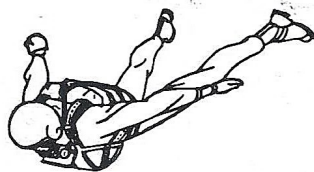


THE

12"



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"D"

U.S.A.

A NATIONAL COVERAGE BULLETIN
FOR USE BY SPORT PARACHUTE CLUBS



"Number of jumps" involves an image most jumpers are trying to create--an image they either have of themselves or an image they want others to have of them."

"I was apprehensive about flying but it is now my main interest and sport jumping has tapered off."

"The first time I jumped, the first 30 seconds was an eternity. Now it's all over in an eye-wink. There's a moment of ecstasy, of knowing satisfaction, of infinite freedom. And then it's all over and you can't wait for another moment just like it."

These statements were made by D-13 (to those who don't know him) and Jim Arender (to those who have spoken for, about or with him). In 1960, he won America's first gold medal as World Champion of Style at the international competition in Sofia, Bulgaria. In 1961, he took the national titles in style and accuracy, and again copped the gold medal in the world event in La Ferte Guacher, France. In 1962, during the first world championships ever held in the United States, Jim became overall World Champion at Orange, Massachusetts.

In keeping with DZ-USA's theme of delivering articles with that special trademark on them, the following is something you won't read in any other magazine.

Jim Arender is a straight-forward, self confident, sincere person who tells you exactly what he thinks, whether you like it or not. There is nothing phony about his frankness and he is an easy-to-like and easy-to-respect person. He is definitely an individual in every sense of the word and after more than 1,000 jumps, he is now pursuing an acting career. In my opinion he has the determination and talent to be anything he wants.

When asked to compare jumping versus acting, Jim stated that although the physical strain of jumping in competition was tremendous, the mental strain of acting was just as demanding. He added that sport parachuting is still the greatest sport of all and when he wants to relax by doing something he really enjoys, he straps on a rig. His last jump was a couple months ago and he still jumps whenever he has the time.

Jim has always been a proficient athlete and was twice voted "outstanding athlete" by his schoolmates. He has ridden the rodeo circuit and was an excellent swimmer and diver. While enrolled in pre-med school at Tulsa, Jim was anxious for two things he regarded as more important at the time; he wanted to make a parachute jump, and he wanted to see the world. So he joined the Army. In 1960, the U.S. Army Parachute Team was formed with only five jumpers. Arender was one of the five and was then serving with the 82nd Airborne at Fort Bragg, North Carolina.

In Jim's words, "Jumping is one part of finding out just exactly what life is. You have to know yourself to be a good jumper and you have to try a little of everything to really know life. The only danger in jumping is becoming so completely involved that everything else passes you by. I've seen jumpers lose their wives, jobs, and almost everything else, and that is not for me. I am still jumping and will continue only for the pleasure I get out of it. You have to have other outlets and interests in addition to jumping and you can't jump forever. When I hear of an older jumper slacking off, it's encouraging to know that jumping hasn't entirely dominated his life." This level-headed appraisal of jumping, helped Jim make a decision to turn to acting after the World Championships in 1962. He began taking acting lessons though he had no show business background or particular ambition along those lines, and after two years in New York, Jim developed his talents enough to head for Hollywood. Paul Garrison, producer of a new series "The Wild Blue" and most recently, the writer of scripts for "Amos Burke" and "The Fugitive", felt that Jim was a natural for the series and signed him to star with Richard Webb and Joan Blackman, in what else--"The Wild Blue". It will debut in September with eight of the scripts already completed, although none of them involve parachuting and none are planned to include jumping. Webb and Arender will portray a father-son team who find adventure while circling the globe as aircraft brokers.

So, although Jim has "retired" from title and exhibition jumping, you will see him on the drop zone once in awhile, and when you do, why not let him get in a good fun jump without expecting a DC every time he leaves a plane? Like Jim said "A broken leg I can't afford right now and accuracy jumps are sometimes asking for one." This is one man who doesn't have to prove himself in the field of sport parachuting.

"I may not be much of an actor now--maybe I never will be. But, like parachuting, it's a challenge. I'm still shooting for something."

Jim Arender was the first American ever to win an international parachuting championship back in 1960. I'm betting that his new goal will be just as rewarding.

C. E. HUNNELL



Jim Arender

FRESH VIEWS

I would like to see a jumper buy insurance like a skier, football player, or anyone else in a so-called dangerous sport. A jumper has a hell of a time buying insurance (not life insurance but income protection insurance) and having five children, I must have complete coverage in the event I bomb in some day and wind up in the hospital. If any of your readers know of a company that will take a jumper (without an aeronautical exclusion) please write and tell me the name of the company. I can prove skiing, for instance, is more dangerous than jumping as far as accidents and getting banged up, not death. You must have some lawyers who read your paper. What do we have to do to start our own insurance company just for jumpers to insure peace of mind if he has the misfortune of hurting himself? Any information will be appreciated.

Art Cooke
11 Chestnut Oval
Orangebury, New Jersey 07423

Dear Gene:

I just couldn't cut out the subscription form and ruin all the goodies on the back side of it. You've got a great thing going, Gene, and I hope you can keep it up. I'm sorry to hear you're in the red--hope my \$4 helps a little. I really like the "folksy" news and lack of advertisements. The same ads get a little stale after seeing them in two other monthlies. The safety discussions are good too and I believe the plain ol' weekend jumper will more readily contribute his ideas to DZ than to SDM or Parachutist. I'm a little disappointed to see nothing from Colorado in the two issues I've seen. But I guess if you don't get anything, there's nothing to print.

Kathie Roe, A-959
Boulder, Colorado

Editor's Note: Kathie got her hands on a copy of the Colorado Sport Parachute Council newsletter (of which she is secretary), and as a result this issue contains Colorado news for the first time. Keep it coming, Kat.



Let's see more competition events for the gals. But while we are trying it, let's not give her a trophy with only ONE gal entering. A minimum of competitors could be set (to start, say, three in a category). And while the gals are competing among themselves, let their jumps also count toward the main trophies. My thought is that it would stimulate interest in proficiency among the ladies and still give them a chance to see what they can do in comparison with the gentlemen.

Jean M. Cousins, C-290
Oakland, California

HAVE YOU NOTICED OUR CHANGE IN ADDRESS?

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DEDICATION ISSUE
 TO
 WICK PIANTANIDA
 WHO IS FIGHTING FOR HIS LIFE
 AFTER HIS THIRD ATTEMPT TO
 BREAK THE WORLD FREEFALL
 RECORD

SPEAK NOW OR

I would like to see more material on methods of reserve activation and the actual rigging of the reserve. For example, one rigger refuses to put an attachment line with a "slip knot" on the pilot chute "because it's illegal". This same rigger refuses to put a pilot chute (at least in my reserve) without cross connectors on the main risers. His reason is that in the event of a cut-away with regular capewells, the canopy can't streamer. As to just what constitutes "legality" is something else in parachuting. It's illegal to have the butterflies on the reserve turned up too - but how many have you seen attached "legally"? Opinion, please!!!

Gal jumper, anonymous California

This may not be the answer you expected, but everything you listed as illegal -- is illegal and the rigger is right in telling you so. I wouldn't jump a chest reserve without cross connectors for the same reason he gave you. In El Paso, Texas, this last January, Liz Larremore refused to let me jump in competition until I got another reserve -- mine had the butterflies turned up. It is my belief that the riggers themselves create the confusion by splitting into two groups. One group will butcher gear with no regard to FAA regulations and the next one follows the book to the letter. A jumper sometimes can't tell which group is legally rigging gear and which group is out for a buck. FAA makes the rules and when the rigger passes the examination, he should not only remember what he is expected to know, but he should follow it religiously. One of the most important functions of a well-organized meet is the inspection of gear. Some of the jumpers you referred to, will be caught (as I was) and slowly but surely, the correct method will win out.

★

Dear Gene:

As I write this, I wonder who the hell Gene is. If the rest of your issues are as good as the March issue, I'll have no complaints.

*Bill Hector, B-4744
Ft. Lauderdale, Florida*

Bill, would you believe that my first name is Carlos and I would rather be called Gene (middle name is Eugene). With a handle like that, can you really blame me?

CEH

ABOUT THE COVER

Test jumper, Lee Guilfoyle, testing a "Barish Sailing" at Lakewood, New Jersey. Sorry, none are available for distribution at this time. Photo by Jerry Irwin, Chester, Penna.

★★



"Jer Babe" (Tyson, D-202) and Aero-Fats (Somers, D-366) playing games over Racine, Wisconsin DZ.

Photo by Tom Schapanski.

WATCH THOSE NAILS, GALS

Love your magazine. It is wonderful, wonderful, wonderful. Would like to hear all pros and cons on the subject of girl jumpers. Why is sport parachuting not a woman's sport? Why does a girl have to have a reason for jumping (more so, if she is not married to or dating a male jumper)? Why must it be thought that she is trying to prove something? Why don't

feminine females make good parachutists? Why do fellows find it hard to accept a girl wanting to jump?

Anonymous Girl Jumper...
Send your answers to DZ-USA

Editor's Note: How about it? I'm not particularly inclined to accept women jumpers (en masse) but there are some good ones. Let's here what the general opinion is.



Tree landing on his first jump. Didn't give his name and hit the only tree in the neighborhood. Photo by E.L. Bounds, Alvarado, Texas.

MORE ON K.N.F.O.A.D.Z.U.S.A.

Hey, Bill Dorroh, you lay off Noel Funchess! Who did you find to marry such a skinny runt as you anyhow? I guess I'll have to write those so-far unspoiled jumpers in the Atlanta area and warn them about you. And just by way of making you laugh, I broke my leg -- and by the way of making you cry, I'm still jumping FREE. Hello to all you people in the Southern Conference Area from a lost soul out here at the end of the world in the middle of a 3900 foot high sand DZ only 75 miles wide.

Jim Dodson
(with the Pepsodent smile)
Ft. Bliss, Texas

Dear Gene:

I recently received a sample copy of "DZ-USA" and I think it's the greatest! Unfortunately, I haven't the \$4.00 to buy a subscription. I'm all in favor of Bill Dorroh's K.N.F.O.A.D.Z.U.S.A., however, he forgot to give Noel's phone number for those interested souls who wish to call him between the hours of 3 AM to 5:30 AM. He lives in Mobile, Alabama, and his number is 479-8754. Best of luck with your magazine.

Anonymous

Editor's Note: Just in case Noel Funchess is interested, the jumper's initials are Fred Hooker. Just one more little service of DZ-USA. And keep those phone calls coming, neighbors.

Dear sir:

Can't say I think your magazine is worth the price yet but will invest the \$4.00 in the hope that it will grow over the next 12 months, and anyhow, I am always willing to help in the growth of any organization that furthers sport parachuting.

Major John J. Joyce, USMC
Woodbridge, Virginia

Dear Gene:

My only constructive criticism at this time is that you move the staple to the rear of the magazine thus retaining the pages together and not requiring removal. I had a hellva time getting it out. Best of luck in filling a gap in the world of parachuting. Do you have a lifetime rate yet?

Gerald Burg, D-274, ASO 123, Senior Rigger 1619523, Private Pilot 172471, First Aid Inst., Water Safety Inst., and numerous inflationary credit cards

Dear Everything:

We have everything but a lifetime subscription. Sorry about that staple.

The Editors

★★★★★

The invitation for us gals to let off a little steam was more than I or my jump buddy, Sue, could resist. The biggest gripes we have concern the attitude of the fellow's wives in our club. They don't jump, but they seem to think that we girls are out to snatch every guy in the club regardless of his status or ours. What a girl goes through to learn to skydive certainly is anything but romantic! Any gal who has ever donned baggy coveralls, clumsy boots, pounds of parachutes and then topped her hair-do off with a tight helmet, looks anything but sexy, and feels even worse. She spends a small fortune on equipment, which keeps her broke most of the time; drives miles to the airport; has to fight for a spot in the jump plane; and has gotten bruised many times landing her chute (and we have landed in some dandy spots!). We've had to pack up our own gear when it's so cold you can't feel your fingers; have jumped out of frigid planes in mid-winter (and it is cold here, believe me); lugged our chutes on the long walk back to the airport; and we would do all this for a fellow?? Aw, come on! There are dozens of ways of meeting men without risking our necks skydiving! It never occurs to these people that we are out there for the same reasons as the guys. We like it. It is fun and it soon becomes a part of you. I'm sure other girls in other clubs have had the same problems---ours can't be unique.

Pat Deck & Sue Clark
Seven Hill Skydivers Club
Waupun, Wisconsin

Dear Mr. Hunnell:

Congratulations and thanks for your accomplishments in the new DZ-USA. This new informative magazine, it seems to me, was expertly designed to fill a gap that previously existed in parachuting news, that of the individual jumper's view and local club news. Reading news about jumpers all over the US will tend to draw their ideas closer together and result in better communication and concrete growth of the sport.

Mary E. Ratz
Sky Hawks Parachutists Club
Indianapolis, Indiana

Mary, you have said in a few words what we have tried to attain in a few issues and we will continue to live up to your definitions.

The Editors

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

Gentlemen:

Assuming that you were referring to "women in general" and not strictly "women jumpers", I would like to take this opportunity to ask a few questions. First, however, let me clarify that I am the wife of a jumper, but I am not opposed to his jumping in moderation, which leads to my first question:

(1) Why is there no such thing as jumping in moderation? Either they jump all day, from dawn to dusk, or not at all. What is wrong with making one or two jumps and then doing something or going somewhere else?

Editor's Answer: Jumping is a fair-weather sport. When you have a good jump day you make the most of it because next Sunday may be overcast or windy. Most jumpers who work during the week are lucky to get in a 100 jumps a year (depending upon which state he lives in) because of winter, rains, and winds. You can always go somewhere else when the weather is bad.

(2) Why, as a wife, are you expected to sit at the drop zone Sunday after Sunday? Once you've seen one jump you've seen them all.

Editor's Opinion: Your husband works all week for one or two days off. If he couldn't do what he wanted on those days, why work all week to earn 90% for you and his family and 10% as his one way of enjoying himself--spending that 10% on jump fees. As far as one jump looking the same as any other, you're right. But to be the person performing the jump is something else entirely. No two jumps are the same to the jumper in the air. Only to those not participating do all jumps "look" the same.

(3) Why are other sports, e.g., swimming, water skiing, bowling, etc., considered "sissy sports"?

Editor's View: I dislike any sport an 8-year-old can participate in and be proficient as well as young. There is nothing more humiliating than to be water skiing on two skis, and watch some third-grader come sailing by on one ski. Skydiving has spectators like any other sport, but no one in the audience is going to strap on a rig (out of a clear blue) and make a freefall. He can jump in a pool and not drown, throw a ball down a lane with no training, or even stand-up his first time on skis (I did), but odds are against a successful jump without training.

(4) Why do jumpers, who consider themselves fairly intelligent, make water jumps when they are afraid of the water or are unable to swim? This is the thinking of an intelligent person???

Editor's Experience: The one and only way to conquer fear is to face it. I made over 700 scuba dives (50 of which were beyond 200 feet) and I still have a very healthy respect for the water, call it fear if you want. A water jump can make a person a more confident and proficient jumper because it relieves the initial fear he had of the water and each water jump gets a little easier. You can't let fear control your life.

(5) Why do jumpers always dominate the conversation with jumping when there are "laymen" or "non-jumpers" present? This isn't even considered good manners?

Editor's Bad Habit: I've heard people brag about making a lot of money; men who talk about nothing but their important jobs; and young kids about the "hot-rod" he built himself, and they all add up to the same thing. In each case, the person is proud of self-accomplishment and individual achievement. It's human nature to want to excel in one field of endeavor or another and when the goal is reached, the ego in man wants to tell the world of his victory. A minister doesn't stray too far from what he believes and enjoys talking about things 50% of his congregation would rather not hear. A jumper is merely trying to let others share his experience and, to me, that is the opposite of rude. Sorry, but I'm guilty of jump stories anytime, anywhere and in any group.

(6) Why, because my husband jumps, do people feel that I possess the same "homicidal tendencies"?

Editor's Assumption: I'm sure they aren't of that opinion if you have talked to them for any length of time. I don't mean that as an insult for you are intitled to your opinion (just as your husband is on jumping) and to not let them be known is a mistake. If you don't want to jump, I'm sure your husband doesn't insist you do. Marriage is a partnership and maybe some people believe "togetherness" should exist in all phases of the relationship. I will say this---even though you don't jump, you should take more than a passing interest in his jumping. Don't take the edge off his enthusiasm and be glad there is something he can enjoy to the fullest. Many people never find anything they honestly feel is worth the effort.

These are just a few of the questions that I have that I would appreciate answers to. By answers, I don't mean the same old "it's in the blood; that's part of the thrill of jumping; that's what makes a good jumper" type answers. What I had in mind were the more reasonable, concrete type answers.

Barbara Finnigan
Crestline, Ohio

"LAMENT"

As a relatively long time jumper, and a relatively active jumper, I've recently developed a relatively inferiority complex. This is all brought about by the recently accelerated emphasis on total number of jumps. Guys I once signed off the dope-rope are now approaching the coveted Gold Wing status. Fellers I once certified as Club Safety Officers are running for the Board of Directors! Am I standing still or is the rest of the sport parachuting world moving that fast? ... or am I getting old?? Wots hopenning? I still make 3 or 4 jumps per weekend, but I get letters from ex-students who have eclipsed my total half again. I console myself by saying, "Well, I get my kicks teaching new kids the game" ... or, "Yea, but I don't hafta salute anybody, or look forward to going to Viet Nam" ... or, "The area (because of weather or lack of DZ's) makes it tough".

The fact remains that I'm jealous as hell of many of my former contemporaries (not to mention the "Johnnies Come Lately") who have passed me in the race to the Golden Grand. One of my best buddies writes me regularly listing his current total. He is a "total" skydiver: Instructor, "D" ticket, Master Rigger, aircraft owner and pilot, club president, Area Safety Officer, and I fully expect to see his name on the next national Presidential Ballot (for the USA)! This is not to mention that he is single (I don't envy him that) has a lucrative job, and feels that he's a failure if he doesn't rack up 12-15 jumps per week. I hate him!! This guy unknowingly forces me out of bed at 4 AM, every Saturday, so I don't allow our margin to increase -- too much. I jump when I'm pooped because I know damn well he's getting 7-8 in if its not raining ... at his DZ ... and I'm praying for rain at his DZ! I remember what a guilty feeling I usta have when I made a jump just for fun, one that didn't count as a qualifying jump for what I felt at the time was the ultimate ticket ... and how relaxed I became once the "D" license was earned and securely in my grasp. Then, the insidious mentions began to appear in our trade magazines, like, "Billy Brokenleg gets gold wings for making his 1000th jump. Good Work, Billy!!" A new horizon had been established --- and I was 800 jumps short! Instructor's tickets began to flow forth. Mention was made of a "Professional" ticket (cost, \$50) and I was suddenly reduced from an "expert" to a "novice". This has resulted in a traumatic experience for me. My ego is de-

Continued on page 7

SORRY ABOUT THAT....

MALFUNCTIONS

Wayne D. Tecil, A-945, Mae West on jump #22, Sky Ranch, Topeka, Kansas. Went head down on pull and was still head down on deployment--1.1 canopy with dual pilot 'chutes (side by side). Canopy badly burned. Had one line over and deployed reserve. No injury, good PLF. Opening was more instant than accustomed to. Had jumped duals four times previously. Returned to one MA-1 pilot 'chute and has had no problem since.

Editor's Note: On a head-to-earth or head-low opening, it is very possible to snap a line over causing a Mae West, especially if a shoulder is low and allows the canopy to inflate at an angle to one side. Wayne expressed his belief that the dual pilot 'chutes (because of the instant opening) didn't allow him time to assume a more stable position after the pull. If you are switching to duals, take all of Wayne's statement into consideration.

★

On my 33rd jump, I went out at 7200 and realizing I was past my exit point, decided to pull at 3500 to make it in. After the pull, I went to a high spread; then to a modified frog after experiencing considerable delay with no tug. I then decided to go for my reserve and when I put my feet together and left hand on the reserve, feet-down attitude, I got opening shock on my main at 2000. After landing and after some discussion about pilot chute hesitation, I repacked for the next lift still wondering why. I just couldn't go along with the hesitation. The next lift was another 30 and three of us went out at intervals. I'll tell you now, I was on the ground before the 3rd jumper opened!

I pulled at 2500 and again nothing. My first thought was another hesitation, so I dipped my right shoulder and wiggled, at which time, I rolled over. I then realized I had a complete and dumped my reserve when I saw blue sky and clouds and knew I was on my back. I had waited until I stopped flopping around to deploy and the ground crew estimated my opening altitude was 600 to 700 feet. The container was still closed after my reserve landing. It is the Navy type in which the third locking cone from the top, comes up through the pilot chute. The container also has separate opening bands on each side and the two that hook in the pilot chute area, on one side the band was gone and on the other side,

the hook was broken leaving no bands in the pilot chute area. The container stayed closed at this point and wouldn't come off the conicle cone because of the binding effect the pilot chute had with the cone in the middle of it. I now believe that the hesitation on the previous jump was caused by this. Nobody likes the Navy type container too well around here and this was expressed to me when I bought the rig. Anyone owning such a container should keep a good check on the opening bands and sew a cone on the container where the pilot chute cone is and not use that cone in the pilot chute.

I give a vote of thanks to my instructor, Bob Chilla, C-1903, for my reserve training which proved effective and I now have the satisfaction of knowing I can keep presence of mind while using a reserve, however, I hope I never have to again. I now have another container and went out last week and qualified for my "B".

J. J. (Pepper) Martin

Hawkeye State Parachute Team
Moline, Illinois

★

On February 27, 1966, while making my 68th jump and my 8th on my brand new P.C., I experienced my first malfunction. The cause for this was: On the opening shock the right steering line broke loose from the holder located at the riser, and went right into the canopy and somehow made a beautiful figure eight or bow-tie.

After seeing this, I deployed my reserve by hand, didn't do a cut-away because due to my little experience I was afraid to take this action.

While "dumping" the reserve I was already spinning very fast and the canopy almost wrapped around me. When this happened, I caught it, bundled it up again, and once more threw it, this time it went right up. Fearing an entanglement, I held the lines not letting the canopy go all the way up until it inflated. After that, I fed the rest of the lines and released the capewells collapsing the main.

After landing, I was surprised how little fear or panic I felt up there while going thru all the emergency procedure; maybe all went well because I always anticipated a malfunction and knowing that it was bound to happen sooner or later, I had in mind every step that had to be taken in such cases.

I am positive that this self-indoctrination (if it is correct to call it that way) made it possible for me to act the right way and

make a safe landing. Of course, we should not forget the help we receive from the Good Lord.

I really hope that this article would help some of the new jumpers like myself.

Oscar M. Mendez B-4579

Ridgefield Park, New Jersey

INJURIES

8 April 1966 - Tonganoxie, Kansas DZ - Joyce Vetter, B-4642 suffered a broken right leg on landing. Made a turn too close to the ground and injured before control of the canopy was accomplished. Winds 4-6, canopy jumped was a Lo-Po. Will be at least four months before she can jump again. In Joyce's own words, "I knew I was going to have bad landing but not as bad as it turned out. All I can do this summer is be a bad example for good students." Students are reminded that turns on a Lo-Po are even more dangerous than a 1.1. The canopy is inclined to oscillate easily in a turn and turns are much faster than on a cheap-o. The descent rate of any canopy is exactly what you make it.

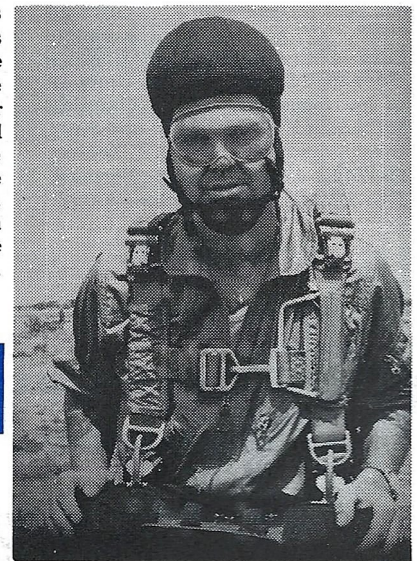
7 May 1966 - Jack Ballew, jump number #126, Tonganoxie, Kansas - Ran to miss power lines and maneuvered to miss a barb-wire fence. Hit "hot" in winds in excess of 15 mph and gusting. Knew he was hurt before he hit. Broke right ankle and sprained back. Canopy jumped was a 5TU - jumper's weight is 206 pounds. Jack is buying a XBO or PC before he jumps again. Stated that he decided to run over the power lines and not risk holding and possibly back into them. Once he made his decision to run, he was correct in sticking with it. If the fence hadn't prevented him from turning into the wind, the injury would have been avoided.

Unconfirmed report of a fatality outside the United States a PCA member involving an entanglement. Latest count is eight dead so far for 1966. This figure does not include the five jumpers and pilot killed in Pennsylvania on 7 May 1966. If you don't want Federal controls, you had better practice safety with no friends in mind. If a buddy is asking to become a fatality..do him a favor and report any incident to an ASO or Club Safety Officer. Some jumpers are safe only when jumping by themselves.

An 18-year-old student jumper drowned on an unintentional water jump, 7 May 1966, Greene, New York. It was his first jump. Pilot of the jump plane said Bendik was blown off course by strong winds. A second student was put out on the same jump run (his first jump too) and also landed in the river but was uninjured. There is a message in this one every jumpmaster should remember.

DON'T BE #?

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



If you don't see anything wrong with this snap---ask you jumpmaster to check it. If he doesn't see it, don't get on the same lift with him. Photo of Cliff Harris, Ft. Riley, Kansas Sky Divers.

FATALITIES

IN MEMORIAM

Howard Miller
Thomas Botdorf
Ronald West
Alva McBride
Scott Berner
James Kiesling

FUN JUMPS



FIRST JUMPS S/L

ONE OF THE BIGGER ONES

The Fort Myer Sport Parachute Club is only four months old but is already a going concern. It is PCA affiliated and has over sixty active jumpers utilizing the DZ every Saturday and Sunday at the Marine Base, Quantico, Virginia. They receive excellent aircraft support from the Army and Marines and only bad weather has kept them near the beer cans. Club officers are: Major Harry Hodges, C-2573, President; Sgt. Ken Jaynes, Vice-President; Major Oscar Sanders, CSO and ASO; and Lt. Rex Cantrell, D-910, Club Rigger. Membership is open to all active duty military personnel, U.S. and Allied, male and female.

NEW CLUB IN MICHIGAN

The newly-formed Skyhawk Sky Diving Club just celebrated its first birthday with 14 active members and growing at the rate of two new members per month. They hope to make Ionia Airport a permanent DZ and boast of the best jump pilot in the business, Joe Patten. They have a Cessna 182 and one gal jumper with over 80 jumps (Fran Helms). If you are in the area and need a fix by getting a jump in, contact Paul W. Leyrer, 605 Riverside Drive, Portland, Michigan, ding-a-ling 647-8581.

GOLD COAST SKYDIVERS

The only PCA Affiliated club in the Ft. Lauderdale, Florida area, with 25 active jumpers (including scattered "B", "C" and "D's"). A couple lifts a month to 12,500 from a Cessna 180 and in the process of getting another DZ. Planning to expand so drop by and help them grow. Contact Bill Hector, B-4744, 1470 S.W. 18 Terrace, Ft. Lauderdale, Florida 33312.

IF IN DENVER

And you want a jump, just call Jim Halbert, C-3233, at 777-3752 or Bill Driver at 355-9573 or Stan Foster at 935-1892. All are connected to the Colorado Parachute Council and will make sure you get a jump in before heading home. Mailing address is Colo. Parachute Council, P.O. Box 9225, Denver, Colorado 80209.



Printing Date: 15th of each month-
Copy Deadline: 10th of each month -

Lea Garrison has made her first jump (and a couple more since); the big one being on 21 April, Independence, Missouri. She had a 150 footer on the target and said there was nothing like it. Because of a weak ankle, her jumping will be restricted but not by choice.

"I SHOULD HAVE KNOWN"

It was my fourth jump and started out like my first three. I went to the airfield and there the similarity ended. After waiting an hour and a half for the pilot, we started chuting up while he fueled. We then started over to the plane; started, because the guy behind me said my chute was slipping out the bottom of my pack. The flap had pulled out from too much and improper handling. I had put it on three times before the pilot arrived. So, while the jumpmaster stuffed everything back in, with me lying on my stomach on the grass and him pulling, tugging and grunting, I began to doubt it was all worth it. I knew I now had a permanent arch from the repack job. Getting to the plane, at last, we discovered the pilot was gone again. A short wait and into the plane and then, bad news--the tanks were full and the pilot didn't want to trust the 172 with three jumpers and full tanks on a grass strip. So, what to do? Dump the fuel on the ground? No, the best was is to burn it up so, off goes the plane with no jumpers, so off comes the chute again. We sit, we walk, we talk, we do PLF's, and we wait. After what seemed three days, back comes the plane and, oh, happy day, we're going to go. We make the indicator run and the first man makes a good kick-off, but, I found out later experienced a pilot chute hesitation. Then my turn but the pilot "goofed" on the jumpmaster's instructions and we have to make a second pass... with me still in the "get ready" position. I'm finally given a "stand by" and when I swing out, the damn step had gotten smaller. I'm trying to get a footing when I hear "go" and I go--like a lump of coal. No kick-off; I just turn loose and drop. I watched the chute come up through my legs and watched it deploy from flat on my back and that's a real sight for a beginner. After looking the canopy over real good, I notice

something just doesn't look right and realize both my feet are caught in the risers. A real thrill but I did untangle them and found the toggles. I turn and now where the heck is the DZ? Meanwhile, on the ground, my buddy is waiting with my movie camera (the JM said I wasn't experienced enough to carry it with me), and surprising as it may seem, I had found the DZ and was coming in real good---downwind and intent on getting my picture taken. A real good two point landing (toes and nose) but walked away. That was in October of 64 but this year will be different. I'm going to buy my own rig and start over---from the beginning. And if my next jump starts out like this one, I'll simply go home and immediately. The next time, I will know.

Don Griffin
Sandusky, Ohio

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

SAFETY CORNER

SAFETY HINTS

On my third jump, I was wearing boots with hook eyelets. In trying for my first DRCP, I was over anxious and bent forward losing my arch. I ended up with three lines in one foot and two in the other causing a complete streamer. I made an improper reserve deployment but somehow, after a slight entanglement, it slipped off and opened at about 1000 feet. Let me tell you, as soon as I landed, I got some cutters and clipped off those eyelets.

Don Devine
Milwaukee, Wisconsin

Make sure left risers of backpack are not out of pack anymore than necessary when using a jump plane with Snoh-mish jump door, as riser can catch door latch knob. Result is a bad exit -- at least -- or possible injury from jump step or wheel. Jumper could be knocked unconscious. Diving out the door eliminates the hazard, but students making poised exits should be cautioned. When it happened to me, it was sure a surprise when the door slammed on me. I did not exit --- I departed.

Dan Ray Wallen
Fairbanks, Alaska

RESERVE OPINIONS OF SUBSCRIBERS

The June issue of DZ-USA will contain letters from coast-to-coast on what jumpers think, will do, have done, and believe on the reserve question and entanglement problem. There will be pictures of a cut-away method and opinions of "B", "C", and "D" license holders. If you have already sent in your comments, be patient, for they will soon be in print. If you haven't spoken yet, now is the time. We will box-score the results for your consideration and will present more than enough factual evidence for you to examine. From there on out, it is up to you. Once you have decided, stick to it and practice what you intend to do over and over. We are hoping it never happens, but if the malfunction occurs, there won't be time to figure it out up there. It must be clear in your mind and every step automatic. This is the whole aim of articles of this type in DZ-USA. If we can present every side to an argument, you have the knowledge of others in front of you and your decision is that much easier.

CEH

As I am only a student (six jumps), I would like to share my third jump experience. Since it was my first DRCP, I was very excited and very nervous. I think emphasis should be placed on the student (by the jumpmaster) not to count too rapidly. I had counted to eight thousand before I felt the opening shock. Also, be sure to double check all your harness straps and tiedowns and have the reserve as close as possible to your body. I felt my reserve ripcord handle slam into my rib cage while I was experiencing opening shock and my legs were being thrown about.

Mark Cook
Morgan Hill, California

Mark, there is a second reason to keep that reserve belly-band cinched up tight--- a flopping reserve can create stability problems and when you get to freefall, buffeting can be the result of a loose reserve.



NOTICE TO OVERSEAS SUBSCRIBERS

If you are now receiving DZ-USA, or are going to subscribe soon---please add \$1.50 to subscription rate for airmail postage.



SEND ALL EDITORIAL MATERIAL, PHOTOGRAPHS, NOTICES, ETC., TO PARAPRINT, P.O. BOX 2131, WICHITA, KANSAS 67201.

A/C MISHAPS

A Cessna 210 (a week old) lost power right off the deck on landing at Adam's Airpark, New Jersey, and veered to the left of the runway before contact. The wing tip caught a small tree and literally knocked the plane out of the air. The aircraft made two or three turns and ended up in the middle of some junked cars -- which was about all the plane was worth when it came to rest. Fortunately, the pilot, and sole occupant, walked away without a scratch.

MAILBAG??!

Any parachuting magazine who stands for, or suggests, 2500 foot openings gets my \$4.00 for a subscription. Keep up the good work.

Feller DeWitt
Muskegon, Michigan

Dear Sir:

I have read your latest issue and liked it very much. I hadn't realized that another parachute type magazine was needed, but I think you've proven there's always room for improvement and expansion.

Eugene W. Brent
Helena, Montana

Hello:

I don't know where you got my name and address --- but, I owe someone a beer for giving it to you. Friend, I think you've got the right idea on a jumper's magazine, and to prove it here is my four hard earned dollars.

Donald R. Deeke
Chicago, Illinois

Don, the next time you bump into Norman Heaton, you owe him the beer for PCA mailed the March issue for me and used their mailing list. Just make sure he isn't on a drop zone when you buy it.

Dear sirs:

Many of us have been waiting for a publication such as this for a long time. Good luck and keep up the good work.

Hank Ascuiuto
Niles, Illinois

Dear Mr. Hunnell:

Thanks for the free copy of DZ-USA. I'm enclosing the price of my next jump which should prove that I'm willing to gamble that your 16 page newspaper won't have a complete malfunction. Don't forget to send me a membership card and shoulder patch.

Paul Quick
Bloomsburg, Penna.

Dear Gene:

I find your magazine to be one of the better magazines on sport parachuting today. It contains much news on the local jumpers of Kansas, as well as our nation's best. I believe the way you explain malfunctions and other mishaps in the sport, in detail rather a brief mention, is most helpful to me as a student.

Wayne D. Tecil, A-945
Ft. Riley Skydiver's
Ft. Riley, Kansas

Hello Gene:

Enjoyed meeting with you in Wichita. Equally, was entertained by your new publication, DZ-USA. Refreshing to see an informative, helpful, professionally done, interesting magazine. When Lyle decides to quit playing the "God-Gossip" role and starts helping other jumpers, who are as enthusiastic about the sport as he is, it will be reflected in Sky Diver.

Jim Arender, D-13
Hollywood, California

Gentlemen:

It looks like you have all the makings of a real fine publication. I particularly enjoyed your "Profile of a Jumper" why not a byline on some of the features of this type?

Edward W. West
Cedar Rapids, Iowa

Ed, when an article contains no byline and isn't signed by anyone, I confess to it. That particular item was jotted down in a taxi while traveling across Wichita and later smoothed considerably and set in type. You have to do something to keep your mind off one-armed cab drivers and bumper-to-bumper traffic.

CEH

Dear C.E.:

I heard about your rag, but they didn't do it justice. They said it was good, but I think it's great. If you are going to expand, I'll be glad to help picture wise. Good Luck.

Jerry Irwin
Chester, Pennsylvania

Editor's Note: Some of Jerry's pictures appear in this issue and next issue will contain a couple more. We can always use pictures, so keep them coming. Thanks, Jerry, and the ones we used are on their way back.

Dear Gene:

Another good mag will do the sport good. No offense to LC because his is the other one! If PCA would get on the stick maybe we could have three!!

Jim Vallender
Midland, Michigan

NONSENSE QUIZ

First of all, don't take one word of the quiz seriously and under no circumstances, assume that any of the answers should be tried out. There are no days like that. You can learn one message from examinations of this type -- NONE OF THE SITUATIONS SHOULD HAVE HAPPENED IN THE FIRST PLACE. Let a chuckle answer the questions:

- (1) You are at 200 feet and discover you've forgotten to pull. You should:
 - a. Unhook the bungie you have over your reserve ripcord and prepare to deploy a reserve;
 - b. Assume a feet-to-earth attitude and try for a perfect PLF; or
 - c. Spread eagle and roll over on your back to equally distribute the impact.
- (2) You are in competition and completely "zap" a jump. You should immediately:
 - a. Inform the judges that the pilot pushed you out short of the exit point;
 - b. You picked up someone else's PC thinking it was your cheap-o; or
 - c. Hide your leg number and give your buddy's name.
- (3) You don't particularly like your pilot and the best way to make him aware of this is to:
 - a. Switch the fuel indicator to the empty tank right after lift off;
 - b. Give him jump run corrections using commands of one-degree left or right (all the way in) and then ask for another pass; or
 - c. Tie a seat-belt around your feet and dangle from the plane upon exiting. Scratch up his plane while you're out there.
- (4) You are going in to hook-up with B-845381 and when directly over him, he pulls. Your next move is to:
 - a. Go into a full delta and hit him before his main can inflate;
 - b. Arch hard and attempt to gain altitude by creating a "drag" under your chin; or
 - c. Pull immediately and after you have both opened (entangled) you will have a few seconds to talk to him on the way down and you can tell him where he went wrong.
- (5) You have pulled head-to-earth on a PC and upon opening shock, you dive completely out of your harness. You should attempt to survive this boo-boo by:
 - a. Going into a "max-track" and locating a hillside to slide in on;
 - b. Grabbing your buddy who is open 500 feet below you, as you go by; or

DEADCENTER...OR BELIEVE IT OR NOT

Continued from page 4

flated. I feel despised because I've not been to HALO School. My only salvation is in another buddy who has been a PCA member for 5 years now and, although an ardent lover of our sport, he still (Thank God) only has a "B" ticket. Where will it all end? Should I re-enlist in order to get free jumps? Shall I quit my job and get on the staff of a commercial center??

I THINK I'LL JUST START LYING WHEN PEOPLE ASK ME HOW MANY TIMES I'VE JUMPED!!

"Tropical" Tom Pritchard, D-398
St. Thomas Skydivers, Inc.
U. S. Virgin Islands

NEW ARRIVALS OF "DZ" USA

Wayne Tecil, A-945
Ft. Riley Sky Divers
Ft. Riley, Kansas

Robert L. Umphress
Kansas City, Missouri
(Sky-Hi Skydivers)

Connie O'Rourke Sky Divers
Lake Geneva, Wisconsin
(Bill Fleming, Pres.)

Robert B. Gray
(Para-Enterprises)
Mt. View, California

Donald E. Griffin
Sandusky, Ohio

Edward Retundi
New Hyde Park, New York

Roy L. Fox, Jr.
Parkersburg, West Virginia

Kathie Roe, A-959
(Colo. Sport Para Council)
Boulder, Colorado

Barney Lusk, A-966
(Gulf Coast Para Assoc.)
Mobile, Alabama

James A. Vallender
Midland, Michigan

David Lanzendorf, D-314
Syracuse, New York

Feller DeWitt
Muskegon, Michigan

Carroll T. Little
Hattiesburg, Mississippi

J. Michael Horan, D-881
Indianapolis, Indiana

Jerry Irwin
(Air Action Photo's)
Chester, Pennsylvania

Continued on page 13

Continued on page 9

Continued on page 15

MEET EDITORIAL

GOLDEN EAGLE SKYDIVERS FIRST ANNUAL ROLLA INVITATIONAL MEET 16-17 APRIL 1966 ROLLA, MISSOURI

Seeing is believing! Sunday, April 9th, the Golden Eagles at Rolla, Missouri got bombed out with winds gusting to 23 knots on the surface and the meet went something like this. Bob Carter went out of my Cessna 180 at 12,500 and the fun began. He zeroed in on the target about 5 meters off DC and proved he had guts by steering his XBO in downwind and retaining the guts. Then Doug Williams, D-58, and Army jumper, John Naputi, peeled out at 12,500, tracked away, away, out, and back for a beautiful smoke show. The stars were provided by John Naputi when he opened his PC in a full track and he seen thousands of them. All in all, however, a great show for thrills. For spills, a tough football player from the Rolla Team, plowed into the concrete ramp downwind (said he prefers to roll forward!) and he rolled forward. All he broke was his pride and his big toe which proves concrete isn't so tough after all. Maybe next year, a meet will end up as a meet.

Robert D. Kreigh
Rolla, Missouri

HOT SCOOP

LIMERICK SPORT PARACHUTE CENTER

New Hanover, Pennsylvania

This account is not taken from a newspaper reports, which were in error on several accounts of the accident. DZ-USA contacted Bill Ottley, President and Treasurer of Mideastern Parachute Association, New York, New York, and the following is his eye-witness account and statements taken immediately following the crash at Limerick Sport Parachute Center, New Hanover, Pennsylvania, May 7th, which killed five jumpers and the pilot of a DGA-15 Howard:

The pilot of the Howard had been up once before the crash, with Carl Blessing, former instructor for George Gviden, and had put out a wind streamer. Upon landing, the first contestants were assigned to the lift and the jumpmaster was Walker McCraw, a "D" license holder with 470 jumps. Two S/L jumpers were on the lift and to the rear of the plane. They were not hooked up and, of course, wouldn't be until they were next to the door and ready to jump. McCraw had his reserve under the seat and wearing only his main. He didn't wear it when

jumpmastering students and moving about in the aircraft.

The plane was seen to rise to 1000 feet and then go into a spin and disappear from the view of spectators behind some buildings. One chute was seen to open about 100 feet off the deck, which was McCraw's, after he had exited at about 500 feet. He stated he had to claw his way out for the plane was either spinning or was inverted and made exiting very difficult.

McCraw said that the pilot had lost control of the plane at 1000 momentarily, and that he asked the pilot, "is everything alright?", to which the reply was yes. Immediately following, the plane winged over and at about 500 feet, McCraw said he wasn't sure what he said but he thought it was, "Follow me" or "Let's go" and exited the aircraft. Upon opening, he saw the plane going in and watched another jumper, Thomas Botdorf, fall free of the aircraft at about 100 feet off the ground and seen the canopy start to open just as Botdorf hit the ground. The sleeve was partly off the canopy and the body was about 40 feet from the plane. The 'chute in no way whatsoever entangled with any part of the plane. McCraw was not injured upon landing and his entire descent (after opening) was less than five seconds, and on his main parachute.

McCraw stated that the last thing he saw before leaving the aircraft was that the pilot had the yoke against his belly and hard right rudder.

Carl Blessing stated that on the previous wind jump, "the pilot was flying erratically, in a nose-high attitude with slow air-speed". This would indicate that the pilot was having problems properly controlling the aircraft prior to the crash.

Killed were Alva McBride, 23; Donald West, 20; Thomas Botdorf, 22 (all Navy men at the Lakehurst, New Jersey, Naval Air Station and students of McCraw's); Scott Benner, 17, Boyertown, Penna.; Howard Miller, 20, Havertown, Penna.; and the pilot, James Keisling, 33, Willow Grove, Penna.

"If they had been more experienced, they might have taken advantage of the few seconds needed to get out of the plane", Ottley stated. All, with the exception of McCraw, were in their first meet competition.

The meet was cancelled and all the funds collected were given to survivors of the victims. Determination by FAA officials on the exact cause of the crash is pending. Rather than state our own opinions, the evidence is clearly stated and the conclusions drawn is left to the reader.

★ ★ ★ ★

LEW SANBORN INJURED

Lew Sanborn, D-1, was critically injured April 22nd when the plane he was flying struck a 22 gauge telephone line, and a 6000 pound support cable, 75 feet above the Deerfield River in Charlemont, Massachusetts.

Sanborn, who is Executive Vice-President of Parachutes, Inc., suffered severe cuts on the face, a fractured jaw, fractured ribs, a punctured lung, internal injuries, and a compound fracture of the right leg.

An FAA official said the plane struck the two lines at approximately 90 mph and was literally knocked out of the air, flipping it into the river and partly submerging the plane. The accident occurred at about 6:30 PM and almost at sunset which made the lines almost impossible to see until right on top of them. It is believed that Mr. Sanborn was attempting to land the plane in an open field east of the lines and did not see the cables until it was too late. The plane's wings had been sheared off and the cockpit was laid open like a "clam shell".

Rescuers waded out in the river and held Sanborn above the water line while first aid was given by the Fire Department rescue squad. Lew was conscious during the whole ordeal and was rushed to a hospital in nearby Greenwood, Mass., for treatment of injuries. As of May 6th, he was still under intensive care and is slowly responding to treatment. His condition is described as critical but improving.

★ ★ ★ ★

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!



Pat Meridith; Dave Leorente, D-725; and Gary Patmor, D-720 working in for a shot or two. Note the helmet-mounted camera. Photo by Tom Schapanski over Elsinore, California DZ.

Facilities will be provided to house contestant's wives (or husbands) at a very nominal cost. It is also planned to extend the main runway at Tahlequah to 3500 feet and a pea-gravel target is being provided, 20 meters in diameter and surrounded by a 10 meter sand circle. Bleachers will be provided for spectators and jump transportation from the dormitory will be available. Cessna Aircraft is furnishing 4 Super Skywagons (206's) and Oklahoma Sport Parachute Association is providing the pilots. Lew Watson will act as Chief Pilot. At least one of the 206's will be available for practice jumps, the week preceding the meet. Other practice jump aircraft may be available. See you there.

FAA CHANGES TO 105

FAA has stated there is room for improvement and rule making in the following fields, concerning revision of regulations governing sport parachuting:

- (1) Requirement of authorization for all parachute jumps in controlled airspace, instead of notification were presently required under Part 105;
- (2) Extension of notification requirements, now applicable for controlled airspace, to parachuting in uncontrolled airspace;
- (3) Requirement of two-way communication between jump aircraft and Air Traffic Control, at least in controlled airspaces; and
- (4) Still under discussion and consideration: Prohibiting night jumps, raising visibility requirements and proper designation of jump areas on charts, etc.

NEVER TOO OLD

It is believed that Dallas has another first! It occurred on April 9th, when Conference Director Hank Brawley, and Texas Parachute Council Vice-President J. D. Dodson, got together for their first jump together. It is a distinct possibility that the two are the oldest (in age) active D license holders in Texas (and maybe farther) to make a hook-up together. Hank is 48 and J.D. is 52. 100 years of hard life. Is this it, or are there older, active "D's" than these two in the jump world? Neither made their first jump until past 45 years old.

Reprinted from the "Windline" Texas Parachute Council

YOUNG JUMPERS

DZ-USA has a reliable bit of information (from the father concerned) that his two sons, Kyle Robert (K-Bob) and Kenneth "Blitz" Kreigh, have 18 and 17 jumps respectively. Not unusual, you say? Kyle is 14 years old and Kenneth is 16. Kyle's jumps include two 30's and Kenneth's logged a reserve ride. How do you like them apples?



CENTRAL CONF. NOMINEE

Midwest Sport Parachute Association has nominated Jack Bergman, D-357, to run in the PCA elections for Central Conference Director the latter part of this year. Jack is an ASO, senior rigger, private pilot, and has been a PCA Instructor since 1963. He has over 500 jumps and has been jumping for some 12 years. He is president of St. Louis Skydivers (a post he has held for 4 years) and was treasurer of the club for two years preceding the presidency. He has been a member of PCA for 7 years and is more than qualified as an excellent candidate for Conference Director. He is a safety-minded individual who, in his own words, "learns something new every jump and many times from younger jumpers. They can come up with some real good questions and it's important what they think." Jack is 29, married and lives in St. Louis. DZ-USA believes this jumper is one who will not only benefit the Midwest, but sport parachuting in general.

HEADED FOR VIETNAM

Colonel William Grieves recently submitted his resignation to PCA as National Director. His next tour of duty will be in Vietnam for two years and leaves him unable to effectively serve as National Director.

The New England Sport Parachute Council is now the "Northeastern Sport Parachute Council". The name change was necessary in expanding services of the Council to New York State. Bob Stout was elected President of the newly-named Council succeeding Dan Poynter who had resigned upon appointment as Northeast Conference Director.

MWSPA ELECTIONS

The Midwest Sport Parachute Association held special elections on 7 May 1966 and elected the following officers:

- President: Duane Peacock
- Vice-Pres: Stan Searles
- Sec/Treas: Richard Walkup

The association meet, which was to be held Saturday and Sunday (7-8 May) was blown out and cancelled. It was not rescheduled. Even so, the meeting at Mancuso's Steak House and a fun jump or two Saturday morning, made the trip an enjoyable get-together of clubs in the area.

PHYSIOLOGICAL TRAINING

PCA, FAA, and the Air Force have made arrangements for High Altitude Chamber training for PCA members. The physiological training is being conducted at 33 Air Force facilities across the country. If your club is interested in the 1 1/2 day, \$5.00, course, contact, Parachute Club of America, P.O. Box 409, Monterey, California and request the address of the facility nearest you.



Ed Marler, D-384; Joe Nichols, D-236; and Butch Bradley, "crack the whip" over Limerick, Penna. DZ. Photo by Jerry Irwin.

NONSENSE QUIZ

Continued from page 7

- c. Unzip your Pioneer coveralls and hastily build "batwing" extensions to slow your fall.
- (6) You are making a downwind approach in 45 mph winds and feel as though you are a little too "hot". It's too late to turn, so you:
 - a. Just before contact with the ground, climb up your risers -- and continue to climb -- and climb -- and quickly;
 - b. Unsnap all your hardware (as if preparing for a water jump) and avoid being dragged by the wind. You don't want dirt in your compound breaks because of infection;
 - c. Make a very quick check of your French boots and make sure they are laced tight enough to protect your ankles.
- (7) You have been misspotted on a night jump and drifting directly over a zoo. Thinking fast, you decide to:
 - a. Head for the alligator ponds because you are an experienced water-jumper;
 - b. Run over the bird section and avoid a cleaning job on your equipment, and land in the next section (African lions); or
 - c. Whip out your Zippo and set your main afire (using a suspension line as a fuse) to confuse the animals and illuminate the area.
- (8) You are dropping a student for a "wind dummy". For best results, you should:
 - a. Use the target as the exit point and the windline is easier to figure. Have the County Sheriff find the student;
 - b. Give the student the canopy with the control lines cut so he can't maneuver and foul up the purpose of a wind dummy; or
 - c. If winds are excessive, have a jumper on the ground clock the speed the student is dragged after landing. Accurate wind speeds are more easily judged using this method.
- (9) You have been told to perform a "figure-8" for your "B" license. To make the turns quicker, you should:
 - a. Take your reserve chute out and put in 80 pounds of lead to keep your center of gravity lower;
 - b. Go into a flat spin and hope the jumpmaster doesn't notice the direction of your turns; or
 - c. Tell the JM to watch you from the door and go at 12,500 and then negotiate your turns at 1500 so he can't see you.
- (10) Your wife will leave you if jump again, so you must do one of the following:

Continued on next page

- Stick your altimeter before you get in the plane and the JM won't let you make the jump when he notices it;
- Break your leg with a hammer on Friday night so none of the club members will razz you for not jumping; or
- Leave bus or train fare for your wife with the club treasurer and have him give it to her (after the plane has taken off for your 30).

WOOD!!!!

CONNECTICUT PARACHUTISTS, INC. THIRD ANNUAL CPI SPRING OPEN NEW HANOVER, PENNA. APRIL 1966

Individual - Advanced

- 1) Mike Todd
- 2) Gary Hayes
- 3) John Leibacher

Individual - Novice

- 1) Walt Skerry
- 2) Paul Thurlow
- 3) Dave Turner

Team - Advanced

- 1) Phil Fitzpatrick
- 2) John Leibacher
- Max Knor

The meet was called after all competitors made their first round jump.

SECOND ANNUAL CARNIVAL WATER JUMP 30 APRIL 1966 ST. THOMAS, VIRGIN ISLANDS

Accuracy jump into the water with the winners being determined by stop watch for the shortest times between hitting the water and swimming to the target:

- 1) Tom Pritchard, 18 5/10 sec. St. Thomas Skydivers ("D" license)
- 2) Joe Heinlein, 25 4/10 sec. Tidewater S.P.C. (U.S. Navy) ("D" license)
- 3) Wendell Stein, 28 - sec. St. Thomas Skydivers (17 yr. old student)
- 4) Bob Bashaw, 28 - sec. Roosevelt Roads S.P.C. (U.S. Navy)
- 5) Paul Wikander, 30 3/10 sec. St. Thomas Skydivers (student jumper)

Winds were 15 mph, gusting to 25 mph. Cash prizes were awarded by Russ Klemm, Deery & Kleem Ltd., distributors of Amstel Beer and Haig & Haig Scotch.



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

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.

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.

AMERICAN LEGION TEXAS MEET ELDORADO, TEXAS 28-29 MAY

Novice, Intermediate, Senior Expert Accuracy, and Team Event (accuracy). Sponsored by the American Legion, and supported by the whole city with donations from merchants and trophies as awards. Barbeque and breakfast. Dance after the Saturday jumping. Contact Fob Fitzgerald, Box 6071, Odessa, Texas, or just be there May 28th.

MOUNTAIN CONFERENCE CHAMPIONSHIPS AND ANNUAL MEMORIAL DAY CLASSIC DENVER, COLORADO 28-29-30 MAY

Novice Accuracy: Best 2 out of 3 jumps from 3500. (0-49 jumps to enter).

Advanced Accuracy: 4 jumps, all count, 4500 feet. Any jumper may participate; Championships to be scored from this event; must be "C" license holder to win PCA trophy.

COMING MEETS

Style: 3 jumps, all count, 7500 feet, 28-32 second delay. Must be PCA and "C" license holder to enter. Championships to be scored from this event.

Team Accuracy: 1 jump, 7500 feet, with double baton pass and accuracy.

Spot Accuracy Team: 1 jump, 4500 feet, no relative work. One jumper of the team must have less than 50 jumps.

Entrance Fee: \$8 plus \$4.50 per jump. Contact Jim Halbert, 77 So. Ogden, Apt. #102, Denver, Colorado 80209 for further information or Kathie Roe, 446 Pearl, Boulder, Colorado 80302.

GALVESTON SKYDIVERS MEET DICKINSON, TEXAS 28-29-30 MAY

Drop Zone is at the T & C Motel, F. M. 517 and Gulf Freeway, Dickinson. Only flat circular canopies may enter, with no modification, no control lines and no cut lines. May be sleeve deployed or straight off the back. Accuracy only--best 3 out of 5 jumps, "C" and "D" license holders only. \$5.00 registration and a jump card for \$10.00 (5 jumps to a card). A limited number of flat circulars for rent. Contact C. B. Anagnostis, Galveston Sky Divers, 3040 Cedar Drive, La Marque, Texas for further information.

FOURTH ANNUAL PARACHUTE MEET PARACHUTING, INC. AND MILWAUKEE SKYDIVERS RAINBOW AIRPORT FRANKLIN, WIS. 28-29-30 MAY 66

Individual accuracy (novice and advanced); Style with international series. Team accuracy, 26 jumps and over, 3 jumps from 5500. Accuracy jumps from 3600; style from 6500. Three jumps all events. Entry fee for team accuracy, \$36.00; \$12.00 for all other events. Five aircraft including a new Cherokee 6; 70 feet of pea-gravel, one foot thick. A minimum of \$300.00 in prize money. Free party Sunday night with free beer and live music. Contact Jeff Searles, D-639, 10010 S. 76 St., Franklin, Wisconsin 53130, phone 425-4340, for further information.

"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.

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.

2ND ANNUAL TPC MEET GEORGETOWN AIRPORT GEORGETOWN, TEXAS JULY 2-3-4

Novice accuracy (6-25 jumps) two jumps from 3000, no S/L. Intermediate accuracy (26-100 jumps), two jumps from 3500. Senior accuracy (101-up), two jumps from 3500. Team accuracy, 3 jumpers, one jump from 5500 with staggered openings. Entrance fee \$7.50, \$3.00 per jump. Women jumpers will compete with men. Only TPC members will be permitted to enter the meet. The annual TPC General Assembly meeting will be held at noon Sunday. Entrance fee includes attractive patch. If you an aircraft available for the meet, contact the Meet Director. Tach time one way will be paid. For further information contact Jack Joerns, Meet Director, 18410 Donna Drive, Houston, Texas 77058, Phone 713-032-3790

- 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

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

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DIABLO SKY DIVERS ANNUAL TROPHY MEET
ANTIOCH AIRPORT, CALIFORNIA
4-5 JUNE 1966

Novice and advanced accuracy, two jumps each event, \$7.00; Style, two jumps with international series, \$9.00; Team Event based on hook-up, accuracy and point system, 25-32 second delay, 7200 feet, \$15.00. Must be a PCA member and have a log book and in-date reserve. Entry fee \$3.00 plus jump fees. Free food and beer will be served Saturday night. Contact R. Smith, Diablo Sky Divers, 1729 Wellington St., Oakland, California 94602, phone (AC 415), 532-6354 for further information or preregistration.



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, 3,500 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.

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.

HE'S HEADED YOUR WAY

DZ-USA was fortunate enough to run into Jerry Schrimsher, Dallas Skydivers, at a meet in Tonganoxie, Kansas. Jerry has the enviable job of going all over the country selling electronics equipment and jumping at a different DZ every weekend as a result. Real tough duty! We talked him into getting information from each club for publication in DZ-USA, so when you see him coming and want a plug for your club, how about giving him all the straight on your operation (and a free jump for Jerry if you can swing it). This is his schedule for the next few months:

May 9th through 31st: Newton, Ohio; Cedar Rapids, Iowa, Rochester, Minn.; Minneapolis, Minn.; St. Paul, Minn.; Fond du Lac, Wisconsin; Milwaukee, Wis.; and Chicago, Illinois area.
 June 10th through 13th: Rockford, Illinois and Des Plaines, Illinois.
 June 15th: St. Joseph, Michigan and then Fort Wayne, Indiana on February 1st.

YOUNG BLOOD

Jerry Waclawski recently became secretary-treasurer of Las Vegas Sky Divers Parachute Club. A success story, since Jerry has only four static line jumps. If anyone doesn't know where Las Vegas is, it's about 42 miles south-east of Indian Springs, Nevada. Imagine that.



D-18 BACK STATESIDE

The Fort Campbell Parachute Club is happy to announce the return of Sgt. Mike Kremar, D-18, from a year of combat duty in VietNam. Sgt. Kremar is back running the FCSPC and we invite any jumpers in the area to visit us and our staff of experienced jumpers and riggers will be glad to help any clubs in the area.

FIRST 5-MAN CLOVERLEAF HOUSTON, TEXAS

On April 9, four members of the newly formed Space City Skydivers and a visiting jumper from North Dakota completed the first five-man cloverleaf in the Houston Area from a Cessna 195. Neal Smith and Fritz Jackson, C-2416, hooked up; then Bill Nicholson, D-875, got in as third man in the star and was followed by Bob Arthur, C-1970, who made it four. Last, but not least, Harry Thomason, C-2913, our visiting jumper, hooked up to Bill Nicholson's boots, making it a five-man. This was all accomplished from an altitude of 6900 feet with the jumpers exiting the aircraft one at a time. Everyone landed on target with Bill Nicholson scoring a three footer and Fritz Jackson logging a six footer.

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



Bringing home the bacon! Pictured above, Sergeant First Class Gene Thacker and the U.S. Army Parachute Team Competition Squad which he leads, presents their new Team Commander, Major Alfred E. S. Burkhard, with the results of their recent trip to the Cotton Belt Invitational Parachute Meet in Hammond, Louisiana, and the Tampa Sky Divers Easter Open Invitational Meet in Tampa, Florida. A total of ten trophies were won by the men in competition that was reported to have been stiffer than the 1965 National Championships. Pictured, left to right, are Sgt. Bob Buscher, SSG Dick Harman, SFC Gene Thacker, Major Alfred E.S. Burkhard, SSG Leo Kryske and SFC Bobby Letbetter. Photo by SFC Joe Gonzales.

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 ALTITUDE JUMP

Roger Christensen and Tom Pritchard - U.S. Virgin Islands - 100 second delay - 22,400 feet - Charlotte Amalie Harbor - January 11, 1966 - Cessna 206.

2 MAN RECORD ALTITUDE JUMP - 24,350 feet - 4 January 1965 - Alderson & Sisler - 210 Cessna - Arkansas State Record.

5 MAN RECORD ALTITUDE JUMP - 20,000 feet - 28 February 1966 - MacCrone, Hamilton, Fairbank, Alderson and Sisler - Turbo-charged Cessna Super Skywagon - Arkansas State Record - The Skywagon went to 20,000 in 31 minutes and 40 seconds on this load - 100 second delay.



HERE WE GO AGAIN

Like Billy Buckley, Jim West fails to score on quantity. I can't find the info, but 152 is the number and the jumper laid down to take a nap at 2 PM and woke up to find himself winded out. He was an Army sergeant in North Carolina (Swetich, I think was the name) and the year was 1952. It had been a duel between Swetich and Starkey since 1947. All the facts are hazy now but they used Piper Cubs, jumped at 800 feet (or less), flat circulars, they never heard of sleeves or mods in those days.

We had some local fellow in training to beat it. He had hired 12 riggers and three Bell helicopters but as yet hasn't gone. I had figured one would need a mile long air strip. Three aircraft and two rigging areas on each end of the runway with 6 riggers each. My respects to Jim anyhow. My best day was eleven 15,000 footers.

Lyle Cameron
Sky Diver Magazine



RECORD SEQUEL

I read with amusement the numerous letters by my friend, Bob Carter, and want to put you on the alert concerning his exploits before he got his "Bow-String". That one jump he talked about in May at Columbia, Missouri (widely known as a wind-accuracy record jump) was actually two jumps but he doesn't like to talk about number two! He wears a bright red jump suit and on this jump he bumped his reserve against the door jam getting out, and needless to say, he was out -- on his reserve about a half mile too soon, in fact. Well, he missed the lake by the simple expedient of drifting across it, but a barn wasn't so simple to miss. No, he didn't worry about hitting the roof of the barn, but when he rolled off into the gooeey (?) barnyard, a large bull eyeballed that bright red target, and Bob didn't wait around to see what the bull would do next! He knew what the bull had been doing previously for he had it all over his coveralls and both jumper and bull have been spreading it around ever since.

Robert D. Kreigh
Columbia, Missouri

In appreciation of our fellow jumpers who made mention of DZ-USA in their publications, the favor is returned here and now:

Northeastern Sport Parachute Council
"The Spotter" -- \$2.00 per year
Editor, Dan Poynter
Box 172
Orange, Massachusetts 01364

Sky Diver Magazine
Lyle Cameron, Editor
\$5.00 per year
P.O. Box 44
Buena Park, California

Texas Parachute Council Newsletter
"The Windline"
\$2.00 (includes TPC membership)
P.O. Box 10452
Dallas, Texas 75207

Illinois Valley Parachute Club, Inc.
"The Skyline"
Editor, Ron Doughty
1500 North Capitol
Pekin, Illinois, 61554

Parachutist Magazine
Parachute Club of America
\$10.00 (includes PCA membership)
P.O. Box 409
Monterey, California

North Central Conference
Newsletter
5448 Girard Avenue North
Minneapolis, Minn. 55430
(\$1.00 per year)

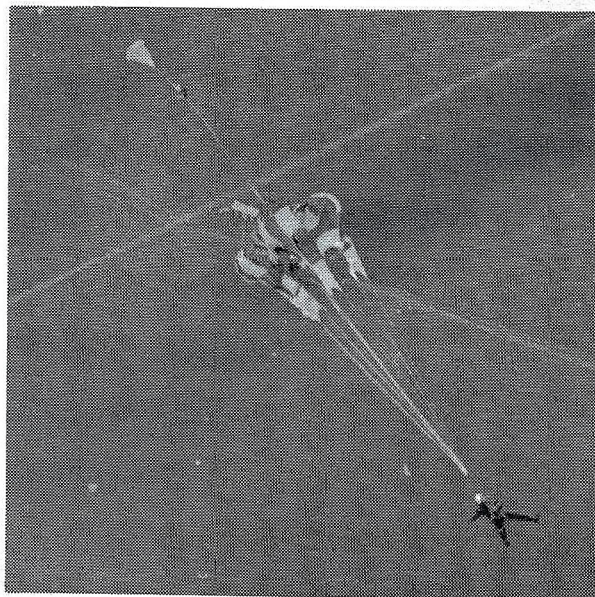
Oklahoma Sport Parachute
Assoc. - "The Static Line"
\$3.00 per year (OSPA membership)
1263 East 27th Street
Tulsa, Oklahoma

"DZ-USA" -- \$4.00 per yr.
National Bulletin published
by Para-Print, Wichita, Kans.
P.O. Box 2131
Wichita, Kansas 67201

APPROACH WITH AWE AND RESPECT

Arthur Kiesow	2100 plus
Paul Poppenhager	2060 plus
Carlos Wallace	1700 plus
Lyle Cameron	1700
Paul Nininger, D-177	1500 plus
Jim West, C-489	1300 plus
Coy McDonald, USAPT	1200 plus
Lt. Danny Byard	1200 plus
Lewis T. Vinson	1184
Will Charette	1070
Eric Bahor	1045
Stanley Searles, D-212	1020
Billy Letbetter	1000 plus
Carl Kraft	1000 plus
Al Beverly	1000 plus
Loy Brydon	1000 plus
Bobby Letbetter, USAPT	1000 plus
Ray Duffy, USAPT	1000 plus
Bob Buscher, USAPT	1000 plus
Gene Thacker, USAPT	1000 plus
Leo Krysk, USAPT	1000 plus
Sgt. Jack McLaughlin	1000 plus
Lee Guilfoyle	1000 plus
Jim Lewis	1000 plus
Danny Byard	1000 plus
William Boeringer	1000 plus
Robert Matthews	1000 plus
James Arender, D-13	1000 plus
Gerald Bourquin	1000 plus
Roy Martin	1000 plus
Joe Norman	1000 plus
Joe Dupuis	1000 plus
Davis Sims	1000 plus
Dave Becker	1000 plus
Jack Ady	1000 plus
Gary Dupris	1000 plus

If you are listed in the 1000 plus or 500 plus column -- how about letting us know your approximate number of jumps. There is a lot of difference between 1000 plus and 1680 jumps. If this is happening to you, fire in a correction.



Lt. Ken Sisler making a clear & pull at 90 mph on a PC from a Cessna Super Skywagon in the first photo---checking the canopy in the second shot. Opening characteristics are very easily noted. Photo by William C. Kiehl, Russellville, Arkansas DZ.

15,000 FOR \$8

Hudson Valley Skydivers, Gardiner, New Jersey, has lined up a Twin Beech with a 5½ foot cargo door that hauls 9 jumpers to 15,000 for \$8.00 a lift. Judging from some of the jump fees around many DZ's, this is more than reasonable. If your club is getting them cheaper or higher, let us know so we can pass the word along.

500 AND OVER 

- Lewis Sanborn, D-1 . . . 950 plus
- Leon Potts, D-220 . . . 950 plus
- Harry Schmoell. 920
- John Garrity, USAF . . . 850 plus
- Ed Dorey. 800 plus
- Noel Funchess, D-585 . 710 plus
- Joe Crane, C-1. 689
- Lt. Ken Sisler, D-157 . . 685 plus
- James Garrison, D-94. . 620 plus
- Jacques Istel. 600 plus
- Doug Williams, D-58 . . 600 plus
- Tim McGrath 600 plus
- Ed Marler, D-384 600 plus
- Tom Schapanski 600 plus
- Jim Lowe 600 plus
- Ralph Hatley 600 plus
- Dan Gormen. 600 plus
- Ted Mayfield 600 plus
- Chet Lundburg 600 plus
- John Scott 600 plus
- Sgt. H. W. Gough, Jr . . . 595 plus
- Tom Copenhaver, D-649 560 plus
- Jeannie McCombs 522
- Bill Ottley, D-298. . . . 520
- Jerome Tyson, D-202. . 518
- Dick Lewis, D-522 . . . 510 plus
- 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

HIT-AND-RUN NOVELTY

If the wind stops blowing long enough in Kansas for a meet which includes a hit-and-run event, Dave Krygiel and Steve Elder, both members of Sky-Hi Skydivers, Independence, Missouri, will figure prominently with an invention for such events. I call it the "gook" sound. When the contestant steps on the disc, a siren goes off--both directions. That is, it whines up to a peak and then whines back to the bottom of the musical scale and weird is an understatement for the pitch. You've got to hear it to believe it.



If you see a buddy's name and want to drop him a line, we will be happy to furnish you his complete address.

Dear Mr. Hunnell:

The Golden Knights thank you sincerely for the copy of "DZ-USA". We here at the Team look forward to the coming issues. Your bulletin shows great promise. With the variety you offer and the scope of your material, many sport parachutists will inevitably feel linked to the professional and amateur jumpers. Your informal approach to news-writing is wholesome and refreshing. Keep the comments coming. Airborne always,

Michael A. Makulowich
Information Officer
U.S. Army Parachute Team
Ft. Bragg, North Carolina

Gentlemen:

If you wish, you may begin this subscription a few issues back. On recently seeing a copy of several back issues of the magazine, I was very much impressed with the quality of the information and I hate not having those issues in my file. For that reason, I would be glad to receive several back issues.

Jay Miller
Tucson, Arizona

Editor's Note: Because of Jay's request and several others, we have depleted our back issues and we are making a second printing on the January, February, and March issues and they will be available at \$0.25 each. Just stick some silver in an envelope and let us know which issues you want and we'll send back issues until the second printing runs out.

Dear Gene:

Here's my subscription but there's one thing bothering me. Would you believe I can't find the name of the editor anywhere in the March issue? I'm wondering if that isn't an oversight; or maybe I did drink just a little too much last night; or, last but not least, you're trying to remain anonymous. At any rate, I think its a good show and well worth \$4.00 -- even to a poor GI like me. Keep up the good work!!
SP5 Lee Hector, U. S. Army
Cherry Creek Skydivers
Denver, Colorado

Lee, a short introduction is necessary. The editor is C. E. (Gene) Hunnell who attended Aurora High School (1948-51), Aurora, Colorado; and who has a brother-in-law named Earl Horner living with his sister (imagine that) (my sister, not his) in Aurora; and who tended bar at the Emerald Isle for Glenn Berrier in your drop zone's backyard. This is of no interest to jumpers outside Denver, so I apologize for blowing my own horn.

Dear Gene:

DZ-USA is certainly an interesting news bulletin, and one we, in the Midwest, have been needing for some time. I am looking forward to future issues. How's chances of giving us some of the current jump records held within the Midwest?

Robert E. Reed, D-476
Des Moines, Iowa

At this printing, Bob, a recent jump from a Cessna 206, here in Wichita, was made from 35,500 feet by James Scott, Great Plains Skydivers. Whether it is a record or not is something subscribers in the Midwest will have to tell us. In the meantime, we'll have as many as we can for you in the June issue.

The Editors

Dear Gene:

I think DZ-USA fills a very definite need; students and fun jumpers can become a bit put down reading of nothing but the fabulous exploits of D-007 and his Electric Sail Wing. Why, I actually saw a photo of C-9 canopy in your publication! I thought we were the only poor creeps still jumping these obsolete rags. I am especially pleased with your concern about reserve procedures; this should be the most important topic to every jumper, whether he be student or master blaster.

John P. Demme
Edgewood Arsenal Sky Divers
Joppa, Maryland

Dear Gene:

Thank you for the March issue. I didn't know where it came from until I had read through a lot of it and left my dinner grow cold, but reading it was almost like climbing out on the strut again. It is the most interesting publication I have read on sport parachuting to date. I also read the article you wrote for the April issue of the Parachutist magazine. Keep that type of information coming our way. I know you speak with authority on the subject of deployment of reserves because I've watched you perform under two malfunctions requiring deliberate action and you practice what you preach.

John B. Ohnstad, FAA
Chicago Area Office
Des Plaines, Illinois

Dear Gene:

I just received DZ-USA today and sat down to just glance through it. Needless to say, I didn't get up until I had read the magazine from cover to cover. It's great. Keep up the good news. I would have used your subscription form but the information on the flip side was too valuable.

Ken L. Kump
Milwaukee Skydivers
Milwaukee, Wisconsin

Dear Gene:

I'm beginning to think you don't read SDM. I published the complete list of Gold Wingers in my February editorial. Three more have been added. Billy Letbetter, Carl Kraft (Phoenix civilians) and wings were awarded to Chris Hiesel, posthumously (see March letters column). Carl Kraft got his wings in two years and three months (without ever throwing a reserve). Someday, somebody will qualify for them in 10 days. Would you believe a "D" license in a week? D.Z. is looking better every issue. I'll be heading your way first of May.

Lyle H. Cameron
Sky Diver Magazine

Lyle, I have been adding 1000-plussers only if their names were submitted or they, themselves, wrote in for a free subscription. Of course, I lifted a few from SDM so I may as well add a few more dishonestly. I avoided your question on the Omaha quiz until I find out. Worded sorta badly, isn't it?

CEH

Dear Mr. Hunnell:

I recently rec'd the March issue and was very favorably impressed. I must admit that I was completely unaware that the magazine existed and regret that I missed the previous issues. I hope you sustain the high quality and fast pace that is characteristic of the March issue. This is the type of enterprise that can be extremely useful to our sport and I wish you the best of luck.

Capt. Craig D. Elliot
El Centro NAF, California
(National Director, PCA)

Dear Gene:

At the risk of sounding ignorant, this was the first I had heard of your enterprise. I think it is a fine mag and compares favorably with your competitors (?), both in content and layout. My biggest complaint in the field of skydiving publications is not necessarily the lack of news, but the fact that it's usually "old business" by the time we hear about it. Maybe your publication will be an answer to this. I am not using your handy order blank as it would mean cutting up the list of the top twenty. Maybe you can do something about this in future issues?

Larry Parmer, D-686
Tri-Par Sport Parachute Club
Manassas, Virginia

Larry, our subscription form has been relocated to the inside of the back page and we hope it never covers anything of interest again. I personally "lay-out" every issue and I accept full responsibility. By the way, your 1000-plusser is on the mailing list.CEH

GEAR FOR SALE

1963 T-10, 9 gore TU, w/harness, ripcord, dual pilot chutes, and new deployment bag. Dark green canopy with only five jumps (no patches, burns or tears). Excellent condition. \$95.00 complete. Will pay shipping. Write Mike Tritico, Apt. B-1002, 1900 Perdido, New Orleans, Louisiana.

★

A 1965 XBO canopy, red & white pattern w/matching XBO sleeve and pilot chute, excellent condition---only \$175.00.

Larry Miller
5925 No. 63rd St.
Milwaukee, Wisconsin 53218
Ph: 414, 463-8574

★

24 ft. reserves, good condition, used, \$20.00 each. Two 5TU's, complete, very good C-8 canopies, 1.1 ripstop, one all white and one dyed burgundy, \$75.00 each.

One complete skydiving set-up consisting of Pioneer 28' Lo-Po, Black & Gold Diamond pattern, sleeve, yellow MA-1 pilot chute, about 50 easy jumps plus a curved chest pack. Everything in sage green. Real nice buy at \$135.00

Bob Sauer
Sells Star Rt., Box 22P
Tucson, Arizona

★

T-10 unmodified 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 -- \$75.00

24' Reserves, used, good condition -- \$25.00

35' T-10's, 7-TU modification -- \$120.00

B4 OD Pack and Harness w/D Rigs -- \$10.00

Ollie Letourneau
RD 1, Box 111
Forge Village, Mass.
Ph: 692-6352

2 complete rigs for \$50. Each has C-9 canopy with 7TU cut, harness, sleeve, D-rings, pilot chute. The whole shot for a measly \$50.

Jerry Tyson
1221 W. Sherwin
Chicago, Illinois 60626

Dear Gene:

Enclosed is a check for an ad I'd like you to run. The first one brought answers spread from New York to Iceland, so someone is reading your rag in far-away places.

Jerry Tyson

RIGGER SERVICE AND RESERVE REPACKING

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Bob Sauer, C-669, BFS 1528783
Ryan Air Field,
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Student Instruction
West Coast Dealer for P.I.
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ILLINOIS

Jack Tillman, D-1035
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Pekin, Illinois 61554
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Phone 346-0552 AC 309

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Loft #1133 Near Pepperell,
Massachusetts Jump Center
Ollie Letourneau, Master Rigger
RD #1, Box 111
Forge Village, Massachusetts
Phone: 692-6352

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& "Tracker 45"
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Jump Center with plowed
target
Rigger Service by "Woody"
Underwood

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mitting
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wells - \$10.00

OREGON

Western Sport Parachute Center
13942 S. E. Lincoln
Portland, Oregon
Phone: AL 3-6140
Licensed Riggers



Joe Ferland, on jump #14, an even foot from the target and sitting back and enjoying it. Sky Ranch Airport, Topeka, Kansas DZ. Photo by Jim Hernandez, Ft. Riley Sky Divers.

SPECIAL NOTICE

1962 Cessna 185 Skywagon. Legal with 5 jumpers. Snohomish hinge installed, but factory door on now. Larger oil cooler. Mark 12, VOA-6, Airframe 1136 total, engine 830 since major. At time of next major you could super-charge, or install the 285 hp. \$10,990.00.

Dan True
2804 Julian Blvd.
Amarillo, Texas

WE WILL BUY

Parachute parts, parachute hardware, safety belts, shoulder harnesses. We will buy new or used material. We are especially interested in salvage and hardware from webbing of all sorts. No lot too small or too large. All samples accounted for.

Ranger Products, Inc.
2221 No. Broad Street
Philadelphia, Penna. 19132

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

IF YOUR AD APPEARS HERE --- AND THE GEAR YOU OFFERED HAS BEEN SOLD --- PLEASE LET US KNOW. NO REFUND ON THE AD BUT IT WILL STOP THE MAIL OF INTERESTED PARTIES.

RIGGERS MAY REQUEST
A LISTING AT \$8.50
PER YEAR (12 ISSUES.)

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

NEW ARRIVALS OF "DZ" USA

Continued from page 7

Demis Symes, C-3000
College Park, Maryland

Paul Quick
Bloomsburg, Pennsylvania

Wm. C. Gifford
Washington, D. C.
(Pelican Sky Divers)

Thomas G. Schaefer
Rahway, New Jersey

Joseph Harle Jr.
Huntsville, Alabama

Paul Nininger, D-177
Columbus, Ohio

Richard Hazel
Needham, Massachusetts

Walter Mumper
Ohawa, Illinois

H. Hunter Handsfield
New York, New York

Louis Nickoloff, B-4756
Wyandotte, Michigan

Richard W. A. Davis
Palm Beach, Florida

John M. Clayton III
San Bernardino, California
(San Bernardino Valley Sky Divers)

Howard Postma
Sanborn, Iowa

"Her"
Dallas, Texas

Dick Hall
Topeka, Kansas

Joseph Ferland
Ft. Riley Sky Divers
Ft. Riley, Kansas

Arie Smit
Pekin, Illinois

Wm. C. Brown, C-3121
Nashville, Tennessee

Jacques M. Laton
Pasadena, Maryland

Steve Biljanic
(Alta Sport Para Center)
Midvale, Utah

William Van Arsdale
Sparta, New Jersey

Frank Peckous
Van Nuys, California

Charles R. Huffman, C-2687
(Warsaw Skydiving Club)
Macy, Indiana

Robert Edwin Moers
Houston, Texas



Cameraman Tom Schapanski follows Pat Hallman toward hook-up with Lowell Bachman and Pat Meiron over South Florida Parachute Center DZ, Clewiston, Florida. ("Pops Place")

Jerry Fetten
(Long Island Skydivers)
Hicksville, New York

Jerome Wacławski
(Las Vegas Sky Divers)
Indian Springs, Nevada

William C. Brown, C-3121
Nashville, Tennessee

R. Dennis Holohan, C-2776
(Hudson Valley Sky Divers)
Middletown, New York

Robert D. Barrett
Boxford, Massachusetts

Paul A. Bender, USN
Cooperstown, North Dakota
(Stationed in Cuba)

F. G. McGonegal
Falls Church, Virginia

William F. Kohler, USA
Doylestown, Penna.
(Stationed in Viet Nam)

Rick Smethers
Wichita, Kansas

Brian P. Stone, B-4226
Flushing, New York

Charles A. Fox
Kankakee, Illinois

John Demme, C-2577
(Edgewood Arsenal Skydivers)
Joppa, Maryland

Stuart Shepard
Bellflower, California

Oscar Mendez, B-4579
Ridgefield Park, New Jersey

Kenneth Urbanik
(Milton College)
Milton, Wisconsin

William McEwan
Massapequa, New York

Frank J. Ranallo, USN
Hartshorne, Oklahoma
(Aboard USS RANGER)

Lawrence V. Reber
Reading, Pennsylvania

Dick Barber
(Conn. Parachutists Inc.)
Warehouse Point, Conn.

Byron E. Smith
Alliance, Ohio

Thomas Ridout
Troy, New York

Richard Urnezis
Chicago, Illinois

Frank & Joe Richard
Ballston Spa, New York

Mary E. Ratz
(Sky Hawks Parachutists)
Indianapolis, Indiana

Carlos G. Wallace
Pasadena, Texas

Major John Joyce, USMC
Woodbridge, Virginia

Roy Blackwell
Larson AFB, Washington

Bud Kiesow
Duarte, California

Robert Breen
Wyoming, Michigan

Charles Bertolini
Baltimore, Maryland

Robert L. Hosfield
Glendive, Montana

Charles D. Leek
Sawyer Air Force Base
Michigan

Eastern Parachute Company
Norfolk, Virginia

Tri-Par Parachute Club
Washington, D. C.

Larry Parmer, D-686
(Tri-Par Parachute Club)
Manassas, Virginia

Michael Willich
Thornton, Illinois

Bill Lasher, USN
FPO, San Francisco, California
(Aboard USS KITTY HAWK)

Mike McGowan, USN
NAAS Ream Field
Imperial Beach, California

Neil Fedje
Hoople, North Dakota

Kenneth Whittier
New Orleans, Louisiana

Grand Rapids Skydivers
Grand Rapids, Michigan

Thomas J. Ayo, USA
2nd Bn. (Airborne) Inf.
(Stationed in Viet Nam)

Alex Gray
Flushing, New York

Dorothy Carter
Albuquerque, New Mexico

Sgt. Charles Brophy
MCAS Cherry Point, N. C.

Carroll Edmonds
Columbus, Ohio

John Bowman
Philadelphia, Penna.

Nicholas Piantanida
Brick Town, New Jersey

Terry Warrick, C-2357
Menasha, Wisconsin

John Clark, C-1538
Rockland, Massachusetts

Robert E. Reed, D-476
Des Moines, Iowa

Stuart Prakin, C-3028
Mamaroneck, New York

Pete Ehmann
(Atlantic Parachute Team)
Manville, New Jersey

Ken Weatherford
Shreveport, Louisiana

Robert C. Powers
Holly Hill, Florida

Walter K. Straub
(Las Vegas Sky Divers)
Indian Springs, Nevada

WE WILL PRINT 100 A MONTH UNTIL WE CATCH UP...
IF YOU DIDN'T MAKE IT THIS ISSUE, MAYBE NEXT TIME.

Ft. Myer Sport Parachute Club
Ft. Myer, Arlington, Virginia
(Over 60 active members)

Paul Odom
Annandale, Virginia

1/Lt William Bayer, USA
APO US Forces, S Fran
(Home: Oil City, Pa.)

Stanley Zielinski, D-392
(Collegiate Parachute Club)
Buffalo, New York

Paul Duncan, B-4163
Tampa, Florida

SOS... SOS

I want to thank subscribers and non-subscribers for support to date. I was warned when I printed issue #1 of DZ-USA that I would have trouble getting jumpers to air their views. This hasn't happened and as a result, I have been able to publish a bulletin everyone seems to be pleased with. The end product is up to the jumpers and each issue will be just as good as you make it. To A-959 and A-966 and other jumpers with less jumps than that, thank you. Every letter will continue to be printed and "A", "B", "C" or "D" doesn't enter into it. This issue will contain pictures a little more geographically spread around than the April issue. When I don't receive pictures, I have to rely on local material and although the photos are good, too many local pictures is not my aim. As you know, next issue (June) is the reserve issue and maybe something concrete will develop from the controversy. Future issues will contain a little less on the reserve question and let new arguments move in--PV vs. XBO---a little on jump aircraft and what's best in a pilot's eyes by Dan True--camera tips by Tom Copenhaver for beginning jumpers and what to start with--"Jumping in New York" by Jerry Schrimsher, Roving Reporter ---and possibly 20 pages next issue. That again, is up to the subscribers and jumpers in general. I have to receive that letter, I can't fake it. Thanks again and good jumping.

★ ★ ★ ★

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.

HERE and ABOUT

WYANDOTTE, MICHIGAN:
Two very good observations: (1) I say you don't have a good start until you receive your "B" and (2) DZ-USA is the best parachuting information I have seen yet. Louis Nickoloff, B-4756.

WAUKESHA, WISCONSIN:
Wisconsin Skydivers Parachute Club, Inc., have changed address to "302 East Main Street, Waukesha" from their old address in Milwaukee. The secretary, Pat Lewandowski, didn't mention a change in the DZ, so assume it is the same.

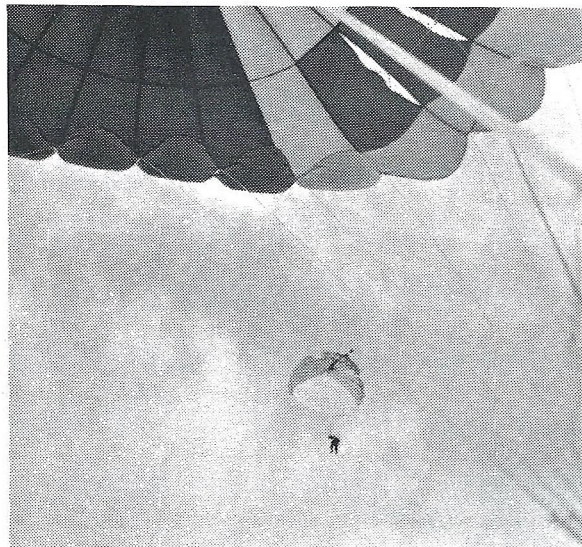
COLUMBUS, OHIO: "Will 1500 plus jumps and holder of Gold Wings since 1964 entitle me to a free year's subscription?" Paul Nining, D-177. Is a pig's....er.... Does a bear....er.... pork.... in the woods? You bet your bird it does!

BLOOMSBURG, PENNA.: "I'm a junior at Bloomsburg State College, PCA member A-934, and I have 32 jumps in my log book. Please do your best to add about 20 pages to your newsletter. It took less than an hour to travel from cover to cover. Honestly, I'm willing to avoid studying biology for two or three hours, so add on the pages." Paul Quick.

C. E. ("GENE") HUNNELL -- Editor and Publisher
(Ph: AM 2-1010)

Jack ("MAD-DOG") DILLINGER -- Company Man
JERRY SCHRIMSHER, DALLAS -- Roving Reporter

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



Tom Copenhaver looks through a PC at Jim Nicholson, C-3165, over Maize, Kansas DZ.

BOULDER, COLORADO: The Boulder Parasports are no longer calling Boulder Airport home and plan to go back to Longmont Airport and drop onto good ole Gunbarrel Hill. They are having a little jump-plane problem, but it will all work out. Don Richardson, the ASO for that area, is mending 4 fractured vertebra from a reserve landing brought about by a PC malfunctioning.

ELMWOOD PARK, ILLINOIS: "I'm a one year "veteran" now and just hustled myself enough money for my own PC. I hope to see more in DZ on main and reserve entanglement --- before I see one first hand!!" "Fast Eddie" Deeke.

MANVILLE, NEW JERSEY: A report that a 40,000 ft. jump is planned (29 male and 1 female) by the Garden State Parachute Center. We have a couple subscriber spies in the area, so maybe we will get the story for the June issue.

DES PLAINES, ILLINOIS: A jumper with an after-thought, "I remember a bunch of PLF's I was put through for my first jump and somebody asked me what I thought of my first landing. I said, "Just like a PLF off that training barrel". After four jumps, I'll add, "A barrel doing sixty-five mph at 2800 feet!" John B. Ohnstad, FAA Chicago Area Office.

MONTEREY, CALIF: About 10% of all license applications received by PCA request a particular number. PCA is no longer honoring such requests as it presents a tremendous administrative headache. Requests for D-2000 have already been made.

TAHLEQUAH, OKLAHOMA: As it now stands, the following will be the principal judges at the Nationals: Lyle Cameron, Art Armstrong, Ron Radhoff, Col. Merrill Shepard, and Lt. James Garvey. Training judges have not been finalized. Joe Gonzales, USAPT, has been selected as photographer and Dan Poynter as Equipment Inspector.

DENVER, COLORADO: The Colorado SPC has a mascot --- little Beverly DeGallo who is 17 years old, 4'10", weighs 85 pounds with her rig on and has 20 jumps. Her jump money comes from babysitting.

MOBILE, ALABAMA: Noel Funchess recently celebrated his 26th birthday. The cake had seven candles on it for his 700 jumps. After this issue, another cake will be baked to celebrate 700 phone calls and 26 bags under each eye.

MENASHA, WISCONSIN: As of April 14th, there was still 9 inches of snow (out of 191.7 inches that had fallen all winter) on the ground and it will be a few more weeks before the wrinkles are out of a lot of canopies. Reported by a reliable source: Terry Warrick, C-2357.

INDIAN SPRINGS, NEVADA: "I made my first sport static line jump in 1961 with Fort Campbell Sport Parachute Club. Would you believe 9 S/L jumps in 5 years?? I still haven't made a freefall but Gary Morrisson has faith in me! Is this a record?" Walter K. Straub, Las Vegas Skydivers.

FORT MYER, VIRGINIA: Colonel John Siglaub, PCA National Director, and member of Fort Myer Sport Parachute Club, will soon be on his way to Vietnam, and a recent guest jumper at Fort Myer was Colonel Don Rochester, Chief of the Royal Canadian Engineers.

DENVER, COLORADO: For a swinging DZ, try this -- the Emerald Isle Tavern and the closest jump to it wins a case of beer. This marks the end of the jump day and the beginning of jump stories. Or is it the other way around? I'm sure Sauers wouldn't let anything like that happen (would he?)!

★ ★ ★ ★

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.

JUMPMASTER'S LAST WORD

There are occasions when a jumpmaster does not exit the plane after his students are out—he must be a leader when the situation warrants such an action. DZ-USA would like to commend Walker D. McCraw. With inexperienced jumpers in the ill-fated Howard that crashed and burned in New Hanover, Pennsylvania, 7 May 1966, McCraw had to be a living example to his students. If he had told them to leave and sat in the door, a student's first reaction would be doubt and uncertainty as to the jumpmaster's judgment. Any hesitation after his command, if he had chosen to act in this manner, would have resulted in no one surviving the accident. By telling them to follow and setting the example, he displayed the courage and emergency common-sense that marks an outstanding jumpmaster. My personal opinion of the causes would be, first, only assumption, but too many jumpers were obviously manifested for the lift creating an overload that demanded peak performance of pilot and plane.

A year ago, Easter Sunday, I had the misfortune of riding a DGA-15 Howard into the middle of a State highway (after jumping a 30 foot embankment and completely wiping out the aircraft. Again, overloaded, but just before lift off, we experienced a complete power failure. Hy Fasching, who is a credit to anything connected with aviation, brought it through and not one passenger received a scratch. If it hadn't been for him, I wouldn't be writing this and some other jumpers would have met the same fate as the five who trusted their lives to an aircraft and pilot. This article won't stop the storm of protest that will follow the Hanover crash by an uninformed public and, conceivably, FAA. If five people and the pilot had been killed in a private aircraft headed for a vacationing spot, it would have been put on page twelve of any newspaper and every private plane wouldn't be grounded. But put the word "skydiver" in any accident report, and it's front page and damaging to the sport. We all know that the jumpers killed in Pennsylvania should not be listed as parachuting deaths or anything near that, but remember, that because we are a minority as far as sports interests are concerned -- we will bear the blunt of any accident. I only wish all these words would put five jumpers and a pilot back in the air -- where they wanted to be and belonged.

C. E. Hunnell

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

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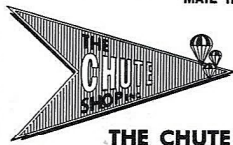
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ZIP CODE _____ PHONE _____

P.C.A. MEMBER? YES NO



John Moore over California City Sport Parachute Center, Lancaster, California. Photo by Mickey Parker, D-887.

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

Enclosed please find Check Cash

One-Year \$ 4.00

NAME

ADDRESS

CITY

STATE ZIP CODE

MAILBAG ???!

Continued

Hi:

Rec'd complimentary copy (we like!!). As with most families we became magazine poor and had to cut on an equality basis several years ago. Here we go again!? Column I: Parachutist; Black Belt; DZ-USA -- Column II; Family Circle; Reader's Digest; Woman's Day. Enclosed find \$4.00 to comply with Column I. That darn Column II is cluttering up the house but is a necessary additional expense to promote internal compatibility?!

Frank & Josephine Richard
Ballston Spa, New York

Mr. Hunnell:

Thank you for sending us our first copy of DZ-USA. Best of luck to you and your staff in the near future.

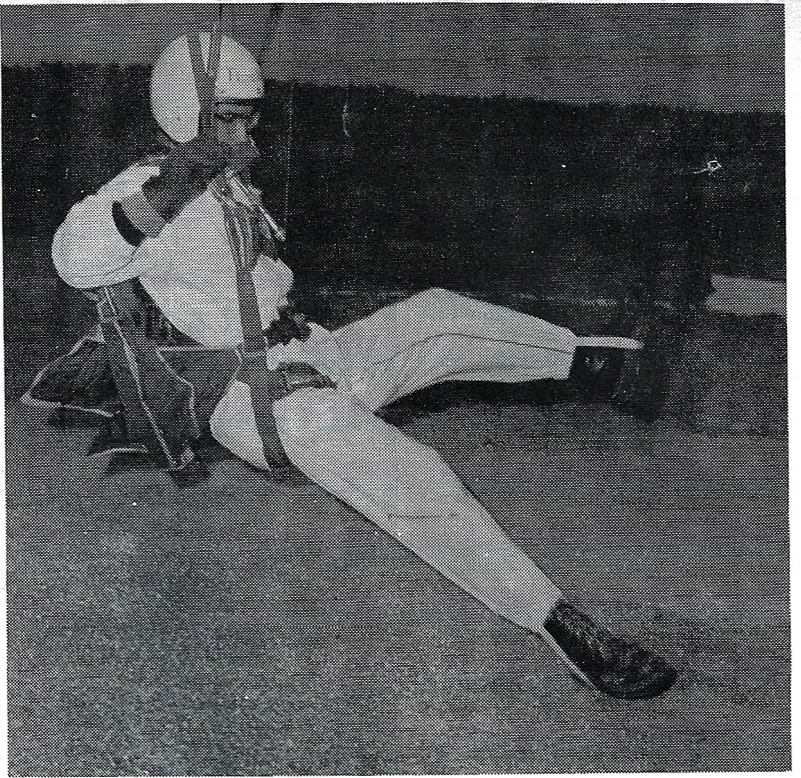
Bill Fleming, President
Connie O'Rourke Sky Divers
Lake Geneva, Wisconsin

Dear Gene:

I just received my airmailed March issue of "DZ-USA". I can see its going to be something to have close by. I think you really should be commended on the job you are doing. I also want to express my belief that your quiz section is a must. I am a fairly new jumpmaster and I appreciate all the help I can get on how it should be done. Keep up the good work. Can't wait for my next "ish".

A/2c Ken Crouch, B-4541
Tuslog Det, Turkey
APO New York

"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".



NOEL FUNCHESS, D-585, STEPPING INTO A DEAD CENTER AT THE HAMMOND, LOUISIANA MEET. PHOTO BY JAMES C. DAY, HAMMOND.

★ ★ ★ ★

Hello:

Just received a complementary copy and even though it leaves me with only 60¢ in the bank, here is my \$4.00. Judging from what I've read, your mag should attract a lot of readers.

C. W. Edmonds
Columbus, Ohio

Editor's Note: That's 45¢ more than we have after paying for this issue.

JUST IN: REGARDING JUMPERS WITH A BATCH OF JUMPS ON EITHER A PC OR XBO:

"DZ-USA" asked for number of jumps made on one canopy (PC or XBO) to see how well both canopies endured after several hundred jumps. Dan Poynter submitted the following. Isn't it time we heard from you, too?

Bill Tobin, D-858, PI Instructor at Orange Sport Parachuting Center, has 987 jumps and 542 of them on ONE red, white and blue PC. Condition of 'chute at present: One small tear (from a packing stake) and still using original sleeve & pilot chute. He packs it in 10-12 minutes; pleats; checks turn slots; folds stabilizers INDIVIDUALLY & sleeves it. No malfunctions.

ANOTHER LATE ONE:

IVPC COMPETITION MEET, 19 JUNE:

The first competition meet of the season at the Illinois Valley DZ is Sunday, 19 June. Events will be novice accuracy, advanced accuracy (PC and 1.1 classes) and a team event. A special surprise event will be incorporated in the team event -- don't miss this one if you're in the neighborhood.

Dear Gene:

Before anything else, I want to thank you for sending me the March issue. I heard about your new publication several months ago, and had hoped you would, somehow, snake your way into my mailbox. I have now read my first issue from cover to cover and I must say that for a new mag, you've got a hell of a lot on the ball. I enjoyed DZ immensely. Thanks again and keep up the good work.

Stu Prakin, C-3028
Mamaroneck, New York

Dear Gene:

It sure takes will-power to turn loose of this much hard cash, especially since it would buy a 10 grand leap here in Dallas, but here it is. I'm all for the idea of holding a national meet of "DZ-USA" subscribers. Anywhere in Texas will be fine.

Marvin Homsley, B-4303
Dallas, Texas

It wasn't exactly what we had in mind, Marvin, but why not? At least trees won't be a problem.

Dear Gene:

We all need more on Safety. I hope we can beat 1965 with less fatalities. From what I see in the March issue, your publication will help.

Donald Griffin
Sandusky, Ohio

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

FIRST CLASS

Norm Hecker
Parachute Club of Amer.
P.O. Box 409
Monterey, Calif. 93940

