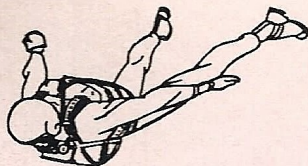


THE

"Z"



ALL SUBSCRIPTIONS AUTOMATICALLY
EXTENDED ONE MONTH.

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1967

U.S.A.

A NATIONAL COVERAGE BULLETIN



Editorial

THIS IS TAHLEQUAH, OKLAHOMA

... or ... GIVE IT BACK TO THE INDIANS

I will try to be objective in this article and leave personal bitterness out of it ... but it will take an effort. As the editor of DZ-USA, I have been in Tahlequah, Oklahoma, on FOUR occasions in the past 18 months ... for two National Championships, and two Collegiate Championships. I have, therefore, the unique position of watching it's mood change on each visit and feel I am as qualified as anyone to report on the situation BASED ON PERSONAL OBSERVATION. J. Scott Hamilton and Norm Heaton have spent more time there than any of us, but their reports leave much to be desired as to ACTUAL existing conditions. So, to make this fairly short and to the point, I'll relate only my last visit to Tahlequah this past October for the National Collegiate Championships. We'll take it point by point and you make up your own mind:

From Wichita, Tahlequah is a five hour drive via Tulsa, Oklahoma. After Tulsa, however, it is a crooked highway that takes about 1½ hours to navigate, if you take Highway 51. Highway 64 is another route but it has to go around Lake Gibson and is longer. As Dan Poynter puts it, "The population density center of the country is farther east. Tahlequah is difficult to get to. The nearest city, Tulsa, is an hour's drive; TAHLEQUAH IS OUT IN THE COUNTRY." Dan put it very well. But to get on with the trip ...

Entering Tahlequah, one fact is unmistakable. This is a rural community with the local citizens standing on corners in bib-overalls; coming into "town" for Saturday; and presenting a picture of Farmerville, U.S.A. And don't misunderstand me, for I have nothing against farmers as such, but when you think of all the time and effort spent in changing our name to United States Parachute Association because CLUB made us sound too small and didn't carry enough prestige ... how can you believe that Tahlequah will reflect an image to correspond with our new name? As we entered town, on this particular day of the NCPL Championships ... there was a clothing rummage sale going on in the "square". Can you imagine a Government official; or worse yet, a foreign visitor; entering Tahlequah and seeing first, not a thriving, modern city, but used-clothing being peddled on the street. Not a very pretty picture, is it? It would make USPA look as destitute as the local citizens. The Chamber of Commerce is hoping this will change, of course, by the added income we will bring to "friendly, little ol' Tahlequah." Someone, evidently hasn't told them that Monterey isn't flooded with visitors to the National Headquarters. As Lyle Cameron puts it, "I rarely go there, and I live in the same state. You all don't go to the office at all ... so what do you care where it is? Why spend money we haven't got to move it? Why move to a location of the least USPA membership activity?" end of quote for now.

But to continue, on this trip I took along 200 copies of the September issue of DZ-USA, thinking the subscribers would get a kick out of the Tahlequah postmark. There was one small item I had forgotten. The Tahlequah Post Office doesn't exactly do a booming business and when I asked for 146 fifteen-

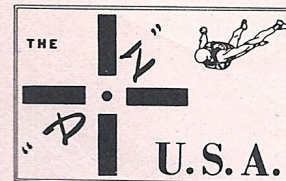
cent stamps and 54 twenty-five cent airmail stamps ... there was just a slight delay while safes were opened, the Postmaster was called in, and the search began to dig up the requested stamps. Not a big point, but one to consider for it indicates the small problems that will beset us in every phase of normal operation. So much for that.

Our drive to the airport was uneventful for there was no traffic to contend with ... no one was rushing to the airport to watch the Championships, that is. I asked a waitress in one of the local cafes if Friday had been weathered-out and she didn't know anyone was jumping. Her attitude was easily seen in the attitudes of other "locals" ... if-you've-seen-one-parachute-meet-you've-seen-them-all. No big crowds at the airport, and a few cars parked on the highway (just in case they were charging a buck to get in).

And rather than go into the weather, which was the only thing Tahlequah didn't have something to do with, we'll call it lousy and comparable to the NCPL Championships weather last April ... which was also lousy. But the meet was finished, in a manner of speaking, and that's all that's important to the contestants. But if our Headquarters were there, we would have to consider the year-round weather, not just a weekend. ...

And assuming jumpers drink beer, and rent motel rooms, and watch movies, etc., consider this. Beer is almost \$7.00 per case (and it's 3.2 at that), and the special price for jumpers to get into the "Barn" is \$3.00 a head to get in the door (and you bring your own bottle). You are then charged again for the set-ups (mix, to you non-drinkers) and that ain't cheap any way you look at it. So, to try to cut back on expenses, which all jumpers must do if they want enough money left to jump, you buy a case of beer and with nine people in the group ... you drop by Tim Hinkle's motel room to say goodbye and have a beer. With 10 guys drinking out of one case ... it can't be much more than A beer. This, of course, is called a "party" by the motel manager (who has heard about the jumpers from last year and the 3 meets previous to this one), and he orders everyone out. There has been no disturbance (and he admits this); and no noise (to which he also agrees); and no one is drunk or disorderly (again he agrees) ... but he still wants to call the police BEFORE we have a party. I was elected as sort of a "spokesman" for the group and I tried to reason with him that it was not a party but just a few goodbyes being said and that we would all be leaving soon anyway. "No deal. Call the cops. You are a bunch of jumpers and I don't want you drinking in my motel." So, what can you do? You can only suggest that he do just that and wait for the local police to arrive, believing they will understand the situation and everything will work out. Not so, friends. The local sheriff (or whatever he was) started off a little half-cocked but when he realized the situation, he backed off and admitted that he had heard no noise when he arrived, and no one in the group was the least bit drunk ... BUT ... he had to do what the motel manager asked. And that was to do something to satisfy him so "would I please go down to the Police Station by myself and to understand that I wasn't being arrested." So, Tom Copenhaver drove me to the "cooler" and the "detaining officer" arrived shortly. He apologized for the complaint the motel man-

Continued on page 8



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ABOUT THE COVER

This unusual cover shot is by the one-and-only Jeff Russell, Hammond, Louisiana. Jeff's photo are becoming some of the best in the field as seen by this "into-the-sun" shot which portrays an almost religious quality to the subject. Jeff's shots will be seen regularly in future issues of DZ-USA—plus samplings of his humor.

BITS AND PIECES

The Canadians have been having their share of bad luck, and have lost another very active and proficient jumper due to an auto accident. Joe Lauscher, oldest member of the Calgary Club, was killed in the crash in early November and is a definite loss to sport parachuting. He was the Canadian overall champion at the Northwest Championships at Abbotsford, Canada, this fall.

Roger Wolford has found a sure-fire way to alter a new automobile. You just find a construction job, run over a jack-hammer (hose and all trailing), and then continue driving until the dangling jack-hammer wipes out the gas tank and parts of the car in the trunk-area. It's also a great way to put that first dent in a new car, right, Roger?

Mr. and Mrs. Jacques Istel have been reported in the Houston, Texas area on the last leg of their honeymoon. No other details are available at press time but DZ-USA "spies" are working overtime to complete the story. We'll keep you posted.

An Army WAC has been killed at Fort Leavenworth on her 46th jump. Cause of the fatality was a "no pull" and Major Garrity was sent to investigate the mishap.

WICHITA STATE UNIV. SPC NEWS

Bob Smith, President of WSU Skydivers, dropped by to inform me of a deliberate break-away on a XBO piggy-back (wearing a chest reserve) and stated 150 feet from break-away to reserve inflation. Much less than Dean Frazier's jumps (Texas-type) and not accurately observed by use of instruments. The break-away was made at 3500' and the landing was made on a 26' steerable LoPo, and a stand-up to boot. Good training, however, so if you own a hog-back, you may as well learn what it's for and how to use it. I can't think of a better way to use equipment for what it was intended.

NEWS FROM CHET POLAND

"The Roving Friend of Sport Parachutists"

The following is a direct quote from Chet's letter to DZ-USA, dated 27 September 1967. I sincerely hope this is the first of many letters to follow:

"Dear Gene, Well, old buddy, this past summer our paths crossed several times, and you must do a lot of traveling about, for I put a little over 27,000 miles on the VW Bus last summer and over 20,000 in 1966. 1968?? If the Good Lord spares me with his blessings and good health, your guess is as good as mine, that is, if the VW doesn't fall apart, which I know it won't. I received a letter from one of our good Australian friends

and she has asked me to say "hi" to you; Susi Wright is her name and a real good jumper she is, as well as a very nice girl. She is to be married the 6th of December 1967 to Brian Brown, who is another good jumper. You may know him or have met him? He has joined the Royal Australian Air Force and I'm sure he will be a first rate pilot and a credit to their Air Force.

I would also like to take this opportunity to thank each and every person who so unselfishly gave me the much appreciated gifts that were showered on me, or should I say through trickery, at the Nationals this year. I am not gifted with the vocabulary or the means to express myself like many people I have heard at one time or another, but my thanks comes from the bottom of my heart for the lovely gifts. Norm Heaton told a little white lie and said I was needed as a worker at the party and I received 5 brand new nylon (the best) tires for my VW bus. It sure was a surprise and a pleasant one. Thanks again, and not to just a few but to every person, jumpers, workers, and everyone alike. Thanks from me to you. I dearly love you all.

I flew over to Luxemburg, Germany, and rented a VW and drove to Frankfort, where I met the Team and went on their bus to Portoroze and England with them. I left England early in order to spend a couple days in London before heading home. The weather and my financial circumstances had much to do with my decision to leave early. I had a wonderful time though, and the U. S. Team performed very well in competition, which is getting stiffer every year. I made many new friends and I believe it was an enjoyable experience I won't soon forget.

I must get back to work on some chutes, Gene, and get them in the mail. I certainly presume each and every subscriber to DZ-USA reads them from cover to cover and enjoys them as I do. It is an A-1 magazine and I have the Summary Issue (a gift from my buddy, Gene) on the table where I pen this note. Keep up the good work. Chet."

Editor's Note: There is nothing I can add to this letter but to say that this man, and his devotion to sport parachuting, is the most deserving individual in the sport today. If I could write with his sincerity, and his warmth, I would never have to struggle through an editorial.

The lawsuit against Security Parachute Company (for a fatality which occurred about three years ago) has ended in a hung-jury in Wichita. The verdict was 11-1 in favor of Security. The family of the deceased had sought damages for "equipment failure of a Crossbow system"; however, the evidence supported a low-pull with jumper error as the cause of the fatality. This was determined largely on the testimony of a second jumper on the lift, who said he opened at 3000' and saw the pilot chute of the deceased in the airstream at that time. The second jumper also stated he ran most of the way in a 5TU (in a 10-12 mph wind) . . . but he landed only 70 yards from the jumper who had nothing out on impact. Pioneer should get the blueprints of this fantastic 5TU which has the greatest holding capabilities of any chute I've ever heard of. Either that, or a straight-downward descent regardless of wind conditions. To make a long story short, the lawsuit proved one vital point . . . when you buy a chute . . . any chute . . . and it fails . . . you were the brain operating the equipment and if it didn't work, you have no one but yourself to blame. It's the fact we all live with and are ready to risk to be sport parachutists.

1st Lieutenant Linda Avant is now Captain Linda Avant; Jim DeLap, D-307, Aledo, Illinois, has received his Gold Wings in a presentation by Jack Bergman, Central Conference Director; Dave Verner, Sparta, Illinois, will be back in the air in less than a month . . . he suffered a broken leg at the Wichita Meet on 2 November; Mary E. Ratz, Indianapolis Skyhawks, is now D-1671 with several hundred jumps to spare; and Lew Watson (also a POPS), Ada, Oklahoma, is now D-1666; even Bob Blanchard, Milton, Florida, decided to send in his \$20 and is now D-1688. Looks like I'll have to break down and send in my hard-earned loot . . . I can't see a thing wrong with A-715 though.

A female jumper has been killed in Elsinore, California after a no-pull from 14,000 feet. Kathy Steger was jumping a piggyback (which apparently did not cause the fatality) and it is believed that her instruments stuck or failed on a dusk-dark jump. She was an experienced jumper and considered capable by all reports.

David A. Wilson (Freedom Chuter Extra-



more →

BITS AND PIECES

continued

ordinary) and Faye Norman are now Mr. and Mrs. Dave Wilson. They were married at the base of Mount Rushmore, So. Dakota on 2 December 1967. Faye is also a jumper and hails from Rapid City, So. Dakota. The wedding ceremony was conducted outdoors in the reflection of the lights on the monument, with the public-address system playing the "Wedding March". My personal congratulations to a very deserving couple who rate the best.

THE YOUNGEST "D" LICENSE ISSUED

There are several very young "D" license holders in the United States, and many jumpers who were very young when their "D" was issued. Offhand, a boy then (a man now) was one Californian named Armstrong that comes first to mind. The youngest, however, is a man named K-Bob Kreigh, C-3672, Columbia, Missouri.

On his 16th birthday, 21 July, he was issued his "D" license by U.S. Parachute Association, after having completed the qualifications for his "D" on 21 May 1967. On this day, he made his night jump; water jump; and last 5 freefalls required. That made 207 jumps total . . . but even though he had been issued his "C" at age 15, he was told he would have to wait until his 16th birthday to receive his "D".

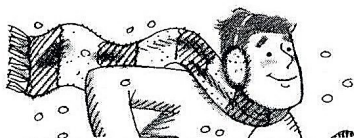
K-Bob has brought home his share of the trophies and competed in the Central Conference Eliminations this year in Vandalia, Illinois. To mention just one of his memorable jumps was his participation in the first 3-man star over Columbia, Missouri, when he, Danny Schulte, and Mike Trial (Danny and Mike being brand new "B's" at the time) managed their first hook-up. It was K-Bob's 200th jump.

Bob's club is the DesCenters Sport Parachute Club of Columbia, and as a final note, his 15 year old brother, Blitz Kreigh, is also a "C" license holder. More on that member of the family later.



SATISFACTION GUARANTEED

Why not DZ-USA for a gift that goes on giving all year long. What's that? You say you've heard the issues arrive late, and the editor sticks in little yellow notes, or he forgets to dun you when your subscription runs out? Maybe that's why jumpers read and subscribe to the "rag" . . . it's personal, casual, follows no format, and you're never sure when it will arrive, but . . . For just plain news, and items you will never read in any other magazine (like maybe an article you yourself has sent in) . . . there is only one magazine for fun-jumper and competitor alike . . . DZ-USA. If you are sending a subscription to a friend, husband (or both) . . . enclose the message you would like me to send with the first issue, and I'll personally attend to it. Just \$4.00 and anything will substitute for a subscription form, so you don't have to cut up this issue. At the risk of repeating myself, you can't find a more suitable gift for a jumper-type (male or female.)



PARACHUTES AND SNOWSHOES

Byline: Jim Bates

In spite of the onslaught of cold weather, jump activities in the Northeast continue at a steady pace during the winter months. Many jumpers who are, in the main, warm-weather parachutists have discovered the exhilaration, pleasure, and camaraderie that are a part of cold weather and snow-time jumps.

This year, under February skies, something new will again be added to the winter parachuting in northern New England. Jumpers will gather to compete in the Fourth Annual Para-Shoeing Championship Race, Grenier Field, Manchester, New Hampshire, and the cold winter atmosphere will be filled with warm competition. It all takes place about 58 miles north of Boston, Mass.

The Para-Shoeing Race, which is now tradition to the Manchester area, began as a jump-off event for the 8th Manchester Winter Carnival several years ago. The Carnival added this new feature to its 12 days of sports activities, and a couple of years back, 1200 spectators turned out, undaunted by overcast skies and biting cold, to watch parachuting with something extra added.

A year later, the Second Annual Race was kicked off by New Hampshire Governor John W. King who signalled the start of the carnival on a Saturday morning by lighting the traditional torch. The parachute event was commenced by the Governor closing the ripcord protector flap on the main parachute of Marge Bates, the lone female contestant of the Para-Shoe Race that year.

The meet is intended for any sport parachutist who has made at least ten jumps during the previous year and who is current

in sport parachuting. In a few words, it is a parachute jump climaxed by a snowshoe race. Each jumper makes either a jump-and-pull or a static-line jump from 3000 feet; lands as near the target as possible; sheds his equipment and straps on the snowshoes (which are provided at a starting line near target center); then races to a finish line. Contestants are timed from point of impact to the finish line, and scored on the times of the best two-out-of-three jumps. It is similar to an accuracy event with combined "hit-and-run" rules with added snowshoes for variety. Qualified instructors will give training before the jumping starts. You will be given the opportunity to try on the "tennis-racket" looking devices. Two years ago, Paul Clement of the Lafayette Snowshoe Club, and holder of National, International, and World Championship medals, was on hand for this instruction. Each contestant is issued a certificate to certify that he or she has taken a Para-Shoeing Course and has completed a cold weather training program of winter jumps, regardless of who the instructor is, however.

And in the event the changeable New England weather does not provide the white stuff, a snowshoe race can be held without snow. In fact, if there is a lack of snow on the ground, the running is a bit easier, but falls are a little harder to take. A few bruises will be suffered by some from landing on an ice patch or by getting snowshoes entangled at a dead run, but this is of no consequence.

During the early morning hours preceding the start of the meet, many "oh-ohs" and "oh-boys" are heard from the contestants as they watch Convairs, DC-6's, private aircraft, and military C-119's whizzing about the airport. Every precaution is taken, however, and with the excellent cooperation of the field tower, all flights are delayed while the Cessna 185 is on its jump runs.

In the past, Orange's durable Norseman has been warmed-up and pre-flighted by

turn to page 7

COMPLETE SKYDIVER BACK PACK — THIS MONTH ONLY—

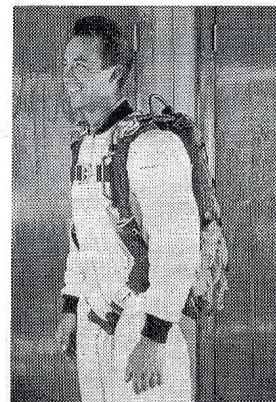
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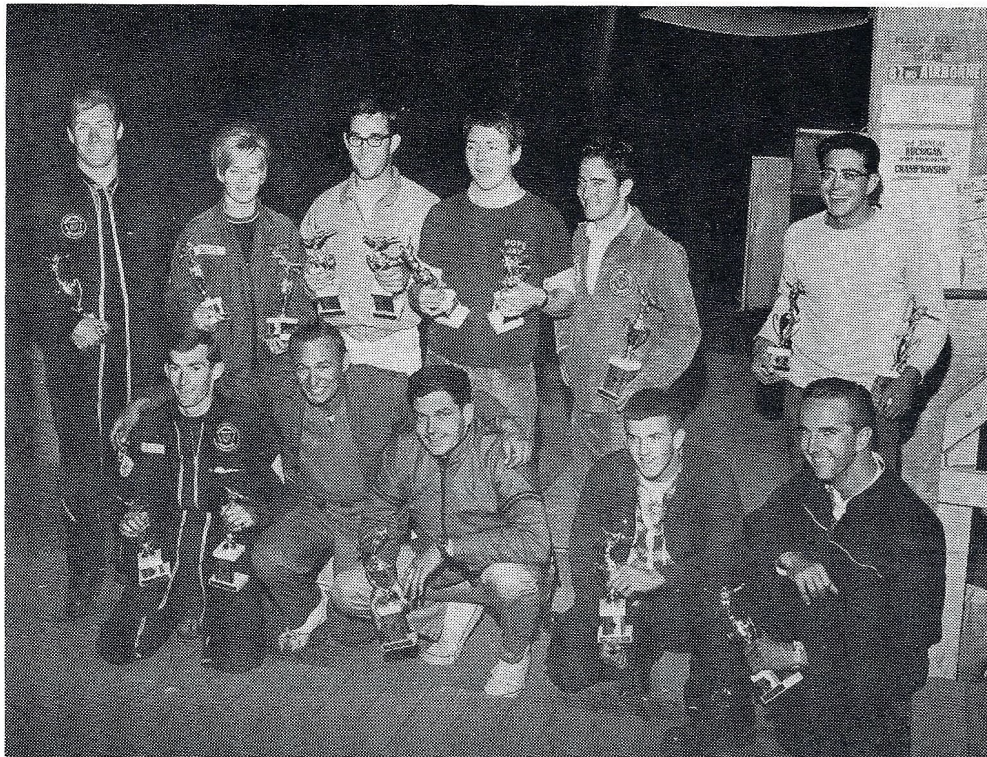
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MEET RESULTS SQUEEZED OUT IN PAST ISSUES



The winners of the Michigan Championship: (Standing) Gerry Kelly, Linda Lewis, Dave Sauve, Jay Archibald, Danny Dague and Jim Kunard . . . (Kneeling) Gordon Collins, Harold Lange (Sponsor), Lou Schroeder, Marshall Gagne and Dan Wilcox.

PARACHUTING SERVICE TECUMSEH AIRPORT TECUMSEH, MICHIGAN MICHIGAN SPORT PARACHUTING CHAMPIONSHIP — 1967

Byline: Harold Lange

Practice jumping began Friday, September 8th. About sixty jumps were made and it looked like there would be a good turn out for the Championship. The weather was beautiful.

Saturday began just the opposite. Clouds came in from all directions and the winds with them. We had forty-five registered and a combination of weather and lack of enthusiasm for the sport contributed to this. Eighty percent of the registrants were regular Tecumseh jumpers. Maybe we should change the meet to Tecumseh Championship.

Since the ceiling was too low for style, the meet began with individual accuracy. When the pea gravel stopped flying, Gerry Kelly, Detroit Thunderbolts, had the only dead center. It wasn't enough for a trophy in Senior Accuracy, though. Lou Schroeder, Detroit Thunderbolts, was in first place. Alan Beach, U of M Skydivers, second and Dave Sauve, another Thunderbolt, was third.

Intermediate accuracy was led by Bud Price, Chuting Angels, Tecumseh. Norris, Grand Rapids Skydivers, was second and Jim Kunard, another Chuting Angel, came in third.

The novice accuracy was also won by a Tecumseh jumper, Jay Archibald. Second place went to Marshall Gagne, on leave from the Army; and third was Raymond Scheetz, Lake Michigan Sky Divers.

There was only one major injury recorded for the meet and that was suffered by Phil

Klein, Chuting Angel from Livonia. He broke both leg bones near the ankle. He was in a normal holding position when he landed.

The one malfunction went to Clayton Trouner, Marshall Skydivers. Clayton is notorious, state-wide, for having something happen to him at any meet he attends. He has a record of sprained ankles, broken collar bones, broken ankles; not to mention that his Cessna 180 also suffers during meets with complete motor malfunction.

You can tell by the pictures by Jack Maynard that the judges we imported from Ohio knew what they were doing. Ray Starnes acted as Chief Judge from the front seat of his famous red Cadillac. Now, that's style whatever the cloud level. Starnes was assisted by Cooper, Porter and States from the Alliance Sport Parachute Club, Inc. of Ohio.

Style judging began first with twelve contestants. Ten of the jumpers were from the Tecumseh D.Z. First place went to Dave Sauve who had time of 8.58 and 9.6 (base time).

Alan Beach, U. of M. Skydivers, set the base time in the first round with a 9.5. He ended up in second place followed by Gordon Collins, Detroit Thunderbolts.

Following the style event we went immediately into Team Accuracy. Senior Team was won by Gordon Collins, Dave Sauve and Gerry Kelly, all members of the Thunderbolts. The winning Intermediate Team consisted of Jim Kunard, Bud Price and Dan Wilcox, all Chuting Angels, Tecumseh. To complete the sweep of winning Tecumseh jumpers, the Novice Team was Danny Dague, Jay Archibald and Linda Lewis, all Chuting Angels.

According to some of the senior jumpers,

the first place Overall winner should have been announced in the following manner: "Here is to Dave Sauve for the third and final time!" for this is the third year in a row Dave has taken home the Championship. Alan Beach has been getting closer every year and a few more of his friends (?) are thinking of eliminating Dave before the 1968 Championships.

Alan Beach took second place overall with the \$100.00 prize. Gordon Collins got third place and \$75.00. The grandfather of the Thunderbolts, Lou Schroeder, took fourth and \$50.00 and Gerry Kelly came in fifth with \$25.00 take-home-pay.

Connie McFadden of the Lake Michigan Sky Divers took the Women's Achievement Trophy home with her having scored the most points over the other women competitors.

The climax of the meet was a nine-man jump from 7500 feet with all jumpers landing in front of the spectators.

* * * * *

FIRST ANNUAL NORTH AMERICAN PARACHUTING CHAMPIONSHIPS (15-16-17 SEPTEMBER 1967)

Byline: Bill Jolly, Manchester, Conn.

This Championship, hosted by the Frontier Sky Divers, turned out to be not only a "big" one, but an extremely warm, friendly and enjoyable event as well. The 1st ANAPC was blessed with excellent weather (would you believe it?); good pilots; and top competitors from all points of the U.S.A., and then some.

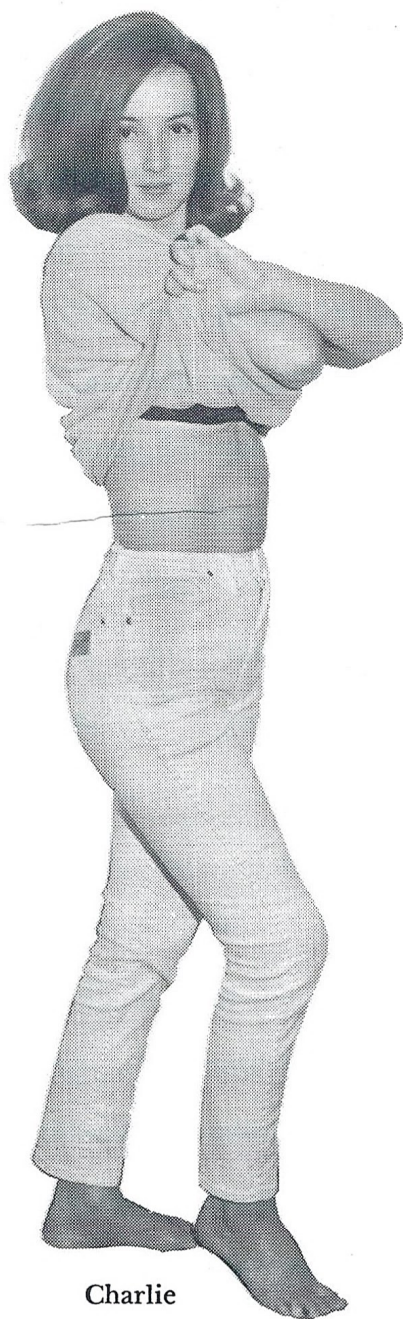
The DZ, located at the Genessee County Municipal Airport in Batavia, boasted excellent facilities and much preparation for this event. A beer tent was set up for spectators, along with various food and soft drink concessions, and both State and local police provided quiet but effective crowd control. On Sunday, the airport itself had to be closed to the public as room for additional cars and spectators on the grounds was not to be found (an adjoining field was used). The target itself had been plowed, and was repeatedly plowed during the entire competition.

Practice jumps were made Friday, with Meet Director Bob McDonnell and crew making final preparations for the competition. Both Chief Judge Sgt. John Ellis and Judge Bill Jolly were on hand to assist with the practice jumps. The Championship itself got off to an early start on Saturday morning, with a total of 51 competitors — including U.S. Team members, USAPT members, several Canadians including current 1967 Canadian Champion, Harry Cole, and one visitor from Switzerland (placed 11th Overall). Both rounds of style were completed Saturday, plus two of the four accuracy jumps. More good weather and the eagerness of the competitors allowed the final two rounds of accuracy, both team jumps, and approximately two hours of fun jumps to be run on Sunday.

Billy Lockward, having just returned from U.S. Team training, competition in Yugoslavia and England, turned the fastest series of the competition with a (clean) 7.4 on his second style jump (8.5 seconds on the first). Harry Cole (Canada) turned the second fastest series of the event with a (clean) 8.4 on his first jump.

Floyd Glover (U.S. Team) awed everyone with his four consecutive deadcenters, each

continued to page 16



Charlie

**"WHO THE DEVIL
IS CHARLIE?"**



**AND LOOK TO
STEVE SNYDER ADS FOR
MUCH MORE OF OUR Charlie!**

**SENTINEL-SENTRY
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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

PARACHUTES AND SNOWSHOES

Concluded

pilot "Bud" Abrahamson. With nine jumpers on board, the big bird has soared slowly and noisily, but nonetheless, gracefully and surely, up into the winter sky. Regardless of the aircraft, one factor always causes some concern, however. There is a great complex of runways, taxiways, parking aprons, and buildings. When the wind-drift indicator is dropped, it will be watched closely. Everyone is concerned with the spot: What will be the exit point? Which building? How far down a runway will it be? Which farmer's field? Will everyone understand exactly where it is? Will they find it easily? But it always works out somehow.

After the indicator lands, it is quickly pin-pointed on the map in the plane by the jumpmaster. The exit point is determined and spotting is a cinch from here on out, even for the novice jumpers in the meet.

Every effort is made to create a good impression on the spectators and area residents. Having jumpers scattered all over the airport wouldn't convey a favorable impression of the skills required of sport parachutists. For this reason, jumpers excel in their display and constantly remind themselves that many of the spectators have only seen parachutists at picnics or the like.

Turning on jump run at 3000 feet, the plane will settle smoothly into a groove toward the exit point. Giving the pilot the cut, the JM makes his exit, as heads pop from the doorway to check his exit point. Each competitor will mentally calculate what they will do as the single passes continue and their turn comes nearer. "No problems", someone will shout as the first parachutist descends into the target area.

The meet will now be underway.

Flights and jumps will continue smoothly throughout the day. Maybe the weather forecasts for the evening and the following day will prove to be, to say the least, dismal and discouraging. New England has bad weather, occasionally, but this annual affair has never been completely weathered-out yet, so meet officials will probably be watching stopwatches, not the skies.

Normally, about 30 competitors (minimum) will make at least two of their scheduled three jumps on the first day. Some will make their third jump before darkness ends the first day of the meet. And as an added bonus, the meet produces laughs galore. Just imagine a jumper trying to run while standing on one snowshoe with the other foot; or, with a shoe too hastily fastened, someone may lose a snowshoe while at a full gallop, and to further complicate the situation, turn back to clumsily secure it; all the while trying to regain lost time and continue his run for the finish line. And, of course, the sound of cussing can sometimes be heard as straps can't be buckled properly or quickly enough. This is not to mention the choice words which fill the air as someone is unable to untangle from a swirling parachute.

And so the Race continues.

At the end of the first day, the plane will be tied-down; gear will be gathered and put into cars; and plans for the evening and the second day of the meet will be made. Spectators, newspapermen, and radio reporters will crowd around tired, but enthusiastic, jumpers. Pictures will be snapped, tape recorded interviews made, and countless questions answered. Finally, however, every-



RIBS by Russell (Jeff)

one will break away and head back to their lodging. And, for many, a gala evening is still ahead. Some jumpers will probably gather with their guests and friends at the "88" as they did one year. The "88" is a restaurant located on a sidestreet in downtown Manchester and you'll hear many good things about the establishment during the day. No doubt you'll consider many of these comments as those of prejudiced natives making extravagant boasts. But competitors, officials, and guests have discovered in the past that, if anything, the claims of the local citizens are understatement. You won't be ready to leave in less than two hours as you wade through seemingly endless servings of food, cheeses, rolls, appetizers, salads, side dishes, coffee, drinks, and the main course. And then there is dessert, more coffee, and more drinks, and it all takes place in a private upstairs dining room with colonial setting, at prices that will hardly dent the weekend budget.

All this and jumping, too.

Sunday is another day of competition and after it's all over, the trophies and meet certificates will be awarded to contestants. Nashua Sky Divers and the Manchester Jaycees will officiate. A couple years ago, Ted Strong of Quincy, Massachusetts (Cambridge Parachute Club), took first place with his usual display of competitive talent. Under his PC, Ted would settle in on the target, dropping his gloves to the ground while still in the air, and unhook his piggyback harness snaps as he landed. With only a few steps left to reach the snowshoes, he made quick work of strapping them on and ripped through the race to the finish line in record time. A like performance on his second jump assured him of the top spot. It could be you this year.

After the award presentations, jumpers will go their separate ways; some to head home throughout New England; others to begin longer treks; while some will take part in or watch the Winter Carnival Parade. Many will watch the parade on TV while they sooth parched throats before departing.

And as everyone is preparing to leave New Hampshire, the Nashua Skydivers, the Manchester Jaycees, and men like Paul Goldberg, Kris Kristal, and Ralph Wright will be working on plans for the next Para-Shoeing Championships.

For the moment, however, it's the Fourth

Annual Championship Race which is being held on 17 and 18 February 1968. Weather date is the 2nd and 3rd of March. Drop by and see my story come true as it has in years past.

You'll be glad you did.

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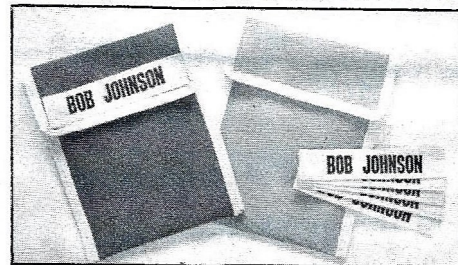
Help Wanted:

SKY DIVERS CHILDRENS MEMORIAL FUND

On the 27th of August 1967, 16 jumpers lost their lives in Lake Erie. The majority of the jumpers were married and a total of 20 children were left either fatherless or motherless. A trust fund has been set up to help defray some of the financial burdens on the families with children. If you would like to contribute any sum, large or small, it would be greatly welcomed and appreciated. Make all checks payable to the Sky Divers Childrens Memorial Fund and mail to the Citizens Savings and Loan Bank, Wadsworth, Ohio.

--- --

CUSTOM LOG BOOK COVERS



Brilliant colors—Red—Blue—Black—or Yellow. State color and name wanted. (up to 15 letters)

Cover with your name and
5 additional labels\$2.50
Log book cover alone\$2.00
10 name labels alone\$1.00

Send payment for 24 hr. first class return!

BOB JOHNSON

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continued

ager had signed (for "disturbance of the peace") and said that nothing would be done about it if I would just sign it and leave. He also explained that the police had done all they could for us (jumpers) and didn't want to make us feel that we were being pushed around, etc., etc. In short, a speech the Chamber of Commerce would have been proud to endorse. Everyone admitted I hadn't done anything but still I was put through the embarrassment of "technical arrest". Could you afford the same treatment? What if I had been an FAA official; a visiting VIP; or someone invited to Tahlequah by USPA (which all contestants are)? How many people would believe that you were "send downtown" for no reason at all? And believe me, I am not exaggerating this in the least. Anyone, in any position of respect, could not chance this sort of treatment without fear of public scandal or worse. It is much more serious than it appears on the surface.

To quote once more from Dan Poynter's open letter to the USPA membership, dated 5 October 1967: "It should be noted that the Tahlequah Chamber of Commerce people did not want to obligate the town for any more than two years as they might not survive the elections. What this means is that the USPA could possibly find a hostile town shortly after the move. It isn't likely, but a change

in attitude is possible." unquote. It is my firm belief that this change has already made itself evident. Ask your buddies who were in Tahlequah on more than one occasion . . . they may have sensed it too.

There is a definite cooling of relations (both from USPA's side and from Tahlequah), and should be the clear signs we have been waiting for. Only a few people want us in Tahlequah . . . the barkeeps, the Chamber of Commerce, and a few motel owners (very few). This is not the desire of the local population who are more directly concerned than the promoters.

Give it back to the Indians and let's start planning on a move that will be beneficial to USPA . . . or no move at all.

MEET RESULTS

COTTONBELT PARA COUNCIL
7-8 OCTOBER 1967
HAMMOND, LOUISIANA

The Southern Parachute Center (hosting their 6th meet of the year), completely disregarding threatening weather, registered 31 competitors and with plenty of aircraft support, the meet was underway. Showing up early was Carol Cascis, anxious to get in a few style jumps. Many helpful style experts helped her with many valuable tips (as she appeared in her bikini); completely ignored Herb Golden who was busy sewing down the legs in this jumpsuit and making ready for his style jumps. Bill Frankenberger and other Air Commandos had arrived a day early and had pitched tents on the airport. This group had taken a pile of trophies at a meet in Stroud, Oklahoma the weekend before (September 30th), and had high hopes of a repeat performance. Judges Radhoff, Ned Smith and Harry Ewell showed up that evening to complete the necessary ingredients for any successful meet.

Saturday morning blessed contestants with better than expected weather and two rounds of style were quickly completed. Jeff Russell set base time in the 9's as a pace-setter. Winds at this point were getting just a little tricky (0 to 15 and shifting), so a second streamer was dropped and accuracy was next up. Advanced accuracy people just couldn't seem to adjust for the conditions, and completely blew their cool. Intermediate was having no big problems; and novice accuracy

was going great (and wondering what everyone was complaining about). Herb Golden started out leading the advanced accuracy; with John Little and Ralph Stewart scoring close ones in the intermediate class. Ralph was jumping a PTCH-6 and holding his own easily. Jeff Russell stomped out three DC's during the meet, and with the team event went Herb Golden's chance at the big trophy. To make a long story short, the results ended up something like this:

Advanced Accuracy:

- 1) Bill May, Opelaka, Alabama
- 2) Herb Golden, Baton Rouge, La.
- 3) Jeff Russell, Hammond, La.

Intermediate Accuracy:

- 1) John Little
- 2) Joe Eustis, New Orleans, La.
- 3) Ralph Stewart, New Orleans, La.

Novice Accuracy:

- 1) Mike Francis
- 2) Mike Baird
- 3) Steve Williams

Style:

- 1) Jeff Russell
- 2) Buddy Blue
- 3) Herb Golden

3-man Team:

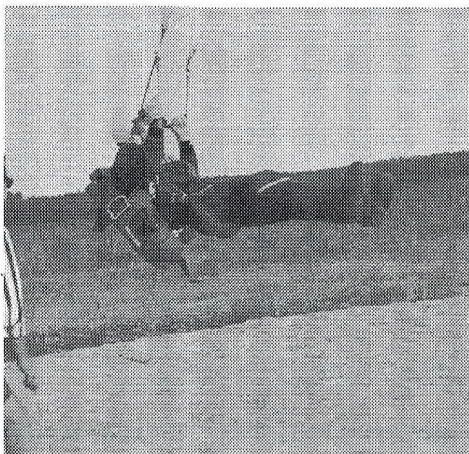
- 1) Bill Frankenberger; Bill Maynard; and Frank Rickard.
- 2) John Dunn; Buddy Blue; and Bill May (all Opelaka).
- 3) Herb Golden; Joe Morgan; and Jeff Russell (all Louisiana).

Overall:

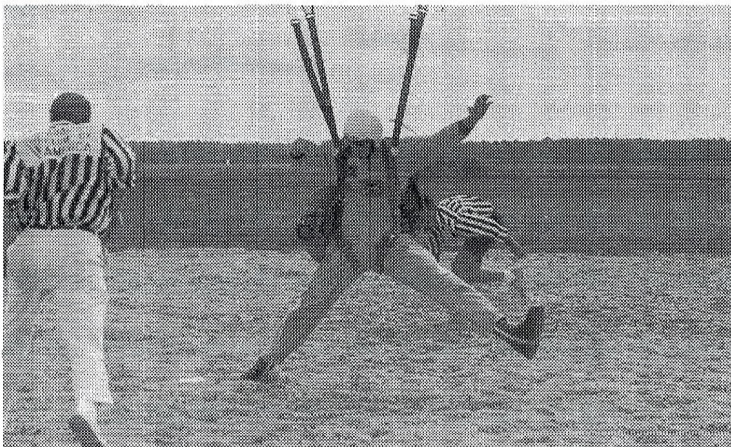
- 1) Jeff Russell (The South's #1 style man)
- 2) Bill May (with under a .24 cm average for 5 accuracy jumps)
- 3) Herb Golden (who remembered to tape his jumpsuit)

So, Leon and Prissie Riche can be as proud of this meet as any other previous meet, and start making preparations for number 7. Jumping in Hammond is great. Take it from us . . . Leigh and Jeff Russell. The photos are also by Leigh and Jeff Russell.

FEBRUARY 24, 25—HAMMOND, LA.
2nd Annual Mardi Gras Meet, Southern Parachute Center, Hammond Airport.
3 individual accuracy jumps, 2 team jumps, 1 sack race jump.



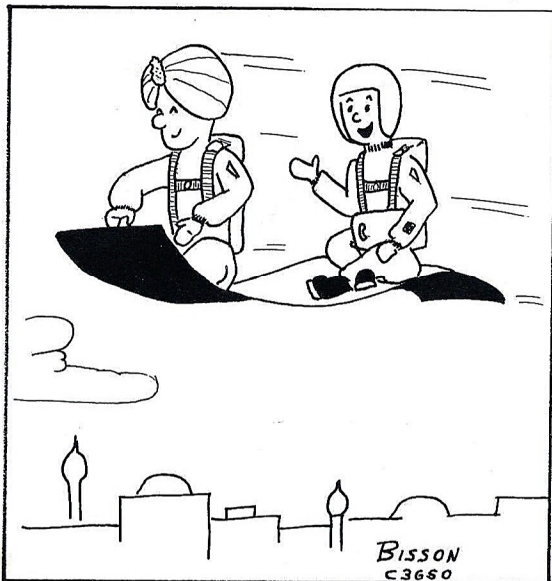
Buddy Blue, also from Opelaka, leveling in on the disc.



Bill Minyard, Bessemer, Alabama, splitting but not quite far enough.



Bill May, Opelaka, Alabama, who was deadly on every accuracy jump.



They'll never believe this entry in my logbook!!

POPULAR BELIEFS—ARE THEY TRUE OR FALSE?

ARE SKYDIVERS IDIOTS?

Byline: Bob Lewis, Evanston, Illinois

Since I have started jumping over two years ago, it has been a not too infrequent experience for me to be categorized as crazy or being an idiot. It is my impression that most jumpers have been confronted with similar statements. Recently, I have come up with a logical progression of thought which may be used in dealing with whuffos who make such statements. The dialogue goes something like this:

Whuffo: "Say, man, you have to be an idiot to jump out of an airplane for kicks."

Jumper: "Well, that might be true, but I think all of us, jumpers and non-jumpers alike, do idiotic things at times. Take for an example, driving a car down a two lane road. Let us say you are travelling 50 mph along this road. Approaching in the opposite direction is another car also travelling at 50 mph (that is, assuming that both of you are conscientious observers of the speed laws) That results in a closing speed of 100 mph!

And for a split second these two cars come within five feet of one another. All it takes is one small malfunction or an inadvertant ½ pound pressure on the steering wheel of the other car. You see, everytime you get in a car, your life is in the hands of **every driver** with which you are confronted. Out of 110 million drivers in this country, possibilities are good that someday you will be passed by a driver who, (1) has a car that is not in top-notch mechanical condition; (2) is under the "influence"; (3) is a hot-rod teen-ager; or (4) a woman. (Incidentally, this innuendo does not apply to female jumpers).

On the other hand, let us look at a jumper who falls at 120 mph before deploying his chute. At 2500' he pulls his rip cord. If he has a malfunction he has a whole ½ mile of altitude to dump his reserve. That beats the hell out of the five feet on the highway. In essence, the jumper's life is in his own hands. This jumper's performance is dependent upon his proficiency in packing the parachute, his training, his coordination, his coordination, his alertness, and his ability to think and react.

Now you tell me, who is the idiot?
Whuffo: Folk you.

Different as different can be...

LAKE PLACID MEET
9 SEPTEMBER '67
LAKE PLACID, NEW YORK
Byline: Dan Poynter

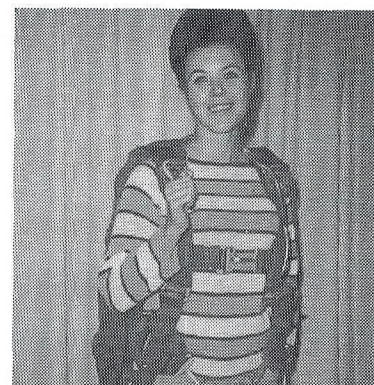
The meet was terrific, both on the field and after dark. It will be repeated next year as a result of the enthusiasm and support, with facilities being better than the Nationals this year . . . and all for a one-day meet. Jimmy Davis, Charlotte, North Carolina (D-478 and a stanch HAGALO) took home the first prize of \$500 for a perfect score of two deadcenters in individual accuracy. (Three qccuracy jumps were scheduled but weather halted the jumping after the second round). 76 contestants were registered with Pat Gorham, Dick Barber, and Jim Bates judging. Manifesting was, naturally, handled by Irene Gorham, with members of the Connecticut Parachutists, Inc. (CPI) doing the 1001 things necessary for a successful meet. \$1500 was split between the five happy faces below,

left to right: Dale Kochenburg, Vincent Chesto, Joe Faulk, Jan Genders, and Jimmy Davis. The complete results were as follows:

- 1) Jimmy Davis, Charlotte, N.C. \$500.00
- 2) Jan Genders, Montreal, Que. \$400.00
- 3) Joe Faulk, Charlotte, N.C. \$300.00
- 4) Vincent Chesto, Brookfield, Conn \$200.00
- 5) Dale Kochenburg, Albany, N.Y. \$100.00
- 6) Jim Morin, E. Hartford, Conn.
- 7) Tom Granato, Cortland, N.Y.
- 8) John Clark, Orange, Mass.
- 9) Mac McGraw, Lakehurst, N.J.
- 10) Don Saari, Montreal, Que.

* * * * *

FEB. 17, 18 — MANCHESTER, N.H.
Nashua Sky Divers 5th Annual Parashoeing Race, Manchester N.H. Winter Carnival Committee. Color-sound movie taken during last years Parashoeing Race will be shown.



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LIMITED SUPPLY
B-12 SAGE GREEN HARNESS
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SLIGHTLY USED
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**1½ SHOT CAPEWELLS AND
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\$24.95

Shipping Wt. - 17 lbs.
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**RESERVE D RINGS ADD 8.50
EXTENDED CONTAINER
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**STEVENS PARA-LOFT
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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.

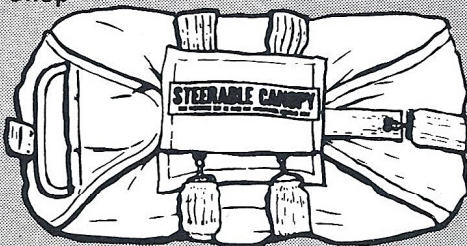
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Catalog



THE NEW STEERABLE 26' RESERVE

from the Chute Shop

- Color coded lines provide easy steering
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- 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.

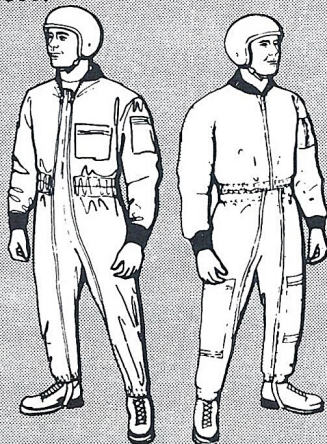
DEALERSHIPS AVAILABLE

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.

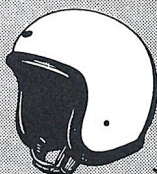


PARA SUIT \$21.50

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.



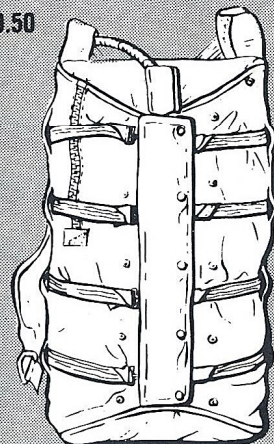
SAVE MORE THAN 10% OVER COMPONENT PRICES

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



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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
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- Solar Stills
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- Smoke Signals

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

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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
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PARACHUTISTS OVER PHORTY SOCIETY

HELPFUL POP

POPS #96, Tom Morrison, another WWII Veteran who tried "one" jump just to see what it was like, reports getting his "C" License. (Congratulations, Tom.) He says it is nice to hear that there are other WWII men around who are jumping. It shows there are some of the boys left who are fighting it, meaning the progressing years. POPS #96 is definitely not an advocate of down-wind landings. He leaves that to the young legs and says, "I often wind up helping them up from the pea gravel". He likes to get in close but does it "facing into the wind". (I'll drink to that! My doctor says, "Old bones break easier and mend slower".)

ANCIENT ARTICLE

Ray Mahon, POPS #43, makes the headlines! (Thirty eight years ago yet.) The following is an item out of a local Beloit, Wisc. paper dated in 1929. **BOY CELEBRATES LABOR DAY WITH 'CHUTE JUMP.** Raymond Mahon, 18, of Milwaukee, celebrated Labor Day at Beloit by making his first parachute jump. While visiting Beloit friends, young Mahon was a spectator at the Beloit airport aerial festivities. He was so enthralled at the leap of Miss Billie Adaire, professional parachutist, that he begged for a similar chance. Leaping from several hundred feet, the youth landed safely in a corn field. Experts say it takes nerve for a novice to essay such a leap. Young Mahon said "I got a big kick out of it." (Well, all you POPS, how does that grab you? Any of you other old dudes make a jump that far back? Keerist, I was only four years old then!)

EMBARRASSED POPS

POPS #38, Dick Mascuch, according to his letter, was real embarrassed as he could only write about himself. (Hell, thats what I want to hear, and his letter was two and a half pages of pure interest.) his (WWII) jumping story is something else and, condensed, goes like this: In 1942 he applied for the Airborne and was sent for training to Camp Toccoa, Georgia also known as "Camp Tombs". It was on Route "13" right between a Cemetary and a Casket Factory! (Usual SNAFU government planning.) His service jumps varied in altitude from a grand, down to 350 feet. He says, "those low ones were one big oscillation and a thud." Dick was involved in some experimental jumps in which a C-47 tow two big CG-4A cargo gliders and the troops would exit all three at once. (Crowded?) He made one night jump during a snow storm where they gave them the go sign over a lake instead of the DZ. Dick made the shore but eight good men were drowned! (Sound familiar?) Altogether, POPS #38 served in ten different outfits, made one combat jump for the Invasion Of Southern France and made his last military jump in France, on "VJ Day". He hopes to make his 100th sport jump on November 24th, the 25th anniversary of his first parachute jump!

POPS MEET

How many of you old coots would like to have a POPS Meet? I have had a batch of inquiries to this effect. Also have had two volunteers that want to to host it. POPS #32, Bob McTaggart, of the Midwest S.P. Center in Taylor, Michigan says volume of jumpers is no prerequisite. Just get some POPS together and we'll have a meet. POPS #7, Ken Whittier, is the other good guy and I quote him: "I'm putting my bid in now to host the 1968 POPS Meet and those old bastards had better have one! We would hold it right in the middle of New Orleans and have a damn ball. With enough notice I would be able to set up tours through the swamps, French Quarter and you name it, for the wives, girl-friends and broads that the POPS bring along. In fact, in N.O. I could set up almost anything". (That sounds interesting! I don't doubt it either. He just conned the local Sheriff into sponsoring a two man parascue team and they get all NEW GEAR OF THEIR CHOICE. With enough response we could do it. Drop me a card right now and express your opinion, about a POPS Meet.)

JOIN THE POPS

Any jumper, over forty (40) years of age is eligible to join. Send your name, age, and address to Jack H. Sowle, POPS #33, 15402 Baffin Circle Huntington Beach, Calif. 92647.

AUSTRALIAN SKYDIVER Magazine

The journal of Australian parachuting. Skydiving as the Aussies see it. Published every two months.

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SMITTY'S EXPLOITS OF EARLY DAY JUMPING

The following is a letter from Ray Snyder, Canadian Union College, Alberta, Canada: "In the August issue of DZ-USA, I read the story about "Smitty". I can't tell you how much I enjoyed that story. I'm 17 years old with 14 jumps so far, and my grandfather was a famous Canadian barnstormer before World War II. He also made a few jumps. Is there anyway I can write to Smitty? If so, could I call upon your assistance in obtaining his address? I would really like to write to him."

Editor's Note: Smitty's address is: Smitty the Jumper, P. O. Box 153, Sulphur Springs, Arkansas 72768. And for those of you who have been waiting to purchase the complete story which appeared in three installments in issues of DZ-USA, simply send your name and address, along with \$1.50, to Smitty and he'll send you the booklet, "Smitty's Story, His Exploits of Early Day Jumping" by return mail. Do it while you're thinking about it.

SAFETY

While disconnecting my riser from my harness in the shop, my cable-pull shot-and-a half capewell hung up. I pulled as hard as I could and it failed to release. Upon examination, I discovered that the notch on the back of the male fitting was worn. The notch fits into a slot on the female fitting of the capewell and, when worn, will slide about 1/32nd of an inch, causing the release to hang-up. I (Don Boyles, Tulsa, Oklahoma) filed all the catches off with a file and changed them to "one-shots" except they have a cable pull instead of a "keeper type." Some jumpers file the catches down about halfway or until they work smoothly. Other solutions may be to lubricate the fitting. I believe the most reliable method is to file them completely off, and it is completely safe as long as the jumper knows this has been done. I think the tension on the riser would keep it from releasing even though the cover was pulled down, but they should stay closed until needed for additional safety. Editor's note: Don, the better method is just simply lubricating the moving parts of the male and female fittings with graphite grease (8 parts powdered graphite to 2 parts of light oil). Do not use oil alone for oil will collect dust and defeat the purpose of lubrication. The graphite grease can be applied with a stiff brush (a tooth-brush would work) and clean out sand and grit in the same operation. Any filing on the protruding tits should be held to an absolute minimum when attempting to accomplish free movement. When the notches have been filed completely off, you are forgetting the other man who may jump that rig not knowing that the "shot-and-a-half" system is really a "one-shot". That is a safety consideration that overshadows any benefit of filing down the tits. Let's keep equipment designed for a certain operation in it's original state. Otherwise, instant recognition and standards are impossible. You wouldn't change the brake and clutch around in your car for the same reason. You may not always be the one driving it.

HAVE YOU NOTICED THE SSE ADS??

Steve Snyder Enterprises have ads in DZ-USA you won't want to miss. Not only does Steve remain #1 in the sport parachuting world when it comes to safety equipment . . . but the models in his ads are also choice. Just one more reason for subscribing to DZ-USA and looking to Steve Snyder for the very best.

An Invitation

FOR MEET COVERAGE BY DZ-USA

A phone call will get Rick Miller on the 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.

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PIONEER – SECURITY – IRVIN

COMING MEETS

2ND ANNUAL MARDI GRAS MEET SOUTHERN PARACHUTE CENTER HAMMOND AIRPORT, LOUISIANA 24 - 25 FEB. 1968

\$6 entry fee, \$3 per jump. Three individual accuracy jumps; two team jumps; and one Sack Race jump. Team jumps will be a downwind reverse stackout. Meet souvenirs for each jumper; trophies to first 3 places in each event. Fun jumps the entire week before the meet and Monday after the meet. Tuesday, February 27th, everyone goes to New Orleans for the World's Greatest Free Show . . . MARDI GRAS DAY in New Orleans. Contact Leon and Prissie Riche, P.O. Box 878, Hammond, Louisiana 70401 for further information. Phone 345-6324. If you want to know why your copies of DZ-USA have been late, come down and ask the editor personally . . . he'll be there for his annual malfunction.

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NOTICE FOR ALL USPA MEMBERS (EUROPE)

The European Parachuting League Meet is tentatively scheduled for 10-12 May 1968. Meet will require current USPA membership. All sport parachutists and clubs in Europe, and those who expect to arrive prior to that time, are urged to contact MSG George A. Gutshall, 7th Army Parachute Team, Hq. Co., 8th Infantry Division, APO New York 09111, for further details. All inquiries will be answered promptly.

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OKLAHOMA SPORT PARACHUTE ASSOC. MONEY MEET STROUD, OKLAHOMA 2-3 MARCH 1968

All Accuracy, three classes. Class I (10-80 jumps); Class II (81-200 jumps); Class III (201 and over). Four jumps, each event, 3000 feet. 3-Man Team Event, 2 jumps, 3600'. Special surprise event, one jump, 3000'. \$3.00 per jump, and \$3 registration fee for non-OSPA members. USPA memberships required plus in-date reserves. All jumps will be scored to 10 meters, no throwaways. One round per event may decide the winners if necessary. Party on Saturday night, regardless of weather. Hosted by the Oklahoma State University Skydivers. David Murphy, OSU Club President, will be Meet Director. Money to first 3 places in all events and trophy to overall winner. FFI write David Murphy, 223½ So. Washington, Stillwater, Oklahoma 74074.

--- --- ---

MIDWEST SPORT PARACHUTE ASSOC. TONGANOXIE, KANSAS 13 - 14 APRIL 1968

Drop Zone is located about 15 miles west of downtown Kansas City, Missouri on Highway 24-40. Hosted by Ka-Mo Sport Jumpers, Kansas City. Three accuracy events, two jumps each event. Cash prizes for advanced accuracy: \$100 for first; \$50 for 2nd; and \$25 for 3rd. Style event, two jumps. Team event, two jumps. All jumps are \$4.00. Trophies for novice accuracy; 1.1 and 1.6 advanced accuracy; and style event. Cash for team event plus trophies. Total prize money for meet is \$265.00. FFI contact Danny Payne, 4704 E. 113th St., Kansas City, Mo. 64137. Phone SO 1-2155. The editor of DZ-USA will be one of the judges. See you there.

SPECIAL NOTICE

\$50 REWARD FOR INFORMATION

DZ-USA will pay \$50 to anyone who can provide the information which will lead to the whereabouts and arrest of Michael ("Mike") Ross, formerly of Wichita, Kansas. Mike is wanted by local authorities in Wichita for parole violation and a complaint has been filed against Mike Ross by DZ-USA charging theft. If you have any information as to his whereabouts, please contact the editor, C. E. HUNNELL, by writing P. O. Box 2131, Wichita, Kansas 67201.

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

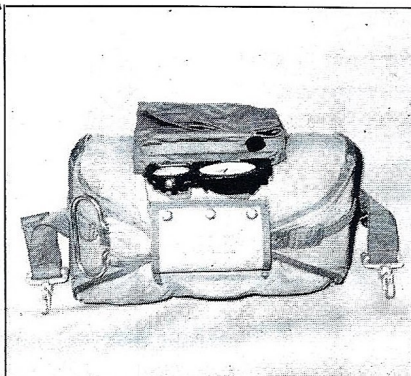
JUST IN
FULTON, MISSOURI

MIDEASTERN CONF. ELIMINATIONS XENIA, OHIO 18-19 MAY 68

Will be held at Greene County Sport Parachute Center, Xenia, Ohio. FFI, contact Jim West, Xenia Airport, RR #5, Xenia, Ohio. Raindate is 25-26 May 1968.

PACIFIC CONFERENCE ELIMINATIONS

May 11 & 12 1968 (weather date May 25 & 26) Site undetermined. Bids for site location must be postmarked on or before Feb. 29, 1968 and mailed to: J.C. Harrison Pacific Conference Director, 6024 Ellers Lee Dr., Carmichael, Calif. 95608. (Bids must be sealed and identified. No bid will be opened until March 4, 1968).



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

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CANOPY (Security) \$140.00 pp
Or trade in your surplus 26' conical and pay just \$100.00 pp

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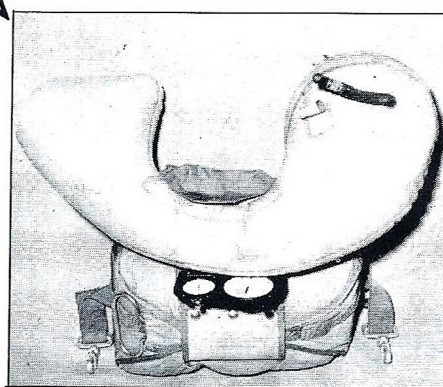
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Specify size when ordering.

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

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
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WHY PAY MORE?

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1/8 page, one month, \$20

1/8 page, three months, \$40

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

Mike Kelly
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Ph: AC 316, WH 2-6004

5TU with sage-green container; 1½ capewells; and quick-eject hardware \$75. 26' conical reserve with sage-green container only \$50. French jump boots, size 10½, good condition \$15. Pioneer jumpsuit, medium, black, hardly worn \$10. The entire lot will go for \$125, or you may buy items separately.

Mike Davis
9711 Hickory
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SPLIT-SADDLE HARNESES

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
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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
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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
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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
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Forest Park, Illinois 60130
Phone: AC 312, 771-8967

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

FIRST ANNUAL NORTH AMERICAN PARACHUTING CHAMPIONSHIPS

Continued from page 5

being obviously "there" from the moment he set up final approach. The judges were certainly appreciative of Floyd's making their work so easy! Because the target was kept so powdery through repeated attacks with the tractor, the jumpers arose from a cloud of dust spitting and spewing, shades darker and probably pounds heavier, shook off the dust (which the judges insisted be redeposited on the target please!) and wandered away mumbling something about "pea-gravel".

Ten four-man teams were composed and really enjoyed giving the judges a "run for their money" with as many as twelve jumpers in the air and thus on the target (well . . .) at one time.

After the final team jumps were made and measured, fun jumps were manifested for the many volunteer workers, qualified jumpers on the field, and competitors with enough energy left. Gene Thacker thrilled the crowd with a delayed opening directly overhead, landing right beside the ropes containing the spectators. Harry Cole and a Canadian compatriot made a two-man hookup on a ten second delay; three USAPT members put on an exhibition; Judge Bill Jolly (Pioneer Parachute Company) followed with a standing landing beside the trophy table.

Award money and trophies, for which the spectators had remained and the press had gathered, were presented by Mr. & Mrs. Terry Slate (in memory of whose son the Annual North American Parachuting Championships have been organized) with Meet Director Bob McDonnell officiating. A surprise trophy was also presented to Bob by Sgt. John Hollis in honor of his years with and service to the Army Parachute Team.

FINAL STANDINGS

Style:

1st - Billy Lockward	(990 pts)
2nd- Harry Cole	(780 pts)
3rd - Chuck Aguilar	(740 pts)
4th - Don Strickland	(690 pts)
5th - Jerry Rouillard	(630 pts)

Accuracy:

1st - Floyd Glover	(2000 pts)
2nd- Sherm Hawkins	(1810 pts)
3rd - Jerry Rouillard	(1801 pts)
4th - Billy Lockward	(1775 pts)
5th - Gene Thacker	(1710 pts)

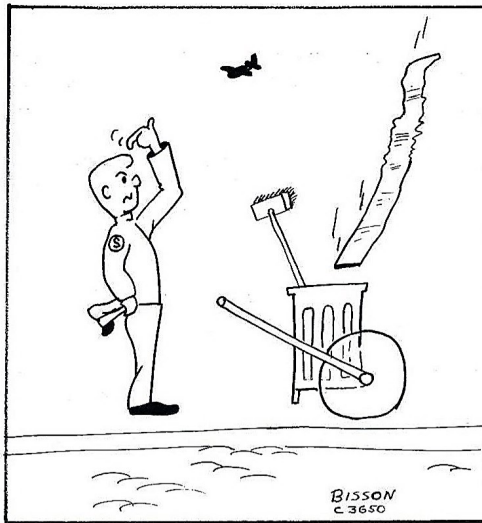
Overall:

1st - Billy Lockward	(2765 pts)
2nd- Floyd Glover	(2550 pts)
3rd - Jerry Rouillard	(2431 pts)
4th - Sherm Hawkins	(2360 pts)
5th - Gene Thacker	(2300 pts)

Team Accuracy:

1st - Sherm Hawkins Leo Kryske Don Strickland Chuck Aguilar	(3016 pts)
2nd- Joe Faulk Jerry Rouillard Jimmy Davis J. Stoyas	(3007 pts)
3rd - J. Courteau Herb Eskelson Claire Wimer Paul Hough	(2256 pts)

The winning team donated the \$100.00 prize money to the U.S. Parachute Team fund.



THE OSPA MONEY MEET STROUD, OKLAHOMA 30 SEP - 1 OCT

No one sent in the winners but Bob Beck sent in a sketchy account which follows: "Two of the finest trophies I've seen in a while were at stake. I volunteered to make the wind-jump (providing it didn't count towards the trophy), and as luck would have it, I made a 3-foot jump . . . the second closest hit of the whole day. After the first jump, the 3 teams entered decided they would throw out the first round and everything started over. I might add that the teams were made up of D's down to three-jump static liners. After the second jump, one of the teams called it quits and went home. A member of my team went water-skiing and that blew my chance at the gold. Dave Miller, Tulsa, which was first called a deadcenter and then a 6-inch later. He got the first place trophy, however,

1ST ANNUAL DEATH-AND-DESTRUCTION SKYDIVING MEET RESULTS

Novice:

- Event I: Leg Stumpp (Stand-up accuracy)
Event II: Bat Man and H. Auk (night baton-pass)

Intermediate:

- Event III: Gogo Inne (low-pull contest)
Event IV: Enny, Meeny, Minny, & Moe (five-man team)

Advanced:

- Event V: D. T. Garritty (Drinking event)
Event VI: Fanblade Johnson (style)
Event VII: Speedy Mirene (incarcerated) (Streak Event)

Rod Pack Award:

F. A. Aye

* * * * *

for being closest on his team. Mike Matlock's team (all on cheapos), beat out one team (all on PC's). The members of the second team has requested that their names be withheld. Matlock's team then decided to have their own private meet to see who got the one trophy given to all of them . . . and Matlock won.

Overall:

Dave Verner, Archway SPC, Sparta, Ill.

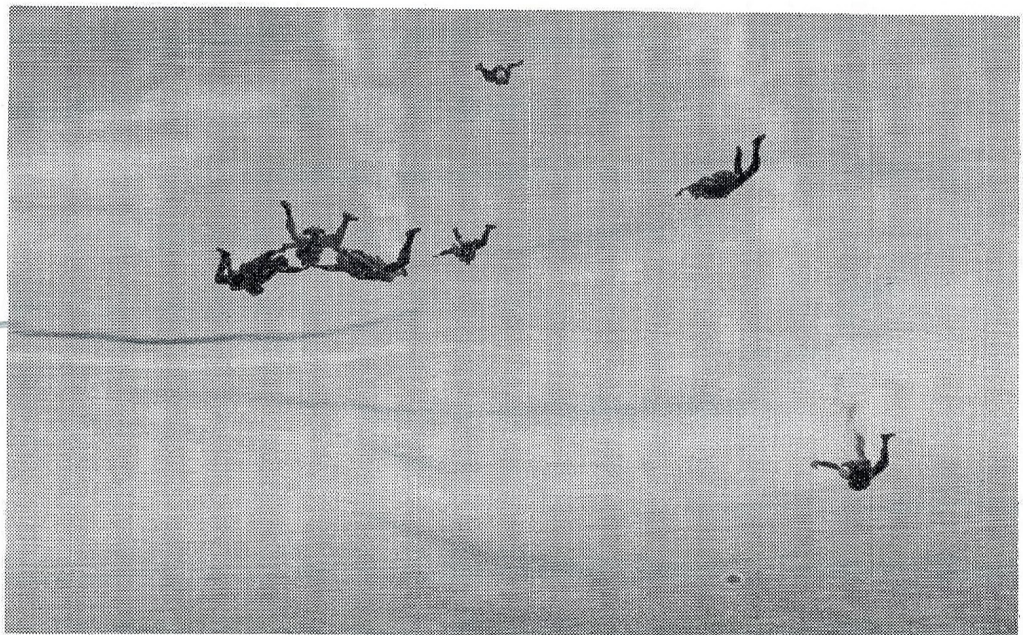
The results from Cliff Davis, Oklahoma City, were more complete. He reported:

Advanced Accuracy:

- 1) Dave Verner, Sparta, Ill.
- 2) Jon Moore, OSU Skydivers
- 3) Robert Wallrath, Ada SD's.

Team Accuracy:

- 1) Dave Verner, Mike Kruse, Tom Copenhaver
- 2) Fred Hill, Bob Drake, Fred Gifford
- 3) Bob Beck, Mike Shakely, David Murphy



High man is Jerry Ward, OSU; to the far right of star is Jon Moore (who tied for 1st Individual Accuracy at NCPL Meet); low man in shot (and trailing smoke) is Bob Beck, Stillwater, Okla.; jumper closing on star is Mike Kruse, Archway SPC, Sparta, Illinois; and the star consists of Ken Holt, Tulsa; John Rogotzke, Texas; and Dave "The Animal" Verner, E. St. Louis, Illinois. Sort of a 3-man star with a 4-man float, for despite the apparent good positions . . . no one else got into the star. Jump made from two Cessna 180's from 10,000 feet.

Photo is by Tom Copenhaver, Hutchinson,

Make The Rounds...

A CHAMPAGNE JUMP IN TENNESSEE

As seen in the photo below, Dick Johnson (right) celebrated his 200th jump by partaking of a magnum after landing. The jump was made into a clearing (surrounded by woods) about a half-mile from the airport. Each lift that went up during the day, landing in the clearing, and ended the jumping by grabbing a mug. Meanwhile, back at the airport, no one could quite understand what was going on. Jumpers were descending into the woods but none were coming out. A keg of beer had been provided for the thirsty crew in the woods, but alas, it was soon discovered that it couldn't be tapped without the spigot and plunger. No sweat . . . Bill Dzoba solved everything by cruising in over the trees on his jump, gayly waving the needed equipment. Bill called it a "beerarecue mission." The only thing that made Dick happier than the celebration was his new PC (solid black with green apex). Says Dick, "Watch the skies, for with my spotting you may possibly see me over Kansas one of these days." By the way, Jerry Tidwell is the jumper in the left of the photo, and Bob Johnson (Dick's brother) is standing in the center.



RANGOON, BURMA: "If you note a wistful tone throughout my letter, it's probably because I am in Burma and they take a very dim view of foreigners lolling around their airspace and gazing down upon their terrain. So, for the next two or three years, there won't be any jumping for yours truly. I'll be eligible for the POPS Club by the time I can make my next leap. By the way, do you have Rodger C. Hale, D-48 in your records? He taught me how to jump in Laos in 1962 and I'd like to get in touch with him if possible." . . . John C. Ruckman, USDAO, American Embassy, APO San Francisco 93606 . . . P.S. I'm not a PCA member this year and won't be until I return to the States. They are a great outfit . . . for stateside jumpers. They have yet to do the first thing for their overseas membership, which makes up a large percentage of their membership . . . expect solicit them for contributions."

WICHITA, KANSAS: G. J. Duke passes this along on Pam Ryan, a first-jump student making the big one at Wichita Parachute Center, Benton, Kansas: On the "go", the only re-

sponse he got was Pam looking back into the plane and asking, "what do I do now?" As the spot got longer and longer, Duke explained and Pam finally left. Picked out of a tree later, she explained the landing did concern her . . . she was afraid she was going to hit a pond. Her husband jumped the same day (first-jump) and then his brother (first-jump). It was a family day and everyone went home happy . . . even Pam.

Karen Sue Davis, Elkridge, Maryland: "Sorry about not sending you those NCPL pictures I promised, but I exposed one roll when unloading my camera and the other roll . . . well, that's another story too. I imagine you are racking your brain trying to figure out who I am. Four guesses . . . I was one of the four female NCPL contestants. That should narrow it down for you. I have moved my jumping from Oklahoma to Maryland and since I can't "borrow" copies of DZ-USA from my old friends, I have decided to donate \$5 to the cause and receive my own copy. Keep up the great work . . ."

You're never too young to read DZ-USA. Here is Claudine Callahan, 19 month old daughter of "Cal" Callahan, 7th Army Parachute Team (Germany), relaxing with her favorite pet . . . and reading. Claudine is just one more reason that editorials and pictures have been cleaned up in DZ-USA. Cal and family will be back in Kansas soon after a tour of duty in Europe.



EQUIPMENT NEWS & VIEWS

A Para-scuba rig built by professionals is explained by Gerald P. Hemming Jr., as follows. The rig was built by Dave Burt and Bob Sinclair for use in motion picture work in the British West Indies recently. Just try building one of these for kicks: "From the script information, Dave and Bob (Parachuting Associates of Hollywood, California), had to design wet suits of royal blue with black pockets all over the thing to carry extra spy goodies and explosives, etc. The para-scuba rig was really the result of the "first to do it" team (1960) of Burt & Sinclair and certainly was a masterpiece for design. It consisted of a black-dyed B-4 harness (container removed) with ejector hardware sewn just behind the capewells, this being the top support for the

main. The main is a C-8/white (dyed blue and white) with side panels of white twill making it a PC of sorts. Blue and white sleeve, packed in an extended USAF 28' container, piggy-back rigged. The main, when packed and ready, resembled a normal 28' reserve from a distance, but upon closer examination, there were no snaps, with 4 "V"-ring straps sewn on the bottom. Only 4 pack-opening band connections (2 bands), the ripcord handle end and opposite end not requiring pack-opening bands. An extra long cable housing is noticed (seat-pack housing), tacked to the right side of the pack on the container flap and next to the grommet. The ripcord handle pocket was built into the left sleeve of the wet suit bicep. The pocket being a self-adhering nylon-rubber flap sewn only at the bottom. Further security is afforded by a one-inch rubber band (black) slipped up the bicep over the handle and pocket during jumpmaster inspection. Two scuba tanks are worn inverted and attached to the bottom "V"-rings on the main piggy-back container using ejector snaps. The bottom of the complete rig is secured to the jumper with two leg straps that connect to the ends of a belly band that runs back through the scuba back-plate. The complete scuba pack is called lovingly, a Campac. A PRO mouth regulator is used with the scuba, and the hose runs from the valve (near the harness saddle) up to the waist and is secured by the belly-band of the of the Campac. The procedure for chuting up the jumper is as follows: Don the wet suit (less hood), then the solo harness, diagonal back straps are tightened and secured. The jumper bends at the waist while the rigger hoists the previously combined main (risers/ male capes taped temporarily to container), and snaps the top "V"-rings to the ejector-snaps aft of the female cape fittings. The rigger then passes the left and right Campac leg straps between the jumper's legs. Next the slack is taken up in the leg straps by pulling on the belly-band after the scuba regulator is attached. The reserve (26' conical) is then attached, with tie-down ejector-snap to saddle V-rings. The risers are then freed and attached at the shoulders, and the free-floating ripcord handle and housing is unstowed from under one pack-opening band and passed around the jumper's left shoulder where the handle is stowed in the upper arm pocket. The housing is then tied to the capewell fitting with a retainer band. The face mask is slid up the right arm to the bicep. The rigger then checks the main pins for travel while the jumper rotates arms. The lead cable stop is inspected, flap closed, pack-opening bands snap checked, all ejector snaps reinspected, and reserve inspected last. Swim fins are worn in freefall which gives fantastic flying ease, but due to the heat in the Bahamas, the wetsuit hood and fins are hand-carried to the waiting C-47, and put on at 10,000 msl. Portia goggles were found to be perfect even though earlier in their respective careers, some of the jumpers had preferred other types. At long last, with the smallest detail and design modifications attended to (add a stitch, shorten a strap by 1/2", etc.), it is easy to see why these real pros hold Defense Department contracts all year round."

Moving?

Change your address in advance

Fed up

OUR PUBLIC IMAGE (AS I SEE IT)

As the editor of DZ-USA, I have been accused of shooting off my mouth on too many occasions . . . I've even been referred to as an "editor" in a couple letters which made the word anything but complimentary. So, I will hold editorials (if that's what you call them) to a minimum in the future, and call myself a "letter gatherer-upper" or "news hanger-togetherer" or something similar, but before I do . . .

A few letters received in the past have blasted me for lowering our public image for printing pictures of "moons", "streaks" (comments only and no photos to date), parties, boozing, etc. And each and every letter is given my attention and none are thrown in a can, believe me. That would be contrary to the very reason DZ-USA exists. . . and that is to give any jumper a right to his opinion and provide a free exchange of information between the jumpers who wish to do so . . . and I wish more did. But, to continue, the letters have forgotten one very important fact.

Our public image suffers 99% of its degradation because of FATALITIES, friends. We aren't known to the public because we booze or drink too much beer, or "moon" weddings, or chase women. True, many whuffs think we must drink in order to work up courage to jump, but he just thinks this is necessary — he hasn't really seen it going on before every jump. And because most of our fatalities occur on drop zones removed from the public eye, with very few occurring on demo jumps or the like (fortunately), he also sees no one being wiped out . . . BUT HE READS AND HE REMEMBERS, And if you'll just give it a little thought, imagine his opinion of us after reading his newspaper this year.

Do you really believe we should devote more time proving to him THAT WE DON'T DRINK. . . WHILE WE LOSE A HALF-HUNDRED JUMPERS IN ONE YEAR? Does this really make sense to even you Christian souls out there who are so concerned with our apple-polishing for whuffs? I can't believe that

any conscientious jumper can be that blind to the facts. We aren't a bunch of drunks and mooners to the general public . . . we are "suicidal maniacs", "nuts", and "idiots who defy death by leaping from airplanes." And he verifies his opinion of us by reading of "no-pulls", "suicide jumps", "mass drownings", and death after death in headlines carrying the magic word . . . skydiver.

So, this isn't going to be long and drawn-out for the point is easily made . . . and should just as easily be understood. Let's call a spade a spade and work in the right direction for a change. While you are busy shining your boots for the public eye, your sport is inching nearer and nearer extinction. Where are you going to wear those shiny boots after the sport is no more?

It's worth thinking about, don't you think?

Editor's Note: DZ-USA has been pinged-on, raked-over, threatened and criticized for printing several items which jumpers should be informed of. One jumper complained his non-jumping friends were "flabbergasted" at a photo DZ-USA printed . . . another said he was ashamed to show DZ-USA to his non-jumping friends.

If your non-jumping friends are so sensitive, why do they find the following subjects of special interest: Murders, rapes, suicides, robberies, car wrecks, etc? And if you don't believe that, ask any newspaper editor what sells his papers for him. In short, when your non-jumping friends are so pure they are offended by a "moon", then DZ-USA will deny you the coverage of such incidents. Or, if newspapers will discontinue printing the "other side" of human events, DZ-USA will quit printing the distasteful parts of the sport (such as fatalities, parties, etc.), and you can be just as uninformed as they are. Deal? And one last point, 99.9% of DZ-USA's subscribers are jumpers . . . not non-jumping friends . . . and designing my magazine to fit their tastes is not my idea of improving our image. Let's keep things in their proper perspective.

LATE BREAKING NEWS ITEMS

"Moons" are at a premium price in Hugoton, Kansas. \$8.50 a head (or \$25 for a threesome) will cover everything, according to reliable sources. Cover everything as far as the police are concerned . . . but evidently not the rearview of the person (or persons) involved.

Sound-Off

WHY DID YOU SUBSCRIBE?

"I have seen your advertisement in Para-Gear's catalog. Is there any chance of reading a sample copy? I have asked all around and nobody has one. There isn't any skydiving magazines in Canada (except a bi-monthly bulletin) and I love to read all I can about jumping. I'm still a student myself. Ray Snyder, Canadian Union College, Alberta, Canada."

"Enclosed is \$4 for my renewal. I'm sorry I couldn't pay you before, but I've been scraping for dough since the Nationals. My jumping has returned to normal (a snail's pace) and with no money, I have been doing a lot of watching and story telling. Next time, remember to ask for money BEFORE or DURING the Nationals . . . that's when I had it. Also, I hope I have your name right? Gene? How can that be with the initials C.E.? Susan Rademaekers, No. Wilbraham, Mass."

Editor's Note: Would you believe Carlos Eugene . . . and please don't pass that around. It's bad enough I had to print it. CEH

"I am enclosing a check for my subscription to Sky Diver or XQ-CCP or whatever your magazine is, and hope to get the first issue before X'mas . . . of 1970. In any case, let me say that the Nationals coverage was excellent, and as an added note, Ron Radhoff is recovering nicely from his mortal wounds incurred while trying desperately to pose as a Judge. I really didn't believe that you would hold out for a subscription to send me my pants and shirt, but then I guess I was wrong. I'M BEGGING . . . please send me my pants. Until I hear from you, I remain naked but unafraid, D. M. Wallis, General Office Manager, Union Carbide Corp., Huntsville, Alabama."

Editor's Note: Before someone gets the wrong idea . . . Dean loaned me his clothes when I was unceremoniously thrown into a swimming pool at the Nationals this year. They have since been returned. Thanks again, Dean. CEH

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