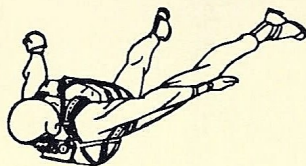


THE

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1967

U.S.A.

A NATIONAL COVERAGE BULLETIN
FOR USE BY SPORT PARACHUTE CLUBS



Ed Marler and Bill Zucchelli over Applegarth, New Jersey drop zone. The cameraman's perspective makes them appear to be closer together than they are. Photo by Jerry Irwin.



* NEW IN THE FIELD

* IN OUR SOMEWHAT BIASED OPINION

THIS IS THE ALL NEW DZ-USA . . .

DESIGNED to cover every phase of sport parachuting;
INTENDED to reach across the "standard news" in other publications;
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UTILIZED by sport parachutists themselves and not as a sounding board for the editor's views.

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JUMPERS WHO WILL NEVER SUBSCRIBE for they will make DZ-USA even better by causing us all to work harder to reach them.

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P. O. Box 2131, Wichita
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THE ELECTION RESULTS ARE IN

Not bragging, but DZ-USA called them very close. Only one thing I can add to the following list of PCA Directors . . . support them.

National Directors:

Mark Baron	Dr. Edward Fitch
Maj. "Ace" Burkhard	Maj. John Garrity
Lyle Cameron	Bill Ottley
John Cleary	Phillip C. Miller
Capt. Craig Elliot	Col. John Singlaub

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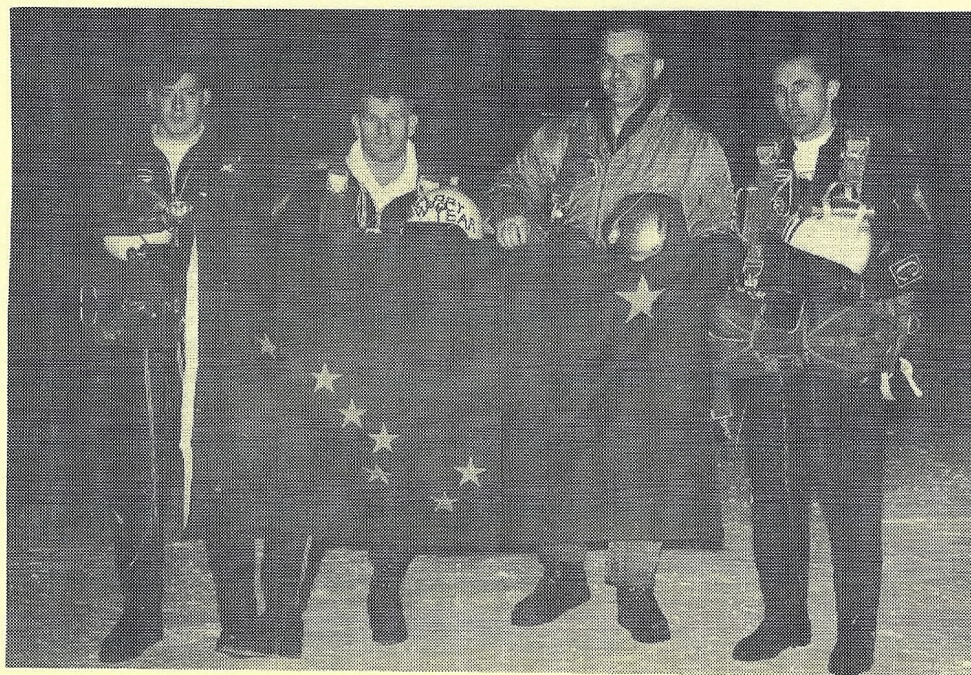
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Leon Potts, uncontested, Eastern Conference
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Charles R. MacCrone, uncontested, Southern Conference
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A JUMP FROM ONE YEAR TO THE NEXT

Alaskan jumpers put a bright spot in the Anchorage Centennial Commission's festivities by making a leap from 7200'



Sky Divers, exited the aircraft at 11:59 and 45 seconds p.m., had a thirty second freefall (15 seconds in 1966 and 15 seconds in 1967), opened, and landed at 12:02 a.m., 1 January 1967. Marcia Rohn

THE NEW PCA OFFICERS

The following positions were voted upon at the Dallas Board of Directors Meeting, 20-22 January 1967, and the PCA officers are as follows:

Chairman of the Board: Colonel John Singlaub

President: Dr. Edward A. Fitch

Vice-President: Major John Garrity Jr.

Secretary: Captain Craig Elliot

Treasurer: Mark Baron

Executive Board: Dr. Fitch

Mark Baron Leon Potts

Capt. Elliot Chuck MacCrone

FAI Representative: Chuck MacCrone

NAA Representative: Dr. Fitch

I will go into detail on many subjects discussed and motion passed during the Board Meeting in the February issue of DZ-USA. I will say, at this time, however, that the FAI Representative vote was one I could not fully understand. Phil Miller was the only logical choice and the Board Members did not take advantage of his qualifications. A second vote that was confusing, was replacing Dan Poynter as secretary. When men such as Phil and Dan are doing an excellent job, and others are aware of it, why replace them? Politics, and not even good politics, is all I can come up with. As I said, more in the February issue and in much more detail.

C. E. Hunnell



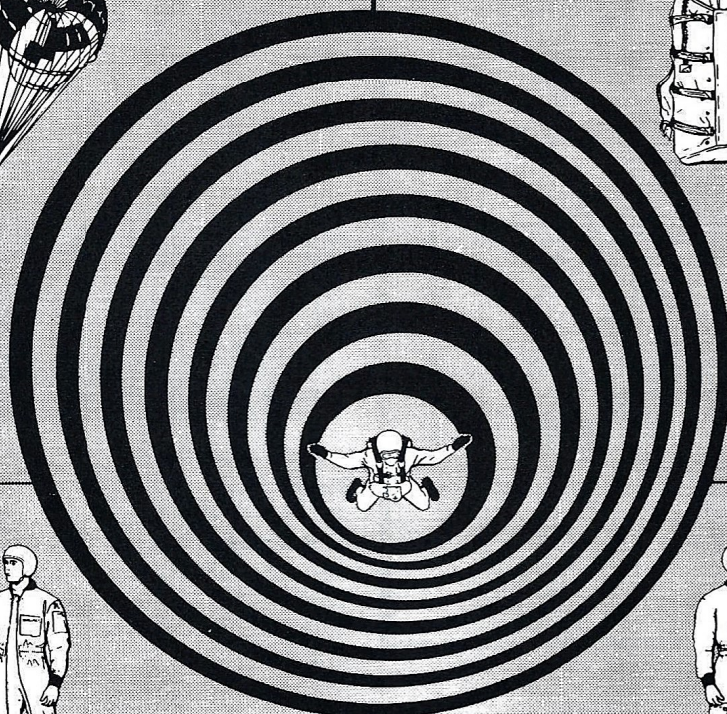
out of a 195, in a novel fashion. Dan Rohn Jr., Anchorage SPC (carrying the flag of Alaska); Leo Fancher, Alaska Sky Divers; John Donesh, Anchorage SPC; and Don Wilson, Ft. Richardson

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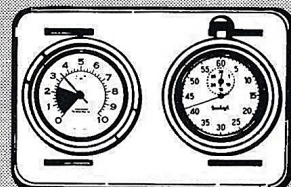
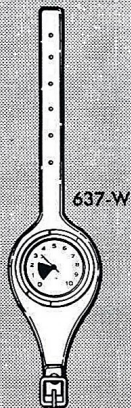


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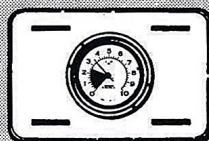
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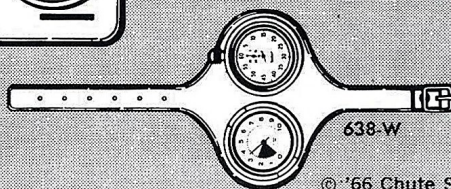
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637-R



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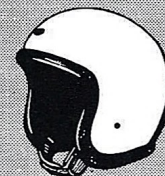
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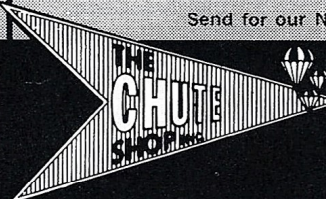
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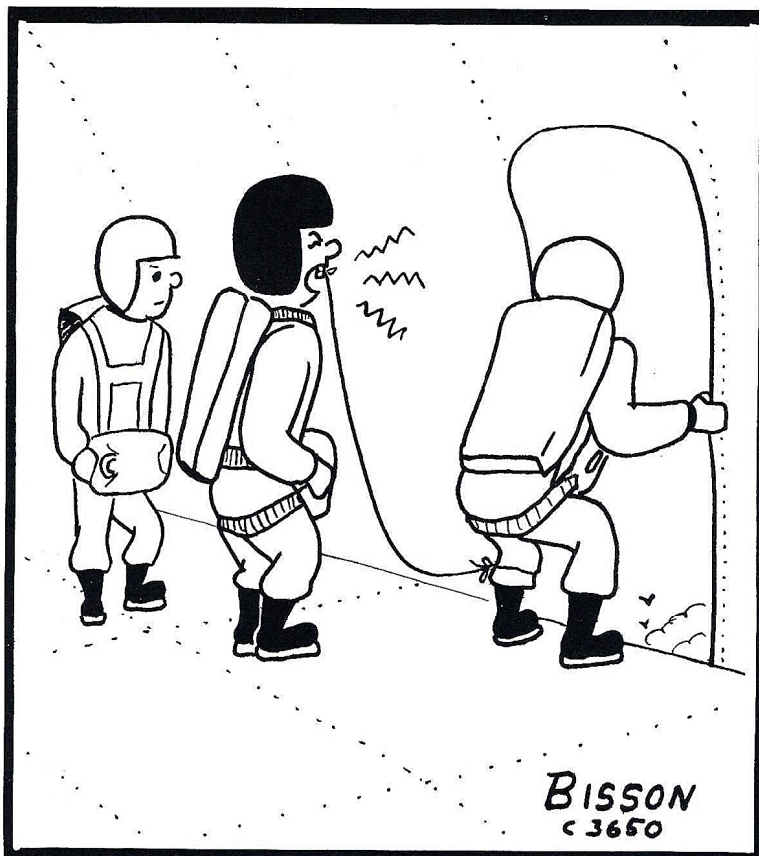
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David A. Wilson, D-1144, coming in for a dead-center after a 100 second delay from 20,000 feet, over Northern Thailand. Spotting doesn't get better than this every day of the week.

ONE VIEW OF WOMEN'S COMPETITION

Byline: Martha Huddleston

Another 12 months of competition have been folded away in the log books. The jumps that brought the pride of accomplishment . . . mediocre ones that held up in spite of themselves . . . disappointing ones which weren't good enough no matter how much the work. It's the same story of competition whatever the sport. But our sport is still growing up and more and more girls are lining up to take a shot at it.

Nineteen women showed up for competition at Tahlequah this year, by far the largest number ever to enter the Nationals. And with them came a new and warmly welcome trend. Last year, at Orange, the leaders were established. Not so much from their own merit, but by goofing less than others. This year though, there is still room for vast improvement for the points generally reflected a more deserving performance. Competition became what it is meant to be, with at least half of the jumpers making a strong bid in one or both events. As a group, the improvement was marked. 16 or 17 could go home with a feeling of accomplishment. Ah, but those exceptions! And I'm not speaking of score. The reference is to that same old female bugaboo—panic. A couple of the girls were still so bewildered by the whole sport as to be a danger to themselves. The question which arose wasn't really so much whether or not they should be in the Nationals. Should they even be

in the air? More of that later.

The top awards went to one repeating winner and two new ones. It's a good bet that this trend will also continue. As the competition gets better, the points will be spread more and more. The odds aren't against a double winner, but a clean sweep again is hard to imagine. Our naturals don't seem to be workers and vice versa.

The next step, for seven of the winners, was being selected for team eliminations. Karen Roach was stopped by a recurrence of the mononucleosis (which had almost kept her from the National Meet itself). Then Kay Jones snapped an ankle on the 12th elimination jump. When all the nonsense was over, the team was set with Martine Durbin, Suzie Clements, Maxine Hartman, and myself. Karen was able to start jumping again in a few weeks and joined the Team in France.

Speaking of the eliminations, they really were nonsense, you know. The feeling was unanimous that they are detrimental to the building of a Team. The time we lost hurt us. Those 15 jumps would have added 20% to our training. The extra 6 weeks of uncertainty and frustration meant it took just that much longer to regard the other jumpers as teammates rather than competitors. The eliminations are an unnecessary burden on those who are cut. And most of all, they are grossly unfair to the National winners. Just a big bad deal.

The fourth morning we started learning how to be pros. From Letbetter's

subtle (HA!) call each morning at 5 a.m. until 2-6 p.m. or so, it was go, go, go. I thought I was a fast packer before, but after a couple of days had it down to 10 minutes. And if anybody can outpack Martine, Popeye's a punk! (And you've probably built a malfunction). Dick Harman began working with the girls on style and Tom Schapanski joined him for accuracy. Between jumps of their own, they managed to get across quite a bit to us. Both were a tremendous help. We had to cram as much as possible into the short time available. Weather offered its usual share of trouble, adding to the tension. We finished with about 75 jumps each. Twenty had been devoted to style and virtually all the rest to team jumps. The plan was "first things first" and the Bulgarian meet was all accuracy. Additional style practice was picked up in Stuttgart.

The calibre of the Bulgarian meet entrants was high. The abbreviated nature of the events prevented us from learning just how high. The Russian accuracy winner from the World Meet was absent, along with several of their guys. The girls we did see were impressive, but not awe-inspiring. Inconsistency is not foreign to them, either. No alibis, gang. We just got beat. I flat misread the wind on a team jump and blew the spot so badly we couldn't make it in. So that was it for that event. But none of us would hesitate to take them on again, either individually or as a group, with every confidence of being ahead on any

jump.

In France we only saw 6 girls, but the top 3 are sharp and less prone to be erratic than most female types. They didn't make any big boo-boos on 11 accuracy jumps. Nicole Bera, their champion, can play in anybody's ball park.

French style is a different story. It was no contest. It's strange that the country which contributed the most to the development of free-falling has not produced jumpers with even passable series ability. This flaw would be even more apparent if their efforts were subject to the eyes of more critical judges such as at our Nationals.

However, style results from the World Meet indicate, rather conclusively, that we would have been in the same sad shape as the French had we competed against the Russians there. Suzie Clements is the only American who could have kept up with them. Knuckling down with some plain old sweat is called for here or we will never again win the World Championship. Hey, first we must catch up. Then be concerned with moving ahead.

What ability will be available for top level competition in the near future? Let's take a quick look at the current crop in their strongest events.

STYLE

Activity in this event could depend to a large extent on what Suzie Clements does this winter. Almost from the beginning of her competitive career, Suzie has flat smoked through her series. Drastic inactivity took some of the polish off last year. So it could go either way. A bit of work would probably make her faster than ever. But another lay-off might put even a natural like Suzie in trouble.

Kay Jones will definitely be heard from. Her times were consistently low, especially in light of the period of time she says she worked.

Haven't heard anything of Gay Reed lately, but she has the potential. She was doing well at Tahlequah until she blew a heading on her last series at the one place it can least be afforded, a final backloop.

ACCURACY

Karen Roach's position as the current champion speaks for itself. She participated as a member in the team event in France with virtually no practice — and had the best score in the group. And even if she possessed little jumping ability, her huge competitive desire would make her a contender.

It amazes me to think that many people were only vaguely aware of Martine Durbin at Tahlequah. Looking back, I guess it is only natural, since she didn't make much of a splash there. It's just that I have become so acquainted with her ability that it seems that everyone else should be, too. Giving credit where

it is due, I have met no other girl on any DZ in any country, whose accuracy skill I respect more than Martine's. She is **always** tough. And on those days when she is hot — heaven help you if you're competing!

Pat Meiron's first Nationals is an omen of things to come. Two big pluses here; a unique mental approach and a coach (Schapanski) who is perhaps the best in the world.

I also list myself among those with accuracy preference. (My style scores back this up). It is difficult to be objective about one's own ability. But for the record, I am already scheming to make off with the accuracy bit.

Maxine Hartman can't be placed in either group. Her performances are about equal in both events. Experience and a willingness to work will keep her in points for quite a while.

Suzie Newman's scoring was wiped out by a bad ankle, ruling it impossible for her to make good on the reputation which preceded her.

Barbara Roquemore showed promise, but seemed to be under a lot of pressure in her first Nationals. She and Suzie will probably give a more accurate account of themselves next year.

Unfortunately, preoccupation with my own jumping prevented my getting the haps on all the competitors. I've probably overlooked someone and won't realize it until July 3rd or so.

The point is that it is easy to see a distinct nucleus from which some serious competition may shortly evolve. Granted all of the above still have major shortcomings. Inconsistency is common to every one of them. Some have bad habits, a wrong approach, or mistaken judgments of which they are not yet even aware. To the extent to which they remain active competitors, however, it is reasonable to assume that they will further, or at least maintain, present performance levels in their speciality. Most of the work and concentration this winter will go to strengthening the weak half to a point of better balance.

The potential of these jumpers is hardly news. But what about the girl jumping in Boonieville, U.S.A.? What do the '67 Nationals mean to her? Well, they can mean anything she wants them to.

An important point of digression is called for here. If you are a woman who hasn't yet found a home in the sky or cannot function rationally in that home, **don't** come to Tahlequah. I am just as guilty as the guys about backing up when a new female student shows up. But this attitude was developed from experience, not by choice. There are just a lot of things more fun than hanging in a saddle and watching a girl do a 20 from a 10 sec. altitude. If, after a reasonable number of jumps, you are unable to

honestly say that your ability and confidence have developed to a point where you are in complete control all the way, give it up. Don't waste your time, and maybe your life, in a futile effort.

For those who are successful, you've got to be some kind of nut if you pass up the Nationals! OK., so you just got your "B" license last month. What has that to do with it? (And congratulations, by the way). The meet is still 6 months away. A fantastic amount of progress can be made in that time. In Europe, we competed against many girls with 1000-2000 jumps. Some of them beat us. But we walked over our share of them, too. Fat log books aren't interchangeable with fat scores. Dedicated, intelligent efforts is the only thing capable of shortening the sweep of a second hand or the stretch of a meter tape.

So first of all, don't be intimidated by the big kids. The game is played the same at Tahlequah as it is on your DZ. The superiority of the champions over you may be more apparent than real. It could be that you've never won only because you've never tried. Who ever heard of Kay Jones before she came out of nowhere and won the whole shebang? And if you lose, or don't even score, well, you will still have gained a neat vantage point from which to score in '68 (That's the World Meet year). You just can't be baptized without getting wet.

Start working at it **now**. Become a shadow to everyone on your DZ who knows what a PC is all about. Evaluate every opinion available on its characteristics and handling. Listen to every critique offered. It will be harder to find a competent style coach, but he is essential. It is pointless to do any number of series if you are using an outmoded or ineffective position.

Much can be accomplished on the ground throughout the week. Saturate your mind with the things you've learned until they are ingrained. Get in the best physical shape possible. Injuries are rare with proper conditioning. Working on a style bench or harness goes a long way toward cutting time. Every effort should be made to square away your job and finances to allow maximum freedom for practice and competition.

But don't let me mislead you. Just because I am encouraging you to do your darndest to be a National Champion, please don't imagine that we are going to politely sit back and let you take it. Polite, yes. Sit back? Hardly! We will be trying to wipe you out in every single round. Then we'll repack with the idea of beating you worse. The brand of competition is what makes the Nationals. It is all on the performance and virtually none on the personal level. A healthy atmosphere in which to do your work is provided by the meet. Your personal vic-

tory or defeat is yours to do with as you will.

The grapevine has it that the next team will get another shot at the Curtain countries at the Adriatic Cup, as well as competing in Germany's Europa Cup. There is also a strong possibility that we will return France's hospitality by inviting them to our Nationals. If all these don't provide enough incentive for both guys and dolls, forget it.

Does competitive jumping merit all the importance given it here? I think so. Aside from the obvious benefits of sports, there are lots of propaganda points to be won or lost on every jump. Your sport and your country deserve the best representation possible. There are a few girls across the country with enough confidence in themselves to think that they are, or can be, the best. Care to bet on it?

* * * * *

FACT IS: EVERYBODY'S RIGHT

A QUIZ TO THINK ABOUT

This quiz has no answers, so don't worry about flunking it. Without giving the choices a lot of thought though, you could flunk in another way. But again, don't worry about it. If you flunk because you use a wrong method IN THE AIR, you'll only do it once. Give each question considerable thought and have two or three buddies around to discuss your choices with.

1. The "Piggyback" reserve system was introduced to sport parachuting because:
 - a. The chest reserve was unreliable, unsafe, and out-dated;
 - b. The "piggyback" was more comfortable to wear in the plane; or
 - c. Sport parachutists, in general, had decided that "break-aways" was the best method for handling malfunctions of the main canopy.
2. The design of the "piggy-back" reserve system allows you to:
 - a. Track farther than with a chest reserve;
 - b. Turn style much quicker than with a chest reserve;
 - c. Have no control over the way the reserve deploys from the "piggy-back".
3. The static-line hookup on the "piggy-back" guarantees:
 - a. You'll be hanging in the reserve within 100 feet from break-away (whether you want to be or not);
 - b. With a horse-shoe type malfunction on the main, you will be inviting an entanglement;
 - c. With any kind of a main canopy showing, you have no choice but to break-away, if you want to use

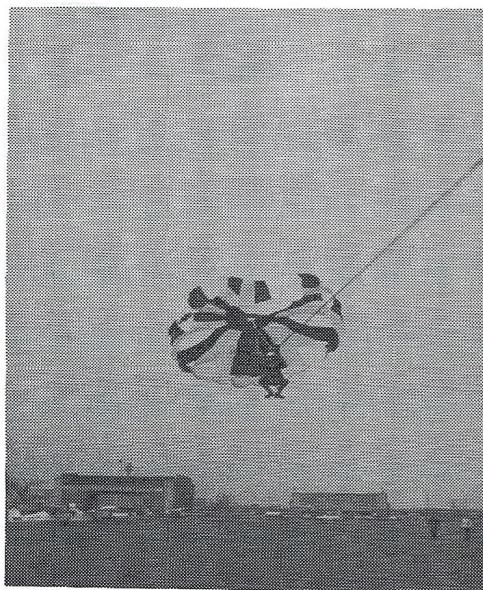
your reserve.

4. You have probably seen break-aways performed at one time or another. You have probably also seen:
 - a. Perfectly good mains jettisoned before the jumper realized his malfunction had corrected itself;
 - b. Minor malfunctions jettisoned that could have been easily corrected and did not justify a break-away;
 - c. Low altitude break-aways by jumpers wanting their reserve to be deployed, but could only do this by getting rid of their main (and again, only if the "piggy-back" was being used).
5. The chest reserve, still worn by many jumpers, has the following advantages over the "piggy-back":
 - a. It is in plain view and deployment is controlled by the jumper and in whatever fashion he deems necessary;
 - b. In cases of "hard-pulls" or "no-pulls" on the reserve, the chest-type allows the jumper to see what he is up against while working with it;
 - c. It can be deployed at any time without jettisoning the main canopy.
6. Unsnap the four snaps (or two snaps on the older models) at the end of the Bendix tube (ripcord housing for the reserve) where it is attached to the reserve container on the Security "piggy-back". Allow the housing to move freely. Now, attempt to pull the reserve, as you would in the air. You observe the following:
 - a. The reserve pops with no difficulty and you have a repack job;
 - b. The reserve fails to operate because of a 90 degree pull on the

pins in the cones;

- c. That if the snaps had been sewed down to prevent accidental unsnapping, the system would be safer and eliminate one possible cause of a "no-pull" on the reserve.
7. The "feed-out" method of reserve deployment (with a chest reserve), when properly executed, has little chance of entanglement with the malfunctioned main because:
 - a. The reserve is completely inflated about six feet above your chest before it is allowed to continue its ascent;
 - b. The jumper has all the suspension lines held firmly in his hands until inflation of the reserve is completed;
 - c. At any time prior to proper inflation of the reserve, the jumper is in complete control of the deployment and may easily pull the reserve back in without having lines hanging between his legs and played out under him.
 8. The break-away system to correct malfunction are usually supported by jumpers in which category:
 - a. From 50 to 200 jumps;
 - b. From 200 to 600 jumps;
 - c. From 600 to 2000 jumps.
 9. After considering the questions to this point, you are convinced that:
 - a. You would rather take the "human element" (and therefore, all the work) out of reserve deployments and trust a completely mechanical and easy method of reserve deployment;
 - b. We have had no fatalities involving "piggy-backs" that could have

[continued on page 8]



These photos show how "not" to tow a Spider PC. Hugh Price, Midwest Sky Divers, Chicago-Hammond airport, Lansing, Michigan, is having just a little difficulty because the tow line was con-



nected with sliding "D" rings on the front risers. Not being lashed down, they went too high on the risers and put the canopy below the jumper on several occasions. Photo by John Menzies.

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FALLING ANGELS, ALBUQUERQUE

In fine shape with many students and a couple of good youngsters near "B" qualification. Bill Ruch, a "C" jumper, has been the hardest worker of all in helping to train all of the new students. So, between the work of Bill and Beetle Bailey, and some help from Ben Eubanks, the club is in the sky again with "vigah". Jumping is on Saturday and Sundays with jumps up to 7500 feet running \$3.60. Write W. H. "Beetle" Bailey, 2709 Utah N.E., Albuquerque, New Mexico 87110 for details if you're headed that way. All in all, the jumping in New Mexico is better than it has been in years, with good jumping in four locations: Albuquerque, Roswell, Hobbs, and Alamogordo. Alamogordo has two Cherokee 6's for warm, cheap 30's and a big pea-gravel target. That club recently hosted a meet at New Years with everything over expenses going into cash prizes. So, get in on the fun. Just watch the altitude in that area if you are accustomed to 700 feet above SL. Doesn't affect the jumping, however, if you're prepared for it.

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EDGEWOOD ARSENAL SKY DIVERS

Jack Demme, D-1427, reports nothing exciting in the Joppa, Maryland club. Just a normal weekend of jumping with a few six-man stars from 5500' (using Piper Cubs in formation); night water jumps from 15,000; and at the last club competition "Crash" Lawson, "Fats" Whitlock, and "Skydaddy" Mason all tied for first place with dead-centers using unmodified T-10's. Pleasant jumping but rather ho-hum. Jack also says he likes the "Hotdogger" club and may even start his own version.

HAPPINESS IS . . . Butch Rubb, D-1305

Beating Roy Johnson in a style meet with a 12.9 series . . .

Cutting away and finding out your girl bought you a new 26 foot LoPo reserve instead of the 24' flat twill you had . . .

Lyle Cameron blowing a Pope demo . . .

ATTENTION CENTRAL CONFERENCE JUMPERS

Your conference director, Jack Bergman, requests that all jumpers in the Central Conference send their name and address individually to him. Jack will disseminate the results of the Dallas PCA Board of Directors meeting in this manner. Send your address in and get the scoop. Jack Bergman, 6561 Bancroft, St. Louis, Missouri 63109.

CHECK THE ADDRESS FOR RENEWAL DATE

If your address code is less than 250 (the number immediately below the two-letter code), you are due for renewal in January to keep your issues of DZ-USA coming without interruption. If your code is between 251 and 350, you are due during February. Some subscribers have mailed in their renewals which were not due until May or June of 1967. This means they are now paid until May or June of 1968. You get twelve issues of DZ-USA for every subscription so it really doesn't matter when you renew (if it's early, not late). Just renew before your subscription runs out and, if in doubt, mail it in anyway. You'll be given credit for every dollar received. DZ-USA does not expire the first of every year.

UNIQUE TO SAY THE LEAST

Lee Guilfoyle, D-50, made his 1313th jump, Friday the 13th, at 1313 hours, and did a 13 second delay. He also fell 1300 feet in freefall. How's that for defying superstition? It was filmed by CBS for release later. Reported by Jones-y Lance (6 jumps from a B and an avid reader of DZ-USA). Lee, by the way, is PCA Instructor #8, and is hanging his hat at Lakewood Sport Parachuting Center, Lakewood, New Jersey. A great place to get that urge to jump taken care of.

- been avoided with a chest reserve;
- c. The comfort and convenience of the "piggy-back" is worth sacrificing the safety element.
10. You are also convinced that this quiz was designed to:
- a. Sell more 24' twill chest reserves and hurt Security's sales of "piggy-backs";
 - b. Turn you away from break-aways entirely and discourage anyone from buying one-shot or shot-and-a-half capewells;
 - c. Cause you to give more thought and consideration to your present plans on reserve deployment and to re-evaluate your reasons supporting one method or another.

In conclusion, save your cards and letters, friends. In many instances, all three choices are correct for one jumper and wrong for another. As I said, there are no answers except those YOU decide upon. And to answer one question that I know I'll be blasted for . . . yes, I have shot-and-a-half capewells on my rig and I would break-away, but not as a first impulse. This is not mentioned to help you make up your mind, however. That is something I have nothing to contribute to. And when I say I would break-away, that doesn't mean 400 feet above the ground. I have a picture in my mind of the malfunction I'll get rid of, another picture of the one which will require a reserve without a break-away, and the simple line-over malfunction that can be slipped off or require a line being cut. So, if I decide to break-away, it will be immediately. And if a reserve is warranted and no break-away, that is also immediate. Just don't accept a procedure that your buddy uses SIMPLY because you haven't tried one yourself. And most importantly, have definite ideas of what you will do BEFORE the occasion arises. One method is as good as the next IF YOU BELIEVE IN IT and will follow it through. I've put out three reserves (one as a student on a spinning Mae West) (two complete malfunctions because of ratty equipment) and, so far, (knock on wood), none in the last 200 jumps. So, I'm in the same boat you are. I do know, however, what I will ATTEMPT when the time comes. I hope you do. There is no time in the air to figure it out.

JUST A FEW OF THE "END-OF-THE-YEAR" BOUND VOLUMES OF DZ-USA LEFT. ALL TWELVE ISSUES WITH THE SPECIAL SUMMARY ISSUE FOR \$5.50 OR SIX MONTHS (JULY THROUGH DECEMBER) WITH SPECIAL SUMMARY ISSUE FOR \$3.00. PARA-PRINT (DZ-USA), P. O. Box 2131, Wichita, Kansas 67201. SEND FOR ONE OF THEM TODAY.

STOLEN GEAR

Stolen from the Fort Lee Sport Parachute Club, Ft. Lee, Virginia, last spring, exact date unknown. A 1.6 canopy, red, 7-gore diamond cut TU. Originally, a single "T", therefore, the top center gore is not between 1 and 28. Just prior to being stolen, two lines had been replaced plus two sections. Large number of patching with 1.1 ripstop tape. Sewn across the front of the canopy made out of 1.6 nylon twill, was a white set of wings approx. five feet wide with a two-and-half foot skull in between. Removal of this would result in a large number of holes as a result of the sewing. Was packed up in a SG MT-1 harness and container, black one inch tape running down the sides of the packtray, with two strips on each side with black packtray opening bands. Also one T7A reserve with Steve Snyder Sentinel mounted thereon. Reward will be given for recovery of same.

Thomas B. O'Donnell
SFC E-7, Custodian
Ft. Lee SPC
657B Pusan Road
Ft. Lee, Virginia 23801

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

GEAR STOLEN - PLEASE HELP

The following equipment was stolen from Great Plains Skydivers clubhouse, Knock Airport, Wichita, Kansas, between 11:30 p.m. and 9:30 a.m. on Saturday, December 10th:

Canopies: Pilot's Emergency Rig, Reliance Mfg. Sep 58, O&W, F-1B opener, cable-actuated capewells, OD harness & container . . . serial no. 58-36819.

Double "T", candy-stripe O&W, Pioneer Mfg. Apr 53, serial no. 52-148671.

Double "T", quarter-panel O&W, OD harness and container B4, no serial number (CTB Mod).

Para-Commander, w/3-pin sage-green harness and container, black with Red Key-Hole, Mfg. Apr 66, black & blue sleeve, serial no. 662963. Valued at \$400.00.

Double Blank Gore, all white, Switlik Mfg. Jul 52, green & white sleeve, B4 OD container and harness, serial no. 52-07-33710.

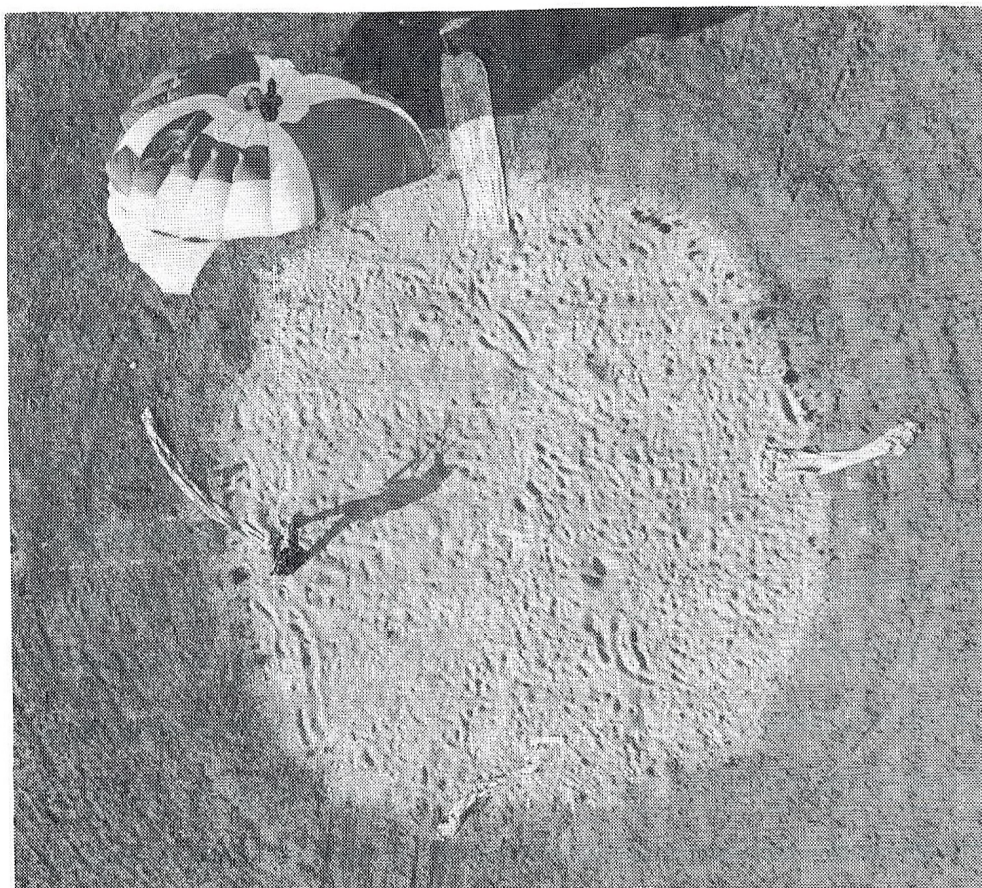
Double "L", all white, Switlik Mfg. May 57, black & white sleeve, OD B4 container and harness, serial no. 57-97580.

5 TU, O&W quarter-panel, red-white-blue sleeve, Javel Mfg. Jan. 58, sage-green harness and container, serial no. 57-46610.

Other equipment: A Bell 500-TX helmet, size 7-1/8.

Connector-link separator (rigger equipment).

It is believed that the persons involved could be a rigger or connected with parachute rigging in some way, because of the rigger equipment stolen. Contact Roy Downing, 4523 Cedardale, Wichita, Kansas 67216, by registered mail if you have any information concerning the equipment listed.



Ed Marler, D-384, 600 plus jumps, is shown in the Limerick pea-gravel (where he lands most of the time). Photo by Jerry Irwin, Chester, Penna.

RIGGER SERVICE AND RESERVE REPACKING

ARIZONA

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

CALIFORNIA

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

Bakersfield Para-Sports

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

FLORIDA

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

ILLINOIS

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

**DZ-USA IS ALL NEW THIS ISSUE.
HELP IT ALONG WITH SOME NEW SUB-
SCRIPTIONS. PARA-PRINT, P. O.
BOX 2131, WICHITA, KANSAS 67201.**

KANSAS

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

MASSACHUSETTS

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

MICHIGAN

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

NEW JERSEY

Parachute Riggers, Inc.,
Complete Certified Loft
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FAA Certified Loft - All 5 Ratings
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Jumping anytime - weather permitting
2 Howards; 1 Cessna 180
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Don Boyles
9536 E. Newton Place
Tulsa, Oklahoma 74115
AF surplus automatic openers. F1-B,
class 2, \$25.00 each.
FAA certified rigger

OREGON

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

ATTENTION!

Payment for all Rigger Listings are
due as of this issue. Send \$8.50 to Para-
Print, P.O. Box 2131, Wichita, Kansas
67201. \$12.50 if you wish to include a
subscription. If you have already paid
for 1967, please disregard this notice.

GET DOWN TO EARTH BUT UP OFF THE GROUND...

COULD HELP SOMEONE OUT

Byline: Wm. Moroney, Bronx, N.Y.

Not too long ago, a fellow jumper wrote DZ-USA regarding reserve deployment in the event of a Mae West. As you are usually spinning with a Mae West, especially if you have a super-canopy PC or XBO, he suggested pulling down the opposite toggle to slow the spin and to tie the toggle to your reserve belly band. This is time consuming and could prove to be dangerous. If the toggle line is tied to your belly band and you decide to break-away, the main would still be attached to you, defeating the purpose of breaking away in the first place. I agree with pulling the toggle down, but I suggest putting the control line IN YOUR TEETH. It is a lot faster than tying it down and if you were to break-away, it would, of course, be very easily released (or you would lose a couple of teeth). I

would like to hear other opinions. Please address them to Bill Moroney, B-4900, 2471 University Avenue, Bronx, New York 10468.

IN DEFENSE OF THE SENTINEL

No Sentinel in history has ever fired accidentally at 11,000 feet . . . so hundreds of current users, need not worry about accidental detonation on their next sixty as your General Knowledge Test in the December issue implied. The question pertaining to the HALO committee and Sentinels was completely incorrect. Today's Sentinel is good to any altitude any time and operates only when you need it, at 1100 feet above the DZ. During tests for his altitude record attempt, Nick Piantinida "flew" his Sentinel to better than 125,000 feet in a pressure chamber, and on return the unit fired

within 25 feet of the 1100 foot level. Incidentally, Amtorg, the official Russian government trading agency, has been buying Steve Snyder equipment for shipment to Moscow. Somebody over there likes us. Thank you for giving me a chance to set the record straight since present users might be worried, and thinking their equipment won't work right. Nothing could be farther from the truth.

Steve Snyder, D-5

Steve Snyder Enterprises, Inc.

**BE AN ACTIVE PARTICIPANT IN
THE "DZ-USA BOOSTER CLUB" AND
GET YOUR EQUIPMENT NEEDS FOR
ABSOLUTELY NOTHING. VALUES UP
TO \$9.50 FOR ROUNDING UP FIVE
SUBSCRIPTIONS. SIMPLE AS THAT.**

THE BOOSTER CLUB IS GROWING

As of this printing, the DZ-USA Booster Club is moving ahead nicely and items offered are better than ever. A free set of shot-and-a-half capewells have been given to Fred VOGT, Grand Rapids, Michigan; Eugene BRENT, Helena, Montana; and Woody BINNICKER, Denmark, South Carolina. Sherry SCHRIMSHER, Dallas, Texas has but to ask for choice of offered equipment and Lena DODSON, Houston, Texas has a \$5.50 Summary Issue coming for her efforts. Others working toward their five subscriptions are: Dick BARBER, Connecticut Parachutists, Inc., one subscription credit

John BLACKWELL, Kansas City, Missouri, one subscription credit

Don CLAYPOOL, USS KITTY HAWK, FPO San Francisco, one subscription credit.

Martha COSTELLO, Franklin, Massachusetts, one subscription credit

Bascom J. CRAVEN, Greensboro, North Carolina, one subscription credit

DUFFY, Sarasota, Florida, five subscriptions credit (what will it be, Duffy?)

G. J. DUKE, Ellinwood, Kansas, one subscription credit

FALLING ANGELS SPC, Albuquerque, New Mexico, one subscription credit

Leo FANCHER, Anchorage, Alaska, one subscription credit

Bill HARDMAN, Abbotsford, B. C., Canada, one subscription credit

Paul R. HEALY, Tampa, Florida, one subscription credit

HUNTSVILLE SPC, Huntsville, Alabama, one subscription credit

Marion JANOUSEK, Lincoln, Nebraska, one subscription credit

Leonard MILMAN, Venice, California, two subscriptions credit

Richard MITCHELL, Trackers Inc., Tipton, Iowa, one subscription credit

Jerry LITTLE, Wichita, Kansas, one subscription credit

Marilyn PAPE, St. Louis, Missouri, one subscription credit

Jim PENA, Chicago, Illinois, two subscriptions credit

Ted PERRIN, New York, New York, two subscriptions credit

James P. RAMBO, Hunter AFB, Georgia, two subscription credit

Leon RICHE, Hammond, Louisiana, two subscription credit

Bob THOMPSON, Charlotte, North Carolina, one subscription credit

Dave VERNER, East St. Louis, Missouri, two subscription credit

Terry WARRICK, Menasha, Wisconsin, one subscription credit

Samuel WILSON, Augusta, Georgia, one subscription credit

Remember, you must be a subscriber to be given credit in the Booster Club; your own subscription or renewal of your subscription does not count toward Booster credit; and five new subscriptions (again, no renewals) with your name

given for Booster Club credit will give you a choice of the following free items:

- (1) Shot-and-a-half capewells
- (2) MA-1 Hard Top Pilot Chute
- (3) A-3 Soft Top Pilot Chute
- (4) 30" Sage Green Risers (old style capewells)
- (5) Pioneer 4-Pin Ripcord
- (6) Security Center-Pull Reserve Ripcord
- (7) Three(3) "DZ-USA" Shoulder Patches
- (8) Insulated, Vinyl Gloves
- (9) 500 Jump Skydiver Log Book
- (10) 1966 \$5.50 Summary Issue of DZ-USA
- (11) Emergency Riser Knife w/nylon case
- (12) Set of Para-Commander Crown Lines
- (13) 250 Manifest Sheets for your club
- (14) 250 Master Log Sheets for your club
- (15) One dozen Wind Drift Indicators

Most importantly, at the end of 1967, the leader-of-the-pack will be given his (or her) choice of the following:

- (1) French Paraboots
- (2) Bell 500 TX Helmet
- (3) Pioneer Deluxe Jumpsuit
- (4) 28' Pioneer Flat Reserve Container
- (5) Pacemaker Deluxe Altimeter (Chute Shop)

Right now, Lena & J. D. Dodson, Houston, Texas, are leading the pack with seven subscriptions, so if someone in your club is going to subscribe... ask him to put your name on his subscription blank. If he isn't going to subscribe, ask him why not and then try threatening him. If that doesn't work, promise to split the free loot with him. Five does it and your free gear is on the way. Good hunting!

NEW ARRIVALS

Sondra and Bob Drake, Tulsa, brought home a 7 pound, 3 ounce, boy on the 20th of January. Bob has a rigger already commissioned for a later date... about 18 years to be exact.

Carol and Leonard Skeehan, Tulsa, not to be outdone, did the same thing four days later and again, a boy.

I know the jump weather in Oklahoma is a little bad, but this is proof positive. Looks like it would be a little cheaper to drive a few miles and find a DZ that was not blowing off the map.

Special "Starter" Offer

EXTRA DZ-USA PATCHES ARE NOT AVAILABLE. ONE HAS BEEN MAILED TO EACH SUBSCRIBER AND EVERY NEW SUBSCRIBER WILL RECEIVE A PATCH (RENEWALS EXCLUDED). EXTRA PATCHES WILL NOT BE SOLD BY PARA-PRINT AND OWNERSHIP RIGHTS PROHIBIT THE REPRODUCTION OF THE PATCH IN ANY FORM, BY PERSONS OTHER THAN PARA-PRINT.

NEWS FROM "WAY UP NORTH"

Byline: Leo Fancher, C-3461

The Alaska Sky Divers were formed in the Spring of '66 with an outstanding membership of five... two "C's", two "B's", and a student. At the present time there are 18 members in the club (including three young ladies). No Cardinals yet, but constantly trying.

The DZ is 2½ miles from International Airport in Anchorage and is approximately 40 acres in size. The jumpers shuttle from the DZ to the airport to board a fast-climbing 195, owned and piloted by Wes Mills, D-87. Wes is a Gold Winger and a PCA Instructor which lends considerable talent to the club. Jumping is year 'round and "long John's" are a big item with some of the coldest jumps being made from 9400 when it's a minus ten degrees on the ground. That makes it around 30 below above. The winter jumping, however, is actually better because the weather is more dependable.

We are presently restricted to 7200' because of a narrow-minded airlines pilot who had to make a pass to allow a jump already cleared by the tower. He promptly wrote a nasty letter about it, so no more high ones.

At present count, the club has 12 Para-Commanders in use, and owns 27 cheapo's for student use. The rags range from Double "L's" to 7TU ellipticals.

The first statewide meet will be held on February 17, 18 and 19th, 1967, and we plan on having 50 to 75 contestants. We hope to gain a berth in the Nationals for the winners of this one.

Jump rates are fair... \$5.00 for a 30 and \$8.00 for a 60 (if FAA ever sees the light). These rates may look steep, but we were paying considerably more when the sport first started up here.



Leo Fancher after hooking in a PC. The grimace is from the sun... not pain.

SOUTH FLORIDA CHRISTMAS MEET by Tom Schapanski

So where were you at Christmas and New Year's?? Jumping, I hope. But you say the drop zone was frozen so solid that the pea-gravel was one big rock? And as you tried to get into your rig, your numb fingers got stuck in a brittle butterfly snap? And when you looked out to spot, your snot-box just froze up solid? Well, S.A.T. You should have been in Florida, and signed up for the South Florida Winter Invitational. There was plenty of jumping in sunny 80 degree weather.

Poppenhager's new DZ is at Indian-town, Florida, due west of West Palm Beach. A sawdust pit; shaded packing tables; and jumping from a Howard and 180 attract many jumpers from the colder climes, esp., for the Christmas time competition. This year, the meet had 2 style jumps and 6 accuracy jumps which were ran off in three days. The winners were as follows:

Accuracy:

- 1) Woody Binnicker, Denmark, So. Carolina, 2818 points, .30 cm average
- 2) Roger Wolford, Fillmore, Illinois, 2813 points, .31 average
- 3) Gene Thacker, U.S. Army Parachute Team, 2745 points, .44 cm average
- 4) F. A. Rodriguez, Oakland Park, Fla., 2344 points, 1.06 average
- 5) Bill May, Alabama, 2290 points, 1.18 average.

Style:

- 1) Gene Thacker, 990 points
- 2) Woody Binnicker, 940 points
- 3) Dave Sauve, East Lansing, Michigan, 840 points
- 4) Bob McDermott, USAPT, 770 points
- 5) Don Strickland, USAPT, 750 points

Overall:

- 1) Woody Binnicker, 3758
- 2) Gene Thacker, 3735
- 3) Roger Wolford, 3203
- 4) Bill May, 2840
- 5) Bob McDermott, 2838

The only malfunction during the competition was by a jumper who was seen to be XYZ on all jumps previous to the malfunction. It's not how you pack 'em, it's how you unpack 'em.

Many fun jumpers were in this year's meet, but Dick Roberts and Dave Sauve were turning style before the meet, in hopes of being a threat to the Army Team. Thacker, McDermott, Ocenas, and two newer competitors represented the Army. Dick, however, took 8th place overall and Dave copped 3rd in style. Roger Wolford, by practicing for several weeks at the DZ, captured 2nd place accuracy, losing to Binnicker by only 5 cms. after 6 rounds. In addition to the competition, and consuming many times his share of frosty mugs at the Seminole Inn, Roger

dutifully patrolled the area for streakers and mooners.

Exciting landings were made by Bill Ottley (downwind on a steerable reserve); Lowell Bachman with his shoulder out of joint (since 11,000 feet); Jim Stoyas in the J3 Cub in the Minute-Maid Orange Grove; and by Ron Edwards in the Sail-

wing (which seemed to have ideas of its own about where it would land). The accompanying photographs convey some of the action as it took place.

All photos of the competition and jump action by Tom Schapanski, official photographer for DZ-USA.

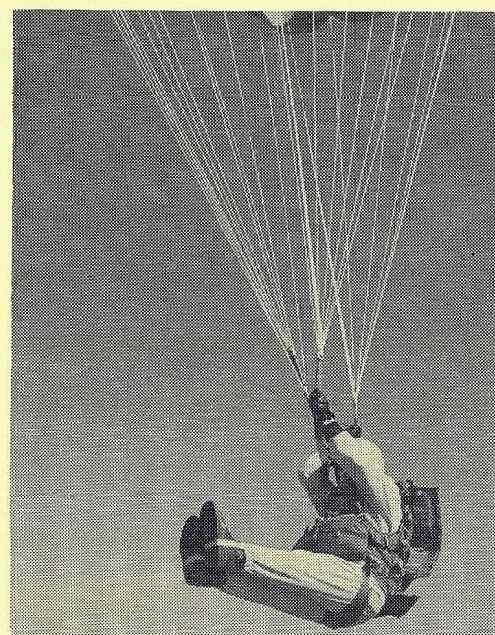


Dave Sauve, Woody Binnicker, Roger Wolford, and Gene Thacker

THIS FOUR PAGE SECTION WILL BE UTILIZED EVERY MONTH FOR A MEET OR DROP ZONE IN PARTICULAR. NEXT MONTH WILL BE THE MARDI GRAS MEET IN LOUISIANA AT THE DZ IN HAMMOND, LOUISIANA. IF YOU NEED A PLUG FOR YOUR DZ IN MARCH, PLEASE CONTACT THE EDITOR, C. E. HUNNELL, IMMEDIATELY TO COMPLETE THE DETAILS.



Gene Thacker, USAPT, and U.S. Team Trainer, looks directly down at the disc as he decides which foot to stomp it with and safely land.



Caught falling short in a lull is Ron Edwards, Chute Shop, as he grabs risers and reaches out.



First Place Accuracy

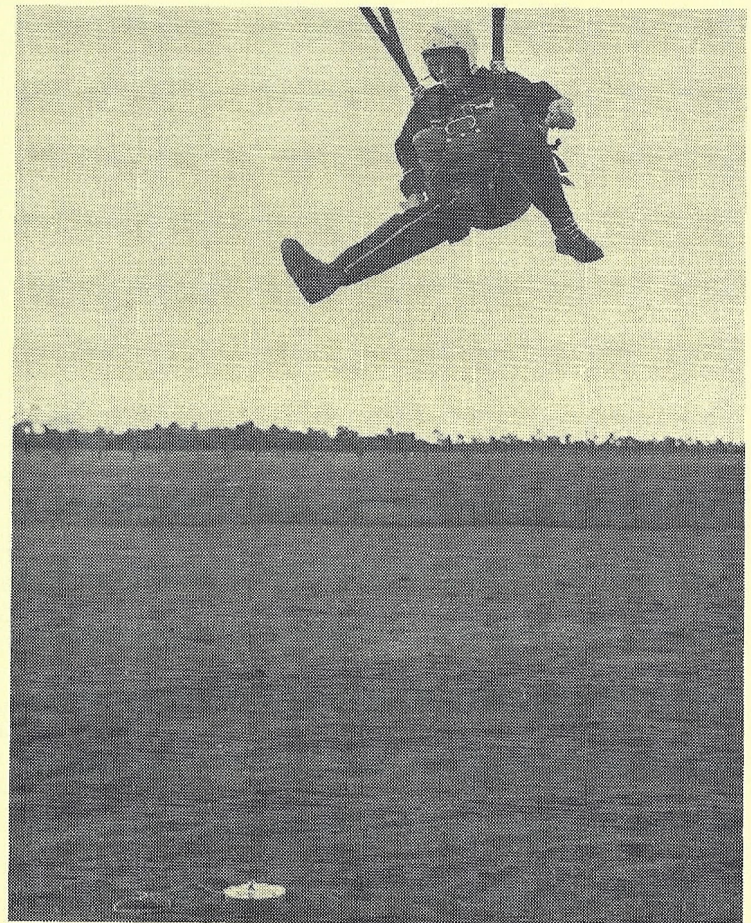
Binnicker, giving a great effort to put a foot on the plate. Note reserve obstructing vision at last second, grabbing of one rear riser and one front riser.



Second Place Accuracy man, Roger Wolford of Illinois, spreads feet to see plate and lays out for a DC. Butch Harris on the ficht.



Jerry Lechefski , grabbing risers and throwing legs out to cover that last meter to the disc.



Gay Reed brakes down, looking at disc with look of determination. Note center pull reserve, legs apart for view of DC.

SOME FACES & STORIES FROM POP'S MEET

Byline: Editor, DZ-USA

While in Florida, after bumming a ride on a 206 with N. Hooker of World Airway, Ft. Lauderdale, I took a book of notes, so I'll pass some of them along (just in case you are interested):

Fred Cole, Sumter, So. Carolina, showed me a newspaper clipping concerning him and another meet back in April '66. It went something like this, "Entered as contestant No. 13, he says he doesn't plan to ask for a change in his number unless something unusual happens. Cole, 25, was one of three jumpers aboard a plane which blew a cylinder head on take-off Friday. The pilot landed the craft safely in a pasture, after crossing a power line over a highway. Cole then went up again. His parachute malfunctioned and he had to rely on his reserve chest chute. He said he still doesn't mind the number 13, because he isn't superstitious. But if something unusual happens, he might ask the contest officials to change his number."

John Treffers, D-1287, Grand Rapids SD's, Michigan, now has 571 jumps. Not unusual you say? 466 of them were made during 1966. He made the last of the 466 on December 31st at Pop's Meet. Until I hear of someone to top it, John will take up a berth in the "Records Section".

And speaking of number of jumps . . . was talking to Jim Pena, D-954, Midwest SD's, Chicago-Hammond, Lansing, Illinois and he made a cool 1,000 in 34 months. May of '63 until August of '66 for a grand, with 4 months off for some plaster-time. 59 jumps was his top week and he had 8 or 9 malfunctions before earning the Gold Wings.

Butch Harris, who was Chief Judge for the meet, presented me with a "Be A Good Guy" button and as an Original Bad Guy, I wore it for three days trying to change my image . . . but no luck. It did fool a lot of people though, so you Texas Bad Guys should get a button.

And, of the jumps I made in Florida, this one stands out. Ron Edwards and I, after very brief contact in the air, met again on the ground . . . in an orange grove. No big thing until we realized we were on the wrong side of a canal. It took us two hours to build a bridge across the darn thing and gave us plenty of time to talk about the Chute Shop, equipment, jumpers, sex . . . you name it. We got back to the airport with the help of a passing stranger and called it a day. After tearing down three trees, you don't feel much like jumping, right, Ron?

At this point, I will apologize to Noel Funchess, now living in Hialeah, Florida, and Roger Christensen, now hanging his hat in Miami, Florida, for not relating the drinking party on the front porch of the Seminole Inn. My wife reads DZ-USA and I don't want to upset her.

John Dunn, D-1342, Auburn, Alabama made his 500th during the meet. Woody Binnicker, Denmark, So. Carolina and first in accuracy, second in style, and first overall in the meet was presented with his Gold Wings at the Meet by Poppenhager. Bill May, D-975, and the "World's Finest Gaper" made 300 during '66 and says it was hard keeping up in his club in Auburn, Alabama.

Someone gave me a card while I was there which read thusly, "Para-Noid Sky Divers - Licensed Outlaws - Dedicated to the overthrow of whuffo controlled Sport Parachuting". Sounds like a worthy organization.

Dan Poynter, Orange, Mass., showed me a picture of himself in Bulgaria (complete with a banner) and I got the impression that Dan is against Communism. Just ask him for a peek. I'm sure he'll be happy to show you a masterpiece of photography. Right, Dan?

And speaking of people against things, I talked with Clair L. Weimer, Cheektowaga, New York who was arrested for making a Santa Claus jump in a shopping center in Cheektowaga. The newspaper articles contained phrases like, "The jolly old man in the red suit, after landing, was greeted by a number of men in blue suits - all Cheektowaga policemen"; and, "They charged Santa and his helper with a violation of the General Business Law which prohibits parachuting jumping. The two men were released on \$25 bail each for arraignment Wednesday evening . . ."; and this, "Santa and helper passed out the goodies to the youngsters, then were hustled off to the town jail . . ." Clair received several letters from frantic kids, and one of them (addressed to Santa Claus Clair L. Weimer, Cheektowaga, North Pole, Buffalo, New York) read as follows: "Dear Santa, How are You? We are fine. Merry Xmas with love, Santa. I hope this will help to pay your fine. Thank You. Marie and Olga Placek, Lake Carnel, New York." Enclosed was a dime to help pay the fine. All came out well, however, and Santa was let out on bail, and eventually, charges were dismissed. Better luck, Clair . . . next year.

But for stories on hard luck, John Coppe, D-265, takes the prize. Twice he has prepared to make those last few jumps for his Gold Wings out of Pop's J-3 Piper. The first time he was all set and Pop creamed it in making DC's on the target the hard way . . . touching the disc with one wheel of the J-3. So, John put in many hard hours getting the plane back into shape. This time, he was going to finish up his grand just as soon as it was flying but the Meet came along. So, the decision was to use the plane in the Meet and just as soon as the jumping was completed, John would finally make it. One little problem, however. "Smiling Jim" Stoyas creamed the Piper in again on the first day of the Meet, and this time it is totaled. So, as the sun

sinks slowly in the West, John just sits and plans, and plans, and . . .

Then there is the story of Mike Daubenspeck, Plainfield, Indiana. It isn't funny, really, when you think about it . . . but I can't help but smile when I recall it. It goes like this: Mike, who is sincerely trying to better his style time, decides to practice with his boots tied together. He sews "D" rings on the insides of each boot and hooks them together with quick-ejector hardware, and would you believe, out he goes. The door, that is. He immediately faces a spin problem and after a vain attempt to unhook his boots decides to dump. Another small problem crops up. He has a "floating housing" and drops the ripcord and it goes over his back and falls between him and his backpack. Now it is reserve time and where does it go on deployment? You guessed it . . . between his boots. It finally rips the "D" rings out of his boots and inflates. Mike lands a much wiser man. As I said, it isn't really funny but at least Mike can now smile about it himself and that's as it should be.

Then, there is the sad story of Bob Bowshier, Springfield, Ohio, who walked into the loft and threw a Security "piggy-back" rig up on a packing table and asked what could be done to improve it. "Sky" Huminsky, Chicago; Mike Willich, Thornton, Illinois; Kenyon McClellan and John Coppe of Pop's staff; and Poppenhager converged on it like a cloud of locust. The next few minutes saw two malfunctions performed before Bob's eyes; a Houdini "fall-out-of-your-harness" demonstration by Coppe; and four modifications to the rig as a starter. Bob walked away a better jumper . . . and a safer one from now on. Someone once said that "a man who is unwilling to learn from others, is his own worst enemy". Bob learned. I certainly know I did. It's too bad other jumpers can't get out of their own backyards and learn a little too. But some have all the answers and we'll be reading about them. Probably in a fatality report.

And to end this, I wish space permitted me to include the conversations with "Duffy", Sarasota, Florida, "Tropical Tom" Pritchard, now living in Hollywood, Florida; Richard W. A. Davis, Palm Beach, Florida; Dick "Blood Brother" Plummer; Harry "200 feet . . . or so" Burlin, Co-owner of the Chute Shop; John Menzies; F. A. Rodriguez; Ralph Minarich; Jerry "Air-to-Air" Irwin; Judee "Jeep" Rhodes; Lowell Bachman, Para-Gear; Helene Tozer, Chicago; Jim Shaw, Lakewood Center; Gene "Where's My Copy" Thacker, USAPT; Pat Mieron, Chicago; Woody McKay, Bob Frierson, and Woody Binnicker of the "White Hog" and all true Vikings; Luce Meals and sister; Bob Hester, Orlando, Florida; and Paul Healy, Tampa, Florida. I've probably missed a dozen, but I hope not.

**SOUTH FLORIDA WINTER INVITATIONAL
DEC. 30-31 1966, & 1 JAN. 67
CIRCLE "T" RANCH AIRPORT,
INDIANTOWN, FLORIDA**

All photos of the party and boozing by Dan Poynter (who stayed sober just to get the shots). Duty beyond the call.

(Paul Poppenhager)



Good God, Lowell Bachman is streaking the place!

(Mr. and Mrs. Ron Edwards)



And after landing, Hunnell and I discovered we were boxed in by canals . . .

(Hunnell, Ottley, Schapanski, and Mieron)



And they will go on talking about Coke all through the party.

MEET EDITORIAL

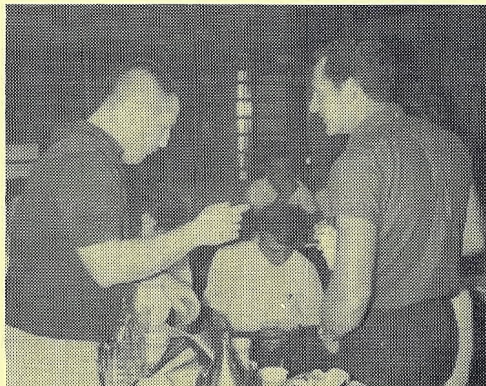
First of all, bear in mind that Pop had just moved from Clewiston to Indiantown and wasn't sure he could host the Winter Meet this year. In spite of this, he prepared as best he could and finally decided to give it a go. You can't give Poppenhager or his staff (John Coppe, Dick Plummer, Kenyon McClellan, and John Menzis) enough credit for their efforts. Butch Harris, as Chief Judge, did his share of the work, and Mike Willich helped all he could. Considering the fact that 904 jumps were made during the Christmas week, is proof in itself that no one was hurting for a jump. And 90% of these jumps were made from just two aircraft (Snyder's "Howard" and Pop's 180). Pop's wife, Carol, also pitched in and made everyone feel welcome in a dozen ways. I, for one, can honestly say that I thoroughly enjoyed my stay and although, some of the fun-jumpers complained, I didn't hear any contestants sounding off. Even with plane trouble (after the Cub was totaled out); radio trouble; and manifesting problems (not to mention some cloud problems on the style jumps) . . . the meet was completed to everyone's satisfaction. And just because Dick

Plummer slashed his wrist . . . pardon me . . . slashed his arm . . . on New Year's Eve doesn't mean he let the problems get to him. He came back the First and, complete with bandages, helped Pop and the others make the meet a success. One last point and I'll shut up. Mike Daubenspeck would have probably taken the style event easily if he had used an alarm clock one morning. He was turning some beautiful times until he was zapped for not showing up on time for his second jump. End of editorial. See you there next year and Pop promises it will be better than ever. *C. E. Hunnell, Editor*

* * * * *

"DZ-USA" is sold to clubs and individuals at \$4.00 per year (third class and not forwardable); \$5.00 (first class mail); or \$5.50 (airmail) for twelve issues and does not expire at the beginning of each year. Foreign rates are \$6.00 per year (first class) and \$7.50 (airmail). APO's and FPO's are not considered foreign subscriptions. Extra copies are available to subscribing clubs or individuals at \$3.00 each per year (12 issues). Single copies are available at 35¢ each.

(Duffy Nathan, Clair Wimer)



Let me tell you about that Sailwing, fellas . . .

(Ottley's head shining. Poppenhager, and his wife, Carol)



Don't you dare give him another beer!

(Dave Hester and Mrs. Nathan)



Do you mean to say that NO ONE checked your I.D. to get in here??

(Donna and "Sky" Huminsky)



How sneaky can you get? You know I can't get away without my crutches.

ON THIS PAGE, 146,000 JUMPS HAVE BEEN LOGGED BY 175 MEN. MULTIPLY EACH NAME BY JUST 80 (TO GET SOME ESTIMATE OF THE STUDENTS THEY HAVE TRAINED), AND YOU WILL REALIZE THE TREMENDOUS VALUE THEY REPRESENT TO SPORT PARACHUTING. 14,000 STUDENTS TRAINED (AND THIS FIGURE IS EXTREMELY LOW FOR POPPENHAGER HAS TRAINED ALMOST 1,000 HIMSELF) . . CAN YOU PICTURE THE SPORT WITHOUT THESE MEN? CHANCES ARE, ONE OF THEM TRAINED YOUR JUMPMaster, WHO THEN TRAINED YOU. GET THE PICTURE?

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WALLACE, Carlos 2000

1700 and Over

CAMERON, Lyle, SDM. 1750

McDONALD, Coy USAPT. 1700

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1500 and Over

FORTENBERRY, Dick, ex-USAPT 1500

KIESOW, Arthur "Bud" 1500

NININGER, Paul, D-177. 1500

THACKER, Gene, USAPT. 1500

1400 and Over

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WEST, Jim, C-489. 1400

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LOWRY, Chris 850

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DEVEAU, Vic 800

DONAHUE, Robert, USAPT. 800

ELLIS, Thomas, USAPT. 800

HARRIS, Butch, D-573. 800

HELMS, Jack C., ex-USAPT 800

LAVIER, Melvin, USAPT 800

PHILLIPS, Joe, USAPT. 800

TISDALE, Robert, USAPT 800

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DE LAP, Jim, D-307 760

BABB, Jerry, USAPT. 700

COPENHAVER, Tom, D-649 700

DONEY, Chuck. 700

DUBINSKY, Rick 700

GARVEY, Lt. Jim, ex-USAPT 700

MORGAN, T/Sgt. Vern. 700

SWINDLE, Bryce, USAPT. 700

600 and Over

HENRY, William F., D-921 690

CRANE, Joe, C-1 689

SISLER, Lt. Ken, D-157. 685

GARRISON, Jim, D-94 650

HAMMELL, Bill 650

HARRIS, Charles J., USAPT 650

LANKFORD, Jack, D-440. 650

MATHWIG, Jerry, ex-USAPT, D-57 650

McKAY, Woody, D-937 650

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OTTLEY, Bill, D-298 650

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STRICK, Mark J., USAPT. 650

WILLIAMS, Doug., D-58 650

FARMER, Charley, D-546 640

WING, Jerry, D-452. 620

BLUE, Buddy, D-597. 600

GOLDEN, Herbert S. 600

GORHAM, Pat 600

GORMEN, Dan 600

GOUGH, H. W., 600

ISTEL, Jacques 600

KIDWELL, Jerry, USAPT 600

KIMBLE, Ed, D-465 600

KNIGHT, Bill, USA. 600

LOWE, Jim 600

LUNDBURG, Chet. 600

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MARLER, Ed, D-384 600

MAYFIELD, Ted. 600

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PURTEE, Larry J., D-1130. 600

SCOTT, John, D-93. 600

SEYMOR, Chuck, USN 600

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STEINERT, Dick, D-1162. 600

VERNER, Dave, D-968. 600

WRENN, Bobby, USAPT. 600

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JONES, Kay. 580

MAY, Bill, D-975 580

BLANEY, Sgt. Chuck. 575

WHITE, "Skeet", D-972. 575

WRIGHT, Ron, D-312. 575

PLUMMER, Dick, D-1012 570

McCRAW, Mac, USN 565

HORNE, Sgt. James, D-563. 560

HAM, Lowell, D-222 550

JOYCE, Maj. John, USMC. 550

LEWIS, Dick, D-522 550

WOOLSEY, Dave, D-463. 550

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COLLINSGRU, Bob, USN 525

McCOMBS, Jeannie 522

ATTAWAY, Jim, D-496. 500

BATTERSON, Ann 500

BRYDON, "Tee" TAYLOR. 500

COLE, Ray, D-81 500

COOPER, Joseph W. 500

DAVIS, Harold L., D-137. 500

DUNN, John, D-1342 500

FITCH, Edward 500

JACOBSON, Jim 500

LEE, Dick. 500

McDONNELL, Robert 500

MAC CRONE, Charles 500

NICHOLSON, Bill, D-875 500

PARRY, David, D-347 500

PELTER, Joseph B., USAPT 500

Continued on page 16

QUINN, Dan.	500
ROBERTSON, "Snowy"	500
SIMBRO, Muriel	500
SMITH, Al	500
STUCKEY, Dan	500
TREFFERS, John, D-1287	500
WAGAMAN, Charles	500

This column will be printed every other month (January, March, May, July, September, and November). If your name appears here, please correct your jump totals regularly by postcard or letter. Number of jumps is an excellent yardstick for measuring the progress of sport parachuting and you are encouraged to submit this information.

-:-:-:-:-

Riding Off In All Directions

ARLINGTON, TEXAS: How's this for a far-out method of reserve deployment? "Attach a one-pound weight to the apex of the reserve. Pop the reserve and feed the lines out until the reserve hangs straight down. Check and see that all lines are in place and the canopy is in good order. Then start the reserve swinging (if it is not already doing so from the spin of the malfunction); and when it looks like the reserve is at a good angle . . . release the main and fall under the reserve. Upon contact with the ground, one must watch out for the one-pound weight." Submitted by Hailstone Stinkey, B-42, (he bought his license number from Charley Hillard for a six-pack) and before you ask . . . it's not for real.

OMAHA, NEBRASKA: Doug Gipe has joined the long list of losers. With 200 jumps and only his water jump short of his "D", he decked out in a wet suit, fins, and the whole bit, and after a long and careful spot, gracefully flopped out of the plane. He opens, plays around, and drifts . . . and drifts. You guessed it . . . he missed the lake and landed high and dry (wet suit, fins, and all) on the side of a hill. Maybe next spring, huh, Doug?

ALBUQUERQUE, NEW MEX.: Beetle Bailey reports some jumping in Dallas with the Dallas Skydivers, Inc., and has nothing but praise for the group. Says he made Pope under the kind tutelage of Richard Hawkins and Pete Pedersen (and almost died from alcohol poisoning as he had never seen a demo until he tried it) and for an added bonus, got a 90 second delay in from 19,000 with Hawkins before leaving Dallas. That jump included the loveliest argument in freefall

(complete with hand and arm signals) for at least 5000 feet, before they both took off tracking for their target with a community altimeter. Everything turned out well, however, and Beetle is now back in Big "A".

PARMA, OHIO: Jim Dreyer reports DZ-USA was enjoyable reading while he was on the sidelines with two broken legs this year. One break right after another and almost a year and a half to get his "C". He is now back at it and secretary-treasurer of the Skyhawks SPC. Says he also belongs to a Para-Scuba Team and wonders if I would like one of these jumps for something different. Oddly enough, my first parachute jump in 1957 was just such a jump, so the answer is thanks, but no thanks. You may have a better way of doing it, Jim, but I didn't care much for the Navy's method.

HAMMOND, LOUISIANA: Leon Riche's Southern Parachute Center put a new jump instructor, Joe Morgan, on the active roster after Bill Deli received his "greetings" from Uncle Sam. Joe is from the land of constant drop zones (better known as California) and, unfortunately, has this dread of girl-type jumpers (with the exception of his fiance and Leon's wife, Prissie). So, the first day on the job, he gets his first three students, and you guessed it . . . all girls. Have you ever seen a grown man cry?

OKLAHOMA CITY, OKLA: Bob Beck passed along an interesting story on Lee "Z" Hector, formerly of Fort Ord, Seems Lee once convinced Lyle Cameron, just before a meet, that he wasn't a jumper although Lee was a contestant and Lyle was Chief Judge. Fact is, he still had Cameron convinced AFTER the meet was over. Could it be, Lee zapped a few? (By the way, Bob, I have several copies of DZ-USA for Lee that have been returned with no forwarding address. Any ideas?)

PORTLAND, OREGON: Judy Day, D-1389, reports the jumping there isn't bad at all with a 30 going for \$3.50. She says there are three active jump centers and about 100 jumpers who are fairly active (couple of jumps a week average) in the area with several other female-types in various stages of progress. Cindy Westcott, a "D", heads the list, and I hope she or Judy will keep us informed of the activities up there. Or how about Jim Lowe, okay?

OAKLAND, CALIFORNIA: Perry Stevens, D-51, and the gun for Steven's School of Sport Parachuting, has a new secretary with some words to the wise. Her name is Jean M. Cousins, and I quote, "I preach and scream "safety first" and really try to be an example of

it for a very selfish reason. If sport parachuting doesn't, for any reason, stay with us . . . I wouldn't be able to jump. My jumps aren't the best nor the most, but it would be my blackest day when the sport wasn't there when the urge moved me to get a jump in", unquote. Something to think about.

Meet Editorial

1966 6TH ANNUAL CHALLENGER CUP JUMP MEET

Byline: Art Johnson

As zero day came along, members of the Alliance Sport Parachute Club, prepared for their 6th Annual Club Challenger Cup Meet, which was held on September 17th and 18th.

Intermediate Style was the first event to be ran, with the streamer put out by Gordon Riner and Bud Porter. In this event, the contestants were only required to do a half-series, and at the end of the first round, Don Arnest of the Rochester Parachute Club in New York, had third with a time of 6.8 (with an undershot) for 400 points. Dick Patfield, Red Eagle Skydivers of Cleveland, Ohio, had the fastest time of 6.3 (without any penalties) for a perfect 500, and putting him in first spot. At the end of the second round, Dick Patfield cinched first with another perfect series, Gerald Marklin turned the fastest time for the second round plus a perfect series and copped second place, and Arnest came through with a perfect series to decide third.

At the start of the Advance Style, one of the planes went in front of another and loused up the sequence of passes and the event had a little delay until everything was straightened out. The right series was used for the first round of the event. A few real good series were recorded for the first round with Larry Purdee of Columbus turning a perfect 9.8 sec. series, Mike Daubenspeck coming from Plainfield, Indiana of the Indianapolis Skydivers turned a 9.9 sec. with an undershot, while Tom Baldwin of Dayton had a 10.2 sec. and John Simkins of Columbus turned a 10.7 sec. series.

Using the left series for the second round, Daubenspeck stayed in third place with a 10.1 sec. and off heading into a tum and placing second was Baldwin with another perfect 9.6 series, which was the fastest of the second round, and taking top honors for advance style was Purtee also having a perfect series of 9.7 sec.

The winds were a steady 8 to 10 mph as the. Intermediate Accuracy started and the meet director kept the planes moving and the sky was always filled with jumpers. Dick Detzel of the Erie Skydivers had the closest jump of the first round with 0.11 cms to put him in first place at the end of the first round. Other jumpers coming in close were Don Haynam with 1.2 cms, John Moffatt, 1.05 cms, of the Frontier SPC of Buffalo, N.Y., George Loudakis, 1.07 cms, Green County SPC, Pique,

continued

NEW YORK

MICHIGAN

ALASKA

FLORIDA

MEXICO

Ohio, Jack Tiffany of Green County with a 1.35 cms. Mitzi Sapp of Alliance with 1.71 cms, and Mike Paget with 1.84 of the Marine Corps Team.

At the end of the second round, the top three places switched when Talarico came in with a perfect deadcenter to take over first, Hartman went to second with a 0.43 cms and Pugh had a 0.09 cms to keep him in third for the present time. When the third round tally of Advance Accuracy was completed, Talarico placed first, Pugh rallied to cop second and Hartman swung into third.

The second round of Intermediate Accuracy was finished before the start of the Novice Hit and Run and saw Detzel storm in with a 0.46 cms to stay in first place and George Loudakis came from fourth to second with 0.44 cms, and John Schutz from the Dayton Club, put in a good 0.46 cms to put him in third. On the third round, Schutz zipped in a 0.50 cms to kick Detzel out of first. Detzel had a bad jump of 3.95 meters to place him third. Tiffany, who was fifth at the end of the first and second round, poured it on with a 0.39 cms to catch second.

The Novice Hit and Run was a real exciting event as there was a steady 8 mph wind and whether you had 10 or 50 jumps, you had an equal chance of winning. A lot of

jumpers often landed downwind and their chutes would stay inflated and it was kind of funny to see them try and pull their canopies a few feet. Among the top 6 places were: Bob Snyder of Alliance, 7.0 sec, Ray Harvey, Cleveland SPC, 5.8 sec, Lewis Richmond, W. Va. SPC with 5.7 sec, Steve Foley, Green County with 5.1 sec, Phillip Foly, also Green County, 4.1 sec, Thorp McConville, Alliance Club, with 3.5 sec for first place. Harvey came in with a close 1.8 sec on his second jump to pull him from fifth to first. Phillip Foley stayed in second with a 2.9 sec jump and McConville went to third place with a 3.9 sec.

The team event was the last event of the meet and there were 16 3-man teams entered. There were at least 5 jumpers in the air at one time and at the end of the first round, the team of Gary Haupt, Don Haynam, Art Johanson of the Alliance Club was in first with 1264 points. Second went to Carl Walk, Cleveland, Mike Daubenspeck and Ralph Hazelton with 1161 points and third was the team of Lewis Schraeder, Thunderbolts of Mich., Bill Doley, no club, and Dave Sauve (66 Mich. state champ.), Thunderbolts, with exactly 1000 points. The second place team of Walk, Daubenspeck, and Hazelton moved into first with a total of 2454 points and second place with 2348 was Schraeder, Doley and Sauve. The team of Haupt, Haynam

and Johanson sort of zapped into the third place with 2203 total points.

When the tallies were in, the standings for Advance Overall were John Simkins, Columbus Skydivers, (first place). John Pasquale (second place), and Tom Baldwin (third place). The Intermediate Overall standings were: First, Jack Tiffany; Second went to Dick Detzel and George Loudakis in third. First place in each Overall class received a Para Commander of their color choice.

By now everyone was wondering who would receive the Alliance Sport Parachute Club Challenger Cup, which would be known as the National Club Champion. Points for this honor were acquired by totaling all points of each contestant in the top 5 places in each event and also points from each club team. The top honor went to the Green County Sport Parachute Club with a total of 7439 points. The host of the meet, the Alliance SPC was close behind with 6142 and third place with 4198 was the Cleveland SPC.

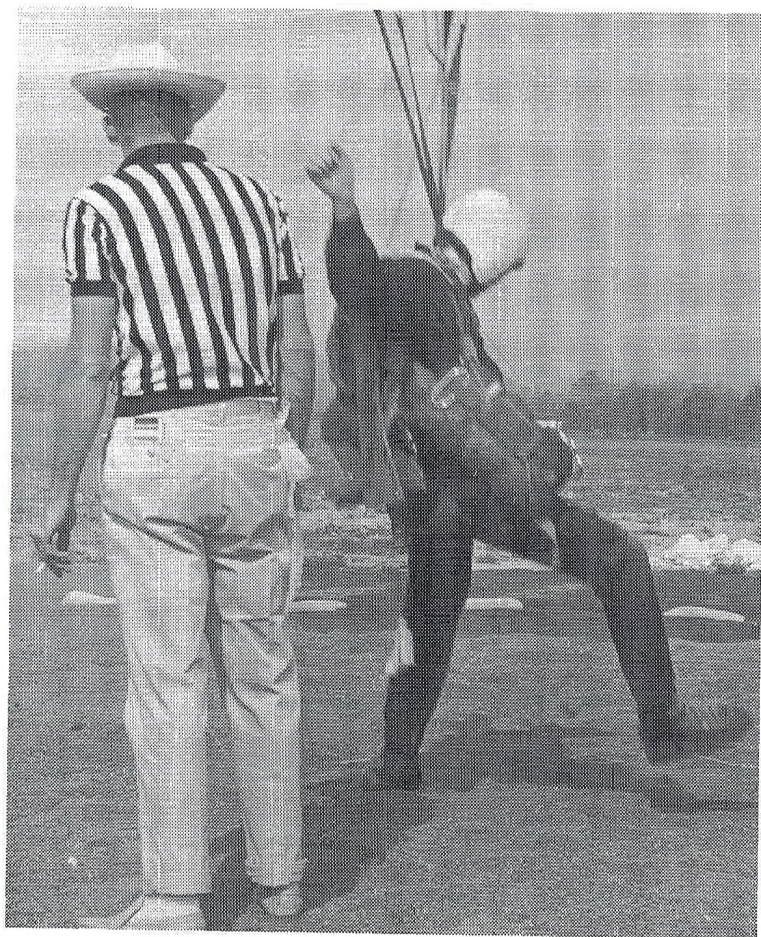
There were 14 different clubs entered from Ohio, Florida, Pennsylvania, New York, Wisconsin, Indiana, New Jersey, Maryland, and North Carolina. The Marine Corps Parachute Team was also represented by 7 members of the Team.

I would like to thank everyone who attended and everyone who helped make this year's meet a big success. Thanks again.

If you approve of this type of Meet coverage, write and let DZ-USA know your opinions. If you don't, by all means write and say so. I, personally, think it is too long and detailed but who am I? It's your magazine, so get your two-cents worth in and help me design it to please the readers who write it.



Richard Foster dragging in on the hit-and-run event.



Larry Hartman stomping out a dead center.

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INJURIES

WHEN YOU LEAST EXPECT IT

Byline: Rick Miller, Hattiesburg, Miss.

On a bright Sunday in late August of this past year, my wife, baby, and I set out for the local drop zone about seventy miles to the south. I had made the trip by myself the day before and I was tired, but one never can pass up a chance to jump.

I had been jumping since early 1963 and was now doing some competition jumping; although, I wasn't great at it, I really enjoyed the sport and the people associated with it. Besides, I had a new PC with a Security "piggyback" wrapped around it and my idea was to jump it every chance I got. I had about forty jumps on the new rig; but I still felt I was not in complete control. When we arrived at the DZ, everything looked great; plenty of jumpers, the airplane actually was working for a change, and even Big Pat was there. (Girl type "D" jumper who grounded herself to get married.)

As the first lift was taking off, I began to drag gear from the car and sort miscellaneous junk around the packing area. As I proceeded to put together my helmet-mounted camera, I watched the wind drift depart "old four-zero Charlie". Every-

thing looked good; wind 5 to 10; good approach line; and exit point over the Church across the road.

As I stretched out on the ground to watch a series, the thoughts of malfunctions, bad spots, main-reserve entanglements, etc. ran through my mind as they always do just before my first jump of the day. This may seem strange to some of you reading this article, but just the same, I try to think of everything that could go wrong on a jump and what to do if it does.

I checked in with the manifestor but was told the next lift was full. For some reason I was glad. I was still tired from the drive and the party the night before.

Finally getting on a lift, there was the usual jump talk just before exiting. "Now is the time to correct that built-in right turn you've had on the last few jumps," I thought to myself, as Pat screamed in my ear, "Fall flat and stable and I will try to catch you." The "Red Baron" tapped me on the knee with one of his gloved fingers as he indicated jump run.

As the little church appeared under the plane, I thought, "When I get down, I'm going to get Linda to pack for me." One step and I was in free fall. A slow right turn came in and I corrected. I waited for Pat. She brushed me as she came by but kept on going. Corrected a slight left spin, but I noticed I was a little head down and really moving (estimated 140

mph). I saw Noel Funchess' red and black PC pop far to my right and knew I was about 2200. For fear of the consequences of pulling in my position, I began to flare out. But another look at my altimeter informed me that I was at 1800 and dropping fast. As my hand snatched the cable handle, total blackout! The world came back into focus slowly. I first noticed the seat strap was under the back of my knees and the other straps were extremely loose. Slowly I became aware of a numb feeling in my legs and back.

"My God, I can't move my legs!" My first thought was that the opening shock had paralyzed me. When I reached for the toggles there was nothing but pure pain. But I had to steer the damn thing or go down in the road, or worse, the power lines. I finally got it over the target and screamed for an ambulance, which of course wasn't available. How did I prepare to land? Not on my legs, that was for sure. I pulled up on the risers and made a relative soft landing on my back and buttocks.

Everything is blurred after that. I do remember the legs laying at crazy angles. They put me aboard a station wagon and hauled me in to the local hospital. The doctor announced that he could do nothing and that I needed an orthopedic specialist. By the time they gave me a large shot of morphine the ambulance arrived

and I was whisked away to Hattiesburg, seventy-five miles to the north where a specialist was waiting at the hospital. The X-Rays revealed both knees shot completely to hell and I had lost a lot of blood from a torn artery. And on top of all this, my back was broken. I stayed in the hospital until just a few weeks ago, when I was released after eleven weeks, two major operations and undescrivable pain. I now walk on full length leg braces with spring loaded ankles, since all the nerves below the knee were destroyed. I still have two operations to go before there is a 50-50 chance to return to normal walking, and jumping is out of the question.

I imagine at this point you are saying that's a sad story, man, but what are you trying to do, scare off every student in the country and some of the license holders too? No, that's not it at all. The point is that there are dangers in parachuting that are so small, most of us don't even think about them, and you can take it from me, these little things can wipe a person out just as quickly as riding in a main-reserve entanglement.

We won't ever know exactly what happened to me up there, because I don't even know myself. But the evidence seems to indicate the suspension lines wrapped around my legs for a moment during opening and the PC opening shock did the rest.

In closing a rather long story, the hospital bills are over \$4000 plus doctors, braces, etc. So if you are one of the many jumpers without sufficient insurance and one of the even more numerous skydivers who never give these sort of things a thought, it might be to your advantage to stop a moment and think — It could happen to you when you least expect it.

MALFUNCTIONS



John D. Belair on his 3rd jump and the

beginning of a slight malfunction. Photo by David A. Wilson, D-1144. DZ is in Thailand and jump aircraft is a L-20. Story follows:

This jump was made on a pin-type static line and I was to do a DRCP on it. As I was going out of the L-20, I hit the top of my pack on the top of the door, either bending or breaking the top pin in the pack. After having a good arch and good exit, I noticed I was falling farther than usual. I looked up and saw my pilot chute out and just floating. I came in and reached for my reserve, held it for a second, and the main then opened. After the opening of the main, I could not hold my head up straight for the risers were still under the top flap which was held down by the top pin. I had good control of the canopy and landed about a hundred feet from the target, a little hard though. The pin was found to be broken and still in the top cone. This malfunction could have been prevented by crouching lower in the door before exiting, however, the jumpmaster says there will be no more pin static lines used in this club.

S/Sgt. John D. Belair
Freedom Chuters SPC
Thailand

FATALITIES

DOUBLE FATALITY IN THE PHILIPPINES

Bill Jones, D-1009, jumpmastering a three-man exit from a Cessna 172, and making his 339th jump, and Scott Kemp, a 24 jump student, were killed after entangling upon opening. After a ten second delay, Jones pulled, which was followed immediately by Kemp's pull. Jones and Kemp experienced no malfunction of main canopies, and both deployed normally, however, Kemp was directly over Jones and his downward velocity carried him into Jones' main. Both mains tangled and collapsed. Within five seconds, both reserves were put out and completely deployed. Both jumpers at this point, were tangled by the mains (which had not been jettisoned) and separated by about 25 feet. Kemp's reserve was above Jones', as Jones was about forty pounds heavier than Kemp. Kemp drifted above Jones just as Jones kicked part of a loose main from his body. This loose material went up into Kemp's reserve and collapsed it. Kemp then fell onto Jones' reserve and collapsed it. This occurred at about 1000 feet and they streamered into the ground together.

As pointed out by David G. Snyder, C-3724, who reported the fatality to DZ-USA, the accident should bring out several points to students and jumpmasters alike. One is the necessity for a

person to stay clear of the area above another jumper under 3500 feet. Jumps should be planned to give adequate separation either horizontally or vertically, or both. The most experienced jumper should be in the middle or last of a three man exit. Shot-and-a-half capewells probably would have allowed either or both jumpers to separate from their mains in this case. Both had two-shot capewells and tried to separate from their mains. The second-reserve-entanglement could have possibly been prevented by one jumper separating from his main before both jumpers had deployed reserves.

FATALITY IN CHICAGO AREA

A third jump student has been killed riding in a malfunction T10 canopy. Upon opening, the front of the canopy sucked under the rear section and inflated through the modification causing a double Mae West. The canopy was not observed to be spinning and the jumper was seen trying to control the canopy by pulling the control lines. For this reason, some feel the jumper was not aware of his malfunction even though only about half of his canopy was supporting him. The jumper made no attempt to deploy his reserve and landed with his feet out in front of him and in a "sitting position". If a PLF had been attempted, his injuries probably wouldn't have been fatal. A psychological factor may enter into this one, for the jumper was known to feel that the landing-falls he had experienced were easier (shock-wise) than he had expected. He may have decided he could survive the landing and miscalculated his descent rate.

FATALITY IN MONTANA

This should make a few people think. Two jumpers opened close together and ran together almost immediately. The higher jumper became entangled in the lower jumpers canopy and streamered both. He went completely to the ground tangled in both canopies. The lower jumper had a Crossbow pack with another type canopy in it. He did not have the lanyard attached to static-line the reserve, fortunately. If he had, the other jumper would have fallen back into his reserve with the two tangled canopies. The delay in deploying the reserve worked to his advantage, however, he had extreme difficulty pulling his reserve because of cold hands from the long delay; heavy gloves; and an instrument panel on the chest strap which made it almost impossible to pull the "T" handle. He opened about 200 feet above the ground.

COMING MEETS

FIRST ANNUAL CHRISTMAS MEET (RESCHEDULED) 11-12 FEB. 1967 WEATHER DATE: 18-19 FEB. 1967 ELLINWOOD SKYDIVERS ½ MILE NORTH AND ¼ MILE WEST ELLINWOOD, KANSAS

Trophies for first 3 places in event.
Entry fee: \$3.00, \$4.00 per jump. All accuracy. Large, soft, sawdust target. Cessna 182 with door. Clubhouse facilities. PCA membership not necessary. Reserves will be checked on the field.

- Event I (50 jumps and over) 1.1 and 1.6 advanced accuracy, 3 jumps, 3600' (0-10 sec. delay)
Event II XBO and PC advanced accuracy, 3 jumps, 3600'
Event III Novice Accuracy (1-49 jumps), all canopies, 3 jumps, 3000'
Event IV Open Event for Cash (all contestants eligible)

Meet Director: G. J. Duke, Ellinwood Skydivers, phone JO 4-2706, or write 109 North Wieland, Ellinwood, Kansas 67526. If no answer, call JO 4-3300, AC-316, and leave message.

Chief Judge: C. E. "Gene" Hunnell, DZ-USA Magazine.

Registration deadline is 12:00 Noon, 11 February 1967. Trophies will be awarded at the end of the meet on the evening of the 12th.

OSPA MEET

Stroud, Oklahoma
5 MARCH 67

Weather Date: 12 March

Must be a 1967 PCA and OSPA member to compete. You can join OSPA at the Meet. All accuracy events. (Novice, Senior, and Team) with two jumps in individual accuracy and one in the Team Event. All jumps from 3,500 feet. \$9.00 per Team, and \$6.00 for accuracy events. Cash prizes for first three places in each event, plus trophy for Overall. Pea-gravel pit, Cessna 180 with jump door, and the competition is keen. Join us and have some fun. For further information, contact Bob Drake, Director, OSPA, 5908 E. 20th St., Tulsa, Oklahoma 74112.

SAN DIEGO SCHOOL OF SPORT PARACHUTING TOP ELIMINATOR PARACHUTE MEET MARCH 11-12 LAKESIDE, CALIFORNIA

This one promises to be a little different with, check these, unusual events:

- Event I: Flat Canopy Accuracy, two clear-and-pulls, \$12.00
Event II: Couples Accuracy, two clear-and-pulls (and you don't have to marry her to qualify as a

- couple), \$12.50 each
Event III: Smoke Pass, Standup Accuracy . . . two jumps from 6600, 2-man team, both jumpers must carry smoke and pass one to be marked on the target. Two meters added to your distance for no standup, \$15.00 each
Event IV: Top Eliminator Accuracy, 50% elimination on each jump. You may get one jump or you may get five or six. It depends on how long you can hang in there. \$30.00 (Two classes for canopies in this event . . . 1.1 & 1.6 in Class A and PC & XBO in Class B).

\$100 first prize plus trophy (or trophies for couples and teams) in Events I through III, with \$50.00 and trophy for 2nd place, and \$25.00 and trophy for 3rd place.

\$250.00 first prize plus trophy in both classes of Event IV, with \$150.00 2nd prize, plus trophy, and S.A.T. for 3rd place.

Event I, II, and III will be held Saturday and Sunday, 11th and 12th, and Event IV will be held on Sunday only, the 12th. Fun jumping on the 13th. Registration closes at 10:00 a.m. on the 12th. For further information, write P. O. Box 596, Lakeside, California, or call AC 714, 443-1160.

ARCHWAY SPORT PARA. CENTER HUNTER FIELD, SPARTA, ILL. MAY 27, 28, 1967 RAINDATE: JUNE 3 & 4

Trophies for first 3 places, each event. Entry fee: \$4.00. Must be a member of PCA, and have logbook witnessed. PCA & FAR Regulations enforced. Individual's team jump counts toward Overall. Prizes for Overall are: PC canopy and risers (1st place); Bell helmet or Para-Boots (2nd place); and Pioneer jumpsuit (3rd place Overall).

Event I: \$3.00 per jump - Novice Accuracy. 3 jumps - 3500' - all jumps count. 24' ripstop reserve for 1st place, in addition to trophy.

Event II: \$3.00 per jump - Advanced Accuracy 4 jumps - 3500' - all jumps count. 1.1 and 1.6 canopies. Over 50 jumps.

Event III: \$3.00 per jump - Advanced Accuracy 4 jumps - 3500' - all jumps count. PC or XBO.

Event IV: \$3.50 per jump - Style - 2 jumps - 6600 feet - both count.

Event V: \$9.00 per team - 3600' - 1 jump.

For further information, contact Archway Sport Parachute Center, Hunter Field, Sparta, Illinois

★ OMAHA SKYDIVERS INC. ★ Host To the Second National

ST. JOHN'S PARACHUTE MEET

4 JUMPS FOR ACCURACY — NOVICE AND ADVANCED Novice—Under 100 Jumps; Advanced—Over 100

Entrance Fee—\$75.00:

INCLUDES — Meals and Lodging for Three Days and Nights — Cocktail Party and Banquet on Monday, May 29th — and FOUR JUMPS !

CHIEF JUDGE: Lt. Col. Merrill Shepard

(\$500.00) Novice	(\$1,750.00) Class A — 1.1 or 1.6	(\$1,750.00) Class B — PC or XBO
1st PRIZE—\$250.00	1st PRIZE—\$1,000.00	1st PRIZE—\$1,000.00
2nd PRIZE—\$150.00	2nd PRIZE—\$500.00	2nd PRIZE—\$500.00
3rd PRIZE—\$ 75.00	3rd PRIZE—\$150.00	3rd PRIZE—\$150.00
4th PRIZE—\$ 25.00	4th PRIZE—\$100.00	4th PRIZE—\$100.00

MAY

28-29-30

(Travel and Practice Date —
Saturday, May 27, 1967)

— P. C. A. Sanctioned —

For Information Contact:

OMAHA SKYDIVERS INC.

5015 "L" Street

OMAHA, NEBRASKA

COMING MEETS

continued

MWSPA QUARTERLY MEET BEATRICE, NEBRASKA 1-2 April 1967

Competition begins at 1:00, 1 April, and continues all day on the 2nd. Novice accuracy, advanced accuracy, style, and 3-man Team Event. Trophies for all events plus cash for Overall. \$50.00 first place; \$30.00 second; and \$20.00 third. 1967 PCA membership required. This is a perfect chance for some good practice for the Conference Eliminations. Excellent facilities at the airport; Holiday Inn just across the highway. Meet will be held at the Beatrice, Nebraska Municipal Airport with a party Saturday night (probably at the Holiday Inn). Midwest Sport Parachute Assoc. elections will be held Saturday night also. All non-Association members are invited to attend. For further information, contact Marion Janousek, 929 Furnas Avenue, Lincoln, Nebraska 68521.

CENTRAL CONFERENCE ELIM. OMAHA, NEBRASKA 22-23 APRIL 1967 WEATHER DATE: 13-14 MAY 67

Dates are tentative. Contact Stanley C. Searles, D-212, 5132 Pratt Street, Omaha, Nebraska 68131 for further information.

FIFTH ANNUAL MEMORIAL DAY MEET PARACHUTING SERVICE TECUMSEH, MICHIGAN 27-28 MAY 1967 WEATHER DATE: 3-4 JUNE

Trophies for first three places each event. Individual team jumps count toward Overall in each class. Cash prizes in each class: \$100.00 first; \$75.00 second; \$50.00 third; and \$30.00 fourth (if 90 register). Jumpers must be registered both days to enter Overall competition. Three accuracy jumps on Saturday. One accuracy and two team jumps on Sunday.

- Event I Novice Accuracy (J/P to 75 jumps), 4 jumps, 3000', all count, \$6.00 reg., and \$12.00 for jumps;
- Event II Intermediate Accuracy (76 to 200), 4 jumps, 3000', all count \$6.00 reg., and \$12.00 for jumps;
- Event III Senior Accuracy (200 and over), 4 jumps, 3000', all count \$6.00 reg., and \$12.00 for jumps;
- Event IV Team Accuracy (three classes), two jumps, both count, 3500' \$4.00 per man reg., \$6.00 per man for jumps.

For further information, contact Harold Lange, 8747 Brandt, Dearborn, Michigan 48126.

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Security two-pin black piggyback . . . only \$100.00.

One blue Security three-pin "piggy-back". Harness, container, risers, and ripcords, complete. Only \$100.

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Crossbow canopy and sleeve. Black and Gold with '66 modifications. Like new. \$150.00 will ship it prepaid anywhere in the States.

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Vest-type harness, capewells and "D-rings", all ejector hardware \$17.50.

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RW&B Para-Commander, perfect condition with less than 50 jumps, has front lobe lines, short sleeve, dual pilot chutes (two A-3's), Pioneer 3-pin container, custom split-saddle harness with shot-and-1/2 capewells. 24' ripstop reserve in a Pioneer curved container with MA-1 pilot chute, instrument panel w/stop watch (no altimeter). All for \$325.00.

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24' Reserves, used, good condition \$25.00
35' T-10's, 7-TU modification . . . \$120.00
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Forge Village, Mass.

Two complete rigs, 7TU's, all white, good condition . . . \$75.00 each (terms are COD).

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7TU, complete with backpack, excellent condition . . . \$50.00. T-10 sleeve, good condition . . . \$15.00. Paratrooper harness, new surplus . . . \$5.00.

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WORLD RECORD FOR 7, 8 & 9-MAN TEAM JUMPS AT NIGHT

The following account of the existing World Night Jump Record for 7, 8, and 9-man teams is reprinted from Sky Diver Magazine (with LC's permission) as the mark to shoot for if you are attempting to break records. DZ-USA will continue to print State records, but this is the big one:

"Cherry Point, N.C., June 6, 1964 . . . Nine Marine parachutists (1/Lt. R. A. Mathews, Jr., team captain; S/Sgt. Ralph J. Larsen; Sgt. Robert L. Armstrong, Jr.; Cpl. Andre B. Smith; Cpl. Edward A. Mikelatitidis; Cpl. Robert J. Reinhard; Cpl. Dennis N. McCarthy; Cpl. Thomas A. Dougher; and L/Cpl. Roy J. Bertalovitz) from sport parachuting clubs at Cherry Point, Camp Lejeune, and Quantico claimed a new world's record for seven, eight and nine-man team jumps at night after free-falling 44,100 feet to 1800 feet before deploying their parachutes. The record jump was made at the St. Mere Eglise drop zone at Fort Bragg, North Carolina, on June 6, 1964 . . . A KC-130F Hercules transport aircraft of Marine Aerial Refueler/Transport Squadron-252, flew the team at record altitude for the huskey transport . . . a high altitude practice jump was made the morning of June 4. Eight jumpers exited the plane at 41,000 feet to free-fall into the Fountain drop zone. The remaining three jumpers left the aircraft three minutes later, free-fell to 25,000 feet where they activated reefer parachutes (a special parachute rigged to stream until fully deployed by the jumper) streamed to 10,000 feet, finally opening their chutes and drifting slowly to the drop zone below . . . three officials of the Parachute Club of America were brought to MCAF, New River, North Carolina to monitor the record attempts . . . the PCA officials explained the use of the barograph recording instrument,

carried by the plane and by each jumper to document the jumps . . . at 4 p.m., the jumpers, a flight surgeon, a PCA official, and the crew boarded the KC-130F . . . two hours later the plane was struggling up through the toposphere trying to surpass the 43,500 mark previously set . . . one hour later, the jumpers were debriefed . . . PCA officials indicated that the team may have tied or exceeded the previous record for the day jump . . . during this day record attempt, the aircraft managed to climb to 43,500 feet, the same altitude attained by the Army and Air Force in setting the day record in 1963 . . . a decision was then made for an attempt on the night record . . . at 1:45 a.m., June 6, the parachutist's stepped out into the 65 degree below zero sky . . . the team captain, Lt. Mathews, fired night flares, beginning at 20,000 feet, to mark their position during the free-fall. At 5,000 feet the other eight jumpers also fired flares . . . it was nine elated jumpers who slowly descended to the ground after opening their parachutes at 1,800 feet."

So, if you really want to break a record, better take a crack at some other type. This one should stand for awhile and definitely isn't one that a local club should even consider. My thanks to Lyle for sending me the material on the jump. In the meantime, send in that State record for your state and let's see if we can get them all established.

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"DZ-USA" is published monthly to disseminate information between sport parachuting clubs (PCA affiliated and non-PCA) and individual sport parachutists. Foreign subscriptions include Australia, Austria, Germany, Belgium, England, Canada, France, Thailand, Vietnam, Japan, Philippine Islands, Virgin Islands, South America, and Korea. "DZ-USA" will endeavor to exchange information with these countries and is dedicated to advancing public recognition of skydiving through various medias in addition to its magazine form.

80 JUMPS IN 9 HOURS, 17 MINUTES

May 11th, 1966, was cloudy (3000' ceiling), cool, and wet. The showers didn't dampen the spirits of John Simpkins, D-401 (with over 1200 jumps), and Larry Purtee, D-1130 (with over 500 jumps in 1966 alone and 750 to date), however. Rudy Samples, Dick Moss, Ray Starnes, and other friends were on hand for the rigging chores and flying job, and Columbus Skydivers, Inc., Darbydale, Ohio, had high hopes that John and Larry would make 100 jumps each from sunup to sunset. The operation got underway at 6:17 with a Cessna 205 (Samples at the controls) and at 6:22, the first jump was on the books.

There was a change of pilots at one point, a snack for two determined jumpers at 8:50 (after 25 jumps), and back to the task at hand. Malfunctions started cropping up with Purtee experiencing an inversion on jump #26 and he threw the first of four reserves for the day. On #36, both John and Larry malfunctioned, and on #68, John threw the last reserve needed.

Before the day was over, 80 jumps each were logged and the bad weather finally called things to a halt. The equipment was getting very wet and a rain-soaked field wasn't helping the packing operations.

All jumps were on cheapo's with no PC's, XBO's or Lopo's being used. Jumps were made from the minimum legal altitude of 1800 to 2000 feet and no accuracy was recorded.

Dick Moss flew 18 of the lifts and Rudy Samples flew the remainder of 62 lifts (50 consecutively).

Everyone felt that the 100 jump goal could have been reached if the dew hadn't gotten so heavy, but there will be other days. Who knows, maybe some warm, sunny day will find them at it again.

* * * * *

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MY PERSONAL THANKS TO EACH AND EVERY SUBSCRIBER WHO MADE THIS ISSUE POSSIBLE. YOUR SUPPORT HAS TAKEN DZ-USA FROM A NEWSLETTER CATEGORY AND FULL COLOR IS THE NEXT GOAL.

C. E. Hunnell

RECORD JUMPS



ALTITUDE (DAY) INTERNATIONAL (GROUP OF NINE)

43,500 feet, winter of 1963, U. S. Army Special Forces, 9-man. Col. Merrill Shephard, D-15, was one of the participants (other names being requested). El Centro, California. Lt. Jim Garvey was also on this jump, I believe.

ALTITUDE (NIGHT) INTERNATIONAL (GROUP OF NINE)

44,100 feet, June 6, 1964. Fort Bragg, North Carolina, U. S. Marine Corps Parachute Team, 9 man. R. A. Mathews, Jr.; Ralph Larsen; Robert Armstrong, Jr.; Andre Smith; Edward Mikelatitis; Robert Reinhard; Dennis McCarthy; Tom Dougher; and Roy Bertalovitz. KC-130F Hercules transport aircraft.

ALTITUDE (DAY) STATE (STATE OF IOWA)

32,000 feet, November 1966, 3-man. Charlie Farmer, D-546; Richard Mitchell, D-1040; and Jim De Lap, D-307, Monticello Airport, Riley Rocket aircraft.

ALTITUDE (DAY) STATE (STATE OF KANSAS)

32,500 feet, May 1966, 1-man. Jim Scott, Great Plains Skydivers, Wichita, Kansas. Cessna 206. No accuracy recorded.

ALTITUDE (DAY) STATE (STATE OF ARKANSAS)

24,350 feet, 4 January 1965, 2-man. Ken Sisler and Alderson. Cessna 210.

ALTITUDE (NIGHT) STATE (STATE OF ILLINOIS)

15,700 feet, 22 May 1966, 6-man. Bud Hughes; Steve Bainter; Arie Smit; Jack Tillman; Dave Blume; and Gary Eiff. DGA-15 Howard. Illinois Valley Parachute Center, Pekin, Illinois.

ALTITUDE (NIGHT) STATE (STATE OF KANSAS)

14,600 feet, 6 March 1966, 3-man. Jerry Little, C-2495; Jay Moreland; and Jim Nicholson, C-3165. Cessna 180. Maize, Kansas.

All editorial material and news is published at no cost and you need not be a subscriber to submit such items. The editor, C. E. Hunnell, reserves the right to edit such material and news.

ALTITUDE (DAY) ACCURACY (U.S. JUMPERS OUTSIDE THE U.S.)

Thailand, 20,000 feet, six-man. Two Air Force (Dave Wilson & Richard Nicholas); Two Navy (Pete Slempe & D. Wilson); and two Army (Lou Paproski & Maurice Vickers) All jumpers within 50 feet, with one DC recorded. CV2 Caribou aircraft, May 1966. Winds 5-8. 100 second delay.

ANTIQUE JUMP AIRCRAFT (SINGLE)

Folker D-VII, manufacture date of plane: prior to 1918. Jumped by Jimmy Godwin, Orlando, Florida, from 2500 feet, in 1964. Complete story in the February issue of DZ-USA next month.

ANTIQUE JUMP AIRCRAFT (MASS)

Fairchild 71, manufacture date of plane: 1929. Jumped by Billy Lockward; Eddie Melendez; Chip Maury; Hector Nunez; Jim Hyland; Andy Skrodinski; Don Molitor; Rich Montez; Susie Bateman; and Lyle Cameron (and two others) for a total of 12 jumpers. 1966, California.

STAND-UP LANDINGS

Richard Mitchell, D-1040, Tipton, Iowa. 261 stand-ups out of 443 total jumps. 60% of total jumps were stand-ups.

TOTAL JUMPS FOR ONE YEAR

466 freefalls during 1966. Made by John Treffers, D-1287, Grand Rapids Sky Divers, Michigan.

1000 JUMP RECORD

Jim Pena, D-954, Chicago, Illinois, 1000 jumps and Gold Wings in 34 months. May 1963 to August 1966. Top week was 59 jumps.

WIND RECORD (ACCURACY)

35 knots on surface and 8 inches from disc. R. L. Carter, C-3044, Rolla, Missouri, March 1966.

JUMP LIFTS BY SINGLE AIRCRAFT

42 lifts, four jumpers each lift, four separate passes. Garden State Parachute Center, Manville, New Jersey. Completed in 6 hours and 22 minutes, elapsed time. Helio-Courier STOL aircraft. Lifts from 2,500 feet. August 13, 1966.

NUMBER OF JUMPS IN ONE DAY (ONE TYPE CANOPY & ACCURACY)

60 freefalls (2-3 second delay) in 10 hours, total time. All jumps made on Crossbow canopies. Average distance for all jumps, 17 feet. Made by Jim West, C-489, from a Cessna 182, 1,800 feet altitude. July 18, 1965. Winds 4-12 knots. Greene County Sport Parachute Center, Xenia, Ohio.

NUMBER OF JUMPS IN ONE DAY (ALL CANOPIES - NO ACCURACY)

80 freefalls (2-3 second delay) in 9 hours, 17 minutes. All jumps made on cheapo's (ranging from single "T's" to 7TU's). No accuracy recorded. Two-holders record, John Simpkins, D-401 and Larry Purtee, D-1130, and both men completed 80 jumps EACH. Columbus Skydivers, Inc., Darbydale, Ohio, May 11, 1966. Jumps made from 1800 to 2000 feet, 205 Cessna.

WATER JUMP ALTITUDE (FRESH WATER)

Grapevine Lake, Texas, 20,000 feet, 3-man. Pete Pedersen, Chuck Ross, and Ralph Warren, June 1965. Cessna 180.

WATER JUMP ALTITUDE (SALT WATER)

U. S. Virgin Islands, Charlotte Amalie Harbor, 22,400 feet, 2-man. Roger Christensen, C-3250, and Tom Pritchard, D-398. 100 second delay. January 11, 1966, Cessna 206.

BREAKAWAY/CUTAWAY's

Four separations from fully inflated canopies. Hot-air balloon, 1000 feet altitude. 1962, Chino, California, by Ralph Wiggins of Los Angeles.

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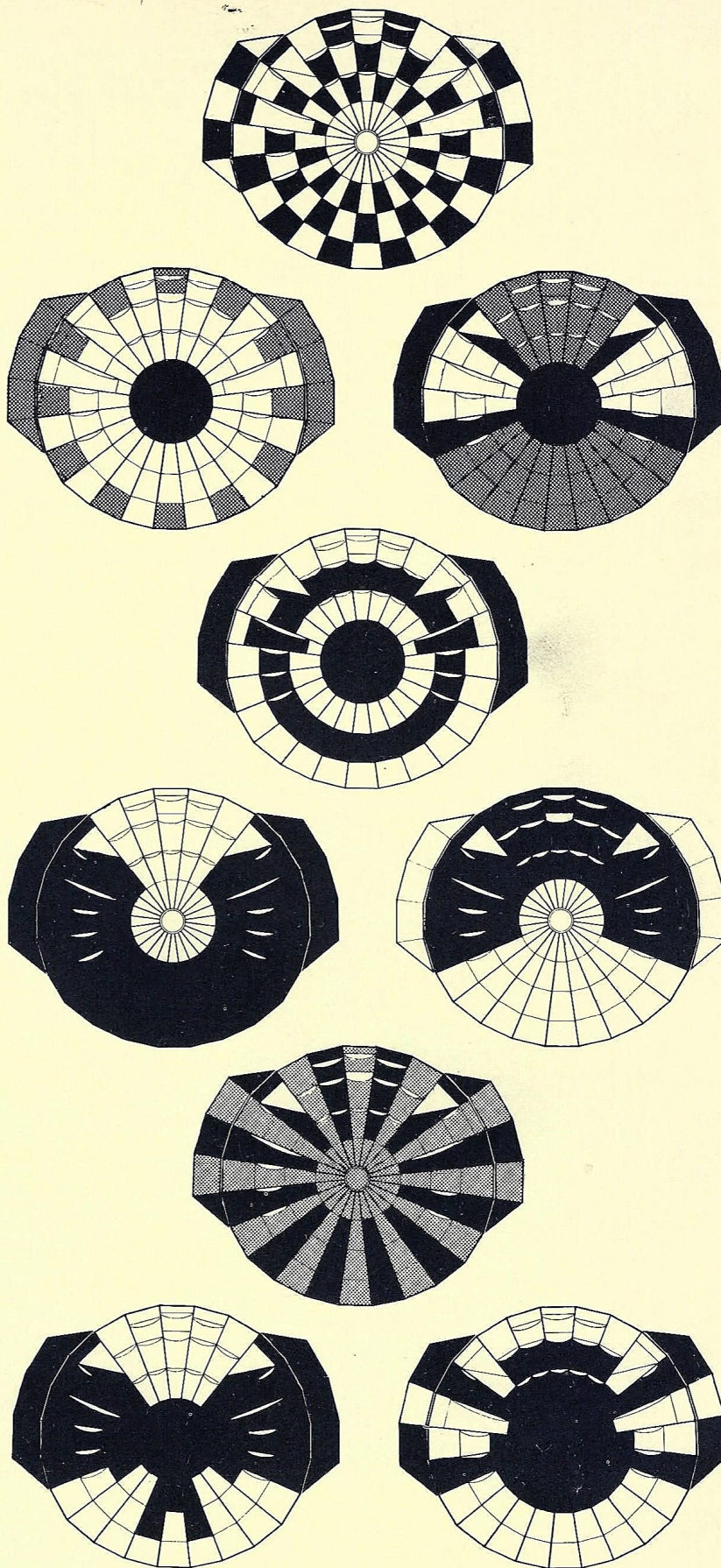
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