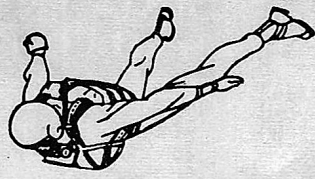


THE

1/2"



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U.S.A.

A NATIONAL COVERAGE BULLETIN
FOR USE BY SPORT PARACHUTE CLUBS



60 JUMPS IN 10 HOURS

Attempt: To break record of number of freefall parachute jumps made in a twelve-hour day. Record held by Andy Starkey, Circleville, Ohio. Record confirmed by AP and UPI.

Person Making Attempt: Jim West, C-489, Greene County Sport Parachute Center, age 25, weight 180 pounds., height 5'9". Number of parachute jumps: 1300. Started jumping in April of 1960, Fort Campbell, Kentucky.

Place: Greene County Sport Parachute Center, Xenia, Ohio. Winds, 4 to 12 mph, clouds at 2,000 feet most of the day, Crossbow canopy used on all 60 jumps. Piggyback used on 50 of the 60 jumps; all jumps made from 1800 feet.

Date: July 18th, 1965. Starting time: 6:05 A.M. - Ending time: 4:00 P.M. Starting tach on Cessna 172 Skyhawk; 585.3; ending tach: 591.6.

Personnel Used: five riggers, one manifestor, one pilot, four mark men, and three to four layout men.

Advice for Future Attempts: Above number of personnel should be held to a minimum. Have one good airplane plus a standby. A good pair of leather pants beneath your coveralls would prevent saddle sores. A real desire to make as many jumps in one day as possible is mandatory. The strength of a bull (a small one, at least) is a must.

Comments: The first thirty jumps came very easily and was an experience every jumper dreams of. After 30, you start to get very tired and there were many cases where I could have been in much closer if my hand would have moved faster on the

toggle or I could have thrown my tired legs out a little farther. Perhaps more DC's if my mind and body hadn't become slowed and time hadn't taken its toll. I quit in 10 hours and five minutes with 60 jumps and feel that I could have safely made 20 more. I didn't feel it was worth the risk of a broken leg or worse, however, and decided not to continue.

Conclusion: This coming July, I will try to break my own record, if it hasn't been broken already, or run it past 60, or gain the record back if someone else breaks it.

My record would not have been possible without the many fine club members of Greene County Sport Parachute Center and the efforts they displayed in my behalf. I couldn't have done it without them.

Brief of Jumps: (1) 6:11 A.M., 40'2", Stand-up; (2) 6:24, 7'4½"; (3) 6:27, 68'3", feet first (broken controls, minor malfunction); (4) 6:34, 47'11", Stand-up; (5) 6:46, 23'6"; (6) 6:49, 6'10"; (7) 6:56, 16'9"; (8) 7:02, 21'9"; Stand-up; (9) 7:04, 5'7½"; (10) 7:17, 11'8½". . . . (13) 7:43, 3'8". . . . (17) 8:11, 1'6½". . . . (19) 8:27, Dead Center (22) 8:54, 24'8", Stand up; (24) 9:10, Dead Center, Stand up; (28) 9:43, Complete malfunction, 200 feet approximately; (31) 10:10, 5"; (47) 1:34 P.M., 10'9"; (52) 2:29, 6'2"; (56) 3:21, 3'5½"; (57) 3:31, 5'6"; (58) 3:41, 42'; (59) 3:50, Out; (60) 4:00 P.M., 7".

Jim West, C-489
Greene County
Parachute Center
Xenia, Ohio

Editor's Note: Pictures of some of Jim's jumps are on page 14.

CEH

If your club has had a day when things just didn't go right, consider this one that happened in Amarillo, Texas, once . . . and we hope never again!

It all started about 8:00 one Sunday morning. Of the 10 or 12 guys that showed that morning, six of them were suffering from expanded heads, commonly connected with 'hang-overs' from a party the night before. The next sign of trouble was a locked hangar, and no pilot. Someone had forgotten to call him! He finally arrived two hours later and the only ones not complaining were the six guys with the hang-overs. Then it was discovered that nobody had brought any wind-streamers, so the first guy out of the first lift played wind dummy. The DZ's in Amarillo are wide and unobstructed, so after the wind dummy exited, the next guys out chose a different exit point and got closer to the section. The next lift was bombing the target, and all went well for several hours, until a student stepped out on the wheel for a S/L, and the breakcord popped just as he stood up. The jumpmaster pushed the student off the wheel just as the pilot chute headed for the tail of the aircraft, and made a 'flying tackle' type exit with him.

A few lifts later, another jumper experienced a malfunction of his main and had to ride his reserve in. Still later, a jumper lost his sleeve and some little old lady called the local TV station and said she saw a jumper get killed. Of course, the station called the airport for the report to be checked and we explained. We had an unusually large number of spectators on the airport that day, and they got out of hand, and drove autos into a freshly plowed field, which made a farmer angry - and we apologized for that. Kids were running onto the runway - the airport owner got mad - we posted guards on the runway, then things really got sticky!! Two jumpers were in the air and down to 1500 feet, when a wind came up, but from another direction (as a matter of fact, a 180 degree switch.) The wind was blowing the jumpers directly into the hangars. To further complicate things, one of the jumpers had accidentally got his canopy in backwards, and the modification was in the front, and it was steering opposite. He was just missing the hangar, when he

became excited at the last moment, and pulled the wrong control line and landed on top of the hangar. The other jumper had just as bad luck by landing in the hangar. He went right into the open door and his canopy went over the top of the hangar, ripping it to shreds. To top the day off, we had a misunderstanding with a visiting jumper because he wasn't PCA and he left angry. A long day but nobody received a scratch. All true, I'll swear on a stack of Parachutists!! Reprinted from the TPA Newsletter "Windline"

FRESH VIEWS

HE WHO

I started jumping April 17th, 1965, on Easter vacation, and was driving 230 miles (one way) every weekend to watch the wind blow and try to get a second jump in. Grand total for the month of April was one lousy jump and 2000 miles on my car. May wasn't much better. I would sit in a classroom all week and daydream about all the jumps I was going to get next weekend and next weekend was always cloudy, wet and windy. So we would drive to Columbia, 100 mile one way, and bug Doug Williams to go jumping. ("Gee, Doug, the winds are only 90 mph, let's go, huh?") Grand total for May was one jump and 800 more miles on the car. June and school was out for the summer. I hitch-hiked to Kansas City every weekend (carrying two mains, a reserve, helmet and boots) and managed to get in four jumps for the month of June. Things started looking up in July and I started jumping at Booneville. The weather was cooperative and I squeaked in twelve jumps. August came along and summer school was out, so back to Kansas City where it rained three days out of five for the first two weeks. Nobody wanted to jump on a wet DZ (18 inches of mud) except me. ("Aw, c'mon, fellas!") I got in eleven jumps in spite of the weather, however, and had a total of 29 now. School started the second week of September, but in the meantime, I had finished my "B" requirements while in Oregon on summer vacation. I spent the last half of September organizing our club and training new jumpers. We fixed up a DZ and rounded up a plane and in the process, I logged another eleven jumps. October was the month we really turned on. The weather was great and we had our own airplane finally. I opened 28 canopies and aimed for a "C". November put me over the hump for my "C" with 21 jumps and after eight grueling months, I

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ABOUT THE COVER

Jim West, C-489, making a dead center on jump #19 of a sixty-jump day. Greene County Sport Parachute Center DZ, Xenia, Ohio. Photo by Bob Farmer, Vandalia, Ohio.

SPEAK NOW OR

Gene, I have a question. Why is it that Noel Funchess always has his picture in skydiving publications? I attempted nine consecutive baton passes with this guy back in 1962 and completed exactly zero. Anyone who would break his wrist to keep from competing . . . and not even send his good buddy a wedding present . . . I tell you, Gene, I think it's time for all parachutists to join and support the K.N.F.O.A.D.Z.U.S.A. (Keep Noel Funchess Off Any Drop Zone in the United States of America.) All interested parties are asked not to contact me but phone the party direct from hours 3 A.M. to 5:30 A.M. Seriously, Gene, only joking. A great parachutist and a swell guy.

Bill Dorroh
Atlanta, Georgia

★★★★★

Dear Gene,

You are a cur and a scoundrel charging \$4.00 for 12 issues of your good, but tiny newspaper. Sky Diver magazine only goes for \$4.50 a year. I think I shall tell L.B.J. about you and your inflationary prices. Enclosed is a check for \$4.00 for as many issues as you determine. Think about it. You had better reform from the ways of a thief and robber or I will bomb your pea-gravel with 100# bags of the best cement I can get.

Joseph W. Cooper, D-333
PCA Instructor
Alliance City Const. Co.
Louisville, Ohio

Joe, rather than keep looking skyward (waiting for those cement bags to start raining in on me) I had better explain the \$4.00 a year. This issue is 16 pages and future issues will continue to grow. Before the year is out, you may very well be receiving a copy larger than SD magazine and for less than the \$4.50 LC gets. We would rather start at \$4.00 and stay there than to become larger and raise the rates. Small printing jobs are like small construction jobs - very little profit margin without volume and so far we are in the red. You will also notice that advertisers do not cover half the pages. We want more information for jumpers and few ads, hence, no one is picking up the tab other than subscribers. Hope you are now on our side and will gamble with us by telling other jumpers about "DZ-USA," favorably. By the way, 12 issues is my decision. Good jumping.

CEH

THE GOOD GUY



Cliff Phillips, D-982, taking time out for a cool one. Photo by Reyn White, Wichita.

HAVE A FREE COPY SENT TO A FELLOW JUMPER OR CLUB - - JUST GIVE US THE NAME AND ADDRESS, LET PARA-PRINT DO THE REST!

THE BAD GUY



Chuck Costeel taking time out for a cool one. Photo by Don Boyles, Tulsa, Oklahoma.

HOW LUCKY CAN YOU GET?

Bill Potts, newest member of the Horizon Parachute Club, and youngest and last of the Potts family to start jumping, scored his first dead center on his 45th jump, at the Club's home drop zone at Applegarth, New Jersey, Witness was C-license holder Doc Schnembri. Three days later Bill was drafted.

★

JOIN "DZ-USA" TODAY BY SUBSCRIBING: Membership cards and shoulder patches will be distributed free to subscribers soon. Be one on the receiving end.

★

NEW BSR'S

The new BSR's will be disseminated soon by Parachute Club of America. One of the changes will be opening altitudes for all licenses (for instance, "D" license holders are raised to 2000 feet.) In the meantime, why not always open at 2500 and give yourself that safety margin that may save your life? You don't need a printed form to tell you that opening lower is trimming off precious time in case of a malfunction.

GEAR LOST FOUND

STOLEN GEAR - PLEASE HELP \$100 REWARD

Fort Riley Skydivers had 32 mains and three (3) reserves stolen the night of 28 December 1965. All the club rigs have FRSDC on the ripcord protective flap, in the saddle of the harness, and on the skirt of the canopy. The reserves were complete with instruments. The following is a list of most of the club mains:

00165	01265	52-115860
00265	01365	52-82584
00465	01465	52-10379
00565	01665	52-73887
00665	01765	52-9527
00765	01865	52-10649
00865	01965	52-103674
00965	02065	52-103495
01065	02165	52-73280
01165		51-14670 8

The club and members are giving a \$100 reward for information leading to the recovery of the gear. It has just about grounded a lot of good jumpers so any help would be greatly appreciated. If you are a rigger, check new gear and all gear you handle a little more closely than usual.

Please notify the police and FORT RILEY SKYDIVERS CLUB, P. O. Box 9225, Fort Riley, Kansas 66442 if you have any information on the missing gear or have reason to believe you may know someone involved.

FRESH VIEWS

Continued from page 2

had logged over 80 jumps. The thing that really bugs me is that I could have had my license one hell of a lot sooner except that at every DZ, the attitude seemed to be "let the students wait." It's pretty frustrating to get on the manifest for that last S/L jump after driving 500 miles to find a jumpmaster has bumped you because he wants to make a three-man hookup and you are no longer on the lift. Let's not forget that we were all students at one time.

Bob Carter, C-3044
Golden Eagle Skydivers
Rolla, Missouri

FALLING ANGELS ALBUQUERQUE

Our DZ's are located in Albuquerque at the West Mesa Airport and 3½ miles southeast of Belen (Belen is 30 miles south of Albuquerque.) Club president is "Beetle" Bailey; Vice-President: Bill Rush, and Secretary/Treasurer: Keaton Johnson. The Club Safety Officer is Bernie Ricca (president of the New Mexico Parachute Council.) A 30 second delay is running for \$4.00 and visiting jumpers are more than welcome. Call 255-1422 and ask Beetle when and where the jumping is going on.

I made my first jump at the Great Plains Sky Divers DZ on February 19th and it was just great. The boy I'm engaged to is a jumper and it's everything he said it would be. I was only about 75 yards out and my jumpmaster gave me an "excellent exit" and "perfect body position!". I can't wait to get on free fall. Not many other juniors at Southeast High School can say that.

Cindy Fahrbach
Age 17
1006 Eastmoor
Wichita, Kansas

THE LONG, AWAITED DAY

For two years, I watched other jumpers have all the fun free-falling and all that good stuff and for one reason or another, I just never got to make that first jump. Finally, I decided I was going to jump or bust. I received all my ground training and wasn't as nervous as I thought I would be, and all morning, in the back of my mind, I knew I was going to jump. All the sudden, people were putting parachutes on me and slapped a helmet on my head and said let's go. I walked to the plane and as the plane lifted off, it seemed like any other take-off (I'm a commercial pilot myself) except, all at once, I realized I was really going to jump and it kind of stunned me for an instant. The jumpmaster double-checked my reserve and went through the complete procedure on the way up and I repeated it back to him. He looked at the other jumpers and said he thought I was ready (they chuckled a little) and then, all of a sudden, he looked at me and said "get ready." When I put my feet out the door, the wind blast was something I wasn't used to from this position. When he told me to get out, I don't remember feeling him give

me a "go" tap but I let go and, man, it was another world. I threw my hands and feet out into the basic spread position and counted. I got one-thousand, two-thousand and I saw the plane above me and thought, "Oh, my gosh, there goes the plane!" I could feel my left leg frantically kicking like it wanted me to get back in the airplane and it felt like an eternity of free suspension in space. I began wondering if I had a malfunction because I couldn't feel anything. It seemed forever before I felt a sudden tug and as soon as I felt it, I yelled out, "four-thousand, five-thousand, six-thousand." I looked up and there it was. The most beautiful candy-stripe canopy, most beautiful because it was open. It was one of the most wonderful feelings I have ever had. It was quiet and serene. I started pulling on the toggle lines and did a few turns to get used to it and then I spotted the target and started working towards it. Finally, I came drifting in and I went into the wind and grabbed the front risers. All of a sudden, I felt good old mother earth underneath me and I had returned. I was willing to make another jump that day but money was the limit of the jumping for this time. Everytime I see a skydiver now, I always think of my long, awaited day.

Stewart Giesick
Wichita Sport Para. Club
Wichita, Kansas

Editor's Note: I talked to Stu's jumpmaster on this jump and he, and ground personnel, agreed it was one of the best first jumps they had seen in a long, long time. Canopy control was excellent and proved even pilots can be persuaded to leave that nice, safe airplane once in awhile.

CEH

THE PAST CATCHES UP

I saw the little goody in DZ-USA about first jumps S/L so I thought I would throw this in just for grins. Last spring about Easter time, I made my first jump at Independence Airport, Missouri. I had already bought this super deluxe special hot-dog rig from some sky-jumper guy up in KC so I had to go thru with it because of the money invested. Everything went pretty well until we started the jump run, I mean I was a LITTLE nervous about the whole thing but I suppose that is fairly normal, then this jumpmaster guy had me get out on the step and hang onto the strut. Brother, did I ever hang on!!! It seemed like I was out there three or four hours while those guys flew around the airport several times, then

Continued on page 7

FUN JUMPS

A NEW ONE IN TEXAS

The newly-formed Texoma Sport Parachute Club extends an invitation to visitors to jump with them on weekends at Bonham, Texas (Jones Field). Tom Troxel, B-4516, president; Morgan Triplett, vice-president; Sandie Troxel, secretary; and Bruce Seller, treasurer, assure you that the DZ is one of the best and that a new Cessna 172 is at your disposal. Paved runway, a jumper-pilot (Jack Sportsman), and rigger (Morgan Triplett) with tach-time rates (\$15.00 phr) make a special trip to that area well worth the time. Call 465-4136 (AC 214) or write Texoma Sport Parachute Club, 1801 Meadowlark, Denison, Texas for more information. The club is a member of the Texas Parachute Council and PCA so bring along both membership cards. They have 15 active members and growing.

GOLDEN EAGLES - MISSOURI

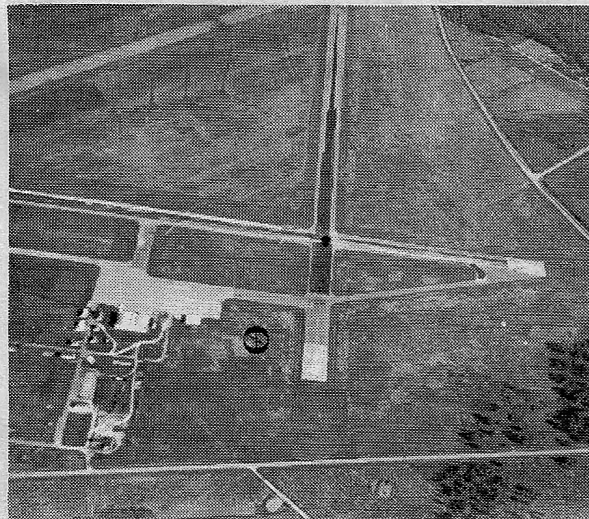
The Golden Eagle Skydivers (soon to include the University of Missouri Parachute Team) was formed October 10, 1965. The DZ is at Rolla National Airport, 12 miles north of Rolla, Missouri, on Highway 63. The DZ features 1500 acres of clear area, a five meter pea-gravel target, and three miles of concrete runway. We are using a Cessna 172 and have a 182 promised for March. Guest rates are \$3.00 up to 7500 and \$0.50 per thousand over that. We have 14 active members with three license holders. We are PCA affiliated and plan to hold some invitational competitions next fall. We jump any afternoon, Monday through Sunday, VISITOR'S WELCOME. Riggers, pay for your jumps by repacking a couple reserves.



FIRST JUMPS S/L

... One of the funniest students I have ever jumpmastered. She had all the courage and desire in the world to jump, but she was also petrified and insisted on crying all the way up. She said she always cried when she was scared. After having nearly broken my hand (which I had given her to hold for security), she couldn't quite get out of the plane on her own. It took two of us to pick her up by the backpack and place her bodily on the step. After a nice french frog exit (with no arch) she got opening shock with a nice T-10 but couldn't reach the toggle lines. Needless to say, she made a "downwinder" (almost no wind, however) which she augmented nicely by lifting her feet up and taking it on her pride. No real damage sustained and, with a little more intensive training/harrassment, she will be back in the blast.

Anonymous . . .
Submitted by the
Jumpmaster



Rolla National Airport from 3500 feet. Photo by R. L. CARTER, Rolla, Missouri.

SORRY ABOUT THAT....

MALFUNCTIONS INJURIES

On Thursday, February 24th, myself and two other jumpers exited from 10,500 over Scholls DZ in Vancouver, Washington. After successfully completing some relative work, I came in and pulled about 2,500 feet. I felt a slight tug and assumed a feet-to-earth position. Immediately checking the canopy, I saw a beautiful red and black streamer which was making a lot of noise, but wasn't producing much braking action. The sleeve cleared normally, however, the main failed to inflate. My first reaction was to attempt to correct the main malfunction by trying to spread the lines and tugging first at one side, then the other. I could see up into the air channel, and to the best of my recollection, could not see any evidence of binding. Pre-occupation while attempting to get the main inflated was somewhat overwhelming, and it finally occurred to me that it was hopeless. I went for my reserve and deployed it by hand. The estimates from experienced ground observers was that the reserve inflated 500 to 600 feet above ground. I was jumping a 1.6, 7TU. The main did not catch any air, even after the reserve was fully inflated. Immediate examination on the ground failed to reveal any evidence of line entanglement or modification entanglement, or anything else that could cause a binding action. My opening position was good, and re-examination of the canopy on the packing table again failed to reveal a cause. This was my first total malfunction in 140 jumps, and the two things that have been impressed upon my mind are the need for a pilot 'chute on the reserve and the foolishness of attempting to correct a main malfunction. If I should ever have a reoccurrence, my immediate reaction would be to deploy my reserve quickly and deliberately, feeling that two canopies are better than none.

Paul Lawrence
Century Skydivers
Vancouver, Washington

The Texas Parachute Council Newsletter "Windline" listed the following injuries to Texas jumpers during the month of February and we believe they are significant enough to pass along as "need to know" information:

Elizabeth Frazier of El Paso suffered a severe back injury on February 6th when she landed with a double malfunction. Mrs. Frazier, wife of Capt. Dean Frazier, was making her 104th jump, when her main malfunctioned. Without cutting away her main, she attempted to deploy her reserve, which entangled with the main. She was unable to clear either 'chute before landing.

Jerry Schrimsher, Dallas Skydivers, Inc., jumped at Orlando with the Para-gators and scored a dead center landing on his first jump but broke his leg on the second jump. There was no accountable reason other than Florida not agreeing with him, possibly.

Jack Osborn, a visiting jumper to the Alverado DZ, Texas, was seriously injured when he hit some power lines resulting in limb amputation of an arm and a leg. Complete details of the accident are not available, however, more than enough is evident. Stay clear of power lines!!

SAFETY

is jumping again.

FATALITIES

1966 is off to a horrible start with four fatalities recorded since the first of January, I talked to Norman Heaton on the phone, 1 March, and so far, PCA has been informed as follows (no details available):

1 January 1966 - Milton, Florida - Jumper killed when main malfunctioned and either a late or improper reserve deployment was made.

January 1966 - Arizona - Another fatality from a main malfunction and no reserve deployment.

19 (?) February - Michigan - Jumper being checked out for his "D" license and failed to pull either 'chute.

27 February 1966 - Ocean-side, California - First jump student killed when his main malfunctioned and he deployed a reserve at about 200 feet. Impacted immediately after experiencing line stretch.



"Parachutist" contained an article on 'Parachuting Statistics - Part I: Fatalities' by Norman Heaton, PCA Executive Director, that is, not only timely, but also, the result of many hours of personal effort and a tribute to PCA and Mr. Heaton. We have "nutshelled" this report and feel every jumper in the United States can benefit from summaries such as this. We learn from the mistakes of others and, although the cold figures and statistics do not tell the complete story, something is bound to be gained in reading them.

CAUSE	1956-1960	61	62	63	64	65
Drowning	2	4	2	8	11	27
Failure to Activate Either Parachute	7	3	4	6	7	30
Malfunction of Main - No Reserve Deployment	2	5	5	3	3	18
Pulled Too Low	4	2	1	3	2	21
Main-Reserve Entanglement	1	4	1	4	2	12
Mid-Air Collision (One open canopy)	1	1	3			8
Malfunction of Main - Late Reserve Deployment			3		3	6
Malfunction of Main - Improper Reserve Deployment			1	3	1	5
Releasing of Capewells in Air			1	2		3
Electrocution	1		1			2
Accidental Opening of Reserve in Aircraft	1	1				2
Hit Moving Train			1			1
Hit Power Lines - Fell to Ground Breaking Neck				1		1
Mid-Air Collision (Two open canopies)					1	1
Landing Injury resulting in Death		1				1
Unknown (Records unavailable)	9					9
TOTALS	22	15	20	34	31	25
GRAND TOTAL:						147

(1956-65)

Notes on above figures as contained in Mr. Heaton's 5-year Summary:

Drowning occupied top place for three of the five years (1961-65), but oddly enough, no drownings were reported for 1965 even though the year before had been the worst to date for this type fatality.

In 1962, the only death attributed to a landing injury was recorded when a first-jump student, blown off course, landed among parked cars and struck his head on the bumper of a vehicle.

1962 also claimed the first death caused by releasing the capewells above the ground. An experienced jumper misjudged the distance above ground while preparing to land and purposely released the capewells, fully intending to commit the action performed.

1963 was the biggest growth year for sport parachuting and fatalities corresponded with the worst year in the history of the sport. Six of the 23 fatalities recorded were first-jump students, the highest ever in a single year.

Drownings rose to an all-time high in 1964 with 11 parachutists dying by this reason alone. Only one person was wearing flotation gear which proved to be faulty and did not function of the eleven drowned.

For the first time in U. S. parachuting, a death was caused by a collision of two open canopies in 1965. In this instance, two jumpers, unaware of the other's presence, were intent on making their final approach on the target. After colliding and becoming entangled, one jumper released a capewell, streamered into the ground, and was killed instantly on impact.



The February issue had an account of unexplained complete malfunction by Phil Norton of the KU Sport Parachute Team. We forgot to include that he broke his foot on the very next jump. It just wasn't his day. In his own words, Phil had this on the broken foot: "Don't try to be a hot-dog and make standups unless you're wearing french jump boots and riding a PC, XBO, or lo-po." Heed his advice.

As for the picture of a low dump right off the deck - the jumper involved became a fatality seconds after the picture was taken and, after careful consideration, it has been decided not to publish the picture. A scare-story or picture is a poor method of delivering a safety point. This photo is not in good taste and, I believe, would be damaging to the overall theme of "DZ-USA." I'm sorry I promised something I couldn't come through on.

A/C MISHAPS

No aircraft mishaps were reported and no ugly rumors.

THE ASO SAYS...

With regard to the malfunction reported by Phil Norton in the February issue of Para-Print, I have seen a malfunction of this type and I have a theory concerning it I would like to throw on the floor for discussion and comment. This is just a theory but if it proves out, it could save some very anxious moments.

You have more than likely read about the fault in the Crossbow three-pin rigs, where the large left flap can retard the deployment of the pilot 'chute if the center retaining elastic should come unhooked. I have a sneakin' suspicion the same thing can happen with a four-pin pack when using a small top pilot 'chute, especially if it is used with an extended container.

About six months ago, a fellow jumper and "D" license holder, and myself, made a 30. He was jumping a T-10 in an extended container with a twin, small top (MA-1) pilot 'chute set up. I was on top and watched him pull and saw one pilot 'chute come out but nothing else. The next time I saw him, he had deployed his reserve, a 24' rip-stop, snapping four lines. As I watched him, his main fell out of his pack and inflated. The only significant factor he remembered was that one pilot 'chute had slipped over on the side prior to putting the rig on.

This is a possibility. I tried it and it can happen, even with an un-extended container. With a large top pilot 'chute it won't work. With a small top it can happen even with the pack elastics hooked if the pilot 'chute has slipped to the side of the pack.

Robert L. Westenheffer
D-770, ASO EA/7
Middletown, Penn.

SAFETY SUMMARY

In view of what you have on this problem; reserve training, reserve procedure; reserve deployment; reserve activation; written examinations on reserve dumping, reserve, reserve, reserve. I can't believe that the jumpers involved in the sport are panicking at the thought of a reserve deployment and would rather fight out a main malfunction. How can any man believe he is better off not dumping a reserve even with the chance of entanglement considered. You can ride in an entanglement and have a slim chance of making it

alive but how in the devil can you ride in a complete with any chance of surviving? A jumper with 200 jumps, who has never experienced a malfunction, is only slightly better off than a student when it does occur. Review and don't become a jumper convinced that a malfunction will never happen to him. Always be prepared to activate a reserve with the thought in mind that it will save your life, not complicate your malfunction. Proper deployment of a reserve is simply opening the second parachute and it has almost the same odds of opening as the main. "If all else fails, dump a reserve" is a dead man's philosophy.

Tom Copenhaver, D-649
ASO CE/13
Hutchinson, Kansas

PCA has just recently released the 1965 Fatality Summary and fatalities were down 25% over 1964. It is noted that entanglements fell from six (6) to one (1) and is encouraging but no reserve activation or improper deployment of reserve killed four (4) and dimmed the picture considerably.

TRAINING AIDS

Your club is guilty of giving inferior training. What are you doing about it? Sure, I know your club has the best doggone instructors in the country, but — I would like to stress a point. I do not know of any club that has enough training aids and it is a shame, because these training devices serve you in so many ways. First, they enable the instructor to give a better presentation of his lesson, and gives the student a method of participation. It also lets the student demonstrate what he has learned. One value they have you may have overlooked, is that they give your club a presentation that will inspire confidence in the prospective student. So, let's get with it. Build those training aids. Maybe this idea will work in your club. Divide your club into four or six teams, depending on size, giving each team two to three months to decide on their project. Finance it and do it now. You may pay for it with an exhibition jump or just out of your pocket. What will you decide on? Something simple, like a blackboard, chalk and eraser, or something a little harder like a PLF platform and sawdust pit, or more elaborate, a complete 35 MM slide program, or a 34 foot jump tower? Keep this program competitive. See if the team that follows can out-do the last one. When the cycle of of teams is completed, don't stop. Keep at it. There are endless projects, so it may well be your club that will be the first to build the big daddy of them all — the 250' jump tower. Be sure to call me when you go for the 250' tower.

Joe Cooper, D-333
PCA Instructor
Alliance City Const. Co.
Louisville, Ohio



Dear Gene:

Best of luck to you with "DZ-USA." This fills a gap in news which should, and I hope does, benefit many of the new jumpers when the information is passed along through the clubs. Anything which will benefit the new jumpers is always a welcome thing. Wishing you the best.

Joe Crane, C-1
Honorary Chairman, PCA
Mineola, L.I., New York

Dear Gene:

"DZ-USA" is certainly an interesting news bulletin and one which I am looking forward to receiving each month. Best wishes for a successful publication.

James L. Crittendon
Travis AFB, California

Dear Gene:

I really enjoy your magazine. It is the first one I've seen that could really do a student jumper some good.

Tom Hewitt, President
KU Sport Parachute Club
Lawrence, Kansas

Dear Gene,

Your frank answers to my questions regarding circulation, etc., of "DZ-USA" were a welcome change from the B.S. that is handed out by most editors of independent parachuting publications. The first two issues look very good and we have decided to go with you on a yearly contract. Wishing you the best of luck.

Ron Edwards, President
Chute Shop, Inc.
Flemington, New Jersey

Dear Gene:

Many thanks for your fine magazine. If there is any way we can be of service in this section of the country, just let us know.

Bill Dorroh
Atlanta, Georgia

Dear Gene:

Your "DZ" magazine looks good and I hope you can keep up this fine skydiver's information news.

Danny Latchford
Midwest Parachute
Novi, Michigan

Dear Gene,

I think "DZ-USA" is just what the sport needs. I'm glad to see that someone has finally got up enough nerve to try and put a magazine together in this area. As soon as this copy gets around you will get a few subscriptions from this area.

Clifton E. Harris
D-1149
Fort Riley, Kansas

Dear Gene,

I think the "DZ-USA" idea is great. I just swiped the subscription issue from Garrison. Enclosed is our check for the club. We will be ordering additional copies next month.

Robert Carter, C-3044
Golden Eagle Skydivers
Rolla, Missouri

Dear Editor:

Looks good. Send me all copies you have printed to date and as many more as the \$4.00 will buy. Thanks and best regards.

Edward A. Fitch
Vice-President PCA
Pasadena, Texas

Dear Sir:

Had a chance to read your magazine and enjoyed it very much. Here is my subscription for the year.

Max Knor, D-689
Manchester, Conn.

Dear Gene:

We are enjoying the first issues of "DZ-USA." Keep me on the mailing list.

Lew Watson, C-1706
Director, O.S.P.A.
Ada, Oklahoma

Dear Gene:

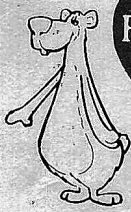
I get two other parachuting magazines, and I think yours is tops. Plenty of info and not so much advertising. Good luck to you and your staff on your new venture.

Earl Ristau, B-4528
Illinois Valley Skydivers
Peru, Illinois

Dear Gene,

I received "DZ-USA" in the mail today and I was very favorably impressed. A subscription check is enclosed and I feel sure that there will be several additional copies ordered after our next meeting.

Beetle Bailey
Falling Angels SPC
Albuquerque, New Mexico



FIRST JUMPS S/L

Continued
from page 4

this jumpmaster fella' started messing around with the stuff on my back untangling that static line thing or something. I guess he knew what he was doing but at the time I wasn't too sure anymore.

"GO" . . . "GO!!" . . . "WHO?" "ME?" . . . "GO!!!" . . . "HELLLLLLLLLL-P!!" Anyway, I went and the rest of the ride was great. I found out much later that I was the first student that this guy had ever put out. His name was Hunnell or something like that. Thanks for the fine jump, Gene, it started me on a fine sport.

James W. Haase, B-4591
Rolla, Missouri
Golden Eagle Skydiver
Editor's Note: "No comment."

ever held in the world with his team placing second. The PCA Safety Officer for the Orange Center, he became a PCA Examiner in 1962. His total jumps are over 950. In 1961, Mr. Sanborn was appointed the President of the Orange Sport Parachuting Center which opened in May 1959. He also is Executive Vice President of Parachutes, Inc., a position he has held since 1957. He holds several patents on parachuting equipment and has test-jumped many new parachute designs, including the Sailing; he was also the first American to jump the Russian Square parachute. He is accredited with devising the technique of "free-fall to free-fall photography" and his work is featured in the Academy Award nominee "A Sport Is Born," filmed at Orange in 1960. Mr. Sanborn is married and lives in Orange, Massachusetts.



Man, that prop blast is something else!! Steve Hunter and Elroy Cantrell exit a twin Beech. Photo by: William C. Keihl, Russellville, Arkansas.

NEW ARRIVALS OF "DZ" USA

HOT SCOOP

LEW SANBORN RESIGNS

Lew Sanborn recently announced his resignation from the Parachute Club of America Board of Directors. Increased business pressure and personal obligations were given as the reasons for his decision. Mr. Sanborn has been active in the PCA prior to its present conception and later, Secretary and National Director for several years. He was Chief Judge at the 1964 Nationals in Salt Lake City and Judge in the 1965 Nationals in Orange. He received the Lee Stevens Award in 1965 for his contributions to parachuting.

Introduced to sport parachuting in 1950 while in the Army, Mr. Sanborn competed in national meets from 1953 to 1956. That year, he joined the first United States Parachuting Team at the Third World Parachuting Championship, held in Moscow. He placed as high scorer for the team. In 1957, he took the same position for the United States Team at the Adriatic Cup Parachuting Competition in Yugoslavia. In 1958, he captained the United States Team in the Fourth World Parachuting Championships, held in Czechoslovakia and, with three team-mates, won the Coupe DeMode in a French Invitational Meet. In 1961, Lew jumped with the four-man team from Parachutes Incorporated that established the first two official world parachuting records for the United States. He later competed in the first Para-Ski Race

Timothy Booker
Luther, Oklahoma

Joe Crane, C-1
Mincola, New York

Dan True
Amarillo, Texas

Andy Keech
Office of Air Attache
Australian Embassy
Washington, D.C.

Stanley Searles, D-212
Omaha Skydivers, Inc.
Omaha, Nebraska

George L. Clasey
Lincoln Sport Parachute Club
Lincoln, Nebraska

Richard F. Sorensen
Omaha, Nebraska

David Miller
Tulsa Para-Divers
Tulsa, Oklahoma

Dennis Nelson
Des Moines Sport Parachute Club
Des Moines, Iowa

Eugene V. Schneekloth
Omaha Skydivers, Inc.
Omaha, Nebraska

Ray Bundy
Parson's Sharpshooters
Fairfield, Iowa

Ronald E. Green
Enid, Oklahoma

Richard J. Lewis, D-522
Horizon Parachute Club
Keyport, New Jersey

Fred R. Uranga
Boise, Idaho

Milan M. Knor
Manchester, Connecticut

William J. Smith, AN
590 36 90
Guided Missile Crew "G" Div.
USS ENTERPRISE (CVA(N)65)
c/o Fleet Post Office
San Francisco, California 96601

Oliver D. Letourneau
RFD 1, Box 111
Forge Village, Mass. 01828

Western Sport Parachute Center
13942 S. E. Lincoln
Portland, Oregon

Albert R. Young
Enid, Oklahoma

Bob Drake
Tulsa Para-Divers
Tulsa, Oklahoma

J. W. Stilwell
Brigadier General, USA
JFK Center for Special Warfare (Airborne)
Fort Bragg, North Carolina

Norman E. Heaton
Executive Director
Parachute Club of America
P. O. Box 409
Monterey, California

Lew Watson
Oklahoma Sport Parachute Association
Ada, Oklahoma 74820

Steve Snyder
Swarthmore, Pennsylvania

Bob Crutchfield
Dorris, California

Edward A. Fitch
Vice-President
Parachute Club of America
Pasadena, Texas

Century Skydivers
Vancouver, Washington

James L. Crittendon
Travis AFB, California

Bill Dorroh
Atlanta, Georgia

Robert W. Hoke, Jr.
York Sky Divers Club
York, Pennsylvania

Falling Angels Sport Parachute Club, Inc.
519 Utah N. E., Apt. "C"
Albuquerque, New Mexico

Frank Richard
Box 372
Ft. Walton Beach, Florida

Stewart Giesick
Box 417
Scott City, Kansas

Earl Ristau
Peru, Illinois

Mid-Eastern Parachute Assn.
c/o Bill Ottley, President
330 East 80th Street
New York, New York 10021

Omaha Sky Divers Parachute Club, Inc.
4475 South 60th Avenue
Omaha, Nebraska

If you see a buddy's name and want to drop him a line, we will be happy to furnish you his complete address. Mailing lists are also available to subscribing clubs upon request.

PROFILE OF A JUMPER

He is usually slightly bent, financially, but will always rake up a few more dollars for the jump or ask the treasurer to put it on the books.

Ask him if it takes courage to jump and he'll say no — only a desire to jump and be doing something you enjoy. He isn't trying to prove anything.

A lady's man? Around an airport he is seven feet tall and noticed by them. Off the DZ, he may be a paperboy and the advantage of jumpsuit, rig and boots is gone. He has retained the spirit of a jumper, though, and just may score with Janie next door. Watch him.

Always ready to help a fellow jumper in any kind of situation. A kinship he isn't always aware of but practices nevertheless. Another jumper is never a stranger and his number of jumps is not the basis for the friendship — "jumper" is enough.

A man who never wasted a nice Sunday doing anything other than jumping.

Is he a safe jumper? 99% yes and by his own choice. A broken leg on a fun jump could knock him out of a year's jumping and he doesn't want that to happen. He is his own police force and a good one.

Is he trying to impress other jumpers? No, just belong to the jump world he deserves and compete with his own kind. A smile when he gets a closer jump than his buddy and a smile for the buddy when he beats him out. Friendly competition between friends and a beer when its over.

His occupation — from a ditch-digger to a bank president. His job is less important to him than jumping and you may know him six months before you know where he works. His "bull sessions" usually never include talk about his line of work.

Physical stature — he may wear glasses under his goggles and be under five feet but his best buddy is muscle-bound and 6'3". Both are jumpers though and equals. The size of a man is never measured in feet and inches.

Always ready to travel a thousand miles to a meet and go in hock up to his ears to make it.

After the jumping is over for the day — beer and jump stories and eventually women. No time for unimportant topics, just the big three.

Ask him why he jumps and he can't give you one concrete reason but many small ones. The sport has taken him over and he is no longer just a participant. A question with no easy answer.

A class "B" pilot who usually doesn't fly himself but knows as much about the panel instruments as the pilot. Doesn't particularly like to fly for fun and regards a plane as a means to an end — much more dangerous than the jump.

Which jump was the hardest? He will usually say the second one. The first one, however, is always as fresh in his mind as yesterday.

He can talk 30 minutes about his last jump and still not cover everything that happened to him and he isn't lying.

If he lays off jumping for a month or so, he is the first to admit its a little spooky on that next jump.

He's a horse-trader of the highest caliber. One-point-one, PC, XBO, cheapo, rag, 7-panel, elliptical cut, Mitchell lip and lo-po are just some of the words of his trade. He is always in the market for a dollar ripcord and will pay you next week.

His wife is either an active jumper or doesn't come to the airport at all. She understands the sport completely or is against it all the way. Very few "in between" wives and girlfriends.

Is he an odd-ball? Are domino players for sitting around hours and playing with little pieces of wood? Who is the judge of another man and what he does with his time?

How is he injured jumping? By his own stupid mistakes and he'll be the first to tell you. He took a chance and got caught trying to "hawk" a target or make a downwinder. He doesn't deny it.

How many jumps does he have? Wake him up from a dead sleep and he'll give you the exact number instantly. Each is gold and vivid in his memory.

Does he brag a little? Usually but always with humor as the seasoning for his stories. You'll catch yourself exaggerating a story for him and sincerely sharing his experience.

A little conceited but a bigger person because of jumping and the self-confidence it has given him. Head and shoulders above the man who doesn't jump but still meets him at eye-level.

Other sports may range from ping-pong to scuba diving but none overshadows sport parachuting. Well-rounded knowledge of many sports but addicted to only one — jumping.



Dear Gene:

After all these free issues you are sending, I suppose I should do the right thing and send the \$4.00. With hand-written addresses you are either distorted or prepared to work your donkey. Whichever the case, good luck.

Andy Keech
Australian Embassy
Washington, D.C.

Dear Sir,

"DZ-USA" is a very interesting and informative paper. I'm looking forward to getting my own copy.

William J. Smith
Guided Missile Crew
USS ENTERPRISE
CVA(N) 65

Dear Gene:

I thought the idea was good — then the first "real" issue arrived, it exceeded anybody's expectations. Keep it up and count on me and MEPA for contributions to fit your format.

Bill Otley, D-298
Mid-Eastern Para. Asso.
New York, New York

Dear Gene,

I'm enclosing \$4.00 for a subscription. I've already read January DZ three times over. My mom worked for a newspaper for five years, she read the DZ and she really liked it, she said that it was a real good print job. Keep up the good work.

Stewart Giesick
Scott City, Kansas

Dear Gene:

I really enjoy your magazine. It is the first one I've seen that could really do a student jumper some good.

Thomas Hewitt
President
KU Sport Parachute Club
Lawrence, Kansas

RESERVE INSTRUCTION

The following is a small part of a written examination for first-jump students used by the Omaha Skydivers. In view of the material contained on page 5, it is apparent many other clubs should adopt more comprehensive training programs to teach students the importance of reserve deployment. Even though the questions are simple and designed for beginners, look them over with a student jumper and make sure he knows the answers. True or false.

1. A Mae-West is a complete malfunction.
2. A streamer is a partial malfunction.
3. In the event a complete malfunction is suspected, the jumper hits a reverse arch position.
4. The reverse arch position is used to keep the jumper face to earth.
5. The shake out reserve deployment method is used for streamers.
6. If falling at or near terminal velocity, the reserve takes five or six seconds to open.
7. Complete malfunctions give some support to the jumper.
8. The skirt is always on the opposite side of the reserve ripcord.
9. To shake out the reserve, a certain part of the skirt must be grasped.
10. The shake out method is used primarily to reduce opening shock.
11. The most important thing to do in case of a malfunction is to pull the ripcord on the reserve first, and think second.
12. When in doubt "pull", is a good procedure to use if a decision can't be made as to whether the reserve should be used.

Answers on page 12.

★★★★★★

Ask about special, low prices on:

Treasurer's Reports
Membership Cards
Parachutist's Business Cards for club or personal use
Stationery for club or personal use

Club Notices for Meetings with fill-in space for time and date
Reserve Packing Cards
Student Progress Filing Record or any other form connected with parachuting. (This offer applies only to members of "DZ-USA" and orders will not be mailed to non-subscribing addresses.)

PARA-PRINT
706 North Main
Wichita, Kansas 67203

COMING MEETS

CENTRAL CONFERENCE CHAMPIONSHIPS INDEPENDENCE, MISSOURI 16 - 17 APRIL 1966

Entry Fee: \$30.00 per contestant. Pre-registration with accompanying entry fee must be received by 5 April 1966. Mail to Dick Walkup, Midwest Sport Parachute Association, 5132 Pratt Street, Omaha, Nebraska 68131 or contact James Garrison, Central Conference Director, 910 East Alton, Apt. #2, Independence, Missouri. Meet to be held at Independence Memorial Airport (east of Bypass 71), Phone: SY 6-3774, Independence.

WESTERN CONFERENCE CHAMPIONSHIPS PHOENIX, ARIZONA 23-24 APRIL

For further information, contact: Art Armstrong, Western Conference Director, P. O. Box 216, McKittrick, California, or: Arizona Parachute Council, P. O. Box 11093, Phoenix, Arizona 85017.

NATIONAL COLLEGIATE PARACHUTING CHAMPIONSHIPS HEARNE, TEXAS 23 - 24 APRIL EVENT I

Novice Accuracy (10-50 jumps), 10 second delay, 3 jumps.

EVENT II

Advanced Accuracy (51 & over), 10 second delay, 2 jumps.

EVENT III

Style, open qualifications, one jump, 30 second delay.

EVENT IV

Team Accuracy with baton pass, one jump, 30 second delay.

Must be a member of PCA, full-time student (12 semester hours or more) at a fully accredited college or university with membership in a college or university parachute club or team.

For further information contact: Texas A & M University Parachute Team, NCPL Meet, Box 4076, College Station, Texas 77840.

"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.

NORTHWEST CONFERENCE CHAMPIONSHIPS SNOHOMISH, WASHINGTON 23-24 APRIL 1966

Entry fee: \$25. Must be a member of PCA and holder of, at least, a "C" license (valid for 1966.)

For further information: William Manning, Northwest Conference Director, 10618A N. E., Wygant, Oregon, or: J. William Ehrhardt, Seattle Skydivers, Route 1, Box 32, Snohomish, Washington.

MID-EASTERN PARACHUTE ASSOCIATION MEET LIMERICK SPORT PARACHUTE CENTER New Hanover, Pennsylvania 30 APRIL - 1 MAY

Jumpers from outside the Mid-Eastern area are also welcome to participate in all M.E.P.A. meets. For more information, contact Bill Ottley, 330 East 80th Street, New York, N.Y. 10021 (Phone: 212-737-0730) or Linda Chapman, Lakewood Sport Parachute Center, Lakewood, New Jersey. (Phone: 201-363-4900.)

MID-EASTERN CONFERENCE CHAMPIONSHIPS BARSTOW AIRPORT MIDLAND, MICHIGAN 7 - 8 MAY 1966

(Weather: 21-22 May)

Four accuracy jumps, 600 meters; two style jumps, 2000 meters; all to score.

Requirements: PCA Member; Male with Class C license or higher; female with Class B license or higher.

For further information: Billie M. Dolley, 936 South Magrader Road, Route 1, Shepherd, Michigan 43338.

★★★★★

1966 NATIONAL PARACHUTING CHAMPIONSHIPS TAHLEQUAH, OKLAHOMA 11-19 JUNE 1966

Entrance fee: \$95.00, ten accuracy jumps and five style jumps, with no cuts. Entrance fee includes dormitory housing, cafeteria facilities for breakfast and dinner meals, and awards banquet at nearby Western Hills Lodge on Lake Fort Gibson. Tahlequah is west of Fayetteville, Arkansas, and south of Tulsa, elevation 870 feet.

1ST ANNUAL SOUTHWESTERN WASHINGTON ACCURACY CHAMPIONSHIPS SCHOLLS AIRPORT VANCOUVER, WASHINGTON 14-15 MAY 1966

Hosted by Century Skydivers. PCA or PCC membership required. PCA sanctioned meet. Entrance fee includes jumps, trophies, Saturday night supper and keg party. Registration begins, Saturday, 9:00 A.M., through completion of first round of each event. Practice jumps all day Friday, May 13th, at special low rates. Class I - 1.1 and 1.6 (0 to 75 jumps), four jumps from 3200 feet, \$12.50. Class II - Senior Accuracy (75 jumps and over), 1.1 and 1.6, four jumps from 3200, \$12.50. Class III - Super Canopies Only (Jr. and Sr. both included), four jumps from 3200 feet, \$12.50. Class IV - Three man team - baton pass - one jump from 7500 feet, \$15.00. Contact Paul Lawrence, 219 N.E. 92nd Avenue, Vancouver (Phone: 695-4616) or Robert Edwards, 816 S.E. 100th Avenue, Vancouver (Phone: 694-7160.)

ALLIANCE CITY SPC MEET June 4 and 5, 1966 Louisville, Ohio

This meet is a fun meet for everyone. The Saturday meet is separate from the meet on Sunday for those who can't make the meet Saturday. Although still in development, the meet events being considered are:

Three classes of Hit and Run Splash and Swim Water Jump Night Hit & Run and Chug-a-lug Tracking Contest Cutaway Contest Free Style with Bat Wings

All jumps and events will be legal or they will not be made. Trophies and gag prizes will be the order of meet. Write to: Joe Cooper, 7474 St. Francis Street, Louisville, Ohio 44641 for more information.

FIRST NATIONAL ST. JOHN'S PARACHUTE MEET OMAHA, NEBRASKA 2-3 JULY 66

(TRAVEL AND WEATHER DATE: 4 JULY)

Hosted by the Omaha Skydivers, Inc., PCA sanctioned, four jumps for accuracy for both novice and advanced (novice - under 100 jumps; advanced - over 100.) Entrance fee is \$75.00 which includes meals, lodging for two days, cocktail party and banquet on Saturday, July 2nd, and FOUR JUMPS. Deadline date for entrance fee, midnight, Wednesday, 15 June 1966. \$3000.00 in prizes and cash. Look these over:

NOVICE	CLASS A-1.1 or 1.6	CLASS B- PC or XBO
1st - Complete PC, piggy back, with reserve	1st - \$500.00	1st - \$500.00
2nd - PC canopy, sleeve, pilot chute	2nd - \$200.00	2nd - \$200.00
3rd - 26' P.I. conical reserve and container	3rd - \$100.00	3rd - \$100.00
4th - \$75	4th - \$ 75.00	4th - \$ 75.00
5th - \$50	5th - \$ 50.00	5th - \$ 50.00
6th - \$35	6th - \$ 35.00	6th - \$ 35.00

Col. Shephard, D-15, and Norman Heaton are two of the judges. For information contact: Omaha Skydivers, Inc., 5015 "L" Street, Omaha, Nebraska 68131.

ALLIANCE CITY SPC MEET September 17 and 18 Louisville, Ohio

The 6th Annual Challenger Cup Meet. Trophies, prizes or money? We can't say yet, we are still promoting. If Sailwings are on the market by September, one or two may be given away as prizes. The events will be:

0-50 jumps: Novice Hit & Run, two jumps, 3000 feet.
 51-150 jumps: Intermediate accuracy, two jumps, 5,200 feet.
 Intermediate style two jumps (figure 8, backloop), 5,200 feet.
 151-to ?: Advance accuracy, 3 jumps, 3,500 feet.
 Advance Style (International series), two jumps, 7,200 feet.
 35 jumps or more: Team accuracy, two jumps, 3,500 feet.

Write to: Joe Cooper, 7474 St. Francis Street., Louisville, Ohio 44641 for more information.

- MEET SCHEDULE 1966 - NEW ENGLAND AREA

JUNE 11-12
 Hit and Run Meet
 Orange, Massachusetts

AUGUST 13-14
 Money Meet
 Orange, Massachusetts

OCTOBER 8-9
 Jamboree
 Orange, Massachusetts

NOVEMBER 5-6
 Governor's Cup
 Orange, Massachusetts

MEET EDITORIAL

FAIRVIEW, OKLAHOMA MEET
26 - 27 February

Byline: Jack Dillinger, Wichita

There were 75 jumpers from seven states: Texas, Oklahoma, Colorado, New Mexico, Missouri, Kansas, and North Carolina. We had winds Saturday morning at 10 with gusts to 15 mph, however, one round of Event I (novice accuracy) and one round of Event II (1.1, Lo-Po advanced accuracy) was ran off. One round of Event III (PC, XBO advanced accuracy) was also run before the ceiling dropped to 500 feet. Allen Jones, from Midwest City, Oklahoma, suffered a broken foot in Event II and a novice from O.S.U. scored a tree landing with no injury. One other jumper from Boulder, Colorado suffered a mild concussion and sprained ankle. No malfunctions were experienced. The meet was called about noon Sunday because of rain and trophies were awarded for the one round in each event. See "Wood" column for results. A typical winter meet but enjoyable and worth the drive. Make it next year.

WOOD!!!!

FAIRVIEW, OKLAHOMA

26 - 27 February 1966

Fourth Annual Invitational Skydiving Meet

- EVENT I - Novice Accuracy**
1 - Frank Sanders, Tulsa Para-Divers
2 - Ken Johnson, Vance AFB Para-Aces
3 - Rodger Varvel, Oklahoma State University.
- EVENT II - 1.1 & Lo-Po Advanced Accuracy**
1 - Jerry Ward, Oklahoma State University.
2 - Tom McFeeters, Boulder Para-Sports.
3 - Tim Booher, Sooner Skydivers, Oklahoma.
- EVENT III - PC & XBO Advanced Accuracy**
1 - John Brick, Vance AFB Para-Aces.
2 - Dave Miller, Tulsa Para-Divers.
3 - Fred Hill, Sooner Skydivers, Oklahoma.

ALSO RAN.

The names and other information on jumpers who came in DEAD LAST in competition meets. Submit them for a chuckle by the winners and a consolation prize to the losers. At least they can read their name in print if nothing else.



MIDWEST PARACHUTE SALES & SERVICE

Phone Fieldbrook 9-2105

<p>*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</p> <p>*DOUBLE ROCKET - "T" - "L" or TWIN GORE Complete as set above.....\$135.00</p> <p>RUSSIAN PINWHEEL, GORE, Backs up as fast as its forward speed, 6-8 mph. You always face the target. \$140.00</p> <p>CANOPIES DYED SOLID COLOR \$10.00 extra PACKS & HARNESS DYED BLACK \$10.00 extra DUAL ATTACHMENT & STATIC LINE \$5.00 extra</p> <p>MODIFIED NEW SURPLUS CANOPIES 28' DIA. *7 TU, 28' Ripstop, Plain or Ellip.\$60.00 DOUBLE ROCKET-"T"-"L" Twin gore.....\$50.00 SINGLE ROCKET or "T".....\$45.00</p> <p>*35"-DOUBLE ROCKET-"T" CANOPY, PACK & HARNESS. Complete DYED BLACK.....\$125.00</p> <p>MODIFY YOUR CONTAINER, EXTEND 2" ..\$5.00 INSTALL "D" RINGS ON HARNESS..... \$5.00 MODIFY CANOPY 7TU, \$25 - DOUBLE T, \$15</p>	<p>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</p> <p>*DOUBLE ROCKET, "T" - "L" or TWIN GORE Complete as chute above.....\$85.00</p> <p>RUSSIAN PINWHEEL GORE, Backs up as fast as its forward speed, 6-8 mph. You always face the target. \$95.00</p> <p>PARACOMMANDERS - CROSSBOWS - LO-POs SPECIAL - PARACOMMANDER CANOPY, SLEEVE, PILOT CHUTE and NEW SURPLUS EXTENDED PACK, B-4 HARNESS & RIPCORD.....\$285.00</p> <p>CROSSBOW CANOPY & PILOT CHUTE and our sleeve, extended pack, B-4 harness & ripcord. New surplus.....\$270.00</p> <p>*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 <small>Modified License Capital Parachuting Patent No. 3,913,753</small></p> <p>FRENCH PARABOOTs-SPECIAL.....\$27.00 PIONEER JUMP SUIT-2 ZIPPER.....\$23.50 SEND FOR FREE CATALOG AND PRICES</p>
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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

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AN EDITOR'S JOB

Getting out a publication is no picnic --
If we print jokes, people say we're silly.
If we don't, they say we're too serious.
If we use stories from other publications, we're too lazy to write 'em ourselves;
If we don't, we're stuck on our own stuff.
If we make changes in the other fellow's write-up, we're too critical.
If we don't, we are blamed for poor editing.
Now, like as not, some guy will say we swiped this from another sheet --
WE DID!!

C. E. Hunnell



STAND-UP by LT. COL. JAMES E. RAY, D-515, FT. CAMPBELL, KENTUCKY. PHOTO by MICK PARKER.

JUST IN:

Dan Poynter was elected by the PCA Board of Directors to fill the seat recently vacated by Bob McDonnell, as the Northeast Conference Director. Bob turned in his resignation, to the Board, a week prior to the 19th-22nd of February Board Meeting. Mr. Poynter is also President of the New England Sport Parachute Council and his articles frequently appear in most parachuting publications on every aspect of the sport.



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.

HOTDOG SECTION

We stated in the February issue that there was no 1965 U.S. Team, and technically, we were correct for no team was selected at the 1965 Nationals, however, Lyle Cameron informs us there was a 1965 Team composed of Capt. Bob Mathews, Sgt. Myron, Sgt. Becker, Sgt. Mikeliatus and Cpl. Dougher, all of the U. S. Marine Corps. They challenged and beat the U. S. Army's Golden Knights, and went on to place first in the Brazilian CISM Meet and took third at the International Adriatic Cup meet in Yugoslavia. A team to be proud of, not forgotten. Their reward from the USMC was shipment to Viet Nam. In white, Capt. Mathews, Sgt. Myron, Sgt. Becker, Sgt. Mikeliatus, Cpl. Dougher (alternate); and; in black, Major Anderson, Lt. Helms (team Captain), Sgt. Hornsby (alternate), Sgt. Bourquin, Sgt. McDonald, and Sgt. Harmon, USAPT.



ABOVE AND BEYOND

Nothing on the high ones this issue. With winter setting in for the better part of the United States, I don't imagine too many brave souls are waiting out a long delay unless they are fortunate enough to afford a Snohomish door or facsimile thereof. California and Florida shouldn't be hampered though, so how about it? A note is all it takes to let the world know you are still basking and enjoying good jump weather.

LADIES' SPOT

Need we say more? Anything you want to get off your chest (?), girls, and we will not edit (too much). This is your chance to let us all know your gripes, likes and dislikes, and what you think of this or that. This may be your only opportunity to let other jumpers know from coast to coast what is on your mind so get with it and let us know.

RECORD JUMPS

★★★★★

About that wind jump record - will this top it? Winds at 1000 feet, 35 knots; surface winds (from FSS on airport), 25 mph. Distance to target - 8 inches.

Canopy - XBO.
Aircraft - 150.
NO WIND DRIFT INDICATOR WAS DROPPED. First and last jump of the day.

R. L. Carter
C-3044 (maybe)

★★★

Kansas - Night Altitude Record - 14,000 feet, Maize, Kansas, 6 March 1966. Jerry Little, C-2495, Jay Moreland, and Jim Nicholson, C-3165. Cessna 180 with "Skymotive" door. Certified by Stewart Giesick, pilot C-1648972, and "Woody" Underwood, D-1136. Previous record was 12,500 for the state of Kansas.

★★★

Number of freefall parachute jumps made in a twelve hour day: 60. (See story on page 2 and pictures on page 14) Greene County Sport Parachute Center, Xenia, Ohio, 18 July 1965. Jumps made by Jim West, C-489; all jumps made from 1800 feet. XBO canopy used on all jumps with piggyback reserve used on 50 of the 60 jumps.

★★★

Dear Gene:
I don't gotta punch a hole in Billy Buckley's record jumps (February issue), but I will. First, I seriously doubt if he did a "cut-away." It was more likely a "break-away" (a mechanical separation.) Jumpers have been doing multiple separations since balloon days up to six complete real cut-aways and/or break-aways. One act that comes to mind was Ralph Wiggins of Los Angeles, who used to launch a hot-air balloon and hang onto only a trapeze in tights at 1000 feet, then cut-away and complete four separations from fully inflated canopies before a stand-up landing in sneakers under his triangle. His last showing was at Chino, California in 1962, and the thrilled crowd did an unthrilling thing and stole all the canopies that he broke-away from. S.A.T. I doubt that Billie Buckley would dare rise under a balloon only hanging onto a trapeze or jump at less than a grand, but if he does, he'll have to combine both with five separations for any kinda record.

Lyle Cameron
Sky Diver Magazine

???

First successful double-cutaway, water landing, Orange, Texas, 27 May 1962. Exit at 2500 feet, 50 feet from target (approximately). Certified by Charles A. Adamson, D-415, ASO-166. Jump made by William T. Buckley, Jr., B-1161, Beaumont, Texas.

First successful double-cutaway, ground landing, Beaumont, Texas, 27 January 1963. Exit at 3500 feet, 150 feet from target. Certified by J. L. George, CFI-794495. Jump made by William T. Buckley, Jr., B-1161, Beaumont, Texas.

500 AND OVER

Stan Searles	980
Lewis Sanborn.	950 plus
Leon Potts	946
John Garrity.	850 plus
Joe Crane (corr.).	689
Noel Funchess	650 plus
James Garrison	590 plus
Sgt. H. W. Gough, Jr.	575
Tom Copenhaver	525
Bill Ottley	512
Jerome Tyson.	510
Dick Lewis	502

Edward Fitch	500 plus
Charles MacCrone	500 plus
Robert McDonnell	500 plus
Charles Wagaman.	500 plus
Sgt. Snowy Robertson.	500 plus
Joseph W. Cooper	500 plus

APPROACH WITH AWE AND RESPECT

Paul Poppenhager	2040 plus
Carlos Wallace.	1700 plus
Lyle Cameron	1700
Jim West, C-489	1300 plus
Coy McDonald, USAPT	1200 plus
Loy Brydon	1000 plus
Bobby Ledbetter.	1000 plus
Jack McLaughlin.	1000 plus
Lee Guilfoyle	1000 plus
Leo Kryske, USAPT	1000 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.

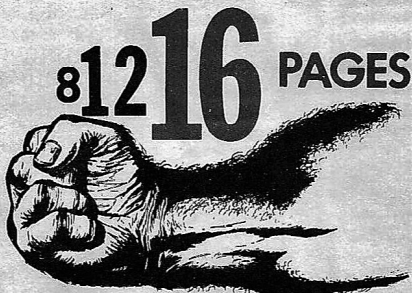
★★★★★

Printing Date: 15th of each month-
Copy Deadline: 10th of each month -
Don't wait until it's too late, get it in.

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

Our thanks

TO PARACHUTE CLUB OF AMERICA AND NORMAN HEATON, EXECUTIVE DIRECTOR, FOR MAKING THIS SPECIAL MAILING TO PCA MEMBERS POSSIBLE. WE HOPE THIS PAGE WILL GIVE YOU A FAIR IDEA OF WHAT A \$4.00 SUBSCRIPTION WILL BRING YOU. KEEP IN MIND THAT "DZ-USA" IS NOT EDITORIAL VIEWS AND DESIGNED FOR JUST "D" LICENSE HOLDERS. IT IS COMPRISED ENTIRELY OF INFORMATION SUBMITTED BY JUMP CLUBS FROM COAST-TO-COAST AND IS THE ONLY GENERAL INFORMATION BULLETIN, WITH ALL JUMPERS IN MIND, BEING PUBLISHED TODAY.



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**DEAD CENTER... OR
WILL LIVE IT OR NOT!**
After surviving Christmas, more or less, financially, I myself looking forward to a relaxing vacation. I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**NIGHT AND
WATER JUMPS**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

HOT SCOOP
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**GOVERNMENT RELEASES
MORE CHUTES**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

WOOD!!!
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**5TH ANNUAL SUN CARNIVAL
EL PASO, TEXAS**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

LADIES X SPOT
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

GET OUT THE CRYING TOWEL
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**FOURTH ANNUAL
INITIATION
FAIRVIEW, OKLAHOMA**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**HOTDOG
SECTION**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**BORN QUALIFIED FOR AN
"D" LICENSE**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**SUMMARY OF
CHUTING DATA**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**RIGGER SERV
RESERVE RE**
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MALFUNCTIONS
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

RESERVE - YES OR NO
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LINDA LEAPS
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**500 AND
OVER**
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**APPROACH WITH
AWF AND RESPECT**
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**FIRST JUMPS
INJURIES**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**THE ASC
SAYS...**
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RECORD JUMPS
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**JUMPMASTER
LAST WORD**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**EAR FO
SALE**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.

**SAFETY
SUMMARY**
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**EAR FO
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**FIRST JUMPS
INJURIES**
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**FIRST JUMPS
INJURIES**
I was only in the States for a few days. I was only in the States for a few days. I was only in the States for a few days.



MAILBAG ???!!

Enclosed is my check for a subscription to DZ-USA. The January issue was very informative on all aspects of the sport. Keep up the good work. Also, what do the experienced jumpers feel is the best reserve for a student? 24 or 28 feet?
Bruce Barnes
1428 No. Lever
Fayetteville, Ar
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.

Dear Gene:
Sure hope the magazine makes it big as I am looking forward to many years of reading about other jumpers.
Linda L. Thomas
Roswell, New Mexico

Dear Gene:
I was impressed after reading your first issue of DZ. The jumpers I have wanted for many years. I wish you all the luck in the world with it. I will be sending you news and pictures from time to time.
William C. Kiehl, D-1095
Russellville, Arkansas

Dear Gene:
"DZ-USA" looks like a going thing. Good luck to you and your staff.
Jack Tillman, D-1035
Illinois Valley Para. Club
Pekin, Illinois

Dear Gene:
Congratulations on your first issue of "DZ". It looks like it's going to be a great publication. I think your ideas and originality are the best. You can expect our subscription any day now.
Bob Hulsey, D-498
Panhandle Area
Amarillo, Texas

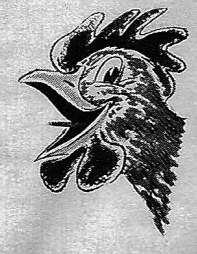
Dear Gene:
Congratulations on your publication of the DZ, really a fine thing you are doing. Thank you for the great coverage on our Sun Carnival Meet. I hope you will get good support from all over the country.
Liz Larremore
Skydivers of El Paso
Texas
Dear Mr. Hunnell:
We wish you luck in your forthcoming publication.
Lewis B. Sanborn
Executive Vice-President
Parachutes, Inc.

Dear 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 need. As soon as I am I will send you the check.
Jim Scott, D-989
Great Plains Skydivers
Wita, 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
Gentlemen's
range, Massachusetts
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

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(11) F; (12) T.

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HERE and ABOUT

PHOTO HIGHLIGHTS OF RECORD 60 JUMPS

MAIZE, KANSAS: Woody Underwood, D-1136, was elected by a majority of club members as CSO of the newly-formed Wichita Skydivers; Carl Hobaugh, jump pilot and owner of Maize Airport, recently logged his 1000th jump lift; and Maize continues to be the only airport I know of with its own "Rocket Club" of young enthusiasts who come out to launch their homemade projectiles and watch some parachute jumping.



Jump #23 - Marking personnel in action. Rigger at work in the rear. Photos by Bob Farmer, Vandalia, Ohio.

FAYETTEVILLE, ARKANSAS: 16 new students in the club and Bruce Barnes, who made a couple of jumps several years back, ready to get in the saddle again. A state altitude record attempt coming up this year; the present record is 22,500 by Ken Sisler.

KANSAS CITY, MISSOURI: Still the Peyton Place of the jump world with a recent marriage and two divorces. Jump rates are still fantastic at \$2.00 for a 60, so maybe the home life isn't ideal but the jumping is. "Straight Arrow" Rine is still at the helm of Sky-Hi Skydivers and has more than enough jumps now for his "D"; Joyce Vetter, who enjoys relative work by "leg-climbing," is trying hard to break the habit; and her husband, Jim, informs us that the complete malfunction he reported in the February issue, put twelve holes in a ripstop reserve upon deployment. It had a 1957 manufacture date and should have been in good shape, however, it is being checked for rotten material.

NEW YORK, NEW YORK: Mid-Eastern Parachute Association elected officers for the coming year on February 25th, and Bill Ottley, Horizon Parachute Club, was elected President with Linda Chapman, Lakewood Sport Parachute Center, being put in as Secretary.

WICHITA, KANSAS: Jim Scott, D-989, has put more than 80 first jump students through Great Plains Sky Divers club since July and the club is a going concern; Chuck "The Human Bomb" Behler (who used to blow himself up in a box full of dynamite) is nearing a 100 jumps and may prefer skydiving to his last jarring occupation; Scott is planning a breakaway on a new Crossbow rig and "DZ-USA" should cover it in the April issue; and Bernie Ward is still sending us good copy on first jumps and getting a few more logged himself (not first ones, however).



Jump #35 - Two dead centers on one jump (if pit helmets count.)



Jump #60 - Pain and joy. Jim West on the last jump of a record sixty jumps in ten hours.



MELBOURNE, AUSTRALIA

27 February - Parachutist Keith Freeman fell 2,600 feet to his death when his parachute failed to open properly as he made his 50th jump. Freeman was a member of the Commando Skydivers Sport Parachute Club in Melbourne. No other details are available.

VANCOUVER, WASHINGTON

Century Skydivers, only 2½ years old, remains the only PCA affiliated club in Southwestern Washington. Their recent club elections were as follows: Paul Lawrence, President; Fred Edwards, Treasurer; Lanny Springer, Secretary.

PERU, ILLINOIS

Earl Ristau, B-4528, Illinois Valley Sky Divers, had logged 50 jumps between July and December of 1965 and was doing great. Then a tornado made a dead center on the airport and the jumping has slacked off considerably. He also said that "DZ-USA" was tops over two other parachuting magazines. Good boy.

FAIRVIEW, OKLAHOMA:
The meet of the 16th of February produced one surprise nobody expected. A "homemade PC" consisting of two 1.1 canopies expertly modified by a rigger in Montana, made the closest jump of the day and proved to many that \$500 is too much to pay for the factory job when you have a sewing machine handy.

COCOA BEACH, FLORIDA:
Norma Thaxter, who wrote the article "The Water is Fine" in the February issue, tells us she may give up jumping after her brother was injured on an entanglement several months ago.

★★★

SOS... SOS

I'm still disappointed in the few opinions we are receiving from "B" and "C" license holders. I have tried to point out that your opinions are actually the life-blood of the sport and, for some reason, I haven't gotten through. By reading the fatalities and injuries, all jumpers must be aware of the reserve question that can't be ignored. We are all aware of the fact, unbelievable as it may be, that several of the fatalities made a decision to ride out malfunctions and not deploy reserves or just plain wasted precious time trying to correct malfunctions before deciding to throw out a reserve. As a result, the deployment was either too late or improper. If entanglement (or more aptly, the fear of entanglement) was a reason for these decisions, who could be a better authority on this theory than a young jumper to the sport who is carrying ideas such as these around in his head? Let other jumpers know what you think of reserve deployment and how you think you would react if the occasion arose. There is no better method of coming up with a concrete answer than throwing your opinions up for discussion and comparing opinions to get to the root of the problem. Don't think some "D" license holder will blast your opinion because he doesn't agree with it and don't think I will edit your opinion down to fit my views. Do yourself and the sport a favor - fire a copy of your opinions in and I guarantee it will be printed exactly as you have written it. A "B" license holder who is about to become a jumpmaster must have some pretty definite ideas on reserve deployment and it's an automatic obligation to his fellow jumper to test them against the opinions of others in order to arrive at one correct and sensible method he will later use in training students.

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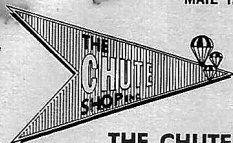
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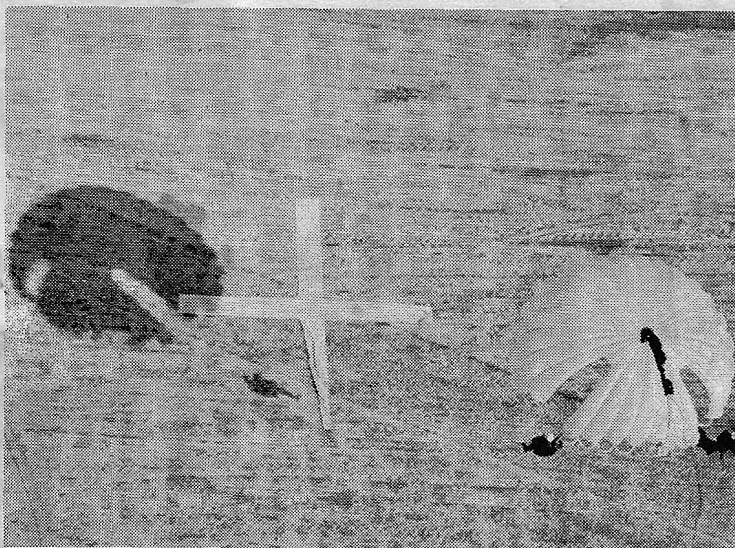
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Rex Cantrell, D-910 moves in on target at Russellville, Arkansas DZ. Photo by: William C. Kiehl, D-1095.

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1590

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Ciff Phillips, D-982, over Lyons, Kansas DZ. Photo by Tom Coppenhaver, D-649.



JUMPMASTER'S LAST WORD

As seen by the overall theme of this issue, safety is the by-word. Not only jumpmasters but every parachutist involved in the sport should rededicate himself to being a safer and more mature jumper. No one has to tell you that all we need right now is one jumper to hit a plume, of any sort, and the sport would die overnight. So, it isn't just yourself you are protecting by practicing safety constantly — it's the sport as well. If you want to jump tomorrow, the choice is yours. No one can hold your hand and talk to you in free-fall and remind you of safety. It must be foremost in your mind and remain there to be of any benefit. To be a responsible jumper and concerned is not an attitude you have to defend. It speaks for itself and makes you worthy of jumping with the best jumpers without fearing for your safety or theirs in the air.

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