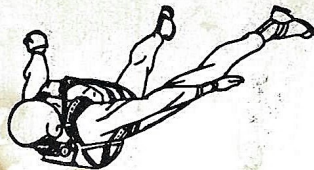


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U.S.A.

A NATIONAL COVERAGE BULLETIN
FOR USE BY SPORT PARACHUTE CLUBS



"Flip" Phillips, D-982, experiencing a 42-D type Mae West.
Photo by Tom Copenhaver, D-649 over Lyons, Kansas DZ.

or pyrotechnic launched reserve." (I agree with the latter statement completely, however, I don't own either because I can't afford it. What do you do in that case?)

SKY DIVER MAG VS. "DZ-USA"

For several months now, Lyle Cameron and I have been rapidly exchanging correspondence on the question of reserves and reserve procedure. Until now, I have hesitated in reprinting any of our conflicting views, although the February issue of "DZ-USA" contained "Reserve - Yes or No" which stated my views on reserves and reserve procedure. In all fairness, Lyle's views will now be presented. Bear in mind, that I consider Lyle a very good friend who I have jumped with, drank with, talked with, and respect as a jumper. He is more than just a competent jumper but I'm afraid, at times, he forgets the stiff necks and nightmare jumps that a beginner experiences. We would all like to see a student react quickly, sensibly, and have the cool of an experienced jumper, but let's face it -- what we want and what we get are two different things. My comments are in () and Lyle's are in quotes " ".

"In my opinion, the student isn't trained if he can't recognize all malfunctions and know instinctively the immediate action for each. Yeah, I know 95% of parachutists aren't trained." (You could train a student on the ground for perhaps weeks and still not know how he would react on his FIRST JUMP. Psychologically, he is still green until he has been confronted with a problem IN THE AIR and has been forced to cope with it. Adapting to a new environment is as important as the training. The best school is still the hard school of just plain doing it and trying to put training you have received to best use. It's hard to explain to a student what a Mae West is if he has never seen one.) "Again we disagree on the amount of or proper training for a student. For my money, everyone should wear Security piggybacks with the one shot and static-lined reserve, either that

"You say 'isn't that contrary to accepted procedure not to waste precious time' in trying to correct a malfunction before deploying a reserve. That precious time may add him to the ten that kicked the bucket with double entanglements if he didn't use his reserve correctly and immediately deployed it." "Why can't you pass that information to students in your paper? Where else are they going to get it? Especially if the "accepted procedure" for your area, and yours only, I hope, is "if you have one malfunction, try for an entanglement. It is twice as deadly." (In the 1965 Summary of Fatalities, there were three malfunctions of a main with no reserve deployment. There were three malfunctions of mains with late reserve deployment. There were, as a result, six dead. How many of the six were trying to correct the malfunction and how many of the three waited too long trying to correct before dumping a reserve? We will never know what the jumper was thinking and the statistics don't even tell us if he was trying to correct the malfunction at all. So, we are almost back where we started EXCEPT for the fact that none entangled. A fine record. Six dead but none entangled. I fail to see where any of them came out ahead. Now, on the other hand, one jumper was killed by improper reserve deployment during 1965 and another was killed by main/reserve entanglement. Were these two deaths significant enough to prevent the other six from chancing entanglement? I don't believe they were. If all six had thrown a reserve IMMEDIATELY upon malfunctioning, they all may have lived or maybe a couple would have. Any way you look at it, if only one had lived it would be five dead instead of six. It's up to you. Which side do you think has the best odds? Two canopies or no canopies?) "There are enough

panicky jumpers in the sport without you soliciting repacks." (And I will continue to preach proper reserve deployment can save your life.)

"In the case of a clean Mae West, all the student has to do is slip from the short side and the lines will fall off." (Most students experiencing a Mae West will also be twisted badly from opening in flat spins, tumbling, etc.) "In that case, the student should immediately unwind and commence his slip." (And if that fails, you have at least a 100 feet to try and get a reserve out. S. A. T.)

"I'll take either side of the argument to stimulate thought and discussion. If we can get a few of these folks thinking for themselves we might make good parachutists out of them. That is half the trouble with this country, nearly everybody has been overcome by 'Accepted Procedure.' No pilot chute in the the reserve; Loy Brydon uses a PC so it must be, etc., etc. . . . The Army team uses two pilot chutes so" Sound familiar? Few know the stories behind or the whys but blindly do it. Bad news in my book. It takes actual years to get the people back to normal with true facts after they have become blindly overcome by "accepted procedure." I make people strain themselves with thought or I disagree with their accepted procedure and I am trying to dig them out of the rut before it gets 6' x 6' x 2'. ("DZ-USA" agrees 100%. We have to keep them alive, however, in order for them to be able to think for themselves. First things first.)

C. E. Hunnell

FRESH VIEWS

You wanted some opinions on reserve procedure, so here is mine. I have had a few bad flutters in just as few jumps, but I have never hesitated after the count of four thousand to put my right hand on the reserve ripcord. This action has always taken care of the flutter. I know I would have pulled a reserve without a second thought of entanglement with my main. I think PCA should put out a proper reserve procedure to all affiliated clubs. Then there wouldn't be so many different opinions on how and when to deploy a reserve.

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

ALL MAIL SENT TO THE OLD ADDRESS WILL BE FOREVER AND A DAY GETTING TO US.

Since you asked for comments from "B" and "C" license holders on reserve deployment, I'd like to put my two cents in. Two weeks ago, on my 72nd jump, I experienced a total malfunction. There were two or three logical explanations (no solid proof, however), but the ripcord was hung snug and solid in the housing. The reason we can't pinpoint the cause is because it broke loose after my "crash and burn" hard, oscillating landing on a borrowed 24' twill. I had loaned my new 26' conical to a buddy! After 15 seconds on a planned 10 second delay, and many healthy whacks at the ripcord, I chose to roll over, assume the pre-natal position, and find out what a terminal reserve opening was really like. I am now and always have been a firm believer in the old adage, "if in doubt, get it out!" Sure, I got a cracked rib and badly sprained ankle, but I will be jumping again in a few more weeks. The point of this is simply don't try to work it out or think about it until it's too late. Reports seem to indicate that many of our now departed buddies should have and could have relied on their reserves much sooner!

Pete Petrowsky, B-4741
Colton, California
San Bernardino Valley
Sky Divers

LADIES' X SPOT

"A MOTHER OF THREE"

"Husband dear, my life is glee, But; jumping would be fun for me." A look of wonder and then, "we'll see", "Ha-ha" -- a mother of three!

But, knowing me without a doubt, no parachute school -- a great big pout. Patronize her, this will flee; this jumping nonsense -- a mother of three!

Baggy jump suit, black French boots, torture rack and packing chutes; Aching muscles, chin held high, PLF's and a will to fly.

Saturday morning, up at dawn; Went to bed with her jump boots on.

Babysitter here to stay, Mother jumper gone for the day.

This is my story, a mother of three;

Who at 6 in the morning can remember me.

A kiss on the forehead, and "have a good day",

Mother's a jumper and it's here to stay.

Dolores Kobretz
California Parachute Club
Livermore, California

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SOMETHING NEW HAS BEEN ADDED

I was sitting at my desk, repairing my cast by patching a few weak spots, when this Hutchinson skydiver named Dillinger hobbled in (two broken toes from a hard landing.) We told each other jump stories for the better part of the morning and compared injuries and then Jack expressed an interest in "DZ-USA" and, needing another partner to starve with me, I heard him out. He offered me two unmodified cheapos, a roll of Ace bandages, a box of retainer bands and a Steve Snyder log-book for a small percent of the loss, and I immediately gave it considerable thought for I really needed the Ace bandages. A little haggling and I got him to throw in a 2-pin ripcord and the deal was made. So, from now on, there will be two editors to direct nasty letters to and we now have each other to pass the buck back and forth to. Seriously, Jack has over 300 jumps and well qualified for a "D" (as soon as he can rake up \$20 for the license) and should be a definite asset to the overall theme of "DZ-USA." So, if you were growing tired of one man's opinion, those days are going, going, gone. As the bulletin grows, so must the number of people necessary to keep it healthy and I'm sure Jack is just what the doctor ordered. We are proud to make him a part of "DZ-USA."

CEH

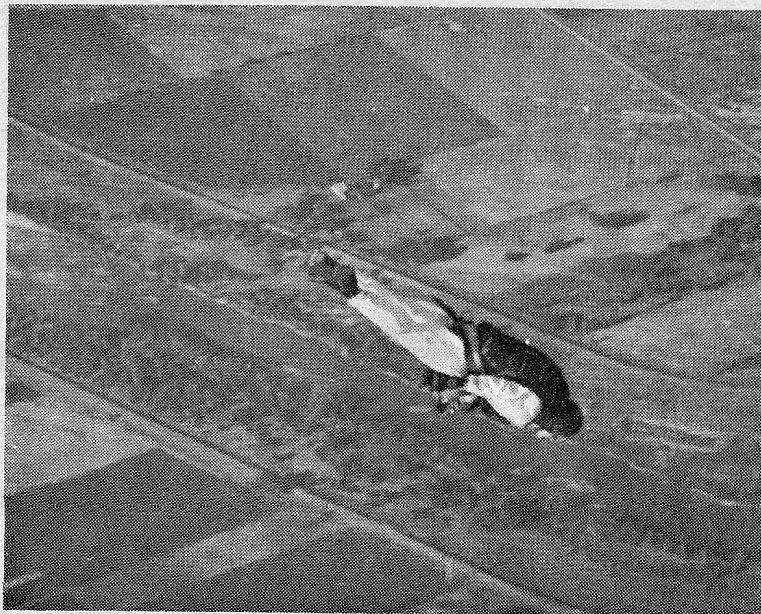


WOULD YOU BELIEVE? ?

I just put my 4th jump on my new PC and thought the following may be of interest to PC owners. I jumped from 5500 feet and pulled at 2500 but my ripcord pocket is tight and I didn't get it out on the first attempt. I gave a good hard pull and when I did, I went into a head-to-earth position. That sure is a funny way to watch yourself unpack. The opening shock only took off my goggles and the chin strap on my helmet. Other than having a good stiff neck, it wasn't bad at all. I have a short sleeve and two MA-1 pilot chutes on my rig which I think helped lessen opening shock. Anyone have any comments on this setup?

Earl Ristau, B-4528

ILLINOIS VALLEY SKYDIVERS



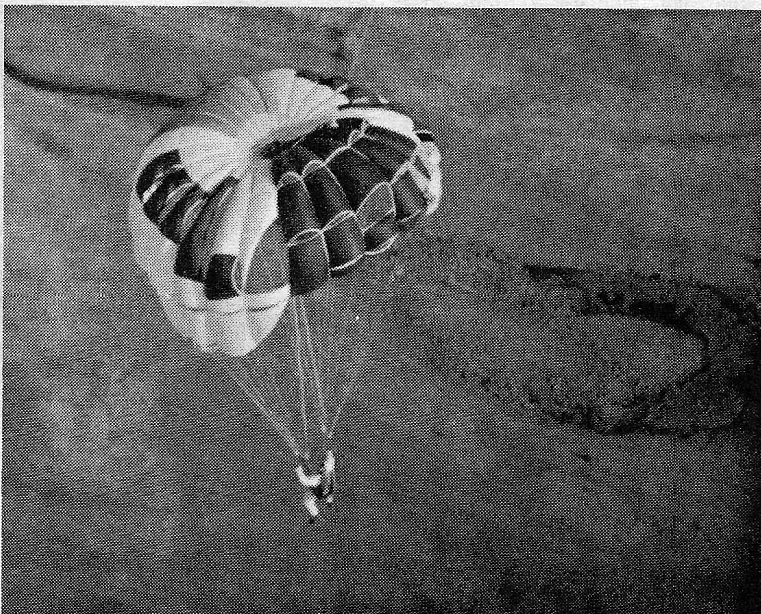
Scat-position and moving out. "Flip" Phillips, D-982, over Arkansas River, Maize, Kansas. Photo by Tom Copenhaver, D-649.



PC vs XBO

I have a letter from a jumper with 300 jumps on one PC that says most of the XBO claims of long life canopies also applies to his PC. If anyone out there has 300 or more jumps on a PC, send the number of jumps and your name in. XBO owners are urged to do the same.

WHEN YOU SEND IN THAT SUBSCRIPTION, DON'T USE THE ADDRESS SHOWN IN THE MARCH ISSUE - IT IS INCORRECT AND THIS ISSUE HAS THE STRAIGHT SCOOP. REFER TO THE BACK PAGE'S RETURN ADDRESS.



"Mad-dog" Dillinger, C-1704, over Maize, Kansas DZ. Photo by Jim Garrison, D-94.

Dear C. E. Hunnell:

After receiving your magazine in the mail free of charge and for no apparent reason. I didn't get by the first and second page without finding a few things to mention but to top it off, your info about the death in Michigan on the guy being checked out for a "D" is false as it could be. You are right about the guy not pulling either ripcord, but he was being checked out for a "B". He had only 25 jumps and was making a 30 second delay from 7500 feet and failed to pull either main or reserve. My info is first class since I was the Field Safety Officer and Chief Instructor for Midwest Sport Parachuting Center, Michigan, for two years (from 1962 to 1964) and in the six years of operation, this was the only death (the one in question). There was no apparent reason for the death except that the fellow was known to be a low-puller and was talked to prior to the fatal jump about it. I will refrain from making comments about the other things which I don't quite understand on pages 1 & 2 of March issue but I did want to straighten out the facts about the death at Midwest located at LaSalle, Michigan and operated by Bob Mc Taggart, D-176, and Bill Weher. Jim Bellmore, D-487

Denton, Texas

Jim, we could very easily be at fault on the "D" instead of "B". This info was given on the phone by Norman Heaton and a "B" can be misunderstood as a "D" because of similar pronunciation as you well know. We apologize and it's too bad that won't erase the entire incident. I have checked pages 1 and 2 closely and find only the cover page and letters submitted by other jumpers. If there is something you don't understand about either of the pages, I suggest you write to Jim West, The Texas Parachute Council, or Bob Carter. They can best explain their own articles.

CEH

IN MEMORIAM

Ludlow Clements died Sunday, 10 April 1966, of cancer. He was employed by Security Parachute Company San Leandro, California at the time of his death and is survived by his wife, Susie Clements. Sport parachuting shares her loss.

FUN JUMPS



FIRST JUMPS S/L

DIABLO SKY DIVERS

42 active members and currently training 14 new students. The DZ is located at the Antioch Airport, Antioch, California (30 miles northeast of San Francisco) and jump weather is just a little this side of excellent. Only three jump days have been missed due to weather since August of 1965. A Cessna 195 and 182 are available jump aircraft and a 24' x 48' covered packing area houses plenty of packing tables. The DZ is a 50 foot, 22 inch deep, pea-gravel bowl. Two training officers spend three weeks on the ground with each student and give the student good use of training aids (a PLF platform; mock aircraft; and suspended agony.) The agony gives the student a chance to get the feel of hanging in the harness and to throw out as many old training reserves as the training officers feel necessary. Too much training isn't too much. If you are in the area or feel you may have a chance of making it, don't miss their 5th Annual Meet the 4th and 5th of June, 1966. You must be PCA and bring a log book. For more information: Mr. Smith, President, Diablo Sky Divers, Inc., 1729 Wellington Street, Oakland, California 94602.

★ ★

A GOING CONCERN IN ALBUQUERQUE

The Albuquerque Parachute Club had a membership of five members in December of 1965. It now has thirty active jumpers and a hard working group that is concerned with the growth of the club and continuing to help it build. A Ground Control Officer, Training Supervisor, and Quartermaster has been added and a licensed rigger is always on hand. Henry Babaldon is the present president with Carlene Carter as Secretary-Treasurer and Jack Carter as the Safety Officer. The drop zone is exclusively at West Mesa Airport, Albuquerque, and jumps are made from an L-13 with a Lycoming engine. Why not drop a line (if you are headed that direction or in the vicinity) and arrange a jump with them? Albuquerque Parachute Club, 2701 Ross S.E., Albuquerque, New Mexico 87106.

★ ★

PLEASE NOTE THE CHANGE
IN ADDRESS AND PASS THE
WORD AROUND.

MONEY, TIME AND COURAGE

Like many others, I had wanted to try my hand at skydiving for quite some time. However, it seemed as though I could never get the three necessary ingredients together -- those of money, time, and courage. I somehow managed, eventually, to gather all three and, after promising my wife to double my life insurance and wash the dishes for the next 1,197 nights, I joined the Fort Bliss Sky Divers.

Before jumping it was necessary to attend a week of instruction, the instruction beginning with the history of skydiving and ending with our packing our own parachutes (under very close supervision). Lastly, practicing parachute landing falls rounded it out. I, and three other novice jumpers, jumped off chairs and fell to the left, right, forward and backward until I felt just a little better than if a herd of buffalo had practiced falling on me. I limped home knowing that in about 36 hours I would be making my first jump. I began to wonder if maybe table tennis wasn't more my sport after all. The worst that could happen would be to swallow a ping-pong ball.

Friday passed quickly -- very, very quickly. That night I attended a party and all those who knew that I would be jumping, delighted in speculating on what my chances were of breaking both arms and legs. As I smiled weakly at their small jokes, I could only wish that I had poison enough for all of their drinks.

Saturday morning dawned clear, cool, and bright. There was no hint of rain or a wind strong enough to prevent me from jumping. I ate an enormous breakfast that consisted of half a cup of coffee and half a piece of toast. I explained cheerfully to my wife that I wanted to be as light as possible, but somehow the thought of food didn't especially appeal to me. As I drove to the club, I counted to myself "one thousand, two thousand, look thousand, pull thousand." I almost caused three accidents as I released the steering wheel to pull an imaginary ripcord four seconds after leaving an imaginary airplane. If you want to be noticed by people, try wearing a jump suit, crash helmet, and pull an imaginary ripcord every

four seconds. I guarantee you will be noticed -- I certainly was.

We left the club and went straight to the airport where I donned my parachute and was completely checked out. I practiced leaving the aircraft a few times and took my place in the plane. As it took off and climbed accordingly. An exit point was determined and I was motioned to the door. I wished that I was wearing goggles because my eyes must have been as big as silver dollars as I inched towards that door. The cut was given and I sat in the door wishing that I was home in bed, and weighed the advisability of crawling back inside the plane. Another signal and I crawled onto the strut and immediately felt calm as I realized that there was no turning back. A slap on my leg told me it was time to go, and I left. One thousand, two thousand, look thous. . . . my chute was open. I maneuvered, to the left and then to the right and spotted the DZ. As I descended and tried to maneuver to the drop zone, it became increasingly evident that I wasn't going to make it. I prepared to land at about 400 feet and upon contact with the earth, did a right parachute landing fall, rolled over, jumped up to insure everyone that I was alright -- and then fell to my knees aware of a slight pain in my right leg approximately equal to being hit by a sledge hammer. I had landed in a hard, rocky, type area which was made especially for breaking bones. I managed to limp back to where the spectators were, dropped off my parachute and refused another jump while I nursed my throbbing leg and elaborated on what a wonderful experience it was to leap into space and float to earth.

It has been a month since that Saturday morning when I limped away from my first landing. The cast has been off my leg for three days and I can almost walk normally. People ask me when I will jump again and I tell them in a few weeks and I mean it too. I must find out if it was as much fun as I said it was. I do know that about a hundred feet off the ground, I will say a quick prayer and when I hit this time, it will be a left parachute landing fall -- but it will be a good landing. A good parachute landing being one from which the parachutist walks away.

Al Baker

Ft. Bliss, Texas

Reprinted from the "Windline"
Texas Parachute Council
Newsletter.

Continued on page 7

NAA EXECUTIVE DIRECTOR ATTENDS BOARD MEETING

Major General Brooks Allen (Ret.), the new Executive Director of the National Aeronautics Association, attended all four days of the Las Vegas Board Meeting of Parachute Club of America. Allen explained NAA's position and accounted for some of the recent misunderstandings between the PCA and the NAA.

He stated that it would be to the benefit of the NAA and all its divisions if they were to be housed under one roof in the Washington, D.C., area as it would improve communications and would give us the opportunity to pool certain office equipment and personnel. It is noted that the PCA is in better financial condition than any of the other divisions, or for that matter, the NAA itself.

★ ★

OMAHA, NEBRASKA: You're never too old. John Peters made his first jump at age 37 and logged 315 before his 40th candle was stuck in a cake.

★ ★

WHAT ONE YEAR CAN PRODUCE . . .

Archway Sport Parachute Center, a year ago, had a "D", a "C", a "B", and one pilot. Funds were also non-existent and very little equipment was available. Nothing to speak of except a lot of foresight and a pledge to work together for one goal: A place for a jumper to come and be sure of a jump and not have to worry about a plane, a pilot and an airport to land on. Because of Dave Verner, D-968, and the other two license holders, the goal was reached. Other than weather, every weekend has been filled with jumpers and over 1700 jumps have been made to date WITHOUT A SERIOUS INJURY. The Center now owns its own 180, with a lift door, and has enough equipment to keep seven or eight students busy for a weekend. A first jump course runs \$18 with a \$8 static line fee until free-fall, which is more than reasonable. Members pay \$3 monthly dues and log 30's for \$3 each. Guest fees are \$4 up to 7500. Special rates are available for other clubs in the area and Archway will let them jump their students at guest rates. Other clubs should follow Archway's example. With progressive Centers such as this, operating for the betterment of the sport, skydiving and its enthusiasts will continue to grow and prosper.

SORRY ABOUT THAT....

MALFUNCTIONS

The following editorial appeared in the Oklahoma Sport Parachute Assn. newsletter "Static Line" and we feel it is not only timely, but a message for every jumper to read and consider:

"I regret to report that OSPA member Betty Frazier had a bad Mae West on February 6th in El Paso, Texas, and five efforts to activate her reserve were unsuccessful. She sustained three fractured vertebra and will be in a cast for six months. Betty is a good jumper and we have no explanation for the Mae West. Her husband, Dean Frazier, D-843, FAA Rigger, witnessed the entire descent. These fine jumpers were on temporary duty from Fort Sill when the incident occurred. Betty had never had a malfunction and had never deployed a reserve in the air. Dean recommends opening and deploying a reserve during a normal descent as a part of routine training of students. It sounds logical to me. I have never opened a reserve either. It was Betty's 104th jump.

This incident prompts me to make the following recommendation for our OSPA meets: I recommend that we, as a part of our standard procedure, designate an official photographer with movie camera equipment, preferably with telephoto lens, as one of the meet officials. He should be assigned to the drop zone or somewhere near the exit point with the specific assignment to watch all exits. In the event of any malfunction, hesitation or excessive delay, he could start and take movies during the entire descent. This could be as important to the analysis of malfunction, etc., as the jumper himself, who merely doesn't know what happened. The cost of film could be underwritten as a part of the cost of the meet, and we would have a visual record of every accident."

Lew Watson
OSPA Director
Ada, Oklahoma

★★★★

OUR NEW ADDRESS IS: PARAPRINT, P. O. BOX 2131, WICHITA, KANSAS 67201. PLEASE USE THIS ADDRESS FOR ALL CORRESPONDENCE IN REGARD TO "DZ-USA."

Regarding the entanglement of Elizabeth Frazier, C-2538, in the March issue, we received the following letter from her husband, Captain Dean Frazier, D-843: "My wife Elizabeth gets out of the hospital in another month and recommends (re: main malfunctions) for experienced jumpers to immediately cut-away and dump a pilot-chute deployed reserve. It may be awhile before she gets back in the air but she's still with the sport all the way. Students, get the reserve out now!!"

INJURIES

Would you believe that "yours truly" broke his leg on a night jump on 19 March? My flashlight was too weak (two-cell) and while trying to see something (anything!!) on the ground, I landed in a slough about a foot deep with water and sunk into mud up over the tops of my boots. My feet stayed one place and my legs went another. The right leg was broken just above the ankle. Brief of my own mistakes: I exited too short and overshot the target which was well lighted; the flashlight was too small for effective searchlight use; I was wearing old badly-scratched goggles which didn't help my vision in the least; and I was relying on a 20,000 foot altimeter which was still reading between 100 and 200 feet upon impact. S.A.T.

★

LINDA CRASHES

When I was five and twenty
I heard a wise man say -
"Linda, Practice your PLF's
and always land that way.
Tuck in your chin and elbows,
Bend your knees a little, too;
Look only at the horizon
or it'll scare hell out of you!
Never stiffen your body,
or pull your legs up high;
Remember, it can be dangerous
falling from the sky.
Practice! Practice! Practice!
To safety that's the key."
But I was female and busy -
No use to talk to me.

When I was five and twenty
I heard a wise man say -
"It's compressed and its fractured,
But it was only a vertebra!
No permanent damage this time;
In a month you'll be on your feet.
And then we'll give you a back
brace,

Won't that be a dandy treat?"
The pain will one day disappear;
Someday, I'll pay the bills!
Till then I'm grounded on my
back
surrounded by needles and pills.
The words of wisdom that I
heard
are now the words of rue.
For I'm hurting plenty now;
And, oh, 'tis true, 'tis true!
Linda L. Thomas
Roswell, New Mexico

Editor's Note: In the February issue, we carried Linda's first jump under "Linda Leaps", hence, the appropriate title for this article. Linda has been in the hospital several weeks now and we hope she doesn't give up the sport because of one bad landing. We are pulling for you, Linda.

FATALITIES

First fatality for Colorado--Pine Valley, Colorado (near the USAF Academy)--A cadet of the Air Force Academy Sport Parachute Club cut away from a malfunctioned PC and the reserve never had time to fully deploy. Jumper had 110 jumps and was in charge of the Academy Sky Diving Club. No further details available.

SEND YOUR COPY IN TODAY
WHILE YOU ARE THINKING
ABOUT IT. SOMEONE ELSE
SUBMITTED THE STORIES
YOU ARE READING - RETURN
THE FAVOR.



Unidentified jumper over Maize, Kansas DZ. Any comments? Photo by Tom Copenhaver, D-649.

SAFETY SUMMARY

SMOKE BOOT BRACKETS

After the O'Rourke fatality, caused an entanglement with a boot smoke bracket, we discussed the outlawing of this type bracket at Illinois Valley Parachute Club, along with certain type surplus smoke bombs. By now, all seem to have forgotten it.

While jumping recently, I found myself again dealing with this matter. The temperature was 16 degrees and we loaded several shivering bodies into the "Howard". I noticed a big boot between my legs and positioned about halfway between my knees and my belt buckle. Attached to the boot was a contraption of sheet metal resembling a NO PARKING sign bent into a U. Inside the U was an army green cylinder. One end of the cylinder housed a nozzle type affair with a pull-pin like a grenade, attached to the pin was a string, and I followed it up to the hands of the jumper sitting in front of me. "I'm jumping smoke," he announced.

I tried to slide back a little so that the bomb would be closer to my knees than my belt buckle. As I nervously anticipated someone snagging the string, I asked, "Does that pin pull out pretty easily?" "Oh, yeah. That's no problem at all. I have it nice and straight and all polished smooth. No problem pulling it at all!" "Gulp!!"

I feel this type of smoke arrangement should be banned at IVPC and everywhere else as well. It's double dangerous. It is prone to entanglement and is extra easy to set off in the aircraft. If you don't agree with me, next trip you sit with one between your legs. I'll stay next to the door.

Ron Doughy
Reprinted from the "Skyline"
Illinois Valley Parachute Club
Pekin, Illinois

Bravo your emphasis on safety and reserve procedure. How about some comments on this one — consider the unpleasant situation of an "attached partial malfunction," say via a pilot chute-boot tangle. Might it not be worth the time to release both capewells before deploying the reserve? True, you're not free of the tangled main, but it seems as though the resulting streamer (from your boot) is less likely

to trap your reserve, than is the horseshoe-shaped mess you had. How about it — all you piggyback jumpers?

Jim Moore, B-4340
Pittsburgh, Pennsylvania

Jim, I hope we get several opinions on a situation like this. My personal opinion would be to agree with you, however, hanging upside down could be a little spooky and awkward not to mention the fact you may have a built-in spiral with a streamer hanging off one boot. If a spiral-motion did commence, "barber-poling" would more than likely occur when the reserve was deployed. Several issues back, "Parachutist" covered this subject to my satisfaction and the method suggested there seems more logical. As you can see, I have already talked myself out of releasing the capewells on second thought, so maybe we both need additional opinions from other jumpers.

Editor

REGARDING FORMS AND

SUCH: I apologize for not answering letters requesting forms (stationery, reserve packing slips, etc.) and must explain that until a few more orders are received, the printing cost is too high for a small run at this time. Be understanding and within the month, I'm sure a reasonable price list will be determined and those requesting forms will be notified by individual letter. Sorry, for the delay.

TRAINING TEST FOR STUDENTS

This test is a part of the written examination that Lincoln Sport Parachute Club, Inc., gives each and every first-jump student. It is given by the Club Safety Officer and the complete test takes about 2½ hours. After testing, the CSO then covers the student's weak points as shown by his answers. Keep in mind that the students taking this test have had a normal amount of training and some questions may seem too basic for an experienced jumper, however, the test has been added to over a period of five years and there is a good reason for each and every question. So, student or not, let's see how you would make out on "Freefall and Landings":

1. What is terminal velocity and how many seconds of freefall does it require to reach it?
2. What is a flat spin? How do you recover from one?
3. If unable to stop a spin, what must be done?
4. Describe each of the following: Delta? French Frog? Full Spread?
5. How do you recover from a head-down attitude?
6. Why or why not is it a good idea to rely solely on instruments?
7. Approximately how far does a static line jumper fall before his canopy is fully inflated?
8. What happens when only the right hand is used in making a ripcord pull?
9. Which hand should a left-handed person use to pull a ripcord?



Steve Hunter, D-1092 right after exiting over Russellville Collegiate Sky Diver DZ, Russellville, Arkansas. Photo by: William C. Kiehl, D-1095.

10. What is a pilot chute hesitation? How do you correct or prevent this?
11. What is the danger of an improper opening position?
12. What are riser twists and what do you do about them?
13. What is the first thing you do after your chute opens?
14. When should a jumper start observing for and correcting drift?
15. What is a slip? Purpose?
16. What is crabbing?
17. What are brakes and how do you use them?
18. In the air, which jumper has the right-of-way and why?
19. What can happen if you should drift directly over another open canopy?
20. Is it dangerous to make fast turns close to the ground? Why?
21. What is a body turn in the harness and its purpose?
22. How should a person come in for a landing in relation to the direction of the wind?
23. What is the most important thing on landing?
24. Name and describe three different methods for collapsing a canopy once a person is on the ground?
25. What is the number one thing to do once you are on the ground?
26. Why is it important to jump regularly if you want to continue in the sport of parachuting?

Answers on page 13.



DZ USA:

Sign me up! I'm impressed! How can you crowd so much info in such a small rag? The "big boys" take at least two issues to pass on that much poop.
Doug MacCallon, D-1172
Roswell, New Mexico

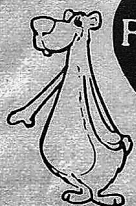
Doug, we have very little bread-and-butter (advertisements) and more meat (articles by jumpers themselves) and plan to make a steady diet of this arrangement (even though we may starve).

CEH

Dear Mr. Hunnell:

On my way to Viet Nam again. My best luck to you in your new enterprise. It's a fine contribution to the sport.
Lt. Col. John G. Hayes
Ft. Leavenworth, Kansas

Continued on page 12



FIRST JUMPS S/L

Continued
from page 4

A VERY GOOD REP

As a Kansas University co-ed, I decided to broaden my education by taking up skydiving with the KU Sky Diving Club. Of course, I was completely unaware that I was the only girl member of the club! I soon found out that being the only girl in the training program often is not as great as it sounds! I found myself the subject of many remarks and the material for many jokes among the opposite sex . . . all of which made me more determined to show the ability of my sex.

My thoughts up until exit time were dominated by the fact that the whole of the female sex was depending upon me to make this jump. As I fumbled out onto the strut, I felt exactly like a pregnant woman, and for the first time, I wondered exactly what I was doing there. Five seconds later, I found out — it was not to uphold the female sex — they could get along without Pam Banta's first parachute jump in Topeka, Kansas. It was because I experienced a feeling I have never felt before. It was a cross between fear and ecstasy and it was great!

When I was on the ground again, I did not feel that I successfully upheld the female sex. I felt like any skydiver feels, male or female, when he makes his first jump.

Pam Banta
KU Univ. Sky Divers
Lawrence, Kansas

HAVE YOU NOTICED OUR CHANGE IN ADDRESS? WRITE IT DOWN BEFORE YOU LOSE OR MISPLACE THIS COPY. YOUR LOGBOOK WOULD BE A PERFECT PLACE TO JOT IT DOWN.

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Byrl B. Smith
Turpin, Oklahoma

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Vancouver, Washington
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U. S. Virgin Islands 00801

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Edward Dolney
Milwaukee, Wisconsin

Continued on page 15

MEET EDITORIAL

OSPA QUARTERLY STATE MEET

6 MARCH 1966

STROUD, OKLAHOMA

Byline: Bernie Ward, Wichita

Anyone who would get up at 2 (in the morning) and drive 200 miles to a meet has to be completely out of his gourd -- or a jumper -- and I'd rather think we're jumpers. Sixteen of us from Great Plains Skydivers (plus miscellaneous wives and other type female friends) headed out the morning of the meet, when most normal party people are just thinking about starting for home. Five carloads of grumbling bodies drove south from Wichita and just as light was breaking over the scrub hills, we rolled into Stroud, Oklahoma. The information from the Oklahoma State Parachute Association said the registration would start at 7 AM. At 9AM, we started signing up and the loads got moving soon after, about 15 altogether. Aircraft used was a Cessna 180 and a 172. That "skyhook" door on the 180 was mighty welcome on those first few loads, because it was cold enough to freeze that poor old brass monkey all over again. For most of us, it was our first competition so we were anxious to get with it. We decided to look the target over, so we walked out and walked and walked and walked. Several choice words were overheard on the journey for not bringing a lunch along or leaving a trail of breadcrumbs to find our way back. It would have been a safe move for even birds are smarter than going out in that cold. The first lift was Jim Scott, Jerry Jones and myself and we were all in the circle. I managed to fumble through with a 30 footer but after that, old Clyde Zap took over. Most of the time between jumps was spent watching PC's and an occasional cheap-o crash and burn on that cold, hard ground; and I do mean hard. The target wasn't plowed when we got there, but during the day we managed to chew it up pretty good with our bruised and battered bodies. There was, however, only one accident the whole day. One Oklahoma jumper screamed in, reaching for the disc, and they had to carry him off with a broken shoulder and broken arm. About 4 PM, the individual events were finished and the team jumps were quickly ran off. One unattached Wichita jumper, Flip Phillips, was on the second place team. Only one thing left at this point and that was prize money. So we

waited and waited while they figured it up. I didn't get the names of the team winners, the advanced winners or the best overall, but Doug Crespino, Great Plains Skydivers, wrapped up first in the novice accuracy with me coming in second in spite of two zapped jumps. By 8 PM, we were back on the road and it was so late by the time we arrived in Wichita, no one had the time to talk about the meet. So what did most of us think of the meet? It was a blast! It's surprising how much you learn in competition jumping that you don't get in fun jumping. The whole thing was a great experience and one that is bound to pay off in the long run--maybe enough to pay for all the No-Doz I consumed driving home.

Editor's Note: See "Wood" section for the list of winners in the Stroud, Oklahoma Meet.

HOT SCOOP

NEW NATIONAL DIRECTOR

Craig Elliot, Captain, U.S. Air Force, was elected by the PCA Board of Directors to fill the National Director position recently vacated by Lew Watson. Elliot, who is currently stationed at El Centro, California, is well known for his contributions to skydiving publications and is well qualified to fill the unexpired term. His work on the Safety and Training Committee for Parachute Club of America has resulted in an updated and more realistic set of Basic Safety Regulations which should be completed by the next Board Meeting (following the Nationals, 11-19 June 1966.)

ARCHWAY'S HIGH ONE

Planned for the 10th of April, and probably past history at this printing, Archway Sport Parachute Center is offering a fun jump from a DC-3, from 15,000 feet, for \$7.00 each or two for \$13.00. The DZ is located in Sparta, Illinois and excellent for a high altitude jump. For only seven bucks, you can't afford not to make this one. For younger jumpers, the Center will get you a thirty-plus (7500 feet) for \$4.50. Clubs and centers, such as Archway, are worthy of your support. Throw a rig in the car and get out there.

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

CONFERENCE NEWS ITEMS

SPECIAL NOTICE FOR CENTRAL CONFERENCE AREA CLUBS

The Midwest Sport Parachute Association is in the process of completing a new membership list and would like your help in this matter. Furnish them with a copy of your membership if you are now a member of MWSPA -- or -- if you are not a member as yet, it would be a distinct advantage for your club and members by belonging to the largest Association in the Midwest. Member clubs and interested clubs are requested to submit the following information to the association treasurer, Dick Walkup, 4475 South 60th, Omaha, Nebraska:

1. Name of club officers and addresses;
2. Number of active members;
3. Number of license holders A, B, C, and D;
4. Drop zone most used; and
5. Jump dates.

MWSPA is the only large voice of parachuting in the Central Conference and in addition to membership patches and cards for all members, the association is host to at least four meets a year and coordinates many club invitationals and fun jumps during the year. MWSPA has hosted the past three Conference Eliminations and will do so again this year. Sit in on the association meeting, 7 May, Independence, Missouri, and see how an effective organization functions and could benefit your club.

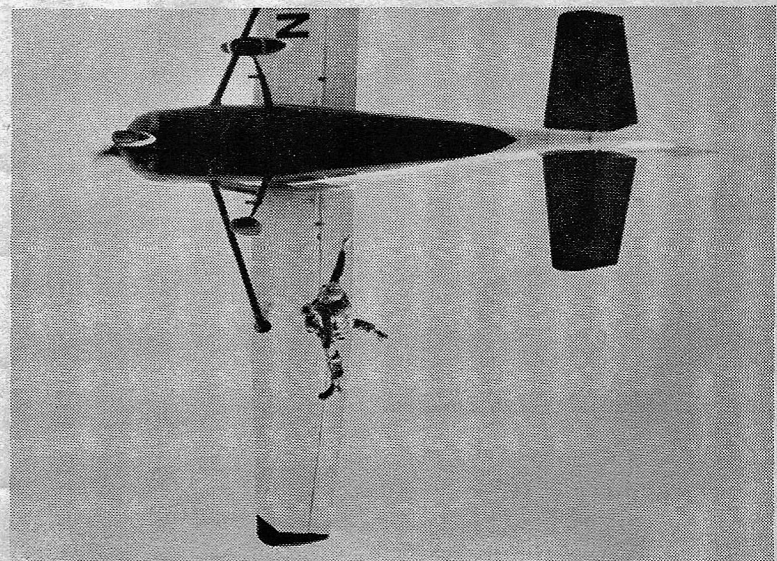
CONFERENCE REAPPORTIONMENT

At the Las Vegas Board Meeting, Ray Starnes (who has since resigned the post of PCA Secretary but is still Conference Director for the Mid-Eastern Conference) set forth several conference area reapportionment plans. The plan is to make each area approximately the same size in population. The North-east Conference and its 700 members fell in the middle group and was left unchanged, however Lyle Cameron called for a modification of Starnes' plan and proposed an alternate plan which would cut off New York City and connect it to the Eastern (New Jersey, etc.) Conference so as to better align spheres of influence. Both plans will be placed before the PCA membership through "Parachutist" and will be considered at the National Membership Meeting during the Nationals, 11-19 June. Final action will be taken by the full Board at its meeting following the Nationals. Northeastern jumpers, particularly those from metropolitan New York, should make their feelings on the subject known to the Conference Director, Dan Poynter, as soon as possible.

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

★ ★

★ ★



Steve Hunter, D-1092, exits a Cessna 182 over the Russellville, Arkansas DZ. Photo by: William C. Kiehl, D-1095.

WOOD!!!!

OKLAHOMA SPORT PARACHUTE ASSOCIATION QUARTERLY STATE MEET 6 MARCH 1966 STROUD, OKLAHOMA

- Novice Accuracy**
1st - Doug Crespin, Eldorado, Kansas
2nd - Bernie Ward, Wichita, Kansas
3rd - Marilyn Richardson, Stillwater, Oklahoma
- Advanced Accuracy**
1st - Jeffrey Weller, Fort Sill, Oklahoma
2nd - Fred Hill, Oklahoma City, Oklahoma
3rd - John Brick, Vance AFB, Oklahoma
- Team Accuracy**
1st - Mike Mythen, Bob Drake, Dave Miller, Tulsa, Oklahoma
2nd - Dave Woolsey, Leonard Skeehan, Tulsa, and Cliff Phillips, Wichita, Kansas
3rd - Jeffrey Weller, Bill Mackey, Larry Smith, Ft. Sill, Oklahoma

No malfunctions were experienced with only one injury (Joe Camp, Denton, Texas, broken leg); and a total of 138 jumps were made in less than eight hours. Next meet will be on May 29th with weather dates of May 30th (Memorial Day) and June 5th. See you there.

2ND ANNUAL PARA-SHOEING CHAMPIONSHIPS PEPPERILL, MASSACHUSETTS 27 FEBRUARY 1966

(Originally scheduled for Manchester, New Hampshire 19-20-21 February 1966. See February issue of "DZ-USA".)

MEN

- 1st Place:** Bud Creekmore
2nd Place: Paul Viviers
3rd Place: Jim Russi

WOMEN

- 1st Place:** Ruth Ayer
2nd Place: Marge Bates



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



"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.

CENTRAL CONFERENCE CHAMPIONSHIPS

Tonganoxie, Kansas
 16 - 17 APRIL 1966

Mens - Accuracy

1st	- James Colombo, Chicago	1758
2nd	- Tom Schapanski, Chicago	1648
3rd	- Jim Pena, Chicago	1449
4th	- James Lane, Chicago	1415
	- August Killian, St. Louis	1415
5th	- Steve Bemke, Chicago	1383
	- Roger Wolford, Chicago	1383

Mens - Style

1st	- Stan Searles, Omaha	940
2nd	- Dave Verner, Sparta, Ill.	920
3rd	- Dick Roberts, Springfield	880
4th	- Steve Bemke, Chicago	850
5th	- Cliff Phillips, Wichita	820
	- Kurt Roth, Chicago	820

Overall (Men)

1st	- Tom Schapanski, Chicago	2278
2nd	- Steve Bemke, Chicago	2233
3rd	- Jim Pena, Chicago	2139
4th	- Dick Roberts, Springfield	1934
5th	- James Lane, Chicago	1895

Women - Accuracy

1st	- Helene Tozer, Chicago	1355
2nd	- Pat Meinor, Chicago	391

Women - Style

1st	- Helene Tozer, Chicago	500
2nd	- Pat Meinor, Chicago	310

Overall (Women)

1st	- Helene Tozer, Chicago	1855
2nd	- Pat Meinor, Chicago	701

Because of winds in excess of 18, two rounds of accuracy were completed on Saturday, with one round of style on Saturday and one on Sunday. Scores were based on two jumps and meet was called on Sunday. Two injuries were sustained: Danny Payne (separated a shoulder and injured his arm after a stall occurred on his PC right above the deck) and Guy Thiel (wrenched a knee on a competition landing). There were 42 contestants and three planes were used (two 180's and a 182).

SPECIAL NOTE: MWSPA, which was host to the meet, will hold an association meeting at Mancuso's Meadowbrook Restaurant, 4701 W. State Avenue, Kansas City, Kansas, at 7:30, 7 May. \$2.25 for those who wish to eat. Profits from the Eliminations will be discussed and all members are urged to attend.

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.)

SECOND ANNUAL CARNIVAL WATER JUMP

30 APRIL 1966

ST. THOMAS, VIRGIN ISLANDS

One jump, from 5000 feet if no instruments are worn, "hit and swim" event. Entry fee: \$10.00, with cash prizes for the first five places (courtesy of Amstel Beer and Haig & Haig Scotch). Time will be determined from moment feet touch the water to the moment hand touches target. Must be a "C" license holder or above and have ASO clearance for water jumps. For more information: Write St. Thomas Sky Divers, Inc., Roger a. Christensen, Secretary, P. O. Box 153, St. Thomas, V. I. 00801 (air mail postage 8¢).

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.

PACIFIC COAST SPORT PARACHUTISTS

SECOND ANNUAL MASS JUMP
 LONG BEACH, CALIFORNIA

30 APRIL 1966

A two day event with the jumps scheduled. Take-off is set for 8:00 a.m., Saturday, from the Long Beach Municipal Airport. Fee: \$25.00, paid at time of application. Includes round trip flight and two jumps from 15,000 feet. Additional jumps will be scheduled at \$10.00 per jumper from 15,000 if sufficient interest is indicated. Minimum experience is 50 jumps, at least five of which must be stable delays from 10,000 or over, and at least three of this five must be mass jumps with four or more jumpers. Log books will be verified. A current medical is required and insurance in accordance with California State laws. All reserves must have a current repack on the packing card and must be sealed. Jumpers desiring to exit as a group to be seated as a group in order to exit as a group. No disorder in exit procedure will be permitted. No boot mounted flares will be permitted. Send your application with a check or money order to: Pacific Coast Sport Parachutists, 8547 East Imperial, Apt. 67B, Downey, California.

MIDWEST SPORT PARACHUTE ASSOCIATION SECOND QUARTERLY MEET

Tonganoxie, Kansas

7-8 MAY 1966

Meet will be held on Saturday and Sunday with competition beginning at 1:00 Saturday. Events for the meet will be announced at a later date. Association meeting Saturday evening and annual elections will be held. A proposal to amend the association constitution will also be voted on concerning "Guests and Independent Members of MWSPA" so make your vote count by attending. Contact: Richard Walkup, 4475 South 60th, Omaha, Nebraska, for further information; or Jim Garrison, 910 East Alton, Apt. #2, Independence, Missouri.

COMING MEETS

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.

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.

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.

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.)

EASTERN CONFERENCE CHAMPIONSHIPS APPLGARTH DZ HEIGHTSTOWN, NEW JERSEY 21-22 MAY 1966

For further information contact: Leon Potts, Eastern Conference Director, 118 Hazlet Avenue, Hazlet, New Jersey.

SECOND ANNUAL ARCHWAY INVITATIONAL SPORT PARACHUTE MEET HUNTER FIELD SPARTA, ILLINOIS 28-29-30 MAY 1966

Novice Accuracy (3 jumps); Advanced Accuracy (3 jumps) (Cheapos and Lo-Po's); Advanced Accuracy (3 jumps) (Any Canopies); Style (2 jumps); Team Jump (one jump), \$9.00 per team; and Hit and Run (one jump), fastest time, \$3.00 entry fee. All events have \$9.00 entry fee except Style (\$7.00) and Hit and Run. First Overall wins a PC, sleeve and pilot chute and other prizes for winners include a pair of Pioneer coveralls; Bell Helmet; Para-Boots; and five-jump certificate. PCA membership required. Entrance fee must be received by 15 May. For further information: Archway Sport Parachute Club, Hunter Field, Sparta, Illinois.

HAVE YOU NOTICED OUR CHANGE IN ADDRESS?

MOUNTAIN CONFERENCE CHAMPIONSHIPS DENVER, COLORADO 28-29 MAY 1966

For further information contact: William Driver, P. O. Box 20101, Denver 20, Colorado or Richard Simon, Mountain Conference Director, 1414 East 8425 South, Sandy, Utah.

NORTH-CENTRAL CONFERENCE CHAMPIONSHIPS STANTON, MINNESOTA 21-22 MAY 1966

(Rain Dates: 28-29 MAY 1966)
Accuracy Event: \$15.
Style Event: \$15.

For further information contact Charles R. Wagaman, NCC Director, 9700 Fourth Avenue South, Bloomington, Minnesota 55420.

SOUTHERN CONFERENCE CHAMPIONSHIPS HUNTSVILLE, ALABAMA 28-29 MAY 1966

For further information contact Huntsville Sport Parachute Club, 2706 Dry Creek Drive, N.W., Huntsville, Alabama or Charles R. MacCrone, Southern Conference Director, 3614 Vogel Drive, N.W., Huntsville, Alabama.

NORTHEAST CONFERENCE CHAMPIONSHIPS Taunton, Massachusetts 21-22 May (Rain Dates: 28-29-30 MAY)

For further information contact: Bud Creekmore, 17 Terrace Hall Avenue, Burlington, Massachusetts 01803 or Dan Poynter, Post Office Box 172, Orange, Massachusetts 01364.

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

Entrance fee: \$50.00, 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.

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

This is fun meet for everyone. The Saturday meet is separate from the meet on Sunday, for those who can't make it on Saturday. The events will be:
SATURDAY: JUNE 4th

3 Man Show Jump (\$15.00)
- Powder Puff Hit & Strip (\$4.00) one surprise event which will be the wildest airborne race ever (\$5.00) - Free style with bat-wings (\$5.00) - and a Night Hit-and-Run Chug-a-lug (\$5.00).

SUNDAY: JUNE 5th

3 Class Hit & Run, two jumps (\$7.50) - Splash & Swim water jump (\$4.00) - Classes for Hit & Run are: Novice (0-50 jumps); Intermediate (51-150); and Advance (151-over).

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

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.

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.

COTTONBELT PARACHUTE COUNCIL MEET PASCAGOULA, MISSISSIPPI JACKSON COUNTY AIRPORT 2-3-4 JULY 1966

Accuracy: 3 jumps, all count, 5 x 10 scoring (Class B: 5-49 free falls; Class C: 50-199 free falls; and Class D: 199 and above free falls.)

Style: Open to Class C and D jumpers, 3 jumps, all count, 5 x 5 scoring, pre-determined International Series.

Team: 3 jumps per team, all count, 5 x 10 scoring.

\$6.00 registration fee and \$3.00 per jump. All PCA members eligible. For more information, contact: Noel Funchess, 8 South Reed Avenue, Mobile, Alabama 36604.

- 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

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	1st - \$500.00
2nd - PC canopy, sleeve, pilot chute	2nd - \$200.00	2nd - \$200.00	2nd - \$200.00
3rd - 26' P.I. conical reserve and container	3rd - \$100.00	3rd - \$100.00	3rd - \$100.00
4th - \$75	4th - \$ 75.00	4th - \$ 75.00	4th - \$ 75.00
5th - \$50	5th - \$ 50.00	5th - \$ 50.00	5th - \$ 50.00
6th - \$35	6th - \$ 35.00	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.

HOTDOG SECTION



The above picture was taken prior to a demonstration cut-away jump made by the Texas A & M University Parachute Team. From left to right; Skip Heard, D-1117, Bob Richardson, C-947, and Mike Linz D-681. The team pilot is John Kunzman. All three jumpers exited the Cessna at 5500 feet on the same pass, free-fell for 15 seconds, opened together and then cut-away together. To quote Michael Linz, "We aren't claiming any firsts on this jump because we know that Lyle Cameron will dig up another Ralph Wiggins and this time he will have two buddies! Speaking of Ralph Wiggins, Richardson's rig looks like something he might have used. Oh well, I guess trying to keep the NCPL going and trying to make all the arrangements for the NCPL Championships to be held here, hasn't left Bob too much time for designing cut-away rigs!" unquote.

Overheard from a student on his 15th jump: "Oh, come on, fellows, and let me on this lift. I only need 985 more jumps for a free subscription to "DZ-USA!" Come on, fellows, let him on.

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.

ABOVE AND BEYOND

In the March issue, you said you haven't heard anything on high ones since the winter got here. We here at the Illinois Valley Parachute Center didn't let a little cold weather stop us. I myself have made 16 jumps from 12,500 or higher from November through March. Most of them were from 12,500 because it cost \$1.50 more to go to 15,000 and I always say if you can't get it done on a 60, you probably won't get it done if you go higher. One thing that does help us is the plane we are using. It is a Howard with a 600 horse engine hanging on the front. It only takes 20 minutes or less to get 15,000 feet with six jumpers. The highest jump I have made out of it was from 18,600 last November and I must say it is a little cold at that time of the year.

David Blume, D-1088
Illinois Valley
Parachute Center

If you are anticipating a jump from 15,000 or over, or if you have already gotten a lift off from that altitude or above, we want to hear about it. Let us know if you used oxygen and a little about the preparations necessary to make the jump. Type of aircraft and what it cost each jumper is as important as the location of the DZ and distance to the target by the closest and farthest-out jumper. In short, give us the whole bit and let other jumpers wish they had made the jump with you.

RECORD JUMPS

Wind Record: R. L. Carter, C-3044 - Rolla, Missouri - 35 knots, 8 inches to target. See March issue.

Night Altitude Record for Kansas: Maize, Kansas - 14,000 feet, 6 March 1966. See March issue.

60 Freefall Parachute Jumps in One Day: Jim West, C-489 - Xenia, Ohio, 18 July 1965. See March issue.

Double-cutaway, water landing, disputed record: Bill Buckley, B-1161, Beaumont, Texas. See February issue and comments in March issue.

Double-cutaway, Ground landing, Disputed Record: Bill Buckley, B-1161, Beaumont, Texas. See February issue and comments in March issue.

Water Landing Jump

--(Could be a world record) -- Roger Christensen and Tom Pritchard, St. Thomas Sky Divers, U. S. Virgin Islands -- January 11th, 1966 -- "Indicated altitude" 22,400 -- "Corrected" altitude 27,000 -- Seconds of delay, 100 seconds -- Aircraft used, Cessna 206 -- Charlotte Amalie Harbor, U. S. Virgin Islands -- Exceeded previous record by 3,100 feet -- Certified by Page Winter, Peter Fink and Donald Dewerd, St. Thomas Sky Divers, Inc.

If you know of a jumper with over 1000 jumps, encourage him to submit his name and total.



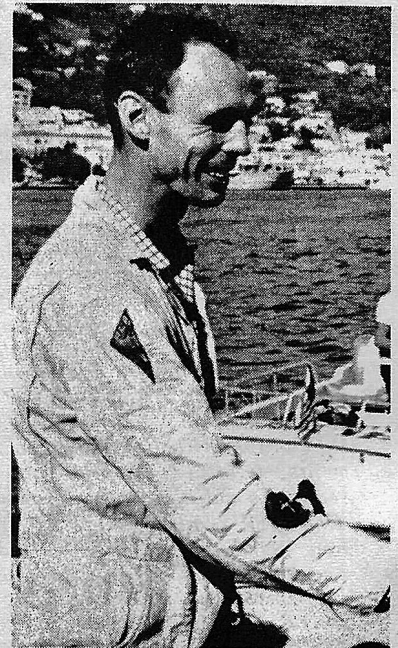
Roger A. Christensen happy about the whole thing and . . .

APPROACH WITH AWE AND RESPECT

- Paul Poppenhager . . . 2050 plus
- Carlos Wallace . . . 1700 plus
- Lyle Cameron . . . 1700
- Jim West, C-489 . . . 1300 plus
- Coy McDonald, USAPT1200 plus
- Lewis T, Vinson . . . 1184
- Loy Brydon . . . 1000 plus
- Bobby Ledbetter APT 1000 plus
- Jack McLaughlin . . . 1000 plus
- Lee Guilfoyle . . . 1000 plus
- Leo Kryske, USAPT. 1000 plus
- Jim Lewis . . . 1000 plus
- Danny Byard . . . 1000 plus
- Ray Duffy . . . 1000 plus
- William Boeringer . . . 1000 plus
- Robert Matthews . . . 1000 plus
- Bud Keisow . . . 1000 plus

500 AND OVER

- Stanley Searles, D-212 . 999
- Lewis Sanborn, D-1 . . . 950 plus
- Leon Potts D-220 . . . 946
- Harry Schmoll . . . 920
- John Garrity . . . 850 plus
- Ed Dorey . . . 800 plus
- Joe Crane, C-1 . . . 689
- Noel Funchess . . . 700
- James Garrison, D-94 . 600
- Sgt. H.W. Gough Jr. . . 575
- Tom Copenhaver, D-649 540
- Bill Ottley D-298 . . . 520
- Jerome Tyson, D-202 . 510
- Dick Lewis D-522 . . . 510
- 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



Tom Pritchard, the other half of the record breaking pair.

Dear Gene:

Under the heading of record jumps, February issue, you had listed two double cutaways. I felt I should mention my feelings on this point. PCA says that an intentional cutaway other than for emergency reasons is now prohibited. I don't think this should be listed as a record jump. This is inviting someone to try and beat it. We all have the same set of rules to follow and I feel they should be followed to the letter. After all, they are made for our safety. Other than the above, I think you've got a good thing going. This is four dollars I consider well spent. I have a hard time keeping track of my copy. Everybody wants to read it. Out of all the skydiving magazines, papers, etc., I get "DZ-USA" and think it is the best.

William J. Smith
Guided Missile Crew
USS ENTERPRISE
CVA (N) 65
c/o FPO,
San Francisco, Calif.

Bill, both of the jumps you refer to were made in 1962 and were made in accordance with existing safety regulations At That Time. In addition, to the best of my knowledge, PCA has never spelled out, as such, a regulation strictly forbidding cutaways (or more correctly, breakaways). You must remember that BSR's are suggested safety regulations and, although we should follow them to the letter, many non-PCA (and PCA members in some instances) do not regard them as law. I am with you that all jumpers should have the same set of rules, but unfortunately, it will be some time before that is accomplished. I will add that the new BSR's which are to be completed in the next couple months, will contain regulations on breakaways which support your opinions on deliberate canopy separations. "DZ-USA" joins you in discouraging any type of cutaway and/or breakaway and I sincerely hope no one tries to better Buckley's record jumps. As seen by the March issue and Lyle's comments, it is very doubtful either record is valid, however. Regarding BSR's again -- one of the new regulations will be that certain licenses are not required to wear instruments. Do you intend to follow that regulation? Thank you for the kind words on "DZ-USA". I hope we continue to live up to your compliment.
CEH

Sirs:

Para-Print, Sky Diver, Parachutist, and "60's" -- wonderful! I just received the March issue and I'm sorry but I never knew this magazine existed or was about to exist. I've been jumping up in Fairbanks, Alaska and maybe the cold numbed my wig. Can I buy the back copies?

Bill Madden
Ft. Sam Houston SPC
Ft. Sam Houston, Texas

Dear Gene:

Enclosed is \$4 for one year. Should have started sooner. Are back issues available?

Jerry Tyson, D-202
Chicago, Illinois

Back issues are available at two-bits each, however all subscriptions received before the 10th of April will receive back issues free.

CEH

Dear Gene:

Just got my free issue of your rag and I must say -- I'm impressed! Particularly like your true-poop/ads ratio. Keep it up.

One suggestion -- the contents of your last issue speaks well enough for you, and the columns spent on "back-patting" letters could probably be better used. Best of luck.

Jim Moore, B-4340
Pittsburgh, Pennsylvania

Jim, I agree with your suggestion 100%, however, we are still in a "promotional" stage and the "back-patting" letters are intended for non-subscribers to let them know what others think of our pub. We have printed every letter received and strangely enough, they have all been "back-patters." The May issue will cut back on such letters and the space will be put to better use.

Dear Gene:

Your magazine is truly an inspiration to a novice jumper like me. I appreciate any and all the help I can get to become proficient in the sport. Your quiz on reserve instruction may save a life, even my own -- more quiz's please.

Dolores Kobretz
California Parachute Club
Livermore, California

DZ-USA:

Thanks for your free copies. Truly the very greatest in sky diving magazines.

Dr. C. B. (Gus) Anagnostis
Galveston Sky Divers
La Marque, Texas

Dear Gene:

Received this morning a complimentary copy of "DZ-USA" addressed to my husband. With the advantage of beating him to it, I have read the magazine from cover to cover and enjoyed the personal touch of each article, letter and news item. I especially enjoyed the "Profile of a Jumper" -- his wife either an active jumper or no interest at all. I have yet to make my first jump but I couldn't be more involved or more interested and still keep both feet on the ground. Looking forward to your next issue for April.
Carlene Carter
Albuquerque, New Mexico

Carlene, jumpers need more wives like you who take an interest in what they feel about the sport. Unfortunately, there aren't many. Maybe that's why I'm still single.

CEH

Sir:

Came home from the Ocean-side DZ here in California and found your paper in the mail box. At first I thought it was just some sky jumper out to make a fast buck, but after reading it, I changed my mind and fast! So here is my \$4.00! Keep up the good work. I'll send \$8.50 at a later date as I'm a rigger and by putting my name in the paper, it might help some one.

Rick Remelin
Lakewood, California

Dear Gene:

You may be relieved to know I have canceled my order to "Diamond Portland" It looks like your "rag" is really catching on and the only reason I can think of, is it's great! Enclosed is a check for \$4.80 for two additional copies.

Joseph W. Cooper, D-333
Louisville, Ohio

Editor's Note: Joe's last letter which threatened to bomb our DZ with bags of cement is on page 3 of the March issue. I'm more than happy he has changed his mind about the "bombing" but not knowing he would, we went to great expense to protect ourselves. Anyone want to buy a fall-out shelter real cheap?

CEH

Dear Gene:

I want to tell you I think "DZ-USA" is the best thing that has happened to parachuting since the Para-Commander. Congratulations on a fine paper.

David Blume, D-1088
Illinois Valley Para Center
Pekin, Illinois

Dear Mr. Hunnell:

Read your very excellent bulletin while at Paul Poppenhager's South Florida Resort and Country Club this month. Please enter our subscription for one year for five copies per month. I am enclosing a newspaper account of some of our doings in January. Although it is three months old you might want to use it in "DZ-USA". Incidentally, the 22,400 feet mentioned was the "indicated" altitude. The corrected altitude for temperature and ground pressure was 27,000 feet.

Roger A. Christensen, Sec'y
St. Thomas Sky Divers, Inc.
U. S. Virgin Islands

Hello Para-Print:

Good luck in your publication. As a sport, skydiving is the greatest but a boo-boo in it is not like a missed putt. For that reason, the more there is in circulation about it, the safer it might be. So a subscription is in order.

Charley Joyce
Grand Lake Skydivers
Celina, Ohio

Dear Gene:

First off, let me tell you for the jumpers of Archway, Sport Parachute Center, how much we have enjoyed your first two issues. We all feel that the publication talks to the jumper in a jumper's language, therefore, we feel that everyone will not only want to contribute to, but will do so, and in that lies a sure-fire success. Enclosed is our check for the forthcoming year. Here's hoping we will see you for the fun jump on April 10th and our meet in May.

Dave Verner, D-968
Director, Archway SPC
Sparta, Illinois

Dave, as you have probably seen on page five, my jumping will be from one typewriter key to another for the next several weeks. I'd like a rain-check on a fun jump, however, and will make every effort to visit that part of the country.

CEH

Dear Gene:

Here's my check for March sales of the dozen copies of "DZ-USA". You're doing a fine job, keep after it. Good luck.

Bob Sauer
Arizona Sky Divers, Inc.
Tucson, Arizona

Bob, we are in your debt and would like to return the kind words. You are doing a great job.

CEH

**ANSWERS TO QUIZ
ON PAGE 6**

- (1) Maximum speed (120 mph) attained in a full spread position. 12 seconds.
- (2) Rotation of the body around the vertical axis. Try a turn position in the opposite direction, or delta if you have enough altitude.
- (3) Pull.
- (4) Arms at sides, approximately 45 degree angle; Arms extended but bent forward at the elbows; and Basic arch, face to earth.
- (5) Raise arms higher at the head.
- (6) Do not. They could be inaccurate.
- (7) 150 feet.
- (8) You will drop off on your right side.
- (9) Right.
- (10) Pilot chute is trapped in a dead air space on your back. Change body position to allow air to get to the pilot chute.
- (11) You increase your chances greatly for injury or malfunction.
- (12) Risers are twisted behind the jumpers head. They may unwind themselves but to help, you can reach up and spread risers apart.
- (13) Check your canopy.
- (14) As soon as he has opened and checked his canopy.
- (15) Pulling downward on one or more risers. Mainly used for steering unmodified canopies.
- (16) Turn canopy off wind-line to make up cross direction.
- (17) Slowing down the canopy on a downwind approach by pulling both toggles.
- (18) Bottom man always. He cannot see above in free fall or while swinging under a canopy. Also, he has less room to maneuver.
- (19) Lose air in your canopy. Very dangerous close to the ground.
- (20) Yes, a turn will make you descend faster and you won't have time to slow down before landing.
- (21) You can twist your risers just before you land so your canopy will hold all it can and you don't have to make a full backward PLF.
- (22) Face into the wind.
- (23) Feet and knees together.
- (24) Follow through on PLF. Up and around canopy. Roll over on back and release a capewell; and roll over on back and pull in bottom set of lines.
- (25) Be up and on your feet and around canopy.
- (26) Keep current; practice what you learn; try to improve your abilities; and don't forget your training.

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Tom Copenhaver, D-649, riding a PC, and "Woody" Underwood, D-1136, cheapo passenger, showing ten years of parachuting design advancement. Photo by Arthur Marker.

GEAR FOR SALE

Black Pioneer 1.6 Lo-Po, Hustler cut; sturdy sleeve with two pilot chutes (instant openings); sage green pack and harness with quick-ejector on chest strap. About 60 jumps on the canopy. Complete: \$110.00

Jerry Tyson
1221 Sherwin Avenue
Chicago, Illinois 60626



T-10 un-modified canopy in good condition \$50.00

B4 OD container \$3.00

4-pin ripcord \$2.00

George Elam
107 Mimosa
Lake Jackson
Texas



7-TU's, Complete Rigs \$75.
24' Reserves, used, good condition \$25.

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

Ollie Letourneau, RD #1,
Box 111, Forge Village, Massachusetts, Telephone 692-6352.

This column is to be used by **Individuals** who desire to sell a particular 'chute or item of equipment and the \$1.00 per item for three issues applies only to such individuals. A rigger or commercial firm who utilizes this section will be charged **5¢ per word per month**. We are not trying to discourage riggers from using this section, however, if we allowed individual rates to apply, we couldn't find room to print the ads. It is primarily just an "added service" to jumpers and the \$1.00 does pay for the cost of printing but nothing past that. We don't expect a profit from individuals but we will have to make something from commercial firms or riggers to be completely fair and stay in business.

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

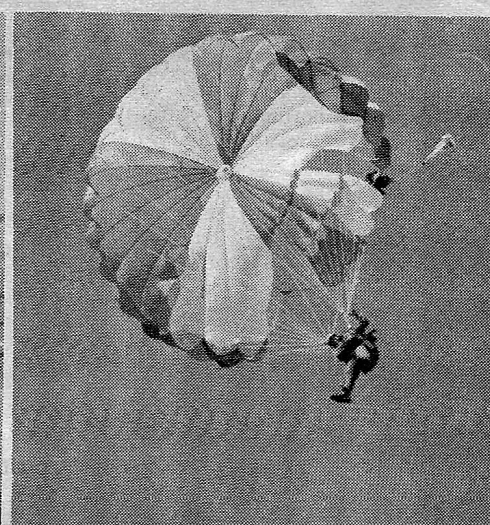
PHOTO HIGHLIGHTS OF
STATE MEET
6 MARCH 1966
Stroud, Oklahoma



That ground is too hard to fall on!



Oh, my aching --- !



Cheapo-PC that made a showing at Fairview too

★★★★

HERE and ABOUT

OMAHA, NEBRASKA: The quarterly meeting of the MWSPA was called to order by "Shorty" Janousek on February 26th 1966, at Knott's Steak House. Barbara Garrison, Treasurer, has given notice of resignation. The records were turned over to Mike Janousek of Lincoln Sport Parachute Club. The quarterly meet and Conference Eliminations were decided upon (See "Coming Meets") and general business was transacted. Several clubs are delinquent in dues and are asked to become current. If you are a club in the Central Conference who doesn't belong, why not?

LINCOLN, NEBRASKA: Referring to the quiz in this issue, "Shorty" Janousek explained that the answers are to determine if the club can safely jump a student who is a complete stranger and helps them determine the weak spots in each student. The entire examination (this issue contains only a small part) takes between two and three hours and if critical questions are missed, that long again to go back over the exam. "Shorty" feels that he can never tell a student enough and we agree with that philosophy. Just in case he should forget to cover something, however, the club has purchased a Sentinel (a good idea for any club) and adds that, if he could, old mother-hen would ride the student's backpack and talk him in.

★★★★

SAN BERNARDINO, CALIF: A brand new club, "San Bernardino Valley Sky Divers", with 16 members and growing. Roy Fryman, "D" license holder, two "Cs", two "Bs" and two pilots plus eager students make up the present roster. Cardinal Puff demos (through and including Bishop) gladly given at the "Flaming Pizza" Restaurant in San Bernardino. Drop in any time and tank up or unpack a chute with us. Should be in full operation by early this summer.

WICHITA, KANSAS: Wichita Sport Parachute Club may soon be "Sunflower State Parachutists". Nancy Underwood, B-4004, is now Secretary of the club and one of its members, Dennis Legge, has enlisted in the Marine Corps. A 30,000 footer is being planned in the near future and should put the club on the map.

PEKIN, ILLINOIS: Wheat prices are constantly watched by jumpers in the Illinois Valley Parachute Club for several have become "share-croppers" in a wheat field across the road from their hangar. At \$10.00 a jump, they should have a sizeable interest in the spring crop.

★★

IF YOU WOULD LIKE TO PARTICIPATE IN A NO-ENTRY-FEE NATIONAL MEET FOR SUBSCRIBERS OF "DZ-USA" WITH JUMPS FOR ABOUT HALF THE NORMAL RATE, SEND US YOUR VIEWS ON A MEET OF THIS TYPE.

OAKLAND, CALIFORNIA: From a satisfied customer - "I went through a thorough training class at Perry's School of Parachuting - believe me - thorough! Mr. Stevens is a very conscientious instructor and compels strict attention to training and regulations. With all this going for me, all I need is an airplane!" Delores Kobretz was the student's initials.

ALLIANCE, OHIO: Record comment on a very successful Santa Claus jump made by Joe Cooper by a Junior Chamber of Commerce official: "If I didn't know better, I would swear that was Santa!"

★★★★★★★★★★

We are all aware of the jumper who wants the name but who doesn't like to play the game. He shows up on the DZ, faithfully, every Sunday but for some reason or another, he never gets a jump in. He'll log an average of 15 per year and is the first to let you know that he is a skydiver. I'm sure you've heard some of the reasons listed below and many others that aren't listed. In any event, here are 100 reasons of:

WHY I CAN'T JUMP TODAY

1. I just bought a new car and can't afford to jump.
2. I never jump in winds over 12 mph.
3. My reserve smells moldy.
4. My goggles are scratched up.
5. I have to take my wife shopping in an hour.
6. I forgot to bring my helmet.

★★★★

7. I have to get my canary spaded today.
8. My boots are getting too old and soft.
9. It's too cold.
10. I'm not packed up.
11. I forgot to bring my reserve.
12. I've got to study for exams today.
13. It's too hot and my descent rate will increase.
14. I don't think the pilot is sober.
15. The audience isn't large enough.
16. The wind is out of the north.
17. The plane was too hard to start.
18. I'd rather jump on Mondays.
19. The ground is too hard today.
20. I have some holes in my canopy to fix.
21. Too many trees a mile north of the DZ.
22. My girlfriend says it scares her when I jump.
23. My brother just got into town.
24. My cold has been making my nose run.
25. My dog has distemper and someone has to watch him.
26. I forgot to bring a pair of jump socks.
27. The ground is too soft.
28. It's too near dark.
29. My altimeter is sticking at 30,000 feet.
30. My mother-in-law is visiting us.
31. I have a sore thumb.
32. I forgot to bring my log book.
33. It's too early in the morning.
34. That car is parked too near the DZ.
35. One of my boot laces is broken.

Continued

36. I left my checkbook at home.
37. I jumped last week.
38. I have trouble getting out of the plane.
39. My stomach is growling.
40. I'm waiting to jump with a buddy who is on vacation.
41. I'm too hungry to jump.
42. My gloves are too loose.
43. I only jump in the summer.
44. The wind is out of the south.
45. My sister is pregnant.
46. My stop watch is running backwards.
47. The plane has a low tire.
48. I'll get my jumpsuit dirty.
49. I just found out the pilot only has 600 hours in a 180.
50. My wife will leave me if I jump again.
51. My cat is having kittens and I must get home.
52. The wind is out of the west.
53. I have to take my wife to church at 10.
54. There are no seat belts in the plane.
55. The sun is too bright.
56. I'm waiting for the next lift after next.
57. I have a hang-over.
58. It's my 13th jump.
59. There are too many people watching.
60. I only jump in the winter.
61. My belly-band isn't tight enough.
62. I'm waiting to make a night jump.
63. The wind is out of the east.
64. My shoulder has a rash on it.
65. I'd rather jump next week.
66. I'm too worried about my wife to jump.
67. If I can't jump with Charley, I'm not jumping.
68. My jumpsuit is in the laundry.
69. It's overcast at 9,500.
70. I drank two beers yesterday.
71. I don't like the jumpmaster.
72. I'm waiting for the club to buy a DC-3.
73. My doctor told me to get lots of rest.
74. \$2.00 is too much for a 30.
75. I paid my dues and now I'm broke.
76. I brought my old rig.
77. That lake is too near the exit point.
78. I never jump in winds less than 10 mph.
79. I'm waiting until I can afford a XBO.
80. The jumpmaster knows I've been goofing with his wife.
81. It's too dark to see my instruments.
82. I'm too far in debt already.
83. I don't like to leave my parakeet at home alone all day.
84. I feel a little dizzy from looking up.
85. I only had six hours sleep last night.
86. I have to wallpaper my house in about an hour.
87. One of my kids has the mumps.
88. If I can't do a 60; I'm not jumping.

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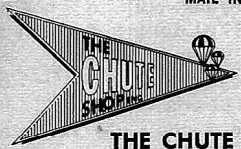
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NAME _____

STREET _____

CITY _____ STATE _____

ZIP CODE _____ PHONE _____

P.C.A. MEMBER? YES NO

89. The target isn't big enough.
90. I never jump without a knife.
91. No one will loan me a pair of Pioneer coveralls.
92. I have to be home in time to watch "Batman".
93. I was out with a nymphomaniac last night.
94. I'm afraid I'll hit the tail of the plane.
95. The boss said he would fire me if I got hurt jumping.
96. I had a malfunction on my last three jumps.
97. My ripcord handle isn't bent.
98. I've already jumped once this month.
99. I haven't been stable yet.
100. I'm afraid.

★ ★ ★ ★

SOS... SOS

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.

.....

PARA-PRINT, P. O. BOX 2131, WICHITA, KANSAS 67201

Enclosed please find Check Cash

NAME

ADDRESS

CITY

STATE ZIP CODE

.....

One-Year \$ 4.00

NEW ARRIVALS OF "DZ" USA

Continued from page 7

- Alfred Porter**
Canton, Ohio
- Paul Leyrer**
Portland, Michigan
(Skyhawk Sky Diving Club)
- Leo Fancher**
Anchorage, Alaska
(Anchorage Sport Para Center)
- Don Deichsel, D-1201**
Milwaukee, Wisconsin
(Sky Knights S.P.C.)
- Donald F. Devine**
Milwaukee, Wisconsin
- Lloyd Ewig**
Wilbraham, Mass.
- Gene Bean**
Watseka, Illinois
- Larry Mitchell, D-422**
Erie, Pennsylvania
- J. H. Parker**
Garden Grove, Calif.
- Bob Lewis**
Monongahela, Pennsylvania
- E. L. Bounds**
Alvarado, Texas

Dean S. Frazier, D-843
El Paso, Texas

Jack P. Begy
Clearwater, Florida

★ ★ ★ ★ ★ ★ ★ ★

"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".

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

MAILBAG ???!

Continued

Dear sirs:

Enclosed is my check for \$4.00 for a subscription to your publication. I hope this won't "peter-out" like the "Parachute" magazine. One question: Do you know any firm that repairs altimeters reasonably? I have three in need of repair.

George Trousdale, Jr.
ASO EA/12, D-779
Baltimore, Maryland

George, with four issues under our belts and support continuing to increase, I can promise you that 'DZ-USA' will be around for a long while. As for altimeter repair, contact Bob Coady, 1338 Edwards, Vance Air Force Base, Oklahoma 73701 and maybe he can help you out. In the meantime, does anyone have any contacts? Let me know.

CEH

Dear Editor:

Thanks very much for the complimentary copy of "DZ-USA". I have just one small complaint about your otherwise very fine magazine. Not a single long article about either the LXXIV Annual Parachuting Championships in Timbuktu, or the Eighth Annual Guadalcanal Open. Tsk, tsk!

Warren Jackson, D-1225
Monterey California

Ideas, like children, are protected by those who gave birth to them no matter how bad they turn out and we hope all such ideas remain in another magazine. Your point is well taken. We would rather fight than switch our format to such articles. Good jumping and welcome aboard.

Editors

Dear sir:

Please find enclosed check for "DZ-USA" from the far most north sport parachute club, the "Sourdoughs."

Arthur Ostrander Jr.
President
Ft. Wainwright SPC
Ft. Wainwright, Alaska

MANY LETTERS WERE RECEIVED AFTER THE 10TH AND WILL THEREFORE BE IN THE MAY ISSUE INSTEAD OF THIS ONE. I PROMISE AN EARLY MAILING IN MAY, SO THE INFORMATION ON MEETS WILL STILL BE PUBLISHED IN TIME. KEEP THE LETTERS COMING. WE HAVE NEVER FAILED TO PRINT EACH AND EVERY ONE YET.

Dear Gene:

On behalf of Greene County Sports Parachute Center and myself, I thank you for running our article for us.

Jim West
Greene County SPC
Xenia, Ohio

Dear Gene:

The March issue looked very good. Several people who saw my copy asked for the address so they could subscribe. Keep up the good work.

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

Dear Gene:

Congratulations . . . please enter my subscription for one year, plus the January and March issue. I have already received the February out I want to have the issues complete. Hope you make a great success of your new venture. Sometime soon, would like you to tell us how we can go about making bat-wings, or cloth extensions legal???? Or is there a way?? What is your opinion of such devices??? Looking forward to your next issue.

John F. Peters, C-791
Omaha, Nebraska

John, I can't say too much on the subject of bat-wings and cloth extensions without showing how little I know of such contraptions, however, I will do my best to find out what PCA and ASO's think of them. "DZ-USA" would also like to go on record as saying "HELP" to our subscribers and all comments on the subject would be appreciated. I do know that Joe Cooper, Alliance, Ohio, is in the process of trying to get permission for a free-style event with bat-wings at the Alliance Meet (June 4th and 5th) and he'll let us know how it comes out. This should answer PCA's position on bat-wings. Webb-gloves and minor "drag" article I wouldn't be afraid to try, and I would have no objection to baggy coveralls slowing me down a bit, but I'd back away from bat-wings until I had talked at length with someone who had jumped them before and then get more than one opinion as to their safety. In my mind, freedom of movement may be restricted and stability could be seriously affected by someone using them for the first time. As far as being legal, I'm sure an ASO has that authority and unless FAA has a regulation against it, he would be in a position to say yes or no. In the meantime, I'll also ask LC to add to the opinions for he has jumped bat-wings and cloth extensions.

CEH

JUMPMASTER'S LAST WORD

SAFETY AND SPRING

The first day of spring has been officially recorded and we are fast approaching the month of May. The last wonderful jump month of May recorded more fatalities than any other month, and the year before that, the same thing. Let's try to change the cycle this year. With just a little forethought and a dab of planning, some fatalities can be avoided. For instance, don't let good jump weather push you into faster repacks to make more lifts. If you are a student, limit yourself to two jumps a day until you have over 80 jumps. You could be more exhausted on that third one than you realize. If you are a first jump student, make that one and watch the rest of the day. Some clubs have jumping on Wednesdays and Saturdays in addition to the regular Sunday jumping. Get one a day and not exert yourself beyond your capabilities. Landings are going to be just a little harder because of the warmer air and faster descent rates. Take that into consideration when you are coming in downwind and hot-dogging. Jumpers are going to be scrambling for a lift but don't let that make your pin-checks shorter. Watch for chest straps being put through cross-over ripcords when you are in a hurry to make the next lift. Some of the rigs you pulled out of the basement, that have been there all winter, probably need repacking. Your reserve is probably out of date unless you are a brave-souled winter jumper. Trees may look softer with all the leaves but don't believe it. Be careful of plowed fields that break more ankles than downwind landings. You have plenty of jumpers available for relative work on a nice, warm jumpday, but be sure you are qualified to attempt a hook-up. "B" license holders and above should be the only ones playing games in free-fall. While being pushed in and out of planes by anxious jumpers to get another one before the day is over, watch that ripcord handle and protect it like it was gold. You may be leaving the plane sooner than expected if you don't. In closing, your jumps will be a little cheaper too if you stay out of corn fields and wheat fields and aren't paying some farmer for grain you have trod down. Good jumping.



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

James A. Valander
114 Varner Ct.
Medford, Mich 48640

