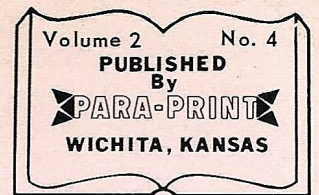
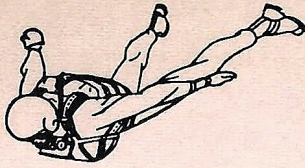


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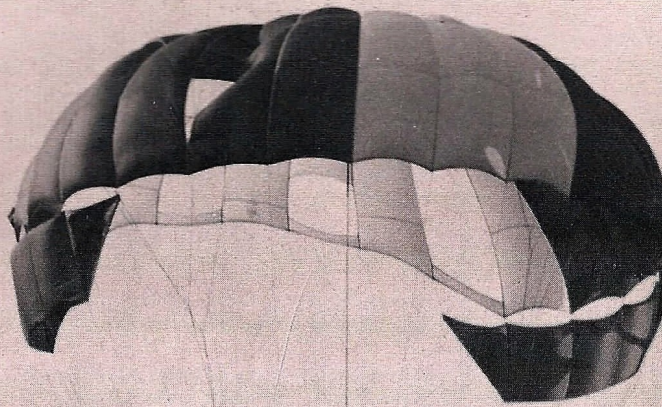
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30 APRIL 1967

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U.S.A.

A NATIONAL COVERAGE BULLETIN



A PILOT'S POINT OF VIEW

Byline: Stu Giesick, Tulsa, Oklahoma

PART 2 OF 2 PARTS

Last month, Stu gave the club some guidelines to follow in selecting a pilot and briefly outlined the duties of a good jump pilot. This last part, has one message: Joint responsibility must be understood by both the jumper and the pilot.

In an FAA Advisory Circular there is a paragraph on "joint responsibility" which very simply means that the skydiver is just as liable as the pilot. It reads, "the pilot is responsible for the safety of a jump until the jumper leaves the aircraft." If you are over a broken cloud layer, for instance, and you exit over a large hole, the pilot is covered. Then you assume a tracking position and bust the cloud. FAA observes the whole affair and you (the skydiver) have had the course. You alone are responsible for this action. You are required to keep a proper distance from the clouds . . . above, below, and horizontally. In this case, you can't pass the buck to the pilot.

If you have a set of Part 105, FAR, and you do not understand them completely, ask the pilot, airport operator, or an FAA official. They will gladly explain them and FAA really isn't the group of bad-guys most jumpers believe they are. In fact, if they realize you are trying to cooperate with them, the more assistance you will receive in other matters they are concerned with. Keep in mind that they have the "last word" on anything in the sky and can tell you when and what you are allowed to do. Our sport is still in it's infancy and we have our growing pains presenting a major problem. We are ridiculed when a fatality occurs, but why fight FAA and bring about a bigger problem? All in all, it just takes each skydiver to put in an extra ounce of effort in showing everyone that we are a safe sport. A jump pilot must also be conscientious and be the safest pilot he can possibly be. He, too, can help make skydiving a better and safer sport. And, whatever a pilot may think, he is still solely responsible for the plane and the passengers aboard. I have heard rumors and have seen copies of waivers which one or two pilots required all jumpers to sign. The pilot actually wanted the jumper to believe that, by signing, he relieved the pilot of any responsibility. This

type of pilot is not fooling anyone but himself. The law is the law and as long as that pilot is the sole manipulator of the controls, he is responsible. You can't get permission from your buddy to shoot him because a law has been violated . . . with or without permission. Here is a copy of the type of form I am referring to. You won't believe any pilot would even attempt such a ridiculous waiver, but here it is:

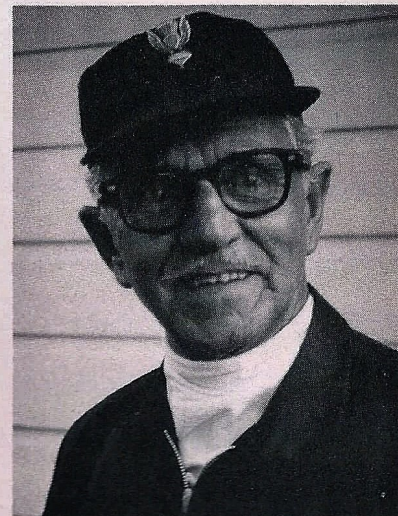
"Read carefully - by signing this you are giving up every right you have - I, (John Doe), age (), address (), in exchange for the privilege of jumping from or of helping another man jump from, any airplane owned by L. J. W. . . , or any airplane operated and piloted by L. J. W. . . , and as a part of the consideration moving from me to L. J. W. . . , for the privilege of allowing me to jump, or to help someone else jump, from any such airplane, do hereby () (write the word "release" to show that you know what you are doing) and forever discharge L. J. W. . . , and his heirs, executors, administrators, from each and every right and claim which I may hereafter have on account of injuries, damages, or death suffered by me in the future, it being my intention by the signing of this paper to forever bar myself from ever claiming anything from the said L. J. W. . . , even with respect to injuries, illness, property damage, or death, and any and other right and claim not mentioned herein or not known to me, whether or not the same may result from the negligence or carelessness of the said L. J. W. . . in any way whatever, and even if the same be the result of gross negligence, or very bad or extreme carelessness, on the part of L. J. W. . . I KNOW THAT THIS PAPER IS MUCH MORE THAN A MERE FORM. IT IS A RELEASE. IT IS ALSO A CONTRACT UNDER WHICH I AM MAKING ANOTHER MAN FREE FROM ANY RESPONSIBILITY EVEN FROM HIS OWN CARELESSNESS. I AM GIVING UP EVERY RIGHT THAT I HAVE." And it goes on and on. It reads that the jumper is willing to assume all of the risk involved and wants to take all the risk, etc., etc., etc. And this, friends, is for real and going on today on one drop zone we know of (where the form came from) and how many others? This pilot really believes that he has relieved himself from FAA Regulations, State and Federal laws, and the whole bit. So, if you run into a pilot who even suggests such a waiver, tell him to go play flip the flap with his little piece of paper. No one can legalize gross negligence.

I recently heard of another case involving

an airline who is trying to get a little "hoggy" about making unannounced straight-in-type approaches . . . because they are low on fuel. Being that low on fuel they have already violated the FAR's by going below the required 45 minute fuel reserve THEY ARE REQUIRED TO HAVE UPON REACHING THEIR FINAL DESTINATION. The club involved should politely remind the airlines of such, and let them know that you are aware of the passengers and lives of the crew they are endangering. FAA would also like to hear why you can't jump because of this situation.

All in all, the jump pilot has a tremendous responsibility and quite a job to do. However, jumpmasters and jumpers in general should get to know their pilots better and share the load. Don't be afraid to make suggestions to him. If he is any kind of a pilot, he will hear you out and talk over the problem with you. Maybe you could even get him into the mood one fine day, and strap a rig on him. They have been known to leave a nice, safe airplane. I did and I think as much of the sport as I do flying.

Stewart J. Giesick
Commercial, Single & Multi-Land
1648972



"Smitty the Jumper" is publishing a booklet on the story of his jumping days beginning in 1928. Installments of this fascinating and informative biography will appear in future DZ-USA. The soft-bound issue (with many more pictures than will appear in DZ-USA) is in the process of being printed. A copy may be reserved by sending \$2.50 to H. T. "Smitty" Smith, P.O. Box 153, Sulphur Springs, Arkansas 72768. Major John Garritty had this to say about the forthcoming effort, "I must say it's the most interesting article I have read in a long time. I only hope you will publish it soon and give everyone an opportunity to enjoy your exploits as I have." Smitty is only printing a limited number, so reserve yours now. It's well worth it, believe me. Editor.

ABOUT THE COVER

Jay C. Pugh, Greene County Sport Parachute Center, Xenia, Ohio, braking down a Crossbow. To set your mind at ease, Jay C. has since bought a PC. Photo by his wife, Sandy.

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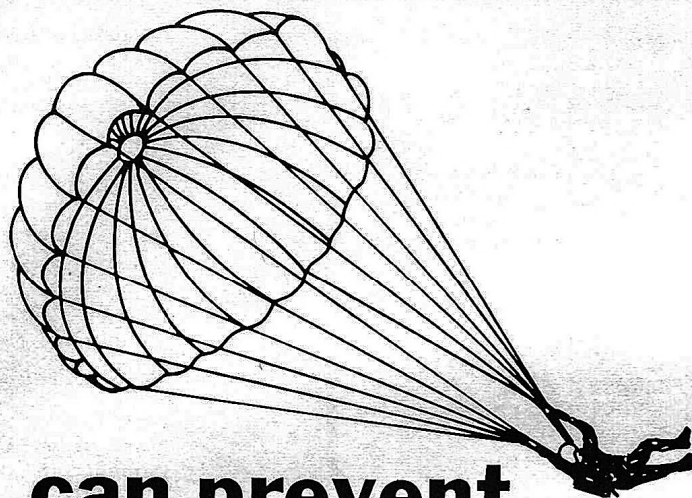
C. E. HUNNELL, Editor & Owner

"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.

safety comes first

as we see it

THE NEW STEERABLE 26' RESERVE FROM THE CHUTE SHOP



can prevent this!!!

for only \$12.50 (over standard conical price) can you afford to have this happen? Have **YOUR** Conical Modified to a Steerable Design for only \$15.00.

Yes, you read right. The Chute Shop recently received FAA approval to modify the Navy 26' Conical Canopy to a steerable design.

- color coded lines provide easy steering
- no oscillation
- fully tested and approved
- approval stamps and placard provided for each steerable reserve
- steerable canopy may be used in piggybacks or conventional reserve containers.

RIGGERS NOTE

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

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New surplus 26' conical canopy w/links	\$42.50
Modified to steerable design add	\$12.50
w/CURVED sage green nylon (surplus) container, short risers, ripcord and belly band — packed add	\$16.50
w/MA-1 pilot chute and kicker plate installed add	\$ 6.50

TO HAVE YOUR CONICAL MODIFIED

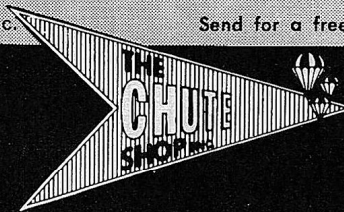
Send us your conical canopy or complete reserve and we will inspect it, modify the canopy, affix the approval stamps and container placard . . . all for just **\$15.00**

Send the complete reserve and we'll repack it the day of shipment for an additional **\$4.00**

Send No Money — we will ship your reserve back C.O.D. for the cost of modification plus shipping.

Send for a free **COLOR** catalog today!

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.



THE CHUTE SHOP, INC.

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



THINK TWICE

COMMENTS AND CORRECTIONS ON ARTICLES APPEARING IN DZ-USA

William Hardman, PCC Instructor, D-33 (Canada), Abbotsford SPC, Canada has a valid argument concerning the January and February 1967 issues of DZ-USA. Bill's comments were:

"The following is an observation that I've made over a couple of years, but there seems to be a sudden rash of it recently. It is only one person's opinion, but I feel more care should be taken. In two issues of DZ-USA, as well as the cover shot on February Parachutist, and from time to time in the other magazine, I have seen some pictures which made my hair shove against the top of my hard hat. I am referring to the pics of static line students during exit. If these shots were taken remotely by a third person in the aircraft, then the danger of this practice is reduced but not eliminated. Most of us are aware of the fact that poor body position is the major cause of student malfunctions. The major factors resulting in the student attaining a good body position are (1) good ground training, and (2) the concentration on his jump by the student; and in that order. Everyone is a ham at heart, especially so in the case of parachutists. If a student has the idea that there is the slightest possibility that an action shot will be taken of him, he WILL NOT have full concentration on his jump. This will usually result in a poor and wasted jump for him, if not worse. The next point is the fact that if the JM is trying to operate a camera, his attention is not fully on the student. The only type of S/L system

which can be depended on to deploy itself safely is the military D-bag, and then only when the airborne body position is adopted during exit. I have yet to meet the JM who is even near capable of operating a camera, ensuring that the student has a clear and unobstructed exit, and observing the student to the point where a detailed and beneficial critique can be given on the ground; all in the few second spacing of exit, fall, and opening. If clubs or individuals feel that they require photos of static-line exits, then I suggest that they have licensed and experienced jumpers don a dope-rope and do the posing. It is ridiculous to sacrifice student safety and progression for a few blurred recordings of near accidents that shouldn't have been allowed to happen. If clubs consider a pictorial critique beneficial, they can have experienced jumpers mock common faults on exit for the camera, blow these shots up to whatever size they feel is required, and use them as examples, when debriefing the student. Taking exit shots of freefall students is not quite as dangerous, due to the absence of the static-line, although the effect of broken concentration still remains the same. Until students can pose and still concentrate on their jump, they should be happy with pics of their common sloppy PLF's."

A letter from Harold M. Fostervold, Fort Benning, Georgia, which I must admit is a very good point:

"I would like to make a nasty comment, complaint or protest of that yo-yo in February's DZ-USA, page 17, Dino Pierce, who is jumping without a helmet. He looks like a thick-headed SOB but a little brain can get just as messed up as a big one. I don't think you should even print a picture like this, un-

less it's in an injury or fatality report."

This one is from Roger L. (Bud) Creekmore, President, Northeast Parachute Council, Burlington, Mass. It concerns the article in the March issue, "They Started Young, But . . ." Ed's Note: On the same subject, I was asked in Nebraska if I personally knew the Kreigh brothers (who also started young). If that question had been, "did you know them WHEN they started jumping," it would have been valid. That's my position here. Back when they started, I would have done everything possible to prevent the first jump, but they have many jumps now and I see no reason to separate them from other sport parachutists. I jumped with one of the Loudakis brothers while in Ohio last month, and see nothing whatsoever against his jumping NOW. I will add I am not for encouraging the younger generation to jump. Now, here's the letter:

"I just read your article in March issue of DZ-USA, "They Started Young, But . . ." I was very disappointed. In all fairness, we shouldn't ground these youngsters, but it was in poor taste for everyone involved. I hope no other jumpmaster will use such poor judgement to jump children in the future. The reason I am writing is that you are displaying even poorer judgement printing this article. We have a fine, growing sport and this kind of publicity is unwanted and surely not needed. Parachutists all over the U. S. are striving for acceptance and recognition for the safety of parachuting. I hope in the future you use a little more good judgement in the selection of your material."

A very good idea from Bill Brown, Memphis, Tennessee, and one I'll hold back on for a while and see how Sky Diver makes out trying the same thing.

"There are a lot of groups around without half the interest of skydiving that have a certain limited number of their particular publication on the open market. Not in every corner drug store, of course, but a few copies placed in high traffic book stores. This could possibly accomplish two things. First, increase circulation directly, and secondly, reach people who may not have been reached by other methods. At first people may buy strictly out of curiosity, but it is entirely possible that in a certain number of cases, curiosity could lead to genuine interest and a chance that it might even lead to an increase in our numbers. Anything that could be done to spread the word to some of our earthbound friends might help them to have a better understanding of the sport that, to date, has not been understood."

The next letter is from Craig L. Johnson, AOPA 297711, Lakewood, Colorado. It concerns the article, "A Pilot's Point of View":

"I realize that it is part of the piloting tradition to make the game seem as difficult as possible to the landlubbers, but on page 2 of the March 1967, DZ-USA, Mr. Stu Giesick gets carried away. All of the things he discusses in the first paragraph of the second column are part of basic Private Pilot proficiency; if a pilot flies so nose high and speed low that application of cross controls for a 5 degree correction causes a spin tendency, then it is high time for some dual

continued to page 20

EQUIPMENT answers

ON CUTTING RESERVES...

Byline: Jim Wilson, Tucson, Arizona

"Your note from Butch Rubb (February '67, DZ-USA) is potentially a bad deal because it might discourage people from thinking about cutting their reserves. The "Tucson Tee" is about 48" high and has 18" wide extensions. The cut stabilizes 26', 24' ripstop, and 28' C-11 canopies. We use a smaller Tee in twill reserves (36" high and 18" extensions). A cut reserve isn't supposed to be a complete chute. Just stable enough to allow good body position on landing and just enough drive to move away from obstacles, such as hangars, watertowers, fences, and everything else that seems to sprout up on a reserve jump. The bad thing about Butch's letter is that he had an unstable descent on a canopy with a "doghouse" cut. How big was the doghouse? A doghouse is known to be an unstable cut (for equal area removed) by our experience, and most of us jump modified reserves. So, the thing is, Butch wants to discourage cuts on a 24' ripstop reserve but he doesn't give enough data for us to make a decision on our own, especially, when we remember our own experiences."

ON THE CONICAL MODIFICATION...

Byline: Ron Edwards, The Chute Shop, Inc.

"In regard to your article, "Stories and People from the Mardi Gras Meet," there appears to be a great deal of confusion on the conical modification. Although the Chute Shop has no "patent" on the modification, our approval does read: "This alteration is approved for duplication when accomplished by the ORIGINAL MODIFIER ONLY." In that the Steerable Conical Modification is a major alteration, it does require approval IN WRITING from the manufacturer or the FAA administrator. Riggers should be advised that it is a violation to pack a reserve which has been modified without this approval and/or does not carry the appropriate approval stamps. Apparently, many people are under the misconception that since approval has been issued to the Chute Shop, anyone can make the alteration. This of course, is not correct and I offer this letter to those who might find themselves with a modified reserve which NO ONE WILL PACK. I hope I have cleared up, rather than added to the confusion."

THINKING ABOUT A BAG

Douglas Gipe, Emerson, Iowa, submits this for your consideration. "The bag I have now was originally owned by Stan Welniak. He put almost 200 jumps on it without a malfunction of any kind. I have over 100 jumps on a bag with 1.1's and 1.6's, and 33 with a PC, and no problems. I must admit that I had 123 on a long sleever, however, with no real trouble either. One last point: I feel you must have more instruction, more care in packing, and more desire to live to jump a bag."

NOTICE TO CONTESTANTS FOR THE 1967 NATIONALS

Dan Poynter wishes to inform you that the equipment inspection will be similar to that of last year. Both PCA and FAA are concerned with the reserve parachute, the reserve attachments ("D" rings, etc), and the harness. Any main canopy may be used as long as the **CONTESTANT's** rate of descent does not exceed 21.33 feet per second. As last year, it is expected that most of the equipment will be of new manufacture and that we will experience little difficulty. However, if you plan to submit questionable equipment, it is suggested that you bring an extra set. Parachute repair facilities are not available in Tahlequah. Reserves must be in date and **SEALED**. The inspection line will open on the field on Thursday, June 29th at 10:00 a.m. and will remain open until the competition begins on 1 July.

THE BOOSTER CLUB EQUIPMENT COMES FROM...

Where else? . . . The Chute Shop. So far, they have mailed out logbooks, shot-and-a-half capewells, crown lines, and other equipment (and within a week of being informed). The only bottleneck in the operation seems to be the editor of DZ-USA. If you haven't heard of the DZ-USA Booster Club, ask a buddy who is a subscriber or write me personally, P. O. Box 2131, Wichita, Kansas. If you haven't heard of the great buys from the Chute Shop, write them, P. O. Box 445, Highway 202, Flemington, New Jersey 08822, and send along a buck for their color catalog.

observations

While in Tahlequah, I witnessed a demonstration of the F1B automatic opener for the main. Art Ibenez, and rigger for the Air Force Team at the Academy, took one apart, explained it, and made believers of many jumpers who were watching . . . myself included. Southern Illinois Univ. Parachute Club is getting one after watching the fail-safe demo. Major Garrity was present and testified to the reliability of the device since the Academy had been using them. When I returned to Wichita, I talked with some of the jumpers here, and one of them purchased the F1B for the rest of the club to evaluate. Since then, I talked to Lowell Bachman, Para-Gear, and he has agreed to offer them for \$44.50 each and run the ad for one month to show you the many features of the F1B. If you sincerely want to eliminate the no-pull and low-pull fatalities (and especially **THAT ONE** which may happen to you or a member of your club), I can't help but believe that this is the answer. Instead of a 1000 foot opening and a worthless main (in cases of an automatic opener on the reserve), you have an opening on the **MAIN** at 2200 or 2500 (or any altitude you elect). And if the main malfunctions, you still have complete use of your reserve and time to deploy it in. Can you be safer??

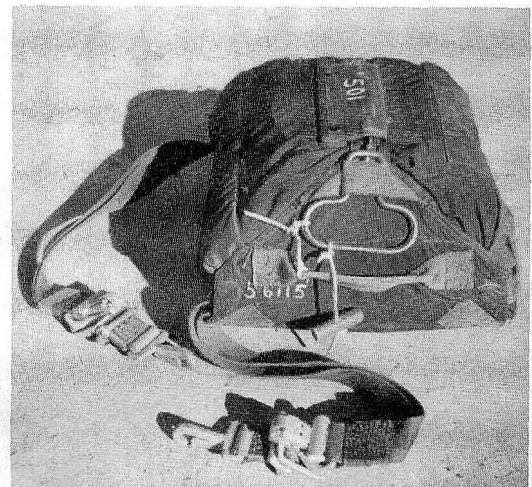
HOW TO BUILD AND JUMP AN INEXPENSIVE BREAKAWAY RIG

Byline: Don Boyles, Tulsa, Oklahoma

The rig consists of a 28' square pack chest container, extended to take a 28' canopy, sleeve and pilot chute. It has a handle sewn on each side to hold it in free fall. The ripcord is tied on to keep from losing it or having to keep up with it. I have a toggle knob tied to the ripcord to hold to while in free-fall, so to activate chute, you just turn loose of the handle and pull the toggle knob.

To make up the connections take a standard B-4 type capewell and file or grind the catches off that lock the capewells in so that you don't have to squeeze in the sides to release it. You just pull down the covers then pull straight down on the capewell release. Take a chest strap of a B-4 type harness and lace the strap through the female capewell and run a connector link through the strap as shown in photo. These snap to the reserve D rings with the capewells facing away from you. I use standard risers and tie the container to the right riser front strap. Its tied through the connector link to the container and again at the bottom of the container to the same strap. This keeps from losing the container when its opened.

To make the jump, I snap the snaps to my reserve D rings and carry the chute by the side handles with the toggle line between my fingers. Leave the plane and when ready, let



go of the right handle, pull the toggle, then turn loose of the left side. After deployment take a quick check of everything then pop the covers on each side. Then release the right one. This leaves you hooked to the left side and gets the container out of the way. I keep my left hand on the left capewell while its streaming and at the regular opening altitude release the left side and pull my main. Watch where the canopy lands so you can get it or have an appointed person to retrieve it. I would prefer this type capewell setup to the cable pulls because there is no chance of it hanging up and it releases smoothly.

In the event your second chute malfunctions, guard against the reserve tangling with the capewells (hooked to the D rings) with your arm or get rid of them.

I had FAA approval to do the breakaway. I try to drop the canopy over an open area to keep it from hitting anything. Its a good attraction for air shows and exhibitions. "I would only recommend this to experienced jumpers."

I don't believe the FAA has any regulations on doing breakaways. They are concerned with reserves being in date and the other regulations pertaining to parachuting such as notams and proper aircraft papers. As long as you

[continued on page 9]

SHOT IN THE DARK

THE RESERVE QUESTION

A thorough discussion on malfunctions, training methods, reserve deployment and fatalities . . . all of which may assist you in avoiding a reserve deployment. DZ-USA doesn't have the answers (neither does anyone else) but, hopefully, by considering all sides of the issue, we can be better informed jumpers. This is the only way to save precious seconds on a decision in the air.

HOW DOES THE MALFUNCTION OCCUR?

Until recently, I was willing to believe that malfunctions were 90% the result of poor body position on the pull and opening, with the other 10% attributed to packing and freak accidents. With the advent of 40" pilot chutes, 42" pilot chutes, extended containers, shorty-sleeves, bags, dual pilot chutes, piggy-backs, super-canopies, and every possible combination of all these items . . . the infrequent cause of malfunctions (the one-in-a-hundred happening) . . . is now worth considering. Most importantly, the thinking that accompanies the new equipment trends must be investigated from every possible angle. First, however, let's go through some of the malfunctions. Some, you've heard of and can guard against. Others, present no logical explanation. Don't form any opinions on the cases presented but consider each:

- (1) A lateral strap is hanging out and flapping in the breeze. On the pull, the pilot chute wraps around it and creates a horse-shoe type malfunction. Impossible? Believe me, it has happened.
- (2) A worn pilot chute with the spring exposed hangs up on either the sleeve stow or the inside of the container flap. Result is what the jumper believed was a complete. The main deployed as he went for the reserve and both canopies inflated . . . the reserve inside the main.
- (3) Jumper pulls and the suspension lines of the main loop into a knot near the skirt. Has hot smoke tied to his hand and fuses the reserve canopy into a worthless mass when the canopy becomes entangled with the hot smoke. Result: fatality.
- (4) This one is from Leo Fancher, Anchorage, Alaska. "I keep the toggles pretty tight and when the keepers broke on opening, they flew over and around the canopy a couple times. I should have cut-away when I saw my problem. I didn't and never got the reserve deployed. Luckily, the canopy (main) had enough drag so that I limped away from it with no more than a sore dorsal."
- (5) Consider this one from Dudley Wood, Gulfport, Mississippi DZ. "I noticed something was wrong immediately after I received opening shock. One of the riser "hold-down straps" on my piggy-back rig had failed to unsnap. With one set of risers snapped down the canopy deployed unevenly. This caused three or four lines to be flipped over the canopy. Along with this, I also got a partial inversion. I had the shot-and-a-half capewells, and a cut-away was very easy. I deployed my 26' non-steerable reserve and landed on a concrete taxi-way. I wasn't injured but sure could have used a steerable canopy. My reserve is now at the Chute Shop being modified."
- (6) Captain Sam Wilson, Augusta, Georgia reports this one. "After the pull, a very easy opening. I looked up and saw a pile of . . . The front was pushed through the back about a quarter inflated. I was jumping a PC and the very same thing happened on the last jump. Maybe I had better review my packing procedures. I managed to shake it out (on the last jump) but on the first one, I started spinning badly. I immediately put my left arm through the risers and disconnected the left capewell; then the right one. Right hand on the reserve ripcord, released the PC with the left arm and pulled the ripcord. I covered my face with the left arm and tried to stable with the right arm. The reserve was equipped with the 6" pilot chute and completely deployed even before I had time to think about it. My advice to JM's is to teach a particular method; make the student practice it hanging in a suspended harness; and keep all jumpers alert. It can happen to you."
- (7) This one is from Charley Joyce, Sidney, Ohio. "Upon departing the aircraft on a static-line jump, my cumbersome black goggles slid sideways, half-blinding me, and as I raised both hands to straighten them, I began to tumble. By the time I had a clear field of vision, I had a canary 7TU 1.1 pressed in two. I wasn't getting any ground rush and it was hard for me to take the malfunction too seriously. Tugging and tugging at the line (or what I hoped was the correct line at fault), I figured I could still ride it down. The Mae West, however, was not about to go away and, if anything, all my messing around only made it worse. I had no altimeter and still no sensation of excessive speed. Just a lot of spinning around but quite tranquil. Roughly half-way to the deck from the initial height of 2800, I decided to play it safe and somewhat reluctantly went for my reserve. The line-over was now so deep it looked like my cheapo was two canopies. I was now at a grand and put my left hand to work. I plucked the apex out of the front of the chest pack and tossed it forward. It drooped and at this point, so did my casual attitude. I began to sense trouble. The main was flapping and buckling and I knew it would be dumb to attempt a cut-away at this point. Better to have some sort of canopy catching air than none at all. Anyway, the reserve opened and when it finally bloomed, I caught a surprising impact in the pit of my stomach. This was my first indication of an abnormal descent rate. Reading reports later of people who buy the farm without going for their reserve, makes me believe they just don't realize their descent rate. My jumpmaster was sore because I wasted time before using mine and said that I wouldn't have walked away from my one and only Mae West. The message is obvious and old . . . if in doubt, don't fool around. Get the reserve open soon."
- (8) Bill Jordan, Watsontown, Penna., watched this one. "A PC malfunctioned and was cut-away at about two grand. The jumper was wearing a conventional rig and immediately went on his back to deploy his chest reserve WITHOUT PILOT CHUTE. The reserve finally fluttered open at about 800 feet. Just one more incident that may have been avoided IF there had been a spring-loaded hanky in the pack. Needless to say, one was installed immediately."
- (9) This last one is sent in by Frank Sanders, Missoula, Montana. "Jim Maxson, another jumper on my lift, had one of the worst malfunctions I have seen with a sleeve off it. It appeared to be 12 or 14 lines over. Jim dumped the main with his shot-and-a-half capewells and punched in on his pilot chute 26' conical in less than 200 feet. I am thoroughly convinced that this is the only way to go."

ONE MISTAKE LEADS TO ANOTHER

At this point, let's review the nine cases we have presented. If errors were made, we will now consider them and the possibility of

At this point, let's review the nine cases we have presented. If errors were made, we will now consider them and the possibility of each becoming a fatality:

Case 1: More personal care of equipment would have tucked the strap in. A thorough rigger check would have accomplished the same thing. Possibility of a fatality: very likely. A horseshoe type malfunction is extremely difficult to clear during a reserve deployment. The most senior jumper to date to be killed had over 800 jumps and experienced a reserve entanglement with a horse-shoe type malfunction.

Case 2: More attention to the condition of equipment would have resulted in a new pilot chute before the spring became a hazard. A slight delay (after changing position for a reserve ripcord pull) would have given the main time to deploy and eliminated the need for a reserve. Possibility of fatality: highly probable. The reserve could have easily whipped around the lines of the main and prevented either canopy from inflating. You can live through a double malfunction in some instances, but I'd hate to put any money on the odds.

Case 3: Packing is the primary cause of the first malfunction on the surface. However, parachutes are machines and, on occasion, can just plain not function properly. Whatever the cause, the second mistake was tying hot smoke to his hand (especially the right hand). This was a fatality.

Case 4: In Leo's own words, "I depended on the elastic keepers on the PC. Don't!!" The second mistake was the reserve deployment which is shown in the picture below.



Again, in Leo's words, "Since my malfunction, I have done a lot of work on reserve deployment. As far as PC's are concerned, I feel that the Para-Wing and Para-Sail are going to be something to beat the PC. I don't think that either of them will better a damn fine rig." Probable fatality (or severe injury) could have been the result because of the ineffective reserve deployment.

Case 5: Possible equipment failure, however, better maintenance could have prevented the failure. Schapanski informs me that he has completely resewn his piggy-back container and one of the greatest points of wear and stress is, naturally, the hold-down straps. A second "hang-up" could have oc-

continued to page 12

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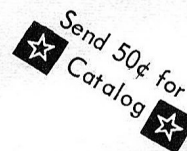
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PIONEER — SECURITY — IRVIN

PHOTOS BY TOM SCHAPANSKI, Carbondale, Ill.



Ed Dorey, Jim Pena, and John Coppe, over Clewiston, Florida DZ (before Pop moved to Indiantown). This was a Christmas Day jump.

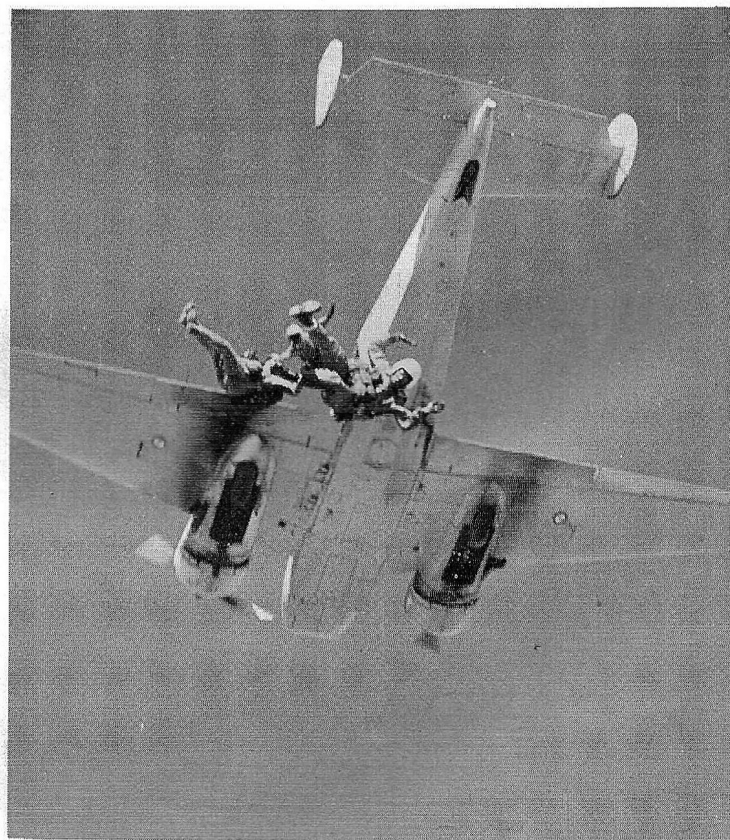


Pat Meiron, 1965 Dayton Cup, Piqua, Ohio.



Grinning Tom Stowell during practice jumps for the Nationals. Over So. Illinois Univ. SPC, Carbondale, Illinois.

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Exiting the Twin Beech over Elsinore, Calif.

have an airworthy reserve and main and open at the proper altitudes, what you do above 2500' is mainly up to you. A breakaway trains you for the time when you must breakaway from a malfunction and deploy the reserve. I feel confident that I can do this better than if I'd never done breakaways before. You do get a tangled up canopy that takes about an hour to undo.

I welcome opinions and comments by editors or other jumpers. I would also advise getting the C.S.O. or A.S.O. permission to do these and to have the rig assembled or checked by a rigger. I also sell the connections and container and ripcord for \$20.00, less risers, canopy, sleeve and pilot chute.

* * * * *

NATIONAL RIGGERS ASSOC.

If you are a rigger and interested in a National Riggers Association, contact Frank C. Sanders, 1730 So. 7th West, Missoula, Montana 59801. A monthly bulletin of interest to riggers is planned, as well as information on stolen equipment which will keep all riggers up-to-date with accurate lists to discourage thefts from coast-to-coast. Write Frank today if you're interested.

* * * * *

SAFETY

ACCIDENTS AND NEAR-ACCIDENTS WITH A MESSAGE

The first is from Major Harry Hodges, D-1464, Alexandria, Virginia, and should remind us all that accidents usually occur when they are least expected . . . not on the jump you had a funny feeling about.

The fickle finger of fate finally pointed in my direction and within the span of a month, I made two trips to the hospital. On the first one, the wind came up after exit and by the time we touched down, it was really howling. I was backing up under a cheapo TU and the last thing I remember was the ground passing under my feet at a blur. The ground was frozen solid (20° that day), and even though I was wearing a Bell, I was knocked cold. The medics called it a minor concussion but it meant a week in the hospital and another two weeks of dizziness. Those who saw me hit, said if it hadn't been for my helmet, my head would have opened like a dropped melon. The second injury occurred the day before Easter. It was a normal opening, normal descent, and to me and other observers, an easy landing with a good PLF. However, as my feet contacted the ground, I heard my right leg snap and I knew the medics were going to get me again. As it turned out, I broke the small bone in the right leg about three inches up from the ankle. In addition, I tore some ligaments loose on the inside of the ankle which had to be reattached by surgery. It all boils down to a hip to toe cast for four to six weeks and a walking-cast for a like period. How long after that before the medics turn me loose, and I get back to jumping, is anybody's guess."

This next one is on a subject which should be given some second-thoughts by all parachutists. The message is loud and clear and

not to be taken lightly. The incident is reported by Tom Stowell, CSO, So. Illinois Univ. SPC, Carbondale, Illinois:

"Unlike most reported injuries, this one was NOT the result of a parachuting accident. Instead, it was the result of a short-lived Para-Sailing adventure. The individual involved is a 'D' license holder and an extremely level-headed person. His experience and good judgement, however, were of little use to him in this incident. The following items were used for the activity: 650 feet of nylon line, a sturdy quick ejection system and a factory Para-Commander. These items had been used by several other jumpers just prior to the accident. Here's what happened. When the individual climbed into the harness, there were some twisted suspension lines. This went unnoticed by the ground crew. It did, however, become quite apparent as the tow vehicle took up slack and lifted the Para-Sailer off the ground. Immediately upon lift-off, there was a spontaneous realization on the ground that the individual was having a difficult time obtaining altitude. At approximately thirty to forty feet off the deck, the canopy seemed to lurch and begin to do a one-eighty. The jumper was then quickly driven into the ground still hooked to the tow rope (which, incidentally, kept him from being dragged by the completely reinflated canopy). The major cause of the accident was the total unawareness of everyone that this activity can be dangerous. On many DZ's, Para-Sailing is only used on days when it is too windy to jump! That's kinda like water skiing in water that's too rough for swimming. However, that was not the case in this accident. The problem was that none of us thought of giving the equipment a good check-over after each landing. Would you jump your canopy without at least giving it a four-line? Of course, you wouldn't, if you have any smarts. Well, this is the same thing. Don't get me wrong. I'm not trying to blame anyone. If I was doing that, my name would be at the top of the list. What I'm trying to do is open a few eyes of those who are engaged in this activity and are, perhaps, unaware of possible mishaps which can result from carelessness or to be more specific, ignorance. Fortunately, the victim of this accident is on his way to what we hope will be a complete recovery after spending three and one-half weeks in a coma under intensive care with severe brain damage. Think it over. Is it worth it for a fifteen second canopy ride???"

Tom Schapanski added his comments to the Para-Sailing accident and sums it up very well:

"(1) If you 'P-S', you put yourself, a very frail human body, directly between the tremendous drag of an inflated canopy and 100-300 horsepower each going in opposite directions. (2) The rigging is usually slipshod and extremely dangerous. (3) The 'thrills' of an uncontrolled ride to 40, or even 400 feet are certainly not commensurate with the danger. (4) No one would ever intentionally oscillate their PC so that they land parallel to the ground. Why chance your jumping legs and your life with such hairy angles so close to the deck! And with a car trying to pull away at the same time yet!! (5) The PC is noted for its great lift and gliding ability, NOT its stability. If used for a Para-Sail, a twisted line, entangled

sleeve, gust of wind, uneven controls, or a wrong maneuver can DRIVE you into the ground. And there's no reserve procedure for this descent."

This one was sent in by Jack Lankford, Dallas, Texas, and points up a problem we have faced, or will face, if we're in the sport long enough. The sky gets pretty crowded sometimes, especially around pull-time:

"After exiting the aircraft, John and Cliff came in for the baton pass but missed. During this time, Hugh, the third jumper was seeing-sawing back and forth. At times he would be above them and at other times, he would be below them. At about 3000 feet, Hugh saw John below him and just to his left. Hugh turned to the right and waited a moment and dumped. John remembers dumping between 2500 and 2000 feet. Just as John was sitting up and dumping, he saw two extremities of a person. He didn't know if it was two legs or two arms. As Hugh started to dump he was looking at his ripcord housing as he came in for it. After he had the ripcord in his hand and was pulling he looked down and saw nothing but canopy. At this same moment, John realized he was about to be hit and threw his hands up to protect his face. Hugh went through John's PC, hitting John's left arm and leg. At first, John thought Hugh had cleared him and he immediately reached for his capewells. At this time, Hugh's opening shock pulled John's hands away from his capewells. At one time, John was parallel to the horizon with lines all around him. The next thing he knew he was hanging in an upright position in his harness. As John looked up, he saw Hugh all wrapped up in his (John's) PC. He could only see one part of Hugh's body, a leg, and it was kicking wildly. Hugh's PC had apparently opened alright and was supporting both of them. With Hugh kicking so wildly, John was afraid he would become free from Hugh before he could cut away. As John looked down to see how high they were above the ground, he shouted up to Hugh to quit kicking and that he would cut away. For about twenty-five seconds, Hugh was wrapped in John's PC. During this time, he could see nothing and could not hear John shouting to him. He was not aware that his PC had opened, and he was unable to deploy his reserve. Later, Hugh stated that, not being able to see anything, he had expected to hit the ground at any moment. As John cut away, it released the tension on the PC wrapped around Hugh. Hugh was then able to uncover his head. The first thing he saw was one of John's risers going up. As John fell away from the entanglement, he pulled his reserve. He was jumping a 26' conical with a pilot chute and kicker plate. His reserve went out about six feet and came back. He grabbed the main bulk of the canopy and threw it to his right. Some of the lines of his reserve became entangled with his right capewell. While fighting to get the reserve away from him, he tried to untangle the lines from his capewell. Suddenly, his reserve blossomed. He was under an inflated reserve for only seventeen seconds until he hit the ground. Injuries were slight with a cut on Hugh's chin and some skinned elbows. John had a torn ligament in his left leg. John played football four years while in college, but he says he has never been hit that hard before."

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you don't have to say more than "no"

VERBAL MANSLAUGHTER OR SHAMED TO DEATH

Byline: Bob Westenheffer, Del City, Okla.

Kind of stupid title but read on, and I think that you will find they are more appropriate than they sound as a title. The phrase "verbal manslaughter" is the actual title of this article . . . the phrase "shamed to death" is a vivid description of how the manslaughter can come about during everyday activities. Normally, it's just an unmeaningful phrase used to describe the time your wife fell off a bus in front of a lot of people or the time you tripped and spilled a drink all over the hostess. The phrase used as a description of the above instances was just an over emphasized description of your feelings, after a particularly embarrassing situation. But the phrase has a more serious meaning and can create extremely dangerous situations if SHAME or EMBARRASSMENT is used as a weapon to get someone to do something against their will.

Here are a few definitions which are related to this story:

SHOCK: A sudden violent disturbance of the mental or emotional faculties.

PRIDE: Proud or disdainful behavior, a quality or state of being proud.

SHAME: To force by causing to feel guilty.

EMBARRASS: To cause to experience a state of self conscious distress.

TAUNT: To reproach or challenge in a mocking or insulting manner.

Pride is one of man's most cherished possessions. He will go to great extremes to protect his public image even to the extent of endangering his own life. As an example, the automobile game "chicken" has cost the life of quite a few people in the country. What prompts two people to crash autos head on at a high rate of speed? PRIDE. Both participants were displaying "proud or disdainful behavior." Now, let's relate this to parachuting.

To more clearly depict my point, I will create a hypothetical case wherein a new student, although highly enthusiastic about the sport at the start, develops what I call "fright symptoms." However, he is forced by pride to continue. Some students get through this stage and develop into excellent jumpers, but only the man upstairs can tell how many of the no-pull or low-pull fatalities were caused by pride.

Student X has been a regular visitor to the DZ for some time now. He has developed a growing interest in becoming an active participant by asking the normal questions of all the members. After watching hundreds of parachutes deploy without a malfunction, he has mentally convinced himself that this is a safe sport and the time has come for him to change from a whuffo to a student. He makes application for membership; pays his money; and is scheduled for his pre-jump training.

During the ground training phase, student X excelled at every phase of the training. At the end of his eight hour program, he's certified by his instructor as ready to jump. His first jump is a success, however, he doesn't remember much of it except he realized during the climb out that it looked a lot higher from the air than it did from the ground.

During his next two or three jumps, student X starts to notice the altitude a little more each jump and it starts to scare him just a

little more each time. His fright grows and grows until he starts to have serious doubts about the equipment he was using. He manages to keep his fright inside, so successfully, that the other jumpers take no notice of his condition. Up to now his fright shows no outward symptoms. But the trend is beginning to change.

Student X does not want to admit to anyone (including himself) that he is afraid. So, he returns to the DZ every week, figuring his attitude will change and today he will jump again. But when he arrives at the DZ he gets frightened all over again and develops all kinds of excuses for "not jumping this weekend." Cold, sore ankles, headache, stomachache, have to leave early, etc., are excuses he uses week in and week out. He may actually jump one or two times a month but he really doesn't want to.

Now some of the hero types in his club start to notice his lack of consistent activity. Instead of having a long talk with him about it and trying to dispel his fears, they start to taunt and tease him. His pride now starts to replace his common-sense. His natural tendency to avoid being made a fool of, forces him to commence jumping again (even though he is scared to death). In plain words, he'd rather die than make an ass of himself, and this attitude alone makes him a first class prospect for the Grim Reaper. During his next 10 or so jumps, he remembers nothing from the time he leaves the airplane until his chute opens. He reacts by instinct.

The inevitable happens and Student X has a total malfunction. He is so scared, he goes into a state of shock and, splat, becomes a statistic. Pride has claimed another victim.

The point to be derived from this fairy tale is simple. Under no circumstances should anyone try to embarrass a person into jumping. There is no room in the air for anyone not in full possession of his faculties. Forcing anyone into a plane to jump, either with a gun or taunts or embarrassment, is wrong and can only lead to disaster. If at any time, you notice a student who is visibly afraid, or even looks like he or she is afraid, it is an unwritten obligation to talk to them and make an attempt to dispel their fears. If you can't calm their fears, advise them to quit.

Don't be responsible for making someone "DIE RATHER THAN MAKE AN ASS OF THEMSELVES."



THE PRICE IS HIGH . . .

I have no way of knowing how many sport parachutists are involved in the Vietnam War; nor how many of them will never return to the DZ's they left behind. Recently, A. C. Murphy, Millinocket, Maine, sent in a photograph of Larry Murphy, C-3496, who is now serving in Vietnam with the 25th Infantry Division. Unfortunately, it was not suitable for printing but it was taken by Sgt. Melvin Barber, D-1241, at Fort Benning, Georgia. Mel was killed in action in Vietnam on 19 August 1966 while serving with the 101st Airborne Division. Many clubs will lose one or more members before the conflict has been decided. The price is high, but considering the values at stake, it isn't too high . . . to all of us as a group. But, individually, many have and many will, pay the full price. How do you repay these men?



Ken Roberts, Vallejo, California, on the ground (after his ninth reserve ride to date). Ken (K. C.) is just one of the photographers who will be spotlighted in DZ-USA in this issue and issues to come, by a full page devoted to just his shots.

HAPPINESS IS....

Butch Rubb, D-1305

Finding out that the wind "T" is only stuck and you are actually on the right side of the target . . .

A Sailing that opens (all the way) . . .

Realizing that the sleeve and pilot chute you see the kids running off with really belongs to another guy's rig . . .

Beating Tom Schapanski in an accuracy meet with a 4-meter average.

LITTLE KNOWN RECORDS

On Memorial Day weekend, last year, I had a malfunction on my PC. Film of that jump showed the pilot chute going through the modification and wrapping around the center lines, collapsing the rear of the chute. I cut-away with no problems. The next weekend, another malfunction with the front half of the canopy collapsed and showing no signs of inflating. Cut-away. The next weekend . . . same thing. Front half under and couldn't get it to inflate. Cut-away for the third time. All malfunctions were on the same black & gold PC . . . which I have since sold. There were no burns or visible damage to the canopy on any of the malfunctions. Three weekends and three malfunctions and three cut-aways! Submitted by Robert Sprague, C-2926, Clinton, Illinois. By the way, it was also three difference drop zones.

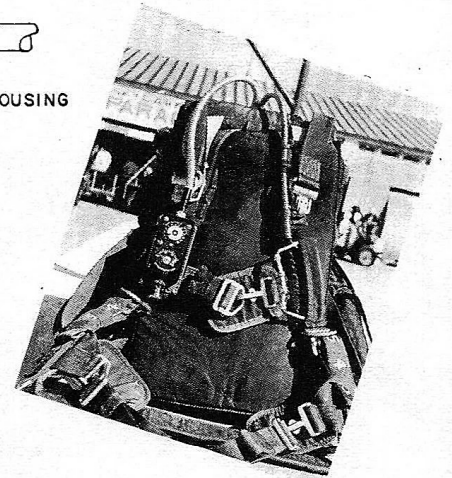
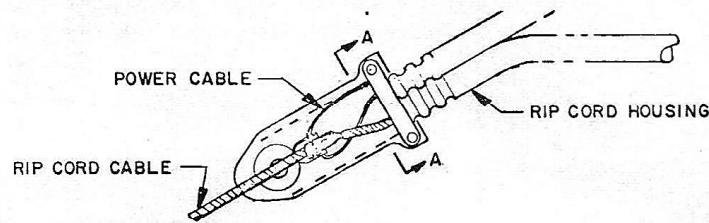
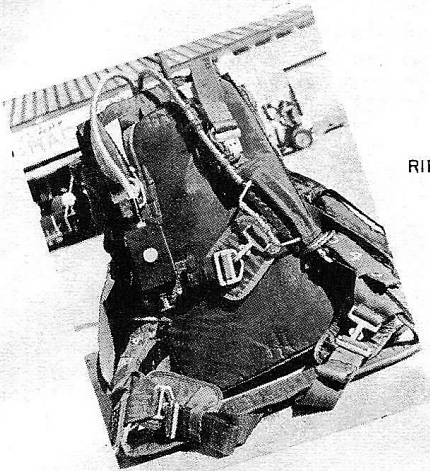
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One way to bring a malfunction about . . . pulling head low. Photo by Louis Melendez Jr., over a California DZ.

Continued from page 6

curred on the cut-away but is highly unlikely. With the cut-away successful and reserve deployment completed, likelihood of a fatality was removed.

Case 6: The "tuck-under" on a PC is hard to explain. I am sometimes convinced that they are "built-in" at the factory and that some canopies are more likely to tuck-under than others. Packing solved my tuck-unders on a new PC (rushin' packing instead of pleating and folding) with particular care to the stabilizers. We all know that the opening thrust of an inflating canopy could create the tuck-under so this is also a possibility. I assume Sam was using old type capewells (as witnessed by a very good method for the two-shots), however, if you contemplate a cut-away . . . put 1½'s on that rig and be prepared for a cut-away. And get a pilot chute on that reserve if a cut-away is likely to occur. Because of proper reserve deployment, this case had little probability of a fatality, as it came out. It could have ended differently, however, but every case presented here ran that chance.

Case 7: Very poor judgement on Charley's part (although this was 60 jumps ago) to attempt to correct something unimportant to the actual deployment. This first mistake was compounded by the unusual delay in reserve deployment. Had he experienced any degree of difficulty in deploying the reserve at 1000, time could have quickly ran out and a fatality (or severe injury) could have easily occurred.

Case 8: Another example of a jumper who cut-away and was not prepared to do so. Your thoughts on reserve deployments and your equipment MUST CORRESPOND. If you had planned to leave an aircraft in case of fire and wore a chute to cover the possibility . . . would you take off in a plane that you couldn't open the doors on?

Case 9: If the canopy was a PC, a cut-away was justified. If the jumper was experienced and the canopy was a "rag," a cut-away was excusable. If the jumper was still in a student category and the canopy was a rag, there should NOT have been a cut-away even though the outcome was successful. The cut-away trend of thinking, could easily account for at least five jumpers killed last year. There is a dangerous belief that re-

A thorough discussion on malfunction, training methods, reserve deployment and fatalities . . . all of which may assist you in avoiding a reserve deployment, DZ-USA doesn't have the answers (neither does anyone else) but, hopefully, by considering all sides of the issue, we can be better informed jumpers. This is the only way to save precious seconds on a decision in the air.

serves do not malfunction. Don't stake your life on that mistaken idea. They do malfunction and they can take too long to get out and a dozen other things. I know of one case which involved the reserve hanging up on the loose capewell covers after the cut-away and a very low reserve opening was the result. I have in my files, three instances of Mae West malfunctions on reserves after the main was cut-away. If you are considering a cut-away, **PLAN EACH AND EVERY STEP RIGHT UP TO OPEN RESERVE CANOPY.** Don't test your theory in the air without consulting jumpers who logged a few bad ones or any jumper who will discuss his views with you. We learn from each other.

WHAT PLAN SHOULD BE FORMULATED?

At this point, review the lessons learned so far on only nine malfunctions. Proper attention to equipment; correct packing procedures; the importance of good body position; making the reserve deployment as quickly as possible; or, in brief . . . **ATTENTION TO DETAIL.** There isn't a single point that can be overlooked during a jump and this attention begins **ON THE GROUND** before you ever board the aircraft. Is there an easy answer to all this, and can a standard set of safety rules work for everyone? Consider the following articles before you come up with anything concrete:

(1) Comments on training by David Wilson, March AFB, California: "I stopped in and talked awhile at the PCA office and one matter of conversation that arose was the lack of training or insufficient training that the over-all student receives. I personally think something should be done. We don't know how as yet, but we can continue to train each and every student to the best of our ability and stick with that student. A standard training course with a set number of hours is a good beginning. Any student coming back to the States from the "Freedom Chuters" who was trained prior to 1 December 1966, I will personally vouch for his ability. He IS TRAINED. Malfunctions are bad and they seem to run in groups. Please, not only for your own sake, but for the sake of your friends and fellow skydivers too . . . don't make malfunctions any worse. Pull on altitude. Remember, Blessed is Altitude . . . May It Always Be Below Us."

(2) H. Paul Odom, W. Hyattsville, Maryland, has this to say: "I feel that for the sake of the serious and conscientious jumper, the sport needs more controls than either the PCA (what control?) or FAA now have in effect. Case in point: What is to prevent kids under 16 from jumping? Don't say the PCA. I watched a boy put out on a static-line at a PCA sanctioned meet in Virginia last fall, about a week before he was killed. I personally observed one ASO (and I believe there were two), and 3 CSO's on the field at the time. Another case in point: How many criminally irresponsible jumpmasters (those who have killed a student through their own negligence) are still jumpmastering? I would like to believe none, but until I read in Parachutist the names of jumpmasters who have had their licenses revoked for negligence in jumpmastering (instead of writing rubber checks), I have to believe there is no control on this very serious problem."

(3) This next letter gets us nearer to the problem. It is from Butch Rubb, Malden, Massachusetts, and an instructor at Orange: "Many articles have been written on reserve procedures in your publication and others and this is good, but . . . What may be an excellent reserve procedure for you and I may

not be for John Doe, mainly because we do not know him personally. We do not know his mental attitude or his physical capability of deploying a reserve the way we might. Every individual has to be taught in a way that he can grasp. My only point is to say, "Students should always react by doing as they have been instructed, what they have practiced, and what they have become accustomed to." 2500 feet up is not the time to try experimenting with something they read in a magazine. It just causes confusion. There will be minor exceptions, of course. There always are. But I have had to UN-LEARN many students that have read about cut-aways, cutting away only one side, etc., and the usual explanation is, "Well, I read that." Sure, the guy writing the article probably has 500 jumps and a "D" ticket, but a lot of the people reading the article do not. My advice to students is to use the basic instruction they have received from competent and, I repeat, competent instructors and they can't go wrong."

(4) This last article should round out the views. It is from William C. Brown, Memphis, Tennessee: "In reading both DZ-USA and Parachutist, the thing that constantly jumps out at us are the reports of fatalities. When the report is made by either magazine, it is sometimes followed by an explanation of some steps that have since been taken to prevent any reoccurrence of a similar event. I saw this happen twice within one year. Skydiving gets far more than it's share of bad press as it is. Our sport will probably never have a completely deathless year, although it would be one of the greatest gifts ever. The way our numbers are growing, we need a continually increasing effort to keep the deaths below 25 a year. Actually, there are only two kinds of clubs that have never recorded at least one fatality. The first kind comprises the clubs that have had good luck, combined with a strong safety program. The second kind is the club that is just plain lucky. While the former may maintain it's record, you can be assured that the latter will kill someone, sooner or later. It would do us all good to remember one thing: A post-

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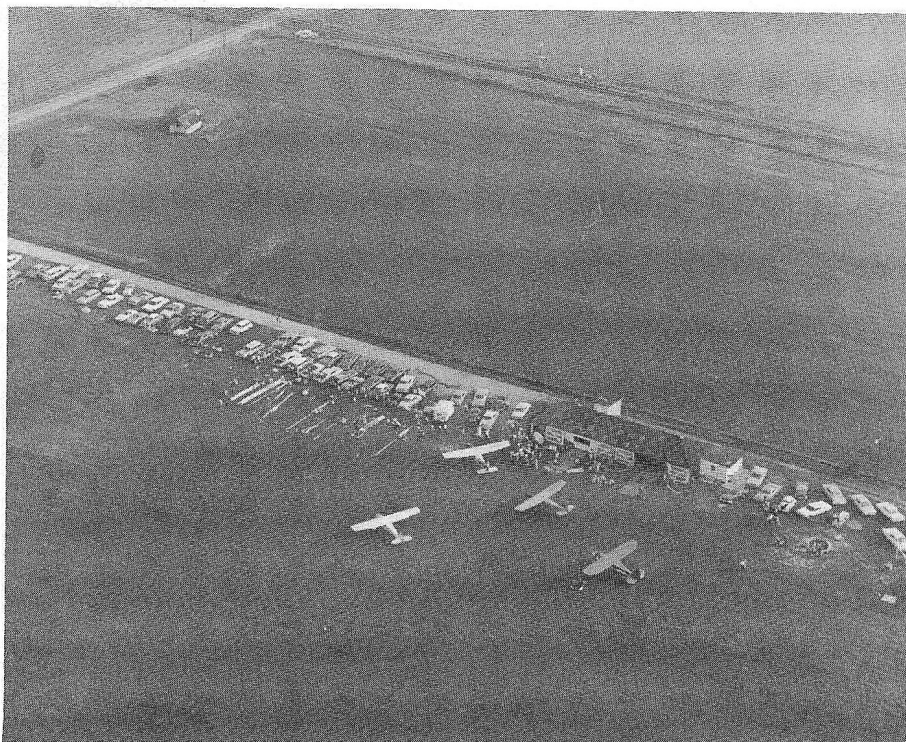


Another way to ask for it. A first jump student making an inverted arch exit.

Photo by Jim Gibbs.

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A VISIT TO GREENE COUNTY SPORT PARACHUTE CENTER



Greene County Sport Parachute Center, Xenia, Ohio, from the air, with jumping in full swing.

"Sport parachuting has done a lot for me . . . I try to do all I can for sport parachuting."

. . . Jim West, C-489, April '67

IN THE BEGINNING . . .

Five years ago, Jim West and Jim Shearer (with a loan from Jim's step-father, G. W. Moran), put together \$1500 to get a dream into the first stages of reality. Jim West had recently been discharged from the Army, where he had been an Instructor for the 101st Airborne, and had 320 military jumps. He had just recently met Shearer and helped him with his first sport jump. So, they rented planes and worked. They bought student rigs, scrounged equipment, and worked some more. They both had one goal. To have a DZ that wasn't ruled by pilots and someplace jumpers could call home. They wanted jumpers to have their own airport and run it themselves. This was in April of 1963. By June of that year, they found their present home (Xenia Airport, Xenia, Ohio), and the progress reports started looking a little better each year. In four years, they had bought four planes. Many students had passed through their doors and the membership by 1966, from five surrounding states, was close to 150 active jumpers. The dream was no longer something out of reach. It had come to pass and both men are just as enthusiastic about sport parachuting as they were the first day. Standing in the "crow's nest," on top of the airport buildings, West and I stood looking out over the DZ and surrounding area. Pointing out a brick home that was right on the edge of the airport property, Jim said, "Someday I will own that house. Then I can step out my back door, put on a rig, and just walk over

to the plane." If anyone deserves it, Jim does. And when he gets that house (and he will), half the jumpers on the DZ will live with Jim and his family. If you're a jumper, just ask, and Jim will make sure you have it. He's that kind of guy and it's evident by the way everything runs. Here is a club without frictions, personality clashes, bickering, and petty grievances. It's like being a part of a big family . . . and all with one thing in common. They enjoy jumping and they protect the one thing that guarantees they will always have a place to jump . . . Greene County Sport Parachute Center.

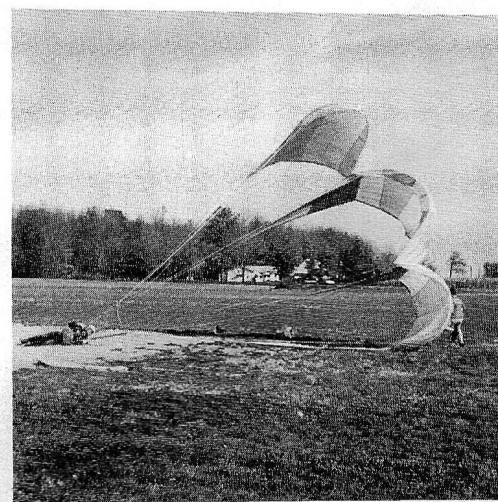
THE OPERATION AT PRESENT

Jim Shearer, the second owner of the Center, does the aircraft maintenance and is the full-time pilot on jump days. He is ably assisted by Al Gordy (an Air Force officer), and relief pilot is Ken Glover. The rigger is Jay C. Pugh, who also instructs. Helping Jay in the student department, is Michael and George Loudakis. And on these two young men, I'll add this. I wish all you guys who have been firing in the bad mail to me on their story (which appeared in the March issue), could meet them. There isn't a jumper walking who is more interested in accuracy jumping than George Loudakis. He is trying to get 175 jumps before the Conference Eliminations and he's only 30 short. The week before I got there, he had made 8 in five days and put in another 4 the following Sunday. He weighs 100 pounds but don't let that fool you. When that canopy opens, there is a lot of jumper under it. To continue, Jim West also takes a hand in the training and puts over 1600 jumps to use. Coupled with Jay Pugh's 650 plus, student's have every advantage and the Center's safety record re-

flects this. During 1966, close to 7,000 jumps were made, with 140 first-jump students making their start. Strangely enough, however, not one "D" is a member of the Center, although over 20 are "D" qualified. And while we are on the subject of licenses, let's throw this in. PCA membership is not required but is encouraged. And 60 to 70% of the members are PCA by choice. Most of them join to attend meets, to get Parachutist magazine, and for the insurance (not necessarily in that order). Most of the members I talked to were vitally concerned with the way PCA functioned and open in their views. It is refreshing to see a body of jumpers who take an interest in things around them and are sincerely interested in bettering sport parachuting. Here again, in an atmosphere such as Greene County's, the rewards are many. It's now PCA's turn to extend a helping hand and keep this caliber of members.

THE ACCOMPLISHMENTS OF THE CENTER

Members of Greene County Sport Parachute Center got their share of the trophies last year, bringing home 37 in all. The Center was represented in every major meet in Ohio, Illinois, and Indiana (except two). The only room for improvement in the trophy department would be in style events. And this isn't based on a total of 5 or 6 meets. There were at least 10 just in the State of Ohio last year. The meets are tight and accuracy competition is tough. The Center has the bid



One of Jim West's fondest memories. A Sailwing that landed him just a little hard.

for the State of Ohio Championships in June, and the Annual Fun-Fest in October. This last meet of the year, is just before the "die-hards" are the only ones to continue landing in snowdrifts. It's a fun-meet with jumpers doing anything they please and just a few trophies are passed out. There has been one every year since 1964 and always well-attended. And aside from the trophies, here are some accomplishments any club would be proud of. Center facilities include: Lounge, inside packing table, office, dressing room for jumpers, hangar, concession stand ran by the wives during the summer, drying-tower for chutes, the only certified loft in Ohio, brand new metal out-house, garage, picnic tables, parking lot, 1900 foot sod runway (East-West) and soon to be extended to

2500 feet, suspended harness and PLF platform for student instruction, a 180 mock-up for exit training, and out-door packing area complete with helping hands. There is always a rigger (Pugh) on hand, and pilots a batch. Aircraft is no problem with three on hand. A 180, a 182, and the Howard "650" (which was recently purchased from the Pekin, Illinois group). And here's the odd part. All the "comforts of home" weren't handed to the jumpers who frequent the Center. They built most of it themselves. It's a spirit of cooperation you have a hard time believing. As Walt Pleasants ("Rango") put it, "If the winds are up and they need a hole dug or a coat of paint on something, you do it. Everything here belongs to all of us, in a sense, and we are actually doing ourselves the favor. It's like home." One good example was Ken Heismann who showed up with some green "seat-collars" for the new out-house. I've been impressed by many drop zones, but this one just has to stand out. And before we change the subject to the jump stories, here's one last item on facilities. A "Kiddy Korral." The mother's started with \$150 and bought a swing-set, slide, 11-foot Ranger Tower, a Whirley-Bird, sandbox, swimming pool, and picnic table. It keeps the kids off the pack mats and out of mom's hair. The Center is paying to fence the area, and there are also lounge chairs for mother's aching back and a crib-nursery affair that also works for jumpers with "big-heads" from the night before. Lee West (who is Jim's wife and 30 jumps to her credit before break-



One way to keep the kiddies quiet. Lee West (with Kelly "papoosing") picking up another passenger.

ing an arm and retiring to take care of their daughter, Kelly), Lois Shearer (who is another wife who doesn't bug the old man about getting a jump in), Kathy Eardly, Ann Pleasants, Sandy Pugh, Carol Popp, Ruby Rowan, Nan Gordy, Joanne Repik, Eleanor Cooper, and Kay Pierson, were just some of the wives on hand during the weekend. I sometimes feel that the real directors of any Center are . . .

CLASSIC STORIES

If you were a student and got a deadcenter on your 8th jump, just how would you feel about it? Great, right? Richard Scott, a member of Greene County did just that. And

since then he has hit two trees, landed in the road, plowed into some power lines, and made a stand-up landing on the hangar roof. How do you feel now? It hasn't fazed Dick in the least. He's still in there trying for a second deadcenter.

Now you are Jack Tiffany and have "Snoopy" on the back of your helmet. You are proud of your helmet and you feel secure wearing it. Then you make your first mistake. You get on a lift with Dave Ellis and Jay C. Pugh. "J. C." has conveniently taken up a tube of bright, red lipstick and after "bull-dogging" you for several thousand feet, your "Snoopy" is literally obliterated. Jack now jumps with a blanket and dares anyone to take it from him. Not really, but Jack's next mishap is for real: "J. C." strikes again and "hangs" Jack at 6,500 feet. Hanging under a full canopy, with the temperature being 8-above on the ground, things get chilly. Jack puts his hands in his armpits, kicks his rapidly numbing legs, and warms the air with some choice words. This does nothing to change his drift and many thousands of feet from the target, Jack is very blue when rescued.

And then the second of the "Gold Dust Twins" livens things up. With a banana that is about the size of a coat-rack, Dave Ellis invites Jim West and Tim Popp to share it with him while in freefall. West gets greedy, and before Dave can peel his treasure, he takes one huge bite from the exposed end. Back on the ground, West realized he has lost about \$50 in partial-plates. The teeth apparently are still in the banana which no one can locate. Moral of the story: have lunch before your jump and watch your partial-plates if you have a snack during freefall.

At last, but not least, Jean Wheeler (pictured below) deserves the "home-breaker"



award for 1966. In addition to hanging her reserve on the top of the telephone pole as shown, she has made a roof-top landing on an unsuspecting resident (hitting the chimney and wiping out the TV antenna), and several jumps later . . . into a back lawn and scratch one bird-bath. On this jump, however, Jean was mistaken for a man and this riles her. The club has since (affectionately) nicknamed her "Moose." The reason for the nickname escapes me.

A WEEKEND OF JUMPING

To explain the enthusiasm is an impossible task, so I'll put it this way. Unless the winds are about 50 knots, they jump. I'm not implying any violations, however. They just make use of every available jumping minute. There was a wheel problem on the 180 that looked like the jumping would be halted. In 15 minutes, an entirely different wheel was being used and the plane was back in the air. They have spare parts for the spare parts. Jim West has seen whole tail sections replaced rather than shut down. The mechanics get their heads together and the bird is back in the air or Shearer is slipping.

Students are not neglected either. On Sunday, here were a few of them logging at least one jump: George Scott, Louisville, Kentucky; William Geer, Cincinnati; Stan Ash, Covington, Kentucky; John Vaughn, Wilmington, Ohio; Steve Crussett, Fairborn, Ohio; Kissik (didn't catch the first name), Cincinnati; Richard Homer, Beaver Creek, Ohio, and Don Heeter, Dayton, Ohio. Tony Castellano and Frank Autley got in their last static-line and freefall on Sunday. I think I saw Jimmy Browder and Richard Scott around but don't know whether they jumped or not.

There was only one malfunction and Ficke sweated it out. The pilot chute appeared to "fall" and the sleeve snaked. On opening, his PC had lines over. Instead of cutting away, a reserve deployment was made (the first attempt going into the main and being pulled back down), and in spite of some difficulty, the main was then jettisoned after the reserve deployed. Extreme oscillation on the reserve but no injury.

There was another incident, but nothing serious. I let Paul Fayard jump my "McElfish Special" (an all-white PC), and seems he got down to the ground without one piece of equipment in his possession. That's a lot of beer to buy, Paul. I will add this last point in Paul's favor. It was his first jump on a PC and he looked good in the handling of the canopy. His eyes were a little glazed from the opening, but all in all, a good jump.

There were 30 lifts made Sunday in the 180 and who else but Jay C. Pugh led the pack with five jumps. Ed Schmitt, Jack "Snoopy" Tiffany, Jim "Ronnie" West, Ken "The Beard" Heismann, Paul "Butter-Finger" Fayard, George "Bantam" Loudakis, and Dave "Banana" Ellis all put in four jumps



David Layne after jumping the "McElfish Special." Photo by Hunnell.



Jim West waiting for his partner Shearer to get aboard. Both grow the beard once a year during the winter months.

on Sunday. Most of the group was jumping for a "money pot" and I donated my dollar and watched Ellis win it with a 53 cm. jump. Everyone agreed that the accuracy was a little off the normal, with deadcenters usually taking the money pots. I still haven't figured out why I was in there. Too many Cardinal demos the night before fogged my brain and upset my reasoning power. The farthest-out jumps went to Paul Ritchey, Bob Pearson, and Jim West on Saturday. They spotted for some pretty stiff winds . . . that died. They were within a half a mile of the airport. And, as much as it hurts me to admit it, I had the honor on Sunday. I asked someone for the spot and then misunderstood what they told me. I was still at two grand when I went over the target.

This would be a good spot to mention that Ken Heismann made Cardinal on Saturday night under the able direction of Susie Neuman. Or was it Sandy Pugh (J. C.'s wife), who also made Cardinal that "hazy" evening? Ken Glover (jumper/pilot) was present but not attempting; Jack Tiffany gave it a couple goes; Jerry Eardly and wife Kathy, observed; J. C. Pugh, a couple abortions; and Dave Ellis who would not say "die". Dave Layne and Paul Fayard also joined in on a round or two. This editor was under the table as the sun was creeping into the sky and thanks to Sandy, had dry clothes to wear to the DZ. I'd rather not say how my clothes became "damp" but the club members got together on Sunday afternoon and presented me with a pair of rubber pants. Yeah, Cappy, I'm still up to my old tricks. To make a long story short, several members of this group deserve honorable mention for being clear-headed enough to jump Sunday while I fainted every hour on the hour. I got two jumps in but suffered even after waiting for the last lifts of the day. Have those demos on Sunday night, friends, and you'll enjoy your jumping much more. I assure you.

Debbie Nelson deserves a medal for wet-nursing a 33-year-old with all the wisdom of

her 14 years. Thanks, Debbie.

And before I take all the blame for being out in the boonies on Sunday, Castellano and Vaughn walked a few yards too. With a 60' pea-gravel target that is three feet deep at deadcenter, I got my boots on it once. I know they felt as bad about missing it as I did.

The "Three Jump A Day" group was Tim Popp, Larry Robertson, Al Gordy, and Dick Hoff. Popp and Nate Rowan have no trouble making beautiful hook-ups together but sometimes they miss an easy three-man by taking the wrong third man along. S.A.T.

About this point in the jumping, a conversation swung over to Parachutist Magazine. Ken Glover and Susie Neuman had some interesting views on this subject. Ken wants to see more news on student training. He said he had received some abrupt answers to letters sent to PCA. Ken is a conscientious pilot and jumper and, can you blame him, believes other people in the sport should be. Susie voiced her views as displeased with the articles on "Hypoxia" and Instructor Exam articles that do not apply to the general membership of PCA. She would like to see far more news from other clubs and personal experience articles from jumpers. Susie believes we can all learn from others and this should be the theme of the magazine. More on this subject in later issues of DZ-USA.

Other jumps (which has escaped my feeble mind in recalling the particulars) involved Jim Jacobs, Tarkington, Jon Schmidt, and Mike Loudakis. I would like to add that Jon Schmidt, Kenneth Heismann, and myself, spent my first night in Fairborn by taking all night to swap jump-stories. We learn from each other and this is the best way I can think of. All the beer-drinking in the world can't replace five or six hours of honest discussion.

In case there are any other "blokes" jumping in the United States, David Layne, would like very much to correspond with them. Dave is jumping with the Greene County operation and in eight months has logged 120 jumps.

He is a native of Lincolnshire, England, and took to jumping like a duck to water. His present address is in care of Jim West (1516 So. Maple, Fairborn, Ohio). Drop him a line if you are a fellow-Englishman now living in the U.S. Dave, by the way, experienced an opening very near a white PC, that I share equal blame for. In fact, probably more my fault than his.

The women jumpers in the club are few. Jean Wheeler (who we discussed before); Marti Tiffany, and Susie Neuman. Susie continues to amaze me by consistent accuracy. She can lay off two or three months, and come back strong as ever on her first jump. Watch her in the Nationals this year.

NOW IN VIETNAM

Greene County (like many other DZ's) has seen some fine jumpers sent to Vietnam. Among them: Dave Huxtable, Terry Klechner, Dan Stone, Dale Allen, and Jack McNally. I sincerely hope they are back to help with that new building that is going up in the near future. I'm sure they would prefer that to what they are doing now. And if they are back to help with the building, the most important consideration has been achieved . . . they made it back.

NAME DROPPING

I know there will be many names left out but not intentionally. However, some of the members were absent and I didn't have the opportunity to meet them. Among them were Bob Crawford ("Papa"), who is 56 years young and has 21 jumps on his "piggy-back" system with a PC, and George Pelizzari, who is the uncle to George & Mike Loudakis, and who was trained by them for his first jump.



Susie Neuman getting lots of help from Mike Loudakis and Jay C. Pugh.

Bill Bittner was doing some of the flying Sunday (as well as Glover, Gordy, and Shearer). I had a very interesting discussion with Doctor Leonard Thompson (Royal New Zealand Air Force), who was Nick Piantinida's flight surgeon and represented us very admirably at the Washington D.C. hearings

NEED A LIFT? CLUB NEWS

NEWS FROM YORK, PENNA.

Byline: Chuck Henderson, D-1475



Dr. Thompson, Royal New Zealand Air Force, in the middle of a mess. West (far right) supervising. Man sporting the cast not identified.

awhile back. Remember the mathamatics that dazzled the "double-domes" when it was figured by Dr. Thompson that it would take X-number of years for a skydiver to hit a plane if the pilot was flying blind-folded and the jumper was too, etc., etc., and both were in a large tube, etc., etc. This is the same man and a very impressive individual. Hopefully, DZ-USA will be the recipient of some stories from New Zealand in the near future. Another jumper, Tom Stevens, who is also a pilot and football coach, was spared listening to my jump-stories. Stan Eschenbrenner, I talked with several times, but to save space, I decided to print his rather long name only once in this article. He's from Cincinatti and a regular visitor to Xenia. Tom Repik, John Smith, Jerry Dailey, Tom Wellmeier, and Bon Bonner . . . I have notes on but a blank mind.

THE OPA MEETING

Rather than go into all the details, I'll skim the surface and name some of the representatives at the meeting. Billy Cook was there (Selecte SPC), and Joe Cooper (Alliance SPC). Rudy Samples, secretary of OPA (Ohio Parachute Assoc.) read some excerpts from "Pilot Chute" which contained several statements I will discuss in the May issue of DZ-USA. Cooper officiated with Billie Dolley, Mid-Eastern Conference Director attending, as well as Gordon Reiner. Dr. L. C. Richmond, Huntington, W. Virginia, also sat in. Other names of representatives, I will admit I did not jot down. There were six clubs represented, however, and most of the discussion involved the bid for the Conference Eliminations (Mid-Eastern), and a better system may have evolved. One thing was evident, work is continuing for a better Association and co-operation between clubs.

IN CONCLUSION

Xenia (pronounced Zena) has a Greek definition meaning "City of Hospitality." Jim and Lee West should put "Xenia" on their front door. My stay in their home and the

time spent on the DZ with Greene County Sport Parachute Center members, was one of the most enjoyable three days I have spent in a long while. You can't help but feel the same way if you'll spend a weekend jumping at Xenia. Call AC 513, 878-3066 (Fairborn) and talk to Jim. He'll do everything possible to make you welcome and introduce you to the best jumping anywhere.

IN MEMORY OF JON SCHMIDT

As this article was being put into it's final state, I received word that Jon Schmidt had been drowned the weekend following my visit to Xenia, Ohio. Jon was one of the two jumpers who spent the night swapping jump stories. He was new to the sport and sincerely interested in every bit of information he could gain concerning sport parachuting. His untimely death came as a personal blow to everyone who knew him. He had much to give to many endeavors.



The "650" Howard that can whip you up for a thirty before you can get your helmet strapped down. Photo by David Layne.

"We here in York, read a lot about other places, and the things they do, so I thought it was high time someone wrote a little about us. We have a fine club here and a commercial jump center. We are PCA affiliated and MEPA affiliated. The name of our center is York Parachute Center and our club is York Skydivers. We have a club roster of approximately 50 members (and that includes active and inactive members). A lot of them are fair weather jumpers and will be back in the spring. I won't go into it completely, so I'll just tell you two of our accomplishments that we are proud of. Me especially, because I had a part in both. One of our members, Gene Runk, D-1449, and I, tried three times to make contact in the air but failed. On the fourth try, we made it, and have done so since 19 times in a row without missing once. This includes quite a few baton passes. We also made a pre-midnight jump on New Year's Eve. Four of us left the plane at 7200 feet at five seconds before midnight. The jumpers included: George Bolen, D-1399; Gene Runk, D-1499; our very good friend Paul Supan, D-804 (and president of the Falling Stars of Palmyra, Penna.), and myself. All had a good jump and landed near the DZ, except myself. I landed quite a distance away, in the backyard of a farmer's house. A woman was out on the porch at the time, and here I come with a blinking red light on my helmet, a face mask painted like a witch doctor, and goggles. Well, I was running, she was screaming, and swinging a broom, and all I could say was, "Happy New Year." The piece in the paper quoted her as saying, "I thought he was from outer space." Please extend a welcome to all jumpers to jump with us. We have our own plane, a Cessna 185, and we jump winter and summer, weather permitting. Write 1400 W. College Avenue, York, Penna. 17404 for more information."

THE IDAHO SKY DIVERS

Newly-formed and PCA affiliated, with a grand total of 14 members and enthusiasm capable of handling five times that many jumpers. One "D" and three "B's" and growing. The club president is Don Grant, D-1248, who is also the club rigger and an ASO. Jumping is on weekends and during the week, when possible. Here's the unbelievable part. The club has two Twin Beech's, a Cherokee Six, and a Cessna 182, at their disposal. As Ron Felsted, B-5412, reports, "It makes for some good jumping." The meetings are at the local airport, five miles west of town (Blackfoot, Idaho), and an open invitation to jumpers with PCA membership and a logbook to drop in. The DZ is one mile square; the only obstacle being an occasional cow. Write 566 So. Cleveland, Blackfoot, Idaho 83221 for more information. Ron would be happy to give you all the particulars.

mortem safety program is like Monday morning quarter-backing. It may help prevent the next one, but it won't help those people who get killed because of carelessness in the meantime."

WHICH LEADS US TO . . .

If you will notice, there has been nothing presented on HOW to deploy a reserve. With the differences in canopies, psychological make-up, severity of malfunctions, and a dozen other factors . . . this is impossible. There simply is not a standard procedure to be had. We can review our training and compare notes by what we have heard or seen. We can re-analyze our thinking on cut-aways, new equipment, and systems. On this point, consider the following from Jack Lankford, Dallas, Texas: "By constantly improving procedures and equipment, the accident rate per jumper goes down every year. Safer procedures and equipment are definitely a step in the right direction, but they alone are not enough. Good equipment is only half the picture. The other half is the parachutist who understands his equipment and knows how to use it properly. Your equipment is only as good as you know how to use it. Some of the people who are jumping today with a piggy-back system have removed the lanyards from their rigs. I feel the lanyard on the system is the biggest thing going for them. On the other hand, many parachutists contend that the way the lanyard is hooked up is potentially unsafe. Since the piggy-back system does employ one-shot capewells, it is common knowledge that should your left capewell be popped accidentally, the reserve may become entangled with your streamer. This is just one reason why some people would just as soon deploy their own reserve rather than having it deployed with a lanyard. So far, this year, there have been several fatalities involving jumpers using a piggy-back system. In most cases, the accident might have been avoided had the jumper been more familiar with his equipment, regardless of whether the static-line had been hooked up or not. A recommended procedure for a partial malfunction when jumping a piggy-back (with or without the lanyard) is: As soon as you have popped both capewells, come in and pull your reserve manually. If the lanyard had already started to deploy your reserve, pulling on the reserve handle will have no effect. Should the lanyard fail to operate properly, however, you would have deployed your reserve manually. Parachutes are machines that know one thing . . . and that's how to open. If and how they open, is up to you."

Unfortunately, we don't have articles such as Jack's to cover every possible contingency in our sport. If we did, we would all be safer jumpers and more enlightened instructors. In the meantime, insist on competent instructors (if you are new to the sport) as Butch Rubb advised and let his instruction override any suggestions you might read or hear. If you have questions, however, on something you have read or heard, your instructor is also a counselor, and will set you straight. Never accept anything as fact without discussion. And you guys with 200 or 300 jumps who have just made the switch to a new PC or XBO, you are far from being so proficient on that new super-canopy that you can ignore other views and suggestions. Retraining is not a bad idea for you on reserve procedure. That old method may not work under a canopy that can put your belly to the sun when it gets a good spin going. You may not have an instructor to hash it out with, but you have fellow jumpers who can put in their two-cents-worth. Then, and only then, will mail to DZ-USA read like this one from Clark Smith, Nacogdoches, Texas: "I feel we have an excellent student instruction course. Last week-

end, we had a couple of reserves aired out. One Mae West was nicely taken care of by a student on his second static-line jump. The other, a total, was just corrected and jumped the next lift after a jumper rode his conical down for a soft and safe landing. These have been our only misfortunes, and I'm thankful we were ready for them."

We will never eliminate the malfunctions but we can change the outcome of our mistakes. We don't want the sport to become so "super-safe" that we all become old-ladies either. We can do away with the carelessness, the accident-jumpers looking for a place to happen, and the sloppy training, and there will be no need for the Monday morning quarter-backing. That's what we all want, isn't it?

* * * * *

All about

NATIONAL COLLEGIATE PARACHUTING CHAMPIONSHIPS

TAHLEQUAH, OKLAHOMA
22-23 APRIL 67

This was a meet that I attended as a "worker" (Ass't. Manifestor) and still enjoyed. It was a great group of jumpers with great things ahead of them. I must admit that I knew very little on the subject of the NCPL when I went to Tahlequah. After several conversations with Bob Richardson, Scotty Hamilton, and Major Garrity . . . one point overshadows all others. This is a group of jumpers a little out of the ordinary, who are solving most of their own problems as they go along, and will be an asset to sport parachuting any way you look at it. I expected the "Smokehouse" to be packed and Tahlequah teeming with parachutists after midnight. Especially when you consider 150 contestants, making the meet larger than last year's Nationals. But this was not the case. Sort of a jar to an old beer drinker like myself, but a refreshing change. Between jumps, some contestants were packed up, lying on their rigs, and studying for an exam they faced upon their return to whatever college or university they called home. Pack-mat races, a few games, yes. But very serious business when it came to their jumping and how each university was doing in the point department. Unfortunately, my photographers fell through, so this article will contain none of the action. And, my complete list was loaned to a Meet official and not returned, so I don't have the individuals linked with their college or university. I did, however, take enough notes to fill you in on most of the particulars.

Due to inclement weather, only one round of individual accuracy was completed and the Team Event was decided with both rounds completed. The style event was attempted but winds prevented the third lift from getting off the ground. If it had been up to the contestants, however, they would have braved 30 mph winds to complete the meet. To say the enthusiasm was high, would be the understatement of the year. Some of the schools represented were: University of Missouri; University of Montana; Kansas State University; U. S. Air Force Academy; University of Illinois; Southern Illinois University; Oklahoma State University; U. S. Military Academy (West Point); University of North Dakota; Middle Tennessee State; University of Hous-

ton; University of Minnesota; University of Massachusetts; Wichita State University; Iowa State University; Tennessee Tech; Arkansas Tech; Texas Tech; La Crosse University; Texas A & M; University of Utah; and hopefully, I haven't missed one of the universities represented.

There were four women entered: Karen Davis, Okla. State; Patsy Loomis, Univ. of Illinois; Charlotte Sheehan, Univ. of Montana; and Sherrie Faub, Univ. of Illinois. It is interesting to note that all of the young ladies had less than 30 jumps.

There were two deadcenters scored. One by Jim Stewart, Univ. of North Dakota; the other by James Judy, Univ. of Missouri. Winds were constantly shifting; increasing; and just plain playing havoc with the jumping. Saturday must have been that one "bad day" that Tahlequah promised us during the year.

Two malfunctions were experienced. Both were line-over types and both deployed reserves before cutting away the main. I'll take that back. I believe one did cut-away before the reserve deployment. These blankety-blank notes . . .

May I point out at this time, that my assistants, Sharon Rainwater and Penny Cook, probably took home better notes than I did . . . but not on the meet results.

In the individual accuracy event, it was split into two classes, novice accuracy and advanced accuracy. Again, this meet was quite different from the Nationals in that 75 novice jumpers were entered, with some of them making static-line jumps. In advanced accuracy, these men stood out. First place went to Kim Tucker, Univ. of Missouri, with 965 points for that one big jump. Second went to Dick Hazel, Univ. of Massachusetts, 960 points; and third to Jim McCormack, Middle Tennessee State, 949 points. Close behind was Bosshard, U. S. Military Academy, with 925 points; and Armstrong and Elm, both from the U. S. Air Force Academy, with 923 points each. I would like to add at this point, that although neither Academy placed, both made a very good showing and represented their positions in the NCPL very well. I spoke with some of the West Point jumpers and got a story from Jim Gaiser that will go in next issue. I'm sure you'll find his "prison jump" of interest. The Air Force Academy was jumping Mk II PC's (blue and white) and looked nothing but sharp in the team event jumps.

Novice accuracy was not quite as tough with first going to Charles Curtis, Tennessee Tech, 749 points; second was Ernest Adkins, Southern Illinois Univ., 459 points; and third was Thebes, Univ. of Montana, with 457 points. Many of the novice jumpers were jumping "cheapos" and the wind certainly didn't do any favors for them. They were all game, however, and many were spotting themselves, and taking advantage of the knowledge any meet offers. Compete is the name of the game, whether you win or lose.

Team Accuracy, with two jumps, gave a better picture of jumper-proficiency and consistency. First place went to the Univ. of Missouri, with 4025 points. Their team consisted of Kim Tucker (1711 points), Powers (798), and Judy (1516 points). Judy came through with his deadcenter on his second jump and Tucker had one jump worth 948

MORE ►

points to help decide this event. Second place went to a group who should have also won a Sportsmanship Award . . . Southern Illinois University. They accumulated 3679 points, with team members being Gordon Cummings (874 points), Niemann (1093), and Makurat coming through with 1712 points (one jump being a 987 "near-miss"). For awhile, it looked as if SIU might get two teams to place with Mike Lanigan racking up 1337 points, but Stowell and Bill Huff had a little bad luck and ended those hopes. Third place went to Oklahoma State, who almost eased into second at one point in the event. Oklahoma's team had 3439 points, with Ward accounting for 1120 of them; Head with 748; and Moore cinching third place for his team with a 1581 point total. All in all, the team event was the competition that made the meet a success.

Overall and the Gavin Gavel (this award being explained in the letter from Jacques Istel which follows this article) was awarded as follows: First Overall and recipients of the Gavin Gavel: University of Missouri. Second Overall was Southern Illinois University. Third Overall went to Tennessee Tech.

Kim Tucker, Univ. of Missouri, clearly was the stand-out in the accuracy department during the meet. He had an individual score of 2676 out of a possible 3000 and was head-and-shoulders above his nearest competitor. Cadet Elm and Cadet Armstrong were second and third in individual points, which speaks well for the Air Force Academy. Elm ended with 1901 individual points; with Armstrong racking up 1861. So. Illinois University deserves more than honorable mention in the individual scores. They had three members with very impressive overall individual points, and without checking too hard, accounted for more total points than any other school represented. The three were Makurat (1771 points); Lanigan (1796), and Cummings (1632). Add another 1093 points for Nieman, and 459 for Adkins, and you get a grand total of 6750 points. A lot of credit is due Schapanski and Pat Meiron for an outstanding group of jumpers. In the novice department, Gardner, Texas Tech, stood out. He ended with an individual total of 1648 points and 9th in a field of 150 jumpers. He also had the closest jump of the day for a novice with an 892-point jump.

A vote of thanks is due Martha Huddleston, Tom Schapanski, and Major John Garrity in judging of the meet. Bob Richardson, Mort Freedman, and Vernon Morgan did more than their share of the work, and Scotty Hamilton worked like he had four arms as Meet Director. Captain Johnson, and Col. Fecitt, helped make the meet a success by solving many problems before they arose. Bob Drake, Dave Miller, Jim Ladd, and Stu Giesick were joined by Dr. Ed Fitch, and kept the flying end of things in the air. And because this is all from memory, I know I have missed many people who worked very hard to make a smooth operation of the NCPL Championships. The names many of us will soon forget, but the promise shown by the National Collegiate Parachuting League is something that cannot be forgotten . . . or ignored.

C. E. Hunnell

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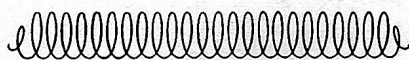
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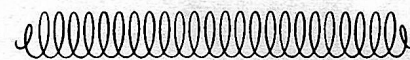
A timely article on a cross-connector strap for the main canopy, by Robert A. Christensen, C-3514, Master Rigger . . . some exploits of Parachuting Associates in the motion picture field by Gerald P. Hemming, Miami, Florida . . . a "weird-o" malfunction story by John P. Demme, Joppa, Maryland . . . "Wife, Shape-Up or Ship-Out" by Carlene Carter, Albuquerque, New Mexico . . . a "near-miss" article of interest by Bob Beck, Oklahoma City, Oklahoma . . . use of the piggy-back system with a streamered main, by Dean Frazier, El Paso, Texas . . . and one of most unusual first-jump stories to date, by Mrs. J. Porter (Irene) Evans, Ft. Worth, Texas.

ANOTHER CLUB IN THAILAND

Skydiving in that area, as reported by Major Gerald K. Sharp, Co. D, 1st Special Forces Group (Airborne), APO San Francisco, Calif. 96261: "Company D, 1st Special Forces, has formed the Pawai Military Sports Parachute Club which is now getting into full swing. Ours, in all probability, will be the only U.S. sport parachute club in the country. Our activities will be many with numerous meets and demonstrations. A great deal of this activity will be with the Thai Skydivers. If you'd like any information on the group, we'll do our best to supply the scoop."



500 AND OVER



2300 AND OVER

POPPENHAGER, Paul, D-47 2325

1800 AND OVER

WALLACE, Carlos 1800
THACKER, Gene, USAPT 1800

1700 AND OVER

CAMERON, Lyle, SDM 1750
McDONALD, Coy, USAPT 1750

1600 AND OVER

BUSCHER, Bob, USAPT 1600
WEST, Jim, C-489 1650

1500 AND OVER

FORTENBERRY, Dick, ex-USAPT 1500
KIESOW, Arthur "Bud" 1500
NININGER, Paul, D-177 1500
KRYSKA, Leo, USAPT 1550

1400 AND OVER

GODWIN, Jimmy, D-126 1400

1300 AND OVER

DUFFY, Ray, USAPT 1375
GUILFOYLE, Lee, D-50 1350
TOBIN, Bill, D-858 1300

1200 AND OVER

SIMS, Dave 1275
LEDBETTER, Bill 1220
BEACH, Allen, D-443 1200
BOHRINGER, William 1200
BYARD, Danny, ex-USAPT 1200
HARMON, Dick, USAPT 1200
LOCKWARD, William, USAPT 1200
SIMPKINS, John, D-401 1200
SINCLAIR, Bob 1200
SPEAKMAN, George, C-1626 1200

1100 AND OVER

VINSON, Lewis T. 1184
BRYDON, Loy, ex-USAPT 1100
BURLIN, Harry, D-352 1100
FREEDMAN, Mort, D-883 1100
SALTENSTALL, Tim 1100
SEARLES, Stan, D-212 1100
OCENAS, Gary, USAPT 1100

1000 AND OVER

CHARETTE, Will, ex-USAPT 1070
BAHOR, Eric 1070
PENA, Jim, D-954 1070
DOREY, Ed, D-241 1070
HAMILTON, Scott, D-514 1070
ADY, Jack 1000
ARENDER, Jim, D-13 1000
BECKER, Dave 1000
BEVERLY, Al 1000
BINNICKER, Woody 1000
BOURQUIN, Jerry, ex-USAPT 1000
CARISTA, Lewis, USAPT 1000
COPPE, John, D-265 1000
DUPRIS, Gary 1000
DUPUIS, Joe 1000
EDWARDS, Bill, D-974 1000
GOETSCH, Phil 1000
HARDING, Dan, D-44 1000
HAWKINS, Sherman, USAPT 1000
KILLIAN, Lee 1000
KRAFT, Carl 1000
KREMAR, Sgt. Mike, D-18 1000
LEWIS, Jim, ex-USAPT 1000
McLAUGHLIN, Jack 1000
McDERMOTT, Bob, USAPT 1000
MARTIN, Roy, ex-USAPT 1000
MATTHEWS, Robert 1000
NORMAN, Joe, ex-USAPT 1000
POND, Nate, D-69 1000
REED, Sherman 1000
RHEA, Jim, ex-USAPT 1000
RICKARD, Frank, D-293 1000
RUSSELL, Ken, D-424 1000
STOYAS, Jim 1000
WAGAMAN, Charles 1000

900 AND OVER

POTTS, Leon, D-220 990
BRANCH, Bob 964
SANBORN, Lew, D-1 950
HARDMAN, Bill, D-33 (Canada) 930
SCHAPANSKI, Tom 930
SCHMOLL, Harry 920
MAYFIELD, Ted 915
GARRITY, Maj. John, USAF 900
SAUVE, Dave 900

800 AND OVER

ALEXANDER, Chuck 890
DIXON, Jeff, D-295 850
FUNCHESS, Noel, D-585 850
HARTMAN, Maxine 850
HATTLEY, Ralph, D-394 850
LOWRY, Chris 850
ANAGNOSTIS, "Gus", D-114 810
ANGEL, Doug 800
BROWN, Donald, USAPT 800
CHRISTENSEN, Dick 800
DEVEAU, Vic 800
DONAHUE, Robert, USAPT 800
ELLIS, Thomas, USAPT 800
HARRIS, Butch, D-573 800
HELMS, Jack D., ex-USAPT 800
LAVIER, Melvin, USAPT 800
PHILLIPS, Joe, USAPT 800
TISDALE, Robert, USAPT 800

700 AND OVER

BOREN, Lee 775
DE LAP, Jim, D-307 760
KELLNER, Don, D-572 750
LANZENDORF, David, D-314 750
RADHOFF, Ron 750
STEINERT, Dick, D-1162 750
TREFFERS, John, D-1287 750
BABB, Jerry, USAPT 725
COOPER, Joseph W. 700
COPENHAVE, Tom, D-649 700
DONEY, Chuck 700
DUBINSKY, Rick 700
GARVEY, Lt. Jim, ex-USAPT 700
KELLY, Gerry 700
MAC CRONE, Chuck 700
MORGAN, T/Sgt. Vern 700
SCHROEDER, Lou 700
SWINDLE, Bryce, USAPT 700

600 AND OVER

HENRY, William F., D-921 690
CRANE, Joe, C-1 689
JOERNS, Jack 685
GARRISON, Jim, D-94 680
HAMMELL, Bill 650
HARRIS, Charles J., USAPT 650
LANKFORD, Jack, D-440 650
MATHWIG, Jerry, ex-USAPT 650
MAY, Bill, D-975 650
McKAY, Woody, D-937 650
MILLER, Ron, D-1021 650
MILLS, Gary, D-827 650
OTTLEY, Bill, D-298 650
STRICK, Mark J., USAPT 650
WILLIAMS, Doug, D-58 650
FARMER, Charley, D-546 640
McCRAW, Mac, USN 630
SEYMOR, Chuck, USN 630
WING, Jerry, D-452 620
BLUE, Buddy, D-597 600
GOLDEN, Herbert, D-847 600
GORHAM, Pat 600
GORMEN, Dan 600
GOUGH, H. W. 600
ISTEL, Jacques Andre 600
KIDWELL, Jerry, USAPT 600
KIMBLE, Ed, D-465 600
KNIGHT, Bill, USA 600
LOWE, Jim 600
LUNDBURG, Chet 600
McGRATH, Tim 600
MARLER, Ed, D-384 600
PEDERSEN, Pete, D-650 600
PUGH, Jay C., C-2275 600
SCOTT, John, D-93 600
SOLIS, Alfonso, USAPT 600
VERNER, Dave, D-968 600
WRENN, Bobby, USAPT 600

500 AND OVER

DRIVER, Bill 580
JONES, Kay 580
BLANEY, Sgt. Chuck 575
WHITE, "Skeet", D-972 575
WRIGHT, Ron, D-312 575
PLUMMER, Dick, D-1012 575
DAVIS, Ray J. 570
HORNE, Sgt. James, D-563 560
HAM, Lowell, D-222 550
JOYCE, Maj. John, USMC 550
LEWIS, Dick, D-522 550
WOOLSEY, Dave, D-463 550
JANOUSEK, "Shorty", D-273 540
SHAW, James 535
COLLINSGRU, Bob, USN 530
CONNORS, Philip "Cappy" 530
PAYNE, Danny 525
PRICE, David, D-1085 525
McCOMBS, Jeannie 522
DODSON, J. D. "Old Man" 500
ATTAWAY, Jim, D-496 500
BATTERSON, Ann 500
BRUSHABER, Karl, D-303 500
BRYDON, "Tee" Taylor 500
COLE, Ray, D-81 500
DAVIS, Harold L., D-137 500
DUNN, John, D-1342 500
FITCH, Edward (Pres., PCA) 500
GUTSHALL, George, D-217 500
JACOBSON, Jim 500
LEE, Dick 500
McDONNELL, Robert 500
MYKS, Pete 500
NICHOLSON, Bill, D-875 500
PARRY, David, D-347 500
PELTER, Joseph B., USAPT 500
QUINN, Dan 500
ROBERTSON, "Snowy" 500
SIMBRO, Muriel 500
SMITH, Al 500
STUCKEY, Dan 500



KILLED IN PLANE CRASH

Sport parachuting has suffered another loss of three well liked and dedicated jumpers in a plane crash (NOT connected in any way with skydiving activities) in Massachusetts. Hank McCarrick, Pilot-rigger-"D" license holder, Dick Junier, with several hundred sport jumps, and Vern Benson, "D" qualified and a very active sport parachutist, were killed when a single-engine Beechcraft sheared the tops of some trees and crashed on Naushon Island (3 miles south of Wood's Hole on Cape Cod). Also killed in the accident was Delma Junier, Dick's sister-in-law. The crash occurred shortly after take-off from Martha's Vineyard Airport, late Sunday evening, April 30th. The four were enroute to Tauton, Mass., where Hank was a partner of the Sport Parachute Center there. All were active jumpers at Tauton, with the exception of Miss Junier, and were regular visitors at Orange's Center. Rigs were not being worn by any of the passengers and would have been of no value to them in view of the low altitude prior to the crash. Exact cause of the accident has not been determined.

The vacancies created by this tragic mishap will long exist in the Tauton club. People such as these are not replaced and will continue to live in the memories of many friends and fellow-jumpers.



THINK TWICE

Continued from page 4.

instruction. Besides, when is this required? In the brief time that I have been flying jumpers, 49 hours, no jumpmaster has ever asked to have less than, for instance in a Cessna 182, 80 mph IAS on final and 60 mph at the time of exit. As a 182 stalls gently at about 55, this is no chore. Since becoming licensed as a flight instructor, it has become increasingly evident to me that hours of experience, per se, are no indicator of proficiency. Some pilots with 50 or 60 hours total time can hop into a strange aircraft (even when it is their first to be equipped with variable-pitch propeller, flaps, retractable landing gear, etc.) and be safe for jumping pilotage in 5 hours, while others can barely get off the ground after 100 hours of dual. Both of these are unusual extremes, but are nevertheless valid examples. Among the worst jump pilots are the ex-military type with upwards of 2000 hours who are afraid to subceed 120 mph because the sky might fall (even though they are willing to wind between trees on initial climbout to maintain this 120 mph), who won't lean the mixture "because the engine will blow up at less than full rich," etc. The only way to determine if a pilot is safe is to try him out. Friends of the pilot sometimes give an indication of his ability, but are not reliable in this regard. Although it, too, succumbs somewhat to the "flying time means skill" cliché, the article by L. Cameron in the March 1967, Sky Diver, is an excellent discussion of jump pilots, and I highly recommend it."

Editor's Note: Craig, as a jumper, I interpreted Stu's article to say, "know who your pilot is before you put your tail in his hands," and secondly, that there is a distinct difference between pilots and jump-pilots. I could be wrong though. As far as determining if a pilot is safe by trying him out, five jumpers in New Hanover did that last year and they're all dead, as well as the pilot. As Bill Ottley informs me, this was the official word by FAA: "Jim Keisling, 33, the pilot of the Howard aircraft which plunged to the ground at the start of the first Mid-Eastern Parachute Association Meet of the 1966 season, killing five jumpers and the pilot, was officially declared responsible on release of the FAA investigation results recently. Keisling, who left a widow and five children, was blamed for improper use of flight controls. Ground observers and the lone survivor, jumpmaster Mac McCraw of the Navy Lakehurst Club, believed that Keisling was climbing too rapidly which resulted in a stalled out condition and subsequent loss of control." It's a little difficult to tell the pilot not to do that again, wouldn't you say?

CEH

I made a comment on jumpmaster qualifications and stated that all license qualifications should be raised (February 1967 issue). Here is a couple of the opinions expressed by other jumpers. The first response is from Clark Smith, East Texas Sky Divers, Nacogdoches, Texas:

"I'm in favor of changing the qualifications of the licenses. I think a wider margin is needed and could be obtained by increasing the standards, starting with the "B" license. I feel a need for other means of getting jump-

masters than being derived directly from the license. Some of the jumpers in large centers can't spot while one in a smaller one can do so very well. See my point? Jumpmasters are needed badly in areas just starting out. I know!"

The next one is from Thomas Dailey, So. Shore, Kentucky:

"In reference to the statement you made in the February issue, concerning "C" license holders putting out static-line students, I sincerely disagree with you. In our club, the Huntington SPC, we have "B" license holders putting out students very accurately. And I have seen "D" license holders that can't spot at all. I believe a "B" or "C" holder takes more patience and tries for a closer spot, because they are not as cock-sure as jumpers with 500 or 600 jumps. What you suggest would hinder small clubs such as ours, and the making sure that the new jumper fully understands what he has to do on the exit and while in the air, are all important. For ground control we use Walkie-Talkies, with one attached to the student's reserve. We also have ground panels. So, the license itself does not make a jumpmaster. It takes a person very concerned about his student's safety from "B's" on up. I agree that all jumpers should be checked out by the ASO or CSO, however. The method we use here is to have a future jumpmaster put the ASO or CSO on a rope and put them out. I sincerely enjoy your magazine. I call it the grit for jumpers like the grit paper. A lot of info in a short space."

This third letter is a little stronger but presents some excellent points. It's from Wayne W. Frankenberger, Alexandria, La:

"I've just finished my February issue and was very disturbed to read your opinion in the article on the BOD Meeting regarding the qualifications of "C" license holders to jumpmaster. You have taken space in publishing your personal opinion on this matter and I'm much concerned that someone may mistake this to be the opinion of the BOD, which I'm sure it is not. You have taken a title "D" and a number of jumps (200) and stated that now with the Conference Director or ASO's blessing, the individual is qualified to jumpmaster. I was jumpmastering as a "B" license holder when the PCA raised the qualifications to "C". I agree with this. The average "B" has neither the experience nor the ability to train and jumpmaster students. However, a "C" license holder WHO HAS BEEN TRAINED as a jumpmaster and selected by his ASO is far more capable than some 200 jump wonder who may even have flown a Parker 51 on a few of his jumps. As the ASO for the West-Central area of Louisiana, I have a number of "C's" in my area who are every bit as competent and probably a bit safer than some "D" holders. The "Oh-boy-look-at-me, I've-survived-200-jumps-so-now-I-can-pull-at-a-grand" type isn't nearly as capable of jumpmastering as a well trained "C" with a mere 100 jumps. PCA has selected the "C" level for the MINIMUM (without waiver) to JM. Why don't we stick with it, and instead of raising the license level, increase our training of JM's. The "D" jumpmaster rule would greatly restrict the number of available QUALIFIED jumpmasters in many areas. I'll bet then we'd have a group of barroom qualified jumpers grabbing

12 feet of hemp and a snap-fastener to help his buddy get a jump because the local "D" was busy. Train those "C's" who have been selected as responsible enough to JM and before appointing any individual, be he a "C" through "Z", check him out from packing to PLF's. Then have him jumpmaster a student under the ASO's or Instructor's supervision. Finally, critique him and either appoint him as a jumpmaster or invite him to attend a JM training course that will lead to qualifying him as a jumpmaster. The sorry thing among many jumpers and within many clubs in the U.S., is that once a person reaches the "B" level they seem to feel that training time is over and "now, let's all get out and play para-slaughter." It is not the minimum amount of jumps that is inadequate within the PCA, but rather the amount of training even our glorious "D" license holders receive. End of tirade. I should like to hear your comments on the above. Also, I am not a jealous "C" defending my privilege to JM. I hold a "D" and have 400 plus freefalls."

Editor's Note: I cannot speak for the Board of Directors, however, it (again) is my personal opinion that the majority of the Board members agree with raising license requirements. To quote one section of the report (on page 22), "Major Garrity recommended that the instruction required on all licenses (from "A" to "D") be upgraded and, especially, that "C" license holders must be certified by the ASO or CSO to even jumpmaster himself." This recommendation met absolutely no opposition by other members of the Board. This, I admit, does not mean JM's must be "D's", but it does show the qualifications between a "B" and a "C" are not adequate. My logbook shows a difference of only 80 days between my "B" and my "C". I do not believe I had become so all-knowing in less than three months. True, BETTER TRAINING is the answer but training is also jumping, correct? How much practical training and knowledge can a man pick up in 50 jumps? And if the JM level was raised to "D's", wouldn't they also be checked out? I agree that all "D's" aren't capable, but more "D's" than "C's" could fill the bill if the percentages were brought into this. The sport must grow with the times and equipment alone dictates that changes must be made. I don't know what these changes will amount to, but they are coming. Licenses are bound to be affected.

The BOD's Meeting which was covered (in depth) in the February issue of DZ-USA, was a subject I was sure would bring bad mail. Just the opposite happened. Here are some samplings, with the first letter coming from Bob Beck, Oklahoma City, Oklahoma:

"I am particularly appreciative of your coverage of the BOD Meeting at Dallas. I read Mr. Cameron's obviously biased attack on Norman Heaton in the March issue of Sky Diver, and was left wondering exactly what Norm had done to incur such a thing as even a verbal censure. Your complete coverage, although long, made me feel as if I had been sitting in as the events took place. After reading Mr. Cameron's opinions, Dr. Fitch's rebuttal in the April Parachutist, and your story of the happenings, I feel that Norm Heaton was innocent of any wrong doings

continued to page 26

ACCIDENTS AND NEAR-ACCIDENTS

continued from page 9

This next account from Jack Bowen, Minden, Nebraska, could have easily been a no-pull fatality. Again, it serves to remind us that even the most minor incident could have tragic results:

"I normally wear a face shield over my glasses, but because it was hot and stuffy under the face shield, I decided to strap down my glasses and not wear the face shield this time. I was jumping a 7 TU on a static-line and exited the aircraft at 3,000 feet. As I left, I glanced back at the pilot. The pilot told me later that I had a stable exit, stable fall, and good control of my chute all the way down. I landed approximately 30 feet from the target. Upon landing, I field-packed my chute, threw it in the pickup and went to the airport to prepare for another jump. When I arrived there, I started asking questions, such as, where is the target? How far from the target was I? What direction is the wind?, etc. The pilot suspected that something was wrong and decided I should go to the hospital. From the time we left the airport to make the jump until approximately 10:00 the next morning, I was dismissed from the hospital and returned to my regular activities. Three days later, I developed a headache closely associated with my right eye. Examining the eye, I discovered what appeared to be the remains of an insect. I went to the doctor and he removed what appeared to be the head of a grasshopper, but the doctor did not analyze it. I have a mark on the white of my eye that was not there before this happened. Although I cannot remember anything, my reactions were as they should be. Therefore, I seem to have had some form of consciousness. The insect may have entered my eye as I turned to look at the pilot upon exiting. I hope this will be of benefit to other jumpers."

Bill Ottley, PCA National Director, submits this one which occurred at the Burlington County Airport Money Meet, 1 April 1967:

"Hal Evans was painfully injured in his final jump, while stretching hard for first place money (which he won, paid off in the hospital). Kevin Brady from the Long Island Skydivers was on hand with a color movie camera and promises complete films to show what happened. Doctors in the Medford, New Jersey, emergency room diagnosed it as a cracked vertebra plus pinched nerves, and although Hal announced he'd be back in the air by the May 11th Eastern Conference Championships, he didn't look too happy slung in a blanket enroute from the hospital to Potts' and Ottley's 182 for a face-down ride on the cabin floor back to the arms of his family in Asbury Park. This will postpone his attempt on the world altitude record for several months, at least.

And to end on a lighter note, the following injury wasn't humorous, but the circumstances were:

My most favorite non-jumper, Lena Dodson, was helping the "Old Man" pack up his PC by holding tension on it. The other end came loose and Lena has been seeing a chiropractor since with a pinched disc and a couple of her vertebrae twisted. It cost J. D. \$63 (so far) and he vows she'll never have to help him repack again. He added she should have made a PLF instead of just falling. Lena's statement was, "How in the hell could I do a PLF leaning backwards and not knowing I was going to fall." It was later discovered that J. D. had tied the other end to a small bush instead of walking over to the car for a piece of 550 cord to tie it around a fence post. One of those days . . .

BITS AND PIECES

Ron Blum, Air Force Academy Team, Colorado, has been issued his "D" ticket by PCA and holds the distinction of being the first cadet to be so honored. Ron was qualified last summer but had a night jump holding him up.

Major "Ace" Burkhard, Commanding Officer of the Golden Knights, has been promoted to Lieutenant Colonel and may be leaving the Team soon. A PCA National Director and active in almost every phase of sport parachuting, he has also served in the 11th Airborne Division, the 187th Airborne Regimental Combat Team, the 101st Airborne Division, the Vietnamese Airborne Brigade, and the 82nd Airborne Division.

Ruth Villeneva, Tampa Sky Divers, broke her leg on the week before Easter and removed any hopes of attending the Nationals this year. She says she will be back at it for 1968, however. Speaking of casts, hello, Ron Radhoff. Into every life . . .

Dick Johnson, Nashville, Tennessee, is having trouble keeping his clothes on as of late. Seems he got hooked on a little ritual called "streaking." Go easy, Dick. You can't run very fast when those sirens start wailing . . . if you have your pants down.

MAD Magazine has requested a photo of a jumper reading their magazine in freefall and Kathie Johnson is trying hard to obtain a worthy Colorado jumper who is equal to the task. I always thought Alfred E. Neumann was a jumper?? Could I be wrong??

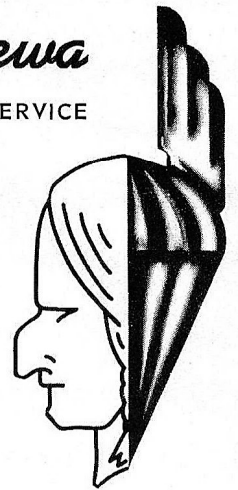
The Southern Illinois University SPC is now jumping near Benton, Illinois with a new target adjacent to a private landing area, compliments of Tom Stewart (who is also their pilot). The club can now do more jumping than ever with less shuttling back and forth from University Airport, to University DZ. Mr. Stewart says he still can't see leaving a perfectly good airplane and walking home, but he admits to seeing the pleasure in the sport. That's the first step to a dope-rope.

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

Chippewa

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HEATON RECEIVES "GOOD GUY AWARD"

Norm Heaton was presented with a special Strong Shorty Para-Commander Sleeve during his March visit to the Northeast by Irene Gorham, the "World's Greatest Scorer."

Heaton visited Pioneer Parachute Company, Parachutes Incorporated, Strong Enterprises and the Chute Shop to promote the new PCA films and to line up U.S. Team equipment. While in New York City, he met with Anthony Furman, the new PCA public relations man who managed to put Norm on Monitor Radio for 16 minutes.

The special Para-Commander sleeve was made by Ted Strong himself; it was patterned after the hero award made for Norm during the '65 Nationals which were held in Orange. Irene Gorham presented it at a surprise gathering at her home which included: Dan Poynter, Ted Strong, Myrt Strong, Tom Dougher, Ruth Ayer, Peggy Close, John Clark (N.A.C.), Pat Gorham, Penny Schmidt, Annie Babel and others.

PLEASE NOTE THE INCREASE IN POSTAL RATES ON THE SUBSCRIPTION FORM ON PAGE 26. IF YOUR RENEWAL OR SUBSCRIPTION IS RECEIVED WITH THE OLD RATES, AN ADJUSTMENT WILL BE MADE BY PARA-PRINT AND SHOULD ELIMINATE A LOT OF CORRESPONDENCE. FOR EXAMPLE, IF YOU SEND IN \$1 FOR FIRST CLASS POSTAGE (INSTEAD OF THE NEW RATE OF \$2), YOU WILL RECEIVE SIX ISSUES AT FIRST CLASS, AND SIX ISSUES AT SECOND CLASS UNLESS YOU FORWARD THE PROPER AMOUNT AT A LATER DATE.

MEET RESULTS

SOUTHEASTERN CONF. ELIM.
KISSIMMEE, FLORIDA
29-30 APRIL 67

Headed for the Nationals are the following contestants:

Overall:

Mike Daupenspeck, Paul Poppenhager, Bobby Frierson, Hal Baxter, F. A. Rodriguez, Woody McKay, Jimmy Davis, and Gary Du Puis.

Style:

Mike Daupenspeck, Paul Poppenhager, Woody Binnicker, Bob Branch, and Wayne Beal.

Accuracy:

Mike Daupenspeck, Paul Poppenhager, Chris Lowery, Bobby Frierson, and Jimmy Godwin.

Women:

Dee Du Bois, and Sandy Malloy.

The Conference Meet was judged by members of the USAPT: Gene Thacker, Leo Kryske, Billy Lockward, and Mel Lavere. With their cooperation, it was possible to get in a team event of hit-and-run for the price of entering the meet divided up between the first three place winners. Dee Du Bois was statistician and kept busy computing scores and points in addition to competing. Meet Director was Steve Schulke; Ass't. Meet Director was Jimmy Godwin; Ass't. Judge was Noel Funchess; Chief Judge was Gene Thacker; and Manifestor was Ken Newman. Publicity was handled by Wayne Byers and Rusty Salser. Students helped do the 1001 things that make a meet successful and the Banquet and Meeting on Saturday night covered a lot of ground. The major points of the meeting are elsewhere in this issue.

LEEWARD OAHU (HAWAII) SPC HANDICAP ACCURACY 12 FEB. 1967

You don't see many handicap meets anymore, so I felt the meet results (plus the handicap scale) of this one would be of interest.

The handicap for 1.1 and 1.6 canopies was:

1 - 5 jumps	50 feet
6 - 10	40 feet
11 - 20	30 feet
21 - 30	20 feet
31 - 40	10 feet
41 - 50	5 feet
51 - plus	none

All women jumpers were given an additional 10 feet (if under 50 jumps) and 5 feet (if over 50 jumps). The handicap for PC's and XBO's was:

1 - 25 jumps	10 feet
26 - 50 jumps	8 feet
51 - 75	6 feet
76 - 100	4 feet
101 - 125	2 feet
126 - plus	none

Sixteen 1.1's and 8 PC's competed in 15 mph winds. The results were as follows:

PC Events:

- 1) Frank Pantohan, 39'4" total (no handicap)
- 2) Ray Curl, 81'2" total (6' handicap)

- 3) Mike Pollack, 124' total (2' handicap)
- 4) Rene Low, 132'4" total (9' handicap)

1.1 Event:

- 1) Ron Solberg, Deadcenter (after 50' handicap)
- 2) Frank Culp, 80'3" total (10' handicap)
- 3) Warren C. Walters, 83' total (no handicap)

All other 1.1 jumps were TFTM, thanks to brisk winds. All totals shown above are AFTER the handicaps were subtracted for two jumps. The piloting of the two Cessna 206's was done by W. C. Barden and Gene Maldon. Aloha.

BURLINGTON COUNTY AIRPORT MONEY MEET 1 APRIL '67 (STEVE SNYDER'S DROP ZONE)

- 1) Hal Evans, \$100 (and part-payment on his hospital bill)
- 2) Clayton Schoepple, \$60, Horizon Parachute Club.
- 3) Mac McCraw, \$40, Navy Lakehurst
- 4) Larry Christiana, \$25, Greene NY SPC
- 5) Pat Dalessio, \$20, Atlantic Parachute Team
- 6) Vince Phillips, \$10, United Parachute Club

Hosted by Steve Snyder and Sky Diving, Inc., Bill Ottley (Meet Director) and Lennie Potts acting as Chief Judge.

MWSPA QUARTERLY MEET

As shown by the photo below, a good time was had by all, in spite of weather limiting the meet to Style only. Pictured from left to right; "Shorty" Janousek, Lincoln, Nebraska; his wife "Mike"; Ed Clucas, Archway SPC, Sparta, Illinois; Diane Verner, her husband, Dave Verner, a director of Archway SPC; and Ken Beaushaw, representing (?) the Wichita Parachute Center, Benton, Kansas. The trophy winners were based on two style jumps as follows:

- (1) Dave Verner, Archway SPC, two 10-flat series;
- (2) Tom Copenhaver, Wichita Parachute Center, Benton, Kansas with a 10.5 and a 10.4; and
- (3) Stan Searles, Omaha Skydivers, with two 11-flat series. Looks like Studdley has slowed up. The meet was held the 15-16 of April, in Beatrice, Nebraska.



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

Bill Hardman, D-33 (Canada) will break the record of 81 jumps in one day by making at least 100 and within the next 90 days . . .

Cessna Aircraft Company will move just a little closer to helping out sport parachuting by a conversion kit for skydiving on one of it's 1968 models . . . but the wrong model . . .

Bill Ottley's appearance on the Johnny Carson Show (which, by the way, was one of the best plugs I've ever seen for skydiving, thanks to Bill) is just the first step. Watch and listen for others such as Heaton, Hamilton, Cameron, etc . . .

1967 could easily be the worst year for fatalities in the history of sport parachuting with "piggy-back" systems and/or cut-aways accounting for over 10 of the fatalities . . .

At least two National or Conference Directors will resign from PCA before the year is out. PCA Headquarters may also be the scene of drastic changes in policy if the present trend continues . . .

FAA will regulate us as to age, minimum opening altitudes, and physicals within the next two years. A training requirement is next . . .

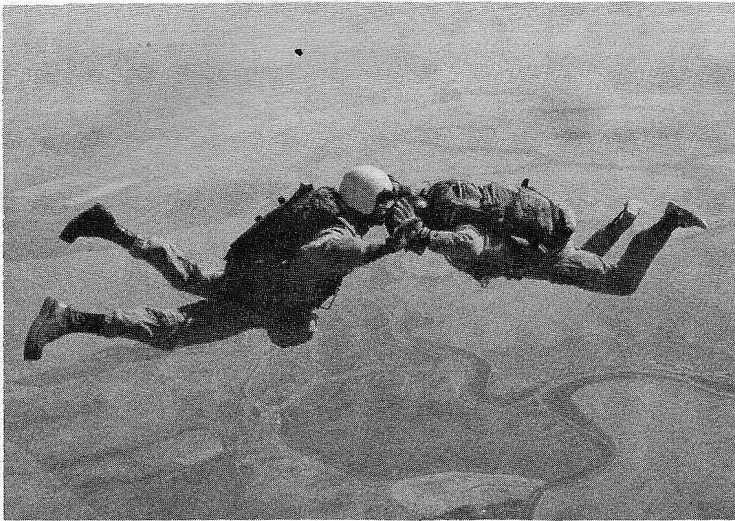
Automatic openers for mains will become standard equipment for clubs and centers safety-minded enough to make an effort to prevent no-pull fatalities . . .

Ghastly error

NOTICE TO NEW SUBSCRIBERS

DZ-USA patches have been ordered and will be available around the 1st of July. If you have recently subscribed and did not receive your free patch, you will be mailed one without a written inquiry. Sorry, but sometimes my planning and the foresight leaves a lot to be desired.

PHOTOS BY K. C. (KEN) ROBERTS, Vallejo, Calif.



Instead of a "kiss-pass" this one ended up as a "bless-you" pass between John Randolph and Sharon Brown, B-4980, over Schellville.



John Randolph (with friend) over Schellville, Calif. DZ. By the way, his friend went in.



Bob Gray hanging on to Babin, D-511, and from their left around, Don Balch, John Randolph, Denny Moneymaker, and Larry Sitter of USAPT in white. Purvis is at extreme left and looking on.

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.

COMING MEETS

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.

OSPA SECOND QUARTERLY MEET STROUD, OKLAHOMA 3-4 JUNE 1967

Registration opens at 9:00 a.m. and closes at 11:00 a.m. Penalties after 11:00 a.m. Entrants must be PCA and OSPA members. OSPA can be joined at the meet. THIS IS A TWO DAY MEET. All accuracy, scored to 10 meters. CASH PRIZES through 3rd place, each event. Trophy to overall winner. Pea-gravel target.

Event I, novice accuracy (1-29 jumps), 4 jumps, 3,000', \$12 entry.

Event II, senior accuracy (over 30 jumps), 4 jumps, 3,500', \$12 entry.

Event III, Team Event, 2 jumps, 3,500', \$18 per team entry fee. For more information, contact Sooner Skydivers, 1126 Loftin Drive, Midwest City, Oklahoma 73110.

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.

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.

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.

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 - Inter. (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 inter. accuracy (\$300 first prize for advanced; \$100 for inter.). 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 Phorty 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.

FIRST ANNUAL WATER MEET WILDWOOD LAKE 18 JUNE '67

No entry fee. One jump from 3500'. 5 large trophies for first five. Must be "C" qualified. Hit-and-Swim event. Contact Jim Dreyer, 5390 Knollwood Drive, Parma, Ohio 44129 as soon as possible. You may phone 398-2823.

ATTEND THE NATIONALS

July 1st through the 9th. Tahlequah, Oklahoma. Same location as last year. Regular \$50 entry fee for contestants. See you there!

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 695-6416 or Robert Edwards at 694-7160.

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.

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

CALGARY STAMPEDE MEET CALGARY, ALBERTA CANADA 8-9 JULY 1967

Open to all members of PCC and PCA. All accuracy. Three jumps each event. Beech Staggerwing and a Cessna 180 are meet aircraft. Trophies to first two places all events, plus CASH. Event I, Super Canopies, open to all, entry fee \$25. Event II, senior accuracy, 1.1 and 1.6 canopies; Event III, intermediate accuracy, 50-100 jumps; and Event IV, junior accuracy, 50 jumps or less. \$20 entry fee for Events II, III and IV. Cash awards for Event I (\$75 for 1st, \$50 for 2nd, and \$25 for 3rd), and Event II, III and IV (\$50 for 1st in each event, \$25 for 2nd, and \$15 for 3rd). Several novelty events such as Team Cow-Milking Event in which a 3-man team must catch cow in field and bring back 2 oz. of milk and place on target. Other novelty surprise events. Free rooms are available and you will want to attend the world-famous Calgary Stampede during the evening. Contact Gordon White, 3515 Lakeside Cr., Calgary, Alberta CANADA for further information.

DES MOINES SPC MEET OTTUMWA, IOWA 5-6 AUGUST

Event I, novice accuracy, 100 jumps and under, 3 jumps, 3500'; Event II, novice hit-and-run, 1 jump, 3500'; Event III, advanced accuracy, 100 jumps and over, 2 jumps, 3500'; Event IV, advanced mid-air "balloon busting" and accuracy, two jumps, 3500'; Event V, Team, 3-man, \$10 per team, 1 jump, 3500'; and Event VI, night jump, individual accuracy \$5 entry, one jump, 3500'. Events I through IV, \$25 entry, any canopy. PC canopy awarded for advanced and novice overall. Trophies for first three places in all events, plus 2nd place overall. Contact Floyd J. Constant, Des Moines SPC, 720 14th Street, W. Des Moines, Iowa 50314.

INTERNATIONAL PARACHUTING PAGEANT ATHENS, TENNESSEE 1-4 AUGUST 1967

Deadline for entry applications is July 1, 1967. Entry fee is \$92.00 (lodging and meals included) and the deadline is June 1. \$12,000 in cash and trophies. Class A and B, three accuracy jumps each, all count. Class C and D, two accuracy jumps and two style (half-series) jumps, all count. The first five winners in each class will then compete for cash and gold medals. Four winners will be named out of the finals, \$1,000 cash awarded. Classes for the finals are: Class A and B, 3 accuracy jumps, all count; and Class C and D, 3 accuracy and 3 style (figure 8's L & R, one each), all count. Cash and trophies in each of the four classes. Minimum number of contestants per class is 250 and if only one class is completed on the minimum, the pageant will be held. For further information write National Skydivers Association, P.O. Box 135, Athens, Tennessee 37303.

WHY DON'T YOU WRITE?

NASHVILLE 3rd INVITATIONAL PARACHUTE MEET NASHVILLE TENNESSEE 5-6 AUGUST 1967

Event I (5-49 jumps), novice accuracy, 3 jumps. Pioneer jumpsuit for 1st place. Event II (50-199 jumps), intermediate accuracy, 3 jumps, Para-Boots to 1st place. Event III (over 200 jumps), advanced accuracy, 3 jumps. Bell Helmet to 1st. Event IV, team accuracy, 3 jumps. Individual's team counts toward overall. Event V, style, 2 jumps. All jumps count in all events. Para-Commander to 1st place overall, Crossbow piggy-back system to 2nd overall, and wrist altimeter and stop watch to 3rd overall. Trophies for first three places, all events. Contact William Dzoba, 255-0289, or Jack Brenner, 352-3034, or write Nashville Parachute Club, P. O. Box 295, Nashville, Tennessee 37202.

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★ cators, altimeters, rigger supplies, ★
★ logbooks . . . ★

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★ FULL TIME JUMP CENTER ★
★ CESSNA SALES AND SERVICE ★
★ RIGGER SERVICE AVAILABLE ★

CROSSBOWS - PC's

★ WICHITA ★
★ PARACHUTE ★
★ CENTER ★

★ Maize Airport, Maize, Kansas ★
★ (6 miles north of Wichita Municipal ★
★ Airport) Phone: 316, 766-0300 ★

THINK TWICE

Continued from page 20

and should be commended for his actions. Between him, Mark Baron, Russ Gunby, and the like, the PCA has come of age. And DZ-USA is indeed a part of this age."

The next one is from F. C. Sanders, Missoula, Montana:

"I really enjoyed your February issue, especially the Board of Director's Meeting report. In my opinion this is what PCA should print, but doesn't."

This next letter covers two subjects, both of which pertain to the February '67 issue. The sender is Jim Wilson, Tucson, Arizona:

"I really approve of your reporting of the BOD Meeting. Stuff like that could fill half the mag (every issue) and I think it would be great. In regard to the name change for PCA, I think PCA has more class than USPA. Too many groups have names like USPA, i.e., USAC, USTFF, and USGF. The "Academy of Model Aeronautics" and the "Aircraft Owners & Pilots Association" are two groups without the U.S. in front of their names. Why us? I like the reasons for a name change but not the new name as proposed."

Editor's Note: If any of you have similar thoughts and opinions, better do something about it before you belong to the United States Parachute Association. Proxy votes will possibly swing the change in July. The only way you can insure it is a change that the GENERAL membership has enacted (and not the small number of Board Directors), is to let your choice be known. After it's law, it's too late.

The next suggestion comes from James A. Moore, Pittsburgh, Pennsylvania:

"Possible suggestion. Perhaps you could have an ASO or Instructor read some (all?) of the letters before you print them. I'm all for an open-forum of ideas, but some of the suggestions have been unsafe and some jumpers (novice, especially) are liable to follow them without thorough study. Example, "throwing the reserve toward the target." A question:

Does anyone have reliable info regarding liability of jumpmasters, instructors, pilots, etc., in the event of a student injury? Nothing but praise for your mag. Keep it up."

Editor's Note: On the suggestion, Jim, I have the same feeling on some material as you have. However, I have learned that nothing can be printed that will be agreed upon by parachutists in general. As a solution (and as it should be), DZ-USA is a sounding board for all opinions. I can't print one without printing them all. As for your question . . . Unfortunately, I know of nothing concrete (with "teeth") that will even indirectly pin a jumpmaster in the event of an injury (or even fatality, for that matter). You can pull his PCA license, yes . . . but what does that amount to? Instructors fall, essentially, into the same category. Pilots, if they have stayed within the law (FAA regs), are also off the hook. All in all, pitifully little (if anything) can be done to any one of the three. I know of one jumpmaster with two fatalities to his credit and still putting out students. And both instances involved jumpmaster negligence. If you consider me reliable as a source of info, I don't have the answers either. I would suggest, however, that we ASK for better regulations by FAA which would work for us in this respect. For example, an FAA regulation on the minimum age of jumpers would be the "teeth" PCA lacks in discouraging any jumpmaster from putting out an 11 or 12 year old. And, in my opinion, this age requirement should be 18.

The next two letters concern the editorial I made in the March 1967 issue on joining PCA. The first is from Bob Beck, Oklahoma City, Oklahoma:

"Concerning your editorial, "How Do You Show Something You Can't See" . . . This is the best example to date of what I have been talking about. You are encouraging unity among the skydivers against the common enemy and not playing "God Gossip" (to quote Jim Arender), and not trying to develop a personality cult for yourself. In the little more than a year it's been going, DZ-USA has done much to promote the interests of all phases of jumpers, from static-liner to gold-winger. Thanks again."

The second one is from Michael D. Moore, Rifle, Colorado:

"I was very interested in your article on joining PCA. I have been an ardent supporter of PCA since starting to jump, although, regrettably, I was one of the many who didn't help them out with the FAA investigation in the way of letters. Your idea of "life insurance" for jumping brings a new light to the subject and I think it is very meaningful. It has started me thinking. I want to continue jumping for quite awhile. I hear of people not buying life insurance, or other kinds of insurance, because they may be able to invest the money in their business or something else that MIGHT make money for them. What happens if you lose everything in the process? You make the same point in your statement about the \$100 buying a lot of 30's. But we will lose much more than a few 30's if we don't support PCA. Thanks for shining the flashlight in my eyeballs. I've been in the dark for awhile. I hope a few (thousand) slackers come up with a bit more help for PCA in the way of membership and just plain letter writing. If it weren't for PCA, where would we be now?"

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The "Gape," Northeastern style. The jumpers aren't identified but if they were, you wouldn't recognize them. Photo by Dan Poynter.

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Editor's Note: Anyone wanting more information on the school, may write: Parachute Riggers, Inc., P. O. Box 97, Jackson, New Jersey 08527.

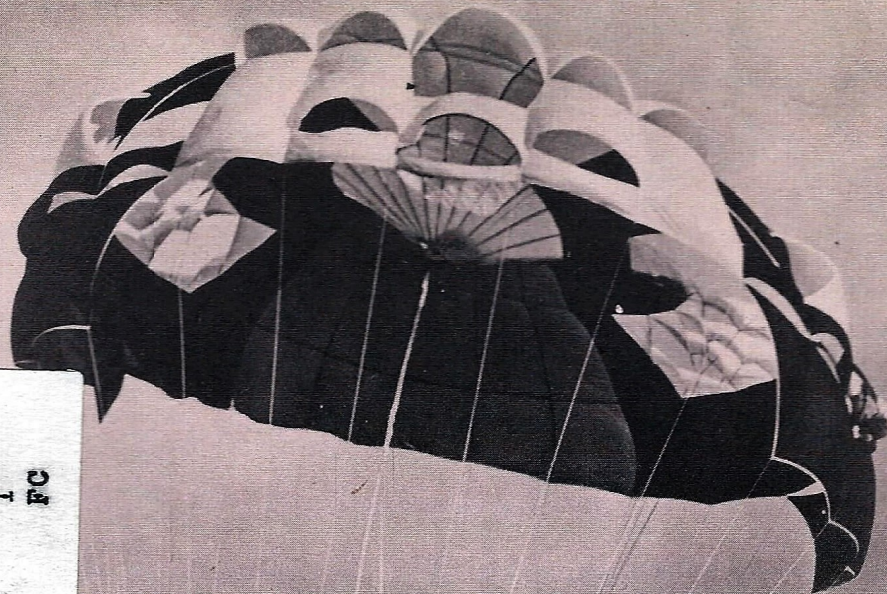


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