirt road. Asking Gene how much of this we would have to travel, the thirty miles he read from the map didn't sound half bad. It was better than 60 miles back to 66 and losing more time. So we continued ever onward to new and better things.

With our fingers crossed, we watched the well-graded dirt road become narrower, crooked, bumper, and longer, and longer. Within ten miles we were scraping bottom on frozen ruts and wondering if, maybe, just possibly, we had made a wrong decision. Still, this was going to be better than backtracking.

Dawn found us still bouncing and cussing through some of the most desolate country I've ever seen. Even "back country" would be an understatement. As far as the eye could see, (and with a ground fog that had just moved in, that wasn't far) there was nothing. And four hours later there was more of the same - nothing. So we drove, and we drove, and we drove.

Never crossing another road, our decisions were easier to make. We had one way out and it looked worse as we went along. Signs reading "State Road 41" for the prospectors going the other direction, kept reminding us that somewhere we had gone wrong. But then, at last, a ray of hope. A stop sign right ahead of us and to the right. Tacked to a cactus, the big, beautiful red octagon looked like civilization was at least near. When we got to it there was no intersecting road, no traffic, no nuthin'. Just a damn stop sign. And, of course, we stopped. One never knows when he will be caught in a speed trap or by Candid Camera. But ever onward!

After a while we began to wonder who would buy such God-forsaken land and a terrible thought crossed our minds - the Government. Did you ever have the feeling that you might be driving around on a bombing or missile range? That any minute you might get to meet a "sidewinder," personally? The explosive kind? And no ditches to lie in for protection from an atomic blast? And to make it worse, about three hours later of panic driving brought us to a nice, shiny, brand-new windsock. No airplanes, no runway, no skydivers - just a windsock. We felt like someone had just

dropped the black hoods over our heads and it was just a matter of time. The next hour of driving was beyond belief. A car can smooth even a cow-path at 100 mph. And then it happened. Animal instinct told us that the black, shining strip ahead of us was a highway. We were saved — but not quite. By checking wind direction, road map, and a crystal ball, we found that the highway was 380 and not the one we were to come out on wayback in the beginning. It was, however, only 36 miles back north to get to Carrizozo. The gas was low, Jerry's head was badly swollen from repeated beatings, but the end was near.

At noon, Mountain Standard Time, we pulled into El Paso. Nineteen hours of driving 70 and 75 to average less than 40 and stretch 750 miles into something like 900.

So, no matter how far away a parachute meet is, always try to get to it. Nothing in the world compares — for relaxation, that is.

Jack Dillinger
C-1704

Hutchinson, Kansas

APPROACH WITH AWE AND RESPECT

Lyle Cameron — 1700 plus

If you know of a jumper with over 1000 jumps, encourage him to submit his name and total to "DZ". A free year's subscription to every name that is valid. There are about a dozen in the United States and we would like to have the complete listing.

D HOTDOG SECTION

D-94 VISITS THE WICHITA DZ's

James Garrison, Central Conference Director, and active jumper in Sky-Hi Skydivers of Kansas City, Missouri, visited the Maize, Kansas Center and Great Plains Skydivers, Wichita, Kansas on 8 and 9 January. Accompanying him were Bob Rine, C-2230, and Joe Higday, C-2920, both members of Sky-Hi also.

Jim stated his business as trying to clear up the ASO appointment problem in the Wichita area involving Jim Scott and Tom Copenhaver. I won't go into the particulars until Jim makes his decision and releases it to us but I will say that Denver and Dwaine Sauers also is complaining of ASO appointments as such. We'll get more for you next issue if PCA doesn't picket me for going this far.

MEET OF THE MONTH

2 January 1966

5TH ANNUAL SUN CARNIVAL EL PASO, TEXAS



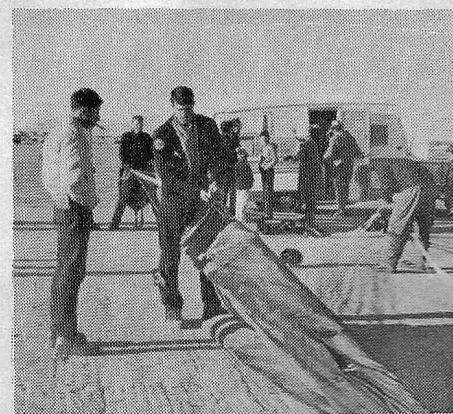
This series of pictures we will simply call the "winner's circle." Our photographer didn't take names so we can't give full

credit but they know who they are and the picture is just as valuable to them with or without a name under it. Anybody else

recognize the back of someone's head they think they know? Bill was making sure he wouldn't be hit, hence, the "safest angle".



The Cherokee 6 with a couple of the Wichita crew waiting to board.



Bill Bailey, Albuquerque, and other unidentified jumpers in the packing area.

For proper credit, we must thank our photographer: Bill Randels

SORRY ABOUT THAT....

INJURIES

Toni YOUNG, Maize, Kansas, 5 December 1965, was injured on landing on her second static line jump. The ligaments in the right leg were torn from the foot to the knee and required X-rays. Toni was not controlling the canopy and was downwind on landing. She had been given extra instruction on canopy control after her first jump. She complained of pulling the control lines and nothing happening; this could be a case of not pulling hard enough to turn the canopy or being afraid to pull too hard. Make sure your students are aware of having to put a little effort into canopy turns.

Jack Dillinger, El Paso, Texas Meet, 2 January 1966, "C" License Holder with over 200 jumps. Injured right knee on competition landing. Target was hard packed from spectators and other traffic outside the cross-arms. Pea-gravel on any competition target should be extended at least 20 feet from dead-center and plowed ground must be disced after it has been turned. Depth of pea-gravel should be about 10 inches; not less than 5 or 6. Keep unnecessary personnel off the plowed ground and avoid packing it down.

I am in receipt of a reliable bit of information concerning an injury in Florida. A jumper named John T suffered a broken back when his main malfunctioned (spinning Mae West) and his reserve entangled with it. I put John out on his first 20 or 30 (I can't remember which) and even then, back in June or July, he was having trouble with his openings. Not knowing the full circumstances, I'm hesitant in guessing at the reasons but Mae West type malfunctions are usually a result of poor body position. There should be, in every jumper's mind, a limit to bad openings and efforts to correct body position upon opening. You can't blanket an entire group or category of people and say they are all potential jumpers. There are bound to be a few that have no business jumping if their progress is not advancing at a steady rate and problems are being continually corrected. This is not directed point-blank at you, John, for I haven't heard your side of it. I merely hope you were not jumping beyond your capabilities and the accident was a result of this.

FATALITIES

PCA is enclosing a copy of the 1964 "Summary of Sport Parachuting Fatalities" with the new 1966 membership cards, so to make sure the non-PCA jumpers aren't left out - this is the way it looks:

CAUSE: Drowning (not an intentional water jump). 34.4%. .11
 CAUSE: Failure to activate either parachute or low pull 31.25% .10
 CAUSE: Main-Reserve entanglement after malfunctioning. 18.75% .6
 CAUSE: Malfunction of main with no reserve deployment. 12.5% .4
 CAUSE: Hit power lines burning the risers in two. Broke neck falling to ground. . 3.1% .1
GRAND TOTAL 32
 PCA Members killed . 59.35% 19
 Non-PCA Members . . 40.65% .13
 License Holders . . . 28.1% .9
 Non-License Holders. 71.9% .23
 Number of Jumps at Time of Fatality:
 0-25. 46.85% 15
 26-50 18.75% .6
 Over 50 jumps . . . 34.30% 11
 Average Number of Jumps Per Fatality:
 *(unrealistic) 79.4

*Wichita's fatality (Reyn White) is counted as a failure to activate either parachute (actual cause was equipment failure) and Reyn had 386 jumps which throws the average out of phase.

May and September were again the best jump months and the worst for fatalities with each logging five dead. October was a close second with four fatalities. The only months with no tally were April and December.

We'll get the 1965 summary to you just as soon as we can get our hands on it. I have a letter on someone's desk in Monterey right now so unless they file it, we should have it soon.

St. Joseph, Missouri Skydivers, Inc. had a fatality in October 1965 which I will only touch upon. The jumper had a record of black-out spells and was allowed to jump without a proper medical (other than the written medical to PCA.) Immediately after attaining a stable free-fall position, he was observed to go "limp" and no attempt was ever made to pull either the main or reserve. A black-out was the only conclusion that could be reached.

A PIONEER IS DEAD

Connie O'Rourke, operator of the Lake Geneva Sport Parachute Center, Wisconsin, died last month making a Santa Claus demonstration jump. O'Rourke with a log of 850-plus jumps to his credit, opened head-to-earth and his sleeve caught on a smoke boot-bracket. Upon deployment of his reserve, it entangled with the main and made a statistic of the most seasoned jumper so far to become a fatality.

The last Santa Claus exhibition fatality I can remember was in December 1963, Hiawatha, Kansas. A jumper named Kriens was killed when his main malfunctioned (the lines while unstowing looped into a knot and the locking stow never left the sleeve.) When he went in to pull his reserve, the "hot" smoke he had tied to his wrist came into contact with the reserve canopy and melted it into a lump of worthless nylon. A hard lesson in carrying smoke with wrong way.

MALFUNCTIONS

A couple malfunctions in the Wichita area - not too many details but enough to figure at least the why of it. One involved a female with about 40 jumps with a Mae West which she stayed with and rode in. About two or three lines were over and eventually fell off. This is not recommended as standard procedure. Usually, a Mae West gets worse but never better, so dump a reserve and don't be half safe. If that canopy decided, to fall in on one side about 100 feet off the ground, you are still hanging out and with no time for a reserve to save you, you'll wish you had used better sense. The jumper, fortunately, wasn't injured so all turned out well.

The other was a streamer type malfunction, and I couldn't get much on it at all. He never reported it and before I could talk to him he had left (an out-of-stater). I do know he deployed a reserve and cut the main away after the second chance had blossomed. Again, no injury and all is well that ends well.

A/C MISHAPS

No aircraft mishaps were reported and no ugly rumors are circulating. Let's keep it that way.

SAFETY SUMMARY

With the injuries on this page plus the fatality of Connie O'Rourke, not too much is needed to round out the picture. One thing should be added, however, in malfunctions involving entanglement, the old story of whether or not to cut away before deployment is always popping up. I'm sure Connie did what he could so next up is the other Mae West type malfunctions of two jumpers. Neither cut away and in fact one didn't deploy a reserve. Not saying who is right, this much should be said. If you intend to cut away before deploying a reserve, plan on doing it with nothing left to chance and then practice it before you arrive at the moment of truth. Hang yourself in a tree or something upright and practice popping the capewells. You may find it is harder than you think to release them. Lastly, try to correct any problem on opening, body position, etc., as **QUICKLY AS POSSIBLE**. Don't think next jump will be soon enough. You are playing with a loaded gun if you don't learn by your own mistakes and smooth the rough edges on any jump. Jump often enough to stay proficient and don't end up in the "Sorry About That" column. We don't want to see you there anymore than you would enjoy being there.

THE ASO SAYS...

A SAFETY NOTE: Check the ends of those main lift webbs and be sure there is a spreader tab or that the end has been rolled and machine sewed with a Box X stitch. One jumper, upon opening, found himself hanging in only half the harness. He landed, uninjured, hanging on the risers on the side that was still together with the modification turned around to his side. The ends of the main lift webbs had been cut off when "D" rings were installed and the entire lift webb came out of the friction adaptor on one side.

Liz Larremore
 FAA Rigger
 El Paso, Texas

This incident occurred at the 5th Annual Sun Carnival, El Paso, Texas.

Editor

GEAR FOR SALE

1 TU candy-stripe, \$40
 1 TU cloverleaf, \$50
 1 Double "L", cloverleaf, \$45
 1 24' rollpack reserve, \$30
 1 28' unmodified chest pack, \$25
 Lot Price: \$160
 FOB Neosho, Missouri
 John Meyers, Neosho, Missouri or call AC 417 GL 1-1861.

GEAR FOR SWAP

One red (C & D panels), white and blue (double alternating A & B panels), silk canopy with 7TU modification, Pioneer Lo-Po manufactured for the U. S. Army Team in April 1962. FAA-TSC-C23. Two small 1" hole patches applied by master rigger. Silk from modification supplied for future repairs.

WILL TRADE FOR red and black diamond pattern Lo-Po in excellent condition.

Noel Funchess, 8 South Reed Avenue, Mobile, Alabama 36604

Any inquiries for gear for sale or swap can also be addressed to Para-Print, 706 North Main, Wichita, Kansas 67203 and we will try to assist you in any way we can. If it isn't listed, we'll do our best to find it for you.

NEW ARRIVALS OF "DZ" USA

Gulf Coast Parachute Association
 President:

Noel Funchess, D-585
 8 South Reed Avenue
 Mobile, Alabama 36604

DZ - Farmco Airport, ten miles south of Lucedale, Mississippi on Hiway 63.

Great Plains Skydivers,
 Wichita, Kansas

President:

Jim Scott, D-989
 432 South Sycamore
 Wichita, Kansas 67213
 Phone: AM 5-5306

DZ - South and east of Wichita on 31st and Rock Road.

Both of these clubs sent in their subscriptions before they were asked to, so "DZ" is doubly happy they are both the only "plank owners" of our pub.

RIGGER SERVICE AND RESERVE REPACKING

ALABAMA

Noel Funchess, D-585
 (Master rigger - back, seat, chest)
 8 South Reed Avenue
 Mobile, Alabama 36604

ARKANSAS

Bruce Barnes
 (Chest & Back 1616521)
 Box 748
 Fayetteville, Arkansas
 PH: HI 2-9421

CALIFORNIA

Paladin Sport Parachutes
 Licensed Loft, Sales, & Service
 Reserve repacking
 Bldg. 727, Oakland Airport
 Oakland 14, California
 PH: AC 415 LO 2-8922

Security Parachute Company
 Certified Loft Equipment
 Sales & Service
 295 West 141 Avenue
 San Leandro, California

KANSAS

Tom Copenhaver, D-649
 Maize Airport
 Maize, Kansas
 PH: RO 6-0300

Jim Scott, D-989

Knock Field
 Wichita, Kansas or
 432 South Sycamore, Wichita
 PH AM 5-5306

MASSACHUSETTS

Northeast Parachute Company
 Certified Loft No. 1133
 Parachute Sales and Service
 R.D. #1, Box 111
 Forge Village, Mass. 01828
 PH: 692-6352

Parachutes, Inc.

Orange Center opened 1959
 Complete school facilities
 Modern Equipment-Permanent Staff
 PH: 617-544-6911

MICHIGAN

Midwest Parachute Sales & Service
 46901 Grand River
 Novi, Michigan
 Danny Latchford, owner

MISSOURI

James Garrison, D-94
 c/o Independence Airport
 Independence, Missouri
 PH: SY 6-3774

NEW JERSEY

The Chute Shop, Inc.
 P. O. Box 445
 Highway 202,
 Flemington, New Jersey
 PH: 201-782-5758

SUPPORT THE U. S. TEAM
 FOR 1966!!!

NEW YORK

Green Airport Para-Center
 7500 Club - Student inst.
 Joe Everling
 Greene, New York
 Ph: 656-8834

NEW MEXICO

New Mexico Council
 John Brenner
 516 Valencia Dr., S.E.
 Albuquerque, New Mexico

OHIO

Aeronauts Parachute Co., Inc.
 3213 Stabler Street
 Lansing, Michigan 48910
 Tri-State Parachute Center
 Box 63, Paulding, Ohio (Airport)

OKLAHOMA

Oklahoma Sport Parachute Assn.
 c/o Lewis Watson
 P. O. Box 996
 Ada, Oklahoma

OREGON

Western Sport Parachute Center
 13942 S. E. Lincoln, Oregon
 PH: A1 3-6140, Portland, Oregon
 or 892-5026 Vancouver, Wash.

PENNSYLVANIA

Limerick Sport Parachute Center
 New Hanover Airport route 663
 Box 71, Audubon, Pennsylvania
 Phone 215 HY 5-7474

TEXAS

Hi-Plains Sport Parachute
 Certified Loft, A, B, C, & D
 1406 Nance, Amarillo, Texas

McElfish Parachute Service

2615 Love Field Drive
 Sales, Service, Repair, Mods,
 Rental
 Dallas, 35, Texas
 PH: FL 1-5343

Lizzie Larremore

FAA Rigger
 155 South Awbrey
 El Paso, Texas
 PH: FL 1-5343

WISCONSIN

Parachuting, Inc.
 Inst., sales, lic. riggers
 Hahn & Searles Rainbow Airport
 10010 South 76th Street
 Milwaukee, Wisconsin
 PH: 425-4320

Riggers may request a listing
 of \$8.50 per year.

Send all editorial material, photographs, notices, etc., to PARA-PRINT, 706 North Main, Wichita, Kansas 67203

MAILBAG ???!

continued

Dear Gene:

Many thanks for your nice note announcing the forthcoming publication of "The DZ". This news bulletin appears to be one that will be very interesting to the individual parachutist and I wish you the very best of luck in this venture.

J. W. Stilwell
 B/General, U.S. Army
 Ft. Bragg, N.C.

Gentlemen:

Enclosed is my check for \$4.00, please enter my subscription to the DZ. Good luck on your new venture.

Noel Funchess
 Gulf Coast Para Assoc.
 Mobile, Alabama

Noel, you are the very first subscriber to "DZ-USA" for we haven't asked for money until this issue. If our publication is printed for the next 20 years, you'll never have to pay for another subscription. That's a promise.

CEH

Congratulations, Gene, the prototype looks like you may have something going for you. I've toyed with the idea of visiting friends in Wichita and doing some jumping with you guys. Please send me some info on jump location, days, rate (jump and equipment rental, etc.). Also, send me a copy of your next edition . . . maybe I'll have enough money by then to subscribe.

John Meyers
 Neosho, Missouri

John, we have two DZ's in Wichita and one is as good as the other. I jump at both of them. One is Maize Airport (north and west), phone RO 6-0300, with two 180's and a jump (complete with main and reserve) will cost you \$10.00 for a 30. The other is Great Plains Skydivers, Knock Field (south and east) with a Cessna 206, phone RE 3-1668, and the rates are about the same if you rent equipment. If you bring your own gear, you can get a 30 at Maize for \$4.00 and about \$3.00 at Great Plains. Tom Copenhaver is the gun at Maize and Jim Scott is in charge at Great Plains. Both are "D" license holders and great guys.

CEH

Our thanks to Dan Poynter for news of the goings-on east in the Orange, Massachusetts area.

SOS... SOS

The letters sent in for this issue were more than we expected for our first try at an effective bulletin but February is already just around the corner. Our printing date will be the 15th of each month, so you have until the 10th of February (at least) to get us some more good stuff for publication. Primarily, I would like to see the younger jumpers sending in more copy. The bulletin is designed for their use and jumpers with something to say had better put it into writing. Toilet paper, back of a match book, anything we can read it from, but get it to us. First jumpers, let's hear from you. If you're not proud of that big one then forget it but if you are, we are waiting to print it. Pictures, pictures, and more pictures. We need them so badly, we'll return every one of them soon—after we have made prints of them. That way, you don't lose a good snap and we get better material. And don't forget that this month is "money" month, so drop a check in with that article. Bigger and better things are planned for "DZ" so get a subscription at \$4.00 and grow with us in coverage. Just one of the things I may have for you next month is a "first" from a "Lear Jet" if I can get the engineers and FAA to put the final approval on it.

CEH

A NATIONAL COVERAGE BULLETIN FOR USE BY SPORT PARACHUTE CLUBS

"DZ-USA" is sold to clubs and individuals at \$4.00 per year (12 publications), with extra copies available to subscribers at twenty cents (20¢) each. All lost and found equipment notices are published free of charge as a service to jump clubs and jumpers. All for sale equipment notices and swap items are published at \$1.00 per item for three issues or \$3.00 per year for twelve issues. A 75 word maximum will be adhered to for such items. Advertisement rates for equipment companies are available upon request, however, "DZ-USA" is not an advertising medium and will not publish over six advertisements for commercial firms per issue. Certified riggers may request a listing of \$8.50 per year. All editorial material and news is published at no cost in "DZ-USA" and you need not be a subscriber to submit such items. "DZ-USA" has no editorial staff and reserves the right to change any of the above and to edit material published in "DZ-USA".

Special
FOR DZ-USA
MEMBERSHIP



MIDWEST PARACHUTE SALES & SERVICE

46901 Grand River • Phone Fльдbrook 9-2105 • Novi, Michigan
SKY DIVING SETS NEW SURPLUS SATISFACTION GUARANTEED F.A.A. LICENSE LOFT
MEMBER OF P.C.A. N.A.A. AND 82 AIRBORNE DETROIT CHAPTER 30 YEARS EXPERIENCE

| | |
|---|---|
| *COMPLETE DELUXE SETS 28' BACK 24' RESERVE 7 TU Orange & White canopy, 1.1 Ripstop. Plain or elliptical gores. Extended pack B-4 Capewell harness, FAA "D" rings. Two color sleeve, "A-3" pilot, Nylon cushion, ripcord and a 24' T-7 reserve, butterfly snaps and ejector snap reserve belt, fresh packed & FAA approved. Special Price.....\$140.00 | |
| *DOUBLE ROCKET - "T" - "L" or TWIN GORE Complete as set above.....\$135.00 | |
| RUSSIAN PINWHEEL, GORE, Backs up as fast as its forward speed, 6-8 mph. You always face the target. \$140.00 | |
| CANOPIES DYED SOLID COLOR \$10.00 extra | PACKS & HARNESS DYED BLACK \$10.00 extra |
| DUAL ATTACHMENT & STATIC LINE \$5.00 extra | |
| MODIFIED NEW SURPLUS CANOPIES 28' DIA. | |
| *7 TU, 28' Ripstop, Plain or Ellip.\$60.00 | |
| DOUBLE ROCKET-"T"- "L" Twingore.....\$50.00 | |
| SINGLE ROCKET or "T".....\$45.00 | |
| *35'-DOUBLE ROCKET-"T" CANOPY, PACK & HARNESS. Complete DYED BLACK.....\$125.00 | |
| MODIFY YOUR CONTAINER, EXTEND 2".....\$5.00 | |
| INSTALL "D" RINGS ON HARNESS.....\$5.00 | |
| MODIFY CANOPY 7TU, \$25 - DOUBLE T, \$15 | |
| COMPLETE SINGLE BACK CHUTES 28' DIA. | |
| *7 TU modified canopy, extended pack, B-4 Capewell harness, FAA "Ds" A-3 pilot, colored sleeve, nylon cushion, and ripcord - canopy plain or elliptical. Special price - \$95.00 all new surplus | |
| *DOUBLE ROCKET, "T" - "L" or TWIN GORE Complete as chute above.....\$85.00 | |
| RUSSIAN PINWHEEL GORE, Backs up as fast as its forward speed, 6-8 mph. You always face the target. \$95.00 | |
| PARACOMMANDERS - CROSSBOWS - LO-POs SPECIAL - PARACOMMANDER CANOPY, SLEEVE, PILOT CHUTE and NEW SURPLUS EXTENDED PACK, B-4 HARNESS & RIPCORD.....\$285.00 | |
| CROSSBOW CANOPY & PILOT CHUTE and our sleeve, extended pack, B-4 harness & ripcord. New surplus.....\$270.00 | |
| *LO-PO - 1.6 CANOPY, Two colors, Diamond Design Modified 7 TU with our sleeve, ext. pack, B-4 harness & ripcord. Complete back rig.....\$240.00 | |
| *Modified License Capital Parachuting Patent No. 3,013,753 | |
| FRENCH PARABOOTs-SPECIAL\$27.00 | |
| PIONEER JUMP SUIT-2 ZIPPER\$23.50 | |
| SEND FOR FREE CATALOG AND PRICES | |

FREE P.C.A. MEMBERSHIP WITH EACH SKYDIVING SET PURCHASED
OFFER GOOD UNTIL 28 FEBRUARY 1966

| |
|---|
| SPECIAL - WORLD CHAMP SET - COMPLETE - 24' & 28'\$140.00 |
| WORLD'S CHAMPION SKY DIVING SET—*DOUBLE L-T-GORE—SLEEVE DEPLOYED—BRAND NEW SURPLUS, COMPLETE with 28' BACK, Orange and White Canopy, Spiral Pilot, Colored Sleeve with center attached retainer line. Nylon Form Fitting Back Container; Nylon Capewell Harness; Nylon foam back, and a 24' T-7-A Chest Reserve Chute with Quick Fit Snaps and Reserve Tie Down Belt. This set has split second turns, cross wind steering, 10-20 mph forward speed and can "HIT THE SPOT." A \$200.00 value. OUR SPECIAL PRICE: \$140.00 |

MIDWEST PARACHUTE SALES & SERVICE

46901 GRAND RIVER, NOVI, MICHIGAN

LOWER PRICES—SKY DIVING SETS—BRAND NEW SURPLUS—SATISFACTION GUARANTEED

JOIN TODAY!



If you're serious about your jumping, you can't afford not to belong to the Chute Shop Equipment Club . . .

Biggest news in parachuting since the Para-Commander!

Almost like getting your jumps free . . .

Tell your friends . . . as the membership grows, the specials get bigger!

CHUTE SHOP EQUIPMENT CLUB

MEMBERS GET **10%** DISCOUNT

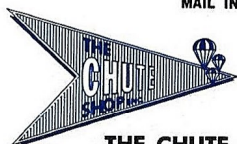
- ON ALL EQUIPMENT
- ★ PARA-COMMANDERS
 - ★ PIGGY-BACK SYSTEMS
 - ★ FRENCH PARABOOTs
 - ★ C. S. DELUXE HARNESSES

PLUS . . . Special direct mail offers throughout the year giving fantastic savings on the most wanted items to EQUIPMENT CLUB members only.

AND . . . MEMBERSHIP CARD W/NUMBER, C.S. SKYDIVER PATCH AND DECAL.

MEMBERSHIP RUNS 12 FULL MONTHS FROM DATE OF ISSUE

HOW TO JOIN
FILL OUT COUPON
OR
MAIL INFORMATION TO:



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

Please enroll me in the CHUTE SHOP EQUIPMENT CLUB and send membership card, C. S. Skydiver patch, and decal.

I enclose \$25.00 (includes \$15.00 initiation fee and \$10.00 annual dues).

NAME _____

STREET _____

CITY _____ STATE _____

ZIP CODE _____ PHONE _____

P.C.A. MEMBER? YES NO

JUMPMASER'S LAST WORD

Know your student. Not just what he thinks about sport parachuting but his attitude. If he is out to prove to a buddy that there is nothing to it, see that he has the mental equipment to do the job with. Find out ON THE GROUND how long it will take him to get up and get in the door by faking it with the plane revved up and a full load of jumpers. His spot will be a little better and psychologically, he'll be a happier jumper than one who has stayed out on the step for several minutes waiting for a "go". Make sure he has watched at least one parachute being packed BEFORE he makes the first plunge. A little confidence and knowledge in at least seeing a toggle will avoid a lot of confusion in his mind. Sell yourself before you sell sport parachuting. He is going to place a lot of trust in a complete stranger unless you warm him up and can at least call him by his first name. Army jump tactics for a mass jump have no place on a DZ. If possible, have your student learn to count out the opening. If you have reason to believe he can't (and few can), then try as best you can to explain a "reasonable delay" of three or four seconds. Remember that those few seconds may be an eternity to him or a flash. Figure the best way you can to have him "yardstick" the ticks. All of your reserve deployment instruction means nothing unless he knows when to utilize a reserve. I had a student experience a full ten second delay without making an effort for a reserve and never realize a hesitation had occurred. Again, I had not gotten through, somewhere, that all important lesson of how long to wait. Don't panic him into thinking the opening is a flash or you'll have a student going for his reserve right off the step, but let him know that it's essential for him to have some idea of the time lapse. A student who looks good on his first few jumps makes you look good.

CHECK YOUR NEW MEMBERS CLOSELY WHEN IT IS DOUBTFUL THEY ARE PHYSICALLY FIT TO BE JUMPING.

"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.