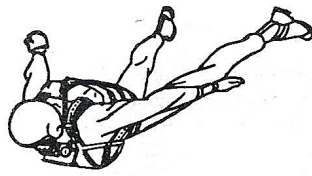


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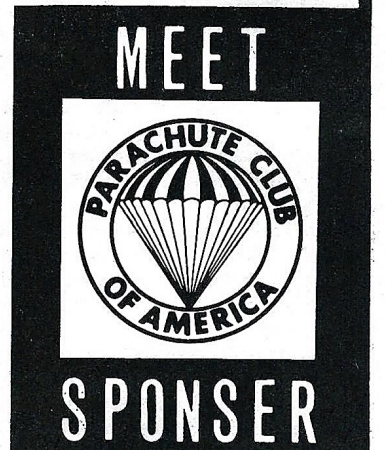
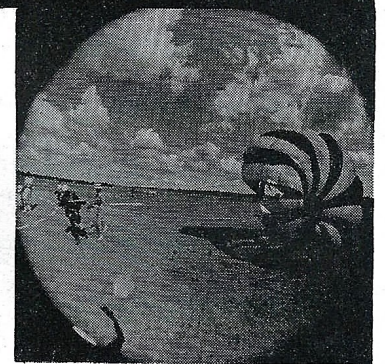
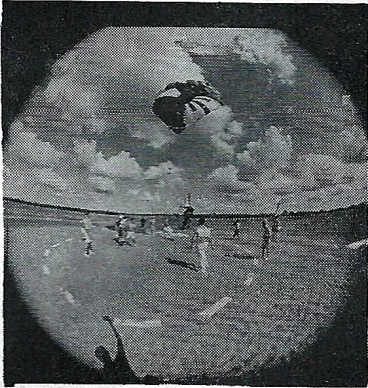
JUNE

1966

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U.S.A.

A NATIONAL COVERAGE BULLETIN
FOR USE BY SPORT PARACHUTE CLUBS



THE 1966 NATIONALS . . . AS SEEN BY "DZ-USA"

Tahlequah, Oklahoma (Tah-le-quah meaning "two are enough" in Cherokee lingo) advertises itself as the "Gateway to Beautiful Cookson Hills" and "Heart of the Oklahoma Vacationland". From June 11-19, however, it was "Welcome PCA" on every store window and many signs. The two hundred or so jumpers (contestants and non-contestants) which converged upon local citizenry, may prompt them to adopt a new slogan hereafter concerning parachutists, but all in all, we were taken with large grains of salt and invited back next year. Most jumpers when asked if they liked Tahlequah, answered yes. The question is, though, did Tahlequah like us? There were isolated incidents, unfortunately, but none were so far out of line that local citizens may feel "one is enough" after this year's Nationals.

The airport is about two miles from the city, on Highway 51, with an asphalt runway (no diagonal) and adequate facilities. The target was a little tight in the opinion of most jumpers, especially during the wind problem on Saturday's jumps, because of bleachers on the north side (about 200 feet from dead center); a chain-link fence on three sides (150 feet from dead center); and a tent for the judges less than a hundred feet from the target. Add a wind-sock; another tent for the crowd thirty yards from the target area; and you have a fair picture of the area. As Maxine Hartman put it, "The area was a little difficult to get into, especially during the rounds Saturday when the wind was picking up." Most jumpers agreed with her. I fully realize the jumpers competing were capable of even tighter areas, but why see how close you can make it? The target was pea-gravel, 21 meters in diameter, with a plowed area outside the gravel which was minimum. The gravel was 6-8 inches deep at the circumference and approximately 24-30 inches deep at dead center.

Aircraft used were Cessna 206's (Super Skywagons), certified for a gross weight of 3,600 pounds, which carried five jumpers and the pilot of each lift. During style events, it was taking about 25 minutes to get to 6600 and one pilot was complaining that the climb rate was too slow. In his words, "when you're out two miles and still fighting for 600 feet, it's bad news." All in all, however, the plane was adequate but not outstanding as a jump aircraft.

Parachutes used by contestants were 100% Para-Commanders. There was a rumor at one point that a XBO was in the competition, but I never saw anything other than PC's. You saw about everything on fun jumps but not in the competition.

Chief Judge was Lyle Cameron; Meet Director was Norman Heaton; and Judges were: Art Armstrong, Col. Merrill Shepherd, D-15, Ronald Radhoff, and Gordon Riner. Training Judges were: Bob Richardson, Lowell Bachman, Leon Sommers, Chuck Doney, Ralph Warren, Jim Allen, Ed Lowder, and Paul Miller. Chief Pilot was Lew Watson, and other pilots were: Don Steelman, Arty Smith, Ken Russell, Jerry Wilkens, Bill Viets, and Jack Spurgeon, USAPT pilot. Pat Gorman was Chief Manifestor and Hal Evans was Publicity Director. Other "workers" will be listed as we go along. It's high time we

listed contestants, so here is the 78 men who were competing:

Northeast Conference:

Richard Clark, Olde Lyme, Conn.
Tom Dougher, Walliston, Mass.
J. Hudak, Torrington, Conn.
Max Knor, Manchester, Conn.
Bill Tobin, Athal, Mass.
Ted Strong, Walliston, Mass.
Mark Schmidt, address unknown

Eastern Conference:

John Crews, Burnie, Maryland
Harold Ferguson, Richmond, Va.
Robert Holler, Landover, Wash.
Stanley Janecka, Little Creek, Va.
Bill Morrissey, Floral Park, N.Y.
Mike Schultz, W. Hyattsville, Md.
Henry Sullenberger, Falls Church, Va.

Mid-Eastern Conference:

Eric Bahor, Sharon, Pa.
James Baldwin, Dayton, Ohio
Earl Golden, New Berlin, Wis.
Roy Johnson, Warren, Ohio
Gerry Kelly, Detroit, Mich.
John Pasquale, Sharon, Pa.
David Sauve, E. Lansing, Mich.
Louis Schroeder, Detroit, Mich.
Carl Walk, Richmond Hgts., Ohio

National Champions - 1965:

Tim Saltonstall, Dayton Beach, Fla.
John Clark, address not listed.

U. S. Army Parachute Team:

Bobby Buscher
Ray Duffy
Dick Harman
Leo Kryske
Bobby Letbetter
Billy Lockward
Coy McDonald
Gary Ocenas
Gene Thacker

North-Central Conference:

Harry Clement, St. Paul, Minn.
Ed Dorey, Minneapolis, Minn.
Hapler, St. Paul, Minnesota
Dick Wagaman, Bloomington, Minn.

Southeastern Conference:

Wayne Beall, Payton Beach, Fla.
Woodrow Binnicker, Denmark, So. Dak.
Robert Branch, Tampa, Florida
Gary Dupuis, Deland, Florida
Bobby Ferguson, Charlotte, N. C.
Woody McKay, Tummsville, S. C.
Davis Sims, Fitzgerald, Georgia

Southern Conference:

Herb Golden, Washington, D. C.
William Gifford, Baton Rouge, La.
Charles MacCrone, Huntsville, Ala.
Leon Riche, Hammond, Louisiana
Jeff Russell, Hammond, La.
Tom Smith, Downey, California
Tom Williams, Chattanooga, Tenn.

Central Conference:

Al Beverly, Muscatine, Iowa
James Colombo, St. Louis, Mo.
August Killian, Bridgeton, Mo.
James Lane, Chicago, Ill.
Tom Schapanski, Park Ridge, Ill.
Dave Verner, St. Louis, Ill.

Northwestern Conference:

James Cone, Seattle, Wash.
Ralph Hatley, Portland, Oregon
Rich Johnston, Snohomish, Wash.
James Lowe, Portland, Oregon
Richard Phelps, Portland, Oregon
Edward Rector, Ft. Richardson, Alaska

Southwest Conference:

Bill Compton, Dallas, Texas

Pete Pederson, Dallas, Texas
Bob Vanderslice, Dallas, Texas

Mountain Conference:

Mort Freedman, USAFA, Colorado
Lud Lincoln, Aurora, Colorado
Bob Olmstead, Colo. Springs, Colo.

Western Conference:

Joe Bryant, Petaluma, Calif.
Eddie Armstrong, McKittrick, Calif.
David Decker, San Antino, Calif.
Craig Elliot, El Centro, Calif.
Bill Ledbetter, Scottsdale, Ariz.
Hector Nunez, Los Angeles, Calif.
Gerald Rouillard, Tempe, Ariz.
Bill Scherrer, Santa Ana, Calif.

So, there you have the 78 men competing. I saw Ralph White around but I don't believe he was competing. There were 19 little ladies as follows:

Ruth Ayer, Hamilton, Mass., Northeastern Conf.

Susan Clements, Oakland, Calif., National Champion 1965

Delores Dubois, Orlando, Florida, Southeastern Conf.

Martine Durbin, Birmingham, Alabama, Southern Conf.

Mary Gillette, Green, New York, Northeastern Conf.

Carol Goetsch, Wauwatosha, Wis., North-Central Conf.

Colleen Harrington, Livonia, Mich., Mid-Eastern Conf.

Maxine Hartman, New York, N. Y., Eastern Conf.

Martha Huddleston, Dallas, Texas, Southwest Conf.

Kathleen Jones, Norfolk, Va., Eastern Conf.

Mary McMasters, Larchmont, N. Y., Northeastern Conf.

Pat Meiron, Springfield, Ill., Central Conf.
Susie Neuman, Washington, Mich., Mid-Eastern Conf.

Mary Ratz, Indianapolis, Ind., Mid-Eastern Conf.

Gay Reed, Cochituate, Mass., Northeastern Conf.

Karen Roach, Washington, D. C., Eastern Conf.

Barbara Roquemore, Santa Monica, Calif., Western Conf.

Pat Schwalbe, Pacificia, Calif., Western Conf.

Ruth Villanveva, Tampa, Florida, Southeastern Conf.

And, now you have the whole ball of wax. 97 contestants in all and ready for the jumping. To be perfectly honest, I have no

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DID SOMEBODY GOOF?

theme in mind and a thousand little sidelight stories to fit in, so if you'll bear with me, I'll just wander through the Meet as it happened. I may be a day off in some instances but if you weren't lucky enough to get to Tahlequah, here is your chance to "see" it:

Jumpers started arriving in Tahlequah on Tuesday, with almost 20 of them checked in before the 7th of June. There was one accident during the practice jumps of a non-contestant, Luce Meals, who broke her leg. She was attending the meet as an assistant to the Meet Director, and resumed her duties after the cast was set. In fact, she was also Official Sign Painter.

FRIDAY was practice jumping with registration contestants and officials.

SATURDAY, after formalities, a mass jump of 25 jumpers from 12,500 and using five aircraft, came off without a hitch. Dan Poynter jumped a "Sailwing" and after opening at 5500, he landed about 4 minutes after the last jumper was on the ground. They must have improved the "Sailwing" considerably because last I heard, it was having difficulty on terminal openings. Maybe I can finally buy one.

The accuracy event was commenced about 11:00, and Tom Schapanski, Chicago, led the way with two dead-centers and a 21 centimeter jump for his first three accuracy jumps. Jim Lowe, Portland, held second place in accuracy, after three jumps, with a dead center and two close ones. John Clark, the 1965 National Accuracy Champion, was running third after the third round; with Billy Lockward scoring a dead center on his second jump. Holler had chalked up a dead center on his first jump and things were tight at the end of the day Saturday. Martha Huddleston was leading in the gal's department with Gay Reed placing second after three tries. Schapanski, with two years jumping experience and 650 jumps, was the topic of conversation in the various beer-halls and gatherings Saturday night.

There was a General Membership Meeting of PCA, Saturday night, with Russ Gunby opening the meeting at 8:30 in the Auditorium of the Northeastern State College, Tahlequah. Present were Directors Lowder, Potts, Cameron, Poynter, Armstrong, Mac Crone, Wagaman, Miller, Elliot, and Gunby. Also present were Jacques Istel, Norman Heaton, and Richardson. The business went something like this:

Mr. Istel stated that the biggest problem facing the PCA is the proposed regulations being considered by the FAA.

A motion to change the name of "Parachute Club of America" to "United States Parachute Association" was made and motion failed by a vote of 26 "for" and 47 "opposed".

A second motion was made to change the name to "Parachute Association of America" and it, too, failed by a vote of 6 "for" and 67 "opposed."

Reapportionment; BSR's; family PCA membership plans; and Director travel funds were discussed but nothing materialized and

ABOUT THE COVER

Fish-eye shots of Ralph White (left) and Kay Jones (right) by Bill Kiehl. Norman Heaton making his first dead center on a "rag" (lower left) and PCA President Russ Gunby at opening ceremonies (lower right), photos by Davis C. Sims. Aerial shot of target area (center) by Davis Sims. Unidentified contestant (lower center) shot by Tom Copenhaver.



Martha Huddleston overshooting just a bit. Note the "McElfish" on the Para-Commander.



John Clark showing the form that made him National Champion in 1965.

PHOTOS BY BILL KIEHL, 1966 NATIONALS

SORRY, BUT THE NATIONALS HELD US UP A LITTLE THIS MONTH. HOPE THE COVERAGE OF THE EVENT JUSTIFIES THE DELAY. SEE PAGES - 2 - THROUGH - 9 - FOR COMPLETE PARTICULARS OF THE TAHLEQUAH SPECTACULAR.

most subjects were shelved.

The only motion made and passed was Chuck MacCrone's motion to add the following to section I of the PCA Constitution: "hereinafter referred to as PCA".

The meeting was closed at 11:25.

There had been four injuries Saturday, three minor and one knocking a contestant out of the competition. Mule Ferguson, broken leg; cracked ribs, Gene Thacker; bruised heel, Jim Colombo; and sprained ankle, Susie Neuman. All will continue with the exception of Ferguson.

So, there you have Saturday's events - Sunday went something like this:

Another round of accuracy was attempted but was called off due to increasing winds. Large crowds were turned away disappointed but it couldn't be helped. Almost 4,000 had watched Saturday's jumping and were back again today. They did get to watch some fun jumping with one jump in particular standing out. Jack Lankford, Luis Melendez, Lowell Bachman, Leon Sommers, Chuck Doney, and Ray Heald went up in two separate aircraft (3 men to a plane) and exited simultaneously. They had a six-man star just as easily as if all had jumped with each other before. Completely unrehearsed and only one incident. Jack Lankford and Luis Melendez sweated it out for a couple anxious moments when Melendez went through Lankford's line just below the skirt and was inside Lankford's canopy, almost in the apex area, before he fought his way out. Both canopies remained inflated and the two completed the untangling without further incident. Cool heads prevailed and prevented a serious problem.

I had a discussion with Major Burkhardt on the Army Team and "DZ-USA" will soon be carrying a story on the Golden Knights that has never been printed before. Burkhardt is the new commanding officer of the Army Team and is a very cooperative and likeable officer.

Found out that Linda Meals, Pittsburgh, Penna. (Morgantown Skydivers) had made the trip to help out as a Staff Member and broke her leg on jump #92.

Sunday night was mostly discussion in the local pub with Leo Kryske, Russ Gunby and Lyle Cameron. Doug Williams and Jack McKinstry were also present and a Cardinal drinking session or two was attempted with no one being ordained. Doug was lugging that broken leg around and sporting his "Dutchman" hat. He checked my glass with his partial plate to make sure it was full and I wasn't sure I would stay full.

The discussion with Russ Gunby concerned the cartoons he offered for sale at one time through Sky Diver Magazine and "DZ-USA" may offer them a second time if jumpers are interested. The "crash and burn landing"; "the strut hanger"; "the full delta"; and others I'm sure you remember.

Monday was drizzling rain and a light mist was falling when the wind streamer was dropped. Jumping commenced about 8 in the morning and was in full swing all morning with the wind about 2-3 mph. It was halted briefly from 11 until 2 in the afternoon and then back at it. Three more rounds of accuracy were completed with Schapanski still showing the way. Dead centers were scored as follows:

Jump #4: Letbetter and Bryant

Jump #5: McKay, Harman, Bryant, and Rector.

Jump #6: Clark.

There were only 11 out jumps on jump #6, so the competition was really getting stiff.

There had been 43 out jumps on #3 accuracy jump, which should give you some idea of how the wind was affecting the jumpers, Saturday, and why Sunday was called off.

Martha Huddleston now has five accuracy jumps completed and no "out" jumps yet. She is out in front and holding it. Mc Masters has only one "out" jump in six jumps and is in the top five. Karen Roach is holding down the second spot and has moved with 190 points of Huddleston. Kay Jones has two "out" jumps in five and still has a good chance of being up there. The women had 6 "out" jumps on accuracy round #5, so the wind is favoring them also. In comparison to that #3 round for the men Saturday, the women had 13 out of 19 zapped on that round.

Ed Dorey had a hard landing on #6; August Killian received a standing ovation for his first time in the circle on jump #6; and the field across the storm fence had several visitors during the Monday jumping. Barb Roquemore and Susie Clements made the circle on jump #5 for the first time; Mary Ratz has five "out" jumps so far; and Carol Goetsch was out on her first four. Delores Dubois saw the circle for the first time on #6; and Susie Neuman is still out with a bad sprain. Eric Bahor may have one day off from a leg and back sprain on accuracy jump #6.

I talked to Susie Neuman on women jumpers and came up with food for thought. She believes that a woman is more inclined not to jump just to prove a point, than a man is. In her opinion, a woman who is afraid to jump is afraid to the degree she can't be pushed into it - cold fear, if you want to call it that - and a man can be pushed into anything to save face and not be called henhouse names. I think she has a very good point.

The end of Monday's jumping and the "Smokehouse" for more Cardinal demos and jumpers crazy enough to try, myself, in particular. Most of the contestants are living in the dorm but they all group for a couple cool ones before sacking out.

There was a movie shown on skydiving (what else?) tonight at the "Smokehouse" and the Army Team still holds the pool championships of the world. Pope Ray, the Lenient, gave the Cardinal demo tonight and I question the validity of his title. After 9 tries, I gave it up - all of it. I'll try again tomorrow. By the way, Pope Ray is Ray Heald of California. A subscriber so you know he is a great jumper.

TUESDAY began the style and Doug Williams will assist in scoring. He's put a lot into the meet already in helping out. Gus Gutshall and Mickey Parker have been working out too on the rigger end of the Nationals. It takes a lot of talent to put a meet of this size into any shape. Now, for the recap of the accuracy jumps before we start the style event:

After six accuracy jumps, this is the way it looked:

Women's Accuracy:

Martha Huddleston in top spot with 1690 points.

Karen Roach in second place with 1501 to her credit.

Men's Accuracy:

Tom Schapanski out in front with 2784 out of a possible 3000.

John Clark holding second with 2578 on the books.

Bobby Letbetter, USAPT, in third place with 2402 points.

Saltonstall has out jumps on 4 out of 5 tries, but is expected to pile up the points in style; John Bryant has 3 out jumps and 2

dead centers and is a little hard to figure. Susie Clements has been having trouble on her accuracy but is another jumper who will move out in style. Let's see what happens, as the first round of style begins.

Black or red coveralls are judged the only colors acceptable for the style event and red, black, and yellow paint is being spread on the underneath side of the wings on the official aircraft.

Ray Duffy is off one day with an injured shoulder; Eric Bahor is off for one day with minor sprains; and Colombo may drop from style to save his foot for the completion of the accuracy jumps.

Ruth Ayer hit hard on her first style jump and back trouble she has experienced before, will lay her off for two days. The X-rays showed a pinched nerve.

I watched the slowest opening I have seen in a long time on a style jump today. The pilots are keeping airspeed at 100 or over and it helped on the jump and pull accuracy jumps, but in style the airspeed has no bearing on the terminal opening.

There is a rumor going around that Jacques Istel suffered a heart attack after he left here Sunday. I don't know the particulars and no one seems to have the straight scoop.

I observed Leo Kryske, USAPT, filling out his log book and getting signatures and couldn't help but wish the "hotdogs" who quit logging after 200 could see him. Leo has well over 1100 and still thinks its very necessary, and so does any jumper who isn't trying to say "500 or so" the easy way. Log every jump and then you know how many you have and so does everyone else.

Susie Neuman, Michigan, has gotten some plastic-type casting, which she has put around her ankle and is very much in the running. If guts would win this event, she would have it in her pocket.

And Susie Smith, age 14, is Martha Huddleston's official packer and she really gets with it. Makes me feel a little unnecessary when I can't pack a PC myself. Susie is Arty's daughter. More on the Smith family later.

Talked to J. D. Dodson today and have a story you might like. J. D. saw his first parachute jump 40 years ago and decided he wanted to jump someday. At age 49, he finally got the first one in. He now has over 350 and will be 53 this month. He made 9 jumps last weekend in El Dorado, Texas, and was on first place team, so he is active and not just fun jumping. A "D" license holder and the oldest Active "D" I know. Does anyone out there have one older that is still active??

Back to the style event - sorry, I got sidetracked. Clements is already out front with a low 9 and Hartman is right in there in second spot. Roy Johnson is out front in the men's league with low 8's and there is a rumor that Saltonstall has turned a 7.9 series. I'll have to check that one out, although he has turned one that fast in practice.

Mary Gillette has done a fast series (somewhere around 11 flat) with three back-loops. That's making one the hard way.

While we have a second, Bob Richardson National Collegiate Parachute League president should be given credit for the work he has put in and is still putting in for the Nationals. Everywhere I look, there's Bob.

Just found out Ralph Hatley has left and isn't competing in the style event.

Jim Colombo has decided not to enter on the style because of his foot and Ferguson is out with the broken leg. We now have only 75 men competing in style.



Roy Johnson getting a running start. He looked even better in style.



William Gifford laying it in there. Lowell Bachman eyeballing the approach.



Gene Thacker, USAPT, slamming in and sending the judges for cover.



Henry Sullenberger stepping in nice and easy, but outside the circle.

Most of the men are making, at least, a showing in style with only 9 "zaps" in the first round; 7 zaps in the second; and 9 again in the third round. The women are having a little more trouble, however. 6 zaps out of 19 in the first round; 7 out of 18 in the second; and 5 out of 18 in the third.

So, after three rounds of style, this is the unofficial word:

Women's

Susie Clements out front, with Maxine Hartman sticking close.

Men's

Roy Johnson leading; Stan Janecka second or third; Wayne Beall in the top five; and Coy Mc Donald representing the Army. It may be a completely different story when Bahor gets back in the competition.

And, there you have it for Tuesday. Tomorrow will finish it up in style and then back to the accuracy event. By the way, Saltonstall's 7.9 turned out to be a 8.5 unofficial.

Ran into the Texas group today: Nels Lindblom, Fritz Jackson, Sam Mc Gill, and Jerry Ryburn. This should prove to be a very interesting meet with that many "bad guys" around. Talked to Pat Magee, who is local talent and really assisting in the meet. She is getting more exercise than the jumpers running back and forth to the target area. Not to mention the running from some of the jumpers.

Tuesday night and back at the "Smokehouse". I made Cardinal under Pope Lyle Cameron and attempted Supreme under Pope Doug Williams. Lee Killian made Left-Handed Cardinal at 10:43 under Pope Ray Heald and Lee says, "Congratulations, Betty" whatever that means.

Found out today that Martha Huddleston passed the 500 jump mark in the Nationals and Mort Freedman will pass the 1000 mark. The youngest jumper here was Colleen Harrington (the only woman Pope in Michigan with a time of 4 minutes and 57 seconds) and she will pass 100 jumps while in the Nationals. She came in with only 90 jumps.

WEDNESDAY started off with two malfunctions and no injuries, however, Schultz had a toggle line tangled in stabilizer panel, which appeared to be a spinning Mae West from the ground. He cut away and deployed a chest reserve. Vanderslice dropped his ripcord and deployed a reserve after a fast look for the ripcord.

While all this was happening, I was talking to Bob Buscher, U. S. Army Team, and discussing the new rules for Army Team contestants this year. In case you have forgotten, 15 slots are set aside for the Army and they don't have to compete in Conference Eliminations and knock local jumpers out of the Nationals. In return, the Army provides Team members as judges for the conference meets and, I believe, is a much fairer system. In 1965, when the Army was competing locally, the Southeast Conference had only one civilian for the Nationals. This year, they had seven. Because of Vietnam and other commitments, only 9 members of the Army Team were able to register in the Nationals this year and one of them, Ocenos, was from the Exhibition Team. Letbetter and Duffy, after placing in the top five last year, were automatically contestants this year as 1965 National Champions.

The wind Wednesday morning was about 18, and was the stiffest since the Saturday and Sunday jumping. Wind Tuesday was almost a dead calm for the better part of the day. The wind Wednesday afternoon, however,

was down to moderate and the style event was completed. At the end of the day, this is the way the standings looked:

Women's Style

Clements, 2400 points
Jones, 2090
Hartman, 1890
Reed, 1620
Roach, 1530

There were four total "zaps" in women's style: Dubois, Meiron, Ratz, and Harrington. Martha Huddleston made a very good showing for an accuracy jumper and placed sixth in style with a 1380 point score. Mary McMasters held seventh with 770 and Roquemore took eighth with 700 points.

Men's Style

Johnson, 2400 points
Bahor, 2230
Saltonstall, 1960
Holler, 1910
Harman, 1890

There were also four total "zaps" for the men's event: Hudak, Freedman, Olmstead, and Vanderslice. Bob Buscher, USAPT, held sixth with 1810; Bobby Letbetter, USAPT, seventh, with 1650; and Janecka in eighth with 1630.

Wednesday night was a barbeque at the home of James ("Chief") Gaylor and his wife Marie. "Chief" was vice-president last year and board member this year of the Tahlequah Junior Chamber of Commerce. Through his efforts, the barbeque was possible and he was instrumental in bidding for the Nationals. There was a welcoming speech by Tahlequah mayor, Dean Bridges, and a five-man jump-in (with flares at 8:00). All the beer we could drink and chow-down. I'm sure everyone thoroughly enjoyed themselves in the relaxed atmosphere of the Gaylor's. Ray Duffy, USAPT, sang and played the guitar and the meet was forgotten temporarily. Somewhere before midnight, a wind whipped up out of nowhere and within minutes the barbeque was over. The last person I saw as I ran for a car, with rain coming down, was Doug Williams. He was still very calmly giving a Cardinal demonstration to Kathy Roe, Denver, while packs of potato chips were sailing through the air and wiping out everything on his table. I found out later that the party resumed at 1:30 in the morning and that Russ Gunby spent the night on the Gaylor couch in a back-to-earth position.

THURSDAY began with an ugly rumor concerning a swimming-pool dipping-party at one of the local motels and a non-jumper was seeking revenge for her wet and ruffled feathers. A second malfunction was a hop-and-pop by Steelman, a pilot on a fun jump, with a couple lines over. Deployed a reserve after a cut-away and no injury. There were 11 fun jumps in all during the morning. The winddrift was dropped at 1:00 and the last rounds of accuracy commenced.

During the lull, I talked to Sylvia Myles, a local student with the wildest blue eyes, age 18; Susan Thomson, Vancouver, Washington; and Hector Nunez, who got a free subscription for over 1000 jumps. I got in a little big-dealing with the official photographers for the meet: Luis Melendez, Joe Gonzales, USAPT, and Bill Kiehl. All have promised to send enough photos to fill several pages of this issue. A lot of thanks should go to Luis and Bill for the expense of covering such a meet without total reimbursement. Both shot over 300 pictures and a large chunk of the film bill was out of their pocket.

Jack Lankford, Dallas, gave me a batch of cartoons I'm sure almost every jumper will

enjoy and "DZ-USA" will print one a month until we pick Jack's mind clean of ideas. That may be difficult, however, for he has a sense of humor you wouldn't believe.

Saw Fritz Jackson, Nels Lindblom, Sam Mc Gill, and Jerry Ryburn wearing "Original Bad Guy" badges. Could it be that they were thrown out of the meet before they were in it?

Two more rounds of accuracy completed today which only leaves two more (and part of a third to go). Schapanski still leading with Martha Huddleston trying hard to hold first for the women. The jumping today went far into the evening and the last rounds were completed in the dark. There is talk that most of the "night jumps" will be given re-jumps tomorrow when #9 and #10 accuracy rounds are completed.

Some jumpers with re-jumps coming, have really had to hustle today to complete them. The end is clearly in sight.

Jerry Spager made Cardinal under Pope Doug Williams at the "Smokehouse" tonight and "yours truly" made Supreme Cardinal. Bob Pape's wife, Marilyn, was attempting Cardinal under Pope Lyle Cameron but couldn't make it past her capacity of two beers for any one night.

Bumped into Ron Radhoff during the night and got a correction on his jump total of 600 plus. I was also in company with Mickey Parker and he asked that I inform "DZ-USA" readers of the location of his drop zone. It is California City, California - not Lancaster, California. It seems we were plugging the wrong DZ. S.A.T.

FRIDAY began with the enthusiasm of a meet this size. In the home stretch, everyone was getting a second breath and the jumps were reflecting it. On jump #10, accuracy, Mary Mc Masters got the only dead center by any woman in the meet. Speaking of dead centers, you have jumps #1 through #6, so here is the tally for #7 through #10;

| #7 | #8 | #9 | #10 |
|------------|----------|------------|----------|
| Buscher | Cone | Cone | Johnson |
| Thacker | Lowe | Lowe | Schmidt |
| Letbetter | Thacker | McDonald | McDonald |
| Mac Crone | Lockward | Schapanski | Dupuis |
| Schapanski | Holler | Holler | Nunez |
| Nunez | Rector | | Smith |
| Morrissey | | | Beverly |
| Branch | | | Killian |
| Rouillard | | | Verner |
| Clark | | | Janecka |

There were only four "out" jumps on #7; eight each on #8 and #9; and five "outs" on #10. The only complete zaps on accuracy was in the women's accuracy with Goetsch and Ratz scoring ten zaps out of ten jumps. Low in the men's division was Freedman (6 outs) with a total accuracy score of 814 and Lincoln (5 outs) with a total score of 966.

Contestants not finishing the accuracy event were: Eric Bahor (injury); David Sauve (left); Richard Phelps (left); Ralph Hatley (left); Gerry Kelly (left); Bob Ferguson (injured - wrist); Mule Ferguson (injured - broken leg); and Louis Schroeder (mooning).

Was talking to Dave Sims, Fitzgerald, Georgia, and found that he was the 8th Gold-Winger in the United States and now has 1183 jumps. He is a very impressive person to meet and, as with all the jumpers I met, I walked away a richer man in having known him.

Tried to pin Susie Clements down for a moment or two but couldn't do it. She is a bundle of energy and always on the go. Asked Martha Huddleston what she thought of women jumpers in the beginning stages and got this answer, "I'm beginning to think like the men

jumpers when a female student shows up. I just don't like to jump them."

Was talking to a group of jumpers about altitude jumps and trying to see if a record exists and found that in 1924, a man named Dewey Webb, made a leap from 37,000, which makes a Kansas-claimed record about 40 years too late. Col. Shepherd stated that he made a night altitude jump from 25,000 in the fall of 1963 with four other members of Special Forces, El Centro, California, so there is a couple to break if anyone cares to. A third one I found was a 20,000 jump into fresh water (intentional), Grapevine Lake, Dallas, Texas, by Pete Pederson, Chuck Ross, D-651, and Ralph Warren, D-657.

Pat Magee, "assistant anything", just handed me some more names of people helping out in the meet and credit is due:

Rigger, Gus Gutshel; Scorers: Jan Golden, Mrs. Leon Potts (Gail), Mrs. Ted Strong (Myrt), and Joyce Parker; Manifestor-Rigger: Mickey Parker, Sonny Jones, and Jeff Delaney (assistant); Chief Scorer: Irene Gorham; Competition Jury: Leon Potts, Russ Gunby, and Phillip Miller. Assistant Secretary: Sharon Rainwater; Recorders: Kelly Brooks and Sam (female type) Williams.

Now back to the meet itself. The jumping was all over about noon, Friday, and this is the final results in accuracy:

Men's Accuracy

- 1) Schapanski - 4531 points
- 2) Clark - 4423
- 3) Mc Donald - 4084
- 4) Lockward - 3893
- 5) Lowe - 3809
- 6) Letbetter - 3776

- 7) Strong - 3704
- 8) Beverly - 3664
- 9) Smith - 3607
- 10) Baldwin - 3547
- 11) Harman - 3534
- 12) Janecka - 3523

Women's Accuracy

- 1) Roach - 2528
- 2) Huddleston - 2513
- 3) Hartman - 2398
- 4) Jones - 2355
- 5) Durbin - 2288
- 6) Meiron - 2004
- 7) Neuman - 1834
- 8) Roquemore - 1707
- 9) Clements - 1668
- 10) Reed - 1637
- 11) Mc Masters - 1632
- 12) Schwalbe - 1533

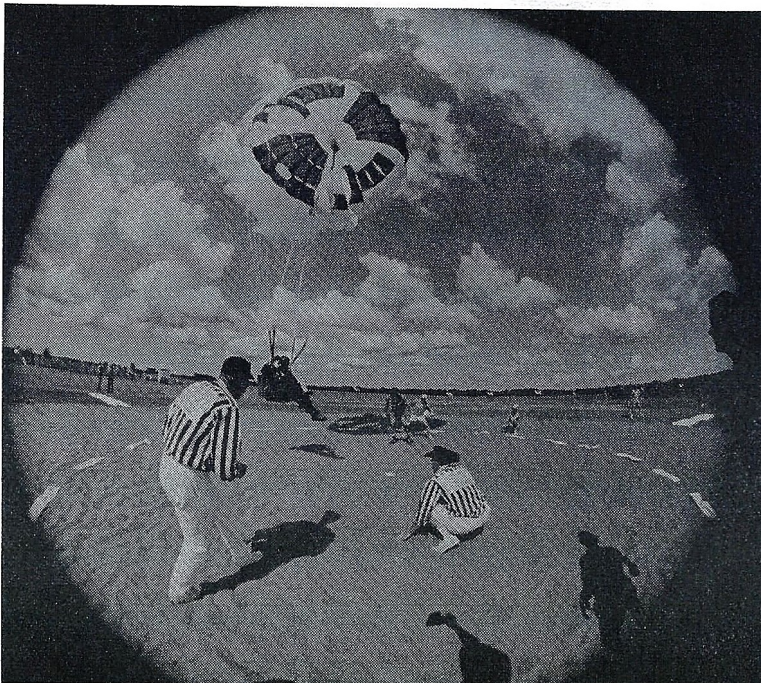


Exiting the 206 for a style jump. Note the size of that cargo door and imagine what it did to the climb rate.



Karen Roach flaring out for a style jump. For what she missed in this event, accuracy more than made up the difference.

PHOTOS BY BILL KIEHL, 1966 NATIONALS



Edward Rector lining up for a dead center. The meet seen quite a few "stomping out the disc".



Colleen Harrington showing them what a hundred jumps can teach you. Joe Gonzales and Luis Melendez, photographers, snapping away.



Gary Ocenas stretching but the backpack is already dragging. S.A.T.



Al Beverly, Muscatine, Iowa, rooting the illusive disc out of the gravel.



Kay Jones, a little out, and still trying. All in all, she made her mark in the Nationals.



Bob Buscher, USAPT, assaulting the disc. Col. Shepherd keeping a good eye on that right boot.

The Army Team (8 man) made a demonstration jump in the afternoon, with a cut-away by one member, and the meet was officially over, finished, done with. Other than a Special Board Meeting, 16 June, I think we have covered almost every phase of the meet. "DZ-USA" would like to take this opportunity to thank Steve Smith, Loren Welch, Henry Roca, Dr. Charlie Carroll, and David Kaufman, Tahlequah Junior Chamber of Commerce for making the meet a reality and, believe it or not, they want the Nationals back next year. I sincerely hope they get their wish. It was a meet to remember and one which was well situated, geographically. About the only change I could suggest in 1967, is that non-contestants be given a few fun jumps after driving considerable distances to support the Nationals.

The awards presentations were made Friday night and the U.S. Team has not yet been chosen. The Board Meeting was still in progress Saturday afternoon when I bummed a ride back to Wichita on the 206's that were being returned to Cessna. At this point, I can only list the overall winners and predict the U.S. Team for this year:

Overall Standings: Men:

- 1) Roy Johnson - 782.7
- 2) Dick Harman - 731.4
- 3) Bob Buscher - 708.7
- 4) Bob Letbetter - 707.6
- 5) Bob Holler - 700.2
- 6) Ted Strong - 680.4
- 7) Coy Mc Donald - 697.6
- 8) Stan Janecka - 678.3
- 9) Tom Baldwin - 676.7
- 10) James Lowe - 628.9

1st in Style: Roy Johnson

1st in Accuracy: Tom Schapanski

Overall Standings: Women:

- 1) Kay Jones - 653.5
- 2) Susan Clements - 646.8
- 3) Maxine Hartman - 617.8
- 4) Karen Roach - 558.8
- 5) Martha Huddleston - 527.3
- 6) Gay Reed - 487.7

1st in Style: Susan Clements

1st in Accuracy: Karen Roach

"DZ-USA" picks the U.S. Team as:

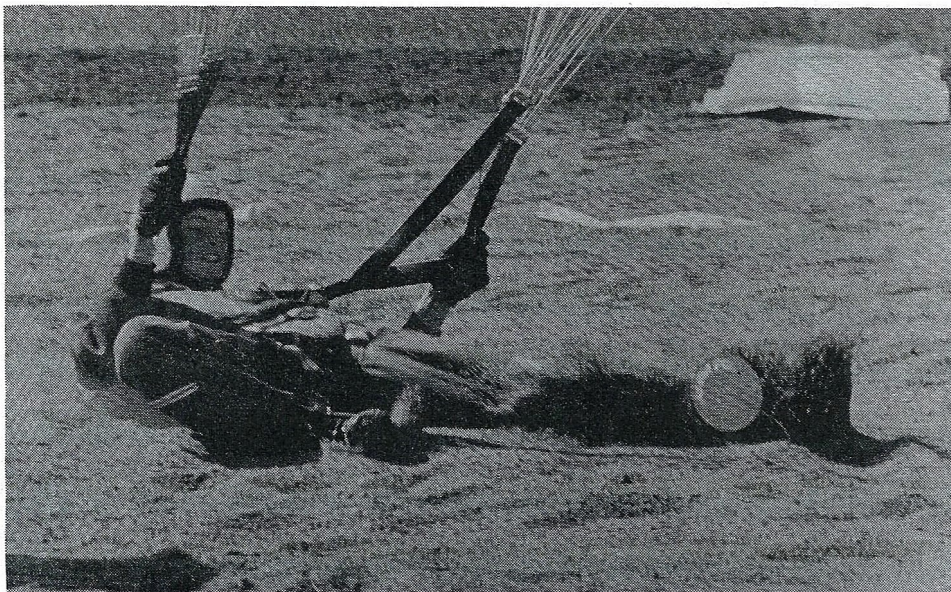
(based on an accuracy Team):

- 1) Tom Schapanski
- 2) John Clark
- 3) Dick Harman, USAPT or Lockward USAPT
- 4) Bob Buscher, USAPT
- 5) Bobby Letbetter, USAPT
- 6) Coy Mc Donald, USAPT
- 7) Karen Roach
- 8) Martha Huddleston
- 9) Maxine Hartman
- 10) Clements or Kay Jones

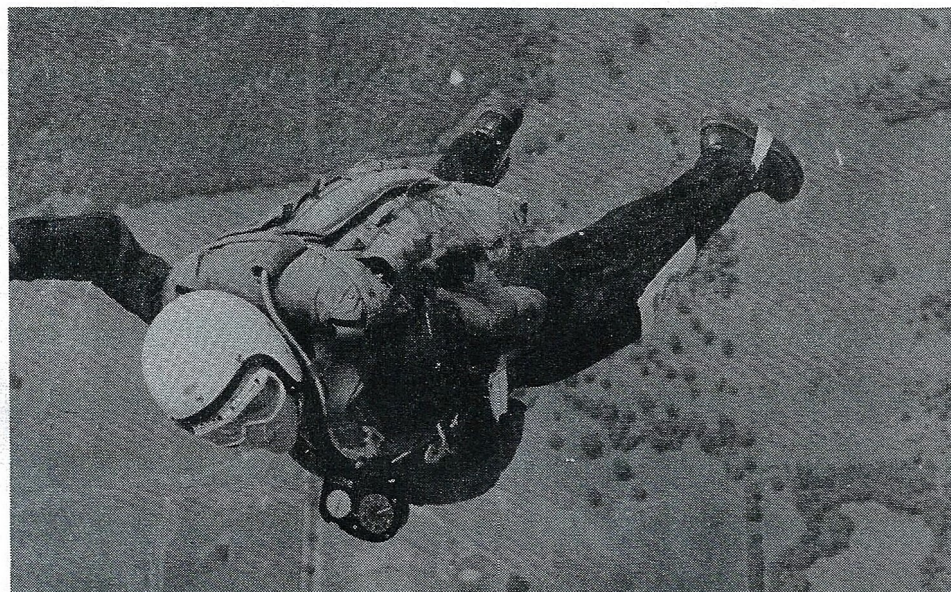
#3 and #10 could be picked as alternates if not chosen for the Team.

Well, there you have it, sports fans. I hope you enjoy the free program I'm sticking in and maybe we'll get together next year at the Nationals in person. By the way, if you want another program of the Nationals, PCA has them at 50¢ each. I got all I could but my supply is exhausted as of this mailing. Just write Norman Heaton and he will supply you with all the copies you need. It's well worth the 50¢, for the selling price was a dollar.

START YOUR FIRST JUMP STUDENTS OUT RIGHT . . . SEND PARA-PRINT HIS NAME AND ADDRESS AND WE WILL SEND HIM A FREE ISSUE OF "DZ-USA". PARA-PRINT, BOX 2131, WICHITA, KANSAS 67201. YOU WON'T BE STEERING HIM (OR HER, FOR THAT MATTER) WRONG.



Ed Armstrong knocking the puck clear out of the pea-gravel. Question is, what part of him hit first?



Mary McMasters peeling out for a style jump.

ABOUT CAMERAS

For the person who wants a cheap camera for taking regular pictures and parachute landings, the Kodak Instamatic Model 154 is for them. It's a spring-loaded sequence camera that takes black and white, and color, and retails for about \$21 to \$29. It will take colored slides with 20 to a roll, all others at 12 to a roll. They also take four flash pictures in rapid sequence and are instant loading and no adjustments to make. It has 1/90th shutter speed or 1/30th for flash.

HELP WANTED . . .

I have an all-white canopy and want to color certain panels of it, but I don't know what to use. I've heard that regular dye runs and silk-screen ink will be too stiff for the amount of panels I want to color. If anyone has any suggestions, I welcome any information I can get before I botch the whole job.

Kathie Roe
446 Pearl
Boulder, Colo. 80302

WE ARE PROUD TO ANNOUNCE

On June 3rd, yours truly and a non-jumper, Faith (I can't remember her last name) were married in Wichita, Kansas. On June 4th, she began her official duties as chute carrier; change, cigarettes, and wallet holder; repacking assistant; proofreader for DZ-USA; and gestapo for a confirmed bachelor who is trying hard to make the adjustment to respectability. All subscribers are requested to refrain from including "old times" in correspondence to the editor. Seriously, it's the best thing that has happened to me since the first issue of DZ-USA came off the presses.



"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.



FIRST JUMPS S/L

"1-2-3 DETERMINATION"

I went out brave-souled to make my first jump, even though I was scared and not sure why. I made my exit, the chute opened, and everything was so beautiful. I drifted completely past the target but I still enjoyed the ride until I realized I was about to sit on a barbed-wire fence. I missed the fence by the most beautiful twelve inches and all those barbs (each with my name on it) and eat a little dirt. I was afraid my jumpmaster would be mad at me for missing the target, but otherwise, no damage.

The second jump found me waking up with both knees shaking and now I knew why I was scared. I was so nervous I couldn't fasten my chest strap and in the plane, I almost lost my breakfast I had forgotten to eat before leaving home. Again, the whole sequence went according to plan, but because I still couldn't relax, I turned into the wind, after opening, and stayed there. I missed the DZ a country mile this time.

My third jump was absolutely the worse jump I hope to ever make. The only thing I did right was put my jump boots on the right feet . . . I think. But give up? Never! My desire to jump is far greater than any small fleeting problem I may have and there is no reason my jumps shouldn't be good ones. I've had excellent ground training from a marvelous jumpmaster and his patience certainly has been a virtue. So, each night I say a prayer . . . not for me . . . but for my jumpmaster. Anyone who can put up with a stubborn, determined-to-do-right female, deserves a silent amen.

Judy

Roswell, New Mexico

DEADCENTER...OR BELIEVE IT OR NOT

ST. CROIX DROP IN

Clear sky, bright sunshine, steady wind - typical Virgin Islands weather. It looked like a great day for jumping. There were two groups of jumpers: the St. Thomas Skydivers (of which I am a member) and a group of Navy jumpers from the local Naval Base. We planned to go to St. Croix for the day since the DZ there is larger and less hazardous and there are less restrictions on all day flying. The topography of St. Thomas is like that of a crumpled piece of paper and the DZ is the local golf course where the grass has the quality of concrete. St. Croix looked like quite a treat. Although I didn't know it at the time, St. Croix was to afford me an experience that I don't think I'll forget for some time.

We use a Cessna 172 which carries only three jumpers plus pilot. This would entail several lifts, the distance from St. Thomas to St. Croix being 42 miles. On the first lift we had Roger Christensen and myself from

the St. Thomas club and pilot Cmdr. Hyline, jumper Ty Zellers from the Navy team. I was looking forward to my 34th jump and since I was to be first out, I had the honor of riding the 'hot seat' for the trip over.

Soon we were airborne and while Cmdr. Hyline fought thermals and downdrafts, I gazed at the surrounding territory. Puerto Rico and neighboring islands could be seen to the West, while to the East the British island chain stretched over the horizon. To the South we could see the tops of the mountains of St. Croix.

After what seemed an eternity, the whole of St. Croix hove into sight. It was a beautiful picture of mountains and plains; the plains with canefields showing a vast network of green and brown patches. The DZ was the oval racetrack adjacent to the airport. South of the DZ were mangrove swamps, sand bars and the barrier reef which surrounds the whole of the island. Roger did the spotting and after the indicator landed we climbed to 4,000 feet for a ten second delay. I got out on the strut for a poised exit and with the "Go!" from Roger, off I went. Roger and Ty Zellers followed. I stabilized and counted while watching the scenery, gave a wave off and tapped out at the count of ten. Then the picnic started!

Have often wondered what I would do in case of a malfunction and have contented myself by rehearsing over and over again the procedure for a reserve opening. I felt I could do this in my sleep. Ever since I had made my first jump at the age of 17 last August, I had always practiced reserve procedure before every jump. This was the time for Tom Pritchard's training and my practice to pay off. As soon as I tapped out I started counting. I thundered right along with no familiar opening shock to halt my speedy decent. Something was wrong upstairs and I knew it! However, instead of looking as I should have, I went for my reserve. As it later turned out after the experts had examined the evidence, I had a mere burble. My looking would have broken the vacuum on my back and let the pilot chute loose - and would have saved me a heck of a lot of trouble afterwards. But I pulled the reserve with my right hand, holding it tightly with my left. Then I dug my hand deeply into the folds and threw it away from me. It shot out and, propelled by the pilot chute, opened like the crack of doom. I came to an abrupt halt; a screeching focus; and there I sat; fat, dumb and happy while two brightly colored P.C.'s flitted gaily about above me. The cheapo main I had was trailing me, fouling my legs with every oscillation of my reserve. I cursed and struggled with it making unsuccessful attempts to steer the reserve. I tried to stop the oscillation by pulling in the opposite direction of the swing but accomplished nothing. All the while I was coming down pretty fast and it occurred to me that I was going to land woefully short-right into those mangrove swamps. And land I did! I impacted the greenery in a running position, crashing through the smaller branches to the thicker ones below. Luckily, mangroves are pretty springy for trees and I came to a stop five feet above the ground. Slowly I looked around, then started to undo my gear. After dropping my helmet and goggles, I undid my reserve and then my main.

As I released tension on the chutes, the trees promptly sprang back into their original position, lofting my gear to inaccessible heights. I sat down in the soft cushion of leaves, lit a cigarette, and assessed the situation. I didn't want to leave the chutes there and I was way out in the boonies. Being confident of getting out of the jungle on my own, I decided to cut the trees down to get my rigs. I always carry a Swiss army knife with me and so I whipped out my handy-dandy saw blade and proceeded to play a combination of Paul Bunyon and Tarzan. Shortly I hacked out a clearing and freed both chutes.

Continued on page 17

SPEAK NOW OR

DID SOMEBODY GOOF?

After the Mid-Eastern Conference Meet, the following "Guideline for Judges" is respectfully submitted:

- 1) Bring your style panels but leave your batsuit at home.
- 2) Paper plates are nice at picnics but throw them away after that, and do not use one for a dead center disc.
- 3) Run a meet to the convenience of the jumpers . . . not yourself.
- 4) Everyone knows that you are a studly figure on the dance floor but it is a good idea to calculate the style scores for the day before you make your grand appearance at the banquet.
- 5) 2½ hours after the meet is completed, when you finally go to compute the results, extra-curricular activities should not stretch the wait to 8 hours.

Mike Daubenspeck
Indianapolis Skyhawks
Plainfield, Indiana

Sorry, Mike, but I had to edit just a bit. After the Nationals, if I go too far, that judge may get me right back.

CEH

THE FUNCESS FAN CLUB

First, I would like to say that keeping Noel Funchess off the DZ's sounds like a good idea. Not that I have anything personal against the boy . . . except 1) he has more jumps than I do; 2) he has better equipment than mine; 3) he is a better pilot than me (get that, Noel); and 4) he is the X%#*#\$ that kicked me out at 7500 about 400 yards past the exit point. Not a big thing when you are jumping a PC, but a double "L" is another story and has its problems. I hit a fence, broke my shoulder in three places, was scared out of my mind by a 115 mph ambulance ride, ended up paying out \$495.00 for the patch job . . . nice things like that. These are things you could really learn to love a guy for.

Rick Miller
"The Red Baron"
Hattiesburg, Miss.

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SORRY ABOUT THAT....

MALFUNCTIONS

I made my first jump Sunday, April 24, 1966. As soon as I left the airplane, I went into a roll to my right. After one and a half revolutions, I could feel the chute opening. (Later on the jump master told me that my hand brushed the side of the door of the airplane, causing me to roll.) As soon as my chute was deployed, I looked up and noticed that the front of the canopy was folding in toward the apex, and then would pop out to normal shape. I found my risers on my right side as they should be but the toggle had been torn loose. Looking for the risers on my left side, I could only see suspension lines. I worked my head around the best that I could trying to find where the left risers were hung up. I tried to reach behind me hoping to find them. Being unable to locate the left risers I tried pulling on the right risers to stabilize my oscillating canopy.

By this time, from my flying experience, I judged that I had about a thousand feet or so left. I did not know from my own knowledge just how serious this malfunction was but I was sure that something was wrong. I decided at this time to deploy my reserve. I pulled my ripcord, reached in, and with my right hand grasped the lateral bands. With my left hand, I grasped a portion of the chute. I threw it out and to my left, and noticed that I didn't get it all out. I reached with my left hand again and pitched the remainder of the canopy out. At this time I started to shake the chute with both hands. The next moment my head was covered with white nylon and I started to have some apprehensive thoughts, I realized that I was tangled up good and there was no time to panic. The only cool thing left to do was to get my head free in order to see the ground in order to land. I pulled my chute across my head with my left hand until I could see. I was about 300 to 400 feet up yet, and headed for a large grove of trees. I quickly noticed that I was holding into the wind and there was a clear field to my right. I pulled gently on my right risers allowing me to slip toward the open field. About now, I was getting close enough to the ground that I could tell I was not going to be able to clear the trees. There was a small clearing about forty feet across which was straight down. I let go of the right risers and floated in for a nice soft, wet, muddy landing.

All of the experienced jumpers talked with me about the jump from start to finish. No one knew for sure just where exactly my risers were hung up.

Joe Higday and I went up the highway and had lunch and talked about it some more. After about three hours passing, I told Joe that I thought I should jump again. I told him I was not scared at any time during the jump but I felt worse about botching up the reserve more than anything else. He agreed and I made my second jump about an hour later. Everything went smooth the second time and I felt great.

Phillip D. Smith
Sky-Hi- Skydivers
Overland Park, Kansas

May 1, 1966, AP Dong DZ, Vietnam, Saigon Parachute Club, SFC Jerry Jensen, after exiting a 4-34 type aircraft, changed his body position to an inverted arch, similar to the normal airborne body position, thus causing his body to rotate, left to right, into a stable back-to-earth position. The jumpmaster, seeing this, and still holding the static line, tried to turn the man back around for a successful opening but was unable to do so. The main pilot chute appeared to come across the right upper arm and stop. Waving across the jumpers face it then went into the slip stream. The main parachute remained in the pack, still neatly folded, and the pilot chute, with no evidence of being snagged, did not deploy the main parachute. The student was in a slight "feet-to-earth" position at this time and stated later that he did see the pilot chute right across his body at times. Jensen, the student, then brought his legs together and locking his elbows at his sides, he reached for the reserve with both hands and pulled the ripcord on the reserve. Holding his left hand close to his body, and throwing his right arm straight out from his body caused him to barrel roll to his left, and at this point, both parachutes started to deploy. Both chutes almost instantly collided and became entangled after the main appeared to inflate for an instant only to dissolve into the reserve. The reserve went into a severe slip and was in this slip position when the student impacted with the ground. Sgt. Jensen suffered multiple fractures of the pelvis and possible kidney damage and other internal injuries. Upon further inspection, it was found that lines number 13, 14, 15 and 16 were wrapped several times around the main pilot chute. The same four lines were still partially stowed in stows number 1, 2, 3 and 4. This fact obviously caused the main parachute not to operate properly and also caused the reserve parachute to have the "slip". No portion of the main assembly had any damage whatsoever. In conclusion, the jumpmaster felt that Jensen reacted as good or better as any first jump student would have, and tried all the way to impact to disentangle the parachutes.

Receiving a new PC, and having never packed one or even seen one packed, I was, nevertheless, determined to jump same. On the first session, I unpacked on a ten second delay, only to see the most ridiculous mess above me. Tangles and knots and things became a little hectic. Having read not long ago, an article in Parachutist (June 1965) on breaking away, I did so, only to find myself in a back-to-earth position after the break-away. I dumped the reserve only to see it become caught in the good, old, dead airspace and it just stayed there. After about four seconds and many good, healthy slaps from the back of my hands, it finally deployed, much to my pleasure and delight. Now, even admitting the bad body position was my fault, it is my contention that a reserve pilot chute could have eliminated or at least lessened the chance of any hesitation.

William C. Brown, C-3121
Nashville Parachute Club
Nashville, Tennessee

After exiting a 182 at 3500 for an accuracy jump, I pulled at 2800 and nothing. I changed body position to a head high (real high) position in the event it was a flutter and experienced an instant opening shock. I looked up to check the canopy and discovered two lines over the top and was beginning to slowly spin as a result. I pulled on the left risers to no avail and checking my altimeter, I was reading 2000. I have always said that if a Mae West occurred, that I would pop the capewells and then put out a reserve. With cable-pulls, I did just that, and no scratches, and no bruises. My thanks to the training of James A. Mercure, St. Louis Parachute Club. I was jumping a cheapo 7TU in a B-4 container with a 24' rollpack reserve with pilot chute and kicker-plate. After checking the canopy, we found many large holes and burns and a very tightly rolled cigarette roll. My body position was very stable and flat. It was my 47th jump, March 23rd. Comments from other jumpers will be appreciated.

David E. Oliver
St. Charles, Missouri

Paul Bruder, C-2939, formerly with the Dallas Sky Divers, now a Arkansas State Sky Diver, was visiting in Dallas and submits this account of a malfunction. On jump #140, a 30 second delay, upon opening he discovered several lines over his XBO canopy which rendered about 50% of the chute ineffective and burned several panels near the skirt. He executed a clean, fast, cutaway and had his 28' chest pack, ripstop, out in about 200 feet. Unfortunately, it too had lines over and several 2 or 3 foot holes in the high pressure area with numerous burns throughout the rest of the canopy. During the descent, most of the lines slipped off and he rode it in for a safe and easy landing. Reasons for both malfunctions have not been determined. Paul is in favor of a cutaway with a pilot chute and kicker-plate and would also recommend carrying a knife.

FATALITIES

A fatality in Baltimore, Maryland, involving a student on static line. Pins cleared and static line pulled container open properly but nothing cleared the backpack. The chute remained in the sleeve and still folded in the container. Student pulled ripcord of his reserve at about 1400 feet. He made no further attempt to deploy the reserve and his left hand remained over the reserve, holding it in, until impacting with the ground. Jumpmasters should always have the student repeat back to his instructor, over and over, the complete sequence in deploying a reserve. I'm not saying this incident was one of inadequate training, but it could be one involving a student who didn't clearly understand the proper deployment of a reserve. Then again, it could be just cold fear holding that left hand over the reserve. No one will ever know for sure.

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

SORRY ABOUT THAT....

INJURIES

Doug Williams, D-58, suffered a broken leg on jump #636, Sunday, May 29, at Columbia, Missouri, while jumping with the DesCenters Sport Parachute Club. Williams was Meet Director of the 1962 National Parachute Championships and a Judge in 1963 and 1964 Nationals. Doug is living proof that number of jumps aren't much help when the unexpected rears its ugly head.

* * * *

Injury of an unusual nature: Bill Ottley was conducting a de-briefing of the day's activities in a bar in downtown Bangkok, after his first jump in Thailand. Yes, friends, Bill Ottley of New York and President of Mid-Eastern Parachute Association and noted author of jump stories. Anyway, the report continues that the altitude was questionable, although everyone concerned was pretty high. The injury was immediately evident upon Bill's return to New York where doctors diagnosed infectious hepatitis contacted in Thailand, most likely from dirty ice. Everywhere there in the boondocks hopes that he is up and around soon. The hazards of jumping in Asia are manifold.

A/C MISHAPS

June 5, Galveston Skydivers club plane (a Cessna 182), upon touching the runway had the front wheel snap off, causing the plane to immediately dig in and flip over on its back. Pilot was saved because of his SAFETY BELT. FAA says the plane will be totaled out. The Galveston Club says this won't stop them and they will rise again, but with a different plane.

* * * *

NEW HANOVER INVESTIGATION

FAA has reportedly held the inquiry that is required by existing regulations of any aircraft accident, and, by reliable sources, have blamed the crash that took six lives, on the pilot. The pilot is alleged to have stalled the aircraft by holding the plane nose high and at too low an airspeed. It is still unofficial but there is what we have (hearsay, we admit).

NIGHT AND WATER JUMPS

Tom McFeeters, Boulder, Colorado, is now qualified for his "D". Congratulations on making it this time, Tom. The last water jump he tried to make was at night . . . there he was, smack dab in the middle of a beet field a mile from the closest water . . . with his canopy strung out behind him, his flashlight, and his Mae West life preserver. Along came a farmer on a tractor and asked if anything was wrong . . . we can imagine the answer.

Reprinted from Colo. Sport Parachute Council Newsletter



This student at Elsinore made a weak exit (pushing off with hands more forcefully than feet). Result: A tumble and a back-to-earth position with a ripcord pull that was frantic. Seconds later, he was hanging under a Mae West and tried to throw his reserve out several times without success. Luckily he walked away. Photo by Tom Schapanski.

SAFETY CORNER - Reserves

This page and the next is devoted to reserve deployments, reserve activation opinions and recommended reserve procedures. Read the many sides of the issue and then make up your own mind and FOLLOW IT THROUGH. Popularity polls won't save your neck—a method you believe is best for you (and one you can think about and possibly practice before you're forced to) may be the safest regardless of another man's method.

RECOMMENDATIONS FOR STUDENTS AND ADVANCED

Students — under 50 jumps — no pilot chute in reserve and utilize pitch-out procedure as is presently taught (out, down and away as hard as possible) — cut-away one or more capewells as required to prevent entanglement after reserve ripcord handle is pulled, when reserve canopy has/is taken(ing) air.

Advanced — over 50 jumps and cleared for same by Club Safety Officer — pilot chute in reserve (MA 1 Type) and kicker plate, cut-away (preferably with main equipped with spreader bars across risors at connector links and at least, shot-and-a-half capewells) and immediately dump the reserve with left hand, protecting lines from capewell cover entanglement; boots together, etc.

I personally jump a Security piggyback with lopo reserve, and have intentionally cut away and deployed the "T" reserve both by auto-lanyard and manually. I realize, however, that everyone (including me) cannot afford

the cost of this system. My first 300 jumps were with chest reserves and I've deployed the reserve both ways (with and without pilot chutes) with equal success.

I do feel that high enough opening altitudes, main risor spreader bars to take the "streamer" chance out of cut-aways, as well as cable-pull or better capewells, and a complete rejection of the "glutched" main to give the reserve a very high probability of functioning (as well as a place to go) is the ultimate course of action for all jumpers with the "instant" reserve system by Security. Witness the malfunction rate of reserves without pilot chutes tested by Security which was 40%.

Better yet, more careful packing, and "knees-up-to-reserve" deployment of the main are the best insurance against a main malfunction in the first place. Add to this backyard tree-limb risor release practice and reserve pitch-out (actual) practice, and one probably stands a better chance than most today. As someone has said, a man with 500 jumps who has never deployed a reserve is little better off than a student with five who hasn't. Finally, it must be clearly borne in mind that "blessed are they who delay too long, for theirs shall be a lasting impression". (Thank you, Bud Sellick, Nashville, Tenn., 1960).

Capt. Dean S. Frazier, D-843
FAA Rigger
El Paso, Texas

Continued

RELEASE THE MAIN AND PILOTED RESERVE

We have decided to air our opinions on reserve deployment, and highly recommend that a pilot chute be on each and every reserve. We do not recommend a cut-away for students or even novice jumpers, but for the more experienced jumpers who feel that this is better than taking a chance on a main-reserve entanglement, we feel that we have developed a method of releasing the main without the chance of it going into a streamer.



1) Place your left arm between the left riser and grasp the right riser.



2) With the right hand, release first the left capewell and then the right one.



3) Place your right hand on the reserve handle. You are now ready to release the main. Should the line slide off of a "Mae West" type malfunction at this point, you can hook the main back up.



4) On a count of one-thousand, release the right riser and swing your arm out from between the left riser.

The last step is, on the count of two-thousand, to return your left arm over your face to protect it from lines, and at the same time, with your right hand activate your reserve. This method makes it impossible for the two canopies to tangle and takes only 6 to 7 seconds from start to finish. We would appreciate any comments both pro and con concerning this method as we realize this is a very controversial subject.

*Jack Chapin, C-3291
Don Shirley, B-4145
Chuting, Inc.
Levittown, Penna.*

THROW THE RESERVE TOWARD TARGET (DOWNWIND)

You asked for opinions on the reserve-malfunction problem and how a jumper would react. I know how I reacted on a main malfunction last August --- I panicked! I experienced a malfunction when the stabilizers on my PC wrapped around the lines and prevented the opening. By the time that I realized what had happened and that I could not open the canopy by pulling the control lines, I was down to 1500 feet. It was at this point that I realized how little thought I have given to reserve procedure. I threw the canopy out as hard as I could but the canopy blew back and up into the lines. Yes, I threw the canopy into the wind, dumb, right? I succeeded in pulling the reserve back partially to me but then it started to inflate inside the lines of the malfunctioned PC. Rather than let the reserve go and possibly screw up what little I had (the canopy was about 8 feet inflated) I held on to the reserve suspension and wished that I was at the South Pole. At 500 feet, the reserve broke loose from the PC lines and I let go. The reserve inflated and as the story-books say, I lived happily ever after. Looking back I see several things that might have prevented the accident: (1) I should have been more familiar with reserve procedure. When you have a tiger by the tail, it is too late to wonder what to do. (2) Since jumpers exit upwind from the target, they know the direction of the wind. Therefore, by throwing the reserve toward the target, no entanglement will result. (3) Never jump a canopy if you wonder if you did something right. A little

caution goes a long way.

*Denis J. Symes, C-3000
Pelican Sky Divers
(ex-Smoke Jumper)
College Park, Maryland*

AUTOMATIC RESERVE DEPLOYMENT SYSTEM

Although I am still classified as a "student" jumper, I need only six more jumps for my "B" license so I will voice my opinions regarding the reserve parachute deployment problem.

When I started jumping, I was required to complete five static line jumps, as are all beginners in the sport, before advancing to free-fall. The reason for this, I am told, is a student jumper put immediately on free-fall may tumble out of control and may fail to pull his ripcord. This is obvious, but if a student may fail to activate his main parachute under somewhat favorable conditions, how can one expect him to use his reserve parachute under the harrowing conditions of attached partials, streamers, spinning mae wests, complete malfunctions, etc. The fact that fatality reports always have listed "Failure to activate reserve parachute" or "Deployment too late" proves my point beyond question.

If I were to jump on Sunday and experience a partial or complete malfunction I frankly don't know if I would have the presence of mind to activate my reserve and if I did, would I activate it in time?? I like to think I would but I really don't know.

The obvious solution to this problem is the automatic

reserve deployment system (Sentinel). If wearing of this item was mandatory, a great many jumpers would be around today.

Many people say this device is not practical for clubs, that jumpers forget to disarm them, resulting in a "costly" repack and cartridge replacement, they are too expensive, (\$80.00) etc. How can these remarks be acceptable excuses? Ask the jumpmaster who has put out a student to become a fatality how he feels about the auto-reserve opener now. You will probably hear a different story.

Let's face facts. Skydiving is a wonderful sport and will continue to grow but at the present time, it is not as safe as it could be. If the automatic reserve system had been used from 1960 through 1965, approximately 75 jumpers would still be alive. This is nearly HALF the total number of fatalities since 1960!

Any other opinions regarding this matter would be welcomed.

*David R. Kreiser
P.C.A. - 2729
Lebanon, Penn.*

PILOTED RESERVE AFTER BREAKAWAY

I am a firm believer that anything above your head other than a proper inflation should be released and a piloted reserve deployed. The only exception to this rule would be one or two lines over, in which case, I would ride it in (if my canopy was in good condition and there was no danger of it being cut in half).

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

★ ★ ★ ★ ★ ★ ★ ★ ★

CUT-AWAY

I have had two partial malfunctions and one required reserve deployment. The first was a partial opening with a PC and I used the shake-out procedure on a reserve with the pilot-chute removed. I thought briefly about cutting away but dismissed the idea as I was not spinning. The reserve opened very easily but looked for a moment as if it were going to wrap around the center line. This did not happen but I certainly believe it could have. The second malfunction was a bad spinning Mae West, and as I was preparing to cut away, the line fell off the canopy and the PC fully inflated.

The first I would have been willing to write off as an "act of God" but two in one week was too much. The result was a re-evaluation of my packing procedure and body position. I have had no trouble since. My advice to jumpers who are switching from a 1.1 to a PC, is to learn how to pack it and CORRECTLY. Perfect body position on opening is a must. In the event of a spinning Mae West, I would cut away. It might even be advisable to cut-away in any event, if the reserve has a pilot chute. I would rather have one inflated canopy above me than two tangled ones. I truly believe that the center line on the PC could cause the reserve to tangle.

*Tony Stroh, B-4508
Parsons Sharpchuters
Fairfield, Iowa*

SENTINEL RECOMMENDED

First of all, haven't any of your readers heard of the Sentinel? It works, kiddies, and if you only need it once, that's enough. Our club owns one and it is mandatory that each student wear it for his first 10 freefalls, at least. And don't give me that jazz about, "Look, Mac, I have 200 jumps and can handle anything!" Can you? Did you ever have an altimeter lag on you and forget to check it by eyeballing until you saw the trees coming? Did you ever do relative work on a night jump and get over-eager to be the first kid in your block to pass a flashlight? Did you ever get clobbered silly by a near-sighted human bomb in freefall? I did, and without a Sentinel I was lucky, but it makes you think, no? No matter how good you think you are, you may still need it just once.

After reading and hearing many jump stories and studying statistics, I began to ponder the virtues of a deliberate breakaway from a malfunction, and I found that many experienced jumpers have only praise for this method. Their reasoning is that the reserve chute (either 24' or 26') is virtually infallible as long as there is nothing in its way. After learning of a few more entanglement fatalities, I decided it was time to act.

First I had MA-1 pilot chutes installed on all of our reserves, and converted the capewells on our rigs to shot-and-a-half (as per LC's suggestion). When we found that even our smallest girl jumper could quickly and easily eject from hanging risers, I began to teach this method for all malfunctions except those where the pilot chute, sleeve or lines are hung up on some part of the body. I believe this has already paid off when we had our first malfunction, but I'll save that description for another letter. Until the gas-ejected reserve is on the market, I believe that training in how to properly breakaway a malfunction plus wearing a Sentinel is the best life insurance a jumper can have. However, my mind is still open on the subject and I am looking forward to the reactions of other readers.

Jack Demme, C-2577
Joppa, Maryland

DUAL PILOT CHUTES???

One thing bothers me, Gene, for I don't know how you feel about students with two pilot chutes in their rigs, but I'm dead against it. Students have a tendency to roll over on their backs on opening and with twin PC's this could lead to one under each arm and a ride all the way to the deck. I noted on page 3, a photo by E. L. Bounds that shows a chute in a tree with two pilot chutes.

Here at Orange, Parachutes, Inc. Center, where I am a weekend jumpmaster we do not allow pc's on students, and in fact, the only way you can jump a static line rig now at either of PI's Centers (Lakewood or Orange) is with the Velcro Tape assist attached to the pilot chute and the static line. Since we have been using this velcro tape, we have not experienced one pilot chute hesitation, and this system is for sale, by the way, through Parachutes, Inc.

Butch Rubb, C-2884
Connecticut Parachutists, Inc.
Orange, Mass.

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

BREAKCORD PILOTED RESERVE???

I have not yet, thankfully, had an opportunity to test the following system, but I (and many other jumpers) think it offers maximum reliability in the greatest variety and number of emergency situations:

1) A 40" pilot chute on the main or dual pilot chutes. This is perhaps the most important means of preventing partial malfunctions, with the possible exception of blown panels.

2) Cutaway capewells (shot and-a-half or one-shot).

3) Pilot chute on the reserve (preferably a 26' conical or flat-circular ripstop). This should reduce the likelihood, however small, of blown panels during openings at terminal.

4) An automatic opening device, such as Snyder's Sentinel, on the reserve.

I am not convinced one way or the other of attaching the pilot chute to the reserve with breakcord. I am more in favor of dumping all partial malfunctions and deploying a reserve (with pilot chute) in freefall. At any rate, the breakcord system, as I understand it, has not been FAA approved and, hence, is unavailable -- supposedly -- to all jumpers.

As far as the piggy-back reserve system is concerned, I favor the concept but am still wary of it -- perhaps without basis -- I see many possibilities for failure of that system.

The question of the "attached" partial malfunction is a difficult one; with both the piggyback and piloted reserve systems, and such a situation (which is relatively rare anyway) could become nightmarish -- perhaps the breakcord piloted reserve is the ultimate answer.

H. Hunter Handsfield, B-4106
Fort Lee, New Jersey

★ ★

DZ-USA is really looking good. I feel one of the highlights of it are your numerous articles on safety. It is a phase of jumping which cannot be ignored, yet the other magazines do to some extent. My bid is in for you and I'm sure more of the club is following. Good Luck.

Jerry Fetten
Long Island Skydivers
East Moriches, New York

★ ★

Para-Print:

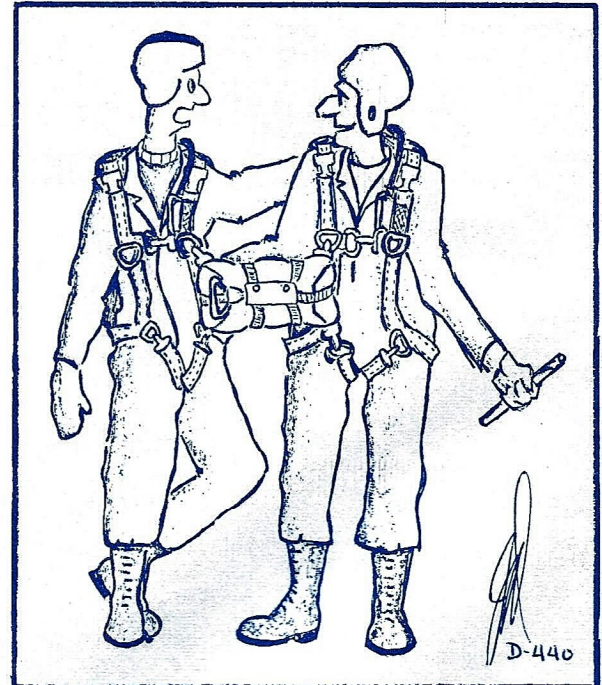
Keep up your policy of small ads and lots of words. Should be able to send you some pictures of a streamer (premature inflation) we had last weekend. Keep your magazine on time and lotsa luck.

Sgt. Charles Brophy
MCAS Cherry Point,
No. Carolina

D HOTDOG SECTION



J. D. Dodson, D-873, age 53, oldest active "D". Photo by Jack Lankford over Dallas, Texas DZ. F16, 1/1000, ASA 400 Tri-X.



Well - OI' Pal - bet we pass it this time!

The cartoon you see in this issue, will continue to appear from here on out. Not the same cartoon, naturally, but a different one each month from the mind of Jack Lankford. Please do not reprint them without permission of Para-Print. We probably wouldn't sue but we could get very disagreeable.

★ ★ ★

ANOTHER FIRST AT IVPC??

Bill Tay, Clinton, Illinois, made a normal jump, but was a bit off spot. Landing in the bush and out of sight, he eventually appeared -- riding a horse he had found in the woods. There is little "DZ-USA" can add except jumpers have more fun than people.

Reprinted from "Skyline"
Ill. Valley Parachute Club

APPROACH WITH AWE AND RESPECT

| | | |
|------------------------------------|------|------|
| Arthur Kiesow | 2100 | plus |
| Paul Poppenhager | 2070 | plus |
| Carlos Wallace | 1800 | plus |
| Lyle Cameron | 1700 | |
| Paul Nininger, D-177 | 1500 | plus |
| Coy McDonald, USAPT | 1500 | plus |
| Gene Thacker, USAPT | 1340 | plus |
| Bob Buscher, USAPT | 1300 | plus |
| Jim West, C-489 | 1300 | plus |
| Ray Duffy, USAPT | 1280 | plus |
| Bobby Letbetter, USAPT | 1260 | plus |
| William Bohringer, USAPT | 1200 | plus |
| Lt. Danny Byard | 1200 | plus |
| Lewis T. Vinson | 1184 | |
| Leo Kryske, USAPT | 1185 | plus |
| Dave Sims | 1183 | plus |
| Richard C. Harman | 1080 | plus |
| Will Charette | 1070 | |
| Eric Bahor | 1045 | plus |
| Stanley Searles, D-212 | 1040 | plus |
| Billy Ledbetter | 1000 | plus |
| Carl Kraft | 1000 | plus |
| Al Beverly | 1000 | plus |
| Loy Brydon, ex-USAPT | 1000 | plus |
| Jack McLaughlin | 1000 | plus |
| Lee Guilfoyle | 1000 | plus |
| Jim Lewis | 1000 | plus |
| Danny Byard, ex-USAPT | 1000 | plus |
| Robert Matthews | 1000 | plus |
| Bill Tobin, D-858 | 1000 | plus |
| James Arender, D-13 | 1000 | plus |
| Jerry Bourquin, ex-USAPT | 1000 | plus |
| Roy Martin, ex-USAPT | 1000 | plus |
| Joe Norman, ex-USAPT | 1000 | plus |
| Joe Dupuis | 1000 | plus |
| Mort Freedman, D-883 | 1000 | plus |
| Dave Becker | 1000 | plus |
| Jack Ady | 1000 | plus |
| Gary Dupris | 1000 | plus |

500 AND OVER

| | | |
|---------------------------------|-----|------|
| Lewis Sanborn, D-1 | 950 | plus |
| Leon Potts, D-220 | 950 | plus |
| Harry Schmoll | 920 | |
| John Garrity, USAF | 850 | plus |
| Ed Dorey | 800 | plus |
| Doug Angel | 800 | plus |
| Noel Funchess, D-585 | 770 | plus |
| Vic Deveau | 700 | plus |
| Joe Crane, C-1 | 689 | |
| Ken Sisler, D-157 | 685 | plus |
| James Garrison, D-94 | 640 | plus |
| Doug Williams, D-58 | 636 | |
| Jerry Wing, D-452 | 620 | |
| Jacques Istel | 600 | plus |
| Pat Gorham | 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, D-93 | 600 | plus |
| H. W. Gough, Jr. | 595 | plus |
| Tom Copenhaver, D-649 | 575 | plus |
| Bill Driver | 540 | plus |
| Jeannie McCombs | 522 | |
| Dick Lewis, D-522 | 538 | plus |
| Bill Ottley, D-298 | 520 | plus |
| Jerome Tyson, D-202 | 518 | plus |
| Edward Fitch | 500 | plus |
| Harold L. Davis | 500 | plus |

| | | |
|-----------------------------|-----|------|
| Charles MacCrone | 500 | plus |
| Robert McDonnell | 500 | plus |
| Charles Wagaman | 500 | plus |
| "Snowy" Robertson | 500 | plus |
| Joseph W. Cooper | 500 | plus |

These are a few "500 and Over's" I picked up at the Nationals. Next month, I'll work them into the master listing in their proper order:

| | | |
|---------------------------------|-----|------|
| Lee Killian | 935 | plus |
| Scott Hamilton, D-514 | 889 | plus |
| Tim Saltentall | 850 | plus |
| Ralph Hatley, D-394 | 850 | plus |
| Ken Russell, D-424 | 830 | plus |
| Dick Christenson | 791 | plus |
| Lee Boren | 768 | plus |
| Maxine Hartman | 730 | plus |
| Chuck Doney | 700 | plus |
| Ron Radhoff | 600 | plus |
| Kay Jones | 535 | plus |
| "Tee" Taylor Brydon | 500 | plus |
| Anne Batterson | 500 | plus |
| Muriel Simbro | 500 | plus |
| Pete Pederson, D-650 | 500 | plus |
| Jim Attaway, D-496 | 500 | plus |
| Jack Lankford, D-440 | 500 | plus |

RECORD JUMPS

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

2 Man Altitude Record: 24,350 feet - 4 January 1965 - Alderson & Sisler - 210 Cessna - Arkansas State Record.

5 Man Altitude Record: 20,000 feet - 28 February 1966 - MacCrone, Hamilton, Fairbank, Alderson, and Sisler - Turbo-charged Cessna Super Skywagon - 100 second delay - Arkansas State Record.

ILLINOIS NIGHT ALTITUDE RECORD: 15,700 feet, 22 May 1966, 600 hp "Howard", six jumpers (Bud Hughes, Steve Bainter, Aire Smit, Jack Tillman, Dave Blume, and Gary Eiff). Took the "Howard" only 19 minutes and 15 seconds to reach 15,000 with the full load. All jumpers were members of the Illinois Valley Parachute Center, Pekin.

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.

CAN YOU TOP THIS?

Ken Russell, D-424, has made a total of 909 jumps (78 military, 831 sport) without a malfunction of any type. Just out of curiosity I would like to hear from any jumper who can better this record. It doesn't count if you rode a malfunction in or even blew a couple panels. It has to be no malfunctions whatsoever with only perfect canopies hanging over your head.

HERE and ABOUT

DENVER, COLORADO: Lee Hector, after a year of no jumping due to a back injury, returned to the drop zone one fine day . . . and the rest you won't believe. He missed the DZ completely and smashed into the windshield of his own Volkswagon. No injury to Lee but the VW was minus a lot of glass. A few weeks later, it took him all day to fill out the PCA insurance forms, and then he went to the Emerald Isle bar and spilled beer all over the forms. Have you ever seen a grown man cry?

VIETNAM: Lt. Colonel John G. Hayes is back for his second tour and serving with the Special Forces. Fellow jumpers and friends may write him at the following address: Lt. Col. John G. Hayes, 0-66160, ACTIV, APO San Francisco 96243. DZ-USA wishes you the best possible tour of duty, Colonel.

OMAHA, NEBRASKA: John Peters hasn't been seen on the DZ too much lately. Maybe the brand new daughter is keeping him jumping at home. Congratulations, John, and especially to the Mrs. in the family.

MILWAUKEE, WISCONSIN: Carol Goetsch who competed in the Nationals the past week, has over 300 jumps and is also a full-time mother and housewife. Sport parachuting continues to be an activity with no occupational restrictions for male or female. You are a credit to Wisconsin Skydivers and to the sport, Carol.

FLEMINGTON, NEW JERSEY: The Chute Shop, Inc., has made a move into a factory building where it's a full time job just to replace the light bulbs, according to Ron Edwards, president. It's a move up for the company and jumpers can be assured of more and better equipment being available. Drop an order blank in the mail and find out.

COLUMBIA, MISSOURI: "K-Bob" Kreigh, age 14½, was recently rewarded with election as secretary-treasurer for suggesting his club's official moniker: The DesCenters Sport Parachute Club of Columbia, Missouri. K-Bob's dad, Robert, is club pilot and newly elected president of the group. The new president has one jump and one broken leg to his credit. Vice-President of the new club is Doug Williams, with over 600 jumps, who broke his leg May 29th. You can't say the elections of this club make dull reading.

MUSCATINE, IOWA: Jackie J. Martin, Hawkeye State Parachute Team, is going to change her luck if you'll help. She is interested in lighter-than-air gadgets, primarily the "hot air" type of balloon being used on the West Coast. If you have any info that would give her assistance in that direction, write her at: 2025½ 18th Street "B", Moline, Illinois 61265.

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Editor and Publisher

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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 burundy, \$75.00 each.

28' Lo-Po, red-white-blue, and rollpack reserve, complete with instruments and Sentinel. All for \$220.00.

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 Rings . \$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

Robot "Royal 36" 35mm rapid-sequence camera. Full frame (24 x 36mm) Model III with f2 Sonnar. Very good condition. \$145, with wrist mount: \$152, ppd.

Dick Lewis
277 1st Street
Keyport, New Jersey 07735

Custom-made sleeves by a Master Rigger. Any color: \$12.50. Write for other prices on modifications and equipment.

Bruce Barnes
Route 1, Box 535
Fort Smith, Arkansas 72701

Shot-and-a-half capewells: \$7.50.
New surplus 7TU orange and white canopy with sage green harness; "D" rings; ready to jump: \$60.00 each (2 or more for \$50.00 each) MA-1 pilot chutes, 6" small top, new surplus: \$4.00 each.

Bob Sprague
207 West Webster
Clinton, Illinois 61727

1 five panel TU, dyed yellow with sleeve, certified by master rigger. This canopy has about 40 jumps and no burns and one 28 ft (RS) reserve. Will sell for \$70.00 or trade for Pioneer 3 pin container with harness, must be new or almost new and complete from risers down. (prefer the split saddle) or will trade the above mentioned gear for PC or lo-po in perfect condition and cash balance.

Bob Pope
Box 16, USNS
FPO, N. Y., N. Y. 09571

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.

Dan True
2804 Julian Blvd.
Amarillo, Texas

★ ★ ★ ★ ★

SPECIAL

FOR DZ-USA SUBSCRIBERS ONLY

1.1 quarter panel orange and white canopies. New surplus - never jumped. While they last \$13.50 each. Send to P.O. Box 2131, Wichita, Kansas 67201, right away.

★ ★ ★ ★ ★

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.

RATES FOR "DZ-USA" ADS:

Individuals with "personal" gear for sale, swap, or gear wanted, includes parachutes, reserves, cameras, misc. gear such as altimeters, helmets, ripcords, etc.:

\$1.00 for two issues;
\$2.50 for six issues; and
\$5.00 for one year (12 issues).

A fifty-word maximum for any one advertisement.

Riggers or commercial firms with items in stock (not one particular parachute or article) which cannot be considered personal gear:

5¢ per word, per month, with a 75 word maximum for such ads.

Riggers, commercial firms and equipment companies (display ads):

1/8 page, one month, \$20
1/8 page, three months, \$50

Larger ads and longer periods are available. Rates will be provided upon request.

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

FUN JUMPS

EDGEWOOD ARSENAL SKY DIVERS

Located at the Edgewood Arsenal, Edgewood, Maryland and more than reasonable rates with \$2.00 buying a leap up to 8000! A Cessna 175 with jump door and membership is open to civilian and military personnel of Edgewood Arsenal. Unfortunately, only military personnel can jump with us as visitors but call John Demme at 679-0364, Joppa, Maryland, and he'll get any jumper in the area a jump from a 600 hp Stinson Mule that goes straight up. You don't have to be military or arsenal personnel for this one. The Edgewood Arsenal Sky Divers is a PCA affiliated club with 15 active members and you can find some nylon in the sky any evening, night, or Sunday afternoon. Any military types passing by are cordially invited to drop in and drop out. Civilians, don't forget that phone number.

IF IN EL PASO, CALL . . .

Vic Boozer, 755-5419; Ted Maciag, 566-2117; Ed Sparks, 751-1718; or Capt. Dean Frazier, 566-3122. They will be happy to point you in the right direction for 20's going at \$2.00 and \$3.00 for a 30. PCA membership is required and membership in the Texas Parachute Council is recommended. Forms for both are available on the DZ. The Fabens Skyhawks jump most every Saturday and Sunday afternoon, weather permitting. The DZ is one-mile south of US 10, 20 minutes east of El Paso. Sand DZ with adjacent sand dunes, especially suited for students and heavies. Field elevation is 3600. For more information, write Betty Frazier, 7613 Ramey Circle, Biggs AFB, El Paso, Texas 79916.

Ad rates for individual ads went up this issue but not to make more money. It was necessary to make more room by cutting down on the number of issues a \$1.00 ad would run in. I have received letters from Jerome Tyson, John Meyers, Don Boyles, and Bob Sauer and the gear they listed didn't last over a couple issues anyway. So, with gear going that fast, you don't need to run an ad for three months, I promise to keep these rates the same and no more increases in the future . . . so, keep the ads coming. It's still the cheapest rates in town.

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

Mailing lists for clubs are available at 3¢ per name. An individual's name will be furnished upon request at no cost if you see someone you know and want to contact them.

RIGGER SERVICE AND RESERVE REPACKING

ARIZONA

Arizona Sky Divers, Inc.
Sales and Service
Student Instruction
Bob Sauer, C-669, BFS 1528783
Ryan Air Field,
Tucson, Arizona

CALIFORNIA

Security Parachute Company
San Leandro, California 94578
FAA Certificate 4049
Established 1927
Phone: 415-357-4730

Bakersfield Para-Sports
2000 So. Union Avenue
Bakersfield, California 93397
Sales & Service
Student Instruction
West Coast Dealer for P.I.
Phone 832-4750

FLORIDA

South Florida Parachute, Inc.
Airglades Airport, Clewiston, Fla.
Open Tuesday through Sunday
Two Cessna 180's
Phone: YU 2-7697
Free Bunkhouse Facilities, Loft

ILLINOIS

Jack Tillman, D-1035
1114 South 8th Street
Pekin, Illinois 61554
Seat - Chest - Back
Phone 346-0552 AC 309

MASSACHUSETTS

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

KANSAS

Wichita Parachute Center
Maize Airport
45th St. North & Ridge Road
Ground Training & Equip. Rental
\$10.00 for first jump
Security Parachute "Crossbow"
& "Tracker 45"
Sales & Service (Local
Representative)
Cessna 180 with jump door
Full time
Jump Center with plowed
target
Rigger Service by "Woody"
Underwood

OHIO

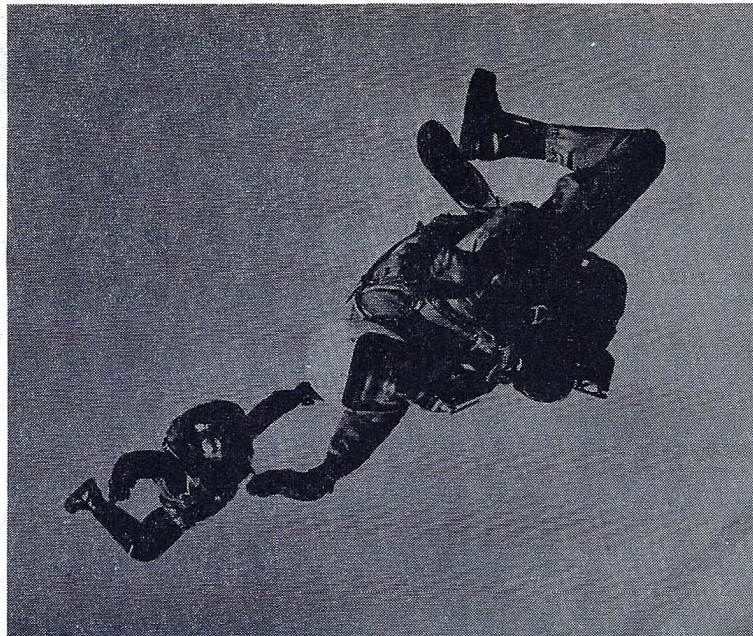
Greene County Sport Parachute
Center
FAA Certified Loft, all five
ratings
Security and P.I. Dealership
Jumping anytime - Weather per-
mitting
2-Howards; 1-Cessna 180
Route #5
Xenia, Ohio

OKLAHOMA

Don Boyles
9536 E. Newton Place
Tulsa, Oklahoma 74115
Shot-and-a-half cable pull cape-
wells - \$10.00

OREGON

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



Charley Clark floats toward Irwin's "Nikon" as Ed Marler closes the distance. Photo by Jerry Irwin.

Riggers and clubs which wish to have a listing in the directory section:

\$8.50 per year (12 issues) with a 40-word maximum. One item of equipment may be advertised in the listing at no extra cost.

All lost and found notices or mention of clubs in the "Fun Jumps" section are published at no cost, as a service to jumpers. All special notices, such as meets, planned activities, invitationals, etc., are printed at no cost.

All editorial material and news is published at no cost and you need not be a subscriber to submit such items.

DEADCENTER...OR BELIEVE IT OR NOT

Continued from page 10

Meanwhile, back at St. Croix airport—Ty Zellers coned a private plane just off the runway and, telling the unfortunate pilot that it was a matter of life or death, took off in search of me; our own plane having returned to St. Thomas for the second lift. Winging over the swamps, Ty spotted my little clearing. As they cut the engine and glided over my spot, I ran to a clearing and waved to them. Ty, his head and arms out of the cockpit, shouted that help was on the way. That was fine with me, but as I walked around the 'pond', I discovered myself knee-deep in quicksand. It was then I wished that whoever was going to pull me out would hurry about it.

Help soon arrived in the form of four Puerto Rican fishermen who hacked their way through the growth. None of them could speak English but they seemed to think I was an Air Force pilot or such and had bailed out of an airplane somewhere. Soon we were on our way out, they carefully carrying my gear with me bringing up the rear. Presently we arrived at a stretch of stagnant water where their boat was beached. "Cerveza, Señor?" one said, extending a real, honest-to-God

cold Schaefer. As I partook of their generosity, we shoved off. One was in the bow poling while the other three stood in waist-deep water shoving on the stern. Sitting on my gear which was stowed in the boat, I thought of the proverbial great white hunter.

My troubles were by no means over. To get back to civilization, we had to head out to sea. Each wave came down upon the boat, threatening to swamp us. I was bailing frantically with my helmet, being afraid of capsizing and losing everything. Presently we arrived at a lonely stretch of beach where they had a car. We eventually wound up at the airport. I offered to pay the fishermen for their troubles but they politely declined. If it weren't for them, I'd still be wandering around the mangrove swamp. My timing was perfect. As I slogged across the terminal I passed a group of tourists just fresh from the States. I must have looked like the wrath of God—all mud and sloshing boots. I soon found my fellow skydivers stashed away in the airport bar. Perceiving that I was in one piece, I was greeted by a chorus of "Dr. Livingston, I presume?" and, the winning question of them all, "Where in the world have you been?"

My first malfunction has proved an invaluable experience to me. I came out of it without a scratch and a little wiser. My first reserve-airing wasn't bad; it's the little side

things that get you. Island jumping isn't bad, especially in the Virgin Islands. Just don't miss the DZ or you'll get wet. And I would also highly recommend carrying a Swiss army knife with you. Especially the one with the handy-dandy saw blade.

Wendell F. Stein
Yacht "Hula Hoe"
Yacht Haven
St. Thomas, Virgin Islands

★★★

A JUMPING FAMILY

To hear of a husband and wife jumping together is becoming commonplace. But consider the SMITH family, who all jump with the exception of the youngest child, Susan, who will be jumping as soon as she hits 16. She is now 14 and is Martha Huddleston's packer I referred to in the article on the Nationals. The rest of her family is Arty Smith, father and also pilot, with 212 jumps; her mother, Jimmie, with 42 jumps; her brother Cliff, with 275 jumps; and her aunt, Carol, with over a 100 jumps. Togetherness for the Smith family could mean a hook-up at 10,000 instead of a gathering in the living room.

JUMPING IN NEW YORK

Byline: Jerry Schrimsher, D-1090

From Rochester, New York, jumpers travel about 30 miles west to a farm near Batavia. The DZ has the basic facilities . . . like a pasture for a runway and target area. If you miss the DZ, you then have a choice between an apple orchard or a pear orchard. The C-182, with the door removed for winter operations, climbs like a C-182 with the door removed. The only bright spot is a good view of Lake Ontario and Lake Erie. Jump rates are \$3.50 for a 30 and \$4.50 for a 60. I had the honor of being the first on that DZ with a PC, and was glad to let all the jumpmasters (both of them) try it out. The DZ is a commercial type operation run by Paul Hough, D-486, and Don Arnest has a "C". 10 or 15 energetic students, each with less than 20 jumps, complete the group. This is an excellent DZ for students to get their first jump in because of the informal and individual attention they receive. I thoroughly enjoyed jumping at Rochester.

Greene City Airport is the home of Greene Sport Parachute Center with Joe Reecer, C-2662, working very hard getting a club house built. An exit from their C-185 cost \$3.00 for a 10 second delay. The DZ has a lot to offer with equipment sales, improved runway, large field with alternates for target area, plowed bowl, pea-gravel, cafe, and Go-Kart track. Greene has a lot of student activity from nearby universities and if you are ever in New York, be sure to unpack one at Greene.

Gardiner, New York—Here is a brand new group (20 or more) getting started with more paper work and enthusiasm than anything else. I had to fill out about 6 pages of personal history and jumping experience, to get near their C-182 (door removed). I was glad to see they checked my logbook, license, and PCA card. (I might point out that about 1 out of 10 DZ's will check a stranger's qualifications for jumping). The most senior jumper here was a "C". Their DZ was small and surrounded by large trees, with no alternates. The target was an "X" marked near the small end of the dirt runway. Lift rates are about \$3.50 for a 30. Good luck, Gardiner, you have all the makings for a fine club. P.S. Sorry about that DC on your only female type jumper.

The three aforementioned DZ's have several things in common. A preponderance of students reorganizing and still going through the growing stages. The state of New York has a law against exhibition jumping, although, I have talked with several people who went to court and in each case, the judge ruled in favor of the sky diver. Nevertheless, this law has impeded the normal growth of jumping in New York.

Stormville City Airport has concrete runways and a lot of other flying action. An "X" is near one end of the field for the big boys and the students land across the road in a larger pasture. This commercial operation has been in full swing for several years and has several "D" tickets. A jump runs about \$5.00 for a 45 from a C-180 (without a door). One word of caution . . . do not land inside the State Prison nearby, O. K.?

★ ★ ★

Dear Sirs:

Mr. Istel much appreciated your DZ-USA publication and sends you his best wishes.

Helene Watson

Secretary to Jacques Istel

President, Intramanagement, Inc.

HOT SCOOP

SANBORN DOING WELL

Lew Sanborn, D-1, is out of the hospital after his plane crash April 22nd, after only one month and an amazing recovery. Lew must return for work on his nose and face but is past the worst of the ordeal. Most of his nose was torn off in the accident and he has experienced some internal bleeding between the skull and the forehead. The skull was crushed in the area above his eyes and Lew is alive only through his own determination. DZ-USA joins many other jumpers in wishing him a complete recovery soon.

JUMPING THE HARD WAY — IN VIETNAM

In the March issue, an article entitled "He Who . . ." brought to mind the frustrations we encounter here in Vietnam when trying to get a jump in. We drive 200 miles and many times — no jump. We may stand around a loft with gear in hand and with a helicopter scheduled to take us up for three hours of fun jumps, only to be summoned off to the war. This causes one to cuss the world, the U.S. gov'mint, and his best friend while in the boondocks for the eighth weekend in a row. The one weekend we did get to jump, a student clobbered in and jumping was suspended. Now, consider that I am really trying for a "D" license and you have it. For the benefit of anyone coming to Vietnam, there is a club which is operational (but a little confused) due to the situation. We were mortared off the DZ one morning so you get the picture. The club is located adjacent to Tan Son Nhut Air Base, in the Vietnamese Airborne Brigade Compound. We have an H-34 or HU1D every Sunday, depending on who owns the DZ — them or us. Everyone is welcome, particularly if they know a reserve from a malfunction.

SSGT William Winters
8th Aerial Port
Vietnam

WOOD!!!!

GALVESTON SKY DIVERS MEET FLAT CANOPIES ONLY MEMORIAL DAY, DICKINSON, TEXAS

First Place: Larry Morris, average distance 63 feet, with closest jump being 23' 11".

Second Place: Joe J. Lewis, average distance 88 feet, with closest jump being 37' 7".

Third Place: Jimmy Bierman, average distance 330 feet, with closest jump being 158'.

Lee Walker, Area Safety Officer, Arkansas, was also an entry but withdrew after landing three and one-half measured miles from the airport on his first (and last) competition jump.

"Doc" Anagnostis was an entry but no figures are available (or volunteered).

Horses Rear Position: Mitch Vanya, with a "zap" jump, a 109 footer, a 400 footer, and knocked himself out on landing on the last jump.

EASTERN CONFERENCE CHAMPIONSHIPS APPLEGARTH DZ HEIGHTSTOWN, NEW JERSEY 21 - 22 MAY '66

Perfect weather and a newly enlarged pea-gravel target combined to make a very smooth, completely successful meet and send-off for the East Coast delegation to the Nationals. The Lakewood SPC staff jumped with twin Sailwings into the Saturday night beer party; and on Sunday afternoon, from 3500 feet, one jump only, Leon Potts challenged the Army "accuracy aces" and came home an easy winner. The applause was deafening, especially from the civilians in the crowd. MEPA President, Bill Ottley, reports the results as follows:

Qualifying Men, Overall Ranking:

- 1) Bob Holler — 853.1
 - 2) Mule Ferguson — 833.0
 - 3) Stan Janecka — 731.8
 - 4) H. S. Sullenberger — 722.3
 - 5) Mike Schultz — 707.6
 - 6) Johnny Crews — 610.3
 - 7) Bill Morrissey — 589.8
 - 8) Larry Parmer — 514.4
- 1st in Accuracy: Sullenberger, 1876 points
1st in Style: Stan Janecka, 1480 points

Qualifying Women, Overall Ranking:

- 1) Maxine Hartman — 806.0
 - 2) Kay Jones — 796.0
 - 3) Karen Roach — 682.0
 - 4) Maureen Locke — 203.9
 - 5) Flo Robson — 171.4
- 1st in Accuracy: Karen Roach, 1355 points
1st in Style: Kay Jones, 1500 points

Judges for the meet were Army Team members, Dick Harmon, Bob Buscher and Bill Bohringer.

MOUNTAIN CONFERENCE DENVER, COLORADO 28 - 29 - 30 MAY 1966

Advanced Accuracy

- 1st — John Baker, Salt Lake
- 2nd — Larry Boyd, Salt Lake
- 3rd — Bob Olmstead, Denver

Style

- 1st — Bill Driver, Denver
- 2nd — Lud Lincoln, Denver
- 3rd — Bill Chesley, Aspen

Overall

- 1st — Bob Olmstead, Denver
- 2nd — Lud Lincoln, Denver
- 3rd — Bill Driver, Denver

Women

- 1st — Karyl Atwood, Salt Lake
- 2nd — Elena Evans, Denver

No jumpers from New Mexico attended. There were 62 entrants and 402 jumps without malfunction (Mountain Conference and Tri-State Classic being ran simultaneously). A total of 27 trophies were awarded.

NORTH CENTRAL CONFERENCE STANTON, MINNESOTA 21 - 22 MAY 1966

- 1st — Wagaman, accuracy 922, style 1000, total 1922
- 2nd — Dorey, accuracy 691, style 921, total 1611
- 3rd — Hosenfus, accuracy 727, style 660, total 1387
- 4th — Mathwig, accuracy 700, style 660, total 1360
- 5th — Clements, accuracy 617, style 640, total 1318

COMING MEETS

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 (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. Each time one way will be paid. For further information contact Jack Joerns, Meet Director, 18410 Donna Drive, Houston, Texas 77058, Phone 713-032-3790.

COTTONBELT PARACHUTE COUNCIL MEET PASCAGOULA, MISSISSIPPI JACKSON VOUNTY 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.

NOVICE JUMP FESTIVAL WICHITA PARACHUTE CENTER MAIZE, KANSAS JULY 3 - 4

For novice jumpers, accuracy only, with less than 50 jumps. Entry fee is \$4.00 with two jumps for \$6.00. Jumpmasters are available and all jumps are from 3000 feet. Registration begins at 7:00 Saturday and ends at 9:00. Trophies for first five places plus equipment prizes to first three places. Fury helmet to 1st; French jumpboots to 2nd; and a Pioneer jumpsuit to 3rd. Call Carl Hobaugh at Maize Airport, RO 6-0300 (Maize, Kansas) for details and further information. Editor of "DZ-USA" will judge the event.

2nd ANNUAL OREGON SKYDIVING CHAMPIONSHIPS PORTLAND PARACHUTE CLUB JULY 14 - 15, 1966

Junior Accuracy
3 jumps, 3500', entry fee \$8.50.

Senior half-style-accuracy
1.1 and 1.6 canopies, 5 jumps, 5500', entry fee \$17.00.

Senior half-style-accuracy
PC and XBO, 5 jumps, 5500', entry fee \$17.00. For more information call or write Ted Mayfield, 13211 NE Marine Drive, Portland, Oregon (253-0166), or Ron Newman, 724 SE Umatilla, Portland, Oregon (232-6866).

NASHVILLE PARACHUTE CLUB MEET CORNELIA FORT AIR PARK MUSIC CITY, NASHVILLE, TENNESSEE 16 - 17 JULY 1966

Novice, intermediate, and advanced accuracy events with equipment prizes and trophies (bigger and better than last year). Rain date is August 20-21. All jumpers welcome. For more information, write Nashville Parachute Club, P.O. Box 295, Nashville, Tennessee, or call Lewis Butler, 298-2920, Nashville, or Frank Knapp, 833-5616, Nashville. See you there.

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), 5200 feet.
151-to ?: Advance accuracy, 3 jumps, 3500 feet.
Advance Style (International series), two jumps, 7200 feet.
35 jumps or more: Team accuracy, two jumps, 3500 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.

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

MID-EASTERN PARACHUTE ASSOC. LAKEWOOD, NEW JERSEY 23-24 JULY 1966

Novice, Intermediate, and Expert Class Accuracy Events, plus optional events. All jumpers welcome, PCA membership required. Saturday night party. For more information contact Bill Ottley, 330 East 80th Street, New York, New York, or, Linda Chapman at the Lakewood Sport Parachute Center, Lakewood, New Jersey, Phone 201, 363-4900.

2nd IOWA INVITATIONAL PARACHUTE MEET OTTUMWA INDUSTRIAL AIRPORT OTTUMWA, IOWA AUG. 27 - 28

Event I, novice accuracy, 2 jumps, 3000', static-line or J/P, 30 jumps or less; Event II, novice hit-and-run, 1 jump, 3000', S/L or J/P, 30 jumps or less; Event III, senior accuracy, 2 jumps, 4000', 31 jumps and over; Event IV, team accuracy, 3-man, 3500', 1 jump; Event V, team accuracy, 3-man, 7500', 1 jump; Event VI, intermediate accuracy, 1 jump, 3500'; and Event VII, night jump, accuracy jump combined, 1 jump only, 3500'. Entry fee: \$3.00. Trophies for 1st, 2nd and 3rd places, each event. PCA membership required; fun jumps on Friday and during the meet. Pea-gravel DZ. Motels, barracks, and camping area available. Party on Saturday night with steak dinner at JC concession. For further information, contact Roland Caulson, 2801 Brattleboro Avenue, Des Moines, Iowa, or Tony Vignaioli, 4570 NE 34th St., Des Moines, Iowa.

- MEET SCHEDULE 1966 - NEW ENGLAND AREA

AUGUST 13-14
Money Meet
Orange, Massachusetts

OCTOBER 8-9
Jamboree
Orange, Massachusetts

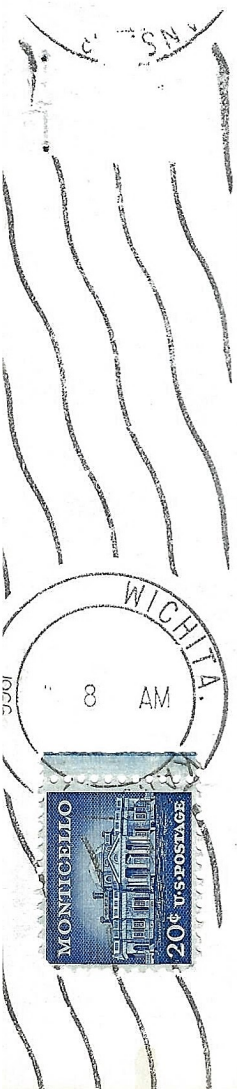
NOVEMBER 5-6
Governor's Cup
Orange, Massachusetts

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STREET _____

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ZIP CODE _____ PHONE _____

P.C.A. MEMBER? YES NO

JUMPMASTER'S LAST WORD

This issue is going to hear another jumpmaster's voice instead of the one voice you are accustomed to tolerating. It is the words of my jumpmaster, who put me out on the first one, mother-henned me through flat spins, and made skydiving a sport to me after giving of himself unselfishly and willingly. It is written by Ed Van Compernelle, who, a little over a year ago, broke both legs on a Lo-Po and hasn't been able to jump since. There wasn't a jumper in the club more dedicated to the sport than Ed and many of us wished it was us who was broken up instead of Ed. Reading this letter makes me feel as though we went through a war together:

"Hi, Gene: Just finished reading the April issue of DZ-USA. I am prouder of you than the day you made your first jump. This is without a doubt the finest of all parachuting magazines that I have ever read. What impresses me most is the speaking of and to the younger jumper. I know that they like to be heard, and you are giving them the chance. Although, not active anymore myself, I look forward to each coming issue. As I read these issues, it reminds me of the good times that we had together. The many laughs, the cold trips in the 195 that winter. Remember at Mission Road when you and I were holding hands in that old hog to keep warm? If they could have seen us, they would have locked us up. How about the beautiful identical spots for you and Jack Ballew at Tonganoxie? We would probably still be at it if it weren't for a fool trick on my part. A note of advice on low

turns . . . don't. It will put you out of a sport that you enjoyed so very much and is impossible to replace. Hope you are healed up by the time you receive this letter, Gene. I'll be seeing you in the near future. P.S. Do you think that our method for exiting a student from a Pacer would be accepted by your readers? Remember at the meet in Independence? I told Jack to hang on the strut and floor and on the "go" I would hit him twice. Once on the shoulder to go, and the next time in the mouth. It kind of shook up old Admire too, didn't it, but I never saw a hesitation after the first "go".

Ed Van Compernelle, C-2428 (Retired)."

Speaking for myself, and not as "DZ-USA", I only hope every student beginning in the sport is lucky enough to get a jumpmaster as understanding as Ed. It could be the difference between him becoming a proficient jumper or a fatality.

C. E. Hunnell

SOS... SOS

I don't have too many favors to ask this issue. Photos are coming in at a good rate, plenty of straight dope, and especially good mail on the reserve question. Let's see if we can have more on women jumpers, first jump stories by either sex, and mix in a couple subscriptions. DZ-USA is looking better each issue, thanks to the subscribers who take the time to air their views. Ask your buddy if he has ever sent in anything that wasn't printed. We haven't failed yet.