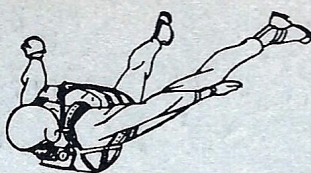


THE

"Z"



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COVERING FROM 1 THRU

31 March, 1967

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U.S.A.

A NATIONAL COVERAGE BULLETIN



SPOTLIGHT

A PILOT'S POINT OF VIEW

Byline: Stu Giesick, Tulsa, Oklahoma
PART 1 OF 2 PARTS

After reading the article written by Mac McCraw (in the October issue of DZ-USA), I felt the pilot's point of view should be expressed. I was happy to see the article printed for several reasons. One thing is an absolute fact, however . . . without a pilot, there are no jumps. Because there are so many factors involved in flying a jump plane, Mac is completely correct in insisting that club's check out any pilot. I have seen too many of these "wonder pilots" with only 40 or 50 hours. They come tooling out to the DZ looking for some cheap free flying time and, believe me, you just don't hop into a jump plane and bomb off into the wild blue.

Number one, you are flying with all the odds against you. The plane has a gross load, you have the door off, and on jump run you hang on a ragged edge. Most importantly, flying a plane at gross load gives the aircraft completely different characteristics. The plane is very sensitive to weight and is nothing like a car which can be packed down until you can't get any more into it. A plane can carry so much . . . and no more. And then you must consider the center of gravity and not cause the plane to be nose or tail heavy. Too much weight forward, for instance, and (at a maximum gross load) with a nose-low attitude, could mean losing control of the plane.

Another factor is having the door removed. This makes it rough on the pilot because of air rushing in and around the door and necessitates riding heavy rudder to counteract this condition. On the Cessna 206, there is a piece of metal stripping that is hooked where the front door hinges are positioned. If this strip is not on, the pilot will not be able to properly control the plane because of air rushing in and creating a current that will fill the tail section inside the aircraft. ALWAYS make sure this piece is used if your club has a 206. I know of one club who exited their jumpers from a 206 and after the load was gone, it took two people to get the plane down. Luckily, there were two pilots aboard.

Follow the flight limitation for your aircraft (with door removed) by referring to the placard stating such, AND MAKE SURE that this placard is always in the plane and in the pilot's view. Also keep the paper issued

by the Friendly Aviators Association which is the waiver for flight operations limitations in the plane.

Making the jump run is where the pilot becomes a nervous wreck. He is holding the plane down to an airspeed as slow as he can get it; he is trying to hold the plane level; talking to Air Traffic Control; watching instruments; keeping an eye out for other traffic in the area; and listening to the jumpmaster for corrections. It's no small job, any way you look at it. And, always to be considered, is the fact that flying any aircraft at a slow airspeed puts you in a very critical area. The plane can easily stall and the wings are useless if this occurs for they have lost their lift. A wing can only support itself up to a 20 degree angle and after this, the relative wind will vortice over the wing. At this point, the wing loses its lift and will not support the aircraft. If the pilot is riding excessive rudder when the stall occurs, the plane is in a skidding condition and will go into a spin. Flying level and using the rudder for degree corrections from the jumpmaster, also puts the plane in a skidding condition because the airplane is uncoordinated. The rudder's role is to keep the tail in line with the rest of the plane and in a turn, you actually turn with the ailerons on the wing. Of course, this does not apply to "jumper's" turns and, here again, make sure the pilot realizes this.

A jumpmaster should have a thorough knowledge of the theory of flight and know exactly what makes his aircraft tick. If you have a good pilot, who knows what's going on, he can help you here and save you a lot of trouble.

I have over 500 hours of time and have hauled over 200 lifts in several types of aircraft. I have talked to other jump pilots and have observed them flying jumpers. This I'm sure of . . . A pilot must have from 150 to 200 hours in the aircraft being used as jump plane to be proficient. Less than that and your club is taking chances on his inexperience.

There is a regulation called Pilot Responsibility (FAR, Part 91), which states that the pilot in command of an aircraft is responsible for the operation of same. He must preflight it and insure that it is properly loaded. He must also see to it that the entire jump is conducted safely. Remember, that he is the one who makes the final decision on anything that happens until the last jumper has exited. As long as he is the sole manipulator of the controls, he is the pilot in command and his decision is the final decision. FAA will uphold this decision in almost every

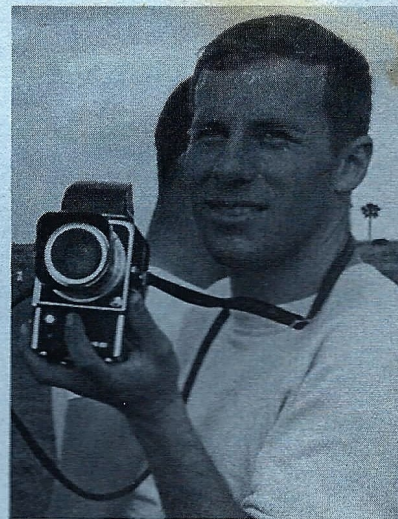
instance, regardless of circumstances.

A young jump pilot will either help you immensely or hinder you to the point of disbelief. I strongly suggest you get a pilot who wants to fly for you. Kindly ask to see his license and a current medical certificate. There are some shysters who will try flying on a student ticket so watch for them. On the backside of the medical certificate, it will tell you what class you need for each type of pilot's license so this is no problem. To be really sure, ask to see his logbook and know how much time he has in what type of aircraft and WHEN. He must make 5 full take-offs and 5 full-stop landings within 90 days of said date to be current in such aircraft. Actually, a pilot is not required to show anyone this information (except a law enforcement agency or the FAA), but most pilots will be more than happy to comply with your request. He knows it will make things a lot easier all the way around.

Next month, Part II of Stu's article will cover joint-responsibility and what we can do about those pilots who have jumpers sign waivers of responsibility and choose to disregard the laws governing them. A copy of such a waiver will be printed to show how ridiculously far this kind of thing can go. I'm sure you'll find Stu's observations timely and informative whether you're a jumper or not.

ABOUT THE COVER

It has finally come to pass. And who else but Roger Christensen, C-3250, would be the first jumper photographed reading DZ-USA in freefall? Shot by Bob Johnson with a Kodak Instamatic 500 (hand-held) @ 1/500th f8, over Poppenger's DZ at Indiantown, Florida.



Tom Schapanski, who is an official DZ-USA photographer, will have a page of jump pictures in many issues to come. Tom, as you know, is back in the air after his shoulder injury, and many air-to-air shots with the Schapanski mark of excellence will appear in DZ-USA. Tom will also byline some student instruction and safety articles, the first of which being a photo-sequence coverage of various reserve deployment procedures. These shots will be made under an inflated main and the first of their kind to appear in any magazine.

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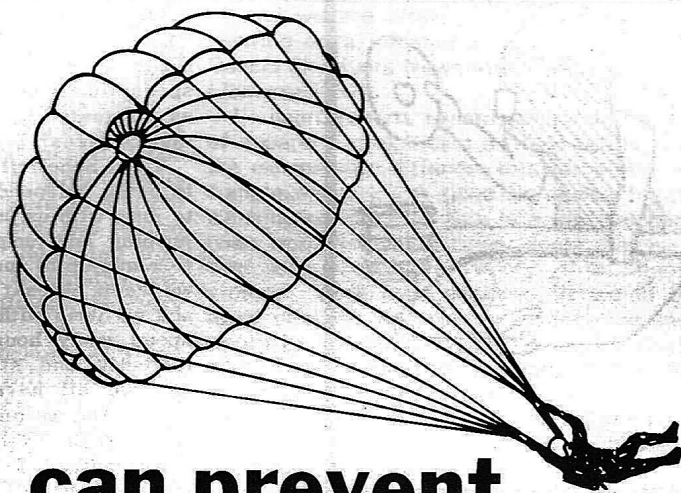
C. E. HUNNELL, Editor & Owner

"DZ-USA" is published monthly to disseminate information between sport parachuting clubs and individual parachutists. "DZ-USA" is sold at \$4.00 per year (12 issues) with first class and airmail postage requiring an additional fee. Foreign rates are \$8.00 per year (first class mail) with APO's and FPO's following normal subscription rates of \$4.00. Single copies of DZ-USA are available at 35¢ each. Postmaster send Form 3579 to P.O. Box 2131, Wichita, Kansas 67201. Second Class Postage paid at Wichita, Kansas 67202.

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

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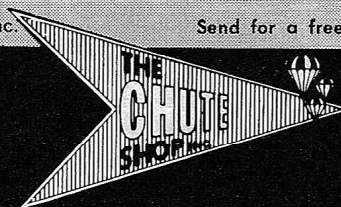
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HOW TO ORDER: send check or money order for cost plus postage and insurance or/send check or money order for 50% of cost and we will ship C.O.D. for balance plus postage. Orders sent less postage will be shipped C.O.D. for postage. Excess postage will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



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FLEMINGTON, NEW JERSEY 08822
PHONE: (201) 782-5758



FIRST JUMPS S/L

JUST THE RIDE IS WORTH IT

Byline: Joe Langdon, Amarillo, Texas

I got the second slap on my shoulder and my great instructor, Bob Hulsey, D-498, helped me out on that small steel support a million miles (well, maybe 2800 feet) above that hard, hard ground. I really didn't think about my sloppy exit or landing on my first jump. I guess I thought I was a plane because I dam near landed smack on that packed runway. That was number one out of the way.

Bam! There was that third slap again, and I pushed off for my second jump. Not too much of an arch but at least I didn't roll up into a ball. I could feel the chute coming out and there I was . . . hanging in the air. I checked the canopy as instructed and then looked for that tiny white "X" on the Amarillo DZ. I found it much more quickly this time and started running for it immediately. It may not be skydiving, but riding that chute down is just plenty much fun. The air is so clear and the ground looks fantastic. What a blast!

I start my final turn and get set for the PFL. This time, I look up at the canopy and it took forever for contact. I rolled better than the first time, and the second jump was over. Of course, if I described those two magnificent minutes, it would take about six hours. So, I'll just add that I called Kathy (about 2,000 miles away temporarily) and rattled on and on for an hour (leaving just enough money for another jump). There will soon be another lady jumper in the ranks and very soon I will have my "A" license. My thanks to everybody connected with skydiving for promoting the sport.

If We Have Failed To Learn By Now —

A TIME FOR GOING IN

Byline: Roy Damas, Novato, California

It was early March and a beautiful Sunday morning. The air was fresh and brisk, the ground was soft from earlier rains. Walking back to the packing area on the soft shoulder of the road one could hear the melodious meadow lark. It was a great day for jumping and one really felt alive after a jump on such an invigorating day. It was not a day for going in. But a fellow jumper did and he did it on the soft shoulder of this quaint country road, which was not soft enough.

"They're out!" someone shouted and I lazily walked out of the restaurant to watch the fall. Got out too late to see the fall but witnessed the popping of the chutes. A malfunction and a cut-away and a woman screamed, "He doesn't have a chute!" The body fell behind the roof line and within thirty seconds I was standing next to a listless, grotesque body.

Twenty-five years ago on a warm tropical Sunday morning, I stood beside many lifeless bodies at Pearl. I tripped on the dead jumpers boot and the reflection on this infamous day was jarred from my memory and a voice inquired, "What happened?" It was Dino, who had landed fifty yards away from his dead comrade.

"Gary got it."

"Who?"

"Gary."

"Oh, no!" and he got visibly sick and faded back down the fence.

Bob covered the body with a blanket; in-

structions were issued as to who was to call Gary's mother, the A.S.O., the coroner and the sheriff's office. The girl friend was in a state of shock and was being comforted by another fellow jumper.

I climbed the fence and perfunctually inspected the malfunction chute which told no tales. While standing there looking at the tangled lines, I thought of this as being our second fatality in two years and yet it was not ours, both jumpers were strangers to us. Strangers who chose to die on beautiful Sundays, but why with us? Were we responsible in any way? The first, a student who was not trained by us and who was not put out by us on his chosen Sunday. The second a "D" holder, whose name was to appear under "Licenses and Wings" of Parachutist on the month of his chosen Sunday. Were we responsible for setting up an unhealthy climate as suggested by the A.S.O.? Were we really that careless? You be the judge.

We at Schellville take a great deal of pride in being independent jumpers. We ask no one to jump with us and we refuse no one. We love jumping and jump every Saturday and Sunday from sun-up to sun-down. We are PCA members; we keep abreast with the latest in jumping and we jump with the best gear available. We spend many hours discussing jumping, but foolishly and stupidly we jump the winds and we all have brought it down under a grand. And we did jump in an illegal DZ - go on - cast the first stone.

We worked for six months attempting to legalize our DZ and were treated with the most unethical and unprofessional manner by the CAD. But this is another story for another time.

Back to the responsibility of the two fatalities. The first, a student with 10 jumps, who was not trained by us and who was instructed to do a cut-away by his jumpmaster. He cut-away too late and did not have enough time to activate his reserve. The second, a "D" license holder jumped a brand new piggy, had a malfunction, did a cut-away but did not activate his reserve. Now I fail to see why we should feel in anyway responsible for these sad endings.

We at Schellville are responsible to ourselves; we are self-starting and self-directed individuals who would like to be held responsible for their own deeds. We are capable of taking care of our equipment and seeing to it that our reserves are packed (when they should be) without being checked by a safety officer.

It was early March and a beautiful Sunday morning. The air was fresh and brisk, the sun was out and the ground was soft from earlier rains. Walking back to the packing area on the soft shoulder, one could hear the melodious meadow lark. It was a great day for jumping . . . not for going in. But what day is?

CORRESPONDENTS NEEDED

If any of you guys would like to swap jump stories with the Australians, please drop a line to Tony Rockley, Latrobe Valley Sky-Divers, 21 Moore Street, M O E, Victoria, Australia. Get the right postage on that letter too. First class mail is 11¢ the first ounce, and 7¢ each additional. Airmail is 25¢ for a one-sheet letter, (unless it is a bed-sheet or something larger).

FROM VARIOUS NEWSLETTERS (STOLEN)

"Suggested landing NOT to make. The technique was perfected several years ago. It consists of a holding landing, while backing into a barbed-wire fence. The top strand hits just below your waist as you flip over the fence. This leaves your head and feet on the ground, your seat three feet in the air. When help arrives, it ain't help. Just a bunch of comics. You don't see it often because no PRACTICAL extraction procedure has been found." Reprinted from the Texas Parachute Council Newsletter "Windline" (February 1967).

"Sorry About That to Jim Giles and the student he jumpmastered, Walt Waite. They set the two-man team all-time distance record! A little over 2 miles from the target as measured by the chase vehicle. Even Ernie Adkins (who opened under a backwards canopy) was closer." "It was a beautiful clear morning as the first lift of Schapanski and Stowell exited. Upon opening together there was a simultaneous realization that the winds aloft were 30-40 mph! Concerning the SHORT SPOT, the two termed the situation "regrettable"." Reprinted from the University Parachute Club Newsletter (So. Illinois Univ.), Carbondale, Illinois (February 1967).

Congratulations to Tom Cochran who has now received his "C". Tom will now be expected to show his qualities as a jumpmaster and not as a Cardinal." "Enter now! Jon Sheppard's grand, great and new contest! For a limited time only! Just submit \$100 and you may win "25 words or less." Those words will be the latest skydiving terms used at such places as Elsinore, Orange, Huntsville, and Columbia where the "In Crowd" always meets." Reprinted from the Nashville SPC Newsletter, Nashville, Tennessee (March 1967).

"Last week, Jacques (Super Frog) Istel introduced his fiancée, pert, blond Libby McClintock, to the guests at the Wings Club luncheon honoring the late Nick Piantinida for his record altitude attempt and former U. S. Champion Chuck Alexander for his mid-air recovery experiments. The announcement confirmed rumors circulating for some time through New York's Time-Life Building. Congratulations to you both." Reprinted from the Mid-Eastern Parachute Association Newsletter (January 1967).

"Parachutists from Communist block countries confide that the Russians have been using a verticle wind tunnel to practice style maneuvers. Reportedly, the jumper is suspended in a special harness. One jumper was said to have spent 160 hours in the tunnel; the equivalent of 19,200 jumps. Wind tunnel time would be completely out of the question for U.S. parachutists because of the exorbitant cost which could only be borne by the government. U. S. parachutists suspected that the Russians had some secrets when one of their men turned in the low sevens in the World Meet in Leipzig. When questioned, the Russians were non-committal." Reprinted from the North-eastern Sport Parachute Council "Spotter", Orange, Mass.

The 182 picked up a flat tire on the 4th, just before the first load of the day was ready to go. The next weekend, the brakes went out again (for the fourth time in 6 months). If anyone would like to buy a used 182, I'm sure Tom McFeeters will sell his cheap!" "Last month, I stated that all of the BSR's could be waived by an ASO. Well, 'tisn't so. The Council got a letter from Norm Heaton and Norm says none of them can be waived. Some of the old BSR's

could be waived but the new set is all too basic to fool around with. Thanks for letting us know, Norm!" Reprinted from the Colorado Parachute Council Newsletter, Denver, Colorado. (January 1967).

"There were two old-time skydivers who bid farewell to the OSD last month, namely, Gene Schneekloth and Lowell Ham. Gene is still going to fly for us, but he and Lowell have given up jumping. Just too old and decrepit, I guess. Anyway, we'll miss you fellows. Good luck." "The St. John's Meet is shaping up just great. Col. Shep will be Chief Judge, and Gary Dupuis will be doing a fine acrobatic show for us. All the advertising is taken care of and we are already getting inquiry letters wanting more information." Reprinted from the Omaha Skydivers Newsletter, Omaha, Nebraska (January 1967).

"I heard reports towards the end of the year of apparent, complacent attitude on the part of the membership. Friends, this is no time to be complacent . . . A good fight was fought in Washington. But . . . this is a war that has not been won. Not yet. I rather doubt that we will ever win a decisive victory. If a "decisive victory" were ever declared, it would be in favor of those who oppose parachuting and we would be grounded for good . . . The death of any jumper, regardless of age, always has a detrimental effect on our security . . . The causes of these fatalities constitute an outline in stupidity, ignorance, and childish immaturity. These are practiced by many jumpers . . . too many. If we should ever get so complacent that we can accept 25-30 deaths a year as a reasonable figure, then we might as well all hang it up." Excerpts of an editorial by Chuck MacCrone appearing in the Cottonbelt Parachute Council Newsletter, Huntsville, Alabama.

"First annual meeting of the POPS (Parachutists Over Phorty) was held last week in Kisurass, Kansas, Home for the Aged. No one attended! The meeting was called to order at 10:00 a.m. and was conducted by Roberts Rules of Order. The secretary could not read the minutes of the last meeting as there was none. No financial report was submitted by the treasurer, there was no treasury. Since there was no Old Business and no one had any New Business, the meeting was unanimously adjourned at 10:02 a.m." Reprinted from POPS Bulletin #1005, published by POPS #1, Lenny Barad, St. Louis, Missouri.

"Martha Huddleston looked great in her U.S. Team sweatshirt and test-riding the donkey around the target area (Xmas Meet, Dallas)". "Christie Faubion is running neck and neck with Carol Loper in her experiences. Five tree landings out of 20 jumps; innumerable other experiences and her only problem at this time is to hit the DZ and close enough to qualify for her "B". It has gotten so bad that when Christie does hit the DZ, everyone on the DZ runs out and shakes her hand." Reprinted from the Dallas Skydivers, Inc. Newsletter "Toggle Line." Dallas, Texas

"From the OSU Skydivers: As most of you probably know, we have gone to the "cut-away" method of reserve deployment. There seems to be a general trend toward this method as can be seen in most of the parachuting publications. In the several instances that it has been necessary for members of our club to deploy a reserve (students included) this method has worked very well. These malfunctions have included streamers and spinning Mae-Wests. For this type of deployment, the club has installed pilot chutes in all club reserves and shot-and-

a half capewell releases on the club rigs. Most of the senior jumpers in the club had previously made these changes to their own rigs. We believe it to be a very safe and almost fail-safe method; but we must remember that there is always the human factor of judgement and nobody's perfect. So play it safe; keep that equipment in good shape and think; perhaps you may never have to use that reserve." Reprinted from the Oklahoma Sport Parachute Association Newsletter "The Static Line," Tulsa, Oklahoma.

AN ACCEPTANCE SPEECH TO REMEMBER

With many clubs electing new officers around the first of the year, here is a presidential acceptance speech you'll find just a little different. It's reprinted from the Nashville Sport Parachute Club Newsletter, Nashville, Tennessee, January 1967, and was "Ghost Written" for Dzoba by Booger B. (?):

"Gentlemen: I want to . . . and will . . . (whether you like it or not — though I'm not picking on anyone individually) . . . take this opportunity to say . . . even though I might not be able to express with words the words I mean . . . that I greatly depreciate with the utter most type serenity the confidential confidence and trust which you people displaced . . . er . . . replaced . . . into me by electing me to this exalted position of supreme, infallible and unquestionable dicta . . . er . . . leader. After careful constipation of the situations, I feel and think that we should attempt and try to percipitate much more in club functions and put our best face forward to help maintain our images and attempt not to irrigate our fellow parasite club members. At no time threw out the coming physical year am I going to ask you to derive your jobs or to derive your families, but it behooves you to remember, gentlemen, it is not my club and it's not your club . . . of course, I put a lot more into it than you people . . . but it's our club!! Remember! A good club is a tight club. Which throws up . . . er . . . brings up the subject of drinking on or about or within the direct area of the clubhouse areas and the directly associated and surrounding type areas. This is intolerable and unquestionably unthinkable . . . if you really think about it. Also, it is against the club rules plus we shouldn't hardly ever do it . . . too often. Bear into your own minds, at all times, the club motto: "A clean body, a clean mind" . . . take your choice. Sure . . . we'll have our problems . . . basically everyone has problems . . . but be big enough, if you irritate a club member by something you said, realize he might not be more than 400% wrong. Approach him and re-gurgitate your statement. This could prevent him from going into a transom or a complete stupid or something. Inclosing, I'll say, remember! . . . ???! . . . Remember!! . . . or else you'll be grounded for 8 years . . . keep your eyes together and feet in the horizon . . . good humping, humpers!"

DO YOUR CLUB OR COUNCIL A FAVOR

DZ-USA is the best way I can think of for dissemination of club information that will be read from coast-to-coast. Send a copy of newsletters and council bulletins to P. O. Box 2131, Wichita, Kansas 67201 and give me permission to "cop" material from them. Newsletters from Alliance Sport Parachute Club and Southern Illinois University were added to DZ-USA's file this month.

THINK TWICE

COMMENTS AND CORRECTIONS ON ARTICLES APPEARING IN DZ-USA

This column is here to stay after the response it was given in the February issue. It gives everyone a chance to say what they please about someone else's article (or the editor's articles), and the end result is gratifying. We all learn from each other and a healthy exchange is of great benefit. Here are the latest letters on articles appearing in DZ-USA:

Concerning the editor's comments on the elections in Dallas which appeared in the January issue:

"I'm sure it wasn't 'dirty politics' that kept the Board of Directors from voting Miller FAI representative. In fact, I know the decision was based on their honest best judgement."

Tom Schapanski
Carbondale, Illinois

Concerning the editor's comments on "C" license holders acting as jumpmasters (as a part of the BOD Meeting report) which appeared in the February issue:

"I would like to add my two-cents for what it's worth about the qualifications for a jumpmaster. I began jumping in Korea, and as I got my 'B', I started getting instruction on jumpmastering from one Lieutenant Richard Gudat, who was our CSO. Rich was a fink I thought because everytime I missed a small point on a JM check, he'd have fits. I began jumpmastering with just under 50 jumps with close supervision. And when I left Korea, with 'C' license qualifications, I could put four static-line students and myself out of an L-20 (Beaver) on one pass, and I'd be the only one out (never did quite get the hang of canopy work). This is not meant to sound like bragging, however, it proves a point. I couldn't agree more that a jumpmaster should be closer to the present 'D' qualification than a 'C'. But I would also like to express the opinion that the ability to accept the responsibility of jumpmastering students does not depend entirely upon experience, or rather, number of jumps. I have known jumpers with far more jumps than I have who made poor jumpmasters, either due to their lack of experience as JM's or just the fact that they didn't really give a damn. I have also seen men with 50 jumps who were conscientious jumpers and jumpmasters, and provided a sound system of instruction for students. Here at Ft. Benning, the Ft. Benning SPC has an examination which they give to any 'C' or 'D' license who requests it, and without which a jumper may not jumpmaster a student. It's a doggone good idea. I might suggest that PCA initiate the same sort of examination to be administered by ASO's or no lower than CSO's, for a jumpmaster's license. There will probably never be any way to insure that recipients of a 'C' license are really qualified to JM, but concern for the matter is definitely important. And, if the only way to improve the system is to raise the qualifications, then I'm all for it. End of message."

Lee Hector
Officer Candidate School
Ft. Benning, Georgia

Concerning the Meet Editorial by Art Johanson (Alliance Sport Parachute Club), which appeared in the January issue:

"I think Parachutist and Sky Diver cover the meets well enough for you to be able to forgo that phase in your magazine, except for the Nationals. You had the best coverage of the Nationals of any of the three reports."

Bob Beck
10212 Ski Drive
Rt. 2, Box 108 LA
Oklahoma City, Okla. 73114
(Lee "Z" . . please write)

" On meet coverages such as the Challenger Cup Meet covered by Art Johanson . . . I say yes. They are long but they contain sidelights that make it interesting reading for us poor folk who don't know any of the jumpers in the meet. But I say NO if the exact same write-up appears in another magazine. I had read the article in question in SDM the day before my DZ arrived and therefore lost a whole page and a half of reading in my favorite magazine (DZ-USA). Parachutist and SDM publish identical articles at times, but PLEASE let's not have three magazines running the same stuff."

Kathie Johnson
Lakewood, Colorado

Concerning the same subject, here's the author's views:

"Thank you for publishing our jump meet article. Very well done. You really didn't chop it up too much. That is the first time anyone has broken down an article I have done. If someone doesn't let me know that they are too long, how am I to know to shorten them? Let me know which way your readers like a meet article. I have a lot to learn on writing stories, too."

Art Johanson
Alliance, Ohio
Alliance SPC

Editor's Note: At least you took the time to write, Art, and that's more than 99% of my

subscribers do. I may do some editing, but your articles will always be welcome news.

This next letter does not concern an article, but rather the non-arrival of the February issue (which I admit now was very late):

"Dear Mr. Hunnell: The following are facts about which I am very much concerned. (1) January 14th, forwarded \$8.00 for two year subscription to DZ-USA; (2) Middle of January and received the January issue; (3) 1 through 28 February, waited for February issue . . . no soap; (4) 1 through 24 March, waited for February and March issue . . . no soap; (5) 24 March, got concerned. Lack of parachuting publication meant lack of regular reading material. Reading ability declined and vocabulary suffered. Wrote letter to editor; and (6) Waited for answer from 24 March to (?). Considered the possibility to having to take another trip to Kansas to tweak editor's beak. Hate to do it. Dislike editors with crooked noses. Suggestion: Heap big editor better gettem on ball or pale face tweakem' beak and makem' look like Big Chief Eagle Beak. P.S. Hi there, Mrs. Hunnell. Hope this letter finds you' all bright eyed and bushy-tailed. You likem' husband havem' nice nose . . . sendem' book."

Bob (Twistem' Snoot) Westenheffer
Del City, Oklahoma

Concerning a picture of a stand-up landing which appeared on page 17 of the February issue:

"I hate to say it, but I can't remember making a jump without unhooking my reserve and letting it swing . . . so . . . I don't think the picture you printed was me . . . however . . . I believe the 'Bad Guy' part is right. I think the jumper is Sam McGill. He'll be at my throat if I accept the glory for this."

Nels Lindblom, BG #5
Houston, Texas

[continued on page 9]



It's that time of year again and the two photos shown here are to remind you to attend the Conference Eliminations in your Conference. Do it as a competitor or as a hosting club's "worker", or just as a spectator. But regardless of your capacity - support the Conference Meets. Photos are of Gerry A. Kelly in the 1966 go-arounds. Photos by Dale Kelsey, D-1186.

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Riding Off

In All Directions

EAST GRAND RAPIDS, MICHIGAN: Fred J. Vogt was a recent graduate of Rigger's School and has been accepted for the Army Parachute Team. He is presently stationed at Ft. Lee and there is a doubt as to whether the Army will let him go. In Fred's words, "I am hanging by my thumbs while they decide," so if you run across a jumper on your DZ with cobbled-up hands, it will probably be Fred.

ORANGE, MASSACHUSETTS: Reports have it that while walking in the woods in Orange or Athol (too close to the border to be sure), some hunters were said to have observed a chicken roosting in one of the tallest trees in the area. Impossible, was the immediate reaction. How many times has our illustrious Vice-Prez told us that "chickens don't land in trees?" But alas, a party of doubters went to check, and sure enough, there it was. A bright orange and black thunder-chicken in the top of a big green tree, and there was the VP. Showing great daring and courage, he had tied it up with at least 30 nylon ropes and was trying to pull the beast out of the tree. It took a couple of hours but he finally returned to the airport, sweaty, dirty, and disgusted, with one of the finest specimens we have ever seen. It will probably hang in his trophy room, never to be seen by the public again. By the way, word is that Ron Blake is looking for a used Para-Commander?? (Reprinted from the Connecticut Parachutists, Inc. Newsletter).

ROUND ROCK, TEXAS: The Texas Parachute Council General Assembly Meeting was held on January 15th, and the following officers were elected: President, Gus ("Doc") Anagnostis; Vice-President, J. D. ("Old Man") Dodson; and Secretary-Treasurer, Stevie Anagnostis. An impressive list of very dedicated people.

NASHVILLE, TENNESSEE: Would you believe that Dick Johnson streaked a house starting in the basement and going from there to the first floor; progressing to the second floor; and then back through the whole house for a second go on his way back to the basement? In only his boots and hat? With the house full of guests? And he had a buddy with him making it a "double streak"? Shameful. Wicked. No couth at all. (Fun, isn't it, Dick?).

CARBONDALE, ILLINOIS: A six-man streak? With a national celebrity participating? And "lurking" is the latest? Stay tuned to this station for complete details on all these fun activities from all over the globe. Just as soon as bond is posted and the merry-makers are released, DZ-USA immediately interviews them and gets the news to you hot from the horse's mouth(?).

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.

CLUB NEWS FROM ALL OVER

7TH ARMY PARACHUTE TEAM . . . Just formed in August and the 8th Infantry Division is our host and home. Our jumping is a little slow right now due to weather but after it clears, we'll be going full guns. We are looking for good jumpers everyday as it is hard to keep the team up to full strength of 14 men. Any Army people coming to Germany may contact us at 7th Army Parachute Team, c/o SSG Gene Dal Paggetto, 8th Infantry Division, APO New York 09111. We have two U1A Otter's for jumping plus 10 new PC's and piggypacks for jumping. Come on over and see us. Reported by Cal Callahan.

UPPER PENINSULA SPORT PARACHUTING CLUB . . . Champion, Michigan. The club hasn't been too active this winter because of temperatures between a minus 15 and 30 above. The snow was everywhere from a foot deep to as much as 10 feet in drifts. The weather is starting to steady itself out now, so the jumping is back in the swing of it. Our average snowfall is 180" to 240" per year. A 150 hp Tri-Pacer and a Cessna 185 (on part-time jump plane basis) have been rolled out which makes the jumping just a little expensive but worth it. Contact Warren C. Laton, P. O. Box 115, Champion, Michigan 49814 for further details.

LINCOLN SKYDIVERS, INC . . . Lincoln, Nebraska. We do not allow guest jumpers on our DZ (not really, though). The last accident was a guest jumper from California in early '64, until Dave Guest jumped while home on leave. He broke his leg November 6th. The only malfunction we have on our DZ since January 1, 1963, was Lori Peacock of Omaha. Seriously though, we welcome all jumpers

and hope they will drop in for one with us. Contact Shorty or Mike Janousek, 929 Furnas Avenue, Lincoln, Nebraska 68521, if in the area.

ABBOTSFORD SPORT PARACHUTE CENTER . . . Abbotsford, B.C., Canada. Contact William Hardman, D-33, PCC Instructor, P.O. Box 6, Abbotsford, B. C. for further information, or call 853-1354 if in the area. Open daily, student instruction, parachute sales and service, and the whole bit. Try 859-5510 if that other number doesn't answer.

PARACHUTING SERVICE . . . Tecumseh, Michigan. A new 50x60' building with indoor packing for six jumpers at a time. Student training will be inside also. Over 3500 jumps during 1966 and 125 students trained. Walkie-Talkies with a CB unit is a must for students until the student makes his fourth jump and is landing within 30 yards of the target. Ground-to-aircraft radios and a master rigger, John Mooneyham, on hand . . . parachute sales and service. Contact Harold Lange, 8647 Brandt, Dearborn, Michigan 48126 for further information.

DEARBORN, MICHIGAN: Bob Mittig and Leo Nickoloff did a little car "accidenting" back in November of '65, but are planning a twin jump this spring to get back with it. Midwest SPC, Monroe, Michigan, has been chosen as the site of this accident (?) for they will both be hanging up their rags and jumping a PC and Sailwing (?) respectively. Sure hope they didn't suffer back injuries in their car accident. There is a chance they'll still get around to that, however.



Pictured is the Fairchild Hiller Heli-Porter, turbine-powered STOL aircraft which can take-off in 360 feet and land in 180 feet while carrying a useful load of more than a ton. The Heli-Porter will accommodate 7 jumpers and is the official aircraft for the 1967 Nationals. Five-foot wide doors on both sides facilitate exiting.

THINK TWICE

Continued from page 6

Concerning "Are License Numbers Necessary" way back in the July issue:

"I sit here in my hospital bed with my second "skydiving" broken leg, on my 501st jump, and have just read Dr. William Lockward's article in December Parachutist, "Psychological Motivation of Sky-diving." In the past year, I have read several letters in various publications dealing with the deficiencies of our present license numbering system. All of them indicating that a change should be made. Perhaps so. But please . . . be you young or old upstarts . . . who were not fortunate enough to be born early enough to get in on the sport when it was young . . . leave us something. PCA has already seen fit to change the ASO numbering system. I would personally hate to see Istel and Sanborn, lose their low numbers as I would hate to part with my high one. Because a low number means, in many cases, personal and monetary sacrifices far beyond any that a new comer may have to make. Because, gentlemen, it wasn't always a matter of going to a jump center; plopping down your money; and making a jump. I will not get sloppy with my version of the history of skydiving for it has been done too well already by many people with more talent than I. Just, please, let us old foggies have some status symbol to cling to."

Master Sergeant Gus Gutshall
D-217
RA 13084385
ASO EU 7
Formerly ASO 19
143-14-4434 (Social Security No.)
FAA Rigger 1584091
#10 66 194 0291 (Okla. Driver's License)

No number at all for Cardinal, Lefty, and Supreme Cardinal
HHB 5th Bn (Abn) 81st Arty.
APO New York, New York 09666

Concerning the article concerning a malfunction (submitted by S/Sgt. J. D. Belair of

the Freedom Chuters SPC) and which appeared in the January issue:

"It seems as his jumpmaster and I should compare notes since we both are military types that use the L-20 for students. At this point, I am in complete disagreement for the sake of safety. As the ASO from Iceland, I have put many students out of the U6A (L-20) Beaver, using both the pin-type static-line and break-cord type. As a result of using the break-cord type static-line, I have had back packs break open inside the aircraft. This is very easily done by the student bending (especially if he is wearing a tight pack). The pin-type saves this problem and gray hairs. Door exits for students should be restricted to helicopters and then only in a vertical position. A jump step can be easily made for the Beaver which can easily be removed when the aircraft isn't being used for jumping. I would be more than glad to send the details to anyone needing them. The only safe way to static-line students from an L-20 is to have them do a poised exit, using a pin-type static rig, with the "O" ring installed and the pilot-chute-assist system. Of course, there is an increase in price for the rigs. But it is the jumpmaster's responsibility to insure the safety standards of his students and their rigs, regardless of whether the rigs belong to the students, the club, or the jumpmaster. The little expense involved is well worth not having to watch a student go in. I found out the hard way."

Stuart E. Eanes, PR3
Box 34
U. S. Naval Station
FPO, New York 09571

Concerning Norman Heaton's mention by the editor in the November issue:

"Your comments about Norman Heaton were of particular interest to me in that Norm is one of the finest men I have had the pleasure of meeting. I have stopped down at the office a couple of times about 10:30 or 11:00 in the evening, and there he was typing."

Don Claypool
USS KITTY HAWK (CVA-63)
FPO San Francisco, Calif.

SOMETHING ON CUT-AWAYS

Byline: Don Boyles, Tulsa, Okla.

thought to the possibility that some difficulty could have been experienced (in three of these deaths) in finding the "T" handle. So check it out and take Bob's words and heed them. Next thing up is to change that "T" handle to a clover-leaf and give yourself more to find.

I wonder if any clubs are still teaching the old method of staying hooked to your malfunction and inviting an entanglement? All the clubs in this area are teaching the break-away method from the start, which I think is a good idea--I would like to see more suspended harness training for the breakaway so students could be better prepared. Letting a student actually pull a main open before making his first free fall would be a good idea too. Would you believe three malfunctions about two weeks ago on the same day? One for the above reason. Student wasn't counting on the second point of resistance when mak-

Concerning improvement of DZ-USA's format and articles appearing in it:

"I have long lamented the lack of advice for the neophyte and intermediate (0 to 100 jumps) jumpers to be found in the sport periodicals. It seems to me the experienced jumpers should pass on the benefits of their knowledge and experience through the media of national publications more than they do. How about establishing a Sky Diver Panel of the month, similar in format to the Playboy interview of the month, made up of experienced and capable skydivers to give their views on topics of interest to jumpers all over the world. I would suggest the following topics (perhaps a free goodie to subscribers sending in the topic of the month?): pilot chute vs. no-pilot-chute reserves; outboard vs. cross-over pull ripcord installations; recreational vs. competition jumping."

H. Paul Odom
W. Hyattsville, Maryland

Editor's Note: A similar concept is already in motion, Paul. I agree with you completely that students must never be ignored by DZ-USA or any other magazine. Many students have written DZ-USA and every letter has been printed. This has always been my policy. Articles designed for beginning parachutist are always in demand and encouraged by jumpers who will take the time to pass along their views and opinions for the benefit of others.

Concerning the Records Section in the January issue:

"One record you have listed is the total jumps for one year. It is stated that this record is held by John Treffers, D-1287, with 466 for one year . . . but lo and behold . . . looking back one page to the article on "80 Jumps in 9 Hours and 17 Minutes," it is stated that Larry Purtee, D-1130, made over 500 jumps in 1966 alone. One other observation . . . on page 7 of the same issue, concerning Lee Guilfoyle's, D-50, obvious defiance of superstition . . . he was supposed

Continued on page 16

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

YOUR SAFETY-CHECK

WATCH THAT "T" HANDLE . . .

As ASO for Southern Illinois, I would like to pass on a very important point on the Crossbow piggy-back. I have been told by Jack Bergman and two other jumpers that while in freefall, they have observed the reserve "T" handle to "drift", or move under their left arm or up several inches. Other jumpers should immediately experiment with reaching for the "T" handle WHERE THEY THINK IT SHOULD BE (while in freefall) and see what they come up with. If they find the "drift" does occur, it is something they should know before an emergency occurs.

Bob Pape, ASO CE/7
Aero-Sport, Inc.
St. Ann, Missouri

Editor's Note: To date, six jumpers have been killed (with static-lines removed) after cutting away on the "hog" and not getting out a reserve in time. You should give serious

ing his first free fall. I did the same thing in 1960 and have seen it happen several times since. I was about 800' before I got my reserve out. It had no pilot chute and I had to help it out. Better training would have corrected this. There is a simulated ripcord pull made of velco tape and nylon tape which I highly recommend. You students that aren't getting the training you deserve demand it. It's your life at stake.

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The closer he gets...

THERE I WAS AT 3,000 . . .

Byline: Tropical Tom Pritchard

Mike Church and I were enjoying our second jump of the morning at St. Thomas, Virgin Islands. We exited the aircraft at 8,000 for a planned opening at 3,000 over the low hills below us. At 4,000, I located Mike about fifty feet above me and about a hundred feet away horizontally (a 10:00 position). Going through 3,500, I eased the ripcord out of the pocket, confirmed my opening point, and tapped right on 3,000. I felt the drag of the deployment and was anticipating a routine opening when suddenly it took a turn for the worse.

Candy-stripe color swirled down my right side and quickly enveloped me. Mike had come through my canopy just as it had blossomed, and in passing, had dragged my canopy below me!! I literally fell into my own canopy as he continued on his way down. My vision at this point was a confused blur of orange and white, with intermittent flashes of blue sky seen via gaping holes in the canopy. I was completely unaware of my rate of descent as I tore wildly at the fabric flapping around my head and upper torso. I knew I had to free myself before I could activate the reserve. My surprise was exceeded only by my delight, when upon clearing myself, I saw my camoflage reserve canopy above me . . . and already fully inflated. Apparently, it was unintentionally activated by the fouled lines of the main. I was hanging back to earth, both legs thoroughly entangled in the suspension lines of my erstwhile main (which now wallowed ineffectively around the open reserve). A few frantic seconds of scratching freed me and allowed me to hang at a 45° angle from the "D" rings. After checking the harness, I hit the capewells and jettisoned the garbage. I then looked around for my pal . . . fearing the worst. The sky seemed full of floating objects . . . several small scraps of my main, the main itself, my sleeve and pilot chute, a commercial WDI, and . . . my contemporary, who was blissfully making it for the target in his relatively undamaged TU. A piece of white showed at the back of his neck and at a distance, I thought it was part of his reserve that he had opened, then decided not to deploy. It turned out to be a square yard of material from my canopy that had wedged between his back and harness while in transit through my canopy. His sleeve and pilot chute was later found inside my ejected main.

Unbelievably, I was now at 2,000 feet (guestimated) or less, and looking for a home. Houses, I got. A whole sub-division right under me and fully equipped with TV antennas, wires, wicked looking trees, etc. The houses terminate at a high tension line and trans-former station which guards the approach to our DZ. Reverting to flat-circular experience from the good (?) old days, I hauled in lines and headed for the far away fairway of Herman E. Moore Golf Course (which was our DZ). For the uninitiated, I digress here only to mention that the wearing of light gloves provide a distinct advantage when forced to manhandle an unmodified canopy.

The power poles are coming up fast so I offer a little prayer, climb the shrouds, and clear them by about thirty feet. I then change over hard to avoid a cement structure (conveniently placed by the Golf Club management

to provide shelter for rain-threatened duffers) and the wisdom of my maneuver becomes questionable as the world lurches 90 degrees. Swinging off the peak of the oscillation (backward), I hit like the proverbial sack of . . . cement. I was down but not quite out.

Our handy-dandy air rescue squad converges on me and amid sympathetic cluckings, I am relieved of various items of equipment and clothing. In my weakened condition, I wasn't sure if they were trying to make me comfortable or simply claiming goodies from my still warm corpse. After a quick medical examination (that revealed no protruding bones), I sat up and ceremoniously spat out large fragments of a shattered molar, one of my very few remaining, and as luck would have it, the anchor tooth for my \$300 partial plate.

After a smoke and feeling as though I had milked all the sympathy possible out of the situation, I glance at my watch and heroically announce that I will be "going back up" on the next lift. The "oh's" and "ah's", especially from the ladies, let me know I have scored BIG and the effect remains even after it is pointed out that our Notam expired in ten minutes and no further lifts were possible. Of course, I filed the Notam myself and was aware of its expiration time, but I felt it prudent to express disappointment.

Returning to the serious side of our incident, without a doubt others have survived similar mid-air collisions. It is also a matter of recent record that several persons have so perished. There is very little humor at the time, even if all turns out well. In addition to the aforementioned lost molar, I had several shroud burns on my legs, numerous aches and pains from the landing and a mild concussion, I suspect. If it hadn't been for my trusty Air Force brain-bucket, I could have experienced a squashed skull. My cohort had very deep shroud burns almost completely around one wrist which indicates he may have just missed losing the hand in the entanglement. His other hand was badly bruised and his expensive wrist watch went the way of our ripcords. We were both very, very fortunate.

As I gamely limped off the field, a well-wishing Whuffo approached to say, "We thought ya were a goner . . . That looked terrible from here." All I could think to say in reply was, "Lady, you should'a seen it from where I was."

A SPECIAL NEXT MONTH

The reserve question will be aired by articles on malfunctions by Charley Joyce, Sidney, Ohio; Leo Fancher, Anchorage, Alaska; Sam Wilson, Augusta, Georgia; and various reports on malfunctions . . . an "in-depth" discussion on training methods and comments by David Wilson, March AFB, California; and Butch Rubb, Malden, Mass. . . plus comments and recommendations on safety by Paul Odom, West Hyattsville, Maryland; and William C. Brown, Memphis, Tennessee. All in all, we should come up with some interesting views on cut-aways, reserve deployment, fatalities, and, hopefully, what can be initiated to do something about our safety in general.



Butch Rubb, D-1305, who brings you the humor below, and who has several articles of interest in issues to come. Also an instructor at Orange, Butch will keep us informed on the goings-on there in future issues.

HAPPINESS IS...

Butch Rubb, D-1305

Discovering that the lake you're about to land in, is only three feet deep . . .

Finding out that the bowl at Orange, Mass., is really sand and not used kitty-litter as you have been told . . .

Having the doctor tell you that your broken ankle is only sprained . . .

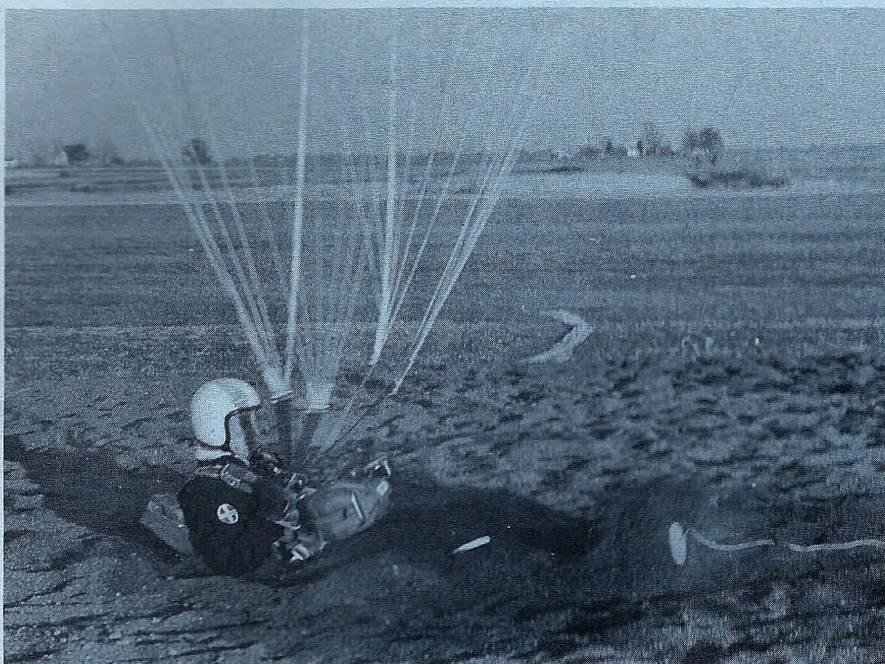
Being told that the camera you dropped in freefall has landed in a haystack and a whuffo farmer has returned it . . .

LITTLE KNOWN RECORDS

This is a first for sure (even if it isn't a record). Dr. Jack Shelly, Dr. Peter Rasmussen, and Dr. Ben Smith . . . and all on the same lift. All three are practicing surgeons . . . all three weigh over 225 pounds each . . . all three jumped bat wings on the lift . . . getting tired?? . . . all three wear automatic openers on their reserves . . . all three jump PC's . . . all three have 26' steerable reserves just in case . . . and all three have over 500 jumps each. The "first" is that all three of these fine gentlemen wear knee patches. You don't find that too often on the same lift. Dr. Rasmussen, however, only wears one knee patch . . . he thinks too much confirmity is a bad thing. Submitted by Hailstone Stinkey, B-42, Arlington, Texas.

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

A VISIT TO THE HOME OF THE "BLUE BERETS"



Bob Pape, coming in and laying out a little early . . . ouch! Photo by Kenneth Robinson, East St. Louis, Illinois.

THE CENTER CONCEPT

Hunter Field, Sparta, Illinois, is more than just an airport. It is more than the home of Archway Sport Parachute Center. It is unique for many reasons . . . but only one stands out. The airport management encourages sport parachuting with open arms and they ACTUALLY WANT JUMPERS TO MAKE THEIR HOME THERE. A sign in the parking lot reads, "Dedicated in 1961 to honor Sparta's famous aviation pioneers, Walter, Albert, John, and Kenneth Hunter. In 1930, they established a world endurance record by keeping their Stinson "Detroiter" aloft over Chicago for 21 days, 14 hours. The in-flight refueling techniques they developed were adopted later by our military air forces. The Hunter Brothers participated in air-racing, barnstorming, and the early night airmail flights. Their parachuting, wing-walking, and aerobatics in the early 30's, provided Spartans a unique background in aviation and inspired many to take to the skies."

Archway Sport Parachute Center is continuing the tradition. It takes to the air every weekend (six days a week beginning 27 May), and is one bunch of parachutists who just plain jump. With four heads acting as one body . . . Al Meyer, who keeps the 180 in the air, Bob Pape, D-1333, doing the rigging and helping with student instruction, Dave Verner, D-968, instructing and expediting, and Rich Tompkins, D-1294, doing a whole lot of everything . . . they have the organization necessary for smooth and flawless operation. Add Rex Paddock who is breaking in as a second pilot, and you have the formula for success. You'll go a long way to find better facilities (3300' concrete runway, sawdust target, lounge, free run of brand-new airport facilities and buildings), and then you may not find what you have in Sparta. For on top of everything else, here is one city which supports sports parachuting like it belonged to each

and every citizen. No exaggeration . . . I have never seen more local enthusiasm. Some jumpers, like Ed Clucas, drives 140 miles (one way) for a jump with Archway, and others, such as Dick Morse, comes farther than that. There has to be a reason and maybe there's more than one. Try these for starters:

The Blue Berets in Full-Battle Array . . . back row (left to right), Dave Verner, Bob Pape, Glen Barbee, Pat Meyer, and Al Meyer; front row (left to right), Bob Reeder, Rex Paddock, Ken Robinson.



THIS CENTER SECTION WILL BE RESERVED EACH MONTH FOR A MEET OR DZ IN PARTICULAR. NEXT MONTH WILL BE THE GREENE COUNTY SPORT PARACHUTE CENTER, OHIO. AND IF YOU WANT A PLUG FOR YOUR DZ IN THE JUNE ISSUE (AND CAN PAY MY EXPENSES TO YOUR DZ), CONTACT DZ-USA TO COMPLETE THE DETAILS. WHEN WILL I VISIT YOU?

ARCHWAY SPORT CENTER

Over 5,000 jumps have been logged since 1965; a first-jump course is only \$25 and it includes equipment and the first jump; a leap from 7200 is \$3.00 and you can log a 60 for \$5.00; the instructors (and also the Directors of Archway), Pape, Verner, and Tompkins, have over 1400 jumps between them; the pilot, Al Meyer, and the fourth Director, has over 20 years flying experience; if you want equipment new or used, an equipment service (Aero-Sport, Inc.) is at your command; reserve repacking, etc., etc. Do you need anything not listed here? See the Directors . . . they'll get it for you. And for the frosting on the cake, you have a pilot who can put you on jump run, give you a perfect spot, the cut, and NOT A WORD is exchanged during the whole lift between jumper and pilot. Seriously, Al Meyer, who has never made a parachute jump, is an unusual pilot who knows more about sport parachuting and supports jumping more sincerely than many parachutists I know. A real asset to the Center and one helleva good pilot.

***** THE JUMP STORIES

What would a visit be without the inevitable jump stories and lies that we pass down to our grandchildren? Here are some of the highlights of a weekend of jumping with Archway:

Saturday began with Verner, Tompkins, and Pape making a team event practice jump. These three men have won every team event entered in the last two years, but today . . . Well, anyone has one bad day. Two six-footers and a three-footer with Hunnell's millimeter marking with pure precision . . . stepping it off and anything over an inch counts as another foot. Verner was damn hard to mark, by the way. He has so many patches covering his jumpsuit, it is difficult to find his legs when he's half-buried in sawdust. He has a



The Directors of Archway . . . left, Al Meyer (standing), Rich Tompkins (kneeling); Dave Verner (on top of truck); right, Bob Pape (standing), and Rex Paddock (kneeling).

"Chute Shop" patch on his right knee which is always mistaken for his shoulder while he's being dug out.

Gordy Cummings, Mike Nagle, and myself all planted boots in the sawdust with me putting a turn on a new PC from about 10 feet in the air and leaving the target area with 20 pounds of sawdust in my eyes, ears, mouth, and jumpsuit pockets. Ed Clucas who calmly witnessed the whole affair, had one word for me just as I looked into his face and began picking up speed. "Brakes", and then he turned away instead of watching the disaster. My four jumps all went haywire one way or another, so let's get to the jumpers from Archway who deserve the mention.

Kruse put his first jump on a PC and looked real good. Said the opening shock was almost negligible. This should be of interest to you guys dreading that first opening. He pulled almost flat and stable and tucked slightly before the opening. Most of the jumpers I talked to here were in favor of "shorty sleeves" and a couple had "bags" for their PC's. Popular opinion was against the Mk 1 sleeve that was original equipment with the PC.

Fourth lift of the day saw Dave Verner do four back-loops right out of the door from 3600', with Tompkins following him into the sawdust. These two don't miss the target often and Bob Pape is on every other lift to keep them honest. If you want to practice accuracy, here are the men who'll set the pace for you. Throw in Ed Clucas and you've got one hard row to hoe.

Steve Lund made his second J/P and Clucas showed the way with the first deadcenter of the day. Even doped up on cold-pills, Ed was making a good showing. Rex Paddock got in on the action by making the sixth lift and I believe it was Rex' tenth jump and right in there. I honestly think that only three of four out jumps were logged all day. (And to be honest to the point it hurts . . . I made one of them by missing the airport completely.)

Had a short conversation with Bob Pape,

ASO, between lifts and asked him what he thought of the ASO problem and virtually no real authority being available to ASO's. Bob's statement was, "All you can say is no. There is little else you can do. You can try when you see a jumper violating the BSR's and hope they listen . . . but they may go someplace else and do the same thing. They won't jump here after a second infraction of rules is my way of discouraging violations. An ASO has some authority if he will only assert it. The ASO's Handbook will do some good, I'm sure." Tompkins, who is the CSO for the Center, agreed with Bob on the last point. Maybe the problem isn't as bleak as some people believe. Here are two men who are willing to try and that's a start in the right direction.

Ran into a familiar face I met in Dallas a couple of months ago . . . "Colorful" Stults. He has regressed just a little since our last meeting but is maintaining his reputation well. You won't soon forget him. Just one meeting and you'll wake up nights in a cold sweat. Seriously, an individual you can't help but like.

Cummings came through with the second deadcenter of the day with Kruse putting another jump on that PC. Two jumps and he's completely sold on it. No going back to rags for him. Jack Kotaki, Rex Paddock, and Cummings make the next lift and before the sawdust has settled down, Verner, Pape, and Tompkins make another team event practice jump and saved face from their first attempt. The jeep is working overtime running jumpers back to the repacking area and the jump stories are getting better all the time.

Seems every drop zone has one of these and Sparta is no exception . . . one farmer who wants to shoot parachutists. One jumper carried a gun with him and this was one man the farmer changed his mind about running off. All in all, however, Sparta is aviation-minded and when Sparta experienced a fatality this New Year's, the public reaction was as it should be. They didn't apply the word

"nut" to skydivers and accepted the incident in stride. They realized that something like this can happen in any walk of life and is beyond anyone's control when an individual leaves an airplane. The best training in the world cannot alleviate the human element and foresee every eventuality. The Center's keynote is safety and a few choice words appear on the office wall which serves as a reminder for every jumper . . . "The sky, even more than the sea, is terribly unforgiving of even the slightest mistake." Words to live by!

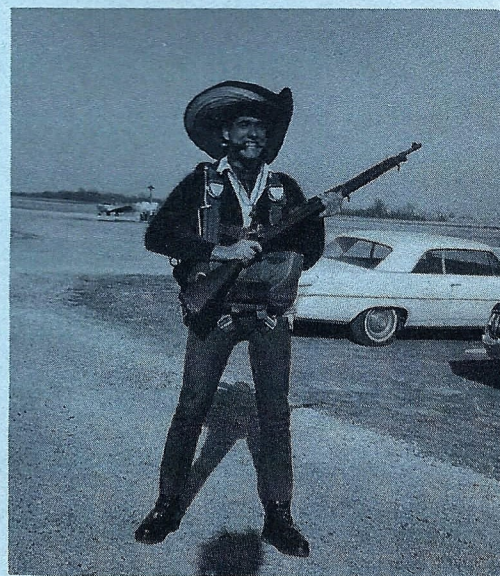
Bob Reeder makes the next lift on a S/L with Rich Grimaldo experiencing a pilot-chute hesitation (of sorts) and opens a little too low. Cochran was the only other static-line jump of the day, and lift number 13 saw Hunnell, Kotaki, and Bill Galbrath up again. Hunnell had a hesitation for a few seconds and missed the sawdust by a few feet to log a bad jump all around.

Repacking at Archway is done on the ground but on PACK MATS and with TENSION. I sure hate to hit those clubs who use a buddy-tension method or a car wheel. Without tension, it's plumb unsafe. Packing will be inside here soon, I'm told, and a building is being put up to keep equipment out of the weather.

During a lull in the gab-sessions, I take note of patches worn by various jumpers. Ed Clucas has the letters, K-N-F-O-A-D-Z-I-T-U-S-A down one leg (remember that worthy cause, friends?), and on another jumper's leg is a simple patch reading. "Verner is a Novice."

The most outstanding patch though is on Verner's jumpsuit. It's just a patch. It says nothing and stands for nothing. Just a patch.

At about this point in the day's jumping, some dirty, rotten jumper gave Al Meyer a correction or two on the jump run. Al could pick a spot without a WDI, and Pape and the other members swear to the feat, but someone has ruined a perfect day for Al and actually gave a correction! Al obeys the jumper's commands dutifully, but with a look of complete disbelief (it was reported). The look on his face was like, "where did I go wrong?" Back on the ground, the dirty-bird who gave the corrections tells Al that the commands were unnecessary and just to ruin his record and the smiles break out all over the place (es-



Glen Barbee, preparing to "do battle" with the gun-tottin' farmer who is in for a surprise from the skies.

pecially in Al's corner). Al finishes the day with a bigger smile than usual and returns to his flawless spotting.

The Center has four women jumpers just in you're wondering if Archway is a closed shop. Marilyn Pape (who was sporting a bum ankle this weekend because of a bad landing a week ago), Ester Tubbe (who didn't show), Linda "Flakey" McKelvie (who was also absent), and Jackie Garber (who made the scene but not the action). What would any club be without a couple cuties around to break the monotony? Of course, it means that the usual "gassing" games on the way up are ineffective . . . that perfume kills the smell of anything . . . but we need the gals whether we admit it or not.

Most of the people I have talked to here seem to agree that Archway has a Center concept but with a club-type atmosphere. The big difference is no club frictions and petty arguments that usually prevail in clubs. Members here pay \$3 per month in dues and they belong to PCA (if they wish to join but an extra dollar is tacked on each jump if they don't) but the whole operation is smoother and more effective than a club with officers and the bit. A plane is always available (as is the pilot) and the cliché-image is absent. It is an unbelievable atmosphere and is a credit to the Directors who pack, train, fly, and do the work (for a few free jumps and very little profit) just to see their idea of a good jump center become a reality. They put out 88 first-jump students the first year and at least 150 during 1966. Tom Schapanski and Pat Meiron drop in occasionally from Carbondale . . . Lowell Bachman, Lyle Cameron, and Gordon Reiner were down to judge the Memorial Day Meet last May . . . Southern Illinois University jumps with Archway on occasion . . . and St. Louis University are regular jumpers at the Center with their club nucleus being formed by Archway. This only shows what a lot of hard work will do by a group of dedicated people. One helluva lot to be proud of.

for the rest of the evening. More on the hospitality of the "V" later (complete with some "Hotdogger" Club rituals you'll find of interest, I'm sure).

* * * * *

NAME-DROPPING

Some of the jumpers connected with Archway who have so far been neglected are: Ralph Ramer (who everyone says you have to jump with to appreciate him); Bob LeBraun and Lance Meagher (who couldn't make it down for the weekend), and Mike Herman (who is headed for the Navy soon). Bill Galbrath took off work to get a jump in and deserves special mention, along with Kenneth Robinson who took all the pictures included in this article. John Brendel also rates a plug here for a perfect DRCP and J/P he made on Sunday . . . both jumps reflect the caliber of Archway's training. Larry Prather was around Sunday trying to sell a couple "rags" to get him a PC . . . two 7TU's and a 5-panel if anyone is interested in a couple of chutes real cheap; and last but not least, Pat Meyer (Al's wife) who does more than her share of the work for the Center (and who also fed breakfast to one hung-over editor a couple of mornings). And before I forget, thanks to Mrs. Maisek for the patching kit which was accompanied by a card addressed to "Patches" and signed, "That Little Ol' Patch-Maker, Me". I have since used almost every patch and still don't own a pair of pants with the knees intact.

* * * * *

ARCHWAY'S COMING MEET IN JUNE

Here's a meet you can't afford to miss. With all the meets coming up in June, Archway offers more for the majority of jumpers (not just the hotdogs). It's their third annual get-together and first place overall takes home a complete PC (with sleeve and pilot chute); second place has a choice of Para-Boots or a Bell helmet; and third spot is a Pioneer cover-

alls. Novice accuracy offers a new 24' rip-stop canopy with sage-green container (plus trophy) for first place; and trophies for second and third slots. Advanced accuracy is trophies with team jumps counting on overall for the equipment. So for about \$20 you can enter a meet with a better chance of winning than any meet I can think of. I'll see you there.

* * * * *

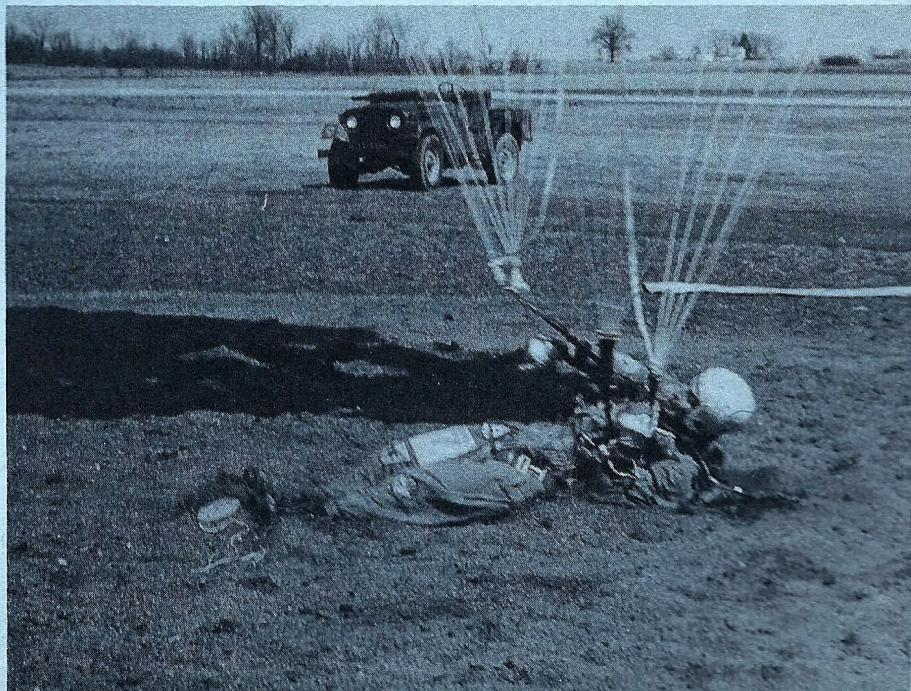
THE VFW AND THE HOTDOGGER'S CLUB

I saved this until last because it is a distinct possibility that you won't believe it. You've read about the Hotdogger Club in previous issues of DZ-USA, but now that I have become a "Weinie" and have assumed the name of "S. Hummingbird" (you get a new name when you become a candidate for Hotdogger), I feel it is my solemn duty to pass along the rules to other jumpers. Bear in mind, however, that (at present) there are only three Hotdoggers in the United States and the Archway Sport Parachute Center must authorize any club to begin its own Hotdogger fraternity. They call themselves the F.A.A. (Hotdoggers of America, Associated) and swear it is a national organization. They threaten a "hate campaign" against anyone starting an unauthorized club. Hotdogger Ed Clucas is named "I. R. Ready" which needs no translation), Hotdogger Bob Pape is carrying the handle, "Lemon" (because of his sour outlook on life), and Dave Verner is "Plywood". Anyway, let's get on to the rules for qualifying as a Hotdogger. Just a few of them are: (1) Own a PC; (2) eat a hotdog in freefall; (3) do 15 seconds of back loops; (4) make a jump into the VFW field; (5) make a deadcenter; (6) have over a hundred jumps; (7) drink a "Flaming Hooker" (which is blazing whiskey out of a liquor glass and has been known to start brush-fires in your nose); (8) drink a can of Olympia beer (warm) and it's bad enough cold; (9) be at least a Cardinal; (10) drink a toast to Dave Monds;



Shultzie of Hogan's Heroes? No, Al Meyer at the party Saturday. Unknown drunken photographer.

The last jump of the day was made by Galbrath, Clucas, and Verner. They had a beautiful three-man star and landed in the VFW field. It happens every weekend but members of the "V" still stand in the parking lot to watch the jump and make sure every jumper from Archway is well taken care of



Dave Verner laying in there but a little short. That sawdust is like a pillow (luckily). Photo by Ken Robinson.

MORE ►



A deadcenter with the left foot (?) by Gordon Cummings (a visiting jumper from SIU, Carbondale, Illinois) Photo by Ken Robinson.



A good view of the target area with Rich Tompkins making his famous "straddle" landing. Photo by Marilyn Pape.

(11) wear Verner's "helmet" in spite of its flimsy appearance and the "Bell" label on the front; (12) open at 7500 and make it in to the sawdust; (13) be a "Bonker" (and be able to play Yankee Doodle after you have mastered the unique art of making sounds by trapping air in your hands and directing it into the hollow of your mouth); and on and on. There are 25 in all and I have 6 of them completed. I'm told that I have a year to complete them all. Seriously, it's a fun club and if you make their meet in June, Verner or Clucas or Pape will be happy to get you started. They are having their annual Hot-dogger Picnic at the June meet and if it is anything like their club meetings (which are held UNDER a table), it should be something to see.

The party at the VFW on Saturday was a complete blast with a kitty being set up in the urinal in the men's room which had about \$2.00 in it before the night was over. I don't know who had enough courage to finally dip out the coins, but Dave Verner was having a hard time holding his beer because of wet hands.

Bob Pape and myself tried for Bishop several times under Bishop Marilyn Pape and failed several times. Mike Herman tried for Cardinal (his 11th and 12th attempts) under this editor and failed for the 11th and 12th time.

Post Commander, Louis Dockery, was smiling a lot and looking relieved that the Archway jumpers had given up playing "Dead Ant" and had turned to quieter activities, such as "bonking" and an occasional "streak." Not really!

Gloria Mae Burdulis, a non-jumper and complete stranger to DZ-USA, was, nevertheless, sold a subscription by the group. As the party ended she was still muttering, "Are you sure that guy is honest? If I don't get a magazine, somebody is going to hear about this!" I sometimes have the feeling that other subscribers have just about as much faith in me.

And speaking of subscriptions, here is a good note to end on. I ran out of DZ-USA

patches and when Rex Paddock filled out his subscription form, I told him I would mail the patch as soon as I got back to Wichita. Dave Verner, noticing the patch I had on my sweatshirt, wouldn't hear of it. He promptly whipped out his trusty pocketknife, and sweatshirt and all, relieved me of the patch I was wearing. Rex now has his DZ-USA patch sewed on his jumpsuit (with a large portion of a blue sweatshirt surrounding it).

In summary, here is one great bunch of guys and a Center I know you'll enjoy jumping with. Give them a call if you come within a hundred miles of Sparta, AC 618, 443-3217 does the trick. And remember that beginning in June, Archway (the home of the Blue Berets) will be the only full-time jump center in Illinois. See for yourself that every word of this editorial only comes out half as good as the jumping there really is. And don't miss their meet June 3/4. Until then, good jumping.

to compare

COMPLIMENTS ALA MODE

"January mag really is great. Everyone in the club here agrees it's better than Parachutist for their jumping interests." (Tom Schapanski, Carbondale, Illinois) . . . "Congratulations on the new, improved DZ-USA. It sure has grown up in the past year. I started jumping about the same time it came out and it sure has been a big help to me." (Bob Beck, Oklahoma City, Oklahoma) . . . "Your DZ-USA is quite a thing for beginner jumpers. At least, that is the way I felt back when I was jumping. No matter how much the old pros tell you and show you, I think maybe they have forgotten about their first jump or even their first ten. DZ-USA is like a mother. It follows you right along until you become a pro and then you read it as an enjoyable magazine and to find out what hot meets are in the air, etc. I remember watching the mail just waiting to pounce on the thing and tear it to pieces (reading it, that is)." (Lea Garrison, Independence, Missouri) . . .

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.

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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 Mikelatits; Robert Reinhard; Dennis McCarthy; Tom Dougher; and Roy Bertalovitz. KC-130F Hercules transport aircraft.

ALTITUDE (DAY) STATE (STATE OF IOWA)

35,000 feet. 25 February 1967, 1-man. Jeff Mazer. Ottumwa Industrial Airport. Cessna 210 Turbo-Charged. Verified by PCA observers. Total lift time: One hour and 45 minutes. Temperature at jump altitude, 52 degrees below zero.

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 (DAY) STATE (STATE OF ILLINOIS)

22,000 feet, October 1966, 1-man. Dick Stevenson. Details on location and type aircraft pending.

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.

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.

ALTITUDE (NIGHT) STATE STATE OF HAWAII

10,500 feet, 16 January, 1966, 3-man Dave Storch, B-4326; Don Claypool, C-3599; and Steve Goodman, C-2224. Oahu Island, Hawaii. Cessna 206.

ALTITUDE (DAY) STATE STATE OF MISSISSIPPI

20,200 feet, 15 August, 1965, 3-man. Jay Courtney, D-952; Joy Courtney, B-3246; and George Everett. D18 Beach. Clarksdale, Mississippi.

RECORD NUMBER OF JUMPS WITHOUT ANY TYPE OF MALFUNCTION

1,000 jumps, Ken Russell, D-424, Dallas, Texas. From 0 to 1000, plus 78 military jumps, with the worst thing being a 3-second pilot chute hesitation. No malfunctions of any type whatsoever.

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

600 plus during 1966. Made by Bill (DC) Edwards, D-974. Verified by David Wilson, D-1144.

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.

BREAKAWAY/CUTAWAY'S

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

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.

ANTIQUE JUMP AIRCRAFT (SINGLE)

Folker D-VII, manufacture date of plane is 1918, made in Germany. Jumped by Jimmy Godwin, Orlando, Florida, on 16 February, 1964, at Kissimmee DZ, Florida. Pilot was Cole Palen. Rode the wing up to 2500' and jumped from wing.

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.

CONSECUTIVE DEADCENTERS WITHOUT INTERRUPTION

Chris Lowry, MEPA member, scored SEVEN consecutive deadcenters while training in South Carolina. These DC's were not give-aways; fichting was Bill Jackson, "D" license holder and a competent judge. Witnessed by U.S. Team Coach Gene Thacker.

THINK

Continued from page 9

to have fallen 1300 feet in 13 seconds. I have tried this but to no avail. In 13 seconds, after departing from the aircraft, I cover 1659 feet (give or take a foot) in the "spreadest"?? position I can distort my body into. Sometimes, I jump UP but after striking my Bell helmet . . . which, of course, contained my head . . . on the underside of the wing of the aircraft, I have wisely chosen to discontinue this practice."

Robert Lee Hartley
Birmingham SPC
Birmingham, Alabama

Editor's Note: The record I can correct, but not knowing how Lee made the jump and what he was wearing (cloth extensions, perhaps?), I'll have to pass and take his word for it. Or more correctly, the word of the person who submitted the article, Jones-y Lance.

Concerning a story by my reporter, Jerry Schrimsher, which appeared in the December 1966 issue:

"You owe us a retraction. The first sentence in Jerry's article, "Jumping in Ohio" is incorrect. He states, "Alliance, Ohio is a commercial operation run by Joe Cooper," and this statement has been a source of embarrassment to both the "club" and myself. The Alliance Sport Parachute Club, Inc., has been a club since it's inception in 1960, being duly chartered by the state of Ohio as a non-profit organization in 1961. The club operates with the spirit and "M.O." of a fraternity. Females are accepted by the group. We do not give the short one-day-you-come-you-jump course usually associated with commercial centers. We are curious as to how or why Jerry based his opinion that Alliance is commercial. The second part, "run by Joe Cooper" is a sore point also. Aside from the fact that the club is ran by democratic process and that for the last couple of years, I haven't even been an officer in the club, the reference that Alliance Skydiver's is Joe Cooper's own little piece of pie is completely untrue. We are chagrined and abashed by your reporter's inaccurate journalistic efforts. We had a little trouble placing Jerry's visit, "sometimes log books are incomplete." We think we have him on a lift on the Cherokee Six. If that places him, sorry I missed him. I was visiting the Cleveland Club that day."

Joe Cooper
Louisville, Ohio

"Editor's Note: Sorry about that, Joe. After a year and I still have those cement bags coming. I promise to do better in 1967. Jerry hit a lot of drop zones, and notes can become confused after they get cold. I have the same trouble after returning from a meet."

Concerning a short article on page 10 of the October issue, entitled, "One Man's Opinion":

"... on Bob Atterberry's unfortunate experience with his bag-deployed PC . . . Since I wrote the article on deploying the PC out of a bag (refer to Parachutist Magazine, July 1966), I feel that I must come to the defense of this deployment system. First of all, I assume that Mr. Atterberry, D-1300, was stable

on his pull. For no matter what you're deploying your PC out of, if you happen to be tracking, or get head down, or go "Z", that rag will tear you a new one. Secondly, I wonder what type of deployment bag Bob was using. On our test jumps, we used several types of bags, most of which resulted in vicious openings. The one bag we found to function best was the Mark series. This type bag can be obtained from either Dan Poynter at Parachutes, Inc., or Steven's School of Parachuting, Oakland, California. The price is around \$18.00. This bag is not like the old flour-sack or pillowcase type of bag like the one on the cover of the October issue of DZ-USA. Instead, it is a well-constructed bag that has a vane-top with assistor pockets. We are sure if Bob Atterberry tries this bag, he might have a different opinion on the deployment system. As of this date, we have put over 2,100 jumps on the bag. We have had only one case where a jumper had to air out his reserve, and that one case was directly attributed to his packing. Can a sleeve compare? Almost every jumper in Northern California, is using the bag and word has it that Hector Nunez and many other Southern California jumpers are trying the bag. I guess they don't like all those line burns that a sleeve puts on their \$240.00 canopies. I'm sure that you will start to see more and more jumpers switch over to the PROPER bag once they realize how superior it is. Let's wait and see at the Nationals. And remember what Leonardo DeVinci, the inventor of the parachute, said way back in 1495, "If it's worth jumping, it's worth baggin'."

Mr. Smith
Oakland, California
Diablo Sky Divers

Editor's Note: Steven's School of Sport Parachuting has the complete address on page 23 of this issue and PI's address is on the back cover. Three photos showing the sequence of a 1.1 deploying from a bag is on page 22.

et cetera

ATTENTION: CENTRAL CONFERENCE

The Midwest Sport Parachute Association has been completely reorganized and could easily be the most effective Association in the United States . . . with clubs in the Central Conference making a move in the right direction by joining. Make every effort to have a representative of your club at the Midwest Quarterly Meet in Beatrice, Nebraska on 15 and 16 April. The airport is right across the road from the Holiday Inn. The streamlining of the constitution guarantees the smaller clubs will be reaping the benefits of meet exchanges, and each member club has an equal voice in the operation of the Association. The larger clubs will no longer control and dominate the framework of sport parachuting in the Midwest Area. Get in on the best thing to happen to the Central Conference since the Para-Commander and attend the meet in Beatrice. The dates again: 15 and 16 April 1967.

INSTRUCTORS EXAM FOR EAST COAST

The PCA Instructor's Examination will be administered at Turner's Falls, Mass., during the evening of 20 May 1967 by the North-

eastern Conference Director, Dan Poynter.

The exam is scheduled as part of the evening's activities, which also includes a banquet. The Conference Eliminations will highlight the get-together and will be held at the same location.

Mr. Poynter recommends that those interested in taking the exam, write PCA, P.O. Box 409, Monterey, Calif., immediately for a list of study materials.

"SUPER SKULL" MOVES UP

On April 1st, Bill Ottley, PCA National Director, became the Deputy Director of the National Aeronautic Association (NAA) and is working directly for General Brooke E. Allen in the Washington Headquarters. At the same time, Bill was appointed the Executive Director of the National Pilot's Association, which is next to the AOPA in the field of general aviation professional organizations.

Both organizations assured Bill that his parachuting activity and work for PCA would continue.

Bill's new address is 806 15th Street, N.W., Washington, D.C. 20005, and can be reached at AC 202, 347-2808. I'm glad to see someone has put Bill's many talents to work. I can't think of a more deserving position for a very deserving man.

LATE FLASH . . .

"Cappy" Connors and Donna Hughes, both contestants in the Mardi Gras Meet in Hammond, Louisiana in February, and both being mentioned in the February issue of DZ-USA . . . make this issue also. They are to be married in San Francisco in September. Hope Donna is a better bed-partner than the one Cappy had in Hammond. I can't believe I said that!

Introducing

A SECOND OWNER OF DZ-USA

Just in case you're wondering why this issue is all blue . . . the sole-owner of DZ-USA now has a partner. A son, born on 30 March and weighing in at 7 pounds 12 ounces. 21 inches long and born with riser strawberries on his collar bones. The mother, Faith, has some credit coming for concealing the arrival so effectively. Many thought she was wearing a reserve under her dress. She also arranged the delivery between the important meets I had to attend and didn't foul up my schedule. A very understanding wife!

IN CASE YOU HAVEN'T NOTICED

DZ-USA has finally obtained a second-class mailing permit and beginning 1 May 1967, first class rates will increase to \$6.00 and airmail will go to \$7.50. A regular subscription will still be the same old \$4.00, however. All subscriptions received before 1 May 1967 will receive twelve issues (first class) at a dollar extra (the present rate), and airmail for \$1.50 extra. After that, the new rates will go into effect. So, if you are thinking of going first class, better do it now before the rates go up.

THEY STARTED YOUNG, BUT . . .

The following article is based on facts supplied by Jim West, Greene County Sport Parachute Center, Xenia, Ohio. Jim trained and jumped his wife's two brothers when they were 13 and 14 years of age. The story here is not whether they should have been granted waivers by PCA in the first place, or anything of the kind. Nor is it intended to be an article in support of allowing waivers to persons under 16 years of age. It is merely to point out the progress these "youngsters" have made in sport parachuting and shows one more side of the many-sided coin labeled "our sport". Here then, is the story of Mike and George Loudakis, who are now 14 and 15 years of age.

Mike Loudakis is a sophomore at Fairborn High School, Fairborn, Ohio, and is the oldest of the two brothers. He is 5'7" tall and weighs 129 pounds. Since he started jumping over 18 months ago, he has logged over 130 jumps and picked up a third place accuracy trophy in the June meet of the Illinois Valley Parachute Club. Mike had four years of ground training before he made that first big one and has since progressed to a PC and is considered by everyone who jumps with him, as competent as themselves.

George Loudakis is now 14 and is also a sophomore at Fairborn HS. He weighs in at 87 pounds and is 5'3" from the ground. Like his brother, he began jumping a 5TU (24') and has since saved up enough coin to get that PC. He started the same time his brother took to the air and also has over 130 jumps to his credit (with a reserve deployment to

boot). His trophy is for third overall that he won in the Alliance Challenger Cup Meet in October of last year.

Both Mike and George are full-time instructors in the summer months at Greene County SPC, and fully qualified in all phases of parachuting. They train students, compete whenever they can, and make an exhibition jump when they get the chance. Both are now qualified for "C" licenses, but are waiting to get their "D" in late spring. George was granted a waiver by PCA on age requirements before he started jumping, just in case you're wondering. And that's their story. One thing you'll have to agree with. Both are jumpers and very definitely full-fledged members of sport parachuting.

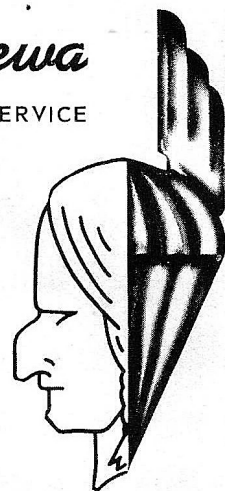
Editor's Note: While in Springfield, Ohio, this January, I had the opportunity to speak with Jim West and George for a couple of hours and the conversation swung around to ages for jumpers. I asked George if he would start again at age 13 (knowing what he did now and considering the fatality of the 11-year old), and his reply was no. This I'll add right here, I, personally, would not take the responsibility Jim did when he jumpmastered George. I'm not saying he was wrong in doing so, however. George has since proved he was capable of making the first one and many more. As for Jim's ability, it is above reproach from anyone. I guess what I am really saying is that I'm afraid to stick my neck out as Jim did. Time has proved Jim was right and George (and Mike) have a rightful place in sport parachuting. End of editor's mumblings.

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

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Mike and George just before loading for jump #123.

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Got a subject you want to air to other jumpers? How about an unusual photograph you have been treasuring? The story will be printed and the photograph will be returned after printing. Share your ideas with others. Sent it to PARAPRINT, P.O. BOX 2131, Wichita, Kansas, 67201.



Jim West coming in on jump #1505. His goal is 2,000 by June '67.



George, at age 13, ready for his first S/L jump.

Bob Buscher makes it look easy as he logs another DC to make it over 225 such jumps.



AN ALL-OUT ASSAULT ON INTERNATIONAL PARACHUTING RECORDS BY USAPT

Byline: Sp/4 Richard Bushell

As shown by the three photos on this page, the Golden Knights have again proven their worth to sport parachuting in the United States by raising the number of International Precision Parachuting Records claimed by the U. S. to 94 . . . the highest ever. The new

marks are the result of an intensive four-week effort conducted in Zephyrhills, Florida, where Team members made 837 parachute jumps (not including practice jumps) on 108 individual and group record attempts. On more than one day, 14-15, or even 16 jumps per man were made under the driving pressure of this world competition.

There are 128 Men's Precision Parachuting



Leo Kryske reaches out for the target as Staff Sergeant Lou Carista, Official Observer appointed by FAI, gets ready to call a deadcenter for a perfect jump.



A happy group of Golden Knights - Major Alfred "Ace" Burkhead (second from left), commanding officer of the U. S. Army Parachute Team, the "Golden Knights," presents Gold Wings to Staff Sergeant Sherm Hawkins (left) and (left to right) Sergeant First Class Gary Ocnas, Staff Sergeant Lou Carista, Sergeant First Class Bob McDermott, and Sergeant Bill Lockward, all members of the Army Team, during a social gathering held in honor of their setting 64 new world parachuting records. This is the first time five men have received the award at once. Photo by SFC Joe Gonzales.

Record categories set by FAI and 88 of the records were held by the U.S. until late 1966, when Soviet parachutists sharply reduced the U. S. holdings. The four-week counter-offensive, however, resulted in 56 records being taken from Russia and other Communist countries. 47 was taken from the USSR, 5 from East Germany, 2 from Czechoslovakia, one from Yugoslavia, and one from Bulgaria. Two records held by American civilians were also bettered and six marks previously set by the USAPT were exceeded for a total of 64 new world records. A large majority of the new marks are under one meter and will be hard to better. Two of them are "deadcenter records" and cannot be bettered. These two records will retire to the U. S. upon certification by the FAI. All other records will become official after certification by FAI officials who will examine all the data submitted with the claims.

Major "Ace" Burkhead, Commanding Officer of the Golden Knights, is understandably pleased with the results of his Team's efforts. He stated that, "Once again the United States holds a position of positive leadership in international parachuting. However, the Team will not rest on it's laurels, but will continue to maintain and strengthen the Nation's status by continued drives on every possible world record."

MALFUNCTIONS

Byline: Mary E. Ratz, Sky Hawks Parachutist Club, Indianapolis, Indiana

"It appears to me that the confusion and indecision about reserve deployments is causing an additional problem besides getting the second canopy out to save the jumper's neck from the first malfunctioned one. There has been much pro and con discussion about throwing a reserve out; how to do it; cape-welling the main to pull a reserve with a pilot chute; and using automatic opening devices. Results: Many differing procedures. The problem lies in the jumper's own decision. HE HASN'T MADE ONE because he is not sure of the best method. Today, many jumpers actually say they will wait until a malfunction happens (in the air) to decide their action. It seems to me that there is precious little time for a decision under a spinning Mae West or a blobbed-up PC. Depending on the equipment he is using, the jumper should make up his or her mind on the ground and plan on executing it in the air.

There seems to be several "best ways" depending on the equipment used. Only if thought out and rehearsed in the mind, beforehand, is a jumper likely to deploy properly. This "mid-air" thinking is possibly the reason for many failures of reserve deployment regardless of the method used.

May I ask, how do you plan on doing it?"

Editor's Note: Mary, I too enjoyed talking to you at the Nationals, so why are you pin-

ning me now? Seriously, I completely agree with you that a plan of action must be decided upon on the ground. It should also be the BEST PLAN THE JUMPER BELIEVES IN. If a jumper doesn't have faith in his decision, he will probably hesitate to use it. That hesitation could kill him. So, let's forget about the best plan on the market and just make sure every jumper has formulated a workable plan he has confidence in. ON THE GROUND AND DISCUSSED WITH OTHER JUMPERS. Preferably, with jumpers who have experienced a malfunction of some sort. And here is where I get into hot water because of your question. I personally, would break-away from any serious malfunction and I have set my rigs up for such an occasion. I have shot-and-a-half capewells on them and a pilot chute on the reserve (which can be easily removed if I choose not to break-away and use a reserve). I won't go into all the possible malfunctions and how I would handle each, however, minor malfunctions usually do not justify a break-away or a reserve deployment. Slipping lines or simply cutting a couple, will usually take care of the MINOR ones. But don't misunderstand me, Mary. I do not say a student should contemplate a break-away. My procedure was pretty well outlined in the January issue, under a "Quiz to Think About." The April issue and a complete confessional will really pin me down. Rather than go into it here, I'll say this and no more . . . any procedure is better than none at all. Just so you have some idea of what you will do when the time comes is the secret to the whole thing . . . and it keeps you breathing.

CEH



On a trip through Huntsville and Nashville this past month, I had the pleasure of meeting some of the people above. A great group and swingin' jumpers. Back row (left to right), Steve Reed, Jack "Streaker" Brenner, Buddy Gilley, Richard "Con Man" Dunn, Gloria "Mona Lisa" LaRoche, Wayne Sanders, Royal Hatch, Club Pilot (didn't catch the name), Jon "Can You Top This" Sheppard, and "Jimbo" McCormack. Front row (kneeling), left to right: (boy) Tiger Johnson, (wearing the shades) Dick "Delsey" Johnson, Grady McHorter, Dale Wasserman, and Jim Simmons. I'm sorry to say that Bill Dzoba, Gene Crowe, and Ray Davis didn't get a spot in this shot.

COMING MEETS

NATIONAL COLLEGIATE PARACHUTING CHAMPIONSHIPS
TAHLEQUAH, OKLAHOMA
22-23 APRIL 67

Novice accuracy, advanced accuracy, and style (three jumps each event). 3-man team accuracy event (two jumps from 3200). All jumps scored, 5 x 10 scoring system. Registration fee is \$15.00 per competitor, includes room and board. Must be a member of PCA and have a valid US/FAI license. Must be a full-time under-graduate student, enrolled for 12 or more semester hours. May be certified on an individual or group basis from the Dean or Registrar of your school. Meet Director is J. Scott Hamilton, Chief Judge is Maj. John Garrity. Registration all day Friday. Collegiate Parachuting League, Parachute Club of America, P.O. Box 409, Monterey, California 93940.

SOUTHEASTERN CONF. ELIMINATIONS
KISSIMMEE, FLORIDA
28-29-30 APRIL

Hosted by the Paragators. For further information, contact Jimmy F. Godwin, Conference Director, 496 No. Orange Blossom Trail, Orlando, Florida 32805.

SOUTHWEST CONF. ELIMINATIONS
SAN MARCOS, TEXAS
29-30 APRIL 1967
RAINDATE: 6-7 MAY 1967

Hosted by the University of Texas Skydivers at Lowman Field. Registration cut-off is 10:00 AM, Saturday, April 29. Entrance fee is \$35.00 for four accuracy jumps from 600 meters and three style jumps from 2000 meters. Practice jumps will be available after 12:30 AM Friday, April 28, at the rate of \$3.00 up to 7200'. Contact Mike Mullins, 203 W. 19th, Austin, Texas for further information.

SOUTHERN CONF. ELIMINATIONS
HAMMOND, LOUISIANA
6-7 MAY 1967

Hosted by the Southern Parachute Center, Hammond Airport. Four accuracy jumps, three style. \$26.00 entry fee. 30-meter pea-gravel target. Raindate is 13-14 May 1967. Contact Leon Riche, P. O. Box 878, Hammond, Louisiana 70401 for further information, or write Charles MacCrone, Southern Conference Director, 3614 Vogel Drive, Huntsville, Alabama. "B", "C", and "D" license holders eligible.

AKRON SKY DIVERS ANNUAL
SPRING MEET
ORRVILLE, OHIO
6-7 MAY 1967

Novice and intermediate accuracy (3 jumps each event), senior event (101 to 300 jumps) with four accuracy jumps and three style jumps. Team event (one jump) with three first place trophies for winning team. Trophies for all other events with cash prize for overall. Entry fee is \$12.00 for novice and intermediate; senior and master events are \$25.00 or \$17.00 with no style jumps. Contact Paul Kully, Orrville Air Service, Orrville, Ohio 44667. Raindate is 13-14 May.

Continued

The meets are coming in hot and heavy . . . to be fair to everyone (and still have room left for articles), the information has been capsuled this issue. Check last month's issue of DZ-USA for detailed listings of many of the meets . . .

SUMTER ACCURACY MEET
SUMTER, SO. CAROLINA
7 MAY 1967

Sumter Airport, with all accuracy events. Three individual accuracy jumps in Event I and one team accuracy jump in Event II. First 100 contestants will be entered. Entry fee is \$16.00 which covers the jumps and a supper Saturday night. Trophies plus \$200 prize money. For more information, contact Fred C. Cole, 5 Hilliard Street, Sumter, So. Carolina 29150, phone 773-2880.

MONEY MEET
STROUD, OKLAHOMA
13-14 MAY 67

All accuracy events, with canopy classes. Five jumps each event, two events. Prize money to first six places each event. Registration fee is \$2.00 plus \$10.00 for 5 jumps and \$8.00 for Prize Fund. Contestants may enter one event only. Registration closes at 9:30 a.m., May 13. PCA membership required. All jumps scored to 10 meters. Contact Bob Drake, c/o Tulsa Para-Divers, 5908 E. 20th Street, Tulsa, Oklahoma 74112 for further information. Raindate is 20-21 May 1967.

CENTRAL CONF. ELIMINATIONS
VANDALIA, ILLINOIS
13-14 MAY 67

Vandalia Airport, Class "C" license or higher. 1967 PCA membership required. Registration from 7:00 to 9:00 a.m., May 13, Central Daylight Saving Time. For further information, contact Dick Roberts, 909 South 13th Street, Springfield, Illinois 62703, or Central Conference Director, Jack Bergman, 6561 Bancroft, St. Louis, Missouri 63109.

NORTHWEST CONF. ELIMINATIONS
ISSAQUAH, WASHINGTON
20-21 MAY 1967

Hosted by the Seattle Sky Sports, Skyport, one mile west of Issaquah. Five accuracy and three style jumps will be judged. Registration fee is \$20 per contestant. Contact Linn Emrich, Seattle Sky Sports, 4140 96th Avenue, S.E., Mercer Island, Washington 98040, or the Northwest Conference Director, Ted Mayfield, 13211 N. E. Marine Place, Portland, Oregon 97230.

MID-EASTERN CONF. ELIMINATIONS
MIDLAND, MICHIGAN
20-21 MAY 1967

Entry fee is \$20.00. Contact Billie M. Dolley, 936 South Magruder Road, Route 1, Shepherd, Michigan 48883, phone AC 517, 835-6190 for further details.

NORTHEAST CONFERENCE ELIMINATIONS
TURNERS FALLS, MASSACHUSETTS
20-21 MAY 1967

Hosted by the Pioneer Valley SPC. Registration closes at 10:00 a.m. 20 May; entry fee is \$28.00 which covers all jumps and one banquet ticket. Must be a member of PCA and hold a valid PCA license, "A" or higher. Banquet, Council Meeting, and Instructor's Exam on Saturday, 20 May, after the day's jumping. Contact Dan Poynter, P.O. Box 172, Orange, Mass. 01364, phone AC 617, 544-6911, for further information.

ST. JOHN'S PARACHUTE MEET
ELKHORN, NEBRASKA
28-29-30 MAY 67

Hosted by Omaha Skydivers, Inc. Entry fee is \$75.00 which includes meals and lodging for three days and nights, cocktail party and four jumps. Novice (under 100 jumps) and Advanced (over 100 jumps). \$4,000 in prize money. First four places, each event, all cash awards. Three events; novice, 1.1 and 1.6 canopies, and PC and XBO canopies. Chief Judge, Lt. Col. Merrill Shepard. Travel and practice date, 27 May. For further information, contact Omaha Skydivers, Inc., 5015 "L" Street, Omaha, Nebraska 68131.

ARCHWAY SPORT PARACHUTE CENTER
HUNTER FIELD, SPARTA, ILLINOIS
3-4 JUNE 1967

Three accuracy events (novice, advanced 1.1 and 1.6, advanced PC and XBO), three jumps for novice and four jumps for advanced. Two style jumps in Event IV, \$3.50 per jump. One team jump in Event V, \$9.00 per team. All accuracy jumps \$3.00 per jump. Trophies for first three places, each event, with equipment prizes for overall winners and novice event. Entry fee is \$4.00. Must be member of PCA and have logbook witnessed. Individual's team jump counts toward overall. Raindate is 10-11 June 1967. For further information, contact Dave Verner, 460 No. 51st, East St. Louis, Illinois 62203.

SPECIAL NOTICE

Archway Sport Parachute Center wishes to announce a six-day jumping week commencing 27 May 1967. Drop in and open one to help them celebrate the Grand Opening. Sparta, Illinois and Hunter Field is the only directions you need. Call 443-2002, AC 618, and ask for Dave Verner or Bob Pape. They'll make sure you have a ride to the DZ.

FIFTH ANNUAL MEMORIAL DAY MEET
PARACHUTING SERVICE
TECUMSEH, MICHIGAN
3-4 JUNE 1967

Trophies for first three places, each event. Individual team jumps count toward overall. CASH PRIZES each event. All accuracy events. I-Novice (J/P-75); II-Intermediate (76-200); III-Senior (200-499); IV-Team (three classes), two jumps; V-Expert (over 500 jumps). Four jumps in accuracy events. \$6.00 entry fee, \$3.00 per jump. Jumpers must be registered both days to enter overall competition. Three accuracy jumps on Saturday and one accuracy and two team jumps on Sunday. For further information, contact Harold Lange, 8747 Brandt, Dearborn, Michigan 48126. Raindate 10-11 June.

DALLAS SKYDIVERS MEET
TERRELL, TEXAS
3-4 JUNE 67

Novice (FF to 30); Inter. (31-150); and advance (151-over) events in accuracy, three jumps each class. Style event, international series, two jumps. Team event (3-man), two jumps. No throw-away jumps. \$600 in cash and trophies. Money for top three places in all events except team. Beer bust Saturday night. Contact Martha Huddleston, 119 So. Ewing, Apt. 201, Dallas, Texas 75203 for further information.

ALLIANCE SPC ANNUAL SPRING
HIT-AND-RUN MEET
ALLIANCE, OHIO
3-4 JUNE 1967

Two day event with Saturday being an "Egg and Flour" event, \$4.50; 3-man exhibition team event, \$15.00 per team; a surprise event; and Night Hit-and-Run Chug-a-Lug, \$5.00. One jump in each event. Beer blast at end of the day. Sunday's events are: Hit-and-runs with three classes of accuracy, two jumps, each class, \$7.50; and a Splash-and-Swim, one jump, \$4.00. Must be a member of PCA. Trophies awarded in each event. For further info, contact Alliance SPC, Inc., P.O. Box 626, Alliance, Ohio 44601 or call Joe Cooper, AC 216, 875-1792, or Gary Haupt, AC 216, 938-2783. Raindate is 17-18 June 1967.

FIRST ANNUAL GROVE CITY
JAYCEE'S PARACHUTE MEET
HARRISBURG, OHIO
10-11 JUNE 67

Hosted by the Selecte Sport Parachute Club, 18 miles southwest of Columbus, Ohio. Event I-Advanced accuracy (over 200 jumps), 4 accuracy jumps and three style (full series), \$35.00. II - Intern. (75-200), 4 acc., 3 style (half series), \$35.00; III - Novice (25-75), 2 accuracy jumps, \$25.00. IV - 3-man Team, two jumps, \$20.00 per team. Cash to first five places of advanced and intern. accuracy (\$300 first prize for advanced; \$100 for intern.). Trophies for novice and team events. Contact Billy H. Cook, 31 N. Brinker Avenue, Columbus, Ohio 43204, phone 276-2196, or Ray Dean, 95 S. Harris Avenue, Columbus, Ohio 43204, phone 279-1519.

FIRST ANNUAL POPS MEET
(PARACHUTISTS OVER PHORTY)
LOBEMASTER FIELD, GUMBO, MISSOURI
10-11 JUNE 1967

Registration begins at 9:00 a.m., 10 June. Events include: I - two accuracy jumps from 3,000; II - a hop-and-pop from 5,000; III - a hit-and-walk (with cane); IV - a hit-and-rock (there will be a rocking chair for DC); V - an age-delay (one second for each year of age); and VI - an oldest 3-man stack from 7,500. \$5.00 per jump. Contestants must be at least Forty years of age and PCA affiliate. Trophies for all events, and a banquet on Saturday night at the King Brothers Motel where accommodations can also be made. For further information, write: Leonard Barad, Pops #1, 1000 Washington Avenue, St. Louis, Missouri 63101.

NORTH-CENTRAL CONF. ELIMINATIONS
RAINBOW AIRPORT, FRANKLIN, WISC.
10-11 JUNE 1967

Entry fee is \$30.00 (\$5 for registration, \$13 for accuracy event and \$12 for style event). Hosted by Jeff Searles of Parachuting, Inc., and Milwaukee Skydivers. Two Cessna 182's, a Cessna 180, and a Howard, with lodging facilities within five miles of the airport. Judges will be Lowell Bachman, Tom Schapanski, and Jack Cleary. You must be a current PCA member with a valid "C" or higher license. 11-meter radius pea-gravel target area with a party for contestants Saturday night, 11 June. Contact Charles Wagaman, 9700 4th Avenue So., Bloomington, Minnesota 55420 for further information.

continued

COMING MEETS

SECOND ANNUAL SOUTHWESTERN WASHINGTON ACCURACY CHAMP. VANCOUVER, WASHINGTON 17-18 JUNE 1967

Hosted by the Century Skydivers at the Western Sport Parachute Center DZ, Scholls Airport, 9113 N.E. 117th Avenue, Vancouver. Class I - Junior Accuracy (50 jumps and under), 4 jumps; Class II - Senior/Interm. (51-225), 4 jumps; Class III - Senior Adv. (226 and over), 4 jumps, all canopies, \$100 first place guarantee; Class IV - 3-man team event, one jump with baton pass, 7500', individual trophies to winning team members. \$12.50 registration fee for Classes I and II; \$15.00 for Class IV; and \$20.00 for Class III. First place in Classes I and II will have his registration fee returned. Percentage for 1st, 2nd, and 3rd place registration fee returned in Class III. Registration includes jumps, trophies, supper, come-as-you-are Keg Party, and night pot jumps. Contact Paul Lawrence at 695-4616 or Robert Edwards at 694-7160.

ILLINOIS VALLEY SPC OPEN MEET 17-18 JUNE 1967 MT. HAWLEY AIRPORT, PEORIA, ILL.

Hosted by the Peoria Kiwanis and located north of Peoria on route 88. Registration fee is \$5.00 and ends at 9:30 AM on the 17th. Two accuracy events (1.1's and 1.6's -- PC's and XBO's), each from 3200', three jumps, \$9.00. Style event, two jumps, 7000', \$7.00. Team event, 3-man teams, 1 jump, 3800', \$9.00 per team. \$1,000 in money and prizes. All jumps count for overall winners, including team jump. Jumpers must be PCA members and hold a "B" license or higher. Trophies awarded to top 3 places in each event. Sawdust target. Reserves will be checked. Raindate is 24-25 June 1967. For further information, contact Clay Scott, 903 W. Kensington Drive, Peoria, Illinois 61600.

LAWTON'S 5TH ANNUAL MEET MARK'S FIELD, LAWTON, MICHIGAN 17-18 JUNE 1967

Located off I-94 between Benton Harbor and Kalamazoo, Michigan. All accuracy events, scored to 25 feet, \$25.00 entry fee. Three accuracy classes, (1) 0 to 100 jumps; (2) 100 and over jumps; and (3) women's accuracy. 3 jumps each event. Equipment prizes for first three places in each class. Event IV is a team event, two jumps (one from 3500' and one from 5500'). All team members scored on the first jump and this jump counts on overall. Cash prizes for team and overall, plus trophies. Free beer party and chow on Saturday. Contact Bill McFadden, 465 South Fair Avenue, Benton Harbor, Michigan 49022, phone AC 616, 927-1750 for further info.

EARTH ANGEL'S SPC FIRST ANNUAL OPEN MONEY MEET 17-18 JUNE 1967

Novice accuracy (0-30) hit-and-run; intermediate accuracy (31-100); senior accuracy with half-series (101-250); and master accuracy and style (251 and over). Trophies first three places each class plus cash awards. Contact Dave Sheehan, Rd #2, 4932 Coddington Road, Medina, Ohio 44256 for further information.

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524 East Ash
Watseka, Ill. 60970
Ph: AC 815, 432-4238

TRADE - 32' Lo-Po 7TLL, gold and blue circular. Excellent condition with 2 sleeves. Will trade for a good 28' Lo-Po and sleeve. William C. Williams, 9421 Woodland, N. E., Albuquerque, New Mexico 87112.

William C. Williams
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24 ft. reserves, good condition, used, \$20.00 each. One 5TU, complete, all white, 1.1 ripstop C-8, \$65.00. A complete T-10, Double "L", for only \$85.00.

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Tucson, Arizona 85700

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CROSSBOWS - PC's

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★ Airport) Phone: 316, 766-0300 ★

how do you show something you can't see?

WHY JOIN PCA??

Bear in mind, I haven't sent my \$10 in yet for a 1967 membership in PCA, however, I will and that \$10 will be for an insurance policy. Not the liability and property damage insurance that my membership guarantees, but LIFE INSURANCE. That ten bucks, to me, is symbolic of the real reason for sending any amount of money to Parachute Club of America. That reason is to merely support a national organization that we sorely need . . . not to guarantee next weekend's jumping. I really don't have to belong to PCA to get a jump in and neither do you, but let's look ahead five years.

FAA has finally gone regulation-crazy because of a rash of accidents. PCA has little legal help and can't even pay the little they do have. In actuality, PCA is therefore defunct because of a lack of funds and we can't fight Washington individually, 'cause we ain't got the loot either. This is the end of fun-jumping . . . sport parachuting in general . . . the whole ball of wax. This, of course, has been allowed to occur because you (and your fellow-jumpers) have failed to support PCA over the five years we are speaking of. Back in 1967, 1968, and those years, you really didn't think you needed PCA too badly. So, you failed to buy that life insurance I was talking about. Life insurance for the sport.

Of course, some day you will need PCA and you'll be the first to scream if

it isn't there. You won't have the slightest bitch coming but you will blame everyone else for not joining and strengthening PCA.

Whether it's five bucks for an "A" license of \$20 for a "D", or just \$10 for PCA membership . . . it all adds up to one thing. You are building the financial strength of an organization NOW for use LATER. You may, over the 5 years we are referring to, pour \$100 into PCA (and in jumper's lingo, that's one helleva lot of 30's). However, if you don't put that amount into PCA, so that an adequate cash reserve can be built up for future legal use, or whatever, you'll miss more than a few 30's. You'll miss the sport completely because we may not be represented by corporation lawyers when we need it most. Label your PCA membership with the right name . . . protection. Pure and simple and the only means we have to keep sport parachuting on an equal basis with the other aero-sports. AOPA, ATA, EAA, NAA, FAA, FAI, CIP, you name it. They all represent a specific aviation field or agency or sport . . . and they all have protection through organization and central leadership.

There are laws which require licensing in almost every phase of aviation. So far, there are no laws which say you must have a license to jump.

Our organization would be as unique as our sport if we made our own laws through voluntary membership and not wait until SOMEONE ELSE MAKES THEM FOR US.

It takes all of us. Not just a percentage of jumpers. It's up to you.

C. E. Hunnell



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For all you guys who had some question about your expiration date . . . I have given you every benefit of the doubt . . . but this issue is as far as I can go. Zap your copies after this one if you received an expiration notice in the January issue. If you have received 12 issues of DZ-USA, you're due. The date of your check doesn't have that much to do with it. 12 issues is the deal.

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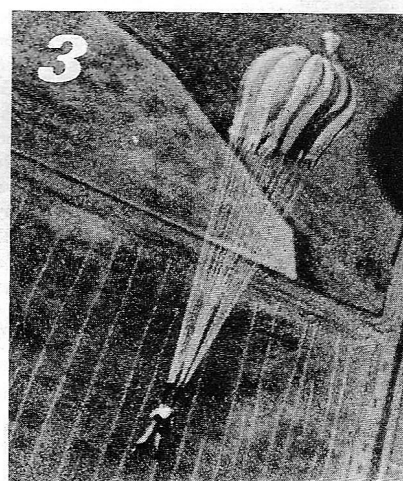
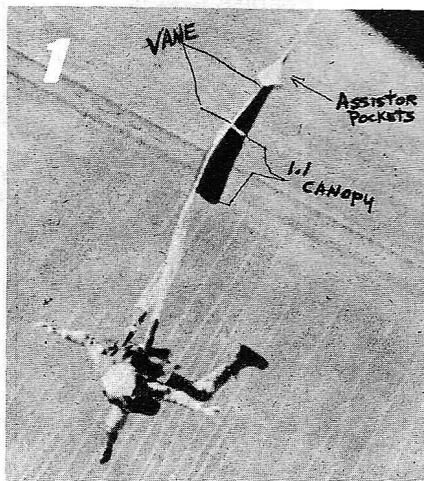
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These three sequence shots show a 1.1 being deployed from a bag. Story and details are on page 16 under "Think Twice."

WHO IS GABBY???

In the last issue of DZ-USA, a "Dear Gabby" column appeared. Letters have been coming in asking who Gabby really is and the following is submitted for your consideration. A little background may help.

Accompanying the first "Dear Gabby" letters was a note which read as follows: "Down in a VC tunnel the other day, I found some interesting looking papers. They were in a garbage can in a part of the tunnel which had previously been used as a latrine and which had been sealed off. After having them translated, I found out that they were notes which a VC had planned to organize and start a publication called, "DZ-NVN". I think the NVN stands for North Viet Nam??!! Anyway, I could only get part of the notes back as the intelligence people think they may have some value. It seems he

was going to include an "Advice to the Skydiver" column in his magazine and it appears that some of the letters he was answering in this column were from the USA??? That "confidential" bit at the end concerning CEH . . . the initials seem familiar . . . Well, I decided that you should see his notes and maybe reveal how the Oriental jumper thinks. It might be interesting to note that the editorial in the notes was written by a character who just signed L.C.??" Signed, Gabby.

And that's all I have, friends. I have no idea who started all this but the letters are being answered by someone in Vietnam. May as well keep them coming. Maybe he'll reveal his identity by mistake.

The Editor

* * * * *

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

NEXT MONTH

"How to Build and Jump an Inexpensive Breakaway Rig" by Don Boyles, Tulsa, Okla. An easy-to-understand article with a photograph of the completed rig.

"Verbal Manslaughter or Shamed to Death" by Bob Westenheffer, Del City, Oklahoma. A vital message to jumpmasters and all parachutists regarding attitudes and behavior that could be fatal.

A short story on the York Skydivers, York Parachute Center, Pennsylvania by Chuck Henderson. A couple humorous incidents are included I'm sure you'll get a chuckle out of.

An article by Wayne W. Frankenberger on the qualifications of a "C" license holder to jumpmaster students which sort of scalds(?) the editor a bit.

One of the most unusual recommendations on reserve procedure that DZ-USA has ever received. Byline is Simon Snarfungler III, Vietnam.

A short article and some mighty "cold" pictures of jumping in Michigan during February by Bob Breen. I'm saving this one until the warm weather gets here so you can appreciate the fact that winter has passed.

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