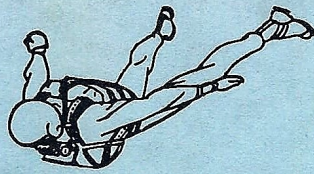


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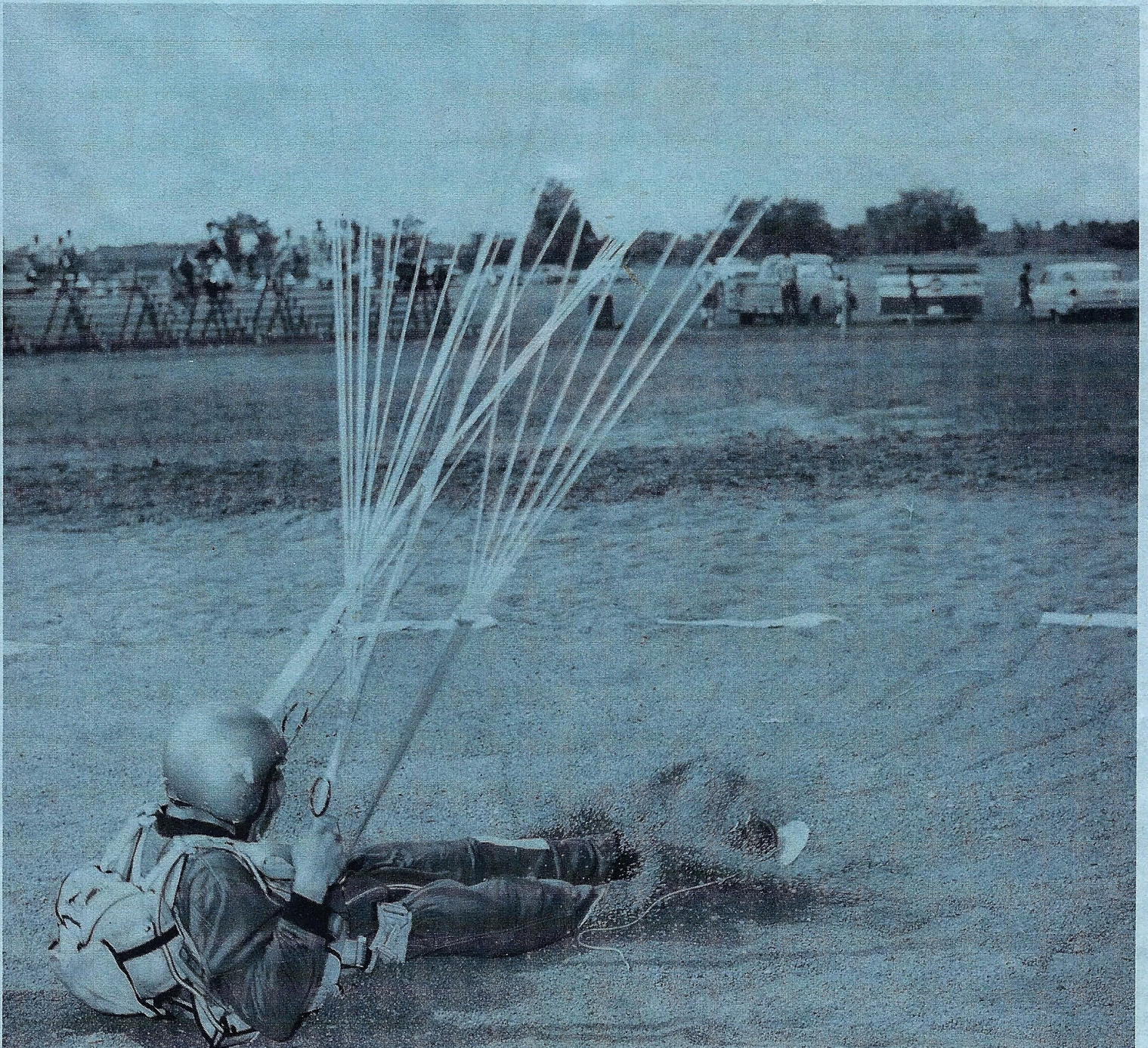
JULY

1966

"D"

U.S.A.

A NATIONAL COVERAGE BULLETIN
FOR USE BY SPORT PARACHUTE CLUBS



TOM SCHAPANSKI - 1966 NATIONAL ACCURACY CHAMPION

WORDS OF A CHAMPION

Byline: Tom Schapanski
National Accuracy Champion 1966

My jumping career began on a Sunday in Tucson, Arizona, at Ryan Field. I had gone west to ski during the winter, and a friend of mine goaded me into watching some skydivers as a diversion for the day. So, since the ski slopes were full of "bunnies" (that's like Whufoos), I agreed. I ended up making three jumps that day and I haven't missed a weekend since. The weather there was ideal and I managed to make almost every lift. I just couldn't get enough . . . then, or now for that matter.

I moved to Chicago soon after and jumped from the Howard at the, now extinct, Sturtevant DZ. Standard day was six jumps, going just as hard as I could, then everyone would get falling down glass-eyed drunk. I'd get a quart of milk and sack out early, re-living each jump of the day and trying to figure out how to get seven jumps the next day!

I have never missed a meet within 500 miles of me since my first jump . . . competition was IT!! I really had it bad. Then I started relative work, and eventually the camera, which I still regard a greater challenge than style.

This winter, when the first snow flakes fell in Chicago, I exited for sunnier DZ's. I knew the airports in the Midwest would be socked in, cold, windy, and with a 200 foot ceiling. I just flat moved out and decided to see all the places I had heard about for jumping. Pop's was the first stop.

In Florida, you jump every day. I lived in the barracks with all the sky-bums that drift through the 7-days-a-week drop zones and survived on a diet of hobo stew, rice and bread, three meals a day. My only thought in mind was to save up for one more jump the next day. We slept in some pretty grim looking places, but we had the sun, the plane, and the unending jump stories and trading of information, 24 hours a day. I don't regret one unsanitary minute of it.

Heard California was neat . . . I went. Training at Elsinore was excellent with winds very tricky for accuracy practice. The relative work was fabulous, and we jumped seven days a week. They put out 13,000 jumps there last year and I made sure I got more than my share. I set out to become the accuracy champion about six months before the Nationals, and I pounded the DZ each and every day. Every different place and every different condition I sought out.

Each DZ from Chicago to Florida to California had a unique problem of wind, terrain, local hot-dogs, etc. It seemed a lonely task practicing and thinking competition every day . . . but it pays off in self-assurance in more ways than anything else I have ever done.

Regarding competition, I would like to see more new events at local competitions. I regard the present accuracy contests requiring a crash-and-burn landing to be barbaric. With the canopies available today, the only way to be super accurate is to come in downwind, at high speed, legs outstretched, and often vulnerable to back injuries. Why and have stand-up only count? Or bonus points

for stand-up? The ultimate accuracy jump is really a one-foot stand-up on an outline of your foot-print. I'll crash and smash as hard as anyone, but I sure don't have to like it. Stand-ups would be easier on inexperienced jumpers, those who have seen plaster, the old duds, and the weekend jumper who just can't afford an injury because of his job and family. Why should we hurl ourselves at that little disc with such wild abandon? Accuracy, in my opinion, should be a test of spotting, wind judgement, precise self-control and canopy manipulation . . . not a contest of physical endurance . . . which the vast majority of weekend jumpers can't hack.

Editor's Note: So there you have the formula for becoming accuracy champion but don't forget the tremendous amount of work and self-restraint that went into it. Tom is truly a dedicated jumper . . . and dedication is the keynote.

Next month, Tom's views on (1) Sentinels for students; (2) PCA; (3) Money meets; (4) Style; and (5) the U.S. Army Team.

FRESH VIEWS

ARE LICENSE NUMBERS NECESSARY?

I personally think that license numbers, the emphasis placed on them (such as previous practice of reserving a number), and the reverent awe given to the holder of a low -is just so much prop wash. I will be honest and say that, although I have been jumping for four years, I only have a "C" license, a relatively low number of jumps and my "C" number is high. Perhaps this has influenced my feelings on this matter but I don't think so. An "A" license holder is just that. A "D" license holder is just that and nothing more. What difference does it make at what stage of his life or at what stage in the growth of sport parachuting he attained this qualification? I think we all know or have seen "Ds" who we would just as soon not jump with. I know I have, but by the same token, I know some "Bs" I wouldn't mind going to the moon with. Another case in point is the fact that Lyle Cameron, one of the original pioneers in American skydiving, has a comparatively high "D" number. Something which has absolutely no bearing on his ability (which is phenomenal) or his accomplishments in skydiving (which are too numerous to mention). Criticism should be constructive, so here is my suggestion, or question. Why number the things at all? If the present trend continues, we will have "E" through "Z" tickets; pre-Lopo licenses; and special ratings without which one will be unable to jump a PC or XBO. Special licenses will be issued to rate a man's ability to read a set of wrist instruments or do standups without Para-boots. All that with attendant awe and acclaim (if your number is low enough). Nuts!!

John Ruckman
C-MMVVICVI
Korat, Thailand

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

COMPLAINT DEPARTMENT

One of the weak spots of the PC is the guide-line elastic retainers. I wrote Pioneer about a year ago suggesting they install little metal "D" rings for the guide lines to go through but notice they are still using the elastic webbing. I put two jumps on my new PC before the elastic started ripping out. I've had to install the "D" rings on the risers of all the PC's I've sold and feel it is time that PC owners urged Pioneer to make the modification by writing the company. Crossbows have switched to the "D" rings and Pioneer should.

Don Boyles
9536 E. Newton Place
Tulsa, Oklahoma 74115

MORE ON NOEL BABY

HATTIESBURG, MISSISSIPPI: Your articles about Noel Funchess are amusing. Everybody in this area thinks a great deal of Noel. I've never met anyone else who is as eager to help people jump -*Carroll T. Little, D-1292*

HAZLEHURST, MISSISSIPPI: My wife is doing the corresponding since I crashed a 1.1, double-L, into a fence on the Gulf Coast last week. Looks like I'm going to have to mention that dreaded name yet. Yes, it was Noel Funchess who kicked me out the door 200 feet past the exit point . . . however, he is forgiven since he warned me not to loan my PC out to a guy on the same lift with me.

Rick Miller,
Skyrangers Exhibition Team

MOBILE, ALABAMA: I have to agree with Tom Pritchard, "Frog" Funchess has sure got it tough: he's under thirty, has all his hair (have you seen a picture of Tom lately?), is single, good employment, PCA Instructor, Master Rigger, and fast approaching 1000 jumps. At the rate I'm going, I'll have my "D" in about ten years and have 1000 jumps by the time I'm seventy.

C. King Pickett, B-2013

HAMMOND, LOUISIANA: Guess who's here today? Noel Baby! He sends his regards.

Prissie Riche,
Southern Parachute Center, Inc.

Editor's Note: I know that very few will believe me . . . but . . . I have never met Noel Funchess and I am not printing paid political announcements. I only hope you get a chuckle or two out of Noel's activities, I always do.

CEH

This isn't the spot for it, but I'll stick it in. If you want your copy in two days instead of two weeks, send in that extra dollar for first class postage. Parachutist and Sky Diver both have the same problem and I am going to see if DZ-USA can't do something about it. You'll still be getting DZ at equal rates with the other two and you'll be getting it before the meets are all over. The choice is yours for the dollar goes for postage and doesn't put a penny in my depleting bank account.

FOR FUN JUMPS

FOR MILITARY ONLY

Military personnel in the mood for unpacking one, may contact Fort Hood Skydivers when in the vicinity of Fort Hood by calling OV 5-6478. Capt. John Theologis is President of the club and the DZ is located at Emergency Strip #12 on the station. Jumping is restricted to weekends and sometimes Wednesdays. Must be military and present your ticket.

RANGERS SPORT PARACHUTISTS

Jerry Ryburn, president, invites any jumper with a ticket or a logbook, to drop in at Rangers Sport Parachutist Club, Campasas, Texas, for a jump at reasonable rates. \$1.50 for a hop-and-pop; \$3.50 for a 30. Just call Jerry at OV 5-7409 by asking for "Sergeant Ryburn". If Jerry is in the stockade the weekend you call, contact Woodrow Blackburn, the pilot, in Campasas. Cleared to 14,000 feet and the jumping is on weekends only.

JUST IN CASE YOU'RE WONDERING

The Center at Orange, Massachusetts recorded 9,748 jumps during the year of 1965—or over 26 jumps per day, on the average, every day of the year. That is a whole lot of jumpin' goin' on. Just thought you would like to know.

CLUB NEWS

NEWS FROM THAILAND AND THE FREEDOM CHUTERS

David A. Wilson, D-1144, reports: After six months of hard work and waiting, the "Freedom Chutes" Sport Parachute Club (USAF), is finally a reality. The club members saw fit to elect me as the club president; Roger Campbell, vice-president (who, by the way, had a Mae West due to a bad exit on his first jump and made a safe landing after deploying a reserve and then went back up for the second jump the same day); Herb Kempert, secretary; Dave Rice, treasurer; and Richard Nicholai, C-731, club safety officer. The club has been participating in exhibition jumps for "Mitrapob", an educational foundation here, which brings me to up to date on the activities so far.

Editor's Note: See "Record" section for an altitude jump made by the Freedom Chuter's and other military personnel.

NEWS FROM COLORADO AND THE COLORADO SPORT PARACHUTE COUNCIL

Jumpers around Denver are enjoying (?) the unbelievable performance of a new 206 . . . Since January of this year, the U. S. Air Force Academy, Colorado Springs, has logged well over a thousand jumps and came out 4th Overall in the West Point Military Meet on the coast on the 14th and 15th of May . . . Peter Prins was killed in June while flying an Aero-Commander north of Brighton, Colorado. Cause of crash has not been determined . . . Steve

Biljanic is now the Mountain Conference Director, replacing Dick Simons . . . President and rigger of Council recommend a pilot chute in the reserve which is slip-knotted on so that the pilot can be detached if a cut-away is not made (for PC's and XBO's, I think) . . .

NEWS FROM FLORIDA AND THE BEACHCOMBER'S

Dave Orcutt, C-2196, finally bought a PC and his accuracy has really improved although he still insists his XBO was good for something. Dave missed the elusive disc by scant inches and as he lay muttering, Frank Rickard, D-293, bombed in for a dead center. Since Rickard had already logged two DC's (back-to-back) earlier, Dave retaliated by stoning you-know-who with pea gravel.

Lowell Paine, B-4274, had an embarrassing moment at the Pascagoula, Miss. Meet when he found himself swinging in the saddle at 7500'. It happened while fun jumping as other jumpers and spectators were watching for a demonstration baton pass. His pins worked loose and the chute deployed as he exited the aircraft. Dick Steinert, D-1162, not knowing what was happening, exited on Lowell's back and had a few anxious moments watching an in-the-face deployment. Fortunately, he managed to avoid getting entangled in the deploying chute.

By the way, Dick Steinert also managed to stay in the target on all sixteen of his jumps this weekend. He had all out-jumps in the Pascagoula Meet as a result of spending the last two months jumping a 1.1 while his PC was being repaired. You just don't mix 1.1's and PC's.

NEWS FROM EL PASO AND THE FABENS SKYHAWKS

Ted Maciag, C-3375, returned from his annual trek to Las Vegas, after not winning the funds desired for a new rig — at Black Jack. Once again, a gloom hangs over the DZ with the wayward son's arrival.

Ed Sparks, C-2856, (now get this) shaves daily and had his hair cut short and neat. Ed is becoming a real leader and a fine example to other jumpers. Talk about a "mother-hen" on safety procedures and equipment, that's Ed!

Dave Moulton is now off the leash and, little by little, is becoming the best dressed with McCall, Para-boots, Pioneer coveralls, etc., etc. Dave's father, a warrant officer in Vietnam, is presenting him with a complete Security XBO to complete the wardrobe. Some guys have all the luck.

Betty Frazier, C-2538, is up and around now after her accident in February and is a familiar sight on the DZ keeping the kids under control. Jumping at Fabens Skyhawks is a real family affair.

Jumping for the past two months has been twice weekly, Tuesdays and Thursdays after work and on Saturday afternoon and Sunday mornings. Most jumpers are averaging 10 jumps a week (as long as the money holds out) and prices are still about \$2.00 for a 20.

OMAHA MEET IS RESOUNDING SUCCESS

"DZ-USA" printed for three months, the information concerning the "First National St. John's Parachute Meet" which was hosted by Omaha Skydivers, Inc. The meet was held at Elkhorn, Nebraska on July 2-3 at the St. John's Seminary. Judges were Col. Shephard, D-15, and Norman Heaton, Executive Director, PCA. Entry fee was \$75.00 and in addition to equipment prizes, over \$2000 in cash was awarded. On the surface, this was the whole bit, but nothing could be farther from the truth. This meet was the most significant meet in the Midwest in many years and could become an event comparable to Las Vegas. It was a shot in the arm for sport parachuting in general, and in particular, to jumpers in the Central Conference and surrounding conferences.

Before the meet, jumpers I talked to were concerned about the entry fee and some thought it was too high. After the meet, without exception, jumpers who participated in the meet were more than pleased at what the \$75 covered. Lodging for three days, breakfast every morning, a banquet, beer, and ten jumps. As it turned out, that \$75 bought more than anyone expected and actually saved money for the jumpers participating (if they had bought the facilities provided on their own).

There was nothing but praise for the Omaha Sky Divers and their organization of the meet. It was a relaxed, no-strain or pressure meet, with nothing lacking in comfort or facilities. Hospitality was the keynote with Omaha's jumpers unable to compete (by their own decision) to give visiting jumpers every advantage. After Omaha paid all the expenses involved, the club was barely in the black, so the hosts were more than fair in being more concerned with the results of the meet and not in the financial returns. They can't be thanked enough for the time that was donated to the whole affair.

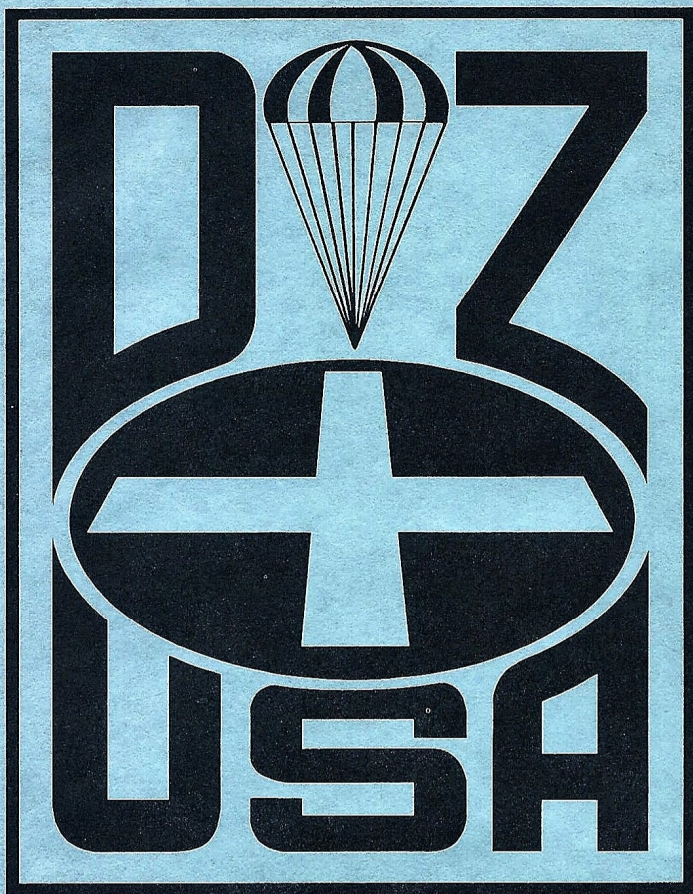
St. John's Seminary was unbelievable from all reports. The rooms, food, and the Brothers couldn't do enough to please each and every jumper. With shaded packing areas, almost wonderland scenery for a drop zone, and everything but air conditioned bedrooms for quarters, not a word of displeasure was voiced by any participant. Most jumpers summed it up by, "We were treated like kings!"

The St. John Brothers put up the prize money and equipment and kept all gate receipts and concession profits and, without saying, the money went for the best possible cause. With crowds in the thousands, it is a certainty that next year will again see the Seminary rolling out the carpet. I can't urge you strongly enough to support it next time around if you didn't make it this year.

The only discouraging note was the turnout of contestants in some events. With only eleven jumpers entered in the novice event, every participant had a 2-to-1 chance of winning something (which I'm sure the jumpers didn't mind) but took the keenness out of the winning. It is unfortunate that more novice entries were not present, for the meet was the first I can remember that offered prizes and cash to novice jumpers which excelled many of the senior cash prizes. To go all-out for the novice is something many meets ignore - Omaha didn't.

I only hope this article gets the word to

Continued on page 6



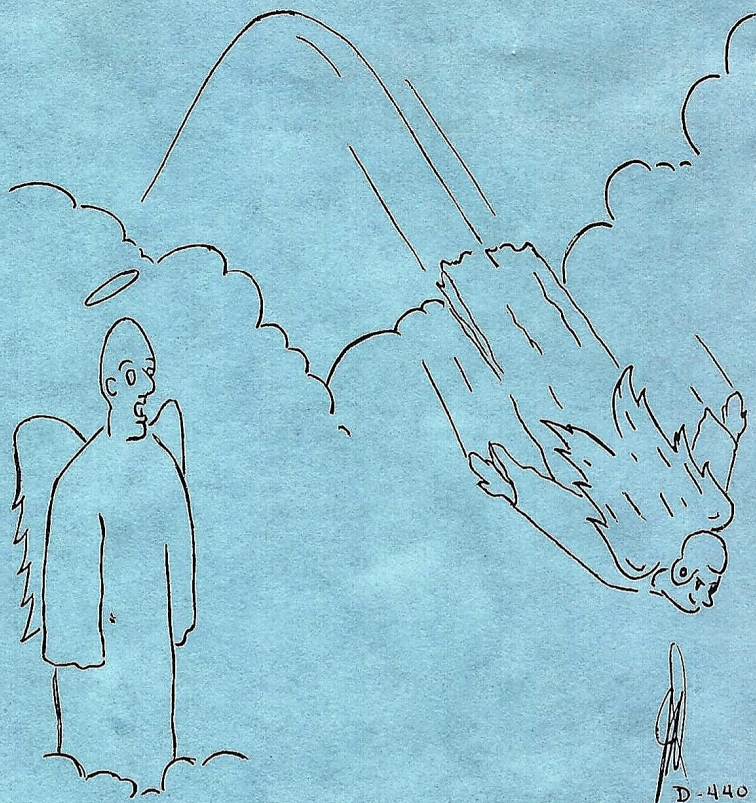
THE DZ-USA PATCH

Here it is, at last, and credit is due R. C. Beauvert, who will hereafter be referred to as Ralph. He is 34, a Canadian citizen who came to the U. S. last year, and most importantly, designed the patch for use by DZ-USA. I think it is one of the most worthy contributions made to DZ. I can't thank him enough for his work on it. Ralph is art director of KIRO-TV in Seattle, Washington and has been in this field for 9 years. He started jumping 7 months ago and is in the process of writing an article on the strictness of regulations and the lack of safety procedures which are most vital for students and any license. We will print that story just as soon as the ink dries. So, again, my thanks to Ralph, and his efforts.

The patch, as you know, is free to each subscriber, but if you need more than one, get \$1.00 for each additional patch in the mail as soon as you can. It will avoid two mailings and save us both a lot of trouble. Just send the buck to Para-Print, P. O. Box 2131, Wichita, Kansas 67201 and give us at least a couple weeks to get the patches to you. I'm going to hold up the mailing awhile to see how many subscribers want extra patches. If you are not a subscriber, you may order the patches at \$1.25 each and allow a little longer for delivery. Subscribers will be taken care of first.

WHO'S ON THE FIRST LIFT?

The use of parachutes in Mars landings will be studied this summer by NASA. Balloons and sounding rockets will loft parachute-equipped capsules 130,000 feet to simulate the landing of instrumented, un-manned capsules by chute on the red planet.



D-440

You can always tell which ones were the Sky Divers!!

THE 1966 U. S. TEAM

Here it is (direct from Norm Heaton to Bill Ottley in New York) and DZ-USA guessed it pretty well. Out of the twelve I picked, ten of them are here.

- (1) Roy Johnson, 1st Overall at the Nationals and 1st in Style
- (2) Dick Harman, 2nd Overall at the Nationals and 5th in Style, 11th in Accuracy
- (3) Bob Buscher, 3rd Overall
- (4) Bobby Letbetter, 4th Overall and 6th in Accuracy
- (5) Bob Holler, 5th Overall and 4th in Style
- (6) Tom Schapanski, 1st in Accuracy
- (7) John Clark, 2nd in Accuracy
- (8) Kay Jones, 1st Overall, 2nd in Style, and 4th in Accuracy
- (9) Susan Clements, 2nd Overall, 1st in Style, and 9th in Accuracy
- (10) Maxine Hartman, 3rd Overall, 3rd in Style, and 3rd in Accuracy
- (11) Karen Roach, 4th Overall, 5th in Style, 1st in Accuracy
- (12) Martha Huddleston, 5th Overall, and 2nd in Accuracy
- (13) Martine Durbin, 5th in Accuracy
- (14) Pat Meiron, 6th in Accuracy

I guess it is going to be a two-way team (accuracy and style) and I was expecting more emphasis on accuracy.

A cut will be made after a one week try-out commencing 1 August at Lumberton, New Jersey. The final five men and four women to go to Europe will then be chosen and I will get the names into the August issue.

ZIP CODE NEEDED

If you will check the address on the copy you are receiving, you can make sure you'll continue to receive "DZ-USA" as you have in the past. If a ZIP CODE is included in your address, no sweat. But if one does not appear, jot it down on a postcard along with your name and shoot it to us. After the 1st of January, third class will not be handled by the Post Office without that five-digit little handy-dandy. As you already know, third class is not forwarded so no ZIP Code could mean no issue for that month. Get it to us now so we can change the records and be one step ahead of the game.

NOTICE TO SERVICEMEN

Subscriptions from APO's and FPO's have been increasing almost as rapidly as stateside subscriptions. You are reminded that airmailed issues are \$5.50 per year and unless that extra \$1.50 is received by Para-Print, monthly copies will continue to be sent third class (on the slow boat to China). We aren't trying to get more of your hard-earned cash, but trying to avoid bankruptcy. How about a helping hand and a coin or two to get that copy to you before you are back in the states?

**WATCH OUT FOR
THE OTHER GUY**

SORRY ABOUT THAT....

MALFUNCTIONS

On 8 August, I exited a Cessna 180 at 7500 feet over Ft. Lauderdale, Florida. As I left the aircraft, I noted that the spot seemed rather long, so I began to track back towards the target. I tracked for the full 30 seconds, and after checking my altimeter, I pulled (while still in a full delta position) at 2500. My first sensation was eyeballs being rattled off the front of my goggles as the canopy deployed. My descent was slowed considerably, but upon checking the canopy, I observed a rather nasty malfunction. It appeared to be a Mae West with cigarette rolls on both sides. I was being thrown around rather violently and spinning rapidly to the left. I deployed my reserve in the manner I had been instructed (without releasing the main canopy) and threw the reserve into the spin. It floated out in front of me (without doing a whole lot of anything), so I pulled it back in and grabbed the skirt with both hands. I shook it and held onto the skirt until it was pulled from my hands and went over my shoulder and up into the main. At this point, the lines became tangled around my arm and shoulder. I worked to free the lines and attempted to further inflate the reserve until impact with the ground. I wasn't too sure of what happened next. About three people were holding me down, and my back felt like I was lying on a rock. My first mistake was opening in a track position without even trying to slow down. Clearing the malfunction of the main would have been a lost cause. A cutaway, however, could have saved the whole thing. This was my 79th jump and I believe that between 50 and 100 jumps, a person tends to become a little over-confident. Perhaps he stretches his ability too far and forgets that his main is not infallible. He may also assume that his reserve is just a place to hang his instruments. Those capewells have a function too, and when properly used, one-shots and shot-and-a-halves can prove invaluable. I'm not saying we should go overboard on this, but judging from the fatality lists and the number of injuries resulting from main/reserve entanglements, there is room for an improved training program in many clubs.

*John Thaxter
Cocoa Beach, Florida*

On my 99th jump since entering the sport, I experienced my first malfunction. I exited a Cessna 182 over Deland, Florida with two other "Falling Angels" at 7200' for a planned thirty second delay. I had completed one quick hookup and went in to pull at 2400'. After pulling, I felt a slight tug as I came to a feet-to-earth position and immediately checked my PC, expecting to see it performing one of its slow openings with the front still tucked under. Surprise! All I saw was an extremely small white canopy, which happened to be the stabilizing panels of the canopy. Three quick pulls on the risers failed to shake it out, so I popped the "one-shots" and fell clear of the chute. I just arched farther back from my feet-to-earth position, after the break-

away, and pulled my reserve (pilot chute attached) with no problems and landed without too much of a bone-crushing smash. Upon investigation of the PC, I discovered that when packing it, I had left the line in place which I used instead of a line separator. This malfunction could have been prevented had I used a surgeon's knot or some type of warning sign attached to the line. I hope that by reading this, someone else will be alert enough not to make the same mistake. I am a confirmed believer in good, quick-release type capewells and piloted reserves. I am glad I had proper training in handling a malfunction and believe that one good canopy is better than two entangled ones. Get rid of that main and the reserve will make it up and out with no problem. As far as I know, there isn't a fatality on record which was caused by the reserve not opening following a cut-away.

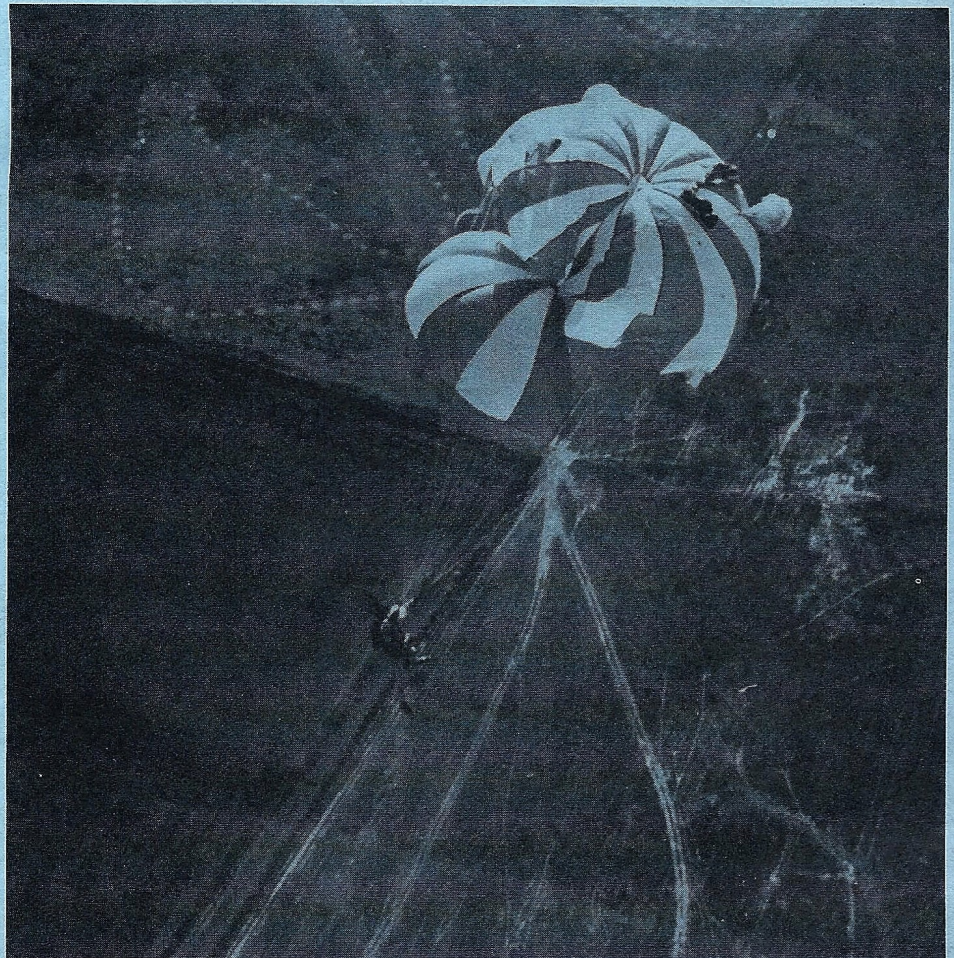
*Neal Griffith, C-2923
USS ENTERPRISE CVA(N)65
"Seminole Navy SPC"
Sanford, Florida*

Editor's Note: Neal also tells me that he is one of those pilots who were "persuaded to leave that nice, safe airplane" and start jumping.

FATALITIES

A mid-air collision in Illinois that resulted in a fatality. No further details. By virtue of this issue, PCA and Mr. Heaton, are respectfully requested to work something out on reporting fatalities to "DZ-USA". I realize that PCA is not a news agency but, just this once, couldn't something be arranged to insure accurate reports in sport parachuting publications? The reporting of fatalities serves a very important purpose in the training of students and helps others profit by another's mistakes. To ignore the reasons and circumstances surrounding fatalities, is inviting other fatalities of the same nature.

In the meantime, clubs and individuals are urged to report fatalities and injuries (as well as malfunctions) as soon as possible when such happenings occur. No editing whatsoever and the report will be printed exactly as received. Just make it accurate and to the point. It can be invaluable to all jumpers in general.



Art Nickerbocker with a canopy twist (no lines over). Jumper put out reserve, and main fully inflated. Photo by Luis Melendez.

OMAHA MEET IS SUCCESS

Continued from page 3

many jumpers who were unaware of the meet this year and will do everything possible to make it next year. I can't see how anyone could afford to miss an affair of this type the second time around. It is the greatest contribution to competition any club has come up with so far.

See "Wood" section for the winners of all the loot and cash.

* * * * *

A NEW SLOGAN FOR "DZ-USA"??

We enjoy your publication here and I personally feel that it is something which has been needed for a long time . . . national recognition for the MAJORITY of the jumpers. The mass of the "great unwashed" who pay the bills for PCA and keep the centers and the sport equipment companies in business. These are the same jumpers who, in all likelihood, will never set a record and couldn't care less. Your motto should be, "Fun Jumpers, Arise!"

John Ruckman
Korat, Thailand

* * * * *

PERSONAL COLUMN

Tell "T" Tom Pritchard, my ole buddy, that if he doesn't look out I might even get my "C" ticket this year. I've made four jumps since the first of the year! My ole 1.1 is sure letting me down harder each year, however. If only I had his gift of gab, maybe I could con a PC or XBO from an unsuspecting business.

C. King Pickett, B-2013
Mobile, Alabama

* * * * *

PIPER vs CESSNA

I was in Huntsville, Alabama for the Southern Conference Meet and, although, weather was marginal on Saturday, accuracy was completed despite the inconvenience. Sunday was beautiful and style was run with no trouble. Among the airplanes present for jump lifts, was the Cherokee Six and a Cessna 206. It is my opinion that the Piper people need to do some improving before their plane can match the Cessna in production.

Rick Miller
Skyrangers Exhibition Team
Hazlehurst, Mississippi

DEADCENTER...OR BELIEVE IT OR NOT

HELL OF A WAY TO MAKE A LIVING

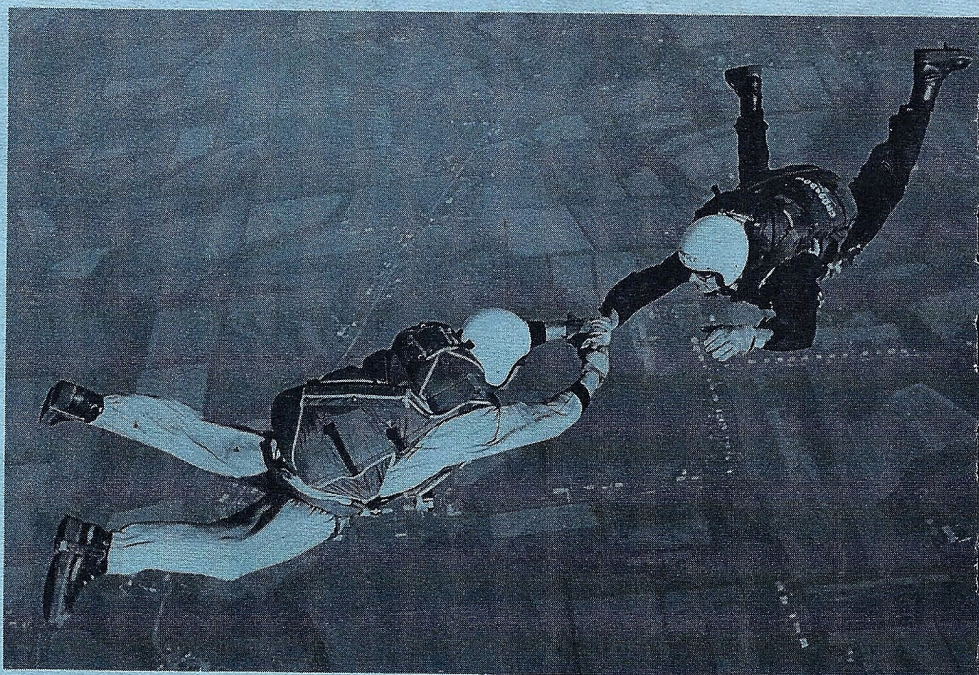
Before I decided to publish "DZ-USA", I made my first and last attempt at making a buck by "barn-storming" all over the U. S., and jumping whenever and wherever I could. I pursued this hap-hazard career for four months and, as a result, I lost many jumps that couldn't be logged and a tremendous amount of sleep sweating out the next exhibition. In case you are convinced that it's all kicks, hear me out on one day of this "one

foot in the grave and the other on a banana peeling" kind of existence. You may change your mind and continue safe-and-sane jumping (which is the only kind I do now). A typical jump went something like this:

After picking some little burg out on the map, I decided that Monett, Missouri would be my next stop. I make my contacts (newspapers, radio and local "airport", if you could call it that) and big-dealed all the free publicity I could use and then attempted to scrounge a plane. None of the local business men wanted to take the doors off their shiny, new planes so I started beating the bushes. Finally, through a jumper I had located in Neosho, Missouri (John Meyers of the Hillbilly Sky Divers) a plane was promised and John said he would jump with me for a free jump or two for some cold beer. So now, we were all set. The jump to be made near a "trout farm" and in a field next to a cemetery. I had a feeling then that the head-stones had some significance and should be considered as writing-on-the-wall but at four-bits a head, the money overshadowed the cold fear.

The morning of the jump started routinely . . . the plane was late in arriving by two hours; half of the crowd had left (before I had their money in my hot little hands); one of John's jump buddies complained of a sore foot and the other said he only had about five or six freefalls; eventually, all but John had backed out (I think one look at the drop zone helped them decide); and then I got my first good look at the aircraft.

You wouldn't call it old, I think a better word would be ancient. Wood paneling on the inside and overstuffed seats that reminded me of some I have seen in old railroad coach cars. You stepped "down" into the plane with a three foot drop from the door to the floor. Sitting in the back seat was like falling into a cavern. You sunk completely out of sight and could almost feel the tail bumping you in the back of the head. The windows were so far ahead of you, I'm sure they were designed



Tim McGrath and Dave DeWolf over Limerick, Pema. DZ. Both "D'S" and United Parachute Club members. Photo by Jerry Irwin.

as "skylights" and not for observation purposes.

Anyway, the people were waiting and the show must go on. John, myself, a passenger (jumper type with all his gear and still trying to decide if he would make the leap), and the pilot crammed ourselves into the square interior which soon began bulging into a more circular mold. For some odd reason, John had a wind-drift indicator (even though the wind was zero) and we taxied to the end of a sod runway which was grown over with grass and weeds about three feet tall. As the plane was laboring out to the end of the safest part of the flight, I was keeping my mind off things by reading a newspaper I had found in the plane. It contained a very good account of "Lindy's" flight to France. The pilot revved up the "flying machine" to full power (comparable to a 180 idling) and I waited for the surge of forward motion . . . and I waited, and I waited. Nothing. Finally, the pilot cut the power and we unloaded to let him out, still not knowing what was wrong. After some kicking around in the tail section, he informs us that the tail-wheel had locked sideways and he had straightened it out. We all push and shove each other back in (while the pilot was trying to repair the throttle . . . he had bent it when he angrily cut the power) and for the second time we look for seat-belts that are non-existent. Again, we hear a slight noise forward that clues us of full power being applied to the dynamo. This time we move but at an alarming rate . . . about five to ten miles per hour. This continues for about half the runway (with the prop making like a power mower in the tall weeds) and then the speed picks up to some extent. The pilot then starts bouncing the tail off the runway, nosing over and trying to leap-frog the "Pride of St. Louis" off the deck. This doesn't work, so about three-fourths of the way down the strip, he tries pole-vaulting. We clear the ground several times, only to return and continue the longest roll-off in the history of aviation. I

will say the pilot had guts . . . he didn't abort until the prop was hanging over the fence-row at the end of the runway. No sweat in stopping, however. With a ground speed of 20 or 30 and wing-deep in weeds, the brakes aren't too necessary. The trip back to the end of the runway for the second try was filled by excuses by the pilot and suggestions by me.

The pilot says the tall grass is the problem but he is sure we can make it next try. I'm sure that I won't be along when he does. Finally we compromise and the passenger-jumper is taken off the lift to get rid of some weight (much to his relief). I breathe a little easier and John and I (now full fledged veterans of the craft) straighten the throttle while the pilot kicks the tail-wheel into place and off again. This time, I put John in the back and I'm in the front with my head under the dash. I want all the weight forward that is possible (and in this position, I can't see, which pleases me to no end). My mind is a frozen blank all the way through the bouncing ordeal and snaps to life when the stall indicators start buzzing. I screw my eyes to one side (not my head) and besides seeing my ear, I see tree-tops from very close range. Would you believe that the pilot dipped a wing to miss the tallest of the trees? My only consolation is that we are airborne!! Still afraid to let out any deep breathes (I didn't want to tip the boat), I turn blue in the face and pray for 1000 feet. About 30 minutes later, my prayers are answered. I ease my head out the door and watch fifteen or twenty more cars leaving the drop zone and ask the pilot what the climb rate is. His reassuring answer is 200 feet per minute and 150 feet faster than I expected. We throw the WDI at 2200 and because of the window arrangement and a pilot who flies away from it, we immediately lose sight of it. But with no wind, what can happen? I tell John to make a jump-and-pull (to keep the crowd around) and spot himself. At 3000, he does just that and misses the entire section. As I see him settle into a grove of trees, I watch the crowd (a mile from him) thinning considerably. In a desperate mood, I tell the pilot to go in on the jump-run climbing and I'll take whatever he has at the exit point. If I open at a grand, I can still make a 20 from 4000. I decide on an exit point almost directly over the target and start the long climb up the door-well to daylight. With my head and upper body out the door (with my lower half still in the plane and stuck between a seat and the door facing, I pop my reserve on the ashtray which is opened and frantically start stuffing white nylon into every crack and cranny I can find. I get back into the bird and get the reserve off (crying, as I watch another ten or fifteen cars leave without paying) and make another command (and insane) decision. I tell the pilot to fly over the crowd while I hang onto the strut and flap around like wash on the line. This appeases them somewhat but from 1000 (with no reserve) I don't remain out there too long. We then shuttle back to that cursed strip of real estate and the drawing boards. I grab another reserve from one of the snivelers and sweat out the take-off (which is easier this time with myself and the pilot aboard) and as we lift off, I check the reserve for the first time. No seal but no big thing. Let's see what the instruments look like. I am still at "0" and when I tap the dial . . . the needle falls off. Okay, so I'll count out the delay. Still no big thing. Climb rate is better and over the target we have 4500 feet. An easy

20, so out I go, "No blow-back whatsoever; looks like a good exit; not too many cars leaving; (all this I am thinking on the way down); altitude is . . . damn, I forgot about that needle . . . if I start counting now . . . wonder when I left?" The bedsheet on the ground was getting about the size of a house, so I decided "now" and dumped. No wind and I ran regardless of direction so everything was under control. At about 300 feet off the deck, I checked out the bedsheet (some people were kind enough to position for me) and got a chuckle out of the "cow-chips" that had been piled on the corners to hold it down. The stone (about the size of a bowling ball) that had been placed directly in the center of the sheet, wasn't quite as humorous. Trying to make up my mind about hitting that sheet, involved many turns and maneuvers. By this time, I am gyrating, oscillating, yo-yo'ing, and pendelumung. At about 50 feet, I crank on a turn and decide to just nip the edge of the sheet and not risk rolling on the boulder. I make a "legs-out-in-front-and-ass-low" approach and the cow-chips fly like a ruptured bag of Fritos.

I hobble to the local cutie who was collecting for me and she shells out a bag of change (at which point, I notice she has gained two inches in the bust line . . . probably from half-dollars). I pay the pilot, the sound-truck (who is still talking it up to earn his \$5), thank John, and by some easy arithmetic, figure a profit of \$35.

Why did I give up this life of thrills and adventure? Need you ask? And why did I decide to start publishing a skydiving bulletin? If you thought it was for money, I'm in the wrong racket for that. My profits last month on "DZ-USA" were less than the jump we have just discussed. Right out of the frying pan, and into the fire.

Good jumping, but not as I have described. Believe me, it isn't worth it!

C. E. Hunnell

LADIES' X SPOT

FOR THE "ANONYMOUS GIRL JUMPER"

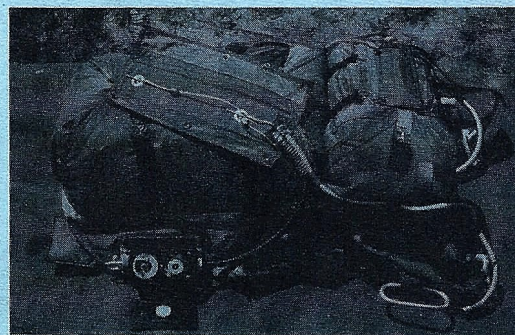
On page 3 of the May issue, under "Watch Those Nails, Gals" was a woman jumper asking some questions - Jean Cousins, Oakland, California sent in some answers for her: "Sport parachuting isn't the average woman's sport because Pat & Sue's succulent description of the sport on page 4, May issue, is so true. Men are asked "why" just as often as the gals but the fact that you're there and jumping is reason enough. After all, everyone is trying to prove something in some way just by living. To sum it up, few females make good parachutists because it just ain't worth it to most of them. A few fellows find it hard to accept a girl jumper because while they're out there demonstrating what a big "he-man, devil-may-care, daring devil he is", it takes some of their thunder when some little 100 lb. gal drops down right beside them. It may even "humiliate" them, heaven forbid! Must make it even harder to take when the gal is a bit over 100 pounds, a bit over 35, and sporting a mop of very graying hair! The majority of men, however, don't find it "so hard to take" - bless their hearts. In five years on the DZ, I've found that once they see a woman is willing and able to "pull her own weight", very few fellow jumpers are anything but en-

couraging and helpful.

If a gal jumper could see the side of a wife who doesn't jump but knows the discomfort, trials and tribulations of it from her ever-lovin' hubby (and she can't understand the joys of it), she'd see how some wives wonder why any female in her right mind would be doing it for anything EXCEPT to "snatch" a man - maybe even HERS. Don't resent 'em - educate 'em. They're really trying to understand and most are more inclined to listen to another gal.

It's many peoples' opinion that jumpers are "suicidal" - but "homocidal"?? Maybe that's what is wrong with that fellow who freight-trains people and goes crashing through open canopies???

SAFETY CORNER



AUTOMATIC BACKPACK OPENER

Bill Dorroh C-1634

Two years ago I purchased a "Skymaster" Automatic Opener (Commercial Model F-1AB15) and had it mounted on my B-4 backpack. I prefer the automatic backpack opener because in case of an emergency and if I were conscious I would be able to deploy my reserve. If unconscious however (example, mid-air collision), I would prefer for my main to deploy.

The "Skymaster" operates on barometric pressure and a timer. For example, the automatic opener can be set to begin its audible clicking at 4,000' with deployment of the main nine seconds later at approximately 2,500'; or immediate deployment at 1,000' and time (up to 12 seconds) can be initiated with the opener. For emergencies I set my automatic opener at 1,000' and 3 seconds. This allows the jumper time to hear the clicking, move to a safe distance, deploy, and have time to dearm the device. I personally do not desire to have the main deploy at 2,500' when engaged in relative work as the jumper may not be in the clear at this altitude.

Recently I purchased a Crossbow Piggyback and had my automatic opener converted to fit the rig. This was done by shortening the cable and mounting on the right hand side as shown. On a typical jump I set the barometric pressure at 1,500' with deployment three seconds later at approximately 1,000'. In case of accidental pin removal in the aircraft below 1,500' this would allow time to dearm the device. Before exiting I remove the pin, arming the opener, and upon opening reinsert it, dearming it. This is easily accomplished as shown in the photograph. In case

of failure to dearm the device after opening there is no need of worry of a second chute being deployed as the main has already been activated. In the event the opener goes off, reactivation is simple and inexpensive, simply rewind and reset to desired altitude and time.

Some words of caution: all work must be done by a certified rigger; guard against premature dearming in aircraft; and, check the settings before jumping.

With over 250 jumps on my automatic opener I have never experienced any difficulty and consider it the safest device for an experienced jumper particularly in conjunction with the piggyback rig.

* * * * *

BITS AND PIECES

A recent letter asked if PCA had lowered age requirements to below 16 years of age because of the article concerning two very young jumpers in Columbia, Missouri on page 9 of the May issue. The writer of the letter is reminded that you do not have to belong to PCA to begin jumping — and if you do belong and are under 16, waivers can be obtained.

I have received several inquiries on altitude records. According to Norman Heaton and Lyle Cameron (in a conversation at Tahlequah) there have been several jumps above 40,000 feet BUT none have been officially recorded using barographs (one on the jumper and one in the plane). Therefore, at the present time, no altitude record exists officially. Cameron intends to correct this in July or August and then all jumpers will have his record to shoot at.

Concerning static lines on the pilot chute and disconnecting the pilot chute in cases of partial malfunctions, and the legality of such setups — I can't find anything in print that says you can't. So until someone spells it out, it's up to the jumper, I suppose.

A letter from Canada asking if any American types want to try whipping the Canucks at the 5th Annual Northwest Championships (Labor Day). Goodies include style, classed accuracy, night accuracy, and team jumps AND a swingin' party. See "Coming Meets" section for details. The DZ is one of most scenic in the world (nestled in the mountains) and a 40 minute drive from Vancouver, B. C. Four clubs use the facilities and all work together to make the meets worthwhile. Keep those mountains in mind and leave your 7TU's at home.

* * * * *

HOW MANY JUMPS ON YOUR PC?

Out of my 600 plus jumps, over 350 of them have been on the same ole red, white, and blue PC. Maintenance record: restitching of the sleeve, a steering line replaced, replacement of guide loops, and new crown line stop. Even after a couple of track-type (ouch!) openings and that many drops, there is no apparent loss of porosity and it still stays with those new color patterns. No malfunctions, even when "Rushin' Packed" and to date has landed me on the button 48 times. I have no malfunctions of any type to date, and intend to pass the grand mark that way — Lady Luck permitting.

Wm. "Bill" Hardman
Canadian D-33
Abbotsford, B.C.

* * * * *

DRINKING ON THE DZ

Byline: Jerry Schrimsher, "DZ-USA" Reporter

In my travels to drop zones across the U.S.A., including the years since 1959, I have found the policy of booze on the DZ can be codified into three groups: (1) Drinking and jumping; (2) Positively no booze on the DZ; or (3) Drinking on the DZ, but not during or before jumping.

The first group is very rare. I can count on my hand the number of places that allowed drinking and jumping. I find the majority of jumpers strongly disapprove of drinking and jumping and police themselves. So, if you jump and drink and think it's right, you may as well stop right here. If you don't know by now, there is nothing I can tell you.

The second group strictly prohibits any and all liquor in the jump area, either by jumpers, non-jumpers, or spectators. Examples of this would be: Elsinore, Dallas Sky Divers, Orange, and Stormville, New York. Notice what all of these clubs have in common. Strong leadership, well-organized programs and successful jump operations. This article is, therefore, not written for these jumpers for they obviously were "practicing" before I began "preaching". This brings us to the third group, and sad but true, it encompasses most of the drop zones across the nation. Keep in mind that I said "drop zones" and not "jumpers".

"Well, so what?", you say. "It is hot and my last jump of the day, and besides, the wind is up to 30 knots". I agree. I also agree you are not breaking any laws either. FAA, PCA, State or County liquor laws. So what is the problem? SAFETY. There are two paramount entities to a sky diver. The practice of SAFETY and the preaching of SAFETY. "Practice" is for the individual, and "preaching" is for the sport. We much preach and teach relentlessly to John Q. Public that our sport is safe and sane. I'm sure you have heard John Q's opinion on jumping — "A man has to be either crazy or drunk to jump". So, when he drives up to the drop zone and sees you in a jump suit with a can of beer (thanks a lot, damn you), you just verified his suspicions and set the sport back in his eyes.

I have already pointed out that it is the majority of DZ's (not jumpers) that allow you to have that beer in your hand. There may be only one or two that actually drink on the drop zone, but would you believe it only takes one or two jumpers to classify a drop zone. People just remember what they saw, not how many.

So, why not prohibit drinking from your DZ? Take a look at the advantages and disadvantages —

The advantage is your sky-diving image to the public and the advancement of your club and the sport in general. Isn't this sufficient?

The disadvantage is that you may lose one or two jumpers, however, it is doubtful that a man forced to choose between jumping and drinking will make the wrong decision. If drinking is that important to him, the sport didn't suffer any great loss.

In certain cases, you may have to designate a certain area for spectators if they insist on drinking while sky-gazing. If your DZ is located on city property and beer is sold on the premises, you may have no choice but, at least, show the jumpers aren't participating in the boozing. Post a sign reading "No Drinking in the Sky Diving Area" and set jumpers and spectators apart. Even if it is impossible to keep John Q. out of the packing areas and away from jumpers (while John is guzzling), it at least looks much better to the public. At least, you tried.

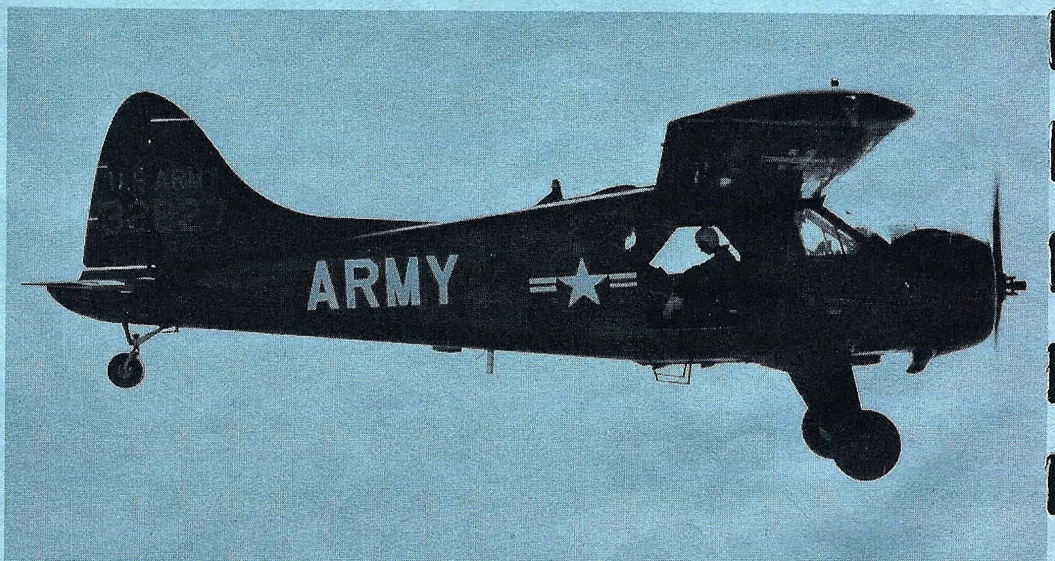
So, stop and take a good look at your DZ. Look at it through the eyes of a visiting jumper or as a spectator. Determine if you are protecting a favorable image by preaching safety as well as practicing safety.

Next month, "Jumping in Michigan". Until then, good jumping.

* * * * *

Mailing lists for clubs are available at 3¢ per name. An individual's name and complete address will be furnished upon request, at no cost, to any person wishing to contact a friend or particular person.

* * * * *



Meditation.
Photo by Jerry Ryburn, D-1100.

STANDARD METHOD NEEDED

It's high time all the jumpmasters, PCA instructors, and anyone involved with students, devised a standard method for student reserve deployment. How can I teach a student how to properly deploy his reserve, when I can't find five jumpers, in any direction, that really agree on what method is best? One man says you are cheating the student without a pilot chute; the next one says you don't dare have one. The next man says pull the reserve and hold, cut one capewell and let it go; the next one says cut both capewells and then pull. Some other jumper says try to stop the spinning Mae West and then throw; another says throw down and out toward the spin. I can go on like this for at least a full page. All these procedures are good ones, but which one is best? I've finally decided what is best for me.

Complete cutaway and pull a 26' steerable lo-po by Security. This is my procedure for any type malfunction on my PC. Not so, with my 1.6 7TU. Here, I'll try to slip the lines first. If this doesn't work, try a knife if its only a couple lines over. In case of a bad Mae West, it's pull the capewell cover, left hand over the reserve and pull, holding the reserve tightly with the left hand, then release capewell and reserve at the same time. As you can see, I will use a different procedure for different situations and canopies. Pilot chute, of course. Now, you tell me how many hours it will take me to teach a student how to deploy his reserve, when it took me four years to decide and make a standard procedure for myself.

I'm in favor of sending all our students to qualified jump centers for their first 25 jumps and watch the fatality rate drop. Most jumpmasters can't afford this type equipment for real safe student training. Such as automatic openers, radio-controlled helmets, etc., plus a big DZ.

I finally decided on the proper procedure for my student training . . . I QUIT.

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

PRACTICE DEPLOYMENT

In regard to "the activation of reserve" question - opinions are like buttocks, everyone has one. I'm not even sure that I am qualified to give one. I have deployed a reserve under a completely opened T-10 canopy on my own and got a perfectly good usable reserve canopy in well under four seconds. I am confident that if a reserve is safely deployed in this manner, descending at 17 feet per second, that it will work just as well at a faster rate, as with a malfunction. The method I use is tossing out the major portion of the reserve and keeping a firm hold on the skirt. I have trained over 50 students in this manner with no complaints yet.

SSGT William Winters, C-2542
8th Aerial Port
Vietnam

GOOD IDEA

I'd like to add my two-cents worth by saying that out-of-date reserves should be used to let students practice deployment before they are turned over to the rigger for repacking.

Ted Perrin
Hudson Valley Skydivers
New York, New York

IS THIS THE SOLUTION?

I would like to see PCA adopt a set standard for deployment of chest reserves, as well as piggybacks. One of the magazine's or PCA's staff could do the research, come up with the best answer on a survey and adopt the findings into the BSR's. I do not mean the survey should be based on what D-00 thinks but on what the majority thinks: students, pilots, B-1, C-2000, and D-00. I also think that whichever practice and experience has proven itself, should weigh heavily upon the minds of the survey crew. Once this method has been agreed upon (and this will be the most difficult part), it should not be varied to suit the jumpmaster or the student trainer. It should be taught and drilled into everyone entering the sport in a standard manner.

I own both the Security XBO system with static-line reserve and a couple of cheapos I jump with 24 foot T7A chest reserves. I don't think I would cutaway from the cheapos unless it was a severe spinning Mae West and in any other case, I would throw the reserve out as hard as I could to get it away from the malfunctioning main (hoping it would go out and up alongside the inoperative main and not up and into it). With the XBO system, I would not hesitate to cut-away from most any type malfunction, however, you don't have any other choice with a partial. I'm hoping that I won't have to use either method but if I do, I will put fate in the hands of (gulp) Noel Funchess' training methods. Would like to hear more on attached malfunctions with piggybacks.

Rick (The Red Baron) Miller
Hattiesburg, Mississippi

AIRBORNE VIEWPOINT

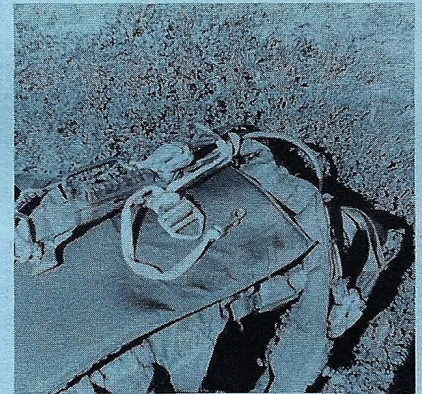
While in the 101st Airborne, I saw more Mae Wests than the average sport jumper will see in a lifetime (due to the hairy prop blasts of C-130's and C-123's where everything is made to order for a partial canopy inversion and looped suspension lines over the canopy). At any rate, of the 20 or 30 partial malfunctions, I have only seen one clean reserve deployment in witnessing them. The rest came down with the reserve hanging straight down between their legs, or crashed in, frantically trying to shake out a reserve after the first attempt had failed. As you can imagine, there were many leg and back injuries. The point I am getting to is this: no matter how much verbal training a person has on reserve deployment, you have to actually do it to imagine how difficult it is to inflate the thing with a Mae West. A streamer is no sweat . . . give me a streamer any day because you are falling at a good rate of speed and your reserve can't do anything but catch air.

My suggestion is this, and it could well do a whole lot of good. When a student is going through his five static line jumps, he should be required to deploy a reserve, say, on his third or fourth jump, to get the feel of it. If a person can feed out a reserve with his main fully inflated, then feeding it out with a partial malfunction would be like falling off a log. Even if he didn't get it inflated, it would sure tend to dissolve any false images he might have about that thing billowing up there like it was filled with helium at the pull of a ripcord. Anyway, I know a lot of paratroopers who would have liked the chance for a "practice deployment". They got their images shattered the hard way.

Larry B. Scheiber
Huntington, Indiana

STATIC-LINE FRONT RESERVE

Here is a static line set-up submitted that is worthy of mention. Don Boyles of Tulsa, Oklahoma, has designed it and says its simple to rig up and requires no sewing. He has tested it on a suspended harness and finds reserves, with either a safety pull or center pull, all that is mandatory to insure the effectiveness of the system. A snap and pilot chute bridle (made of ½ inch webbing) with a loop on each end is all that is required. The small end of the bridle attaches to the back of the right riser. The line runs down the inside of the harness with a small stow on the chest strap and then down to the reserve with a second stow of line under a bungee. The snap then attaches to the reserve ripcord handle. Take another pilot chute bridle made of webbing and attach to each of the front connector links or back connector links (doesn't make any difference which ones are used). If you have the cable-pull capewells, it is that much easier to disconnect. When a partial malfunction occurs, simply disconnect the left riser, which still leaves you supported by the riser connector strap. Then release the right riser which activates the reserve. A pilot chute in the reserve is recommended. It is also recommended that the risers the connector strap is hooked to be placed close together and the connector strap stowed up tight to prevent it from accidentally catching beneath the helmet upon deployment.



THIS?

On the reserve question--- I'm for PCA making it compulsory for all students to wear automatic openers. A future step would then be automatic openers being compulsory for all jumpers.

Jerry Fetten
Hicksville, New York

GEAR FOR SALE

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

..

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

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

..

24 ft. reserves, good condition, used, \$20.00 each.

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

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

..

Crossbow canopy (black and gold), in excellent condition. Only 20 jumps, With sleeve, pilot chute and in B-4 harness and container, ready to jump. \$150.00 OR will swap the whole thing for a PC canopy only, in reasonable condition.

John J. Joyce
43 Taft Avenue
Portland, Maine 04102

..

Pioneer 7TU 1.6 Lopo, black and gold diamond pattern. Includes sleeve, pilot chute, and quick-eject hardware. The whole bit for \$105.00.

Jerry Tyson
1221 Sherwin
Chicago, Illinois

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 lopo in perfect condition and cash balance.

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

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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.

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

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.

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

HOTDOG SECTION

HOW VIETNAM HAS AFFECTED THE "GOLDEN KNIGHTS"

Byline: Sp/4 Richard S. Bushell

The effect of troop movements to the conflict in Vietnam has been felt strongly by members of the U. S. Army Parachute Team USAPT, the "Golden Knights".

The Team's Executive Officer, Operations Officer and two NCO's have all recently departed for duty in that far east country.

Captain Jack C. Helms, the Team's former Executive Officer, is now on duty with the First Brigade of the 101st Airborne Division. Captain Helms, who was promoted from First Lieutenant just before leaving the USAPT, has served under every commander the "Golden Knights" have had, either as an enlisted man or an officer. He is one of the nation's leading parachutist with over 800 freefalls to his credit. His name is on many World Parachuting Accuracy records.

The Team's former Operations Officer, First Lieutenant James E. Garvey, is back in Vietnam for his second tour of duty there with the Army's Special Forces. He is one of the few airborne-qualified Quartermaster Officers in the Army and was the only man available with these qualifications to fill a need in Vietnam. Lieutenant Garvey has completed over 700 jumps, including a record nine-man team jump from 43,000 feet for which he and his teammates were awarded the Distinguished Flying Cross.

Sgt. James E. Lewis is another former member of the USAPT who is now serving with the 1st Brigade of the 101st Airborne Division. The sergeant has over 1,000 parachute jumps and had been with the Knights since 1963. His name appears on 76 World Parachuting Accuracy records, many times with Captain Helms on team records.

The USAPT's Aviation Section has also felt the effects of the call for men. Staff Sergeant Eugene J. Newton, is now on duty with the 61st Aviation Company in Vietnam. One of the "behind-the-scenes" men on the Team, he has been instrumental in keeping the Knight's aircraft in the air since 1962 when he was assigned as one of the Unit's crewchiefs.

"DZ-USA" has no editorial staff, is a one-owner publication, with no persons other than the owner, C. E. Hunnell, authorized to accept subscriptions. All subscriptions should be mailed to P.O. Box 2131, Wichita, Kansas 67201, for proper credit.

CUT-AWAY ACCURACY CONTEST

The Fabens Skyhawks, Fabens, Texas, celebrated Memorial Day weekend with a unique contest requiring the utmost in experience and ability of jumpers participating. It began with Saturday's jumping being a "cut-away accuracy" contest and Dean Frazier and Ted Maciag, both using piggyback reserve systems, exited the club 172 at 4500 feet, opened at 3000 on their mains, and cut-away, simultaneously and by use of the automatic lanyard feature of the piggyback, and were back in the saddle at 2800 feet. Distance to the target on the single-T reserves was 28 foot for Frazier and 43 foot for Maciag. Wind was 12 mph on the surface. Two more cut-away demonstrations were made by Frazier on Sunday, with 24 and 14 foot jumps. Ed Sparks and Frazier then performed a baton pass on a 20 second delay and after opening, another cut-away by Frazier. A sensitive and non-sensitive altimeter was used on this jump and the sensitive altimeter indicated a 60 foot total vertical distance from main separation to complete reserve deployment utilizing the automatic lanyard on the piggyback. Monday's cut-away by Frazier was from 3500 foot with the PB reserve being manually deployed at 2500 after a "second" freefall. Jumpers were equipped with standard chest reserves in addition to the piggyback on all cut-away jumps and from any viewpoint, was an impressive and informative demonstration of the PB system. "DZ-USA" is in favor of demos of this type by any club if conducted safely and sanely, as this event evidently was. There is no more effective method of instilling confidence in jumpers in general and graphically illustrating the capabilities of equipment.

OFF TO VIETNAM

Lieutenant Ken Sisler, D-157, is the newest guest of "the mess" and has been assigned to duty with Special Forces in Vietnam. He hopes to get in a few jumps if they ever quit bombing the DZ's. Hope your arrival back in the land of the "Tall-Quonsets" doesn't take too long, Ken. As for the jumping over there, one of my subscribers (Edward E. Jarman, D-1055) states there isn't too much jumping going on because of some funny little people running around and taking pot shots at people in parachutes. Looks like a "church-key" will be of more use than a ripcord.

PARAWING DEVICES AND SUCH

More than two dozen manned flights of various types of the flexible wing (or parawing device) have been completed by personnel of the U. S. Army Parachute Team, Fort Bragg, North Carolina. The first manned flights of the maneuverable glide-parachute were made in April by the Knights but proved unsatisfactory as a means of recovering, on land, manned spacecraft which have re-entered the atmosphere. The U. S. Army is now evaluating the parachute-like flexible wing developed even though it will not be used in space missions.

GEN. STILWELL MISSING

As of this printing, I have just received word that Brig. General Joseph W. Stilwell, Jr., is one of four persons aboard a DC-3 that vanished Sunday, 24 July 1966, on a flight from San Francisco to Honolulu. A massive search for the plane is underway about 500 miles west of San Francisco at this time. The General was working to obtain his instrument rating and he and the pilot, Hal Grimes, thought it would be an excellent opportunity to gain experience on the 20-hour plus, 2,400 mile over-water trip to the islands. I may have to get it all from the newspaper accounts, but I'll keep you informed.

RECORD JUMPS



6 Man Altitude Jump - Thailand - Two Air Force: David Wilson, D-1144 and Richard Nicholai, C-731. **Two Army:** Lou Paproski, D-808 and Maurice Vickers. **Two Navy:** Peter Slempla, C-2741 and Dave A. Wilson, B(?). Jump was from 20,000 feet from a C-V2 Carribou - All jumpers on target with one dead center - Winds were 5/8. - Overseas altitude record.

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

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

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

Night Altitude Record: 15,700 feet - May 22, 1966 - 600 hp "Howard" - Six jumpers - (Hughes, Bainter, Smit, Tillman, Blume and Eiff) - Illinois Valley Parachute Center, Pekin Illinois.

Wind Record: R. L. Carter, C-3044 - March 1966 - Rolla, Missouri - 35 knots on surface - 8 inches to target - XBO Canopy.

60 Freefalls in One Day (10 hours): Jim West, C-489 - Greene County Sport Parachute Center, Xenia, Ohio - July 18, 1965 - All jumps from 1800 feet with XBO canopies. Cessna 172 used - Winds were 4-12.

Double-Cutaway, Water Landings: Bill Buckley, B-1161 - Orange, Texas - May 27, 1962 - 2500 foot exit - Distance to target, 50 feet - In accordance with existing regulations at that time.

Water Altitude Record (Fresh Water): 20,000 feet - Grapevine Lake, Texas - Three jumpers (Pete Pederson, Chuck Ross and Ralph Warren) - Date not given.

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

JERRY SCHRIMSHER -- Roving Reporter

APPROACH WITH AWE AND RESPECT

Paul Poppenhager	2100 plus
Carlos Wallace	1800 plus
Lyle Cameron	1700
Paul Nininger, D-177	1500 plus
Arthur Kiesow	1500
Coy McDonald, USAPT.	1500 plus
Gene Thacker, USAPT.	1400 plus
Bob Buscher, USAPT.	1300 plus
Jim West, C-489	1300 plus
Ray Duffy, USAPT	1300 plus
Bobby Letbetter, USAPT	1300 plus
William Bohringer, USAPT	1200 plus
Dave Sims	1200 plus
Lt. Danny Byard	1200 plus
Leo Kryske, USAPT	1200 plus
Lewis T. Vinson	1184
Bill Ledbetter	1085
Richard C. Harman	1080
Will Charette	1070
Eric Bahor	1060 plus
Stan Searles, D-212	1051 plus
Bob Sinclair	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, ex-USAPT	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



A WORD OF EXPLANATION

To jumpers and equipment companies alike . . . DZ-USA is not in the equipment business and the cheapo's offered for sale in the June issue by Para-Print had nothing to do with DZ-USA or Para-Print. I merely acted as a go-between for the person with the gear for sale. He had no address he could use, so I let him use mine. I, personally, have no intentions of competing with anyone on equipment sales of any kind.

"DZ-USA" is sold to clubs and individuals at \$4.00 per year (third class mailing) \$5.00 per year (first class mailing); or \$5.50 per year (airmail mailing). Extra copies are available at twenty-five cents (25¢) each or \$3.00 per year for twelve extra copies (one each month) if you are now a subscriber. "DZ-USA" will not publish over six ¼ page advertisements per issue, and advertisement rates are available upon request. "DZ-USA" reserves the right to change any of the above and to edit material published in any issue of "DZ-USA". No material may be reproduced, in any form, that appears in "DZ-USA" without the approval of the editor and owner, C. E. Hunnell.

NEW ARRIVALS OF "DZ" USA

Frederick J. Vogt Jr.
East Grand Rapids, Michigan

David S. Reid
Hill AFB, Utah

George Sharp, A-1031
Union, New Jersey

Carlton E. Bland
Society Hill, So. Carolina

David Goldberg
Pawcatuck, Connecticut

Jack Bergman
St. Louis, Missouri

Larry Miller
Milwaukee, Wisconsin

Bakersfield Para-Sports
Bakersfield, California

John M. Shaklee
Helena, Oklahoma

Robert B. Jackson
Atlanta, Georgia

Mary Etta McMasters
White Plains, New York

Jerry Spager
Neward, New Jersey

William A. Wilken
Greenwich, Connecticut

Nathan Faulkner
RCA BMEWS Project
(Thule, Greenland)

Thomas N. Smith
Raleigh, No. Carolina

Wilford Simpson
Cross Hill, So. Carolina

Capt. Jay O. Emery, D-203
APO New York, New York
(stationed in England)

Peter A. Pesaresi, B-4473
MCAF Jacksonville, No. Carolina

Judy M. Day
Arnold, Missouri

Stephen L. Cohen, D-1121
New York, New York

James A. Bussard, USA
Ft. Bragg, No. Carolina

John M. Spear
Granby, Connecticut

John M. Spear
Granby, Connecticut

R. T. Heald, D-1140
California

Carl "Mighty" Meuse, B-4195
Somerville, Massachusetts



Relative work over Rainbow DZ, Milwaukee, Wisconsin. Phil Goetsch, D-65, bombs in on Danny Hannula, D-1179, as Jeff Searles waits to see the results before coming in. Photo by Tom Schapanski.

Robert S. Brown, B-4609
Glen Rock, New Jersey

John Buturla
Brooklyn, New York

Paul LaZarrus
Rochester, Indiana

James Craft, B-4794
(Bama Sky Divers)
Tuscaloosa, Alabama

A. F. Montrose
Virginia Beach, Virginia
(Norfolk Sky Divers)

Donald R. Decker
(Alias: "Fast Eddie")
Elmwood Park, Illinois

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

Eugene W. Brent
Helena, Montana

Jack Chapin, C-3291
(Chuting, Inc.)
Levittown, Penna.

Jerry Hass
Newton, North Carolina

J. J. (Pepper) Martin
(Hawkeye State Parachute Team)
Moline, Illinois

Butch Rubb
Springfield, Massachusetts

Yves Bolomet
New York, New York

Edward W. West
Cedar Rapids, Iowa

Clark Karell
South Fallsburg, New York

Donald Griffey
North Bend, Oregon

James A. Hovda, B-3376
Minneapolis, Minnesota

Lee Hector
(Cherry Creek Skydivers)
Denver, Colorado

WO James Sellers, USMC
Quantico, Virginia
(USMC Sport Para Club, Quantico)

Jean M. Cousins, C-290
Oakland, California

E. L. Burran
Houston, Texas

Don Roberts
Odessa, Texas

John Eddington
Pope AFB, North Carolina

Millard J. Smith
Silver Spring, Maryland

Richard J. Patton
Det 1, 5th Aporon
APO New York, New York

Robert Boswell
Cincinnati, Ohio

Leonard C. Nixon
Omaha, Nebraska

Faye S. Hyams
Muncy, Pennsylvania

Franklin V. Culp, USN
USS Jenkins (DD-447)
c/o FPO San Francisco, Calif.

Mike Heiman, USA
Aurora, Illinois
(stationed Ft. Polk)

Leroy Ashby
Vassalboro, Maine

Art Derham
Waukegan, Illinois

Harry L. Boyle
APO New York, New York
(stationed in Chile)

Gerald Burg
Montevideo, Minn.

LTJG G. C. Ayres
Smith Center, Kansas

Dan Ray Wallen
Fairbanks, Alaska

Stanley S. Janecka
Seal Team TWO, USNAB
Little Creek, Virginia

Richard Matulat
New York, New York

Darrell L. Watson
Hutchinson, Kansas

Bill Driver
Denver, Colorado

Richard Spielman
Chicago, Illinois

Mateo Perez-Correa
Masonville, New Jersey

Jacob Lorenz
West Union, Ohio

Ron McAnis
Liberal, Kansas

Bill Hector, B-4744
(Gold Coast Skydivers)
Ft. Lauderdale, Florida

Robert Homstead
Oberlin, Ohio

Stuart Morse, C-2764
Drexel Hill, Penna.

Bob & Barbara Bragg
(Huntington S.P.C.)
Huntington, West Virginia

Ronald Finnigan
Crestline, Ohio

Carol Frederick
Lower Burrell, Penna.

Frank T. Palumbo
Bala Cynwyd, Penna.

Joseph L. Tiago, D-173
Banta, California

Eric Bahor
Sharon, Penna.

Keith Fitzgerald
De Pue, Illinois

Phillip D. Smith
Overland Park, Kansas
(Ka-Mo Sport Parachutists)

Thomas Hewitt
Topeka, Kansas
(KU Univ. Skydivers)

Joe Higday
Kansas City, Missouri
(Sky-Hi Skydivers)

Harald M. Fostervold, B-3640
APO New York, New York
(stationed in Europe)

Mike Daubenspeck
Plainfield, Indiana
(Indianapolis Skyhawks)

COMING MEETS

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.

CLARKSVILLE JAYCEE OPEN PARACHUTE MEET CLARKSVILLE, TEXAS AUGUST 27-28, 1966

The Clarksville Jaycee Open Parachute Meet will be held at the airport in Clarksville, Texas, on August 27/28, 1966. This meet is sponsored by the Clarksville Jaycees, who will provide a pea gravel or sawdust target, tents, transportation to and from the target area, and three place trophies for each event. Registration fee for the meet is \$5.00.

Novice Accuracy

50 jumps and under - 2800' - clear and pull - 2 jumps - \$6.00.

Senior Accuracy

51 jumps and over - 5500' - 3 jumps \$12.00.

Team Event

3 man team - 1 jump - 1 baton pass per team required - bonus points for each additional pass - 7500' - \$12.00 per team.

Tracking Event

100 jumps or over or current C license. 1 jump - 7500' or over depending on aircraft and time available - \$5.00.

Registration and briefing will be held promptly at 8:00 Saturday morning. It is important to arrive early and attend the briefing as rules and regulations will be explained and judges will explain scoring system, etc. There will be a Jackpot in both the Senior Accuracy and Tracking Events. Winner take all in each event. \$1.00 of each entry fee in the tracking event and \$3.00 of each entry fee in the Senior Accuracy will be put into the Jackpot for each event. All events are subject to change according to number of contestants and weather. There will be some kind of beer bust Saturday night - details not available yet. Bring fresh reserves, log books, license, and Cardinal Puff cards.

For more information contact:

Lee Walker, D-746, Route 2
Meet Director Foreman, Arkansas
Area Code 501 - 542-6231

ABBOTSFORD SPORT PARACHUTE CENTER 5th ANNUAL NORTHWEST CHAMPIONSHIPS SEPTEMBER 3 - 5, 1966

Events: Junior, Senior and Super Accuracy PLUS style, night and team accuracy.

Registration: 8 a.m., September 3rd.

General Rules: To be given after registration. PCC or PCA membership required by all participants.

Trophies, Cash Prizes and Banquet. For further information, write Abbotsford Sport Center, P. O. Box 6, Abbotsford, B. C., Canada.

MIDWEST SPORT PARACHUTE ASSOCIATION MEET & MEETING LOBMASTER FIELD, ST. LOUIS CHESTERFIELD, MISSOURI 3 - 4 SEPTEMBER

Novice Accuracy

Any style canopy, two jumps, \$6.00

Advanced Accuracy (Class A)

PC or XBO, two jumps, \$6.00

Advanced Accuracy (Class B)

1.1 or Lopo, two jumps, \$6.00

Style Event (full series)

Two jumps, \$7.00

Team Event

One jump, \$3.00 per jumper (3-man team).

Jumping begins at noon on Saturday, 3 September, with rain date on 5 September, MWSPA business meeting is at 8 p.m., Saturday night at the Gumbo Inn, Gumbo, Missouri (St. Louis). Chicken (\$1.25) or roast beef (\$1.50). All members of MWSPA and interested clubs and independent jumpers are urged to attend. I'll be there, if that means anything.

6TH ANNUAL LABOR DAY MEET WISCONSIN SKYDIVERS HOSTING MILWAUKEE, WISCONSIN 3, 4 & 5 SEPTEMBER

Event I: Novice, 3 jumps from 2500 feet, 50 foot circle - \$12.00 covers registration and jumps.

Event II: Advanced accuracy, 3 jumps from 2500 feet - \$9.00!

Event III: Style, 3 jumps from 6600 feet - \$10.50.

Event IV: Team, 3 jumps from 4500 feet, 0-15 second delay - \$9.00 per jumper.

Special Events: 2 jumps, \$3.50 per jump.

Advanced accuracy will be judged on the 5x10 scoring system, and style on the 5x5 scoring system. All jumps scored. Over \$400 in cash prizes PLUS trophies. Entrance fee is \$5.00 and registration must be paid September 3. PCA membership required with a party on Sunday, September 4 for participants. Guests will be charged \$1.00 for party. For further information, please write Pat Lewandowski, 5020 South 14th, Apt. 3, Milwaukee, Wisconsin 53221.

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

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.

COTTONBELT PARACHUTE COUNCIL MEET MILTON T AIRPORT MILTON, FLORIDA 15 - 16 OCTOBER

Accuracy

3 jumps, all count, 5x10 scoring system. Class B: 5-49 freefalls and must be able to spot. Class C: 50-199 freefalls.

Style

Open to Class C and higher license holders. 3 jumps, all count, 5x5 scoring system, pre-determined international series.

Team

3 jumps per team (nine total), all count, 5x10 scoring system.

Must be a member of PCA. Cost per jump: \$3.00. \$6.00 registration fee (\$1.00 goes to CPC).

For further information, contact Frank Rickard, Box 372, Fort Walton Beach, Florida 32548, phone 242-3424.

SOS... SOS

Subscriptions . . . Subscriptions . . . Subscriptions. Without them, you'll get the same overall coverage of sport parachuting, the many jump stories, and articles you all seem to enjoy . . . but . . . you'll get them in one color and in 16 pages until "DZ-USA" stops draining my personal bank account (the one my wife and I buy hamburgers with). I am not about to give up on anything and it isn't a question of whether or not "DZ-USA" is here to stay. Of course, it is. But maybe in a different form and not so elaborate until some of your jump buddies help by subscribing. Without equipment companies (who don't seem to care about sport parachuting past the point of selling equipment) it is a hard old road and subscribers will have to pick up one end of the load. Let's see if a real drive for subscriptions can put us back in two colors (black and blue with a special meaning for jumpers)!!!

★★★★★

Lewis Sanborn, D-1	950 plus
Leon Potts, D-220	950 plus
Lee Killian	935 plus
Harry Schmoll	920
Scott Hamilton, D-514	889 plus
Frank "Rick" Rickard	875 plus
Tim Saltenstall	850 plus
Ralph Hatley, D-394	850 plus
John Garrity, USAF	850 plus
Ken Russell	830 plus
Noel Funchess, D-585	820 plus
Jack C. Helms, ex-USAPT	800 plus
Ed Dorey	800 plus
Doug Angel	800 plus
Dick Christenson	800 plus
Lee Boren	768 plus
Maxine Hartman	750 plus
Vic Deveau	700 plus
James Garvey, ex-USAPT	700 plus
Chuck Doney	700 plus
Joe Crane, C-1	689
Ken Sisler, D-157	685
James Garrison, D-94	640 plus
Doug Williams, D-58	636
Jerry Wing, D-452	620 plus
Bill Hardman, D-33 (Canada)	600 plus
Ron Radhoff	600 plus
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
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
Sgt. James Home, D-563	560 plus
Bill Driver	540 plus
Kay Jones	540 plus
Dick Lewis, D-522	538 plus
Jeannie McCombs	522
Bill Ottley, D-298	520 plus
Jerome Tyson, D-202	518 plus
Lowell Ham, D-222	510 plus
Harold L. Davis, D-137	500 plus
Edward Fitch	500 plus
Harold L. Davis	500 plus
"Tee" Taylor Brydon	500 plus
Anne Batterson	500 plus
Muriel Simbro	500 plus
Charles MacCrone	500 plus
Robert McDonnell	500 plus
Charles Wagaman	500 plus
"Snowy" Robertson	500 plus
Joseph W. Cooper	500 plus
Pete Pederson, D-650	500 plus
Jim Attawaw, D-496	500 plus
Jack Lankford, D-440	500 plus

JARVILLE . . .

How about getting someone to design and manufacture some shock-absorbing risers that would stretch and ease the opening of the Para-Commander?

Don Boyles
Tulsa, Oklahoma

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ARIZONA

Arizona Sky Divers, Inc.
Sales & Service - Student Instruction
Bob Sauer, C-669, BFS 1528783
Ryan Air Field, Tucson, Arizona
24" reserves, used, \$20.00 each

CALIFORNIA

Security Parachute Company
San Leandro, California 94578
FAA Certificate 4049
Established 1927
Phone: 415-357-4730
"Crossbow" Sales & Service

Bakersfield Para-Sports

2000 So. Union Avenue
Bakersfield, California 93397
Sales & Service - Student Instruction
West Coast Dealer for Parachutes, Inc.
Phone: 832-4750

FLORIDA

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

ILLINOIS

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

KANSAS

Wichita Parachute Center, Maize Airport
45th St. North & Ridge Road
Ground Training & Equipment Rental
\$10.00 for first jump - Cessna 180
Full Time Center with plowed target
Security Parachute Representative -
XBO Sales and Service
Rigger Service by "Woody" Underwood

MASSACHUSETTS

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

NEW JERSEY

The Chute Shop, Inc.
½ mile north of Flemington traffic circle,
on U.S. Highway 202
Modern, air-conditioned showroom
FAA certified loft
Humidity controlled storage area
P. O. Box 445
Flemington, New Jersey 08822
Phone: 201, 782-5758

OHIO

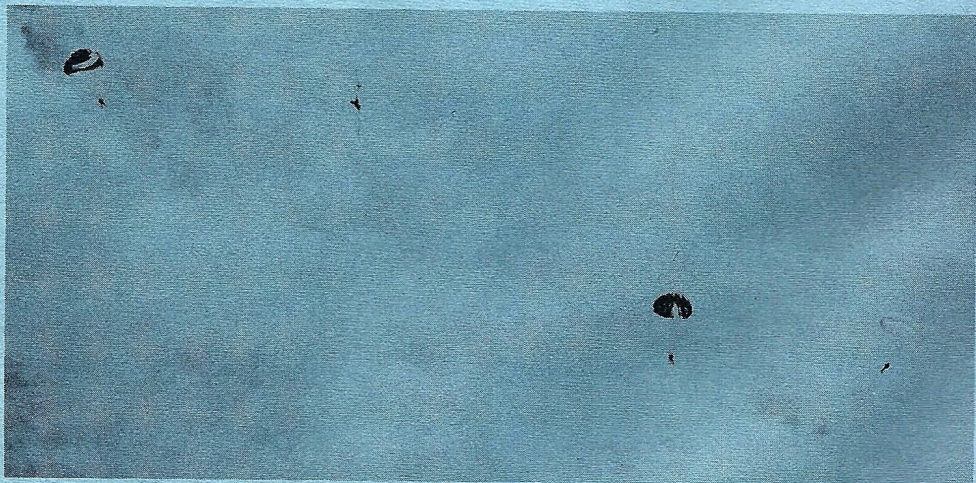
Greene County Sport Parachute Center
FAA Certified Loft - All 5 Ratings
Security and P. I. Dealership
Jumping anytime - weather permitting
2 Howards; 1 Cessna 180
Route #5, Xenia, Ohio

OKLAHOMA

Don Boyles
9536 E. Newton Place
Tulsa, Oklahoma 74115
Shot-and-a-half cable pull capewells:
\$10.00 per set
FAA certified rigger

OREGON

Western Sport Parachute Center
13942 S. E. Lincoln
Portland, Oregon
Licenses Riggers - Sales & Service
Phone: AL 3-6140
Qualified jumpmasters & Instruction



A malfunction on her 65th jump. Shannon Shittle of Dallas, Texas at the Cedar Hill, Texas Drop Zone. Photo by E. L. Bounds, Alvarado, Texas.

WOOD!!!!

ILLINOIS VALLEY SPC MEET PEKIN, ILLINOIS JUNE 19, 1966

PC & XBO Accuracy

- 1) Larry Schell
- 2) Tom Pearson
- 3) Mike Horan

1.1 & 1.6 Accuracy

- 1) Dave Richardson, Rock Falls
- 2) Nick Heintz
- 3) Ken Rorheim

Team

- 1) Larry Schell; Roger Wolford, Fillmore, Illinois; and Jim West, Fairborn, Ohio
- 2) Heintz; Stewart; and Keech
- 3) Richardson; Simmick; and Salzman.

Overall

Larry Schell, Indianapolis
73 contestants with over 250 jumps made at the meet. Ideal weather.

WICHITA PARACHUTE CENTER NOVICE "JUMP FESTIVAL" MAIZE, KANSAS 3 JULY 1966

All jumps were accuracy jumps from 3000 feet - student jumpers only (less than 50 jumps). 3 jumps each, no throw-aways.

- 1) Mike Davis (average distance 57½ feet).
- 2) Jim Garvey (average distance 76 feet).
- 3) Bob Leiter (average distance 132½ feet).
- 4) Paul Killion (average distance 175 feet).
- 5) Marlin Stephens (average distance 196 feet)

In addition to trophies, a helmet was given 1st place; para-boots to 2nd; and a pair of Pioneer coveralls to 3rd.

Horse's Rear: Jim Roth, with an average distance of 325 feet.

2ND ANNUAL TEXAS PARACHUTE COUNCIL MEET 2 - 4 JULY

Senior Accuracy

- 1) Daniel Peters
- 2) Sherry Moore
- 3) Bob Vanderslice

Intermediate Accuracy

- 1) Mike Clifford
- 2) Jerry Wilkins
- 3) Bob Johnson

Novice Accuracy

- 1) Chuck Baxter
- 2) Ronnie Gardner
- 3) George Seel

Team Accuracy

- 1) Bob Vanderslice, Bill Compton and Jerry Acuff

Closest Jump

Bob Vanderslice (dead center)

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

Advanced Class A (1.1 and 1.6)

- 1) Vern Morgan, Topeka, Kansas (\$500)
- 2) Carl Wolf, Denver, Colo. (\$200)
- 3) Cliff Dobson, Lincoln, Neb. (\$100)
- 4) Joe Brockway, Portland, Ore. (\$75)
- 5) Gary Dupuis, Deland, Florida (\$50)
- 6) John Crews, Baltimore, Md. (\$35)

Pie-in-Sky Event went to Carl Wolf, Denver - time: 2 minutes & 15 seconds after hit and run. Prize of \$100.00.

Class B (PC and XBO)

- 1) Dave Suave, East Lansing, Mich. (\$500)
- 2) Roger Wolford, Philmore, Ill. (\$200)
- 3) Ted Mayfield, Portland, Oregon (\$100)
- 4) Jim Stoyas, Chicago, Illinois (\$75)
- 5) Floyd Glover, Phoenix, Arizona (\$50)
- 6) Dale Wisehart, Phoenix, Arizona (\$35)

Novice Event

- 1) Ken Beaushaw, Oxford, Kansas (Complete PC with Crossbow system)
- 2) Bob Schmidt, Pierre, So. Dakota (PC canopy, sleeve & pilot chute)
- 3) Helen Tyson, Chicago, Illinois (PI reserve)
- 4) Bob Spaulding, Orlando, Fla. (\$75.00)
- 5) Wayne Viers, Topeka, Kansas (\$50.00)
- 6) Blair Sears, Pierre, South Dakota (\$35.00)

HERE and ABOUT

SAINT LOUIS, MISSOURI: If the editor of this rag hadn't helped throw a Whaffou into a motel swimming pool in Tahlequah (according to Dave Verner), Dave wouldn't have sent in his \$4.00 for a subscription. I can't understand how such a horrible rumor got started. I was preaching that night at the "Smokehouse".

THAILAND: The Freedom Chuters S.P.C. is now PCA affiliated and already a record belongs to them. One member of the club rode an ox-cart to the drop zone to get in a jump. The rest of the club is doing pretty good begging jumps from the U.S. Army and Thailand Special Forces.

FT. WALTON BEACH, FLORIDA: The Beachcombers Sport Parachute Club have several local celebrities as members: Pop Paine, who has the ground crew stand by with stretchers on his landings; "XBO" Orcutt, who's usually seasick after landing with his XBO; "Burn-em-up" Steinert, who went through two PC's in 120 jumps; "Spin-Out" Smith, and many, many more.

DENVER, COLORADO: Al Wall, a student with about 20 jumps, made a standup landing on the 25th of June - and his \$5 fine has been given to the Colorado Sport Parachute Council. Moral: Don't make standups if you are still a student.

TAHLEQUAH, OKLAHOMA: James "Chief" and Marie Gaylor inform me that their farm is now known as "The Golden Knight Farm". I know at least one member of the Army Team became attached to the farm while he was there. I saw him holding down a tree the night of the Bar-B-Q and the 80 mph winds. Maybe that accounts for the name change.

PRINCETON, CANADA: Ray Ward reports that the Okanagan Parachute Club put out three GIRL members for their first free-fall on the same plane-load. Eileen Ward, Wendy Forrest and Judy Marthaller (with Bill Hardman jumpmastering) were dropped at the Abbotsford Sport Parachute Centre and Ray is sure it is a Canadian record (or sorts). Has anyone in the States ever put that many women out for the FIRST FREE-FALL on the same lift??

NEW YORK, NEW YORK: Mayor Lindsay is cracking down on bookie joints taking book that Bill Ottley can't stay off the sauce for twelve months. Word is that you can get 10 to 1 that Bill's "liver will quiver" on the next hard landing or 3 to 1 that his liver will cease to function completely.

CAPE KENNEDY, FLORIDA: Would you believe that Major Michael Collins couldn't get stable on his space walk? They'll never take that "static line" off of him if he doesn't shape up.

TUCSON, ARIZONA: Four loads of Arizona Sky Divers peeled out of Bob Sauer's 180 over Lake Roosevelt, Arizona for their annual water jump without mishap. Everyone had a ball - not for use as floatation gear but at the party later.

GEORGETOWN, TEXAS: The Texas Parachute Council Meet was invaded the first of July by the "Bad Guys" (Sam, Nels and Jerry) and results are unknown. It was learned that the trio was in company with Lena & J. D. Dodson and attempting to corrupt "the old man".

PORTLAND, MICHIGAN: Paul Leyrer is having trouble getting his copy of "DZ-USA" away from his wife each month. She doesn't jump yet but is interested in every phase of the sport. My suggestions are that (1) Paul buys an extra copy for his wife at \$3.00 a year (just for wives); and (2) that he watches his rigs very closely for they may be next.

NEW BERLIN, WISCONSIN: Here is one man that FAA doesn't scare with all the new rules designed to eliminate us. Alois Mozejewski has 250 jumps and says he'll still be at it when he's 90 years old. I sincerely hope you are, Al, for your sake and sport parachuting's.

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JUMPMASTER'S LAST WORD

The passing of Brig. General Joseph W. Stilwell, Jr., marks the absence of not only a parachutist who signs his letters "Joe", but the loss of a man who should be an example to many persons in many different fields of endeavor and walks of life. General Stilwell, when "DZ-USA" was in its infancy, wrote several personal letters to me and was more than interested in the future of the publication. To me this exemplified the man. Never to busy to assist another jumper and one measure above in sincerity and interest in a sport he had included in an already successful career. I cannot recall personal incidents, as many jumpers will, involving "Joe" for I have never met the man. I spoke to him briefly at Tahlequah but not past a humble "hello". His Army career and accomplishments, others must report for I know nothing past what I have read of his life. I can only say that, without really knowing him, I feel I have lost a friend somehow. He was that kind of a man to me.

If you don't see your Zip Code included in your address . . . send it to us on a postcard. You may not receive your next copy if you don't . . .

"BACK-PATTING" ALA MODE

Very impressed with the scope of coverage given to all phases of parachuting . . . Sgt. James Horne, D-563 - "DZ-USA" has more news about the "heart" of sport parachuting than any other magazine . . . Carroll T. Little, D-1292 - I have found many things in your pub which I have experienced myself, and now I know that I'm not the only jumper it has ever happened to . . . Roger E. Blair, B-4894 - Next to jumping, we'd rather read about it than do anything else . . . Barb & Jerry Roquemore, California - Granted, your magazine is not as flashy as the other two, but it contains twice the jumping info . . . Tom Murray, D-200 - To hear the reactions of other students as well as advice from experienced jumpers, makes "DZ-USA" definitely superior to any other magazine for the skydiving enthusiast . . . Roger McDonald, Kansas Univ. - Glad to see a new magazine on the market. I'm a firm believer in the passing of new points and information . . . Russ Dickson, Canadian Armed Forces Europe - Your magazine fills a real void in the skydiving literature spectrum . . . Raymond D. Ward, Penticton, Canada - All the members of the Fiftieth State SPC think you are doing an outstanding job . . . Allen Hagood, USS DANIEL BOONE - I don't put your pub down until I have read it from front to back . . . David Wilson, D-1144, Thailand - With 21 jumps, "DZ-USA" has some pretty helpful hints for beginners like myself . . . Al Wein, Fairfield, Iowa - Rick Rickard has 875 jumps and he's trying for an even thousand before December. We know the reason. He's after that free subscription to your magazine . . . Beachcombers SPC, Ft. Walton Beach, Florida.
