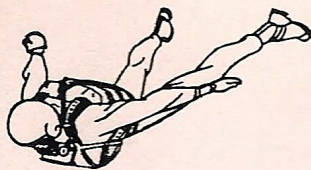


THE

1/2"



1968 EQUIPMENT LIST FOR BOOSTER CLUB

Volume 2 6.10

PUBLISHED

By

PARA-PRINT

WICHITA, KANSAS

OCT

1967

U.S.A.

A NATIONAL COVERAGE BULLETIN



SPOTLIGHT

This is the first of several articles by jumpers on various subjects they are familiar with. This article is humorous but it carries a message, loud and clear. Future issues will contain a story by Jim Bates on "Parachutes and Snowshoes"; an in-depth study of "Style Judging" by Chuck MacCrone; and "Relative Work" by the Pops Leader, Jack Sowle. You should find them all of interest and of value. For now though, here is Bill's account of a day with just a few little troubles:

THIS WAS A PILOT?

Byline: William Kiehl, D-1095

It all started on a beautiful Saturday morning in June about 11 o'clock. Curly Roe and I were waiting at the Russellville airport for a plane we had hired to use at an exhibition 250 miles away, and as usual, the plane was late.

One of our fellow club members flew in with the aircraft, and the first thing he said was, "You should consider not flying with this boy. He flies a little bit ridiculous." We considered his suggestion, but decided that we had better make the trip. We thought things couldn't be as bad as he had described, but just to be safe we decided to wear our parachutes while in the plane.

We jumped in and fastened our seat belts. The right front door looked a little different, and after observing it closely, I noticed that it did not have a handle on the inside, which would prevent anyone from making a hurried exit. I remembered seeing a pair of pliers on the floor when I got in, so I picked them up and put them in the seat by me.

During this time, we were talking to the pilot, who by the way just happened to be a preacher, about his flying experience and he told us that he had 70 hours.

As we taxied down the airstrip, we didn't possibly think things could be as bad as Jack said. The pilot made his check and started down the runway weaving the 172 like a drunk on a tricycle. After we got about ¾ down the runway, he pulled full flaps and popped it off the deck about 50 feet with the stall buzzer blowing like a horn at a New Year's Eve party. The plane was shaking excessively, but I later isolated this to be coming from Curly in the back seat.

We finally got airborne and climbed toward 2,000 feet ceiling, leaving Russellville and heading for Hot Springs to pick up the third member of our team.

Things went very well on our trip to Hot Springs except for flying by a few mountains that were higher than the clouds. We finally made it to Hot Springs and located the airport. We made our final approach for the 5,100 foot runway, and as we got about halfway down the runway, our plane was still 500 feet off the deck so, again full flaps and down we went holding on with all our strength.

Our landing was a nice one point which means the front wheel of the tricycle gear hit first and the plane bounced to a halt close to the end of the runway. We taxied over to the hangar, picked up Robert Necessary, and proceeded on our way out.

We made our take off a little hotter than usual. About ¾ down the runway, he pulled

the full flaps again, lifted about 10 feet off the runway with the plane facing 45° to the runway, and stayed at that altitude for a good one-quarter mile. He finally got us up again, with the stall buzzer blowing frantically.

We continued on our trip to Warren and ran into a fairly large sized cloud front. He decided to go over it rather than stay at the 1,500 feet altitude we were flying, which was about 500 feet below the cloud layer. So up into the clouds we soared, never through, always around the existing clouds, and before we knew it we were facing in the same direction we had come. We finally, however, convinced our pilot to drop below the clouds and continued in the right direction.

At last we made it to Warren and located their new airport, which is carved out in the midst of a 100 feet tall pine forest. We made our approach around the airport and started in when I looked out the window and noticed we were about 500 feet above a plane making his approach in the same direction. I hit the panic button, needless to say, and suggested we make another pass.

On our second pass, I noticed Robert and Curly in the back seat with pasty looking complexions accented by beads of moisture, but Robert looked the worse of the two. He had his tongue out and making gagging noises. I was a little scared myself, but we made our normal 500 foot approach across the end of the runway and he pulled full flaps, and would you believe, got down to about 100 feet off the deck at the wrong end of the runway. At this time, we were level with the pine trees around us, a beautiful scene, and again I quickly convinced him to make another pass. He pulled it up, just clearing the trees at the end of the runway.

By this time the boys in the back seat were really in a panic, so we made our third approach and observed that the people who had been standing by the edge of the runway had decided to move, some behind the pine trees. We finally made a little better approach and came in on a very good landing, compared to the previous ones.

We taxied onto the apron way. When we pulled along side the people that were still standing there, they could not understand why we were banging on the windows and door. There was evidently a lip reader in the crowd because they finally got the message that we couldn't get out of the airplane without a door handle.

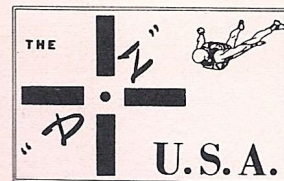
Anytime in the past 15 minutes, all three of us would have been most happy to have jumped out and left the "pilot" in the plane, but were completely unsuccessful in opening the door.

After we calmed down somewhat, I was talking to the pilot and he said that the only problem he was having was landing on a field 200 feet in elevation. He was accustomed to landing on a field 500 feet, and that it was putting him 300 feet high, by his arithmetic. He couldn't understand why we were a little bit upset; we couldn't understand why he kept pausing for a prayer ever few minutes.

We went to eat and located the place where we were supposed to jump, and then back to the airport all very concerned about how well we would get off the field loaded with three jumpers.

We made it up and cleared the trees by a few feet, which was some help, and of course by this time the stall buzzer was routine

Continued on page 8



DZ-USA MAGAZINE
Published by Para-Print Co.
P.O. Box 2131

Wichita, Kansas 67201

The monthly publication for dissemination of information between sport parachuting clubs and sport parachutists throughout the United States.

EDITOR AND OWNER

C. E. "Gene" HUNNELL

FIELD REPRESENTATIVE

Rick MILLER, Hattiesburg, Miss.

FOREIGN REPRESENTATIVES

Trevor BURNS, Port Pirie, Australia
M & L VALBONESI, Livorno, Italy
Jay COURTNEY, Nairobi, East Africa
John HAEATA, Rotorua, New Zealand
Gordon WHITE, Calgary, Alberta, Canada

SPECIAL REPRESENTATIVES

J. D. & Lena DODSON, RFD U.S.A.

OFFICIAL PHOTOGRAPHERS

Rick MILLER, Hattiesburg, Miss.
Tom COPENHAVER, Hutchinson, Kansas
William KIEHL, Russellville, Ark.
Jeff and Leigh RUSSELL, Hammond, La.

CONTRIBUTING EDITORS

Jim BATES, Suffield, Connecticut
J. H. SOWLE, Huntington Beach, Calif.
Jerry RYBURN, Tampa, Florida
Mike MARTHALER, Colo. Springs, Colo.

CONSULTANTS

Dr. Edward FITCH, Pasadena, Texas
Dan POYNTER, Orange Massachusetts
Paul POPPENHAGER, Indian Springs, Fla.
John MAGGI, San Leandro, California
Tom SCHAPANSKI, Carbondale, Illinois

OFFICIAL CARTOONIST

E. J. BISSON, Fort Dix, New Jersey

Photographs submitted to DZ-USA will be returned whether or not they were reproduced. All articles submitted become the property of DZ-USA and will not be returned. Please inform DZ-USA as to whether or not the article has also been submitted to other magazines. Coming Meets and Meet Results are printed for subscribing clubs only at no cost to the club or individual submitting the information. You need not be a subscriber to submit any article for publication.

No material or photographs in DZ-USA may be reproduced in any form, without the express approval of the editor, C. E. Hunnell. Such requests for approval must be submitted in writing with a tear-sheet provided after reprinting.

The articles and views printed in DZ-USA are published without approval or disapproval being voiced by the editor. The opinions expressed by individuals are not necessarily those of the editor and such opinions are passed along as a matter of possible interest only. To achieve a free exchange of information, all views deserve to be heard and DZ-USA's aim is to present many opinions and procedures in the hope each individual will be better equipped to make his personal decisions on the many issues involved in sport parachuting.

DZ-USA is sold at \$4.00 per year (12 issues), with first class and airmail subscriptions requiring an additional fee for postage. Foreign rates are provided upon request with subscriptions being available through authorized foreign representatives. Single copies of DZ-USA are available at 35¢ each, and correct amount must accompany request. No billings will be made on single copies.

POSTMASTER: Send Form 3579 to P.O. Box 2131, Wichita, Kansas 67201 and not to any other address appearing on front or back covers.

Second Class Postage paid at Wichita, Kansas 67202.

ABOUT THE COVER

Here is the photo we have all been waiting for . . . **THE 22-MAN GAPE!!** Shown is a class of new jump students (and their instructors) on a foul-weather day at Southern Illinois University, Carbondale, Illinois. What could this group be gaping at?? Study those expressions closely . . . does it look as if some are slightly hooty?? Tom Schapanski, Pat Meiron, and Jack Steward are in there someplace. How many do you recognize??

BITS AND PIECES

Donna & Cappy Connors have just returned from their honeymoon in Japan, no less, and Donna reports they enjoyed the visit to the Land of the Rising Sun but they did miss the jumping. The trip was made on the S.S. President Roosevelt with a stop in Hawaii on the way back. They tried some surfing there, and quote, "Boy, that's really a rough sport." One humorous note was a jump on the day after they were married. Cappy, 'Frenchy' Babineaux, and Donna made a three-man star . . . with Donna making a kiss-pass with Frenchy 'stead of Cappy. The happy couple is now back in Denver and Donna only has 418 more rigs to pack to pay for her kiss-pass goof.

For the KNOFADZITUSA Fan Club: "Dear Gene, After having worked with Noel Funchess as a Training Judge at Tahlequah . . . I can see why you should keep him off the DZ's in the U.S. . . . Bob Sprague, Clinton, Illinois."

Sent in by an anonymous jumper: "The Phoenix, Arizona DZ rules included this regulation (which is sufficient for me): "Everyone must open at least one of his own parachutes, sometime during freefall." Not really, but if you got a chuckle out of, it was worth printing.

Bob "Twistem Beak" Westenheffer has hung up his rig for awhile to spend more time at home with his wife and kids. There are probably 90% of us who should but we don't have the courage to do it. My hat is off to you, Bob, and maybe we'll still see you on a DZ, occasionally. No one ever gives it up permanently.

For the Over 500 list: "Hi, Gene: I've been going strong on my jumping and as of last Sunday (10-1-67), I have an even 550 jumps. I got a letter from an old friend who put me out on the static-line two or three times, and he says I've passed him in jumps. His name is Norm Heaton. Good jumping, Chuck Henderson (Pops #87), D-1475, York, Pennsylvania."

Timothy Sadesky called Wichita a couple times and I thought he'd make it to the Land of High Winds . . . but no Tim. I trust he made it back to Newark safely and is having a cool one with John Clark by now. See you someplace, Tim.

The Connecticut Parachutists Inc. (CPI), Manchester, Connecticut have made it over the century mark in membership for the first time. 100 members and could very well be **NUMBER ONE** in the United States. Anyone know of a larger club with more **PAID** members?? Fire in the name if you do, but in the meantime . . . congratulations to CPI as **THE LARGEST and BESTEST** club that is!

MAXINE MAKES HER 1000TH . . .

FIRST FEMALE IN THE U.S. TO EARN GOLD WINGS . . .



Bob and I looking skyward (either for guidance or wind direction, I can't remember which).

Maxine Nellen (Hartman) received her Gold Wings on October 15th to become the first woman in the United States to log 1000 jumps. The big one was made from an AX-5 hot-air balloon at Steve Snyder's Ripcord Paracenter, Lumberton, New Jersey, on 1 October 1967. But the story really began the day before . . .

With 991 jumps, Maxine decided to get the gold one before the winter set in on the East Coast . . . and Martha Huddleston finished her last 75 jumps or so to reach the grand. She called Steve and with his help, things were underway. John Coppe did all of Maxine's packing; Dave Crotty loaned her his PC to make sure she had an extra rig; and Steve did the flying. With only an hour of daylight left, Maxine squeezed in eight jumps

on the night of September 30th. John Coppe packed while Maxine went up to 2500; jumped; and landed beside him. By the time she had her rig off, John had another ready . . . seven times without fail. In Maxine's own words, "How he did it so fast, I'll never know, but the chute opened beautifully each time." Next morning, 1 October, Maxine made her 999th jump . . . the big one was to be from an AX-4 hot-air balloon that afternoon. The first attempt, however, ended in failure and a very jittery Maxine. The AX-4 was not built for two people and only reached a thousand feet before it started coming "unglued", literally, from the heat of over-worked burners under the load of two people.



Very near the final inflation. That basket sure looked creaky.

Bob Trauger, balloonist/parachutist, had arranged the delivery of the AX-4 Piccard balloon; so, for the 2nd attempt, he brought in a much larger AX-5 job. From here, I'll let Maxine relate her own account of the jump:



Bob Trauger operating the burners that heat the air (that fills the balloon, that makes it rise, and barely miss the house that Jack or somebody built).

MAXINE MAKES HER 1000TH . . .

"After narrowly missing a clothesline and barn (plus a tree) on the lift-off, we rose to 2800 feet. As the balloon started to descend slowly, I waved goodbye, poised myself on the edge of the basket, and dived into space. I landed in a field, standing up on shaky legs. Almost immediately, my husband Bob, and 4 or 5 carloads of jumpers, arrived with cameras and champagne. I smiled for the cameras and drank for myself. With those 8 jumps the night before, one that morning, and one abortion before the successful 1000th, I really needed the champagne."

The photographs are by George Muckley, Philadelphia, and some of the jumpers and persons hauling, pushing, raising, huffing, and doing their best to get the balloon inflated are Steve's wife, Barbara; Allan Lance; Dave Crotty; Steve Snyder; and John Coppe. Bob Trauger is piloting. Captions are by Maxine herself.

Footnote: A couple of weeks later, Maxine completed the qualifications for her gold wings with the help of Bill Hammell, who made sure the plane went up five times for her during that day. I'm sure you join me in sincere congratulations to the little gal who was affectionately called "Always Third" at several National competitions . . . this time she was FIRST with flying colors and a more deserving female is not to be found in this country or any other.

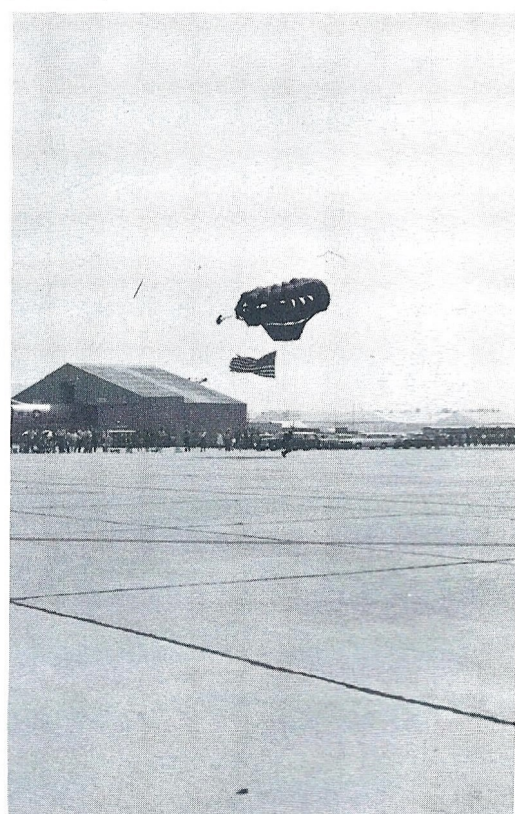
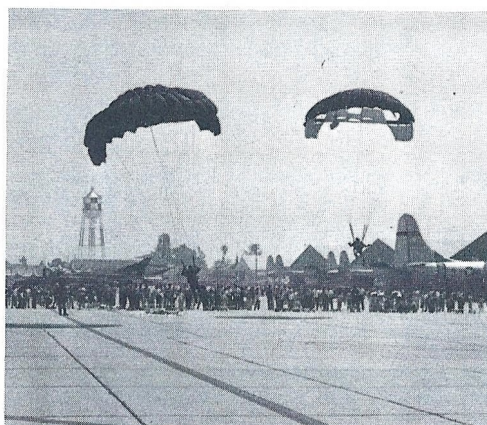
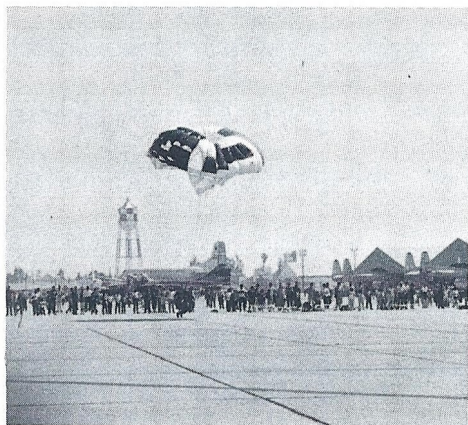
* * * * *

Just prior to lift-off, I'm the white helmet in the basket and Bob Trauger is directing the burners (also wearing white helmet).



TRY THIS FOR A SOFTER LANDING

"The Freedom Chuters" on a demonstration jump at March AFB on Armed Forces Day. The photo to the left is Carl Bonnishe, the Triangle TV photographer at the Nationals this year; the center shot is Mike Sams (alias Ekim Smas) and John Botta coming in side by side; and the picture to the right is David A. Wilson, streaming the colors and making a standup for good measure. David also wanted to pass along a message that "The Freedom Chuters" should contact him as soon as possible at the new Freedom Chuters United Headquarters, Box 477 C.M.R., March AFB, Calif. 92508. The headquarters had been in Southeast Asia, so meetings should be a little more relaxed in sunny California.



WHAT DO YOU WANT WHEN YOU BUY PARACHUTING EQUIPMENT?

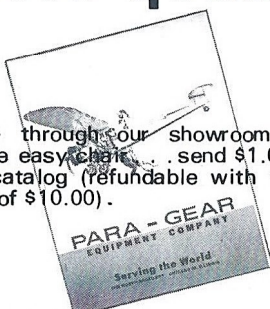
Dependability? Complete Lines To Choose From??
Same Day Service???

PARA-GEAR has these qualities

They also have....

.. The most varied stock of Para-Commanders and Crossbow containers outside the factories, buckskin after-jump boots, all the capewells you can name, any repair or modification, flotation gear for sinking skydivers, shock-absorbing sleeves, plus any parachuting item between Altimeters and Zippers.

Browse through our showroom in your favorite easy chair... send \$1.00 for our 1967 catalog (refundable with first purchase of \$10.00).



PARA-GEAR EQUIPMENT COMPANY
5138 N. Broadway (Dept. 'A')
Chicago, Illinois 60640 AC 312, 334-6461



JOE CRANE IS HOSPITALIZED

For the many friends and jump buddies of Joe, the following address is his DZ for awhile (until a broken hip mends):

Joe Crane
Nassau Hospital
Room 460
Mineola, Long Island,
New York 11501

I'm sure he would appreciate spending some of those hours on his back by reading a line or two from old acquaintances.

* * * * *

-and again

FOR THE THIRD AND FINAL TIME . . .

Recently, DZ-USA printed the letters and comments concerning the new USPA license requirements; the PCA name change; and the USPA Headquarters move. This led to an accusation that I printed erroneous information and was creating an editorial trend which left something to be desired. Lastly, in a letter from Dr. Fitch, Ed was disturbed because additional information on the internal workings of USPA must now be explained due to their appearance in a public communication. Ed and I have since discussed both sides of the argument and agreed that DZ-USA's biggest fault lies in the fact that when you read articles in a particular issue, it is difficult to sort my statements from the letters I am presenting for other jumpers. But, in principle, THE LETTERS SHOULD BE PRINTED, however, the editor should be fed more accurate information in the future. This is not saying that I have printed anything erroneous in the past, but I HAVE NOT PRINTED ENOUGH of the information which vitally affects each and every jumper. Capt. Elliot would disagree with this statement, but based on Dr. Fitch's guidance, DZ-USA will continue its editorial policy, without compromise or conceding to anyone. This does not mean USPA has suddenly become pure and lily white nor that I will fail to print ANY letter on the subject. Quite the contrary. It does mean that you will be better informed in the future and, as always, will never see any "white-washing" in the pages of DZ-USA. So, to set the mood for the letters to follow, the first two will explain the reasons for the letters you are about to read. The first is from Bob Fitz, D-759, Valley Station, Kentucky:

"Mr. Hunnell, I first started receiving your magazine in 1966 while in Korea and wish to say I've enjoyed it very much. While in the military, one seems to live in his own little bubble. But since getting out, it is surprising to find what a political thing skydiving has become. I always thought jumpers were a close-knit bunch but this surely doesn't seem to be the case. Anyway, it's good to have a mag that will print all sides of the story. Believe me, if it weren't for the necessity of being PCA or (?) to jump in competition. I would take my little blue piece of nothing and retire to some local DZ and let them fight it out. Sincerely, Bob Fitz."

The second letter is from a person I have nothing but respect for. He is also a man who represents USPA very well. The letter is from Lt. Col. "Ace" Burkhard, now at Ft. Leavenworth, Kansas:

"Dear Gene, I enjoyed the last issue of DZ-USA very much and was pleased to see Sgt. Kryse get the recognition he deserves. The "What Goes on Here" column can be a great service as it casts a different light on a lot of subjects about which nothing, or very little, is known by the "parachuting public." Like you, I prefer to keep things out in the open and completely above board. All questions deserve answers . . . this way, many things which appear to be problems or questionable acts might well disappear. A lot of misunderstandings can be avoided or cleared up, too. I hope and recommend that you continue the column. As ever, Ace."

As we all know as of this date, the 90-second delay requirement has been removed from the license requirements. There remains, however, other little "thorns" which should be removed. The following letters will cover the requirements in question and the proposed license requirements in general. At the end of the letters and complaints. I will attempt to bring you up-to-date on the status of the license requirements at present. There are several letters, and the first one is from Captain Jim Garvey, now at Ft. Lee, Virginia:

"Gene, I must admit that I do not agree 100% with the new license requirements and in fact go along the premise that if we can't enforce what is presently in effect, why change? I VIOLENTLY disagree with the change that would require 50 jumps within 10 meters in winds of 8 mph or better. I have my "D" so I have no axe to grind, but it is my belief that this requirement will certainly raise the injury rate, possibly substantially. It seems to me that this requirement FORCES people to be competitive-minded, whether they want to be or not. I have competed and judged, but I'm basically just a "fun-lovin' jumper". I think it's time for someone to inform USPA that the bulk of the jumpers are just that . . . jumpers . . . not necessarily competitors. You've got a terrific magazine, and a great sounding board. Keep up the good work, Jim Garvey. D-230"

The next letter is from a Conference Director (Central), Jack Bergman:

"Dear John (letter is a copy of Jack's letter to Major John Garrity), I must disagree with a few of the proposed new license requirements . . . I am opposed to accuracy requirements for night and water jumps, since I feel familiarity is the intent for these type jumps and not accuracy of landing. In a nutshell, John, I agree only with requiring more jumps for each type license but I do not agree with your upgrading of the other requirements. Sincerely, Jack Bergman."

Editor's Note: Jack discussed the 90-second delay requirement which he also objected to, but because this requirement has been dropped, I have omitted that part of his letter.

The last letter on the license requirements is from John E. Chapin, C-3291, and Donald W. Shirley, B-4145, Chuting, Inc., Levittown, Pennsylvania:

"Dear Sirs, we shall start with your article on page 29 of the August issue of "Parachutist" covering the new license requirements. (Ed: This is a copy of a letter to USPA). It seems the basis for the changes can be summed up by your one comment, "It is not unusual today for a jumper to get 200 jumps his first year thus diluting the "D" license holder's prestige." We don't know where it is not unusual to get 200 jumps per but it is definitely not around here, unless you are either single or rich. What about us married jumpers with families to support? We are lucky to get 40 or 50 jumps per year unless we deprive our families. If the "D" license holders want more prestige institute a class "E" license (Master Parachutist) requiring 500 freefalls with stricter requirements such as 5 dead-centers or 45 seconds or longer and more of these, or doing an international series in 15 seconds or less. We have been members of PCA since 1962 and 1963 and when we started our small, but growing, non-profit center, we made it mandatory that a person

be a PCA member before they jumped with us. We also included a free PCA membership with our jump course. As of now, we are discontinuing both policies, partly because of the new license requirements, and partly because of the name change (after it was voted down), and because of the militant way things are being forced on the membership rather than the members voting on the changes. If we don't receive a satisfactory reply before the first of the year, we shall withdraw our PCA memberships and recommend that our other jumpers do the same. This may seem like drastic measures, but we feel the membership is being taken advantage of, and we don't like it. Sincerely, John E. Chapin and Donald W. Shirley."

And before you believe these letters were just plain gripes, constructive criticism was offered in each letter. Very good points were presented to USPA, and to list a few:

Jack Bergman: *"I would suggest that if you want to incorporate the use of oxygen in license requirements, that you do so without specifying the length of delay, but only specify altitude MSL. The difference in free-fall time from a 60 to 90 second delay adds very little to a jumper's experience as compared to experience gained through the use of oxygen, which I have assumed is, in fact, the key to the (necessity?) of such a long delay."*

John Chapin & Donald Shirley: *"We suggest that the "A" license be issued to novices with 10 SPORT jumps (no military) and the "B", "C", and "D" licenses remain the same with one exception. There should be some sort of test for a "C" license to assure that the applicant has a complete knowledge of the sport and is capable of jumpmastering static-line students."*

And from a letter not listed above and from SFC Robert Antcliff, Ft. Lee, Virginia:

"If USPA thinks the "D" license is too easily attained, then I think an "E" license should be brought into being. Let's say 500 jumps and 90-second delays: and wind requirements; and any other requirements that are within reason, if you people feel they are necessary."

And one other letter not listed above (and I hesitate to mention Lyle's name for the 4th time in this issue, but the recommendation is sound), Lyle Cameron's comments taken from his "Snivel Sheet" to the USPA Directors:

"I am for reverting to the old license requirements. They were already in excess of the FAI requirements. I am definitely against a 90-second delay. If Major Garrity wants 90-second delays solely for the purpose of learning the use of oxygen equipment, let's say so and require the knowledge of oxygen equipment. A 90-second delay, only for delay purposes proves nothing. Anyone that can go 30 seconds, can go 3 minutes. After Lake Erie, what is obviously needed for "B" and "C" license holders is MORE water jumps and it should not stop there. They should be made without floatation gear and the jumper required to learn survival techniques in water. I'm for E, F, and G licenses if you are looking for more revenue or some incentive for D's to continue jumping. The latter being the more important."

So, now we have something to work with. And don't believe I am basing everything on

FOR THE THIRD AND FINAL TIME . . .

these few letters. They are only the most constructive and represent the sentiments of other letters with short comments too numerous to list without losing your interest entirely. Just one such letter not listed because it was so brief: *"Don't run my ad for me. Use the space for knocking the new license requirements the USPA is planning to implement. I think they stink. Bob Westenhoffer, Del City, Oklahoma."* From this type of mail, the membership is not happy, but let's not deny that a new license isn't required. Let's start by listing the alternatives:

- 1) Extend the number of jumps as proposed: 25 jumps for an "A"; 75 jumps for a "B"; 150 jumps for a "C"; and 300 jumps for a "D". BUT WITH NO OTHER ADDED REQUIREMENTS . . . or . . .
- 2) 10 jumps (with no military) for an "A"; 35 jumps for a "B" (same requirements as presently required); more jumps and stricter jumpmaster requirements for a "C", for example 100 jumps and a written exam administered by USPA; 200 freefalls for a "D" (same requirements); AND A NEW "E" LICENSE with 500 freefalls and more requirements with strictly COMPETITION in mind . . . or . . .
- 3) Same jump numbers for all licenses, but with more water jumps BUT NOT WITHOUT FLOATATION GEAR; and an "E" license requiring 500 controlled freefalls; and a knowledge of oxygen equipment for "B" license holders and above WITH NO DELAY NECESSARY. This could be accomplished in chambers . . . or . . .
- 4) Upgrade the present "I" (Instructor Rating) and make it an effective license (as it was intended in the beginning), but change the name and the requirements. Call it an "International" license or something and 1000 freefalls; with oxygen requirements and 90-second delays; water jumps without floatation gear; deliberate break-aways; tighter accuracy jumps and more of them; and a written examination similar to the present Instructor Rating exam. And before you say it, I know our

license is considered an international one but the average civilian doesn't know that nor many beginning students. The word "International" is being used here as an example only. This license could also incorporate every requirement set by any foreign country that isn't required in the United States at present. This would still leave our "D" as an expert, a title he earned a long time ago and no license should be changed after over 2000 have been issued (and we'll probably reach that number in the next several months).

Several things are evident. By Norman Heaton's own words, the membership doesn't have the right to make the final decision on any new licenses (by vote, that is). By Dr. Fitch's words, in a speech at the NCPL Banquet at Tahlequah last month, no ONE man has the authority to put any new license requirements in effect WITHOUT THE APPROVAL OF THE FULL BOARD. The next time something like this appears in Parachutist, it won't be called "proposed system" followed by "to go into effect 1 November 1967" (which has now been changed to after the next BOD Meeting in January 1968). And one other evident fact is that Alternate #2 above is probably the most accepted license change, if any occurs.

But in the end, it's still up to you. Write your Conference Director, the National Directors, and USPA. If you don't have the addresses, send them to DZ-USA and I'll personally send them on and pay postage to boot. If you have a better alternate than we've discussed here, let's hear it. I personally think we should vote on this issue, but who am I? But, whatever you do . . . don't wait until the new requirements (whatever they may be) go into effect, and then write me saying no one was given a chance to speak his opinion. For the first time ever, those letters may just end up in a circular file.

CEH

WHY DON'T YOU WRITE?



I promised you an unusual photo of Schapanski and here it is. Not a deadcenter; not a perfect approach; not anything . . . but a crash and burn.

HOT POTATO

HUNNELL PREDICTS . . . (WITH A LOT OF HELP) . . .

USPA's "first-jump" membership will not increase in 1968 over the 1967 figures. A conservative estimate of the 1967 membership, is that 25% of the entire USPA membership was due to first-jump students during the year.

Either Jim West or Carlos Wallace will be the next Double-Gold Winger within the next 90 days. My guess is that Carlos will be the winner by a nose and Jim will become the 5th man in the United States to break 2,000 jumps.

Lyle Cameron will log his first injury (a very minor one, I hope) as a result of complete faith in his "infallible Wing" . . . and old men mend slowly.

Equipment in the next 12 months will change radically . . . and become more expensive in the process. Look for harnesses and containers that will act as floatation gear, very light (but warm) jumpsuits for high-altitude jumps; and still another version of the Wing from someone other than Pioneer.

The new magazine for jumpers will serve its purpose for some time to come; 50% advertising and 50% middle-of-the-road club news from the East Coast. If future copies continue to carry the equipment news, it is worth the money . . . but you'll never find anything too current in a quarterly publication.



WORDS TO LIVE BY

Guest Poet: Jim Wilson, Champaign, Ill.

*"Jesus loves me, this I know;
Cause he lets me open low."*



Allen Silver, D-1094, prior to his first deliberate cut-away at Livermore, California, May 1965. The first canopy was a blown-canopy and was supposed to look like a malfunction. It opened normally in spite of holes, cut panels and gores.

FILL YOUR EQUIPMENT NEEDS....THE EASY WAY

Order by Mail Today—Take up to 24 Months to Pay

EVERYTHING FOR THE SKYDIVER

Complete Rigs	Static Lines	Coveralls	Instrument Panels	Thread
Canopies	RipCORDS	Jump Suits	Instruments	Smoke Signals
Harnesses	Pockets	Boots	Goggles	Batons
Packs	Housings	Carrying Bags	Gloves	Shroud Line
Sleeves	Comfort Pads	Rigger Seal Press	Hand Warmers	Binoculars
Pilot Chutes	Hardware	Cinch-Down Straps	Webbing	Telescopes
Risers	Helmets	Automatic Openers	Tape	First Aid Equipment
Wind Drift Indicators—Wind Socks—Drop one Markers			Life Preservers	
Emblems—Patches—Decals—SEND US YOUR DESIGN			Pack Mats and Tools	
Megaphones—Loud Speakers—Walkie Talkies			Books—Instruction, Rules, Log and Pilots	

Complete Stock of XBO's and PC's Parts

CROSS-BOWS, Red, Blue, Black, Gold, or Sage Green
(Solid or Contrasting Trim)
Standard or Split-Saddle Harness.

Send 50¢ for
★ Catalog ★

PARA-COMMANDERS, 26 Designs to Choose From – Send for catalog which includes complete list of PC colors.

BUY A GIFT CERTIFICATE – ANY AMOUNT – YOU NAME IT

For Birthdays, Anniversaries, or Any Occasion



CREDIT APPLICATION FURNISHED WITH CATALOG

ORDER TODAY - PAY THE EASY WAY

PAK-MAT
**
COMPLETE WITH
FOUR CHROME
PLATED STAKES
\$29.50
**

EXCLUSIVE DISTRIBUTOR FOR McHAL HELMETS

Match your Helmet to your Jump Suit or Canopy
Red, White, Blue, or Gold – All Sizes

McHAL
HELMETS 



McELFISH PARACHUTE SERVICE

2615 Love Field Drive, Dallas, Texas 75235 Ph: (214) 351-5343

PIONEER – SECURITY – IRVIN

THIS WAS A PILOT?

Concluded

noise. We made our first load and spread the jumpers out a little bit with myself landing on the field, Robert in a corn patch, and Curly in a tomato patch, which by the way was only across the street from the field where we were to land. We hastily packed our chutes and ran to the airport for a second jump, which went much smoother than the first.

During this time we were glad it was only the preacher having to land with that "pilot."

We loaded up our chutes, left Warren with a very good take off, and headed for Hot Springs, and made our approach around the field.

Much to my panic, we cut right in front of a Convair on his final approach, which rather upset the boy in the tower. After the Convair landed, we made another approach and came in for a nice landing down at the end of the runway, but instead of turning off onto the taxi way, he made a 180 and proceeded back down the runway which again panicked the tower because there was another aircraft coming in that had to be waved off. We finally got on the taxi way and came across the parking area, successfully. At this point, he left

the aircraft setting in the middle of the taxi way while he went to get a coke, which wasn't deeply appreciated by the people running the hangar.

Eventually we loaded up and started our trip back to Russellville. We taxied about three miles before he finally found the end of the runway to make our take off, which I must admit was very smooth. We got into Russellville about 45 minutes later and crossed our fingers for one more successful landing and believe it or not, we made it as you must have gathered by my writing this story.

We told Jack, the other member of our club who had been waiting at the airport, that if he had any sense he wouldn't fly back with the "pilot," but he did not heed our information as we had not listened to his at the beginning.

I hope this story has a little bit of a moral for anyone hiring a plane who is not familiar with the jump pilot. PLEASE KNOW YOUR PILOT.

William Kiehl, D-1095

Moving?

Change your address in advance

Meet Editorial

NASHVILLE INVITATIONAL MEET

4-5-6 AUGUST 1967

NASHVILLE, TENNESSEE

Meet Coverage by Rick Miller,
DZ-USA Field Rep.

With a little luck, I arrived for the meet by following a jump plane down from 4500 feet, while my co-pilot and Chief Navigator, Tom Williams, was frantically checking sectionals to see where we were. As it turned out, we had landed at Cornelia Airport (and seeing a few familiar faces), decided this was the place. The DZ is bordered on the north end by a river and has a sod runway of about 3000 feet . . . but most of all, enthusiastic jumpers.

We met many more of the Nashville group that first night in "Music City" and they were all confident that the turn-out would be a large one and that the meet would be a complete success. They weren't wrong. Over 100 contestants were entered the next morning, which was partially due to a meet in the area cancelling out and sending over even more jumpers. This was also a Cottonbelt Parachute Association Meet, so there were many trophies up for grabs . . . not to mention a pack-tray; an Irvin Wing; a Bell helmet; an Altimaster II; a stopwatch; jumpsuit; and other goodies. But let's get to the meet itself.

Saturday morning was clear as a bell and it was decided to run style first. After one round of style was completed, we went very smoothly into a round of accuracy, and one thing was very apparent. This was a well organized meet (one of the best I've seen), with some of the best judges in the U.S. Jack Huntsburger of Dayton, Ohio; Mel Lavier, U.S. Army Parachute Team; and Ron Radhoff, "Bad Guy #5", Huntsville, Alabama. The meet consisted of two style jumps; three individual accuracy jumps; and three team jumps, so there was a whole lot of jumping goin' on. Just one example was the team event with 29 teams entered.

The weekend was hot (93 degrees) and the competition matched it. Sherm Hawkins, USAPT, turned in two deadcenters and four other jumps . . . all less than .35 cm . . . and this got him SECOND place. Larry Holmberg set style time at 8.7, but ended up third, when Strickland (also USAPT) stayed consistently in the 9.0 range. It was also the Army Team which made it a no-contest in the 3-man team event. Five deadcenters out of nine jumps, and a total of 1.63 meters for all NINE jumps. Not a bad day's work.

Special consideration should be given Marilyn Radhoff who spent more time on the target than some of the judges. She recorded for every event and then some. This is also the proper place to thank the Nashville Club who did everything possible to make every one completely welcome. Louie Butler, Dick Johnson, Jack Brenner, Dick Dzoba, and on and on. A great group of guys. My sincere thanks to them and I'm sure many jumpers join me.

At nine o'clock, Sunday night, many tired and sun-burned jumpers gathered 'round for the results, which went like this:

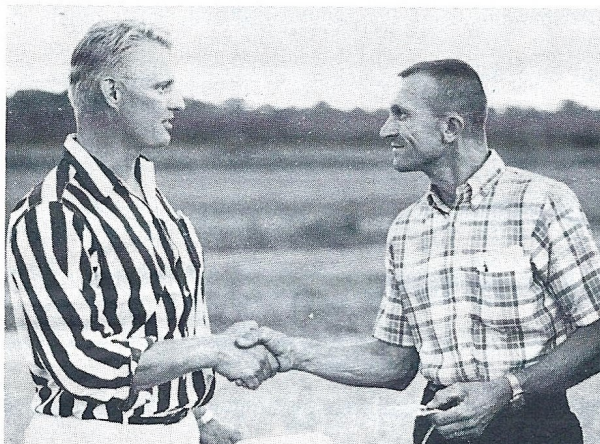
Novice Accuracy (Class A):

- 1) Marvin Stull, Atlanta, Georgia

NASHVILLE INVITATIONAL MEET



Giovanni Fitcher, Zurnic, Switzerland, who racked up four deadcenters during the meet . . . three of them back-to-back.



Judge Ron Radhoff presenting Gold Wings to Sgt. Mike Kremar, D-18, Clarksville, Tennessee.



Hoertt (or Horcuta), Dayton, Ohio, sitting down for a near-miss, and surrounded by judges.

- 2) Crestwell (no other particulars)
- 3) Charles Curtis

Intermediate Accuracy (Class B):

- 1) James Cazer, Birmingham, Alabama
- 2) Jon Sheppard, Nashville, Tenn.
- 3) Wayne Sanders, Huntsville, Ala.

Advanced Accuracy (Class C):

- 1) Lee Killian, St. Louis, Missouri
- 2) Sherm Hawkins, USAPT
- 3) Jeff Russell, Hammond, Louisiana

Style:

- 1) Don Strickland, USAPT
- 2) Jeff Russell, Hammond, Louisiana
- 3) Larry Holmberg, USAPT

3-man Team:

- 1) Don Strickland, Larry Holmberg, & Sherm Hawkins (all USAPT)
- 2) Tom Williams, Frank Rickard, & Batman of the 82nd Airborne
- 3) Tom Schapanski, Pat Mieron, Rick Vaner (SIU Univ. SPC)

Overall:

- 1) Don Strickland, USAPT (3,641.5 points)
- 2) Jeff Russell, Hammond, La. (3,585.5)
- 3) Larry Holmberg, USAPT (3,406 points)

With the large number of competitors, the meet was just a hair ahead of darkness, and the trophies were presented under the hangar lights. 42 deadcenters had been recorded, with Giovonni Fitcher taking home the Dead-center Trophy for four DC's. Giovonni was on vacation in the States and drove from New York to enter the meet. With only 250 jumps, he is a fine jumper and a great guy. A potential international champion, so watch him.

So, with another CPC meet completed, and many jumpers on their way home, many of us retired to the motel-restaurant for charcoaled steaks and beer. The meet was a complete success and could be used as a model meet in any area. In short, it was one of the most enjoyable meets I have covered for DZ-USA. If there is a repeat, next year or any year, MAKE IT.

FOR MEET COVERAGE BY DZ-USA

A phone call will get Rick Miller on the scene IMMEDIATELY. Just let him know the date well in advance (at least 45 days), and complete coverage of your meet will appear in DZ-USA. Rick can be contacted by writing:

209 So. 29th Avenue
Hattiesburg, Miss. 39401

or by calling AC 601, 583-4939. Rick is the Field Representative for DZ-USA and I can assure you he will provide the most complete coverage, complete with judging if you prefer, you have had lately.

—PRACTICAL

DZ-USA CONTINUES TO STEAL . . . STORIES FROM NEWSLETTERS & MAGS

"Tahlequah, Oklahoma, Norm's home town, wants our '68 Nationals, the '68 U.S. Team Training, the '68 World Meet and PCA Headquarters. (I think they like us). They are extremely promotion-minded as was evidenced at the last Nationals, their hosting of the NCPL Meet and by their appearance and program at the Dallas Board Meeting (Jan. '67). They have offered PCA a permanent site on



Gil Branson making one of his famous "light-as-a-feather" landings. Judges Lavier (USAPT) and Huntsberger marking.

their airport where we can establish our home office, hold the Nationals each year, run a jump center, give exams, conduct parachute tests, and so on. PCA SHOULD BE MOVED — but to Washington D.C., not to Oklahoma. PCA is an administrative organization, not "Normie's Jump Club." Russ Gunby is pushing the NAA Sporting Division Committee with the purpose of uniting the divisions of the NAA; someday, hopefully, under one roof in Washington. Washington is where the FAA and NAA are located; Washington is where the laws are made. Consider what might happen if we moved the PCA to Norm's home town and later Norm severed his tenure with the PCA. How would parachutists rate in Tahlequah then? Think about it." . . . an editorial by Dan Poynter and taken from "The Spotter", North-Eastern Sport Parachute Council publication, Vol. III, No. 3, May-June 1967.

"An editorial in last month's SKYDIVER MAGAZINE seems to indicate that something is amiss in the financial situation of PCA. It seems that some members of the Board of Directors want an audit, and some members, including the Treasurer of PCA, doesn't want an audit. If I were Treasurer of an organization, I would welcome an audit 'less someone would think I were trying to cover up something. There were several complaints that it would cost too much to get an audit but the complainers don't seem to feel a bit bad about OK'ing a \$3500 expenditure for a picture window in the rented headquarters of PCA. Although, naturally, none of the members of the Mid-Eastern Conference or OPA has any say as to whether or not PCA has an audit or not, there is always the one vote at the next election. Perhaps an audit might uncover unpleasant things. General Brooks Allen of NAA was the gentleman who suggested this audit. It sounds like a good idea. What do you and OPA think" . . . taken from the "Rumors" column of the Pilot Chute, Publication of The Ohio Parachute Association, July 1967, Raymond M. Starnes, editor.

The following was taken from the "Sky-lines", newsletter for the York Skydivers, York, Penna., Chuck Henderson, editor:

"Happiness is:

- 1) A three-man star on a ten.
- 2) Forgetting to remove the lens cap on a camera jump.
- 3) A jump story no one has heard before.
- 4) A sexy female jump pilot.

- 5) Doing relative work with Miss America.
- 6) A low "D" number.
- 7) A pilot flying jumpers for the first time.
- 8) Not knowing how to track on a 60.
- 9) Giving the first-jump course to an all girl class."

And a second article from the same newsletter (York, Penna.): ". . . I must confess to a most grievous sin. On Saturday, March 25, for the first time in 425 jumps, I almost bombed into another man's canopy. I have always prided myself on being a safe jumper, and on having the smarts not to be a hazard to my buddies in the air — but this time I goofed. It was a five-man exit from 7200' and I was the last man out. After RW with the fourth man, I tracked for the opening point. I picked up two bodies below (where there should have been three), and how I missed Gene Runk in a white jumpsuit and red piggy-back, I'll never know. After locating the man above, and one more glance straight down, I dumped . . . only to see a PC unfurling 150 feet straight below!! As I had already unpacked, it was a bit late for maneuvers, but I automatically hit a track, luckily missing Gene by twenty feet, and was punished by a hard opening. I consider myself a pretty fair skydiver, but in this instance, I almost caused two noble, handsome, and altogether excellent men to bite the dirt! I hope this will be a gentle reminder to some other D-Holder (as well as to some 30-jump-wonder) that none of us are perfect every time. Yours for safer leaping, Jack Demme."

Reprinted from the "Windline", Texas Parachute Council Newsletter, May 1967, is the following:

"One guy in uniform that NOBODY should feel sorry for is Gene Ritchie! Late in May, we received two cards. The first is from London: 'Hi, TPC, just thinking of you all. Maybe we could have our next TPC meeting over here. I'll be back in Florida around the 8th of June. Miss you all lots.' Then the second card (from Frankfurt, Germany) goes: 'Hi! Miss my newsletter. Will leave here tomorrow for Turkey. Best to everyone.' And a couple of days ago, a Dallas jumper got a letter from him from South America! Does anyone know what this character is up to?" . . . "We have a member with sixteen coats of paint for a helmet. He has ordered a new one. Please refrain from staring if you don't recognize him." . . . from the Windline.

The Para Suit

fits

**A
N
Y
S
I
Z
E**

**A
N
Y
S
H
A
P
E**

★ KNEE POCKET WITH
VELCRO SEPARATOR
OPENING TO KNEE
PAD POCKET.

★ UNIQUE
TRI-ZIP
DESIGN

★ NEW LEG STRAP
ATTACH FITTINGS

BLACK, WHITE, RED, GOLD, ORANGE, BLUE
SIZES – small, medium, large, extra large.

Plastic zippers (NOT ALL COLORS & SIZES) ... **18.50**
Metal Zippers **21.50**

**SENTINEL-SENTRY
LIVES SAVED
NOW TOTAL 30**
(CONFIRMED)

SENTINEL AUTOMATIC RESERVE
OPENING SYSTEM

\$ 89⁵⁰

Altimaster II 0-12,000 ft/rev.	\$39.95
velcro wristmount	4.50
leather wristmount (Stop watch also)	9.50
Royalite, low drag reserve panel	6.50
Sentry automatic arm/disarm Sentinel attachment.	47.50



SEND CHECK or MONEY ORDER TO:
ATTN: DEPT. "A"
STEVE SNYDER ENTERPRISES, INC.

SWARTHMORE, PENNA.

ALL PRICES F.O.B. SWARTHMORE, PA.
Add 2% of total amount for Postage & Insurance

BOOSTER CLUB CREDIT

1
ONE CREDIT

THE DZ-USA BOOSTER CLUB

To everyone involved in the Booster Club, I wish to sincerely thank you for your support and effort during 1967. The end of the year is coming up and the big prizes waiting to be claimed. Subscription forms are being automatically mailed to those appearing in the list below, just in case you still want to give the leaders a race to the end. Some of the equipment prizes have been changed, so read the new list carefully for it cancels the list published in January of 1967 and requests for equipment on the old list will not be honored. So, handle this copy with the idea it must last you awhile. The new 1968 list follows the names.

For you new subscribers, this is an introduction to the Booster Club. The magazine is taking more and more of my time, so I don't make as many DZ's as I used to. This is where you come in. Instead of me rounding up new subscribers, I'll pay you to by offering equipment for every FIVE new subscriptions you have jumpers put your name on. At the bottom of every subscription form, is a line reading "For Booster Credit" . . . simply have them put your name here (and you must, naturally, be a subscriber yourself before this applies). You don't have to handle their money for them (in fact, I wish you wouldn't), just give them a subscription blank and a good word on the mag. Your Booster Credit will be credited automatically as I receive the subscriptions mailed in. You'll also be notified when you are eligible for an equipment prize. The contest for the big prize runs one year and begins on 15 December 1967, so just ask and I'll send you all the subscription blanks you need. 1967 Booster Club Credits went to:

✓ 20
OVER
CREDITS

(See "Case 1")

DODSON, J. D. & Lena (Texas) 35 credits
(Summary Issue for 5 credits - 30 remaining)
WHITE, Gordon (Canada) 26 credits
(4 sets of 1½ capewells; Summary Issue for 25 credits - 1 remaining)

Case 1: Both are now eligible for the 1967 end-of-the-year prize. Final determination and Grand Winner will be announced after the deadline of 15 December 1967.

✓ 15
OVER
CREDITS

(See "Case 2")

ARCHWAY SPC (Illinois) 18 credits
(Summary Issue for 5 credits - 13 remaining)
BLANCHARD, Bob (Florida) 15 credits

Case 2: Anyone with 15 Booster Credits or over will receive a two year extension on their subscription, regardless of the equipment they have received already.

✓ 10
OVER
CREDITS

(See "Case 3")

NATHAN, Duffy (Florida) 11 credits
(Two MA1 pilot chutes for 10 credits)
RICHE, Leon (Louisiana) 13 credits

Case 3: From 10 to 14 Booster Credits will receive a year's extension on their subscription, regardless of the equipment they have received already.

ARE YOU GUILTY OF READING YOUR BUDDY'S COPY OF DZ-USA . . . AND LOSING OUT ON THE BOOSTER CLUB; FREE NAME TAGS FOR RENEWALS; A FREE SHOULDER PATCH; AND A COPY THAT IS STILL IN GOOD SHAPE.

✓ 5
OVER
credits

(See "Case 4")

RADHOFF, Ron (Alabama) 7 credits
(1½ capewells for five credits)
RUBB, Butch (Massachusetts) 7 credits
VOGT, Fred (Michigan) 7 credits
(1½ capewells for five credits)
ANTCLIFF, Robert (Virginia) 6 credits
SCHRAMSHER, Sherry (Texas) 6 credits
(500-jump logbook for 5 credits)
BINNICKER, Woody (Alabama) 5 credits
(1½ capewells for all 5 credits)
BRENT, Gene (Montana) 5 credits
(1½ capewells for all 5 credits)
DOLLEY, Billie (Michigan) 5 credits
FANCHER, Leo (Alaska) 5 credits
HARDMAN, Bill (Canada) 5 credits
HEISMANN, Ken (Ohio) 5 credits
MURPHY, A. C. (Maine) 5 credits
(Summary Issue for all 5 credits)
PERRIN, Ted (New York) 5 credits
(Center-pull ripcord for all credits)
SAUVE, David (Michigan) 5 credits
(Crown lines for all 5 credits)
SCHAPANSKI, Tom (Illinois) 5 credits

Case 4: Ten (10) name tags for 5 to 9 Booster Credits, regardless of the equipment you have already received.

4

FOUR CREDITS: (See "Case 5")

BARBER, Dick (Connecticut)
DUKE, G. J. (Kansas)
JANOUSEK, "Shorty" (Nebraska)
McFADDEN, Bill (Michigan)
MARTHALLER, Mike (Colorado)
MILLER, Rick (Mississippi)

Case 5: If one more credit is sent in before 15 December 1967, you are still eligible for your choice of the 1967 equipment list (except shot-and-a-half capewells). If no further Booster Credits are submitted by you, five (5) name tags will be mailed to you automatically.

3

THREE CREDITS: (See "Case 6")

BURRAN, Ed (Texas)
COOK, Billy H. (Ohio)
JOHNSON, Richard (Tennessee)
LAYNE, David (Ohio)
SILVER, Allen (California)
VERNER, Dave (Illinois)
VIERLING, Francis (Ohio)
WEST, Jim (Ohio)
WICHITA PARA CENTER (Maize, Kans.)

Case 6: Same as Case 5, except two additional credits must be received prior to 15 December 1967 in order to be eligible for equipment.

2

TWO CREDITS: (See "Case 7")

BRENNER, Jack (Tennessee)
BROWN, Bill (Tennessee)
COOPER, Joe (Ohio)
COPPE, John (Pennsylvania)
CRAVEN, Bascom (No. Carolina)
CREWS, J. B. (Maryland)
DEVEAU, Vic (Connecticut)
HALL, Dick (Kansas)
HENDERSON, Chuck (Penna.)
HOKE, Bob (Penna.)
LEYRER, Paul (Michigan)
LITTLE, Jerry (Kansas)
McGOWAN, Mike (Illinois)
MILMAN, Leonard (Calif.)
MITCHELL, Dick (Iowa)
PENA, Jim (Illinois)
RAMBO, Jim (Georgia)
SHEPPARD, Jon (Tenn.)
THOMPSON, Bob (No. Car.)
WESTENHEFFER, Bob (Okla.)
WILSON, Sam (Georgia)

Case 7: Five (5) name tags have already been ordered for each man on the list. Still eligible for equipment if you hurry.

PLEASE NOTE: All 1967 credits will be removed from DZ-USA's records as of 15 December 1967.

ADKINS, Ernie (Illinois)
ARCHIBALD, Jay (Michigan)
BAMA SKYDIVERS (Alabama)
BARDEN, W. Christy (Hawaii)
BECK, Bob (Oklahoma)
BLACKWELL, John (Missouri)
BRANSON, Gil (Alabama)
BUNDY, Ray (Nebraska)
CLAYPOOL, Don (Illinois)
CLICK, Winifred (Oklahoma)
CONSTANT, Floyd (Iowa)
COSTELLO, Martha (New York)
DAY, Judy (Missouri)
DeLARA, Jerry (Calif.)
DELLEVEAUX, Christine (N.Y.)
DONLEY, Joe (Wisconsin)
DOREY, Ed (Minnesota)
DORROH, Bill (Georgia)
FALLING ANGELS SPC (New Mex.)
FEDJE, Neil (Minnesota)
FETTEN, Jerry (New York)
FRANKENBERGER, W. W. (Louis.)
GARVEY, Jim (Virginia)
GIESICK, Stu (Oklahoma)
JIFFORD, William C. (Wash. D.C.)
GRAND RAPIDS SD's (Michigan)
HAGOOD, Allen (FPO Sfran.)
HARDING, Dan (Ohio)
HATCH, Roy (Alabama)
HEALY, Paul (Florida)
HERBEL, Don (Mississippi)
LAGERLOEF, J. P. (Illinois)
LANCE, Harold (Michigan)
LANGFORD, George (Virginia)
LeVINE, Irving (New Jersey)
McFETERS, Ken (Michigan)
MacQUATTIE, Don (Rhode Is.)
MAISAK, Dave (Missouri)
MAYO, Jeannie (Calif.)
MOORE, James A. (Penna.)
MORSE, Dick (Indiana)
NICHOLSON, Jim (Kansas)
NICKOLOFF, Louis (Michigan)
NORTHWAY, M. Richard (Illinois)
OLSON, Robert (Michigan)
OMAHA SKYDIVERS (Nebraska)
PAPE, Marilyn (Missouri)
PARACHUTING SERVICE (Michigan)
PORTLAND SPC (Oregon)
RUNK, Gene (Penna.)
SANDERS, Frank (Montana)
SCHELL, Larry P. (Indiana)
SCHIFF, William (Iowa)
SHELLEY, Jack (Texas)
SOWLE, Jack (Calif.)
SPRAGUE, Bob (Illinois)
TANBER, Ron (Indiana)
TREFFERS, John (Arizona)
VAN ANTWERP, Skip (Alabama)
VANCE SPC (Oklahoma)
WARNER, Larry (Oregon)
WARRICK, Terry (Wisconsin)
WILSON, Jim (Illinois)
WIMER, Clair L. (New York)
WRIGHT, Bill V. (Georgia)

1968 EQUIPMENT LIST FOR BOOSTER CLUB Effective 15 December 1967

FOR FIVE NEW SUBSCRIPTIONS:

- (1) 500-jump Steve Snyder logbook
- (2) 1966 or 1967 DZ-USA Summary Issue
- (3) Set of Para-Commander Crown Lines
- (4) Pioneer 4-pin Ripcord
- (5) Insulated, vinyl gloves
- (6) MA-1 hard top pilot chute
- (7) Three (3) DZ-USA shoulder patches
- (8) 250 Manifest or Master Log sheets w/your club name imprinted on them
- (9) Emergency Riser Knife w/case
- (10) One year extension on your subscription (second class mail).

FOR TEN NEW SUBSCRIPTIONS:

- (1) Your 1968 USPA membership paid by DZ-USA
- (2) An airmail subscription to DZ-USA for one year.
- (3) A free 60-second delay at your club rates

Your choice of any item above when you have the required number of credits. No wait . . . immediate mailing. Sorry, but renewals do not count for Booster Credit. A list of the end-of-the-year prizes (each over \$20) in a later issue. Good hunting and please feel free to contact me if you have any questions on the Booster Club. If you want something not shown on the list for your credits, just ask and we'll see what we can do.

MEET RESULTS SQUEEZED OUT IN PAST ISSUES

SKY KNIGHTS COMPETITION/FUN MEET

27 AUGUST - 10 SEPTEMBER 1967

THOMASVILLE, NO. CAROLINA

Byline: B. J. Craven, D-1089

Sunday, the 27th, looked suspiciously like something may pour forth from the sky any moment, but needless to say, this didn't deter the enthusiasm of a dedicated bunch of skydivers. The Sky Knights SPC, Greensboro, No. Carolina, were hosting the Charlotte Sky Divers to two events: Advanced Accuracy and Team Accuracy, with the classes being divided into a novice class, 0-149 jumps, and advanced class, 150 jumps and over.

Appearing on the DZ at 7:00 a.m. (a rare thing since we usually operate Sunday afternoons), I glanced around looking for our neighboring club members. I found, instead, several curled masses of bodies which were later identified as the Charlotte Sky Divers. Seems they had decided to journey into downtown Thomasville the night before and partake in the activities offered at the Chair City Motel. Groggy-headed contestants continued to appear all morning, and at 10:00 there were 27 bodies registered.

"Doodle Brown"-warmed up Cessna 65-Alpha and Lewis Whitley loaded up 33-Alpha to get advanced accuracy underway about 10:30. Winds were not ideal but the pea-gravel still got a good stomping, despite very unpredictable, variable, shifting, and gusty winds. Slow-motion movies of some of the landings bear out some very interesting cultivation of the gravel.

Winds became steadily worse (as if they weren't bad enough), and Team Accuracy was called that afternoon until September 10th. This event was again on our DZ when the 10th rolled around, and went off without a hitch . . . even though the wind was gusting again.

With it all over, most of us are now anxiously awaiting the return invitation to compete at Charlotte's DZ this fall. The results of the meet were as follows:

Advanced Accuracy:

- 1) Paul Bruder, D-1088 (Sky Knights)
- 2) B. J. Craven, D-1089, (Sky Knights)
- 3) Hal Baxter, D-284 (Charlotte)

Novice Accuracy:

- 1) Larry Campbell (Charlotte)

- 2) Mike Brewer (Sky Knights)
- 3) Steve Apple (Sky Knights)

Team Accuracy:

- 1) Stoney Burke (Charlotte); Larry Campbell (Charlotte); and Mike Brewer (Sky Knights)
- 2) Jim Smith; Warren "Toad" Bullin; and John McLamb (all Sky Knights)

TOPEKA INVITATIONAL MEET

PAULINE, KANSAS

23-24 SEP 67

Hosted by Topeka Parachute, Inc., and Midwest Sport Parachute Association, the contestants included the Air Force Academy Team; the Air Commando Parachute Team (England AFB, Louisiana); and jumpers from Illinois, Kansas, Missouri, Nebraska, Colorado, Louisiana, and Iowa. The results were as follows (as reported by Cliff Dobson, Secretary MWSPA):

PC Accuracy:

- 1) W. W. Frankenberger (Air Commando Team)
- 2) Cadet McKenzie (Air Force Team)
- 3) Maj. John Garrity (Air Force Team)

1.1 and 1.6 Accuracy:

- 1) Cliff Dobson (Lincoln SPC)
- 2) Clint Spooner (Topeka Para, Inc.)
- 3) Duane Peacock (Omaha SD's)

Style:

- 1) Stan Searles (Omaha SD's)
- 2) Tom Copenhaver (Wichita)
- 3) Cadet Armstrong (Air Force Team)

Novice Accuracy:

- 1) Tennille (Air Commando Team)
- 2) Williams (Air Commando Team)
- 3) Francis (Air Commando Team)

TEAM EVENT:

- 1) Tom Copenhaver, Danny Payne, and Jack Bergman (two DC's and .18 cm)
- 2) Dillman, Armstrong, and McKenzie (Air Force Academy) (2766 points)
- 3) Townsley, Hammond, and Boquesh (Air Force Academy) (2578 points)

Overall - Style:

- 1) Stan Searles, 1950 points
- 2) Duane Peacock, 1100
- 3) Lonnie Schaffroth, 900

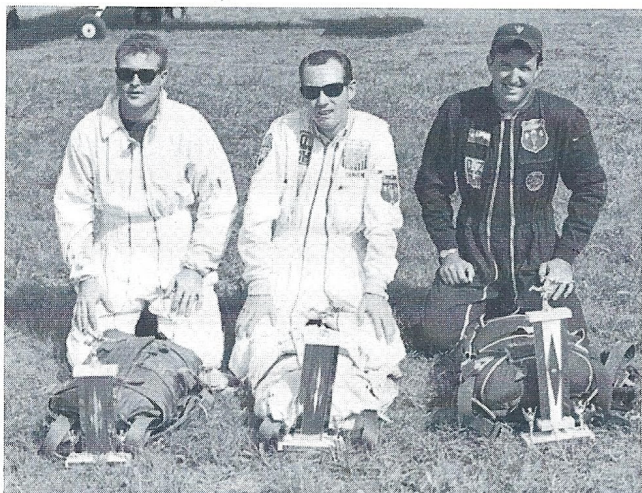
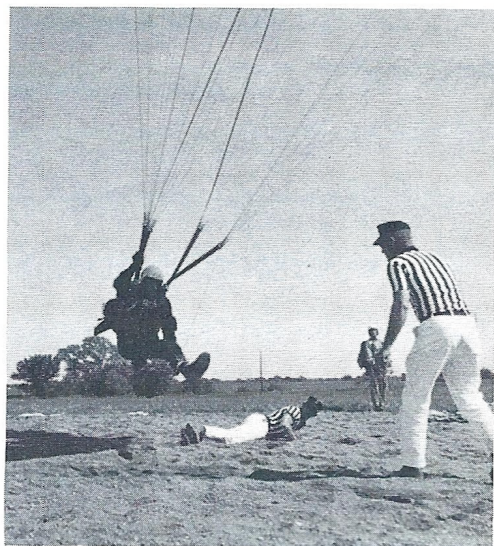
Overall - Accuracy:

- 1) Cliff Dobson, 2389 points

- 2) Danny Payne, 1934
- 3) Bill Frankenberger, 1927

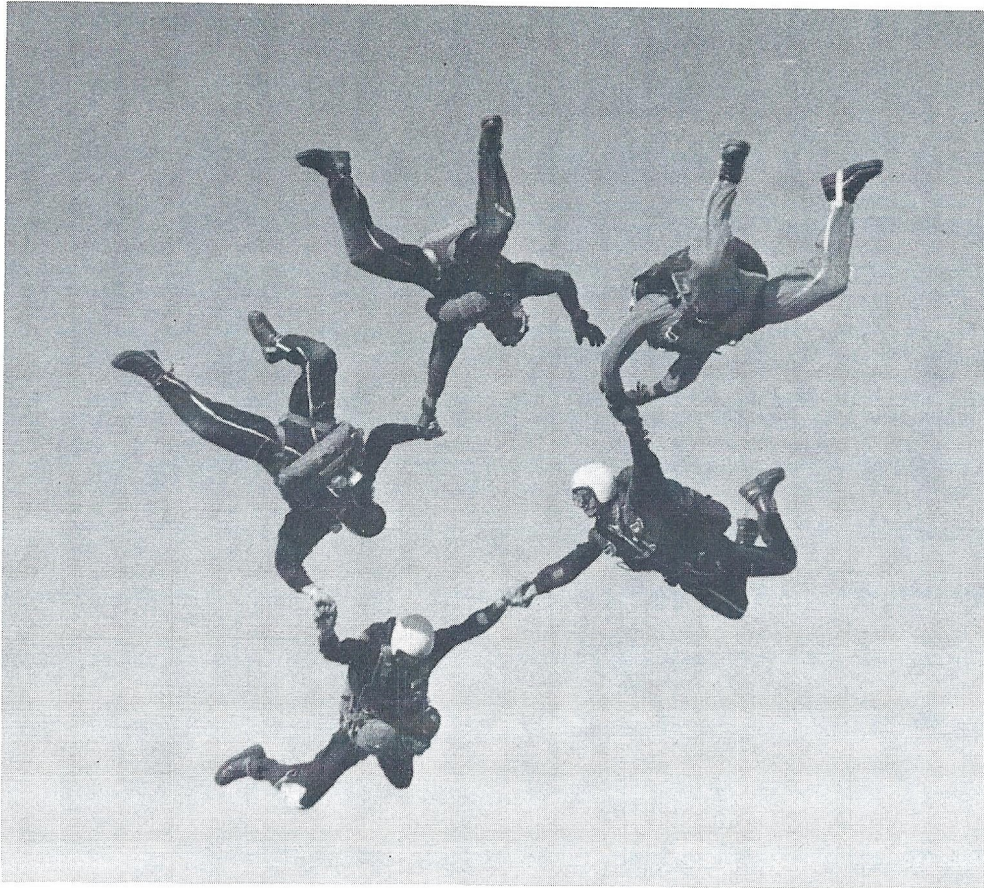
Judges were Tom Young and Dick Wagaman (both from Minnesota) with Major Garrity helping on the style judging. Clint Spooner hauled out his home-made wing on a fun-jump; and Shorty Janousek jumped his 1942 World War II German flat-circular.

Photos below show the winner's circle and one shot of the action. Jim Jones, Wichita, coming in with Judge Dick Wagaman laying it out. Photos by Jerry Little, Wichita.



THE WINNERS: Photo on the left; (Advanced accuracy), left to right: Hal Baxter; B. T. Craven; and Paul Bruder. Center photo: (Novice Accuracy): Steve Apple. Photo on the right: (Novice Accuracy), left to right: Mike Brewer and Larry Campbell.

**TOPEKA PARACHUTE INC.
INVITATIONAL MEET**



And to top off the meet, there was a five-man star (using two aircraft) as seen below. At 12:00 is Mike Kelly, Wichita; (going clockwise) at 2:00, Dick Wagaman; 4:00 is Cliff Dobson; 6:00 is Duane Peacock, Omaha; and 10:00 is Shorty Janousek, Lincoln, Nebraska. Photo is by Tom Copenhagen, Hutchinson, Kansas.

LATE NEWS . . . JUST IN

Dick Hall, Topeka Skydivers, Topeka, Kansas has died of a coronary arrest (heart-attack) just prior to his departure to Vietnam. Dick was the driving force in the Topeka Club and was jumping with the Wichita Club just five days before his death. His passing was sudden and completely unexpected. It will be sometime before jumpers in this area accept the fact that they have lost a fellow jumper the caliber of Dick.

**GALVESTON SKY DIVERS
SIXTH ANNUAL LABOR DAY MEET
2-3-4 SEPTEMBER 1967**

65 contestants coming from Dallas, Louisiana, Laredo, Ft. Worth, Ft. Hood, Monterey, Mexico, San Antonio, Port Arthur, Chicago, Orange, LaPorte, Madisonville, Pasadena, Houston, LaMarque and Galveston.

The following represents the results of three classes:

Expert:

- | | |
|--------------------------------------|------|
| 1) Dean Frazier, Ft. Hood | 2934 |
| 2) Carlos Wallace, Houston | 2924 |
| 3) Nels Lindblom, Houston | 2864 |

Intermediate:

- | | |
|--|------|
| 1) Randy Baker, Beaumont | 2522 |
| 2) James Adams, Jr., Galveston | 2375 |
| 3) Tommy Drake, Galveston | 2321 |

Novice:

- | | |
|----------------------------------|------|
| 1) Bill Melott, Laredo | 1220 |
|----------------------------------|------|

- | | |
|--|------|
| 2) Charles Schuman, Ft. Hood | 1056 |
| 3) Michael Muller, Ft. Hood | 897 |

Only two team events were able to make their jumps as the rains came:

Team Event:

- | |
|---------------------------|
| 1) Claude Pepin, Ft. Hood |
| 2) Bill Beach, Ft. Hood |
| 3) Dean Frazier, Ft. Hood |

Overall \$100.00

Dean Frazier

Out House Prize

Claude Pepin

Reason: He got his truck stuck in a ditch and was trying to get it out by himself and — with no driver in the truck — Claude ran over his arm — no casualty though.

Our judges and target workers were: Bob Williamson, Lloyd Mize, Jim Venneman, Rufus Ramsey, John Crowell and Tom Muse. Dave Boatman and Larry Morris took care of our aircraft in regard to refueling and checking jumpers before they boarded. Mr. Tuttle, FFA Inspector, along with Marcie Wallace, John Whitworth, David Bottrell and Dave Boatman checked the jumpers equipment and log books.

Bill Goolsby did a beautiful job in manifesting the loads and we had Polly Call and Pat Stone from Beaumont and Lana Mullins of the Galveston Sky Divers on the registration and score board tables.

Late but still of interest . . .

**PARACHUTING UNLIMITED MEET
AUSTIN LAKE AIRPORT, MICH.**

1-2 JULY 1967

Byline: Manny Garza, Kalamazoo

With Marty Winn and Dale Fleecer running the show, plus Parachuting Unlimited's pride and joy . . . 6 inches of soft pea-gravel and yards wide . . . the land/water accuracy meet was a complete success.

Each contestant had three chances for the peas and then one try at the wet stuff in Austin Lake (just across the road from the DZ). There was also a team accuracy event. 29 jumpers registered from 5 states, and with just a few scattered clouds, nothing dampened our spirits. There was one broken leg (Bob Vanderweg), and one hold due to gusty winds, but jumping was quickly resumed and Judges Bob Olson and Dave Collis were back with the fichtets.



Judge Collis coming in with the wind-drift indicator trailing his canopy. It is a never-fail method of confusing the jumpers watching watching the wind jump.

The scores were tallied and trophies presented, with the following results:

Advanced Accuracy:

- | |
|------------------|
| 1) Gerry Kelly |
| 2) John Cobb |
| 3) Hans Wuelfing |

Intermediate Accuracy:

- | |
|---------------|
| 1) Bud Gunn |
| 2) Rod Larson |
| and brother |
| 3) Bob Larson |

Novice Accuracy:

- | |
|--------------------|
| 1) Raymond Scheetz |
| 2) Giger |
| 3) Loudermill |

Team Accuracy:

- | |
|---------------------------------|
| 1) Kelly, Marklin, and Laughton |
|---------------------------------|

Water Accuracy Event: Advanced:

- | |
|-------------------|
| 1) Hans Wuelfing |
| 2) John Cobb |
| 3) Gerald Marklin |

Water Accuracy Event: Intern.:

- | |
|---------------------|
| 1) Bob Larson |
| 2) Kenneth McFeters |
| 3) Tom House |

continued to page 25

Leonardo da Vinci...

made this sketch of his "Tent Roof" parachute more than 350 years ago, before man could even fly!!

Are you jumping a da Vinci original?

Why not enjoy the latest from the Chute Shop?



PARA-COMMANDER 1967

THE WORLD'S FINEST SPORT PARACHUTE

Professionals, who have jumped them all, including the new gliders, agree that the PARA-COMMANDER does more things better than any canopy yet conceived.

The '67 P.C. is available in 6 brilliant colors. Pick your pattern from the list below and get set for the BIGGEST SEASON YET. Don't settle for a compromise or second best... order your P.C. NOW.

PRICES

P.C. CANOPY	265.00
P.C. LONG SLEEVE — guaranteed	23.00
P.C. SHORT SLEEVE—guaranteed	23.00
P.C. 40" PILOT CHUTE	20.85
MA-1 36" PILOT CHUTE	5.75

The following patterns are stocked for immediate shipment.

#00 Red, White and Blue — NEW Standard pattern.	#18 Black and Red checkerboard
#3 Black and White checkerboard with solid Red apex.	#27 Black and Gold circular with large Gold keyhole.
#7 Black with Gold keyhole and one Red gore in front and on each side.	#29 Gold with Black spider with six legs.
#13 Red and White checkerboard with Black and White apex.	#33 Red and Black checkerboard with Gold apex.
#14 Blue and White checkerboard with solid Black apex.	#34 Black and White checkerboard.
#15 Black spider on White with Red stomach.	#37 Red and White alternating gore with Black keyhole and Black stabilizers.
#16 Black and Gold checkerboard.	#38 Gold with Black bat.
	#41 Black Spider with Red stomach on Gold background.
	#45 Green and Gold checkerboard.



Note: Prices in this ad reflect the Pioneer price increases of 1 June 1967.

COMPLETE P.C. ASSEMBLIES

Includes P.C. canopy, long or short sleeve, 40" pilot chute and your choice of the following harness/container assemblies — complete ready to pack:

w/B-12 harness/container assembly \$341.35

w/Pioneer 3 pin harness/container assembly \$416.50

w/Crossbow piggyback harness/container assembly and 26' conical steerable (surplus) reserve canopy and pilot chute \$530.30

HOW TO ORDER: send check or money order for cost plus postage and insurance or send check or money order for 50% of cost and we will ship C.O.D. for balance plus postage. Orders sent less postage will be shipped C.O.D. for postage. Excess postage will be refunded with order.

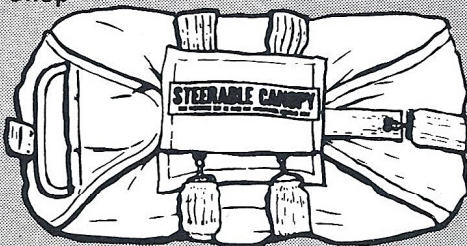
Send for
FREE
Catalog



THE NEW STEERABLE 26' RESERVE

from the Chute Shop

- Color coded lines provide easy steering
- Fully tested and approved
- Steerable canopy may be used in piggybacks or conventional reserve containers.



26' CONICAL RESERVE — includes 26' conical canopy on short risers, sage green nylon (surplus) CURVED container, ripcord and belly band.

Packed — ready for use	\$69.00
26' Conical Canopy only	\$49.50
Modified to STEERABLE DESIGN (complete reserve or canopy only) add	\$12.50
w/MA-1 pilot chute and kicker plate add	\$ 6.75

RIGGERS NOTE: The steerable modification to the Navy 26' Conical Canopy is approved ONLY WHEN ACCOMPLISHED BY THE CHUTE SHOP. To MODIFY a reserve canopy or PACK a modified reserve canopy which does not carry the proper approval stamps is an FAA VIOLATION SUBJECT TO SEVERE PENALTY.

TO HAVE YOUR CONICAL MODIFIED

Send us your conical canopy or complete reserve and we will inspect it, modify the canopy, affix the approval stamps and container placard — all for just \$15.00
 Send the complete reserve and we'll repack it the day of shipment for an additional \$4.00
 Send No Money — we will ship your reserve back C.O.D. for the cost of modification plus shipping.

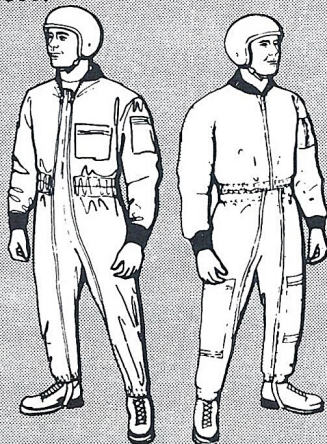
DEALERSHIPS AVAILABLE

Like to become a member of the fastest moving sales team in parachuting?

Well, here's your chance! The CHUTE SHOP is establishing a WORLD WIDE network of franchised dealers. If you think you can sell a complete line of parachute equipment to the jumpers in your area, and are willing to make a reasonable investment to this end, write for a dealers' application TODAY. Applicants should have considerable parachute experience, but prior sales experience is not required. Write to: Sales Manager, Chute Shop, Inc.

PIONEER JUMPSUIT \$24.95

Heavy duty herringbone twill w/knit collar and cuffs. Double zippers from neck to ankle. Colors — red, white, blue, black and gold. Sizes XS, S, M, L, XL.

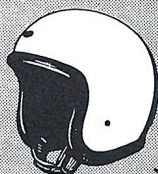


PARA SUIT \$21.50

One zipper from neck to waist and one zipper down each leg. Knit collar and cuffs. Replaceable boot straps. Double thickness at the knees. Colors—red, white, blue, black, gold and orange. Sizes—S, M, L, XL.

BELL 500 TX HELMET \$37.00

The ultimate in appearance and protection. Color white. Specify size to nearest 1/8th. No snaps. Sizes 6 3/4 to 7 1/2.



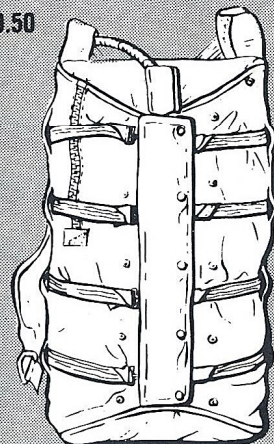
SAVE MORE THAN 10% OVER COMPONENT PRICES

28' DELUXE MAIN \$109.50

Sage green B-12 harness w/ "D" rings, sage green B-12 container w/stiffener and tie down rings, 28' orange and white, or solid white ripstop canopy w/YOUR CHOICE OF MODIFICATION, guaranteed deluxe sleeve, hardtop pilot chute, risers, angled ripcord, backpad, etc.

Assembled—ready to pack

w/extended container (recommended) add	\$109.50
w/"Pull Ring" (1 1/2 shot) capewells add	\$5.00
	\$10.50



WANTED



INSTRUMENTS — PARACHUTES — SURVIVAL GEAR

Any Quantity 1 to 1000
 Immediate CASH or TRADE for sport chutes and accessories.
 We are particularly interested in:

- Sensitive Altimeters
- Gyro Horizons
- Directional Gyros
- Attitude Indicators
- Parachute Canopies
- Harnesses and Packs
- Pilot Chutes
- Ripcords
- Parachute Hardware
- Solar Stills
- Desalter Kits
- Smoke Signals

Note: Instruments NEED NOT be in working order.
 Send quantity, part numbers, description, condition, price, etc. to: Purchasing Office, The Chute Shop.

CHUTE SHOP EQUIPMENT CLUB

MONEY . . . everyone wants it and nobody has enough. Want to SAVE MONEY while you jump? EQUIPMENT CLUB MEMBERS do! Consider the following example and see if membership would be to YOUR advantage.

P.C. Canopy, Sleeve and Pilot Chute	\$308.85
Pacemaker 638-W Instrument Panel	56.50
Steerable modification to your Conical	15.00
	\$380.35
Less 10% Equipment Club discount	38.04
	\$342.31

The customer placing this order has already saved \$38.04 and he will save 10% on everything he buys for HIMSELF, HIS FRIENDS OR HIS CLUB for the next 12 months. In addition, he will have the opportunity to purchase specific items at discounts well above the 10% during the CLUB SPECIALS.

FRENCH PARABOOT \$29.95

Flexible hinged upper, air cushion sole, elastic laces and sealed tongue make this boot the finest available. Have yours for next weekend. . . . Buy them direct from the importer.

ALL SIZES IN STOCK.

Whole sizes 2-14	Half sizes 7 1/2 — 12 1/2
French Parabout	\$29.95
Replacement elastic laces	\$ 1.95



VISIT OUR NEW SHOWROOM

THE CHUTE SHOP

THE CHUTE SHOP, INC.

P. O. BOX 445, HIGHWAY 202
 FLEMINGTON, NEW JERSEY 08822
 PHONE: (201) 782-5758

WHAT'S NEW

Capt. Dean S. Frazier is back in Vietnam, with Texas far behind him. Twenty minutes before his departure time, he dropped DZ-USA a note to thank Ft. Hood Skydivers, Doc and Stevie Anagnostis, and J. D. and Lena Dodson, for making his stay thoroughly enjoyable.

Anthony F. Cumming, D-1678, reports a slightly greater chance for jumping in Jamaica due to a relaxing of restrictions . . . somewhat. As Tony puts it, "This could be a great parachuting area if the CS's would let us get our hands on some civilian aircraft."

Bob Breen, Wyoming, Michigan is going to merge . . . with Roberta Soon-To-Be-Breen. Hope he'll still have time for the STS committee. And in the same area, may I drop this little tidbit in. John Treffers (now living in Arizona) is also tying the knot with a Western-type. His old love back in Kalamazoo, Sue Goris, is also making the vows with Gerry Kelly, Detroit. It just goes to show that everything comes out right in the end and congratulations are in order for all concerned. Consider it said.

Dr. Ed Fitch has asked the Board of Directors for their guidance and comments on the Tahlequah Headquarters Move issue. As Ed stated, "I have never told anyone, in Tahlequah or elsewhere, that we would move to Tahlequah. My personal feelings will have no effect on any decision as I am operating this thing as indicated by the Board of Directors. Now give me guidance." This should end some of the rumors concerning the move, if there is to be one at all.

The FAA will cite Bob Karns, pilot of the Lake Erie B-25 for 12 violations of FAA Regulations. With rumors all over the place quoting fines of \$10,000 and \$20,000 . . . for the first time, an actual figure should be arrived at and quell the rumors. Hartman, the ASO and jumpmaster, and the other survivors (Johnson, Coy, and Holmstead) will also be involved in the investigation, however, none have been cited to date.

Capt. Claude D. Johnson, who now has his tour of duty in Vietnam behind him, is looking to the future by taking some positive action. He has got the Para-Kings Sport Parachute Club off the ground in Columbus, Georgia and is shooting for his Gold Wings in the very near future. His roommate, Harald Fostervold (Old Weird Harald), has been making news lately in the pages of DZ-USA, and I hope we'll be hearing more from both of them. I wish I had another 1,000 subscribers like these two.

Jerry and Sherry Schrimsher (Him and Her), Dallas, Texas, have sprung another prospective jumper on the scene. He weighed in at 8 pounds, 8½ ounces, and makes October 1st their day to remember. They dubbed him Jerry James Schrimsher II and it will be some time before he can get that into one mouthful. Mom was on the DZ the same day he was born and in true skydiving fashion, didn't cause Jerry to miss a jumpday.

And not to be outdone, Nick and Suzanne Nichols, Broadview, Illinois, brought Charles Glasgow Nichols III into the world on September 13th, a few minutes after noon. He weighed in at 6 pounds, 2 ounces and arrived (in Nick's words) "via static line." My congratulations to the proud parents of both boys.

C. G. Nichols is now jumping at both Rainbow DZ and Aero-Sport (Leon Sommer's new place near Chicago) depending on weekday or weekend type jumps. Aero-Sport operates on the weekends and Rainbow goes every day of the week. As Nick puts it, "ain't that nice?" He added that the evaluation and photos of a new modification on a Russian T4-Pinwheel is forthcoming. They call it the FU-2. Nuff said.

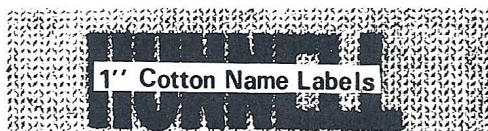
John C. Ruckman, a recent resident of Rangoon, Burma, sends some good words in on DZ-USA. "Frankly, I don't think you get enough for your magazine as it is. Of the other two . . . one has all the verse, pee and vinegar of a military technical manual and the other (much as I like the guy; I bought my XBO from him) is merely the nationwide advertisement of one hell of a monumental ego. Yours grabs me (and every other jumper I've talked to about it) just right." And now that this editor's ego has been fed, I'll end on that happy note. Good jumping.

A BATON-PASS WITH A TWIST . . . Byline: John Haeata, New Zealand

Two of the Sulphur City Skydivers recently exchanged a baton, from one man to the other, by means of MOUTH. The baton was held in the teeth and exchanged in the same manner, with no contact with any other part of the body. The jumpers were myself and Bernie Brosnan, and we completed the pass on our first attempt. Our biggest problem was breaking the slip-stream caused by our bodies in freefall, and back-sliding off one another on three occasions.

Editor's Note: I'm not trying to detract from the feat John related, but someone has either told me; or I've read it somewhere; or I've received the letter and promptly lost it but there is a NIGHT baton-pass on record. If you sent it in to DZ-USA, please re-submit the story. I would like to print the particulars. It sounds like something Hailstone Stinkey; Tim Hinkle; or Billie Dolley would accomplish, but I'm wrong, I'm sure. At any rate, drop me a line if you know of the record I'm yapping about. In the meantime, try doing it New Zealand style . . . doesn't sound too easy!

OFFER TO READERS OF THIS MAGAZINE



Your name (up to 15 letters) or . . . License Number, Jumpmaster, Instructor, Rigger, Pilot, KNFOADZITUSA, etc. Use on risers, reserves, mains, sleeves, jumpsuits, jackets, etc.

10 LABELS FOR ONLY \$1.00 ppd.

Send Today!

Bob Johnson
1011 N. Cole Avenue
Los Angeles, Calif. 90038

THE BALLAD OF JOHN FLOOD Byline: Butch Rubb, Malden, Mass.

While I was still being broken in as a PI Instructor, this is a true account of a load of first-jump students, with Al Smith jumpmastering. The first student out was John Flood and there the story begins, for just as he left the step . . . a wind came out of nowhere. We put him out at 2500 feet and the next time we passed him, he was at 3000. We followed him with the plane for 6 miles and at 1,000 feet, Al and I made a jump-and-pull in winds you wouldn't believe, because Al felt he was responsible for his student and should follow him down. Al had told me to stay in the plane but I followed him anyway. So, now, with three jumpers in the air, the winds really had a ball. The student landed in a barbeque area; I landed on the side of a lake, two miles from the student; and Al landed in a barnyard, a mile from me. The winds at the highest peak were registering 70 mph on the Airport wind indicator, we discovered later. This one jump set several records: (1) Highest winds jumped in; (2) Most separation of two jumpers from 1,000 feet; and (3) Longest time in the air from 1000 feet. Al and I were in the air over 11 minutes. There were no serious injuries and the student is still in the sport. All's well that ends well.

DZ-USA is your magazine . . . so tell me what you think of the "Mary Makers" column. If you want it to stay in, drop me a postcard and just say, "Mary Makers, YES". If you don't, a simple "no" will do the trick. Either way, it's completely up to you as a subscriber. Should I leave it in or take it out???

The Editor

FAMOUS AND INFAMOUS QUOTES

"God isn't dead . . . he just doesn't want to get involved."

. . . Dave Orcutt
FPO New York, NY

"I've made 869 jumps and never broke anything yet."

. . . Dave Verner
Sparta, Illinois
(#870 was a broken leg)

"Go ahead, Hunnell, tell them to call the cops. You haven't done anything and they can't arrest you."

. . . Tim Hinkle
Nacogdoches, Texas
(But they did . . .)

"When you are speaking of 12,000 members, Scotty, choose your words damn carefully."

. . . Dr. Ed Fitch in a
letter to Scott Hamilton

"The only improper question is the one that is never asked."

. . . Deke Sonnichsen
Menlo Park, California

"The common denominator among jumpers is commonness."

. . . Hank Brawley
Dallas, Tex.

"Once again, it would appear that a few of our elected leaders plan to make a major change without adequate consultation with the membership."

. . . Dan Poynter
Orange, Massachusetts

what they say:

NOT ALL OF THE MAIL IS ROSES

As Harry Clement, St. Paul, Minnesota, put it: "I will not take back any statement, or article, I have written to you": and just for the record, I hope he never does. I have little respect for a man who seeks the winning side and has no personal convictions. So, when I have it coming, Harry, lay it on. Some of the following letters tend to indicate that others don't always agree either:

From Skip Van Antwerp, Mobile, Alabama: "Dear Gene, I would like to question you and the FORMER U.S.P.A. members as to your policy and their actions. As I understand your policy, Gene, DZ-USA is a magazine for the jumpers and by the jumpers with no editorializing by yourself. However, this is obviously not so. The magazine is littered with comments and opinions by yourself, and highly political opinions at that! I suggest you inform your readers of your intent and divide opinion from fact by using an editorial page. You own the magazine, so you can do as you please. Fine. I can also not subscribe. I enjoy your mag but can't help but get angry when you say one thing and do another. Also, many new members of our sport can easily be swayed by subtle politics. Can you honestly say or believe that your opinions are the most correct? . . . Will others always be given equal space for rebuttal? You have tremendous power over the grass-root movement in our sport, so please use this power wisely. Please separate those editorials! As for the jumpers who quit USPA (PCA) . . . very well, let them go. I have met very few quitters in my time who continue in our sport. Apparently, the USPA is better off without them, at least I should think so. If changes need be made, then I feel only optimism and a will to fight for such changes is honorable. Considering the sport's preposition at present, my condemnation of these men is justified (I feel). You may print this if you like. Skip Van Antwerp, C-3739."

Editor's Comment: Rather than state a lot of opinions and be guilty of what you are accusing me of, I'll state facts. (1) In a discussion with Dr. Fitch (less than a month ago) concerning the editorial policy of DZ-USA and its aims . . . Dr. Fitch agreed that the material and views presented by jumpers in general and myself, are basically sound and serving a useful purpose to sport parachuting; (2) Men are never so likely to settle a question rightly as when they discuss it freely . . . "Southey's Colloquies, 1830"; (3) My politics have been called everything but "subtle" and I much prefer your new definition. Thank you; (4) I am on the mailing list of over 30 newsletters throughout the United States; Europe; Australia; Canada; and other parts of the world . . . I can't help but feel a general trend where the individual sees only his local views of a particular subject . . . this, however, does not make me an authority on anything and I agree wholeheartedly that editorials or editorial comments by myself should be reduced in future issues to the bare minimum; (5) Many comments made by me are only to prevent someone from accepting misinformation as fact, or to answer a specific question asked of me. I will hold this to a minimum, also, in the future; (6) Just to cite an example of the information passed on to jumpers is the article (third one to date, to be exact) on the Irvin

Wing which appears in this issue. I do not put my approval or disapproval on it and no matter how you look at it . . . I still lose. Without fear of contradiction, I can safely say that Irvin will never advertise through DZ-USA (as badly as I need the support). So, what a jumper has to say DOES come before all other considerations and he'll always have a place to say it in DZ-USA; and lastly, don't feel that I am rebutting your comments. I need constructive criticism as much as the 30 newsletters. As long as we are both allowed "our say", we can help each other. Just keep one thing in mind . . . We all need USPA, but some of the direction must come from the general membership when individuals representing USPA forget why they are there and put personal considerations ahead of 12,000 members. End of speech . . . see you at the Mardi Gras Meet in February? — CEH

From Richard Hawkins, B-3438, Moriarty, New Mexico: "You are making a fine effort with DZ-USA. I always corte when I read, "DZ-USA has no editorial staff." You ain't wrong. Richard Hawkins."

From Lyle Cameron, Sky Diver Magazine: "That Hot Potato column is too much. Do you smoke pot to dream up that jazz? NEH quit? What jumper would quit a \$6 per hour jump job? Find me one and I'll show you a liar. NEH get married? What girl would consciously marry a Beechnut chewin' jumper? Scotty didn't get raised to \$7500. Susie not go to Europe? I sure was dragging something that resembled Susie's "caboose" out of every souvenir shop between Germany and Yugoslavia and back. The only time Susie wasn't last was in England where she shamed everybody by setting style time for the meet. She put them all down so bad they didn't raise their heads to sip suds in the pub. Would you believe that Kiev, Russia, (site of the '68 World Meet) isn't in South America? The government CAN'T regulate Wings as long as you jump them with an approved D-ringed single harness and wear a Kosher reserve. Irvin Wings are TSO'ed and so safe I'd put my granny out on one. You got one right. The next Nationals will be in Tahlequah. Your record is 9 WRONG out of ten. With that average, your next two hot potatoes are probably cold and soggy also. The '69 Nationals will be in Oklahoma as planned, by the way, and the office will follow (ugh!). Cam."

Editor's Note: Only two have been proven wrong to date, so let's see what the next few months bring. Those 30 newsletters didn't help me on the World Meet site and Susie making it to Europe, but then World news and the U.S. Team is Sky Diver Magazine's home ground. I'll keep that in mind on my next predictions and say one last word in my defense . . . most of "Hunnell's Predictions" I hope never happen in the first place. There is one, however, in this issue that could very possibly happen and I'll call it accurate if it's only a sprain. — CEH

Bob McTaggart, ASO #32, Taylor, Michigan: "Thanks to the POPS; the right set of circumstances and address, etc., all got together, so here is my \$4.00. You had better say something nice about me the next time I read it." **Editor's Note:** Bob is a dirty old man who runs the Midwest Sport Parachuting Center (which jumps at 4604 So. Otter Creek Road, LaSalle, Michigan). When sober, he can be reached by calling AC 313, 291-4080. How's that, Bob? Seriously, drop in if you are in the area . . . a great bunch of guys (in spite of McTaggart).

THINK TWICE

COMMENTS AND CORRECTIONS ON ARTICLES APPEARING IN DZ-USA

LETTERS CONCERNING THE LETTERS

Norman Heaton, Executive Director, USPA (PCA): "Your figures on my '15 or so free ones" at this year's Nationals are about as wrong as your "top 15". Just to set the record straight, I made 12 jumps during the Nationals — six of which were official wind-dummy drops; two of which were in Saturday's team event (which we paid for); one of which was at the request of the Garrett Aircsearch people for publicity; leaving a grand total of THREE "fun jumps" made by the Executive Director of the PCA during the Nationals. The remaining 15 jumps made at Tahlequah were made from a Cessna 182 or 180, all of which I paid for. If I had found the time, I guarantee I would have made many, many more, if for no other reason than to give you something to print in your magazine." **Editor's Note:** Am I going to reply? Am I not caught with my back to the wall? . . . my mother didn't raise a fool . . . NO COMMENT. But on the other hand, here was Bill Ottley's statement on his jumps during the Nationals:

"Just got through reading the June issue . . . and I continue to be one of your really great admirers! I thought the story on the Nationals was just plain super and sight unseen, I am betting it will be the best of the three reports that will be published. I thought you handled my personal peccadillos (if they were really that) gently and kindly and reasonably. Again my thanks. I wonder what the other magazines will say? (Incidentally) it was more like 20 than 25 jumps, but they were ALL fun!"

Bob Johnson, Los Angeles, Calif.: "Congrats on excellent all-around coverage of the Nationals in the June issue!!"

Jerry Ryburn, Vietnam: "I got my May issue of DZ-USA today . . . it was late but the wait was worth it. "The Mary Makers" was a stroke of genius. I haven't laughed so hard in months. And what the devil is a streak? And where can I buy a "commode" canopy? You've got what us humpers have been looking for . . . for a long, long time. Everyday I think of flushing that "commode", I choke."

Bill Brown, Memphis, Tenn.: "Strange, how after sending in the extra dollar for faster delivery, the magazine takes longer to get here. Here it is July 5th and the May issue hasn't yet arrived . . . strange, strange, I realize, of course, this may possibly be our postal system's fault . . . it is only as good as the horses they ride."

Bob Jackson, Atlanta, Georgia: "I really enjoy your rag . . . when I get it, that is. Last issue I got was April. It is now July. What gives? I even re-subscribed."

Editor's Note: To answer your letter, Bob, as well as Bill Brown's above . . . the service is better now you'll have to agree. Some of the financial problems were ironed out and August is being printed at the end of August . . . as it should be. I'll do everything I can to keep them on schedule and keep them 30 days apart. If more had renewed, like yourself Bob, the money problems wouldn't have fouled up the schedule. It may seem small but your \$4 may have been the subscription

that put us back on our feet. Thank you for your continued support.

Laura B. MacKenzie, Stormville, New York, B-5870: (Regarding "PCA Licensing . . . A Better System?" by Bob Westenheffer, in the June issue of DZ-USA): "Granted, Mr. Westenheffer, any system involving more than one person has flaws and weaknesses. When one exists which involves 30,000 jumpers . . . many people will be happy; many will be unhappy; some will voice constructive ideas; and many will project unfavorable criticism. What most jumpers are primarily concerned with is the license qualifications not the fee. Of prime importance is the fact that if a jumper chooses to obtain his "D" license, he must first meet the qualifications required for an A, a B, and a C. What he pays for a red, blue, or yellow piece of paper is not the issue. Money, in this instance, has nothing at all to do with his proficiency. The only place money becomes tremendously important is when he pays his jump bill. Here is the moment when money can either assist him in developing his skill as a jumper . . . or completely restrict him to the point he can't jump at all. We could all be better jumpers if we could afford to jump at every opportunity. I remember my first jumps in the winter of 1966, and getting an "A" license was very important . . . to me. At the time I applied for my license, I was known as "Miss Static Line". I had 14 of them and 9 more to go before I had my first freefall. But I had the money to pay for jumps and went on to freefall and received my "B". The \$10 I paid for it was nothing compared to the pride and sense of accomplishment the license represented. Titles like "Miss Dummy Ripcord Pull" and "Lady Hop and Pop" may sound ridiculous but they involved a lot of hard work to progress past them. I have worked hard to become "C" qualified and be eligible for participation in meets and get a taste of competition. But \$15?? That's three thirties; or one French Boot; or partial payment on many of the bills that seem to have accumulated faster than the number of jumps in my logbook. Fortunately, however, society has done away with "debtor's prison", much to the relief of many skydivers. I know I have more jumps than skill in the sport, but each one represents personal accomplishment from which I derive personal pleasure. To me, "A" and "B" were big deals. To another skydiver, probably not . . . and by the time he sends in for his "B", he may be ready for his "C". But nevertheless, I'm proud of my blue license. And I'd be proud of my yellow one too, if I could afford it. But I would not be pompous or pout because another jumper fails to ask me to sign his logbook. Should Mr. Westenheffer's second proposal become USPA (PCA) law (that PCA members should not be allowed to validate jumps for any jumper unless that jumper is a current PCA member) then who is going to slap my hand when I depreciate the value of my signature and PCA license number by placing them in the logbook of a jumper who had the lack of social grace to be able to afford the cost of jumping plus PCA fees too? If the cost of a license (any license) gets higher, the membership will drop. Your proposals, Mr. Westenheffer, are hitting jumpers where it hurts the most: Not in his principles, moral standards, personality, or proficiency — in his wallet. In summary, I do not approve of your proposals and I hope for the benefit of PCA (USPA) and its membership, that nobody

pays any attention to them. You aren't by any chance an employee of PCA, are you? And maybe just recently asked for a raise . . . ?"

ABOUT THAT JULY 1967 ISSUE . . . Sub-Title: Was THAT picture really that bad?

The editor here, and I have a confession to make. As much as I chuckled at the "moon shot" printed in the July issue (as many of you probably did), it probably should never have been printed. I'm not apologizing, mind you, but I will admit that any similar pictures will not appear in DZ-USA in future issues. I am not taking sides with the group which is trying to ban the song, "Moon Over Miami", nor am I joining with the jumpers who have taken the belts off their trousers and have quick-eject hardware on the front and back, but from now on I'll try to please both sides . . . discreetly. Just some of the mail went as follows:

"In reference to the thing you print called DZ-USA. I, for one, cannot agree with your choice of material. There is an organization spending good money to upgrade the public image of the sport of skydiving. If I were to read one issue of your "magazine", knowing nothing about the sport, I just might be inclined to classify skydivers as a bunch of "streaking drunks". Now you and I both know this isn't really the case, so why not make an attempt to put forth our best image? You have the makings of a good magazine. See what you can do to clean it up. The way it now reads, I would be ashamed to allow any of my non-jumping friends to read it. Hoping to see a better magazine . . ."

And the second one goes along the same lines, thusly: "I am disappointed in you and DZ-USA. Various comments in your June issue display your concern about the use of the memberships' dollar. Yet, in the same issue you seem to throw concern to the winds by publishing a stupid photo (page 17) of a jumper with his pants down, buns hanging out, squatting directly over another jumper flat on his back on the ground. This just offsets the PCA dollars spent on publicity to enhance our image in the publics' eye. For example, a whuffo neighbor picked up my issue last night, thumbed through and was absolutely flabbergasted at that damned photo. I could not begin to satisfactorily explain it. How in the hell can you explain "mooning" and "streaking"? You know that your magazine gets into the hands of people other than jumpers. Those that see this photo will no doubt think we are degenerates along with all the other wrong impressions we are fighting to correct. I am no prude, but in my opinion, publishing that photo was degrading to you, your magazine, PCA (USPA), and the whole sport. "Think Twice, Show A Little Class". And though I am concerned with our public image and think we should try to always abide by the laws, I have just got to say "HURRAH FOR FEARLESS FEENEY AND HADDON WOOD" on their Central Park jump."

Ed's Note: Some names have been withheld (my own decision), for I'm sure they wouldn't want to be connected with DZ-USA.

And, of course, there were others. One was from Ft. Bragg, North Carolina, and will not be printed because it reflected only one man's opinion and not that of the Team. The words "I" or "my" appeared no less than seven times, and "our" was in the letter just one time. The Team used to oper-

ate as a group and past correspondence was never from "one" man. With Lt. Col. Burkhard's transfer to Command School, this policy has evidently been discontinued. I was sincerely saddened to realize this had been allowed to occur.

"The Mary Makers was funny as hell and I'm sure all jumpers got a kick out of it. This is not the image we would want put forth in Life Magazine, but I think it was well-taken by most who read it. This could be a sticky point considering the already shaky image of parachuting . . . Ron Edwards, The Chute Shop, Flemington, New Jersey."

"In reading your July issue, I must say I was sort of surprised to see the "moon" shot on page 17. I think you were acting in very poor taste in publishing this type of picture in your FINE mag. I usually take my DZ-USA mag and show it to my non-jumper friends, but this one went on the back issue pile at home . . . Art Johanson, Alliance, Ohio."

"Gene, ol' buddy, there has been quite a controversy over the July issue being kinda rank. Some people really like to play it up big. Just don't overdo it cause I still like DZ-USA the best of the three . . . Bob Breen, Wyoming, Michigan."

"I have heard a few remarks about your magazine lately and I thought you might like to hear them — none of these are my remarks, just what people have said. They mentioned something about a "moon job" being published in the DZ. They thought it was quite out of place. Although these people have "mooned" several times, they don't think your magazine should lower itself to printing items like that. On the positive side, everyone I talked to said that your magazine gave them much more information than SKYDIVER or Parachutist. Your work is appreciated by almost everyone who subscribes, including me . . . Raymond M. Starnes, Akron, Ohio (Editor of Pilot Chute)."

"I would like to comment on your printing the articles on streaking and mooning. Probably, if you took a poll, 99% of the people reading your mag got more enjoyment from the picture of Carlos Wallace than from the great reading you put in it. At least we don't have to suffer through looking at all the "big shots" from USPA with their cute captions. I mean if you ain't "in" with the Monterey bunch . . . don't hope to get mentioned in their rags. I say again, KEEP UP THE DAMN FINE WORK. As for the cracks made by a few others about what you print . . . AT LEAST YOU PRINT IT. I, for one, don't always agree with what you say, but, I know that if I feel strongly enough about something to write you about it, you will do your best to see what others think about it . . . Jerry Ryburn, D-1100, Tampa, Florida."

"Somebody has got to say this, and I suppose my position means it is me that's got to say it. The recent trend toward nude pictures (even with vital parts censored out), and the attitude toward nude jumping of "look, Ma, no hands . . . ain't I great!", and practice of PUBLICLY attempting oscillatory exercises on parts best reserved for darkened bedrooms, and other similar recent habits leaves me completely cold. I am quite certain that the participants in these perverted activities are in the minority. I am further quite certain that many neophytes are being misled to thinking this is some sort of manly activity

turn to page 22

G EAR FOR SALE

RATES FOR PERSONAL ADS

\$1.00 for two issues; \$2.50 for six issues; or \$5.00 for twelve issues.

WANTED . . . WANTED

One (1) complete 10x50 German telemeter w/tripod and case. Prefer good to excellent condition.

Seattle Skydivers, Inc.
c/o John A. Scott
12024 Woodinville Way
Woodinville, Wash. 98072

Red, white & blue PC — manufacture date Jan. 65 — 1.6 apex — less than 40 jumps on canopy. Sage-green container included. All for \$200.00.

Robert C. Burns
1317 Davis Ave. N.W.
Grand Rapids, Mich. 49504
Ph: 454-4809

Black & gold checkerboard PC, good condition . . . lots of jumps left in it . . . new control lines recently installed by a Master Rigger . . . \$150.00.

Jim Jones
Wichita, Kansas
AC 316, MU 4-6116
If interested, call only

Security piggyback container, harness, ripcords, risers, and one-shots, w/a 26' 1.1 conical canopy included. All this rig needs is a main chute. Piggyback is black with yellow trim and in excellent condition (about 25 jumps on it). The 26' reserve has a 1957 manufacture date and is in good condition. I will pay shipping charges for surface rates. Will ship upon receipt of payment. Takes about 7 days from Puerto Rico to New York. Everything for \$110.00. \$90.00 if don't want the reserve included. Also have two white, new surplus, 28' canopies for \$15.00 each.

Bob Bashaw, D-992
Roosevelt Roads SPC
Box 937
U. S. Nav. Sta.
Roosevelt Roads, Puerto Rico

1 orange & white; 1 multi-color; and 4 all-white 28' flat circular canopies. 1 sage-green B-4 backpack & harness; 1 aviator's kit bag . . . all for \$100.00 (certified check or money order).

Roy L. Fox Jr.,
5009 Nautilus Street
Apt. #9
Oxnard, California 93030

WHY PAY MORE?

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

1/8 page, one month, \$20

1/8 page, three months, \$40

28' LO-PO — 7 TU, black and gold; about 100 jumps on canopy. 4-pin container and harness included . . . \$135.00.

Lynn Burkhardt
RR 3, Box 3140-99
Browns Mills, N.J. 08015
Telephone — Area Code
609-893-2070

Used 28' (red, white & blue) 7TU Pioneer LoPo canopy w/sleeve, pilot chute, black B-4 harness w/shot-and-a-half capewells, and container. Also a 24' T7A camouflaged reserve w/pilot chute, kicker plate, and black container. Complete outfit for \$100. You pay shipping.

Tom Little
P. O. Box 567
Corinth, Mississippi 38834
Tele: 286-5847

SPLIT-SADDLE HARNESSES

Made from new webbing (surplus hardware) Shot-and-a-half capewells; ripcord pocket; built-in risers for the piggy-back system; plus comfort padding...\$50.00...\$5.00 extra for risers. Choice of ripcord pocket location. Sage-green at present but other colors will be available. Harness is deluxe in every respect. Comfort plus. Built by a Master Parachute Rigger (#1459847).

Walt Scherar
P. O. Box 668
Palmdale, Calif. 93550

TWO Crossbow canopies . . . One is standard red & white, November 1966 manufacture date, w/pilot chute and sleeve, excellent condition with less than 50 jumps on canopy . . . Second canopy is standard blue & white, February 1966 manufacture date (with all the newest modifications), w/pilot chute and sleeve, excellent condition with about 75 jumps on canopy. \$150 each . . . slightly less without pilot chute and sleeve.

Ron Alexander
3860 So. Seneca
Wichita, Kansas 67217
AC 316, JA 4-5493

WE SELL SOMETHING YOU CAN'T BUY . . .

Service . . . instant 7-day service . . . on any repair job you've been putting off because you don't want to miss a weekend of jumping while that canopy is off being worked on. Send it to us, you'll have it back within 7 days. Make us prove it.

STEVEN'S PARA-LOFT
Bldg. 727, P.O. Box 2553
Oakland Municipal Airport
Oakland, California 94614

And if it's new equipment you need, ask us first. We can take care of all your equipment needs . . . and just as quickly as the repair service.

JUMP PLANES FOR RENT

Cessna 180's and 182's. Low flat rates per jump! Know your cost before your meet begins! Each plane equipped with jumpers to attend your meet.

Bob Drake
5908 E. 20th Street
Tulsa, Oklahoma 74112
Ph: 918, 835-9109

PC canopy, Para-Gear pattern (red, black & gold), w/matching pilot and PC Strong shorty sleeve (both are red, black & gold). Cross-bow piggy-back . . . plus . . . surplus 26' conical reserve. 2-pin container and harness, solid black. Less than 100 jumps and everything is in perfect condition. THE WORKS: \$395.00.

R. L. Carter
3601 N.E. 73rd Place
Seattle, Washington 98115

Robot Royal 36 (35mm full frame) with Schneider-Xenar 50mm f2.8, with mount for Bell helmet . . . complete with adjustable ring sight, cable release, and air bulb release. Ready to bolt to helmet for air-to-air photos. A steal at \$175.00.

Robert C. Olson
922-H Cherry Lane
Michigan State University
East Lansing, Michigan 48823

A 28' LoPo, manufacture date 1964, black-and-white starburst with red lobster-tail design. Perfect condition with no holes, tape, or patches. Just \$79.95.

Dale Hamilton
505 Marthona Road
Madison, Tennessee 37115

A Tracker "45" canopy, container, harness, reserve, and risers. 24' reserve canopy included. 3-pin (side-opening) backpack w/zipper for easy closing. All matching blue rig with black bungees. Comfort pads throughout, quick-ejector hardware, and 1½ capewells. Right-outboard ripcord (new-type) on main container, with a center-pull ripcord and V-type bellyband on the reserve. Reserve is in matching blue container and is equipped with a MA-1 pilot chute w/kicker plate. If you have any problems with getting a harness to fit right, this rig will probably solve them. It has more adjustments than the Pioneer and has a unique leg-strap arrangement. All for \$125.00. Postage will be paid to any buyer within 250 miles of Chicago.

Jerry Gyure
7444 W. Washington Blvd.
Forest Park, Illinois 60130
Phone: AC 312, 771-8967

PC canopy (green and black checkerboard) w/pilot chute and sleeve good condition \$210.00.

Mike Kelly
1519 South Bebe
Wichita, Kansas 67209
Ph: AC 316, WH 2-6004

If you have a KAP-3 for sale (or know of one) please contact DZ-USA immediately for a buyer of same.

**OFF-THE-WALL COMMENTS AND COVERAGE
OF NCPL CHAMPIONSHIPS
TAHLEQUAH, OKLAHOMA
27-30 OCTOBER 1967**

The 1967-68 Collegiate "Nationals" didn't get a break weather-wise, but it was obvious to me that there were many areas of improvement over the last NCPL Meet in April of this year. Wind conditions put every accuracy jumper to the test and overall, the collegiate jumpers came out fairly well. The judges marked many jumps with "color of canopy" but the number of out-jumps is getting less each year. Now all we have to do is progress past Tahlequah and give NCPL a much deserved break.

Jeff Russell was outstanding in style by turning in an 8.8; a 9.4; and a 9.5 to take first honors, not only in style, but as Overall National Champion by taking another first in overall individual scores. Doug Metcalfe, Kent State University (Ohio) was a close second in style with an 8.7; a 9.6; and a 10.1. Russell entered with over 1,000 free-falls, far out front of most of the 120 competitive jumpers entered. I think Kim Tucker must be close to that figure by now, but I'm not sure if he's made the Gold ones yet. He had 940 over three months ago. The other Gold-Wingers attending the meet were J. Scott Hamilton and "Old Man" Mort Freedman, but both were judging and not competing.

You've probably already read most of the facts and figures on the Championships in Parachutist, so I won't waste space on "overlapping" the results, so here is just a quick-list of the winners (plus some comments I feel are worthy of mention). First, the results (last name only):

Novice Accuracy:

Tom Stewart (who is now National Champi-

on (Novice)); Robert Darrow; and Philip Martin.

Advanced Accuracy:

A four-way tie for first and National Champion: Louis Davis; Robert Johnson; Jon Moore; and Thomas Wintrich. Second Place went to Matt Farmer; and 3rd to Gary Lewis.

Style:

Jeff Russell; Doug Metcalfe; and Doug Stevenson.

Team Accuracy:

U.S. Military Academy; Texas A & M Univ.; and U.S. Air Force Academy.

Overall:

Jeff Russell; Gary Lewis; and Robert Lawson.

Overall (School Champions):

1) U.S. Military Academy (and winner of the Gavin Gavel; 2) Southeastern Louisiana College; and 3) University of Washington.

Sportsmanship Award:

Southern Illinois University.

Some of the sidelight action was Jeff Russell . . . without a beard . . . and many jumpers didn't recognize him. Jack Stewart, SIU pilot who has 37 jumps now . . . and 6-months ago he said he would rather fly. And a first for the NCPL Director, J. Scott Hamilton . . . he flew his first load of jumpers on the windstreamer drop on Friday . . . and being a brand-new pilot, it was his very FIRST load of jumpers. Tim Hinkle, Stephen F. Austin College, Texas, made 1 point out of a possible 1000 in individual accuracy . . . and he had to stretch to get it. Dick Price, Bill Urbanowski, and Mike Marthaller (Denver-crew) were all on hand . . . legally, with the exception of Bill who was sorta on "French

leave" from Colorado State University. Art Ibanez, Air Force rigger for the USAFA Team, was also on hand and voicing disapproval of the Sentinel "because it was a mechanical device" . . . he was all for an F1B automatic opener for the main, however, which is about as mechanical as you can get. Sharon Whatsh-er-Name from the SIU group is getting ready to make her first leap after just watching the action for nearly a year . . . can't say she isn't ready. Bob Beck, OSU, was on hand and told me the club that was planned for Stroud, Oklahoma has evaporated . . . too bad, for there is a good DZ and friendly airport manager there. Rick Miller, my newly-appointed Field Representative for DZ-USA, was on hand with the camera . . . his efforts are on this page. And before we get to the comments on the NCPL and it's progress . . . Tom Schapanski was on hand to judge the meet . . . and without Pat Meiron . . . somehow it just doesn't seem right to see one without the other.

In a conversation with Bob Richardson (one of the founding-fathers of the NCPL); Jim Stewart (Grand Forks, North Dakota); Bob Way (Tuscaloosa, Alabama); Jed Jeff Lasley (Carbondale, Illinois); and Bill Schwetke (Texas A & M) . . . plus other members of the NCPL who I didn't jot names down on . . . the following points were brought out. And before we go any farther, I am not against the NCPL per se, as many of you believe . . . critical, perhaps, but not against. Point ONE: Collegiate jumpers are usually individuals who will stay with the sport longer than the average first-jump student because of the difficulty they have in working the sport in with a college education. Time and money-wise, they have to be sincerely motivated to attempt a sufficient number of jumps to become proficient. Point TWO: The problem

MORE ►

Tom Stewart, SIU, showing how to take first place novice accuracy.
Photo by Rick Miller, DZ-USA.



Jeff Russell, National Collegiate Champion 1967-68, accepting his trophies from J. Scott Hamilton, NCPL Director.



Southern Illinois University SPC members accepting the Sportsmanship Award, for their outstanding contributions to parachuting.

at present lies in convincing the colleges and universities of the value of sport parachuting. One jumper I talked with had a "letter" in sport parachuting through his college. He earned it the same way an athlete would earn his letter in basketball, football, or track. A great gesture on the part of the school, but unfortunately this is not the general rule. Texas A & M, and naturally the Air Force Academy and U.S. Military Academy (West Point), are the only real supporters of their jumpers. Until the faculties and Boards of Governors decide to FINANCIALLY support sport parachuting clubs on the campus, NCPL will progress very slowly. Point THREE: The NCPL has an excellent safety record with training being a little above the average jump-club. Schools like Southern Illinois University have turned out many good jumpers and many more are on the way. It is this spirit displayed by SIU that will one day make the NCPL an organization needing little (if any) assistance from USPA or anyone else. Point FOUR: Many of the jumpers I talked with voiced the opinion that the NCPL may do well to ask for sponsorship by the NCAA. This would provide them with financial assistance but it could create a problem in the "amateur or professional" rules governing the sports it sanctions. So, the NCPL has it's problems and they continue to grow in some areas.

In short, you have both sides of the NCPL issue and both have valid points. The general membership is justifiably resentful of "select support" by USPA which should include all members in any policy, whenever possible. The leaders of NCPL (Hamilton and Garrity), have come under attack lately by both the general membership and some of the NCPL members themselves. This would indicate that an "equalizing measure" is going to be

necessary to please both factions. Maybe the NCPL should withdraw from USPA until it is more solidly supported by colleges and universities in general; or maybe we should appoint more leaders who can work directly with the NCPL membership by going college to college, and university to university, until NCPL is in a position to make a major contribution to sport parachuting in NUMBERS of jumpers, not just the LEVEL of its members. I really don't know what the most feasible method may be, but I do know that the NCPL has a long way to go . . . and a short time to do it in. I sincerely hope it works out well for both sides. —CEH.

FLORIDA

THE FLORIDA STATE CHAMPIONSHIPS

14 - 15 OCTOBER 1967

KISSIMMEE, FLORIDA

..... as reported by Rick Miller,
DZ-USA Field Rep.

When my plane touched down at Orlando Airport, it didn't look too much like perfect meet weather . . . one thousand foot overcast and rain. The rain gods were on good terms with South Florida Parachute Association, however, for the sky was suddenly clear. Arriving at the DZ at Kissimmee, I met a number of Paragators, Falling Angels, Falling Stars, 4408th Combat Team, Strike Commandos, Tampa Sky Divers, Gold Coast Skydivers, St. John's SPC, Ft. Myers SPC, Ripcord Unlimited, and about 15 independents. By this time, 68 jumpers had already registered . . . in fact, all but two had pre-registered, which was a bit unusual but a good indication of the support Florida jumpers are noted for. I also met USPA's man down here, Jimmy Godwin, who is really humping for his 2000 (double-Gold) mark.

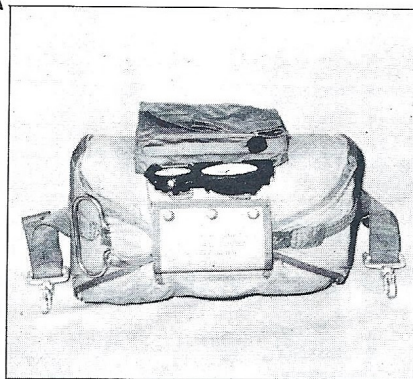
Shortly after the introductions, someone hustled me off the drop zone (despite my protest to remain) and in the direction of food and beer. I just couldn't avoid being caught up in the rush. At this time, we were anxiously awaiting the arrival of that famous personality . . . Noel Funchess (who is now teaching SWOOP School in the South Florida area). After his heralded arrival (and his denials of a first-jump after his injury last December . . . from 1500 feet in an overcast . . . that's the rumors anyway), the party got underway and I met so many people, I could fill several pages. Some of the greatest jumpers I have had the pleasure to meet anywhere were all around. Some of the real swingers that stick in my memory were Marilyn and Duffy Nathan; a judge named Lyle . . . Goodwin (sorry about the scare); and a female-type, Gail Ferguson, who was also an excellent recorder and a great help to the judges. And if I could remember the names, also listed should be many other assistants and helpers who also make a meet run smoothly.

The wind streamer was dropped next morning . . . very early . . . and none of us really minded the ungodly hour we were to be up. In fact, Noel and I didn't bother going to bed in the first place and this eliminated a lot of trouble.

The first round of accuracy ran so well, it was decided to run the remainder of accuracy that day. All went well, except for a couple of the judges who constantly begged for No-Doz tablets, and style was underway as the sun set. Noel and I, fortunately, were assisted by some very good (and wide-awake) judges in the form of Lyle Goodwin, Richard Phillips, and others.

With a good day of competition behind us, we retired to a local motel for the Annual

MORE ►



MINI PACK MAT

20"x30" . . . fits under and snaps onto harness to guard against abrasion. Available in red, black, or sage green . . . \$4.45 pp

STEERABLE RESERVE

CANOPY (Security) \$140.00 pp

Or trade in your surplus 26' conical and pay just \$100.00 pp

STRONG TANDEM X-BOW CONTAINERS

On your harness . . . \$109.50 pp
On Pioneer harness . . . \$167.00 pp

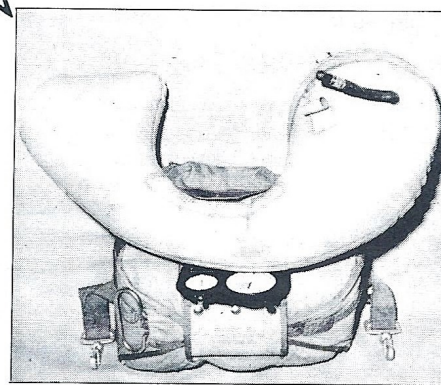
FLOATATION GEAR

MA-2 Waterwing

Large CO2 cartridge. Made to rigid Government specs. Also may be orally inflated. Reusable and just \$8.95 pp

STRONG ENTERPRISES

Department A
542 E. Squantum Street
North Quincy, Massachusetts 02171
Area Code 617, 471-9319
FAA Certified Loft #1218



PARABOOT

Competition Model \$29.95 pp
Style Model \$29.95 pp

Specify size when ordering.

PARA-SALES BULLETIN

MONTHLY NEWSLETTER LISTING NEW AND USED PARACHUTING EQUIPMENT. IT'S A MUST WHETHER YOU ARE BUYING OR SELLING. SEND TODAY . . . NO CHARGE, NO OBLIGATION.

THE FLORIDA STATE CHAMPIONSHIPS continued

Florida Parachute Association banquet and meeting. Noel, however, took time out for a quick rub-down by Doc Gaffney (who has been jumping in Florida since Crossbows were the thing . . . in fact, he still jumps one). The banquet was a complete success with a large turnout and great food. The meeting was Florida business but one point should be passed on. It was decided at this meeting that one dollar of all membership dues would go to the Conference Director for partial reimbursement of travel expenses. This brought a smile from Godwin, and I'll bet other Conference Directors would be just as pleased with support like this.

To describe the rest of the night would probably put DZ-USA in a class with "push-push" paperbacks you read when you're alone with only your parachute, so I'll just say we managed (by some fantastic miracle) to make it through the night and out to the drop zone next morning.

With accuracy completed and two rounds of style completed, we had only the team event and that one style jump to complete. All went well and the competition remained very tight in the D-class, with the other classes remaining unpredictable up until the last jump. I'd like to add here that Skeet White and Jim Godwin showed incredible improvement in style. Skeet has come down from the 10's to a pretty steady 8.1 (or low 8's); and Jimmy has brought his times from an 11.5

down to an 8.6. Dee Du Bois has also been practicing a little and came out 9th (and competed with the men). If she'll just make a downwind landing now, she's ready to go professional. But to get on with it, the official results were as follows:

Novice Accuracy:

- 1) Karl Righter
- 2) Bob Klenginna

Intermediate Accuracy:

- 1) Don Rice
- 2) John Spencer
- 3) Jerry Russell

Advanced Accuracy:

- 1) Tim Saltonstall
- 2) Ski Chmielewski
- 3) Skeet White
- 4) F. A. Rodriguez

Style:

- 1) Tim Saltonstall
- 2) Jimmy Godwin
- 3) Bob Branch
- 4) Skeet White

Women's Accuracy:

- 1) Dee Du Bois
- 2) Jackie McPhillips

3-man Team Event:

- 1) McGary, Branch, and Chmielewski (Tampa Skydivers)
- 2) Godwin, White, and Newman (Paragators)
- 3) Moore, Southwick, Gilbert

THINK TWICE

Continued from page 18

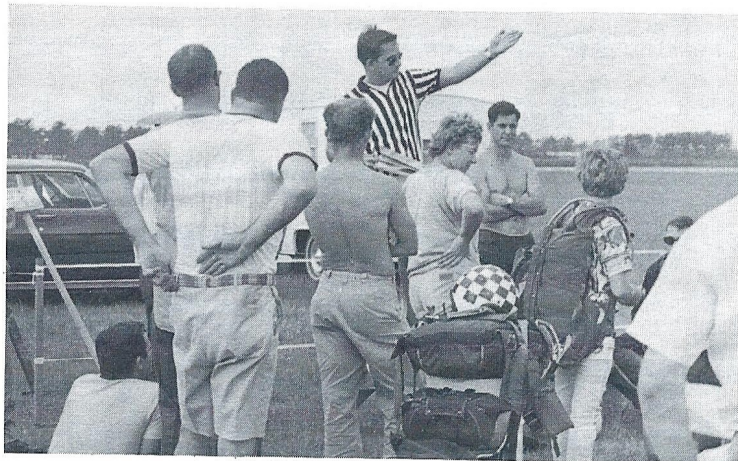
because of the self-appointed high status of the instigators. I am also certain that this stupid practice will die a quick and natural death as soon as someone points out the inappropriateness of it in a sport that all of us are trying to mature and gain respect . . . and before anyone pushes the button and starts yelling, "the President is a prude", best check with someone that knows me. I just generally reserve such practices for more intimate surroundings. Now, if the shoe fits, consider yourselves censored . . . and cut it out . . . now. Edward A. Fitch, President, U.S. Parachute Association."

4) Rodriguez, Gordon, Du Bois

Overall:

- 1) Tim Saltonstall
- 2) Bob Branch
- 3) Skeet White
- 4) F. A. Rodriguez

So, with all the presentations over, Noel and I bid our farewells and retired to Orlando . . . two very tired judges. I would like to thank everyone who made my stay in Florida so enjoyable, and my special thanks to the cameraman who took most of the pictures seen here. Everyone was great and I hope to see you there next year.



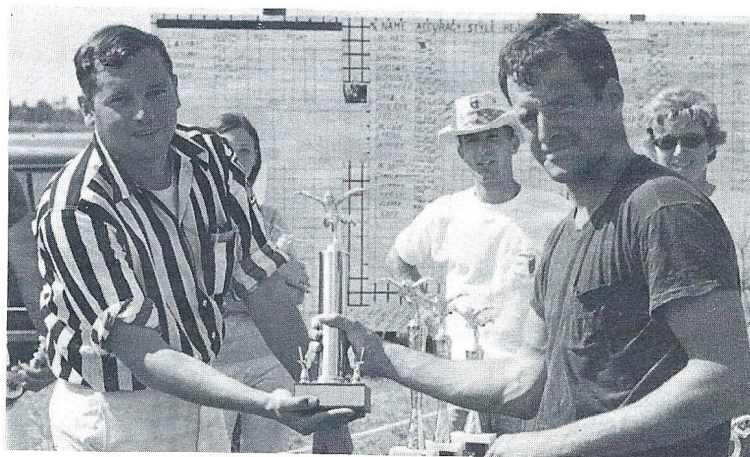
Chief Judge Funchess briefs contestants. Jimmy Godwin (facing camera) also a little brief.



Ski Chmielewski coming in a little short, and reaching.



Tim Saltonstall, center, Doc Gaffney on the right. Jumper in white jumpsuit is unidentified by the photographer.



Tim Saltonstall loading up with 1st in accuracy, 1st in style, and 1st overall. Rick Miller making the presentation.

MEDITATE...

THIS DESERVES YOUR ATTENTION

For the information of many jumpers, every member of the U.S. Team paid for their trip to Europe in lost wages, time, and personal sacrifice. As an example, the Team Judge, Cameron, was out about \$800 in personal funds to make the trip, even though USPA paid most of the expenses. Head of Delegation, Dr. Fitch, will be lucky if he gets off that easy. I'd hate to estimate the loss to a heart surgeon who is out of the office for a month. And Leon Potts, who hosted the U.S. Team Training at his DZ in Applegarth, got hit for about \$2500 which was not reimbursed by USPA. So, when you hear the rumors about everybody getting rich off USPA membership money by being connected with the Team . . . nothing could be farther from the truth. The 1967 U.S. Team expended \$13,451.60 out of a \$15,000 allotment, which is a surplus of over \$1,500. That's a far-cry from 1966 and Dr. Fitch deserves as much credit as any member of the Team. There won't be any "confidential reports" this time; no voices of protest; and there certainly shouldn't be. It was a fine Team and we owe them more than we can ever repay. I have only one gripe and it is certainly not against the U.S. Team or any member of the Delegation . . . but I feel the gripe is justified. Why wasn't any news of the Team given to you until you read it in "Parachutist" over a month later? Here is the reason and the only reason, and I quote from a letter signed by J. Scott Hamilton, Assistant Director, and sent to Dr. Fitch on 2 October: "Dear Ed, Please send entire article on U.S. Team to us for PARACHUTIST. Please do not send any segment or copies to SDM, DZ-USA, SKYDIVER GAZETTE, or any other parachuting publication. Why? As you will note from the attached copy of our bannerhead and introductory page, PARACHUTIST is THE official publication of the United States Parachute Association. No other publication is . . . If they get the poop from SDM, or DZ-USA, then they aren't attracted to join USPA to get the magazine (and in our 1967 USPA Statistical Survey, 43% of the replying members indicated that PARACHUTIST was their main benefit from USPA membership. This was the most frequently mentioned single benefit, even more than the PL/PD insurance and the representation.)" unquote. So, instead of at least a simple progress report while the Team was away, or a capsuled report for other magazines after the Team returned, the membership was aware of only some of the rumors they had heard, and some of these were not the best reflections of the great job the Team did. And this was based on a prove-nothing-percentage figure by USPA. If 100 members answered the Statistical Survey, and 43 said they liked the magazine, then 43% would be a correct figure. And this still doesn't tell us how many of those members had been in the sport over 30 days or less. I, for one, would not like to hear that percentage figure mentioned again unless it also includes the number of responses received. End of gripe. —CEH

* * * * *

THE BEST WAY

This "near-miss" was anything but, however, it does point up the need for some changes in reports of altitude by jump pilots.

The pilots at Lakewood SPC and Orange SPC have already switched to the new method, and it would be to your advantage to ask your club pilot to follow their lead. Don't give the Airline Pilot's Association a chance to file any "near-miss" reports that a year or so from now may be used against us . . . whether or not it really was a near-miss.

Following is a letter relating to a near miss report in September 1967.

General Aviation Safety Office
Federal Aviation Agency
Barnes Airport
Westfield, Massachusetts

Attention: Mr. Bistran

Dear Mr. Bistran,

Enclosed please find a copy of the statement by Captain Peter Burton USAF flying Parachutes Incorporated Norseman N61853, regarding the near miss report of American Flight 468 on 3 September 1967. Both the American Airlines jet and Norseman were in contact with ATC Boston center. (The Norseman used 124.0 frequency).

While there is some question as to how near the miss was (Captain Clarke of American Airlines claims approximately five hundred feet, Captain Burton claims approximately five thousand), the incident brought out the fact that many jump aircraft report their altitude above ground rather than above MSL. Thus the Norseman reported 7150 (above ground) when flying at 7700 MSL. The jet was told to maintain 8000.

Federal regulations dealing with parachutists and jump aircraft pilots set their altimeters above ground. Both parachutists and jump aircraft pilots set their altimeters at zero on the ground prior to take off for obvious safety reasons.

While this procedure must still be followed, pilots, in our opinion, should convert to MSL when reporting to ATC.

On 4 September 1967 Parachutes Incorporated installed the following notice in the cockpits of all Orange, Massachusetts and Lakewood, New Jersey center aircraft:

Set cockpit altimeter at 0 prior to take off. However, when contacting ATC report altitude above MSL. (Add 550 at Orange and 40 at Lakewood).

We urge that the Federal Aviation Agency issue an advisory circular on this matter immediately to all pilots of jump aircraft. We thank Mr. Pelli of Boston ATC for simultaneously making this suggestion and hope that the reports of Captain Clarke and Captain Burton eventually yield a constructive safety measure.

Sincerely,
Parachutes Incorporated
Jacques Andre Istel
President

Federal Aviation Agency
GADO
Westfield, Massachusetts
Gentlemen:

Concerning the report of a near miss by American Airlines Flight 468, captained by S. E. Clarke:

I was flying Norseman N61853 at 1942Z, at 7150 above ground on 3 September 1967. I had notified Boston Center of my altitude on frequency 124.0, which I was guarding at the time. I was notified of an American jet maintaining 8,000, and then that the aircraft was at 12 o'clock, one mile. I saw the American 707 at the same time, and saw that he would

pass well clear to the right of my aircraft. My heading was 310 at the time; I would estimate his being about 100. He appeared to be below his reported 8000 by about 2-300 feet. I had set my altimeter at zero on the ground, and my altitude was confirmed by the 6 parachutists on the aircraft who were also wearing altimeters.

The jet passed at approximately one mile —no evasive action was taken by the pilot. The distance was confirmed by a pilot ground observer. I personally do not believe that the separation between aircraft warranted a near miss report. I have approximately 3000 military and civilian hours with which to make my judgment that there was no hazard involved. The American flight took no evasive action and still passed at one mile, which would seem to be sufficient separation under VFR circumstances.

Respectfully submitted,
Peter J. Burton
Captain, USAF

* * * * *

Make The Rounds...

EAST COAST: Al Smith, D-441 (United Kingdom), even though he ain't an Englishman, has left his duties at Parachutes, Inc., and is now attending Aeronautical Engineering School in California as reported by Butch Rubb. Al had been with PI for three years and considered one of the finest jumpers on the East Coast by his fellow jumpers. He taught many students during his tenure and introduced them to the sport in the best possible manner. He will be missed by every jumper who knew him or received instruction under him.

FT. BRAGG, NO. CAROLINA: This is late but still of interest. It's from a new member of the USAPT, Fred Vogt: "I came down to the Team from Rigger's School in February and it's great. They are a little hard on PFC's but if I keep my nose clean, I should make acting sergeant next month. I am on the Gold Team (demonstrations) and passing a baton with Lt. Col. Burkhard on the demos. Brad Gagne, the World Streaking Champion, is down here and is supporting the bar at the 82nd SPC. Hope to see you at the Nationals if I can get my series time down a little faster."

FAR EAST: As reported by Bob Pope (aboard the USS INTREPID), "On the lighter side of things, we just pulled out of Japan last week and I got three jumps in while I was in Atsugi. Not much but it beats nothing. We'll be pulling back into Cubi Point (Philippines) in September and I hope to get a few there with a couple friends of mine in the UDT detachment. Chip Maury is one of them, so if we do get a jump, I'll try to send you some pictures." And we bitch here if we don't get four jumps a day. We never had it so good, fellows.

HUNTINGTON BEACH, CALIF: From Pops #33, Jack Sowle: "I rec'd my DZ-USA patch yesterday and really dig it. It is one very clean and nicely designed emblem. I had my wife sew it on my jacket. "right over my heart", and I attached my PCA Wings directly over the little parachute between the "D" and the "Z". It hides the chute on the patch but looks pretty snazzy, I think." After the last letter I got from Jack, he has probably had a DZ-USA "patch burning party" . . . but I sincerely hope not.



POPS
BULL
#1015

PARACHUTISTS OVER PHORTY SOCIETY

SALUTE TO THE POPS

Writing the bulletin requires a review of the mail I receive from all you POPS. As I read that mail, I am overwhelmed with pride of being associated with such a great gang. It is, no doubt, more apparent to me (being on the outlet end of this funnel of information) just what an eager, enthusiastic, sincere and energetic bunch of jumpers the POPS are. The roster of POPS amounts to about 1% of the current USPA Membership. However, within our present membership of approximately 112 there are quite a few who are deeply involved in plotting and steering the sport of parachuting on its inevitable course in this country. These men are actively engaged in the management of clubs, councils, conferences, centers and right on up to, and including, the top spot in "USPA" itself. In addition to those men, there are many on the sidelines who continually and tirelessly contribute their time and knowhow to further the progress of our sport on an upward and on-ward trend. Obviously, "the young must have respect for their elders" or they would never have placed so many of us POPS in the harness (driver's seat). I just hope all you POPS will slow down for a minute to meditate on this and then feel as proud of our gang as I do.

Jack H. Sowle

INSURANCE QUESTIONAIRE

Lew Watson, POPS #16, is one of the guys above referred to. He is not only an avid jumper but has the good of the sport in mind for every parachutist. All you POPS should have received a form from Lew that requested certain information about your personal insurance setup, in particular any clauses having to do with air travel exclusions. I sure hope you got on the ball and returned them, properly completed. What he is doing will benefit you and every other jumper in the country.

PERFUMED POPS

Well, it was bound to happen sooner or later! The POPS was formed with two primary requirements for membership, you gotta be a jumper and forty years old or over. Nobody said nuthin' bout sex! So . . . "POPS #100" is a lady. Mrs. Nina Wolkow obtained the distinction of becoming the first female POPS by meeting those two prerequisites and I quote a portion of her letter of application. "This is insane! I don't want to tell you if I just made my first parachute jump or whether I just turned phorty years old but take my word for it, I have been down both roads." Nina is the wife of POPS #92 and they are a two-POPS jumpin' family. They have their own private air strip, a C-180 and J3 Cub to leap from, pea gravel, tropical birds to beautify the place and "somebody

to yell at you, so you'll feel right at home." They also have the best rates in town . . . no manifest, no waiting and no charge! Egads, that is paradise on earth. They've invited any and all POPS to drop in when in their area. (See your POPS roster for the address).

PARACHUTING PRESENTS POP PROBLEM

Bill Larson, POPS #98, lives in Los Angeles and calls me frequently when he is in town. Bill is a Boeing 707 pilot and Captain for one of the big airlines. Another Captain, POPS #85, was Bill's influence to try a jump and now he is hooked. Bill is now ready for his first clear and pull after about seven static-liners but he is having his problems. He said it took him six jumps to get his 32' cheapo into the soft stuff, and according to him that's pretty bad for a guy with 20,000 hours in the air. He said, "I can tell you within inches where that 707's gear will touch down (and those wheels are sixty feet behind me) but not that damned 32 footer." Well, Bill, don't feel too badly. Those two birds are hardly comparable!

RECRUITING CHAMP

Jim Bates, POPS #97, sure as hell must run with an "old crowd." Though only a member for a couple of months himself, he has sent the names of "14" other jumpers eligible for membership in the POPS. From the sound of things the Connecticut Parachutists, Inc. could throw a POPS Meet right in their own club. Nine of their members are POPS. Jim is Publicity Director for the C.P.I. and writes their monthly newsletter as well as other articles for parachuting magazines. He is a past president of C.P.I., has been on the Board for five years, is a licensed Parachute Rigger and is married to a "C" License holder with "297" jumps. POPS #97 with over 425 jumps is another one of our members to be proud of. He is a dedicated parachutist, completely wrapped up in the sport and giving unselfishly of his time and efforts to promote it.

POPS NUMBER CORRECTIONS

Gerald A. Paul is POPS #95 . . . "not #94" (No. 94 is null and void). Bill Larson is POPS #98 . . . "not #95". Ernie Webber is POPS #99. We occasionally get the name of some guy to sign up and then find out he is some young whippersnapper ineligible to join. So the numbers got fouled up between Lenny and I. It shouldn't happen in the future, "I hope."

POTENTIAL POPS

Any of you jumpers out there forty years of age or over are eligible to join the ranks of POPS and wear the greatest patch of them all. (See it at the head of this column.) It's all very informal and just for fun. Send your name, address, age, jump status, etc. to Jack H. Sowle POPS #33, 15402 Baffin Circle, Huntington Beach, Calif. 92647— and your in!

POP WITH PEP

POPS #75, "Doc Lock" (Lockward) must be on GERITOL, he's got so many things going. Listen to this. He is a member of: Sheriff Dept. Para-Rescue, Desert Alpine Rescue Emergency Service, Major in C.A.P. Rescue Unit, Full Commander (Ship's Surgeon) in U.S. Coast Guard, Major in Association of Military Surgeons of U.S.A., a land and sea-plane pilot working on multi-engine rating, night college student, Medical Missionary to the Taramuhara Indians in Mexico once a

year, member of the Shangri La Nudist Ranch (Wheeeeeeee), specialist in "Girl Hustling" and guess what else? "He jumps out of airplanes." Oh yeah, he is also the father of Golden Knight, Billy Lockward II. Photo below is Doc (wearing helmet) and son (holding chute) after Doc put a jump in on Billy's PC at the 1967 Nationals.



NEW POPS

- #100 Nina Wolkow, 5285 West Seven Mile Road, South Lyon, Michigan.
- #101 George Sage, 10418 Quiet Hill Road, LaPorte, Texas 77571.
- #102 George McCulloch, 95 Morgan Street (Apt. 7B), Stamford, Connecticut
- #103 Edward Ashline, Bearhill Road, Middletown, Connecticut
- #104 Leo Bernard, 131 Charter Oak Street, Manchester, Connecticut
- #105 Bernard Cowie, 119 Commonwealth Avenue, Boston, Massachusetts
- #106 Wilbur Dinegar, 167 Stockade Road, Glastonbury, Connecticut
- #107 Lloyd Ewig, 485 Dippinghole Road, Wilbraham, Massachusetts
- #108 Pat Gorham, 8 Castle Road, Nahant, Massachusetts
- #109 Dudley Moulton, 1711 Boulevard, West Hartford, Connecticut
- #110 Bill Jolly, 191 Main Street, Manchester, Connecticut
- #111 Bill Viets, Harrison Road, Cheshire, Connecticut

NEW YORK: On May 2nd, Governor Rockefeller signed the proposed New York parachuting law. The law states that effective 15 July, 1967, no parachute jumps may be made except at licensed centers or upon special authorization from the Department of Commerce. Center licenses will cost \$25 and exhibition jump licenses will be \$3. Basically, it means jumping will be allowed at centers which have a license and exhibition jumps are (at last) legal. We all feel that the jumpers on the East Coast (and especially Mr. Dan Poynter) deserve every honorable mention in the book for getting a law of this type on record. When they started there was no law in their favor, and at least this one is a step in the right direction. It took a lot of their leisure hours, sitting through hearings and performing as a unified group in the behalf of every jumper in New York. Well done!

* * * * *

PARACHUTING UNLIMITED MEET

The water accuracy was a bright red inner-tube for a target, and jumpers had to swim to it before being scored. Lowest time won, and Wuelfing made the only DC on the event. Photos by Bob Breen, show some of the action:



Hans Wuelfing coming in for a first-place effort. Photo by Bob Breen.



Tom House steering a rag in for a fairly close one.

NEED YOUR PC REPAIRED THIS WEEK?

Anyone can sell you equipment . . . so can we . . . but when you need service

STEVEN'S PARA-LOFT
Bldg. 727, P.O. Box 2663,
Oakland Municipal Airport
Oakland, California 94614

Repair and service in less than a week . . . any type of major overhaul or repair of any type of equipment . . . for even quicker service, call AC 415, 569-5358.

COMING MEETS

1ST ANNUAL DEATH-AND-DESTRUCTION SKYDIVERS MEET

Place:

Undecided, have not been able to find a congested area, cemetery, or controlled airspace.

Date:

Tentative; the first weekend after our Chief Jumpmaster completes his current manslaughter charge.

Hosted by the Death-and-Destruction Skydivers, Splatterville, U.S.A. Entry fee is four cases of name-brand beer or a half-gallon of port wine (per event). Registration begins at 12 midnight at the Thump Inn, and closes at daybreak, the following Mon. Events are as follows:

Novice Events (less than 10 jumps):

- Event I: Stand-up accuracy, one jump, 12,500 feet.
Event II: Team (night baton-pass), one jump, 600 meters. Event will take place during Full Moon.

Intermediate Events (10 to 15 jumps):

- Event III: Low-pull contest (pilot chute must show before impact to be eligible for posthumous award), one jump (or two if weather permits, 1250').
Event IV: Five-man team, with two men fully equipped and carrying an extra reach. The remaining three men will wear D ring equipped harnesses only. This event also includes a Rod Pack Award to the unpopular member of the winning team. One jump, 3500 feet.

- Event V: Drinking contest w/extra points awarded for competing in style within one hour of winning this event.

Advanced Events (16 to 2,000 jumps — Sorry, "Pop"):

- Event VI: Style, two jumps, 600 meters. Flat spin to right on first jump; Flat spin to left on second jump; Judged on rpm's and duration. Stable pull constitutes "zap" jump.
Event VII: Streak contest. Points awarded on distance, number of spectators, and amount of light.

Extra Points:

- 1) Simple fracture — 25 (100 if contestant continues to compete without medical aid);
- 2) Compound fracture — 50 (200 if contestant continues to compete);
- 3) Getting arrested — 50 (200 if arrest occurs during Event VII); and
- 4) Pack Jobs in 3 minutes or less — 25 (500 if jumped without a reserve).

Officials:

Chief Judge Carlos Wallace
Chief Manifestor Hormone Neaton
Chief Scorer Bowel Lachmann
Style Judge Dick Moppenspeck
Training Judge Pope #35
Rubber Bag Man Hotty Samilton

One more poynter: Equipment and rigger checks are strictly forbidden. Team and style events will utilize a J-3 type aircraft. Accuracy and low-pull event from a stolen U-2.

NOTE: PROTECT YOUR PUBLIC IMAGE — Wear shined jump-boots at all times. Don't miss the big one of the year and don't let the big names scare you out.

SIXTH ANNUAL SOUTH FLORIDA WINTER INVITATIONAL PARACHUTE MEET.

29, 30, 31, DECEMBER 1967.

CIRCLE T RANCH AIRPORT

INDIANTOWN, FLORIDA.

EVENTS:

INDIVIDUAL ACCURACY.

7 JUMPS, 2500 ft., 0/5 SECOND DELAY, 5x5, POSSIBLE 3500 pts.

TEAM ACCURACY, 3 MAN TEAM:

2 JUMPS, 3300 ft., 0/12 SECOND DELAY, 5x5, POSSIBLE 3000 pts.

PLACES AND PRIZES!

INDIVIDUAL ACCURACY:

1st.—\$300.00—TROPHY

2nd.—\$200.00—TROPHY

3rd.—\$100.00—TROPHY

TEAM ACCURACY:

1st.—\$300.00—TROPHIES

2nd.—\$225.00—TROPHIES

3rd.—\$150.00—TROPHIES

TOTAL ENTRANCE FEE IS \$50.00 (If entered prior to 20 December 67).

FOR INFORMATION CONTACT:

SOUTH FLORIDA PARACHUTE, INC.

P.O. BOX 246

INDIANTOWN, FLORIDA 33456

Phone: AC305-597-2736



CENTRAL CONFERENCE ELIMINATIONS

18-19 May (Weather Date: 25-26 May) 1968

Site Undetermined

Jack Bergman has announced the dates for the Central Conference Eliminations for 1968. Anyone interested in hosting the Central Conference Eliminations should submit their bid to Jack Bergman with one copy to PCA headquarters. Bid closing date-Jan.31, 1968. For more information contact Jack Bergman, 6561 Bancroft, St. Louis, Mo., 63109.

Para-Commander Specials

P.C. Canopy — Midwest Sleeve

..... \$265.00

Complete P. C. Backpack . . \$285.00

(Includes PC canopy, our sleeve, pilot chute, B-4 harness with D-rings, extended B-4 container, w/ripcord)

... OFFER LIMITED ...

28' Lo-Po Back \$240.00

28' Cheap-Po Backs T-U \$ 85.00

28' Cheap-Po Double "L"

or "T" \$ 75.00

35' Cheap-Po Double "L"

or "T" \$100.00

24' Reserves—Rebuilt \$ 35.00

New \$ 45.00

Pioneer Jumpsuits; Red, Black

and White \$ 24.95

Orange Smoke—25 sec. \$ 1.50

50 sec. \$ 1.75

Sentinels Automatic Opener .. \$ 89.50

Sentinel Refills \$ 5.95

Paraboots—Comp. or

Style Models \$ 27.00

CATALOG ON REQUEST

MIDWEST PARACHUTE SALES AND SERVICE

46901 Grand River

Novi, Michigan

30 Years Experience — FAA Loft

Satisfaction Guaranteed

EQUIPMENT

NEWS & VIEWS

BARISH SAILWING* INFORMATION

*TM Registered, Patents Pending

The following is reprinted for the information of sport parachutists on the Barish Sailwing*. It was distributed by Parachutes Incorporated, Orange, Massachusetts, to answer some of the questions expressed by interested jumpers. It is appropriate that DZ-USA pass this information along to its subscribers:

"This is the second major design of the inventor, Mr. David T. Barish, incorporating very little surface material. His other now famous design is the Vortex Ring parachute which creates drag through autorotation. The Vortex Ring parachute was not intended as a personnel canopy even though it has been live jumped in tests. A 90' Sailwing is currently under development for spacecraft recovery.

What makes this parachute (and it is still basically a parachute) very unusual is the amazing lack of material. It has one-half the surface area of conventional canopies and yet has one-half the rate of descent. It measures 54 feet from tip to tip (24 feet inflated diameter) and is 9 feet from front to rear.

It sports single risers instead of the usual split variety and there are eight 1500 lb. suspension lines. The current test version utilizes a "Safety Stop" steering system. For routine turns, the toggles may be pulled all the way to the stops without stalling. This requires about 5 pounds tension. The safety-stop separates the two turning modes and is just above the full stall point. To maneuver faster requires 20-25 lbs. force.

During packing and deployment, the toggles are stowed in ringed keepers on the risers just above shoulder hardware. The Sailwing, like the Para-Commander, has a tendency to move forward before it is entirely inflated. This causes the leading edge to tuck under on both canopies. However, it is a much greater problem with the Sailwing as the wing will tend to invert. By placing the toggles in keepers, the Sailwing opens in a stalled or drag condition; forward speed is minimal until the toggles are released and

drawn up to the guide rings. Packing instructions will be available when the canopy is released to the public.

The Sailwing will be offered with both new and old Capewell risers release fittings in order to accept any harness attachments. Since there is much less material than found in standard canopies, the Sailwing will pack up easily in any present back container.

The Sailwing has a forward speed in the range of twenty mph. It also has a very slow rate of descent in the ten to eleven feet per second range. The glide ratio, then, is nearly 3.1 or nearly 72 degrees from vertical. A unique packing method renders the opening shock comparatively mild; certainly no greater than a sleeved flat circular. It is currently being deployed from an unusually long sleeve. Owners will appreciate the few (only five) line stows.

Many of the inquiries ask if the canopy is a competition model. Quite frankly, we just aren't sure yet! Changes are still being made with the trim, steering and braking systems. Latest changes have produced an extremely stable vehicle. The high forward speed enables the jumper to make an into-the-wind approach on the target. This coupled with the slow rate of descent, will allow the jumper more time for final corrections. Two of PI's test jumpers managed to get deadcenters on their very first jumps on the Sailwing. No doubt, it will find its way into parachute competition. This is not the parachute for the novice or anyone without a thorough knowledge of canopy handling. Like powered airplanes and gliders, this parachute (operating beyond the stops) can be stalled, and the rate of descent increases rapidly in the stalled condition.

Colors have yet to be decided upon. There is so little fabric, on a relative basis, that we feel it will be desirable to stick to solid colors for visibility reasons. The first production models will probably be red. Custom colors are not being considered at this time. The price has yet to be set but it is hoped that the Sailwing will sell for less than \$300.

Thus far, the Sailwing has well over 100 live jumps and more than 200 dummy drops. Pioneer Parachute Company is manufacturing the final test models. The test program is continuing with Parachutes Incorporated centers. There are no Sailwings available at this time. This includes dealers, expert para-

chutists, or for demonstrations . . . Parachutes, Inc."

* * * * *

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION		Publisher: File two copies of this form with your postmaster. Postmaster: Complete verification on page 2.	
1. DATE OF FILING: 25 September 1967		2. TITLE OF PUBLICATION: "DZ-USA" Magazine	
3. FREQUENCY OF ISSUE: Monthly		4. LOCATION OF HEADQUARTERS OFFICE OF PUBLICATION (Street, city, county, state, ZIP code): 1425 South Pershing Court, Wichita, Kansas 67218	
5. LOCATION OF THE HEADQUARTERS OF THE PUBLISHER (Street, city, county, state, ZIP code): c/o P. O. Box 2131, Wichita, Kansas 67201		6. NAMES AND ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR: C. E. "Gene" Hunnell, 1425 So. Pershing Court, Wichita, Kansas 67218	
7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.)		8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If there are none, so state)	
9. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (Section 132.122, Postal Manual) (Check one)		10. EXTENT AND NATURE OF CIRCULATION: A. TOTAL COPIES PRINTED (Net Press Run): 1250	
The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes		B. PAID CIRCULATION: 1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTERS: 100	
Have not changed during preceding 12 months		2. MAIL SUBSCRIPTIONS: 1000	
Have changed during preceding 12 months		3. TOTAL PAID CIRCULATION: 1100	
If changed, publisher must submit explanation of change with this statement.		4. FREE DISTRIBUTION (including samples) by mail, carrier or other means: 25	
		5. TOTAL DISTRIBUTION (Sum of C and D): 1125	
		6. OFFICE USE, LEFT-OVER, UNACKNOWLEDGED, SPOILED AFTER PRINTING: 125	
		7. TOTAL (Sum of E & F - Should equal net press run shown in A): 1250	
I certify that the statements made by me above are correct and complete.		Signature of owner, publisher, business manager or editor: C. E. Hunnell 25 Sep 67	

WHY DID YOU SUBSCRIBE?

Dear Gene and the Jumping World: This time I will get my renewal in early and order a 12-month volume (1966), just as soon as I get my pay check from Uncle Sugar. I would have done it sooner but "cut-aways" (drink-type) are so damn expensive. I'll bet I've drank up a complete new piggy-back, PC main, and 26' LoPo, in the three months I've been back in the States. Love your mag. Enclosed is my bit to brighten or lengthen DZ-USA's future. Dave Orcutt, C-2196, GDI (Goddamn Independent), USNS PVT. JOSE F. VALDEZ, Fleet Post Office, New York."

Ed "Horrible" Weil, C-3492, "I read a friend's copy of DZ-USA last night and enjoyed your comments and views of the '67 Championships. The picture of Chris Lowry was great, thanks to Rick Miller."

* * * * *

FOR NEW SUBSCRIBERS ONLY

PARA-PRINT, P. O. Box 2131, Wichita, Kansas 67201

"DZ-USA"

\$4.00 for second-class mailing ☐

\$6.00 for first-class mailing ☐

\$7.50 for airmail (U.S. & Can.) ☐

I am a member of PCA YES NO (Circle correct word)

I presently am a member of _____ (Your club name & address)

A free shoulder patch whether you use this form or not.

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP CODE _____

FOR BOOSTER CREDIT _____ NO. OF FREEFALLS _____

NOTICE TO SUBSCRIBERS

RENEWAL

SUBSCRIPTION FORM

P. O. Box 2131, Wichita, Kansas 67201

\$4.00 for second-class mailing ☐

\$6.00 for first-class mailing ☐

\$7.50 for airmail (U.S. & Can.) ☐

Name _____

Address _____

City _____ State _____ Zip # _____

ARE YOU GUILTY OF READING YOUR BUDDY'S COPY OF DZ-USA . . .

RIGGER SERVICE AND RESERVE REPACKING

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

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

STEVENS PARA-LOFT

School of Sport Parachuting
Perry D. Stevens, Master Rigger
Sales - Service - Repair
Excellent Instruction
Open Monday thru Friday
Bldg. 727 -- P.O. Box 2553
Oakland Municipal Airport
Oakland, California 94614

FLORIDA

South Florida Parachute, Inc.,
Circle T Ranch, Indiantown, Florida
Open Tuesday through Sunday
Packing tables and loft
Howard and Cessna 180
Phone: 305, 597-2736

Central Florida Parachute Sales

Jimmy F. Godwin, D-126
Dealer for Parachutes, Inc., and Mc Elfish
Parachute Service
DZ at Kissimmee, Florida (Paragators,
Inc.)
12 meter pea-gravel target; C-182
Rigger service available
496 N. Orange Blossom Trail
Orlando, Florida 32805
Phone: AC 305, 424-3400

KANSAS

Wichita Parachute Center, Maize Airport
45th St. North & Ridge Road, Maize
Ground Training & Equipment Rental
Pea-gravel target - Low jump rates
4-place Cessna w/jump door
PC & XBO Sales and Service
FAA Rigger Service by Woody & Nancy
Underwood
Full-time center - Call RO 6-0300.

LOUISIANA

Southern Parachute Center, Inc.
Hammond Airport, Hammond, La.
Equipment Sales & Rental - A/C rental
First Jump Instruction-Flight Instruction
Rigger Service - Open 7 days
Pea-gravel target; Howard; C-170
Leon or Prissie RICHE (Ree-sha)
P. O. Box 878, Hammond, La. 70401
PH: (504) 345-6324

MASSACHUSETTS

Ollie's Loft - FAA Certified #1133
Dealer for Parachutes, Inc.
Sales & Service - Major Repairs
Ollie Letourneau
R.D. 1, Box 111
Forge Village, Mass. 01828
Phone: 692-6352

MICHIGAN

Parachuting Service,
Tecumseh Airport, Tecumseh, Michigan
Sales & Service - Student Instruction
Open Sat., Sun., and holidays
Indoor packing and training
C-172 and C-182 w/pop-open doors
John Mooneyham, Master Rigger
Mailing address: 8747 Brandt
Dearborn, Michigan 48126

Ottawa Parachute Service

Nunica, Michigan 49448
AC 616, 837-6240
DZ & Loft - Sales & Service
185 w/door - 7 days a week
Aircraft rental for meets
Paul R. Davids, Master Rigger

Midwest Parachute Sales & Service

We repair any chute - Custom modifica-
tions 26' & 28' Reserves modified, steer-
able, \$12.50.
Everything for the skydiver's needs
FAA Approved - 32 years experience is
your guarantee.
Licensed Loft #2471 (A,B,C and D)
Danny Latchford, Owner & Master Para.
Technician,
46901 Grand River, Novi, Michigan 48050
Phone: AC 313, 349-2105

MONTANA

Nelson & Sanders Parachute Sales & Ser.
1730 So. 7th West
Missoula, Montana 59801
Canopy Repair a Specialty
All work guaranteed by Master Rigger
Phone: AC 406, 549-1034

NEW JERSEY

Parachute Riggers, Inc.,
Complete Certified Loft
Sales - Service - Major Repairs
PRI'S FINE EQUIPMENT GUARANTEES
YOUR SAFETY. REMEMBER, WE TAKE
PRIDE.
P. O. Box 97, Jackson, New Jersey
Ph: 201, 928-0077. 08527

OHIO

Greene County Sport Parachute Center
FAA Certified Loft - All 5 Ratings
Security and P.I. Dealership
Jumping anytime - Weather permitting
Cessna 180, Cessna 182, and
HOME OF THE HOWARD "650"
Route #5, Xenia, Ohio
Phone: AC 513, 878-3066

OKLAHOMA

Don Boyles
9536 E. Newton Place
Tulsa, Oklahoma 74115
FAA Certified Rigger
Dealer for McElfish Parachute Service
Phone: TE 5-2107

TEXAS

McElfish Parachute Service
2615 Love Field Drive
Dallas, Texas 75235
Sales, Service, Repair, Rentals
EVERYTHING for the SKYDIVER
PH: (214) 351-5343

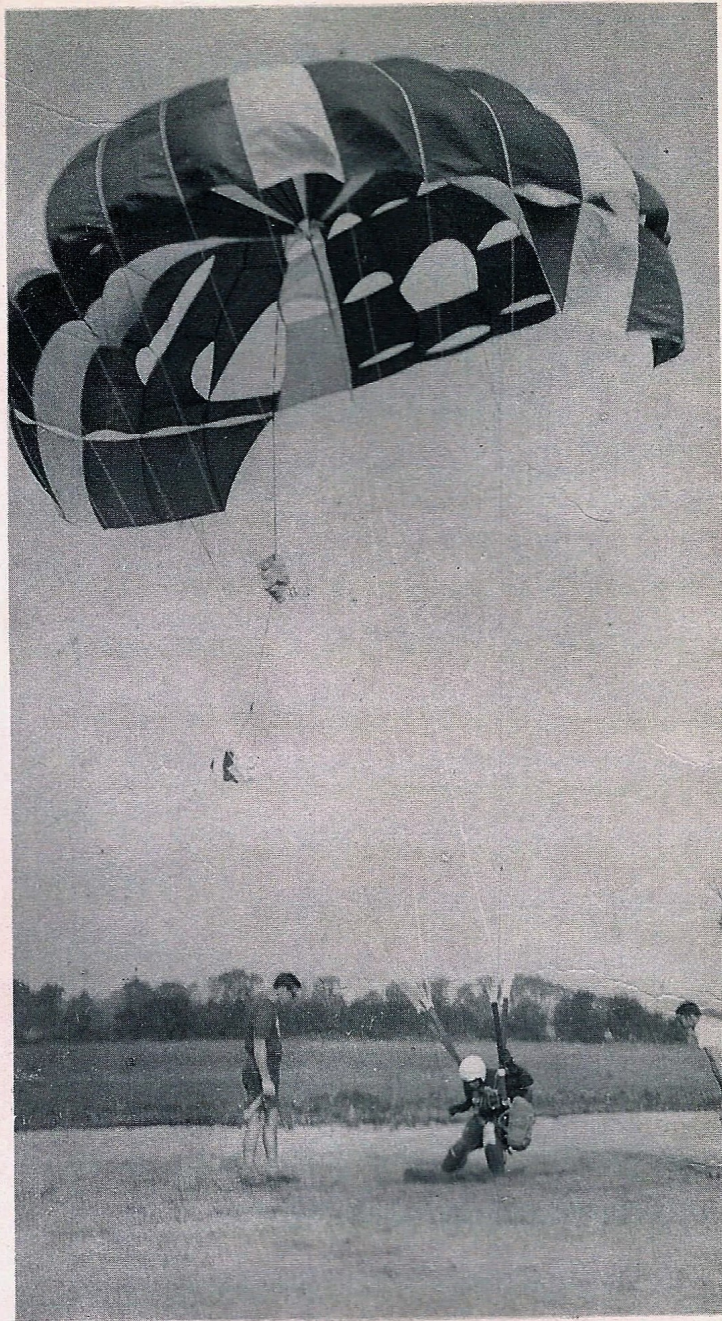
Mitch L. Vanya

11047 Hoffer
Houston, Texas 77034
Complete line of Pioneer and
Security Equipment
Write for prices on any item.
PH: (713) HU 4-4819

BACK-PATting

If all of your issues are like the one I've seen, I know it is a sound investment . . . Bob Beck, B-5028, California . . . Being a student myself, I enjoy reading of the first jump experiences of other students . . . Douglas G. Burger, Nevada . . . You have a very informative magazine, and as long as it comes out on time, you will probably out-sell the other two . . . M. E. Clucas, Illinois . . . I hope you are aware that \$4.00 represents the purchase price of four martinis at a fairly respectable bistro, or five martinis at the type of dive I usually frequent. I hope you appreciate the sacrifice . . . Dave Crotty, C-2808, New York . . . Your emphasis on safety (and the lack of it) is a giant step in the right direction. Keep rattling those skeletons in our closets . . . Stephen L. Cohen, D-1121, New York . . . Your magazine is much more adult than the one printed on the West Coast . . . Dan True, Texas . . .

**SUPPORT YOUR LOCAL
RIGGER whenever possible**



TEAMWORK

stretching forward, reaching backward
the U.S. Parachute Team is out to win

For some parachutists, teamwork is being a leader—knowing how to spot for the team, how to lead them right onto the disc. For others, it's being a good follower—never losing sight of the canopy below, always being aware of the one above. But whatever your team position, the best canopy for leaders and followers is the Para-Commander from Pioneer.

This year, the 1967 United States Parachute Team again selected Pioneer equipment: red, white, and blue Para-Commanders with a new team design; Pioneer containers and harnesses; and Pioneer jumpsuits. They know that part of good teamwork is cooperation, and part is the highest quality equipment. That's why their first choice is always Pioneer.

PIONEER PARACHUTE COMPANY, INC.

A SUBSIDIARY OF PIONEER AERODYNAMIC SYSTEMS, INC. • MANCHESTER, CONN.

address all inquiries to:

PARACHUTES INCORPORATED, ORANGE, MASS. 01364 • WORLD-WIDE DISTRIBUTORS