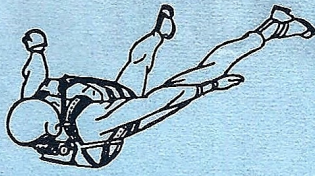


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**U.S.A.**

A NATIONAL COVERAGE BULLETIN  
FOR USE BY SPORT PARACHUTE CLUBS



## WORDS OF A CHAMPION, PART II

*Byline: Tom Schapanski,  
National Accuracy Champion 1966*

**Sentinels on students:** Man, as much as I like to jump, I'm not putting out any students (static-line or freefall) without an automatic opening device. When I visit a DZ and someone wants me to drop a student on the way up . . . I just have to tell them that I'll stand down from the lift rather than put someone out without a sentinel or KAP-3 . . . freefall jump or not. The facts are plain enough. Those first 30 jumps are critical, especially freefall.

**PCA:** All the way: It's our best bet for survival. The threat from FAA and tightening regulations is very real. We must stick together. The new BSR's are fine, but ASO's need some teeth to enforce regulations. It seems to indicate a lack of ability if a student needs just 6 static lines instead of 5. We shouldn't be afraid to require 10 or as many more as is necessary. We are trying to train students in the hope of preventing fatalities . . . not to win friends and influence people.

**Money Meets:** Yea! It's just what the hard competitor needs to handle the cost of training. Trophies are out . . . who needs them after you've won a couple? For the students and novice events they are great (and gaudy) and something flashy to reward and encourage the beginner . . . but, for me . . . cash or prizes with a small token memento of the meet and your place in the competition.

**Style:** Don't like it at all. It's too difficult to practice because it is no fun. Just because one jumper can perform routine maneuvers .6 seconds faster than another does not prove him a better skydiver. To me, turning and looping in line with some prominent landmark is not skydiving at all. I would like to see more realistic events, such as relative work teams, or pre-terminal graceful maneuvering from strut to opening.

**U. S. Army Parachute Team:** It is, of course, absurd for the Army Team to compete at local meets against weekend jumpers. These are paid professionals performing their steady job, and it's like taking candy from a baby for them in many cases. Hey, get it straight! Each member of the team is a number one gentleman, a good competitor, and I'm proud to count them as my friends. And it's not that I'm afraid they can't be beaten . . . we proved at the Nationals that we can lay it on them. However, overall, during the meets throughout the year, they really steal the trophies from jumpers that, perhaps, have never brought home that little bit of glory. Some novice that is eating his heart out for a trophy misses the boat again. And what does the wood mean to the Army Team? Just another one to add to their pile. Another meet is another bunch of gold for the trophy-case at Fort Bragg. The Army should bring their knowledge and experience to the local jumpers by attending meets, but not by lauding it over jumpers with 1/10th their number of jumps and experience. Compete . . . yes. Accept trophies, money, and prizes . . . no.

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

## ABOUT A QUIZ

"DZ-USA" is dedicated to the theme of well-trained, informed jumpers with safety as the keynote. We are not, however, a world of "stiff-backs" ("we" being jumpers). So, when I run across "safety tempered with humor" even if it is at my own expense, I get just as many chuckles as anyone else. To be honest, when I read the following . . . I cracked up! It was originally a test prepared by the Lincoln Sport Parachute Club of Lincoln, Nebraska and printed in the April issue. After Bob Hulsey (editor of the Texas Parachute Council Newsletter "Windline") got through with it, it had a completely different complexion. I hope Lincoln doesn't mind for I don't. I approve, I approve!! I can't resist reprinting it, in part.

- Q. What is a flat spin? How do you recover from one?
- A. What the room is doing after a guy has finally made Pope. Recover by locating the barf bucket.
- Q. If unable to stop a spin, what must be done?
- A. Throw in a back loop every once in awhile so you can log it as a style jump
- Q. Describe each of the following: Delta? French Frog? Full Spread?
- A. (a) Triangular shaped tract of land at mouth of a river.  
(b) Same as the African frog, only secier.  
(c) Poker hand.
- Q. How do you recover from a head-down attitude?
- A. Place both hands firmly on bar stool and straighten back and neck. Then raise right hand and swear off booze for a week.
- Q. Why or why not is it a good idea to rely solely on instruments?
- A. Never rely solely on instruments . . . wear a parachute too.
- Q. When should a jumper start observing for and correcting drift?
- A. Immediately after landing in the river. Correct by dog paddling to shore.
- Q. What is a slip? Purpose?
- A. (a) Unmentionable under-garment worn by women beneath the dress.  
(b) Never have figured out a purpose.
- Q. What is crabbing?
- A. Normal conversation by wife.
- Q. In the air, which jumper has the right-of-way?
- A. (a) The jumper with the double malfunction.  
(b) Bouncer's rights.
- Q. What is a body turn in the harness and it's purpose?
- A. (a) A head-down opening in a PC.  
(b) Purpose - to turn the body black and blue.
- Q. What is the number one thing to do once you are on the ground?
- A. Check to see if you will ever play the piano again.

*Editor's Second Note: (DZ-USA's, not the "Windline"): I only wish space would permit the re-printing of the entire quiz and Bob's answers. I think I could find room for that full page, double-foldout of Martha Huddleston, however.*

## COMPLAINT DEPARTMENT

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### NOT SO HOT AT THIS DZ

The club here is still very small, with only 7 members. Jumping is infrequent, owing to the weather and the lack of aircraft. Did you know that the yearly snowfall averages over 150 inches in this area, and snow has been recorded in every month except August? To think I used to bitch when we got rained out in Florida.

*Charles D. Leek  
President, U.P. SPC  
K. I. Sawyer AFB, Michigan*

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### THE FUNCHESS FAN CLUB IS GROWING

A jump from 3000 . . . out of a crop-duster . . . inverted to drop Noel out . . . and just to impress the girls??? I just can't believe you would do something like that, Noel. And during a competition meet hosted by the Cotton Belt Parachute Council??? Tsk, tsk.

Hey, Noel Baby, thanks for sending me your students for retraining. When Lou Mason came home for the summer, he was a trembling static-liner who had never heard of an arch. We are now returning him . . . ready for 30 second delays, turns, and loops (sort of), and who can hang in front of you on a 20 (while laughing and making obscene gestures). The least you can do is send me back a Class-A skydiver next year. By the way, he's all checked out on the Stinson Mule. As he describes the exit procedure, "No sweat, man, just stick your head and arms out and prop blast will do the rest!" Congratulations on your new plane. I'd love to jump it with you someday. Take good care of my buddy Lou. "Jack Demme, Joppa, Maryland, Edgewood Arsenal Sky Divers".

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### A FINK IS RUNNING LOOSE

The following was reported by Lori Meile, Omaha Skydivers, and secretary of same, in the August Omaha Newsletter: "Everybody, watch your equipment!! We have a fink running loose at the airport. He grabs half-packed rigs and reduces them to shambles. He pulls rip-cords on packed rigs. A state of war has developed between Lonnie, Lori and Duane against the Fink, namely Stan Searles. Peace has been declared on the ground, but the war in the air is still raging. Right, Duane!?" She also mentioned some "mooners" in the Omaha area (Stan, Dick Walkup and Dennis Green) and I can't help but wonder if they are the Tahlequah variety. If they are, parties should be more interesting than ever around Omaha.

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### HOW FAR???

I would like to go on record as the person to report the worst spotting job ever made - One U. S. Army pilot spotted for us on a jump into the Bangkok International Airport - as large as it is, would you believe - we missed!

*David A. Wilson,  
Freedom Chuters S.P.C.,  
Thailand.*

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# FOR FUN JUMPS

WELCOME TO THE MILTON "T"

Two miles east of Milton, Florida, on US 90, is a place called the Milton "T" Airport, and home of the Beachcombers Sport Parachute Club. It is the center of all jumping in the Miracle Beach Strip with two grass runways in the shape of a "T" and giving the airport its name. The target is a 200 foot bowl with a 30 foot pea-gravel center. Outside the pea-gravel is soft disced earth, maintained through the courtesy of the Future Farmers of America. Inside the hanger on the south end of the runway, you'll find a 40 foot packing table, a loft, two coke machines, and an office ran by a pretty girl named Frances.

Upon making your initial jump at the Milton DZ, a fee of \$1.00 is collected for use in improving the DZ, such as purchasing wind-drift indicators, PC patching material (masking tape?), etc.

The costs are nominal, such as \$10.00 for membership which includes training and use of club chutes and equipment, and then it is \$1.00 a month dues and \$10.00 for PCA. You must be a member of PCA in order to jump. A lake is close by with boats for rent, in case you are qualified and desire a water jump, and night jumps are provided if you can get a full load of jumpers.

So, when you talk about the Milton "T" you're talking about the Beachcombers Sport Parachute Club. "Rick" Rickard, D-293, the ASO, and usually present at the DZ on Saturday, Sunday and holidays. Drop him a line at Box 372, Fort Walton Beach, Florida 32548 if you need more information.

## CLUB NEWS

IF YOUR NEXT STOP IS ICELAND . . .

Byline: Bob Pope, U. S. Navy

The jumping here is fine with five months out of the year with almost 24 hours of sunlight. We have good support from the Naval Station in the form of a U6-A (Army L-19), or more commonly known as a Beaver. It is at our disposal almost eight "(8)" days a week, with the jumping at the military reservation at Sanskiedi, the Islantic Glider Port. The club officers are Capt. Jean Cole, USMC, president; Bob Pope, USN, vice-president; and Buddy Eanes, Club Safety Officer. We have about twenty active members and weather is the only reason for a no-jump-day. A jump into (or onto) Surtsey, an inactive volcano off the coast of Iceland, was in the planning stage by myself, Eanes, and two members of the Islantic Rescue Team . . . but . . . when Surtsey started smoking again, the jump was soon postponed until the mountain quieted down again. Any military jumpers receiving orders to Iceland can write Buddy Eanes, Box 16, U. S. Naval Station, c/o FPO, New York 09571, or Bob Pope at the same address. We'll be more than happy to give you any info on jumping you may need. One point of importance: Be sure to bring your own chute, we are a little short up here on that commodity.

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### NEWS FROM COLORADO AND THE COLORADO SPORT PARACHUTE COUNCIL

The following items are stolen from the Colorado Sport Parachute Council Newsletter of July 1966:

"Forthcoming meetings will be called to order at 8:00 P.M. instead of 8:30 and no

drinking should take place until after the meeting. This would be to keep the thirstier jumpers from running in and out of the room during the meeting. Although this was a good idea, it was not well accepted by the membership for some reason or another."

The weekend of the 16th and 17th was one of those weekends when everyone should have stayed in bed—or at least on the ground. Saturday, the plane almost didn't make it off with a new pilot, 3 or 4 jumpers weighing over 200 pounds each, and each tank ¾ full and going uphill on a short dirt runway. Weeb Gortmaker came down under a 28' reserve when he couldn't pull his main ripcord . . . the pilot was hit on the head by an airborne unlicensed croquet mallet . . . Tom M. mashed his nose in with a tricycle landing (feet and nose) under his PC, and later cut his foot on a rock in the packing area . . . three other jumpers were pretty late for an exhibition jump and after finally showing up, they missed the target area completely . . .

Sunday, the 24th, no one's reserve would stay closed. One was popped while putting a bungie under the handle, another dumped when a PC took too long in opening, a third was aired when a student pulled the wrong shiny handle on a dummy ripcord pull, and still another was opened on the ground when someone tripped over it. The Boulder Parasports may not have very many jumpers, but the rigger loves them.

### NAVY MEMPHIS SKYHAWKS . . .

Our club is a year old this coming October and we've logged over 500 jumps so far out of Navy Beechcraft's. Three people to a hop, according to Navy regulations, and without a broken bone and only one malfunction. It was a spinning Mae West where the jumper cut-away with shot-and-a-half capewells and was open approximately 500 feet below another jumper.

All our jumps are free and we have 6 PC's, 3 XBO's, and several pregnant cheapo's. The three people to a lift is holding down the maximum amount of jumps, but we are surviving, and that's what counts.

Junior Reed, B-4556  
Memphis, Tennessee  
Naval Air Station

*Editor's Note: Thanks for the patch. I'm hoping I'll get DZ-USA's out soon in return. As for dyeing a red, white and blue PC, be sure to use an extremely light color (such as yellow) if you want all colors to be altered without completely ruining the looks of the canopy .*

★ ★ ★ ★ ★

### ABOUT THAT DZ-USA PATCH . . .

First of all, I misspelled Ralph's name. He is still the man who designed it but the last name is Beaussart, not Beauvart. Sorry about that, Ralph.

Next, it will be at least thirty days until the company making the patches can promise delivery and I can promise cash. To those who have already sent in the buck or so for extra patches . . . never fear.

### ABOUT THE COVER

Jerry Bennett and Darrell Watson over Nelson Field, Benton, Kansas. Photo by Tom Copenhaver, Hutchinson, Kansas.

(And not matter what it looks like, it isn't a kiss-pass!!)

### U.S. TEAM DEPARTS ON SCHEDULE

Byline: Bill Ottley, D-298

President, Mid-Eastern Parachute Assoc.

The U. S. Parachute Team has departed McGuire Air Force Base as scheduled, and after traveling behind the Iron Curtain to Eastern Europe, the first stop in Varna, Bulgaria is now past history.

It was twenty-three days of long, hard training prior to their departure, however. Members of the squad, selected after the Nationals, arrived at the Concord Motel, Mount Holly, New Jersey, just a short ride from the Burlington County Airport, home of Skydiving, Inc., where Steve Snyder was hosting the training sessions. Accommodations were three to a room, with special allowances for married couples (!) and honchos Norm Heaton, PCA executive director, and Gene Thacker, USAPT, who is trainer for the team. Norm and Gene roomed together in lonely luxury.

The training began August 1 with fifteen jumps for accuracy only. This was completed in three days and the cuts in the squad were made. John Clark of the Cambridge Parachute Club and 1965 accuracy champion was eliminated, as was Bob Holler of the Pelican Parachute Club, Washington, D.C. Kay Jones, 1966 U.S. women's champion, broke her leg on jump number twelve, although she had already earned more than enough points to qualify for the Team. Karen Roach had been grounded by her doctors due to a reoccurrence of lingering mononucleosis. Both were automatically off the women's team and Pat Mieron, from the University of Southern Illinois, Carbondale, Ill., was also cut as a result of her first scores. She remained throughout the training, however, and was a valuable assistant. John Clark also remained after his cut and coached and counted scores, fichted and finagled, as required. The cuts in early training hurt deeply, but the problem was not entirely PCA's to solve. The decision on how many could go depended on funds and the availability of MATS (Military Air Transport Service) roundtrip transportation. *(Editor's Note: The maximum expenditure of \$12,500 was by the Board of Directors vote, so it is for sure Mark Baron won't agree to any more and with Norm handling the administration details, one thing is for sure. The Team will stay within the budget. Or as Ron Radhoff put it, "If he doesn't, everyone walks from Varna to Vichy, France and swims home".)*

Despite the usual snafus and weather hand-ups, training proceeded steadily through mostly hot and hazy days. Sunday was the only day of rest. The training began early each morning and was followed by sometimes as many as 7 or 8 jumps a day. Training aircraft was Steve Snyder's Stinson "Mule", the one-of-a-kind veteran plane from the '64 training camp in Fresno, Calif., which Lyle Cameron managed to bend up a little on its trip to the East Coast. A total of 749 jumps were logged, including extras for team staff members and distinguished visitors. The Horizon Parachute Club hosted a final banquet at their club drop zone in Applegarth, New Jersey, and then the Team was off to Varna.

Boarding the Air Force transport plane were men team members: Tom Schapanski, Roy Johnson, Dick Harman, USAPT, Bob Buscher, USAPT, and Bobby Letbetter, USAPT. Bobby had been unanimously elected Team Captain after the first cut. This will be his last competition and he will go direct

Continued on page 8



Chuck Behler tipping a little at Ft. Lee Virginia on Armed Forces Day. Photo by Mary Ann Guarnotta.

### SPINNING THE PC

"You're doing real good, guy!"

"Thanks, I'll be getting my own chute next week."

"Oh, yeah? What are you getting?"

"A PC."

"Well, I'll be . . . 17 jumps and a PC!?"

So, all you new jumpers take heed. Get that new PC but get the stability problem solved first. I did it the other way around. I had the best chute and some of the best guys to jump with, but I was having a stability problem. When I opened my pack in a flat spin, the turbulence wrapped my lines around the sleeve and actually tied a half-hitch around it. Of course, this gave the sleeve no way of slipping off the canopy. I had pulled at about 3000 because of my spinning and not having any luck getting out of it. When I should have felt opening shock, I was pulled into a vertical position and I heard a loud rustle above me. I looked at what I had and decided immediately that I had better get rid of this. I had two-shot capewells (old type) on my rig (which I am changing soon) and at times, on the ground, I could hardly get them loose. Remembering this, you had better believe I was thinking of nothing else in the air while all this was happening. Immediately upon cutting away, I leaned backwards and pulled the reserve ripcord. My reserve is a silk twill and looked like a big white candle just before it blossomed out.

Of course, like all jump stories, I could go on all night but I won't. I will just add, as I said before, that if you are having stability problems, don't buy the PC until they are licked . . . then come jump with us.

*Richard L. Hanna*  
Wichita Parachute Center  
(Jumping at Nelson Field)  
Benton, Kansas

### PERSONAL NOTES FROM THE EDITOR

To Doug Williams, D-51, Columbia, Missouri: Thanks for the three photos I didn't receive. In return, I am sending you an extra copy of "DZ-USA" every month which you won't receive either. Hope that broken leg is mending all right. Tell Carter to stay out of barnyards.

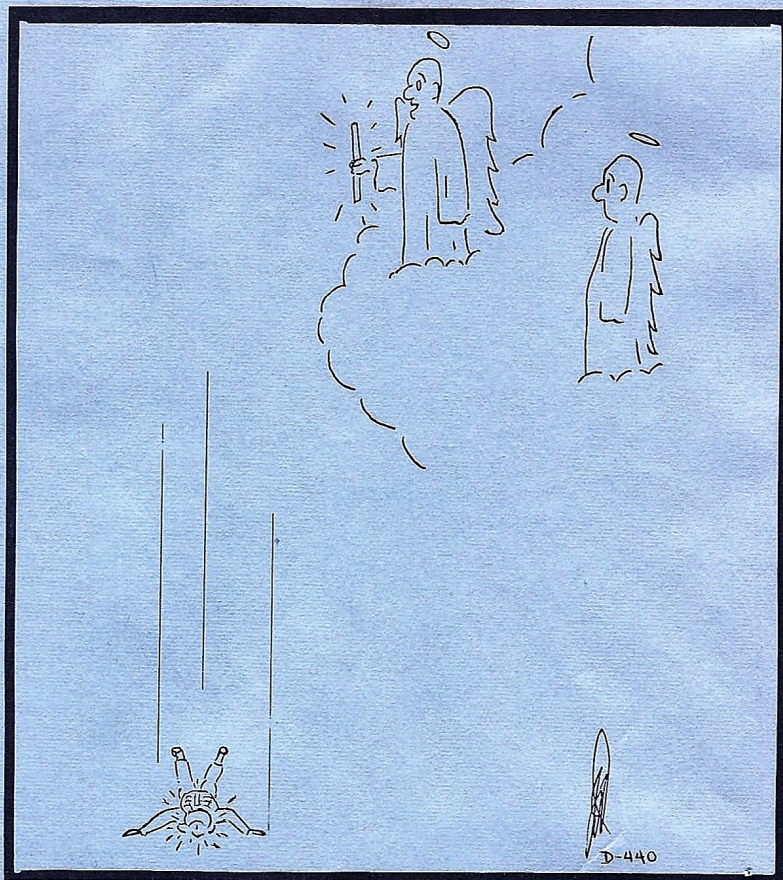
To Hailstone Stinkey, Arlington, Texas (who, and I quote, requested that I do the following: "Send me your thing, and back issues if possible.") My thing is now being mailed to your Texas address and I suggest you drink Coke while reading it. . . Things go better with Coke.

To Glenn Berrier, Denver, Colorado: DZ-USA is putting you on the mailing list under a conditional agreement. It will continue to be mailed just as long as it IS NOT used as a bar coaster for double martinis. My printer is very touchy about how his masterpieces are used.

To Barbara Rine, Overland Park, Kansas: You will be happy to note that your letter does not appear in this issue. Past that, I can guarantee nothing. People should be more careful what they put in writing.

To the Omaha, Nebraska group: I was in Kansas City and watched the rain come down in sheets. If you landed and waited for me at Tonganoxie, your pilot is the LC of the aviation world. I am sincerely sorry we didn't make contact and that I missed the St. Louis meet.

To Bill Ottley, New York: Thanks again for the support you have given DZ-USA. Sorry to hear about your plane getting cracked up. Just for the record, my phone number is MURRAY 4-5588, area code 316. Just about anytime, day or night (except nice, sunny Sundays when the wind is below the Kansas average of 30 knots).



I don't know . . . he just handed it to me!!

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## INJURIES

### FROM THE MOUNTAIN CONFERENCE

On July 2nd, Lud Lincoln broke his right leg in two places. He and John Dow were approaching the target at about the same time, and Lud figured John would be on the ground in plenty of time for himself to move in. Lud misjudged a little though and went sailing across the top of John's canopy, catching his left foot in John's pilot chute on his way over. He landed stretched between the two canopies.

Beverly DeGallo celebrated her 18th birthday in a hospital in Buffalo, Wyoming, with a broken leg. She went up for the meet over the 4th, and a combination of a bad spot, tricky winds, and poor canopy control blew her straight off the mesa, breaking her right leg between the knee and the hip. She's in traction, but as soon as she can be moved, the pilot of the Wyoming club will fly her back to Denver.

### HOW LUCKY CAN YOU GET?

**STROUD, OKLAHOMA:** Last March, jumpers had to ricochet off the cold hard ground in Stroud . . . but . . . now a new 20 meter pea-gravel pit and every comfort on the target has been added. Last March, Tom Copenhaver from Wichita bounced off the hard ground without a bruise . . . but . . . this month he went back down there and broke his leg in the new pea-gravel pit trying to stretch a two-inches into a dead-center. You just can't win sometimes.

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# SORRY ABOUT THAT....

## FATALITIES

Sport parachuting has suffered from a rash of accidents, deaths and near-fatalities during the past two or three months. To list but a few and not go into any detail in this article is:

Aerial photographer Bob Buquor who lost his life in a recent exhibition jump . . .

Buquor was wearing 70 pounds of camera equipment, no floatation gear, there was one boat to pick up three jumpers — Bob called to boat at about 200 feet in the air requesting a pick-up — did not prepare for a water landing — took helmet off to protect cameras — drowned before boat could get to him — legs were entangled in lines when body was recovered . . .

Zab Adams will be listed as a drowning (unintentional water jump) and his body has not been recovered from Cape Cod after a wind change carried him out to sea in late July. Only the PC he was jumping, with sleeve, pilot chute and risers has been recovered. . . .

Nick Piantanida succumbed to the injury he sustained after an oxygen loss at 57,000 feet while attempting to break the world free-fall record. Nick died 29 August after being unconscious since 1 May . . .

General Joseph W. Stilwell Jr., is now listed as the victim of a plane crash over the Pacific on 24 July 1966. Some parts of the plane were found (including an elevator surface of the DC3) and the search was called off after several days of vain attempts to find survivors, if any . . .

Two students have been killed because packing pins remained in the cones. A couple years ago, this same cause contributed to the fatality list and, apparently, clubs still haven't learned to "flag" the temporary pins or use some method of preventing such accidents. If pin checks were given properly, this couldn't happen in the first place . . .

And while we are on the subject, I have two reports of students on their first jump who could have very easily become statistics: One who was put out with temporary pins still in the cones but who threw a reserve after some "heads-up" thinking; and the second student who was given the "go" without his static-line being hooked up to anything in the plane. Again, the student saved himself after experiencing absolutely nothing in the way of a normal first jump . . .

Sgt. Joe Veal, Ft. Bragg, North Carolina was killed in August. Sgt. Veal had a considerable amount of parachuting experience and was an instructor at the John F. Kennedy Special Warfare Center HALO Committee at Fort Bragg. This was military jump and is not considered a sport parachuting fatality . . .

Two fatalities Labor Day Weekend . . . One in Lake Geneva, Wisconsin (failure to pull, male, 16 jumps . . . Another drowning in Greene, New York (same circumstances, no floatation gear, bad spot, female) 40 jumps. 17 or 18 fatalities so far this year . . .

Sonny Jones, husband of 1966 National Women's Champion Kay Jones, was killed when he experienced an entanglement after deployment of his reserve. This fatality was

during August and was the second entanglement for 1966. . .

JONES experienced a horse-shoe deployment of main (piggy-back system) with pilot chute hung up in back-pack . . . took too long trying to correct malfunction and was observed to deploy reserve at a very low altitude . . . reserve entangled with main just before impact. 600 plus jumps.

So, there you have a very sketchy and incomplete picture of just some of the fatalities to date. And if you see an error in the facts please save your stamp and letter telling me just exactly how many mistakes the jumper made, and just accept the fatality as the one thing neither of us can change. After all, what can be gained by spelling a man's name right on his tombstone except to please English-speaking citizens? The fact that a man is dead should be reason enough for safety to be practiced and not a lot of literary criticism.

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## MALFUNCTIONS

I experienced a malfunction on July 7th that no one can believe. Even the master rigger gave up on trying to figure out exactly what happened. I opened on my back on a clear-and-pull, and when I checked the canopy, I noted that the left side of it was pulled in toward the center in a V-shaped mess. The left side of the Double-L modification was closed and I couldn't control from the left toggle. I could open the modification by spreading the left risers apart, but it would reclose when I let go of them. I considered throwing a reserve but when I looked up at that full canopy, I was afraid of an entanglement. I didn't even dream of cutting away for I wasn't spinning and my descent rate seemed normal. I could control the canopy quite well with the right toggle, so I rode it in — closed my eyes — and told myself I had better do a good PLF for a change. The funniest thing was that I wasn't the least bit frightened. Instead, I was stomping mad when I hit the ground and was told by several people that this was a normal reaction. Upon inspection, we found that the sleeve had rolled off the canopy instead of being pulled off, and it was knotted around the top 6" of the canopy. The apex, especially on the left side, was a mess of holes and long, skinny burns, and the sleeve was burned on the inside (near the bottom and behind the stow panel). No one thought to look and see what the retainer line had done — or not done — before I untangled the canopy. All but one of the other jumpers told me that I should have deployed my reserve, even though the jumpers in the plane and those on the ground could see nothing wrong with the canopy while I was riding it in. I have retired my poor, old, worn-out soft-top pilot chute since this incident, and the canopy now resides in a dark corner of my closet. I'm not completely sorry the malfunction occurred for I now have some idea of what my reactions will be in case something really serious happens on a future jump.

Kathy Roe, A-959  
Boulder, Colorado

On my 405th jump I experienced my first XBO malfunction in 100 jumps on a 66 "Bo" canopy, 21 July 1966.

Opening was at terminal with knees up, sitting down in the air. I watched the entire sequence of events. Deployment was normal, the main canopy fully inflated — but then for some unknown reason (Freak Wind?) the right half of the canopy collapsed into the center lines, and upon re-deploying, the right stabilizer panel balled up, and two lines from that side of the canopy flipped over the roof. The net result was a complex Mae West spinning, with a large lobe to the left and a very small, glitched-up one to the right of the main canopy.

I cut away immediately with the XBO one-slots and had a normal lopo single "T" piggy-back reserve deployment.

I had dumped the main at 2500', experienced the malfunction somewhere around 2300', and was hanging on my reserve at 2100'. The single T reserve brought me in for an easy stand-up landing 9' from dead center.

Inspection of the main canopy shows no line burns or burns of any nature, thank goodness.

The main had been packed three (3) days, according to Security's instructions.

If I'd had a chest reserve on I'm quite certain there would have been hell to pay deploying same under that spinning mess, without cutting away.

Comments anyone?

P.S. Thanks for a great reserve system, Security Parachute Company!

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

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How 'bout this for a first sport jump? David Heidersbach, a Denver University student with 27 military jumps, came out on the 28th of July for his first sport jump. After exit, his main streamered. The pilot chute didn't pull the sleeve off, and the sleeve turned inside out, letting only the bottom half of the canopy deploy. Out came the reserve, but it tangled in the main until David released one capewell and the reserve opened fully. A gust of wind made a hard landing, but there was no injury except his sunglasses were broken. David thinks he should have a free jump coming to him since his main didn't work.

Reprinted from the Colorado  
Sport Parachute Council Newsletter

## INJURIES

Ellen Dickens, Dallas, Texas, reportedly broke her leg on 29 July. It was one of those stories where a 100 pound girl is holding on a PC and waiting for that ultra-slow descent to provide an unbelievably soft landing . . . instead, one foot fell into a hole and the other planted firmly on the ground. Our roving reporter is on the job again, Ellen, and he and I both wish you a speedy recovery.

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# Will YOU Be Next?!

## POSTSCRIPT TO THE NATIONALS

I neglected to mention many names of jumpers I either talked to or drank with at the Nationals. Among these were Dave Verner and Bill Ledbetter. As you already know Dave is the gun at Archway Sport Parachute Center, Sparta, Illinois and Bill Ledbetter is responsible for "The Emblem", a newsletter for the Thunderbird Skymasters, Phoenix, Arizona. Their names were scribbled on notes and from the slant of my scrawling, I most definitely was feeling no pain. I, therefore, hesitated in recalling the circumstances surrounding our meeting. It was cloudy out, with a fog rolling in—that's all I can offer as an excuse.

Also, at Tahlequah, I neglected to mention a chat with Norm Heaton on the new BSR's. As a result of the conversation, "DZ-USA" will reprint the law as approved but won't accept one of the regulations in particular. I refer to the wearing of instruments. Norman agrees with me that to follow the regulations, letter for letter, is being "half-safe" and not sensibly giving yourself every break. Cameron was in on the conversation and his views were opposite of ours but pointed up that every jumper will interpret the BSR's to fit his own opinions of safety.

And while we are on the subject of Heaton, due credit should be given him for the tremendous amount of personal effort he put into the Nationals. That plug of tobacco and "country walk" was seen in three places at once on many occasions during the meet and he is responsible, in large part, for the success of the meet. He also arranged the deal that made the free program of the Nationals available to "DZ-USA" subscribers which many jumpers have thanked me for. I bought them from PCA, naturally, but at a price my little rag account could afford.

I also forgot to mention that Russ Gunby was awarded a blanket at the Awards Banquet (in recognition of the many couches, beds, and park benches he slept on while in Tahlequah.) He too, deserves a round of applause for the meet and his efforts.

At this point, excerpts from two letters are appropriate concerning the Nationals. The first from an unidentified jumper who signed his letter as "a disappointed jumper": "The town of Tahlequah layed out the red carpet for us; the meet was well organized and everyone seemed to be in the right spirit. The first day, unfortunately, had winds gusting up to 25 knots, however, no one seemed to mind and style could have been run off very easily. Lyle Cameron made the decision and ACCURACY was begun. Many competitors were injured and although we came out with a fine U. S. Team, it was not a successful Nationals. Lyle said the winds were only 15 mph, but the town radio was announcing 26 mph at the time. Even if the winds were zero on the ground they were high at canopy level and obviously not safe for downwind landings with a PC. I cannot believe that Mr. Cameron has no compassion for jumpers whatsoever, but the Nationals turned out to be the worst meet I have attended in the last six years. I for one, have given up competition due to this meet. I hope I'm the only one. Maybe I'm just getting too old for this young sport!" The second letter concerned my reporting of Bob Vanderslice's malfunction: "I was jumping a barrowed backpack with a semifloating ripcord. During my series, the ripcord somehow got knocked out of the pocket and when I came in to pull, it was somewhere over my head. After searching from 2200' down to 1000' I decided the smart thing to do was de-



Bob White, Bob Buquor, and John Rinard over Arvin, California DZ. Photo by Bill Perkins. Robot Royale, Kodacolor-X, 1/500 @ F 5.6.

ploy my reserve. At no time did I "drop my ripcord and deploy a reserve after a fast look for the ripcord" as quoted from your magazine. In fact, this sentence does not even make sense, if you think it over, for if I had dropped my ripcord by a deliberate pull and lost it, I would have had other problems if my PC had not been over my head. It just happens that I personally do not like anything close to a floating ripcord and have always been leery of them even before this incident." This letter is, naturally, from Bob himself and I apologize for an unfortunate choice of words in explaining the incident. I accepted second-hand information, instead of talking to Bob himself, and, per usual, got caught in the middle. So, with everything evened up (one against Lyle and one against me), I'll forget the Nationals for now and add one final note:

Get your hands on a copy of the new FAA proposed regulations and DO SOMETHING ABOUT THEM. Take time enough to write General McKee, FAA Headquarters, Washington, D. C., and get the word "authorization" out of the new regulations as now proposed. If you don't, you may not be jumping after they are approved.

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### I'M ON MY WAY . . . WITH A RAG

Actually, two of them. The one I jump and the one I'm trying to sell. I have finally decided the only way to promote "DZ-USA" is to get out and beat the bushes, so if you think you have even one member of your club who would subscribe, send me your address and I will personally drop by to receive it. My trip is planned for the last week of September until the last week of October, so addresses will help me plan a route. I am especially interested in clubs with through-the-week jumping so I don't have to wait five days between jumps. Drop me a line and I hope to be talking to you soon.

C. E. Hunnell

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### THE MAGNIFICANT PACKING MACHINE (part II)

Byline: Dan Poynter

*Editor's Note: This is in answer to the article written by Ron Doughty which appeared in the June 1966 issue of SDM.*

Yes, a packing machine DOES exist. But then, jumpers at Orange have known this for some time. Its name is Fred Petersen.



On an average weekend, Pete repacks 150 backpacks, a sprinkling of reserves, makes 8 to 10 jumps and never misses a coffee break. A main parachute (P.C. or round one, it makes no difference to Pete) takes just 8 minutes. And this is not a "packing contest time", it is his daily average. And it should be pointed out that there is no compromise with safety, his log reflects over 8000 repacks during the past three years and not one malfunction.

This two dollar packing machine is a master rigger with over 17 years experience. He is the only rigger at the center; other centers with the same amount of traffic have proven to need 3 to 4 riggers.

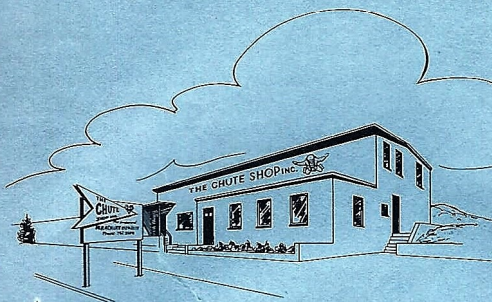
"Magnificent packing machine?" Of course! Any Northeast jumper will tell you he works at Orange.

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# WE ARE PROUD TO ANNOUNCE

Another marriage in the "DZ-USA" family . . . our roving reporter and "Her". This editor is very happy that Jerry found a bride with no last name (as I did). Seriously, Jerry Schrimsher and Sherry Moore were married recently in Texas. Sherry met Jerry as a student (Sherry not Jerry) while attending training classes about a year ago. She was more than above average as a student which is evidenced by the fact she zapped the big boys in the Annual Texas Parachute Council Meet this year, and walked off with 2nd place senior accuracy. As Jerry put it, if the editor of "DZ-USA" can get married, then so can the roving reporter. He added that it was the best thing that has ever happened to him . . . except . . . she now wants his new Para-Commander.

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## CHUTE SHOP CATALOG

The Chute Shop (who helps support "DZ-USA" by being our only advertiser at present) has recently issued their latest catalog. Besides being an excellent printing job, the variety of gear offered surpasses many equipment companies, both in price and quality. You'll find everything from needles to complete rigs, and unlike any other equipment company, you'll find articles such as trophies, books, cigarette lighters, and jewelry. All in all, one-stop-and-shop buying. And if you are a member of the Chute Shop Equipment Club, you have that 10% discount to bank on. If you aren't a member, drop a line to Ron Edwards and ask for the catalog and put your request in the same envelope with that ten-dollar bill. Send them both to: The Chute Shop, Inc., P.O. Box 445, Highway 202 Farmington, New Jersey 08822. Do it today.

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# SAFETY CORNER

## ON OUR SIDE . . .

Your magazine is "hep" and we like "thee" coverage on students and the reserve deployment articles. I agree fully that a student should not have a pilot chute on his reserve. Our students go through a 30-hour plus training course and is almost an old-timer when he makes his first jump. So far, no reserve deployments.

David Wilson, D-1144  
Freedom Chuters SPC  
Thailand

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## MORE ON DUAL PILOT CHUTES

Twin pilot chutes are great for keeping malfunctions down by giving a nice, positive deployment BUT THEY SHOULD NOT be used by students. A bad pull position could give the poor guy a nice, attached malfunction. Also crossover pulls SHOULD NOT be taught to students. Even though more strength can be put into the pull, you never need that much power. The other good points of the cross-over are offset by the fact that most students, no matter how well trained, will tend to reverse their arch on the pull. With an outboard pull, the jumper MUST be in a good normal arch in order to reach the ripcord. Training on the ground will impress him with this fact and thus in the air, he will make a better pull.

Dave Henson, C-3370  
University City SPC  
University of Florida  
Gainesville, Florida

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## MAY SAVE WEAR AND TEAR

I have a PC and a XBO, and at times, the wind here changes somewhat. With some DZ's having trees, swamps, forests, etc., would you believe a dozen gashes, holes, and tears in your canopy?? My question is this: Would you or would you not deploy your reserve, get it inflated, and then cut your main away, in order to save your canopy from damage?? The reserve descent may save you from going into these obstacles by its straight-down glide. I would appreciate any comments on this procedure for saving an expensive repair job.

Junior Reed, B-4556  
1063B Hutchins Road  
Naval Air Station  
Memphis, Tennessee

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## ON THE RESERVE QUESTION . . .

I believe in teaching the student the throw-out-method, without a pilot chute on the reserve, and a cut-away of the main AFTER full reserve deployment. For "C's" and over, I think the cut-away method shown in the June issue (with four pictures) is best. Most of the experienced jumpers here also agree. Sentinels are a must for military jumpers in the Third Army Area below a "B" license holder. I feel that dollars-and-cents cannot measure a life and I concur on this rule. A few red faces on forgetting to disarm a Sentinel never seems to hurt the jumper's feelings too much and usually only happens once.

Sam C. Wilson, B-4301  
1/Lt. U.S. Army  
President, Augusta Sky Divers  
Augusta, Georgia

*Editor's Note: Sam, you will be pleased to know that the USAPT is now testing and evaluating reserve methods, at the request of PCA, and very soon, hopefully, we will have something in writing which all jumpers in an instructor capacity can use for guidelines. A standard method of instruction is what this editor has harped on since issue number one of DZ-USA, and your letter is very near my personal views. Let's hope more jumpers join us in realizing the importance of a STANDARD, EFFECTIVE method of teaching students.*

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## WHAT ABOUT A LO-PO STEERABLE RESERVE

I am interested in parachutes with a Lo-Po steerable reserve. Paul Poppenhager commented that there have been some malfunctions of this steerable reserve. I was wondering what the success of these reserves have been since coming out. I would appreciate any comments or experiences your readers might have had on this type reserve.

M. D. Schulke  
Paragators, Inc.  
508 N. Mills St.  
Orlando, Florida 32803

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## A VOICE ON BATWINGS

As per your letter to Lyle Cameron, batwings are not legal according to PCA BSR's 100.29. Because of this, a lot of people here in California are jumping cloth extensions. I had my extension put on with zippers just in case I met an ASO or CSO who gave a flat NO to jumping them. I feel they should be limited to "C" and above, however.

I have always been a fast faller but you should see me on a 30 in a high spread with a reverse arch (and the extension). You feel kind of silly when no one gets to you. The wings, oops, sorry . . . the extension slows you in a flare until you look down at people instead of up. Light people can tighten up or put on a nylon jumpsuit but us fast fallers need a little more surface to explore the air. I am 100% safety-conscious, but I can't see many dangers to the extensions EXCEPT having to dump a reserve while in a flat, stable face-to-earth attitude. You can tighten up or delta and all the slowing effect is gone, but when you flare out, you are back to non-terminal and they come on like Gangbusters. Anyone needing more information on the extension, just write me. I have only made about 10 jumps with mine, but if you have any questions, fire away.

Jack B. Shelley, D-1298  
c/o LTV  
Box 37  
Edwards, California 93501

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Continued on page 9

to Vietnam upon returning to the States. Women wearing the U.S. colors were: Martine Durbin, Martha Huddleston (who got one good scare during the training by a low opening), Maxine (The Blue Max) Hartman, and Susie Clements. With them, as officials or observers, were Norman Heaton, Gene Thacker, FAI Judge Phil Miller, PCA Conference Directors Leon Potts, Chuck MacCrone, and Dan Poynter. Also on board, indispensable as he had been throughout the training, was Chet Poland, manifested officially as Equipment manager, but better known as every jumper's friend.

Believe it or not, Dick Harman carded 14 dead centers during training and Bob Buscher boarded the plane with 149 dead centers in his log book! Oddly enough, however, Bob finished last among team members in accuracy scoring.

Most agreed the best fun was the day of practice water jumps in Tullytown, Pennsylvania, which developed into a water-skiing and picnic party.

First Rumors from the World Meet: The Russian style champ threw away a 7.8 second series! The Russian Team took home 19 out of 20 gold medals awarded. The Russian-built copy of the PC wouldn't open at terminal - so in the style event, the Russians floated down under flat circulars.

Success has been the keyword for past US Parachute Teams. In 1962, they won the World Championship (the first for the United States). In 1964, they again captured the World Crown by winning four gold medals, one silver, and four bronze at the World Parachuting Championships. The "Golden Knights" had representatives on both teams and the 1964-65 Individual World Parachuting Champion was Warrant Officer (then Staff Sergeant) Dick Fortenberry of the U. S. Army Parachute Team.

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## HERE and ABOUT

**FORT ORD, CALIFORNIA:** Lee Hector (formerly of Denver fame) has lodged a request that the person who put the article in DZ-USA describing Lee's jump into his own VW windshield, be blessed with all dead-centers too. Sure hope it doesn't come to pass. My leg isn't up to it yet.

**DENVER, COLORADO:** (or more precisely, **BOULDER**): Kathy Roe is voicing her concern over old blood filtering out of the Colorado Parachute Council and a lack of new students to replace it. This is becoming widespread, as this editor sees it, and is definitely a problem in many areas. Of course, Kathy is also marrying the jump pilot in October, I believe, and this should do everything but help the Council's situation. This "I do" bit has grounded many a good jumper, Kat.

**OTTAWA, ILLINOIS:** Two jumpers exited from 10,000 (Bill Modisitt and Earl Ristau) and one broke his foot in two places and his leg in one spot. One didn't have a scratch. Guess who was wearing a PC and who had the cheapo? Better stick to water jumps, Bill. (And I'm not running down your cheapo for that is all I jump). - CEH

Continued on page 13

## JUMPING IN MICHIGAN

Byline: Jerry Schrimsher, "DZ-USA" Reporter

Tecumseh is the big name in DZ's in Michigan and is the home of about five different clubs from all over the state. Harold Lange is the DZ manager and the leader of the largest group, "Parachuting Service". "The Thunderbolts", the smallest group, are jumpers with over 500 jumps each. Other groups are "The All-American Sport Parachute Team", "Lake St. Clair Skydivers", and "Chuting Angels". All call Tecumseh home. To accommodate this many jumpers, Tecumseh rolls out five or six planes (C-205, C-172, C-182 and C-180 . . . and all without doors).

The DZ is located at the City Airport called Meyers Field and jumping accounts for 80% of the flying action at the airport. A hard runway is used and a very large and deep pea-gravel target is at a jumper's disposal. The alternate targets are numerous but with few obstacles, there is no problem in this regard.

Jump rates are \$4.00 for a "thirty" and student training runs \$30.00 for the first jump and then \$13.00. Although Tecumseh does not consider itself a training center, they put out a lot of students and do an outstanding job.

All in all, Tecumseh has a lot to offer all jumpers . . . be he student, relative worker, or style-man. Plenty of planes, pea-gravel target, open seven days a week during the summer, concession stand, clean packing area, and good safety-conscious jumpers.

LaSalle, Michigan is the home of "Midwest Sport Parachuting Center" and is located about 30 miles from Tecumseh. This is a commercial operation run by Weber and McTaggart. Student training is the main action here and they have a well organized program. The cost for a first jump is \$35.00 (which includes the basics except for PCA membership). The next jumps are \$10.00. The jump plane is a Cessna 180 or 182 and the DZ is located on a farm. They use a barn for packing, storage, etc.

I was told that after a student makes a few jumps in LaSalle, he starts going to Tecumseh. I can understand why. After all, who wants to pay \$5.00 for a "thirty" from a

plane without a door, onto a very hard field, without a bowl, and bring his own water or cokes to drink.

The LaSalle DZ is very large and has plenty of alternates. On the whole, it is a good set-up for student training. The climb-out also gives a jumper a good view of Lake Erie, in case he is displeased with the other facilities.

I understand there are other DZ's in Michigan (such as University of Michigan and the Air Force Base), but Tecumseh and LaSalle are the most active.

One thing about the DZ's that is noteworthy, indeed, is that the drinking is zero and you won't be stepping on broken beer bottles and cans.

In summary, there is plenty of good jumping in Michigan. Next issue will cover the jumping in Minnesota. 'Til then, good jumping.

*Editor's Note: Stuart Prakin of Mamaroneck, New York, commented on Jerry's last article on "Jumping in New York" by pointing out that Stormville SPC is three years old and not brand-new as stated. He also stated that the DZ was a little larger than described and has escape fields on all sides. As much as Jerry travels from one DZ to another, it is very easy for minor mistakes to be made. Sometimes, the notes are jotted down in another state and no one's memory is perfect. You're more than justified in sticking up for your DZ, Stuart, but remember that Jerry's mistakes were not intentional. As for the invitation to jump with Hudson Valley Sky Divers, you are on. I plan to make New York, if at all possible, before the winter sets in.*

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### SPECIAL NOTICE

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.

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Jim Shannon, instructor for Midwest Skydivers, poses over his home DZ of Hammond, Indiana. Photo by Tom Schapanski. Does anyone notice a resemblance to President Johnson?



## ANOTHER MAN'S OPINION

Now my views on reserve deployment. First, I want to point out that throwing the reserve toward the target and thus with the wind is completely senseless since there is no wind relative to the jumper! Try tying a strip of ripstop to one of your lines sometime, and you will see that the ripstop is ALWAYS blown toward your back. In other words, the only relative air motion in relation to the jumper is from his canopy's drive. It is the same case as a boat floating in a moving stream. Try measuring the current from the boat! (Editor's Note: At this point, I can't help but interrupt. This theory is fine under a fully inflated canopy. But when speaking of malfunctions, I think it more than reasonable to assume that your canopy is not going to have too much forward speed. Watch a reserve descending and tie all the ripstop on the lines you want but I'm sure they won't prove anything past a vertical drop for the jumper. A malfunctioned main would be very similar (or worse when you consider a possible descent rate of, would you believe, 35 to 50 feet per second) and this point should be kept in mind.)

I am a firm believer in throwing the reserve as hard as possible before you cut your main away . . . if you are a student and not "B" qualified. The reserve should be thrown down at about a 45 degree angle from the horizontal and to one side if there is no spin. If spinning is being experienced, throw the reserve into the direction of the spin. I was taught this way by a great jumpmaster, "Doc" Gaffney, D-127, our ASO. I have always instructed my students the same way because I also think it is the best method. I had an opportunity to try this method on my 31st jump when I had a rather bad spinning-type cigarette roll, and I did not encounter any problems. A fellow jumper has used this throw method twice on spinning MaeWest's and also without problems. I have seen three other cases of good reserve deployments using this method. On the other hand, I have heard of several cases where a jumper tried to shake out his reserve and this method quickly covered him with nylon.

After a student has his reserve fully inflated, he should cut his main away but anyone who is "B" qualified or higher, should cut-away and then go to a piloted reserve, except on completes or streamers.

Dave Henson, C-3370  
University City SPC  
University of Florida  
Gainesville, Florida

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## EQUIPMENT NEWS

Some jumpers will be happy to know that Parachutes, Incorporated have entered the following change on the Para-Commander. Guide lines rings are now standard equipment on the PC, with the change being made at the factory around the first of August. In a letter from Dan Poynter to Don Boyles, the following is quoted, "The aim of Parachutes Incorporated is one of continued improvement in both design and manufacture. Your suggestions as to further improvements are solicited."

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# WATCH OUT FOR THE OTHER GUY

## "GET RID OF THE PARTIAL" CLUB

It is a pity some jumpers have to be converted the hard way. I still seem to be alone in advocating the training of students from the start to break-away from any line-over type malfunction. The less anyone has to do to save his tail, the better his odds of not fouling up. Therefore, the Security piggy-back is the best student system going. But who is rich? We have all seen or heard of jumpers under a spinning Mae West or line-over malfunction who pulled the reserve, held (or let it fall), threw (which way? Left, right, down, out?), goofed, and then after fighting it like a madman . . . crunched into the boonies looking like a big, white cacoon. Why not save the bones by giving him shot-and-a-half capewells, a piloted reserve, and a Sentinel (just in case), and train him in a hanging harness until he can fall free and grab that reserve handle within four seconds of his canopy check? I do. I believe this type of training paid off, too, when Al Catlett made a nice, stable pull on his 28th jump at Edgewood Arsenal Sky Divers a couple weeks ago. He was rewarded by an orange and white wad that immediately began to spin like a top. Pausing only long enough to shout, "Oh, shucks", he ejected the main, pulled the little one, and was under an open canopy about six seconds after getting the first shock. Any other reserve procedure could have resulted in disaster under that malfunction. Al had been taught from the start to have confidence in his reserve and in his ability to breakaway. Half-an-hour later, he was up for another thirty.

Jack Demme  
Edgewood Arsenal Sky Divers  
Joppa, Maryland

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## THE RIGHT ATTITUDE

I want to compliment you on the continuous coverage of opinions on reserve deployment. It is my opinion that unless we come up with some definite procedure, the sport is going to be crippled because of lack of confidence on the students' part. This I have already observed.

Richard W. A. Davis, B-4483  
Palm Beach, Florida

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## MORE ON RESERVES . .

I would like to add my two-bits to the reserve procedure controversy. I am a firm believer that an automatic opening device like the Sentinel WITH Sentry should be made mandatory for all student jumpers. There doesn't seem to be any sure way of knowing your rate of descent, even for expert jumpers. I have heard a little story to illustrate this. Lowell Bachman and Leon Sommers, two highly respected pros, had opened at 2200 after doing some relative work. Lowell experienced a partial malfunction (the front of his PC being collapsed). Being a cool jumper, he looks over at Leon, and seeing that they are descending at the same rate, he decides not to pull his reserve. He just keeps trying to shake it out and finally corrected the problem. Back on the ground, Lowell says, "Hey, Leon, did you see my malfunction?" Leon answers, "Hell, no. I was too busy trying to get rid of my own!"

Harry Hawthorne  
Chicago, Illinois

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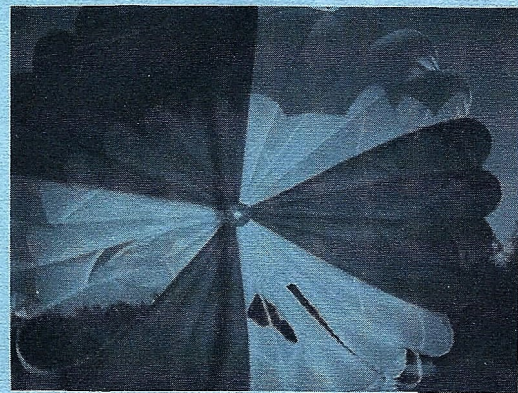
On my 21st jump, I was jumping a new 28', double "L", with three jumps on it. I opened at 2800 feet and experienced a slight tug but no opening shock. I looked up and saw, what I guessed was, a double Mae West. There were 7 lines over the canopy from the left front riser, and 4 lines over from the right riser. My wife, who was watching from the ground, said it looked and acted like "Dumbo's" ears. After checking my altimeter and still having better than 2300 feet, I decided to take one more look and the garbage was still there. I went to work on deploying my reserve and then cut my right capewell. The lines were so badly tangled that I didn't have to hold it, it just hung there. I then cut my left capewell and let the whole mess go. After making a nice PLF in a cornfield, examination of the mess revealed the pilot chute and sleeve under the crossed-over lines. The canopy has a sleeve that is a little oversize, but with a canopy holding ring and easy snap at apex. The bridal cord, I found out later wasn't hooked up. I opened in a stable position, as witnessed by another jumper above me. I was using a cross-over pull. I would appreciate any comments from other jumpers.

Joe A. Vroman, Jr.

Route 3

Lake Odessa, Michigan 48849

Editor's Note: Pictures below show the major damage to the canopy. There were lines burns in several areas of the canopy not visible in the snaps.



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C. E. ("GENE") HUNNELL -- Editor  
JERRY SCHRIMSHER -- Reporter

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★★★★★★

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Shot-and-a-half capewells: \$7.50.  
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Bob Sprague  
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Clinton, Illinois 61727

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## 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.

## GOLDEN KNIGHTS HAVE A FULL SCHEDULE

By: Sp/4 Richard S. Bushell

Demonstrations in four states and the Dominican Republic, training for international parachute meets, and traveling to England have made August a busy month for the U.S. Army Parachute Team (USAPT). On August 10th, Major Alfred Burkhard, the Knight's Commanding Officer, and the Black Demonstration Squad left the U.S. for a one month stay in Great Britain. They are the guests of the British Freefall Parachute Team, the "Red Devils". This team spent a month in Ft. Bragg last spring while training with the Army Team.

While in England, the Knights will be performing freefall demonstrations with the Red Devils throughout the island and train the British Team for competition jumping. This is the second trip to the British Isle for the Team, having journeyed there last year for demonstrations and a performance before Prince Phillip.

Bobby Letbetter, Dick Harman, and Bob Buscher left with the U.S. Team on August 24 for Bulgaria and international competition with 25 nations expected to be competing.

Here in the U.S., the Knights travelled to Texas, Michigan, Ohio, and Illinois, bringing the total number of spectators the Team has performed for to well over the 40 MILLION MARK since its inception in 1959.

They also journeyed to the Dominican Republic to perform at the Departure Review of the Inter-American Peace Force of the Organization of American States.

\*\*\*\*\*

## A LITTLE ON DALLAS SKYDIVERS

"The Toggle Line", official newsletter of the Dallas Skydivers, was included in the "DZ-USA" mail this month, so the following is passed along as a public service announcement (to the jumping public, of course).

New officers have been elected as follows: Jerry Schrimsher, president; Bill Compton, vice-president; and Rick Sack, Chief Pilot.

The club plane is sick again from ground looping. A Board Meeting was immediately held however (within 24 hours of the accident), and it will soon be back in commission.

Woody Hassinger is enroute home from Vietnam and will probably be stationed at Mineral Wells, Texas.

Ellen Dickens broke her left leg in August. Pete Pedersen broke his right leg at an exhibition in Richardson, Texas, soon after Ellen's mishap. As a point of interest, both are engaged to be married in the near future. (To each other, that is).

Jump rates are still \$2.50 for a 30 with excellent facilities.

Martha Huddleston has worked her series down to a clean, flat 10 seconds during the U. S. Team training and is presently in Bulgaria at the Golden Sands Meet. During the training, she had one not-so-pleasant experience. After a total malfunction, she had a hard pull on her reserve, which made her extremely low upon opening. "DZ-USA" has heard it put at 300 feet but it may be only scuttlebutt. In any event, it was low.

My thanks to Jerry Schrimsher and Barbara Vanderslice for the Texas news. I hope they keep me on the mailing list.

C. E. Hunnell

\*\*\*\*\*

## ANOTHER JUMPING FAMILY

The following information was submitted by Thomas Murray, D-200, and I think you'll find it of interest. It concerns the Chapman family of New York and the number of jumps each member of the family has. Here we go: Mrs. Marcia Chapman, age ?, mother, 10 jumps Linda Chapman, age 27, daughter, 225 jumps Prudence Chapman Murray, age 24, daughter, 25 jumps

Asher Chapman, age 23, son, 100 jumps Johnny Chapman, age 21, son, 25 jumps Danny Chapman, age 19, son, 100 jumps Chris Chapman, age 17, son, 15 jumps Maria Chapman, age 16, daughter, 5 jumps Tom Murray, age 31, son-in-law, 280 jumps

This all started at the Tri-State Parachute Center (now defunct) at Adams Air Park, New Jersey, where Tom was an instructor at the time. Linda came through first with a class of twenty lovely ladies. She went home with such glowing comments about her adventure that her younger sister, Prudence, decided to give it a go two weeks later. Shortly thereafter, Mrs. Chapman thought she had better see what all the excitement was all about and she suddenly found herself out on the wheel of a Cessna. A week or two later, Asher, John and Dan decided to check on why they were having to cook their own chow on weekends. Since then, Chris and Maria have made their first jumps as sixteenth-birthday presents. There are still two more of the clan to go. Richard and George will jump as soon as they reach sixteen. Prudence and Tom were married in 1963 and now live in Okinawa, so their jumping has come to a temporary halt. However, all the rest of the family still jump wherever and whenever they can. Mrs. Chapman became the first woman to make a jump in the Virgin Islands and Linda, at present, is employed by Parachutes, Inc., at Lakewood (where Asher also worked for awhile, by the way). Dan jumps with college friends near his school in upstate New York. Asher and Tom have families and two children each, and both are looking forward to getting them into the prop-blast someday. Maybe someday, the family can mass-exit, if they can afford to rent a DC-3.

\*\*\*\*\*

## EXHIBITION JUMP FOR NICK

Just prior to Nick Piantanida's death, an exhibition jump was held at the Surf Club in Lavallette, New Jersey. The following is reprinted from the Mid-Eastern Parachute Association Newsletter of August 27th, "Two Norsemen from Lakewood carried 16 jumpers onto the beach, on a calm Wednesday afternoon to kick off the world-premiere showing of "The Angry Sky", the Barry Mahon-produced hour-long TV color special on Nick's three attempts at the world altitude record. The movie is nothing less than spectacular and the free-fall sequences (shot entirely at Lakewood by Lee Guilfoyle) are matched with impressive background music for an extraordinary and exciting effect. The show will be scheduled in the next few weeks over WPIX in New York, and it will be worth asking the neighbors in to see. Janice Piantanida was there, along with other members of the Nick Piantanida Fund Committee; and a good time was had by all while contributing to a very worthy cause. Jumping on the sand or into the surf (occasionally) were Lee Guilfoyle, Jim Shaw, Leon Potts, Jake Jacobson,

Linda Chapman, Bill Mehr, Dan Quinn, Bob Friet, Connie McDonough, Phil Chiochio, Bill Ottley, Bill Hammell, Ed Weil, Rick Gardiner, and Curt Curtis. Hal Evans missed the jump, although he was manifested."

*Editor's Note: Hal is busy commuting to Oklahoma City and elsewhere for pre-jump training, fittings for his suit, and all the advance details. His try for the record is scheduled for Saturday, December 3rd, and has already been announced in the New York Times. Bill Ottley, our East Coast Distributor of Worthy Jump News, will keep "DZ-USA" informed of the record altitude attempt by Hal.*

\*\*\*\*\*

## RECORD JUMPS



**6 Man Altitude Jump - Thailand - Two Air Force:** David Wilson, D-1144 and Richard Nicholal, 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 Pedersen, Chuck Ross and Ralph Warren) - Date not given.

\*\*\*\*\*

"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.

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Dick Fortenberry, ex-USAPT.	1500 plus

## SPEED RECORD

171 competition jumps (plus a few extras for the judges and the staff) and all on separate passes. Completed in 6 hours, 22 minutes elapsed time. 42 lifts, four jumpers per lift, four separate passes, from 2,500 feet, all in one long afternoon. Made at the Mid-Eastern Parachute Association Meet, Garden State Parachute Center, Manville, New Jersey, on Saturday, August 13, 1966, from a Helio-Courier STOL aircraft. (The record was set after Leon Potts's and Bill Ottley's Cessna 182 cracked up after the first lift, and forced all competitors into a single aircraft for the rest of the day).

\*\*\*\*\*

## ALTITUDE RECORD

I was fortunate enough to be involved in the high altitude record jump made in December of 1963 at El Centro, California, from 43,000 feet. Barographs WERE used on that jump and, in fact, a PCA representative monitored the whole thing. I have been informed several times that this particular jump was an international record, but have yet to see paperwork on it. Certainly, it was a national record if it was an international one. I'm going to drop Scotty Hamilton a line and check on it.

LT Jim Garvey  
Now stationed in Vietnam

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# COMING MEETS

## GEN. JOSEPH W. STILWELL MEMORIAL MEET TAFT, CALIFORNIA OCTOBER 15-16

Weather date is October 22-23. 5 x 10 scoring on accuracy. All events will be accuracy events with three classes: (A) - Cheapo and LoPo, (B) - PC and XBO, (C) - Novice (less than 50 jumps). Three trophies in each class.

PCA membership required. \$15.00 entry fee. 100% of net proceeds, over and above actual costs, to go to the U. S. Parachute Team Fund, in the name of General Stilwell, to commemorate his leadership in behalf of our sport.

\*\*\*\*\*

## M.E.P.A. SUPER-MEET OCTOBER 15-16

At Lakehurst Naval Air Station,  
Lakehurst, New Jersey

Five Individual and Baton-Pass Team Accuracy Jumps, from 7,200 feet and 12,500 feet, out of Navy C-46 aircraft, for experienced jumpers only. PCA members only. Trophies and cash prizes in all events.

Free beer, plus five competition jumps - only \$20, complete.

First lift: 9:30 a.m. Saturday, October 15. All welcome, but be able to prove you are current PCA member, and prove you have at least 76 jumps. Mass exit fun jumps on Sunday from the C-46, time permitting.

For more information, phone or write to Bill Ottley, President - Mid-Eastern Parachute Association, 330 East 80th Street, New York 10021 (phone, weekdays only: 212/582-7650).

\*\*\*\*\*

## ARCHWAY SPORT PARACHUTE CENTER FUN MEET OCTOBER 15, 1966 RAIN DATE: OCTOBER 16

All jumps count. Must be a member of PCA. Logbooks and equipment checked.

### Novice Accuracy:

2 jumps, static-line through 50 jumps

### Advanced Accuracy:

2 jumps, 1.1 and 1.6 canopies, over 50 jumps

### Advanced Accuracy

2 jumps, any canopies, over 50 jumps

### Team Accuracy:

1 jump, trophy for first 3 places

### Hit and Run:

1 jump

Large soft, sawdust target.

Registration time: 8 to 9 AM. Special Event for C and D license holders, one jump. All jumps are \$3.00. Entry fee is \$3.00, if mailed, \$4.00 if not. For information contact Directors of Archway, Archway SPC, Hunter Field, Sparta, Illinois

## 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.

\*\*\*\*\*

## WICHITA PARACHUTE CENTER (IN ASSOCIATION WITH "DZ-USA") 29 - 30 OCTOBER (HALLOWEEN) BENTON, KANSAS

One mile south of Highway 254, on Andover Road, and 7 miles north of Highway 54. Map will be mailed to interested jumpers. Plenty of signs to guide you. The last meet of the year for the Wichita area and low, low, low entry and jump fees. \$2.00 will enter you FOR ALL EVENTS and just \$2.00 per jump for the Accuracy Event (three jumps from 3600). \$3.00 each for the Team Event, covered by the original \$2.00 entry fee. A special Tracking Event, \$3.00 per contestant, and again, all you pay is \$2.00 ONCE and not for each event. The Team and Tracking will be from 7500 feet. A beer-bust and chow on Halloween night with costumes if you want it that way. \$2.50 a head for this get-together. Sleep in the hangars and save that motel bill. So, no matter where you live, you can't afford to miss this one. Cash prize of \$50 for first place accuracy and trophies for other events (three places). You'll be happy if you show up, and we'll be happy if we can break even. Contact Jerry Little, 103 West Aley, Wichita, Kansas 67204 (TE 8-8773), Tom Copenhaver, 616 West 13th, Hutchinson, Kansas (MO 2-0166), Jim Nicholson, Maize, Kansas (RO 6-0684), or the editor of "DZ-USA", P. O. Box 2131, Wichita, Kansas 67201 (MU 4-5588). Bring the family and a couple of sleeping bags. Fun jumps for as long as there are jumpers around. It could last a week or so after the meet. Almost forgot to mention a Woman's Accuracy Event and a Novice Accuracy Event (8-75 jumps). Senior Accuracy is 76 jumps and over.

\*\*\*\*\*

## KA-MO SPORT JUMPERS KANSAS CITY, MO. INVITATIONAL MEET OCT. 29 & 30

Event 1: Novice Accuracy, 2 jumps from 3,000 feet. 50 jumps or less. Static line or jump and pull. Fee \$8.00 (any canopy)

Event 2: Senior Accuracy, 2 jumps from 3,500 feet. Para Commander and Crossbow only. Fee \$8.00.

Event 3: Senior Accuracy, 2 jumps from 3,500 feet. 1.1 and 1.6 canopies only. Fee \$8.00.

Event 4: Team Accuracy from 5,500 feet. 1 jump. \$15.00 per team.

PCA membership required. Trophies will be awarded for 1st, 2nd and 3rd place in each event.

For further information contact:

Danny Payne (Pres.)  
4704 E. 113th St.  
K. C., Mo. 64137  
SO 1-2155

Continued from page 8

**KORAT, THAILAND:** Louis Paproski, D-808, has left the rice-paddies to return to Arvin DZ, California, and took with him the only PC in Thailand. It was his, of course, but still a shame to remove the modern touch from the skies there. Louis flew through the hula-hoop on the cover of Parachutist in the November 1965 issue, by the way.

**DARBYDALE, OHIO:** John Simkins, Columbus Skydivers, was half of the record setting pair in May 1966 for number of jumps in one day (eighty jumps by two jumpers in about nine hours). The record was recently broken by Dick Bingham and Mike Davies. Then John became half of another team by taking the long walk to the altar. Some guys are suckers for punishment. Seriously, John, "DZ-USA" hope you the best and maybe you can set a record for number of years married (50, 60, 70???)

**ROCHESTER, INDIANA:** Paul LaZarrus is having the same wife trouble that Paul Leyrer, Portland, Michigan, reported in the July issue. He can't get his copy of "DZ-USA" away from her until she has memorized every page. Paul, I am at a loss to come up with a solution to the problem. A few suggestions would be to: Move and don't let her find out the new address; send her on a vacation about the first week of every month so that she is gone when your copy arrives; or buy her a second copy for "wives only" at \$3.00 per year.

**PEKIN, ILLINOIS:** A pea-gravel target has been added since I was there last and Ron Doughty gave it an acid test by making a head-down landing. He reports that it only smarted a little so it must be nice and deep. 75 second delays from 15,000 are old stuff to the Illinois Valley jumpers, he also informed me, and a couple of the boys are going to see how high the "Howard" will go in the near future. They have already filed a NOTAM with NASA.

**AUGUSTA, GEORGIA:** Sam Wilson is back in the States after a hitch in Vietnam and has almost recovered from a bad jump while in the land of the rice-paddies. In his words, "those cheapos sure come down fast when you are loaded with extras, (such as, radio, guns, etc.)". He now has a PC and is making one-legged landings after a month and ten tries at it. It may be a long way off, but it's too damn bad every good jumper can't return to local clubs.

**TULSA, OKLAHOMA:** Would you believe that a jumper could break a leg before leaving the aircraft and have to land on a busted pin? Don Antle hung up on the wheel and step of a 172 and the pilot pried him loose while the plane flew itself at 8,000 feet. The struggle to get free broke his leg before freefall and all we can add is: ouch!

**FAIRFIELD, IOWA:** Mike Moore of the Parson's Sharpchuters is another pilot who will leave that nice, safe aircraft. He has 25 freefalls and is also the club pilot (meaning a friend must fly for him occasionally so he can get a leap in). Parson's now has one "D", several "C's", and the rest students (which number between 10 and 15). Who says college students do nothing but chase women and test LSD?

**FORT BRAGG, NORTH CAROLINA:** Dick Fortenberry, World Champion in 1964-65, has recently returned to duty with the 82nd Airborne Division Aviation Battalion at Fort Bragg after a year of duty in Vietnam as a 'copter pilot. Dick is now a Warrant Officer and devoting his interest to aviation.

# 500 AND OVER



James O. Rhea, USAPT . . . . .	950 plus
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Jerry M. Babb, USAPT . . . . .	700 plus
T/Sgt. Vern Morgan . . . . .	700 plus
Rick Dubinsky . . . . .	700 plus
Joe Crane, C-1 . . . . .	689
Ken Sisler, D-157 . . . . .	685
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Charles J. Harris, USAPT . . . . .	650 plus
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
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## MASSACHUSETTS

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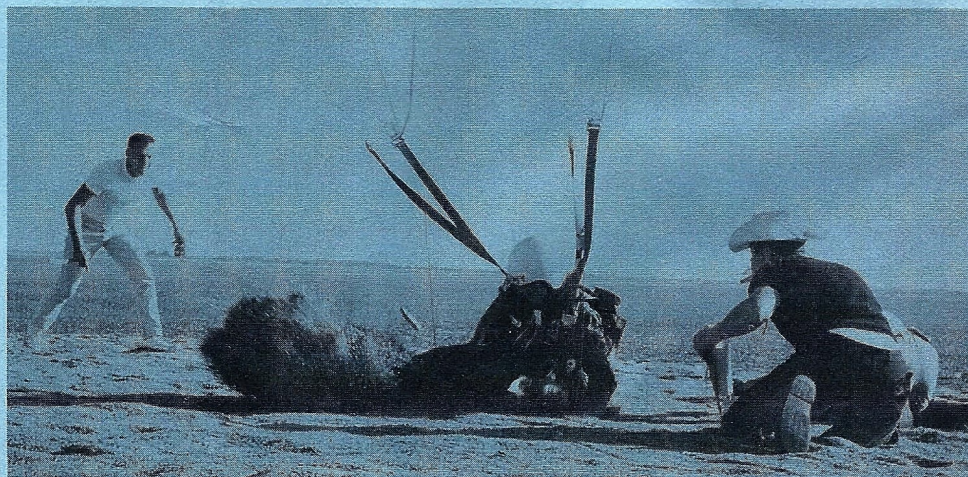
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\*\*\*\*\*



Coy McDonald's 100th dead-center at "Pop's Place", Clewiston, Florida.  
Photo by Tom Schapanski.

Robert McDonnell . . . . .	500 plus	Joseph B. Pelter, USAPT . . . . .	500 plus
Charles Wagaman . . . . .	500 plus	Dick Lee . . . . .	500 plus
"Snowy" Robertson . . . . .	500 plus		
Joseph W. Cooper . . . . .	500 plus		
Pete Pedersen, D-650 . . . . .	500 plus		
Jim Attawaw, D-496 . . . . .	500 plus		
Jack Lankford, D-440 . . . . .	500 plus		

\*\*\*\*\*

The list is getting longer and longer and many jumpers have sent in their corrections.

# WOOD!!!!

## MEET EDITORIAL

Byline: Lee Walker, D-746

### CLARKSVILLE JAYCEE SKYDIVING MEET AUGUST 27-28, 1966

A pea gravel target, cash prizes and good trophies—the Clarksville Meet had all three. Would you believe there was also free beer left?

After three long weeks of work, phone calls and much borrowing of equipment by the Clarksville Jaycees and the Meet Director, an excellent pea gravel target was completed on Friday afternoon, August 26 at the Trissell Airport in Clarksville, Texas. This target is a 100 foot circle 30 inches deep in the center graduated to 6 inches at the edge. Five hundred dollars worth of pea gravel at \$5.00 a yard filled the hole approximately 3/4 full to make a 60 foot target 18 inches deep in the center and six inches deep at the edge. During the following two days very few jumpers missed this soft landing area. J. D. "Old Man" Dodson arrived just as the target was completed and Lee was making a frantic search for a plane to christen the target. The only available aircraft being J. D. Trissell's crop dusting Stearman, it was soon at 3,000 feet with Lee on the hopper. Trissell inverted the plane, dumping Lee to a three foot landing, which beat all his competition jumps during the next two days.

Highlights of the meet included a cut-away jump by Woody Underwood of Wichita, Kansas, an inverted Stearman jump by Lee Walker on Sunday and aerobatics by J. D. Trissell in his Stearman.

Cash prizes were awarded the first place winners of three events . . . Senior Accuracy, Team, and Tracking Events. One dollar per jump of each entry fee in these events was put into a jackpot for each event. Senior Accuracy Jackpot was \$84.00, Team \$36.00, and Tracking \$13.00. One baton pass per team was required in the team event, with bonus points for each additional pass. All teams completed one pass and several teams made five.

Meet results were as follows:

#### Event I. Novice Accuracy

1. Rick Sack, Dallas Skydiver
2. Lou Boyd, Ark-La-Tex Skydivers, Shreveport, La.
3. Gaylon Addkison, Dallas

#### Event II. Senior Accuracy

1. Nels Lindblom, Space City Skydivers, Houston
2. Bob Vanderslice, Dallas Skydivers
3. Bill Compton, Dallas Skydivers

#### Event III. Team

1. Jerry Schrimsher, Dallas Skydivers  
Jerry Wilkins, Dallas Skydivers  
Dave Saffel, Dallas Skydivers
2. Bob Vanderslice, Dallas Skydivers  
Niel Smith, Space City Skydivers, Houston  
Noel Kirkwood, Dallas Skydivers

\*\*\*\*\*

"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.

3. Nels Lindblom, Space City Skydivers, Houston
- Bill Compton, Dallas Skydivers
- Woody Hassinger, Dallas Skydivers

#### Event IV. Tracking

1. Bob Vanderslice, Dallas Skydivers
2. Joe Cliburn, Ark-La-Tex Skydivers, Shreveport
3. Lee Walker, Texarkana Sport Parachute Club

The huge Overall Trophy went to Bob Vanderslice of Dallas.

Zap trophy went to Woody Underwood of Wichita, Kansas for an unintentional low pull in the team event, and who lost a canopy in the tallest tree in Clarksville on his cutaway jump.

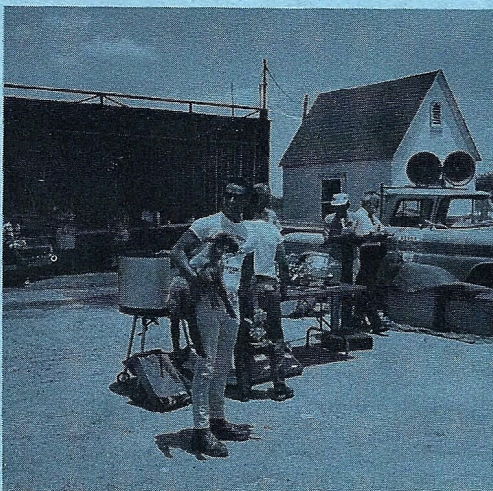
We regret to report that despite many excellent demonstrations by Pope L. T. Hawks, there were no Cardinals made at the party held in the private club of the Branding Iron Cafe Saturday night.

The tracking event was the subject of much conversation and consternation. All jumpers exited at a fixed point, altitude (7500) and airspeed, and tracked for a maximum of 28 seconds in the opposite direction of the flight pattern. A one pound sack of flour with the jumpers name and number was packed in each container to mark his tracking distance. Thirteen brave souls entered this event, and nine flour sacks fell in the immediate area of the exit point, which was well populated with cars and spectators, much to the dismay of the meet director. No cars or people were injured.

The only injuries in the entire meet were a bruised leg each by Sherry Schrimsher and Bob Foreman, who missed the pea gravel and a broken finger by one uncoordinated individual who left his hand in the aircraft upon exit in the Senior Accuracy, but still finished second in the tracking event.

Make your plans now to attend the next Clarksville Meet.

\*\*\*\*\*



Nels Lindblom wanted a mutton-pelt being offered as a prize, but soon found that it was going to 1st place in the Intermediate Class. Being in the Senior Class, he hinted, hoped, and bugged everyone for that pelt. As you can see, he finally won out. The other jumpers pitched in and bought him a live lamb so he could grow his own pelt to any size he wanted. A good example of Texas hospitality.

\*\*\*\*\*

### CLARKSDALE SKY DIVERS MEET AUGUST 6 & 7, 1966 CLARKSDALE, MISSISSIPPI

Huntsville, Alabama took home six trophies for the Cottonbelt Parachute Council. Their jumpers included Ron Radhoff, the Tahlequah Bad Guy, Chuck MacCrone, Ned Smith and others who scooped up some cash to go along with the trophies. Other winners were Leon Riche, Hammond, Louisiana; Dave Mississippi; Bill May, Opelika, Alabama; Don Herbel, Meridian Naval Air Base; and other winners from the Nashville and Memphis clubs. What happened to Noel Funchess? Chief Judge was Ed Lowler, Southeastern Conference Director, who did an excellent job under almost unbelievable conditions.

*Editor's Note: This list was submitted by a participant who couldn't get all the names but added that if your name was not included, quote "not to blow your cool" unquote.*

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### ARIZONA SKY DIVERS MEET AUGUST 1966 TUCSON, ARIZONA Accuracy Event Only:

- 1) Dick Foran with a deadcenter (and on a cheapo), Avra Valley Skydivers
- 2) Slim Mahl with a 2'7" (also on a cheapo), Avra Valley Skydivers
- 3) Ted Rose with a 3'4" (on a PC for a change), Avra Valley Club

*How about a cheer for the old-guard cheapo jumpers, fans??*

\*\*\*\*\*

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.

\*\*\*\*\*

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## JUMPMASTER'S LAST WORD

### A TRIBUTE TO JM'S

Just in case some jumpers judge all jumpmasters by the one in California who is being charged with criminal negligence in regard to a fatality (for the first time in the history of the sport); or continue hearing about other jumpmasters who leave the plane ahead of their students; or pack up their students rig with nails still in the cones; or believe the dozen or so other things that some JM's have been guilty of (all of which adds up to a pitiful judgement on the part of the JM) . . . then here is something you should read and take heart by. It is a letter from Paul R. LaZarrus, who made his first J/P the 17th of July and is trying to attain the knowledge and skill required to become a good parachutist. Paul jumps with the Warsaw Sky Divers in Rochester, Indiana, and if attitude means anything, he will, indeed, become a proficient jumper. This is his opinion of his JM's:

"My jumpmaster, Chuck Huffman, C-2687, is undoubtedly one of the most safety minded jumpmasters in the sport. He stresses safety

\*\*\*\*\*

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procedures until it runs out your ears. This, I appreciate, for I'm probably the biggest coward in the world. Chuck takes plenty of time packing his own rig, as well as hawking each move a student makes in packing his own. With supervision like this, I'd jump an over-sized handkerchief if he would OK it. As a student, I firmly believe the JM's attitude towards his students is a vital factor in regard to a student going on to get his license or dropping the sport entirely. This, I think, is almost criminal. We all want bigger and better clubs but if the few JM's that don't seem to care one way or another are around, how can parachuting, as a sport, grow? I realize that there are not many jumpmasters like these, but a "few bad apples can spoil a barrel". I would like to publicly thank Chuck and Bill Runyon, D-973, for their combined efforts in helping two of us to get to freefall. When we couldn't get a plane for our static-line jumps, Chuck called long distance, at his own expense, to get us a jumpmaster and plane. Bill Runyon, of the Indianapolis Sky Hawks, postponed a family trip and took us up. With his guidance and help, we were finally free of the "dope-rope". The club president of the Sky Hawks, Mr. Riggs, also allowed us the use of the club facilities and put out a friendly hand."

*Editor's Note: We all should read Paul's letter carefully. In it lies the future of sport parachuting. Without jumpmasters who are eager (and I don't mean jumpmasters who regard training as a necessary evil) to train students, the sport will go downhill and, eventually, wither and die from lack of new blood. Someone taught you. Every "C" and "D" should feel obligated to repay the favor.*

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