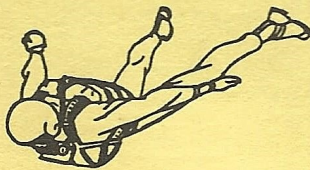


THE

12



Volume 2 No. 7

PUBLISHED

By

PARA-PRINT

WICHITA, KANSAS

**JUL**

1967

U.S.A.

A NATIONAL COVERAGE BULLETIN





# SPOTLIGHT

## AN EXPENSIVE MESSAGE

Byline: Bob Beck, Tulsa, Oklahoma

My 109th jump cured me of cockiness where safety is concerned. I was one of the typical (I'm afraid) jumpers who thought that the BSR's were great for the other guy but didn't apply to me because I could do it and get away with it. I've jumped in high winds, without throwing a wind streamer and gotten away with it, although I spent a lot of time walking back to the airport.

On this particular jump, I had just gotten my new PC at 10 a.m. that Saturday morning. Although I had never bagged a PC myself, I had jumped one once and liked it. So with my cut down Pioneer sleeve, complete with vane and assistor pockets as per Mr. Smith's instructions, I got it in my pack. The trip to Stroud DZ was normally an hour but I made it in forty minutes.

Once there, I was welcomed eagerly (?) by my fellow jumpers who couldn't wait to see a PC bagged deployed. Our 180 had been stripped down to accomodate four jumpers so I found myself on a lift with a C and two B license holders. I might point out that we were the first lift for the day as the winds were about 15-20 mph.

On the way up to altitude, I prayed for a good opening or a total malfunction, anything as long as I didn't burn the canopy. I was to be third man out, so the C and one of the B's did the spotting. As I later found out, the wind streamer caught on the tail of the plane for a few seconds and they corrected for that.

The spot appeared a little short, but I had a PC and could track. Disregarding a sore shoulder, acquired on a previous jump in high winds and later complicated by a fall down the stairs at home, I slipped in the door as the first two cleared the plane. It was then that I realized exactly how short the spot was, but it was too late as the fourth man was pushing me to get the hell out.

My left arm hurt so much as I cleared the plane, the only effective way I could use it was in a track which I needed anyway. The pull was a bit awkward because I had to dump and maintain stability with my right arm.

The opening was about what I had been getting on my cheapo, but at this point, my arm felt like it had been jerked off. After a

quick canopy check (at least it had deployed properly), I found my troubles were only beginning. The loft winds carried me over the airport at 2000 feet and I was having trouble steering the PC because of too little control line tension on the left side and the pressure my sore arm took to correct it with.

I came down in a field about 1 1/2 mile from the DZ and did a left PLF which was more like a PLC (rash). As I was being dragged merrily along the ground, I tried to cut the right side away before I got to the nice barbed wire fence some thoughtful farmer had put up to stop the nuts like me from being dragged too far in a high wind.

I was indeed fortunate. I released the right riser just in time to have it fly around one of the fence posts and pull me into the fence. It took four minutes to get out of my harness, during which time the still inflated canopy knocked down a 100 ft section of the collapsible fence. About the time I got my newly modified PC free and the fence put back up, nine members of the search party found me. One female type jumper wanted me to pose with the canopy while she took pictures.

Although the canopy looked pretty bad, there were only a few small tears in it which were easily mended. The bag and pilot chute were much worse off, but they too recovered.

The message to the above is this: Don't jump in high winds and don't jump if you have a physical ailment that will impair your normal functions while parachuting. I'm sure that most veteran jumpers know this, so I'm saying it to all the new jumpers that don't see the harm because the winds are a little "high", or aren't too concerned about that sprained arm or leg that still hurts a little.

To paraphrase: There are old jumpers and there are bold jumpers, but there are no old, bold jumpers. If you don't get hurt this time, you could be killed next time or, in my case, tear up some pretty expensive equipment. Don't bet your life you can be careless and get away with it.

Bob Beck, C-3702

\*\*\*\*\*

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

**safety  
comes  
first  
as we see it**

"DZ-USA" is published by  
PARA-PRINT

P. O. Box 2131, Wichita  
Kansas 67201

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.



## A NOVEL IDEA . . .

Byline: Bob Thompson, Charlotte, N. C.

Thanks to my patch and its location on my empennage, I am now able to land on a "DZ" in the "USA". Would you believe that before installing the patch, it was doubtful that I would make it to the "USA", not to mention the "DZ"??

The mag certainly motivates some interesting discussions around our packing tables.

\*\*\*\*\*



Allen "Hi-Ho" Silver jumping a 4-line cut flat canopy at Elsinore DZ, California, November 1965. Photo by Carl Boenish.

## ABOUT THE COVER

Mac McCraw "below" waits for Dave DeWolf, Ed Marler, and Ollie Curran.

Photo by Jerry Irwin,  
Chester, Penna.



# TALENT '67

## DELIBERATELY LEFT OUT OF LAST ISSUE

Because the coverage of the Nationals was somewhat expansive, the following articles and haps were omitted in the interest of space:

The Team Event (composed of Conference members and officials) which was an unofficial part of the Nationals, and conducted on Saturday, July 8th, had some interesting moments. As seen in the photo, the judges were just a little out of ordinary and very

looked a little "odd" in a war-bonnet. Just doesn't fit his image somehow.

Also honored at the Awards Banquet was Bob Matthews, former member of the USMC Team and recently returned from Vietnam; Jo Anne Vanderweg; Marie Ledbetter and Bill's mother. Gold Wings (which did not arrive in time for the Banquet) were to be given to Woody McKay, Tom Schapanski and Chris Lowry. So there you have the presentations and awards. This was all, of course, in addition to the trophies passed out to the winners.

It was also at the Banquet that Norman Heaton stated, "This will probably be my last

Robinson, the sponsoring officer for sport parachuting at Ft. Hood, Texas. The party also included PFC Claude Pepin, president of the Ft. Hood Skydivers and leader of their exhibition team. A great club and an impressive group.

Also present during the Nationals was Ernie Casbeer, one of the 4-man Hawaiian Altitude Record of 28,900 feet, which will be listed in the Records section from now on.

Major Gerrell V. Plemmer, USAPT, was also in attendance. He is replacing Lt. Colonel "Ace" Burkhard who is going to Command School and leaving the team due to orders.

And Joan Hodgkinson of Furman, Inc., was



← and →

Sweet revenge.....



Poynter, Ottley & MacCrone submitting protests on the first team jump to Martha Huddleston and Susie Neuman. Photo by Rick Miller, DZ-USA.

capable, nevertheless. They are identified as follows: (from left to right), "Lyle" Huddleston; "Art" Neuman; "Ray" Ratz; "Lowell" Meiron; and "Ron" DeBois. In the background is Rick Miller (DZ-USA Photographer, in helmet); and General Allen, NAA, at the edge of the target on the right. Art Armstrong can be seen relaxing in the far left (sitting down); and Peggy Robinson (Mass.) is almost hidden behind "Ray" Ratz. The jumper is unidentified, naturally. Anyway, the Army Team took first place and I believe the Central Conference took second. The photo, by the way, is by Jeff Russell, Hammond, Louisiana.

I didn't go into any detail on the Awards Banquet, so here are the highlights. Pat Meiron, So. Illinois Univ. SPC, was awarded the Sportsmanship Award for 1967 and she truly deserved it. I have nothing but good to say about Pat, so I'll leave it at that before my wife starts frowning. Also named was Harry Clements for last year's (1966) Award. Then Heaton presented Irene Gorham, World's Greatest Scorer, with a bouquet of her favorite flowers, for a job well done. Then Governor Dewey Bartlett (Okla.) was given a war-bonnet from the Sycamore Tribe of Oklahoma and named as Supreme Leader of the Tribe. The bonnet was one of only two in existence . . . the first given to President John F. Kennedy. And the 1967 Nationals "Hero" patch was then presented to Norman Heaton by Pat Gorham. Jim Cowan then spoke for the Training Judges and thanked the principal judges who helped train them . . . and eye-glasses were presented to Armstrong, Cameron, Radhoff, Riner, and Bachman. And lastly, the members of the 1967 U.S. Team were presented with bonnets (for the male-types) and feathers (for the ladies). Tom Schapanski was also given his belated bonnet for last year's Nationals. I will add that Gene Thacker

Nationals in any official capacity." This was replied to by Jacques Istel, who said, "If you allow Norman Heaton to resign, you are out of your bloody minds . . ." This all hinges on plans by Norman to take a teaching position (possibly), and get married (possibly), and resign his post as Executive Director (possibly). Your guess is as good as mine.



Heaton playing "White Knight" on a fun jump. Photo by Rick Miller, DZ-USA Photographer.

Another notable event during the Nationals was the training and first jump of William "Bill" Thomas, Managing Editor of General Features Corp. Bill made his first leap from one of the Fairchild-Hillers and will be listed from now on in the Record Section as the first first-jump student to exit a Fairchild-Hiller being used for the first time at the Nationals. How's that?

Also seen in the company of Hank Brawley, ex-conference director from Texas, and a Major in the Texas Guard, was Lt. Col. Wayne

on hand. Joan handled the PCA account for the betterment of the sport in general. She was, unfortunately, accompanied by Vic Deveau, which disappointed many optimistic jumpers. Dick Barber, ex-president of CIP, and now heading the largest Council on the East Coast (can't remember the name to save me), was also around for several days and few jump stories. A great guy.

And speaking of great guys, Dr. Ed Fitch was contributing this year as usual. He flew awhile, organized awhile, entertained awhile with his experimental Stearman bi-winger, and gave a few jumpers an inverted leap from it. I consider Ed a personal friend, as just about anyone who knows him does, and this I'll say and no more. If men like Ed Fitch were always heading USPA (PCA), we would never have to worry about dirty politics, outright theft, or anything else which would damage the organization. He is the best thing that ever happened to us.

And to wrap up the Nationals completely, except for Rick Miller's pictures, mention is due Joe Klutts, Okemah, Oklahoma; Gerald E. Denison, Ft. Bragg, No. Carolina (who invited me there and I'm not forgetting it); and John A. Scott, Woodinville, Washington (who bought a two-year subscription to DZ-USA during the Nationals). My personal thanks to the Tahlequah Chamber of Commerce and Joe Cunningham and Larry Reasor; and last, but not least, "Chief" and Marie Gaylor who open their home to us every year. The best Nationals to date sums it up nicely.

\*\*\*\*\*

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



# UP-TO-DATE

## LATE BREAKING NEWS ITEMS

George McCulloch is 62 years young and an active "D" license holder. He jumps at Orange, Massachusetts and neighboring drop zones. To keep the record straight . . . are you older and still jumping or do you know of a jumper who is past 62 and still active in the sport. Please inform DZ-USA and its readers of any information you can obtain.

DZ-USA's Contributing Photographer, Tom Copenhaver of Hutchinson, Kansas, has added one to his family, in the form of an 8 pound, 1 ounce, boy. After weighing in, he was dubbed Ronald Keith and was born on July 16th, which is true devotion to DZ-USA for the editor calls the same day "birthday". Mother and son are doing fine.

Stan Searles, Omaha Skydivers, suffered a shoulder injury in the Slater, Missouri Meet on 23 July and is off the manifest sheet for a while. Stan, more commonly known as "Studdley", is one of the most active jumpers in the Midwest (in spite of his age), and will be back at it soon.

Another report has been received concerning the death of Pat Schwalbe, Livermore, California. Pat was holder of the women's altitude record in the U.S., with a 22,500 foot jump made from a Fairchild 71 in 1965. She was killed in a car accident a couple weeks before the Nationals.

JUST IN . . . Bill Hardman, D-33 (Canada), has made 100 freefalls in 17 hours and 38 minutes (minus a three-hour rest), on 22 July 1967 at the Abbotsford Sport Parachute Center, Abbotsford, B.C., Canada. Bill used just ONE PILOT, Mr. Herb Porter, and a 20-acre drop zone, a transport van, and an equipment vehicle. He experienced no malfunctions of any type, and 99 of the jumps were on Para-commanders. He is now the holder of the new Total Jumps in One Day (Accuracy), for he scored 20 deadcenters during the attempt and his average distance for 100 jumps was 4 feet, 9 inches. He was out of the circle on only 7 jumps. Complete details and pictures in the August issue of DZ-USA.

Jerry Ryburn, D-1100, has been wounded in Vietnam with less than a month to do before returning to the States. Jerry was hit in the head when a mine exploded, killing 2 of his men, his Commanding Officer, and the 1st Sergeant. He suffered convulsions and in his own words, "man, I thought I was dying." He is recovering at present and will be returned to the States within the next several weeks. No jumping was the only orders the doctor gave him. Jerry's contributions to DZ-USA have been many and it looks like he is doing his share for all of us in other areas as well. Be looking for him . . . he's headed back.

Jerry & Sherry Schrimsher ("Him" and "Her"), are expecting very soon and Sherry looked large enough at the Nationals to make me believe she may have presented the "bundle" to Jerry by this time. No offense, Sherry . . . you look great "large" or any other way. Congratulations if you've already given Jerry another mouth to feed. My best to all of you.

At press time, the POPS Bulletin had not been received from Jack Sowle. The August issue will carry the news from the Parachutist Over Phorty, which, by the mail, has been of interest to jumpers regardless of age.

\*\*\*\*\*



Aiken and White getting the ordnance aboard. Tim Matthews, pilot, looks happy about the whole affair.

### KNFOADZITUSA IS FAILING . . .

As witnessed at the Nationals, Noel Funchess is still seen around drop zones and the "Keep Noel Funchess Off All Drop Zones In The United States of America" is lagging. Persons (?) like Gertrude Slapfinger (sometimes referred to as Susie, nowadays) are seriously hindering the effort. Some improvement has been made, however, and Noel has been driven as far south as Miami, Florida, but greater strides are imperative. Proposals to officials in the State of Florida include detaching the Miami area from the mainland and hauling it out to sea. This proposal was rejected for some reason. Recently, however, a letter from Buck Aiken (Mississippi), and Skeet White (Georgia), was delivered by a special courier to Bill Dorroh, Atlanta, Georgia. It just might accomplish our supreme purpose. It read:

"Enclosed are photos and documentary on



Bombardier Aiken in action, with Navigator White giving final readings.

how to keep Noel Funchess off the DZ permanently. First, we invite him to judge our meet. Then, while he's waiting for the first jumpers to come in, we hastily load the 182 as seen in photo #1. It is then "bombs away", as shown by the second photo. A word of caution: exit point for the bomb should be half the distance from the wind indicator to the target . . . we've lost more spectators perfecting our scheme . . .

\*\*\*\*\*

## THINK TWICE

### COMMENTS AND CORRECTIONS ON ARTICLES APPEARING IN DZ-USA

#### LETTERS CONCERNING THE LETTERS

##### AN OPEN LETTER TO MIKE HORAN

Dear Mr. Horan: Reference is made to your open letter to me in the May issue of DZ-USA. While I usually do not take the time to answer irresponsible comments, I could not resist the temptation in your case.

My "imperfect" Sentinel has definitely saved the lives of 26 parachutists, and has probably saved the lives of many more in unreported cases.

Small as it may be, this is my contribution to sport parachuting. What's yours? . . .

. . . Standing around while 11-year-old kids jump out of airplanes and watching them get killed?

Sincerely,  
Steve Snyder, D-5

#### AND A SECOND LETTER

"This letter is directed to Mike Horan, D-881: Steve Snyder has personally provided a system that has saved jumpers. This is a

FACT and any discussion about the non-perfection of the Sentinel only serves to detract from the real question. How could any rational adult stand by and watch an eleven-year-old kid skydive when you know he still exists in the partially-real world of TV, movies, funny books, etc.?? How could this kid relate his limited experience to the hard, cold facts of making it in a sport that still snuffs out supposedly mature adults?? Ron Dow, Mt. View, California."

\*\*\*\*\*



### THE JOURNAL OF AUSTRALIAN PARACHUTING

. . . I highly recommend a subscription to the Australian Skydiver. It is only printed bi-monthly (at the end of January, March, May, July, September and November) and for \$3.50 (or \$7.00 for air-mail) you'll find it of interest regardless of your status in the sport. It's printed with good action photos included.

The complete address is:  
AUSTRALIAN SKYDIVER MAGAZINE  
291 Senate Road  
Port Pirie  
SOUTH AUSTRALIA

\*\*\*\*\*



# EQUIPMENT

## NEWS & VIEWS

### "SOMETHING TO SOMEONE"

Byline: Bill Madden, Ft. Sam Houston, Texas

Doing a lot of jumpmastering, I carry a knife (as should all jumpmasters kicking out static-liner's). One day, however, someone evidently borrowed my knife from my reserve and when they returned it, it went through the leather scabbard I stow it in (they never removed the scabbard from under the reserve bungees) and went completely through the reserve container and into the canopy. If I had used the reserve with the blade sticking through, imagine what the knife would have done to the canopy as it came out. A metal scabbard; different position of stowing the knife; a blunt-ended knife (regular Air Force line-cutting knife); a pocket knife, etc., etc., could have prevented this. One sure preventative method is for everyone to keep their hands off other people's gear. I hope this tip is of benefit to someone.

\*\*\*\*\*

### ONE WAY OF PREVENTING THE PIN PROBLEM . . .

Byline: Jack Sowle, D-1005,  
Huntington Beach, Calif.

This "safety" idea would be a tremendous step toward reducing static line total malfunctions resulting from leaving temporary packing pins in the cones.

I wish I could take the credit for the idea but that goes to BILL SPARGUR, C-2853, who mentioned this to me during a bull session. The idea is simplicity in every state of the word, but fail-safe when properly applied. "FASTEN THE TEMPORARY PINS TO ONE END OF ABOUT EIGHT FEET OF SUSPENSION LINE WHICH IS SECURELY ATTACHED AT THE OTHER END TO THE PACKING TABLE."

A rig packed using such pins could not be removed from the packing table without extracting the pins.

The idea could also be adapted to packing on the grass, ground or floor. Just make certain the line is securely fastened to a stake in the ground or to something which would not allow the rig to be moved past the length of the line.

I urge jumpers to adopt this idea and stress that it be used immediately! It could easily save the life of someone right now predestined to die from this most ridiculous of all causes.

\*\*\*\*\*

# Make sure

### THE IRVIN WING EVALUATION

Byline: Doug Gipe, Omaha, Neb.

As promised by the May issue of DZ-USA, here is the first article on the Wing, straight from the man who owns one:

"To the concern and bewilderment of many of my friends, I purchased the Irvin Para-Wing, serial number 6.

Climbing to jump altitude, many questions flashed through my mind: Openings, will it, won't it, how hard, etc.?? The packing, to say the least, is unusual and this is what starts the questions. But once you understand it (and that takes awhile), it goes quickly except for pulling the sleeve over it. I now have less than 10 jumps on the Wing, and have one tear (an inch or so) and several small burns on the rear of the canopy. I feel the line burns were caused by improper tension when the sleeve was drawn over the canopy and burns of this sort are caused by packing alone. I may like the sleeve better in time, but not at the present.

At terminal, she opens instantly. Opening shock ranges from firm to rough. If you set up, openings are not too bad. They are, however, definitely harder than the PC.

Turns are slower and seem to be sluggish until you learn to stall-turn it. Stall-turns are not over 2 seconds for 360 degrees, but you never know what direction you will be facing when you come out of one.

When the Para-Wing is flying, the book says to pull both toggles down to increase glide condition and then pull the desired toggle for a turn. I grabbed one toggle on my first jump, and pulled down for a turn but instead of turning, it went suddenly into a spin. Remembering the instructions, I let go of the controls to return it to a flying condition, but this spin tendency really shook me. The book also says that turns are slow and comfortable and quite stable. I have not, however, been happy with any of the turns and since the last jump, my rigger has shortened up the canopy's rear line to be the same as the other side. This was a mistake we found as a result of the turn problems, and it amounts to a minor error of some FOUR INCHES at the factory. (Editor's Note: The canopy has since been returned to the factory for this correction and reinspection).

Stall and recovery from a turn is simple and quick. Just let go of the toggles and you're flying again. Altitude loss is 50-75 feet, if you are on the ball. You really start things, however, in a stalled condition. And before we go any farther into stalls, I feel a word of caution is appropriate here. Stalls are quite unstable with virtually no control over the Wing while it is stalled. One jumper stalled it and several witnesses stated that he had no support whatsoever. On one jump, I had the pilot chute and sleeve fall into the lines and then foul on several lines when I recovered from the stall. Luckily, I had no serious problems resulting from the entanglement, but it could have been extremely dangerous near the ground. I feel that "stops" should be placed on the chute (to prevent a stall) when the sleeve and pilot chute are not released. The stops should be kept on the canopy until the jumper has several jumps on it and is ready to risk a stall. In a stalled condition, by the way, your chin-strap starts flapping and you experience a second opening shock when you turn loose of the toggles to recover. You get that funny feeling that you are never going to make it back down in one piece. You know the feeling. It's the same one you had when the Wing started to spin.

The following points are improvements which are badly needed and just some of the shortcomings of the Wing as I see them at the present time:

- (1) Sleeve should be more easily installed;
- (2) Stalls with sleeve and pilot chute are ex-

tremely hazardous; and

- (3) The jumper has a tendency to over-control, and this in itself, is a serious problem.

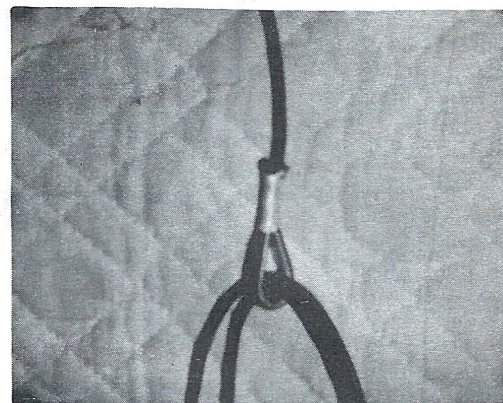
Conclusion at this point: The Para-Wing is a highly refined flying machine. She acts very much like an aircraft in stalls and while in flight. She controls like a Go-Kart after you are accustomed to driving a car. The Wing has some definite control problems, and I feel the stock model needs changing. We have had much better control with some slight changes and I'll go into these changes in greater detail next issue."

\*\*\*\*\*

### A STITCH IN TIME . . .

Byline: Bob Christensen,  
Master Rigger, New Milford, N. J.

Even though I personally feel the P.C. is at present one of the finest canopies and incorporates some of the finest workmanship on the market today, it still leaves a few things to be desired . . . one being the two miserable little metal grommets which connect the steering lines together at that point where the two lines from the turn slots pass through the grommet and connect to the single line leading down to the toggle.



Unless you've been exceptionally lucky or don't have too many jumps on your P.C. you've probably had to replace one or more of these lines, the reason being that the original grommets installed by Pioneer just don't allow the two lines enough freedom of movement, therefore when exerting pressure on the toggle during turns, stalling, etc. friction results causing burns, freying, and eventually damage enough to cause you to replace the line.

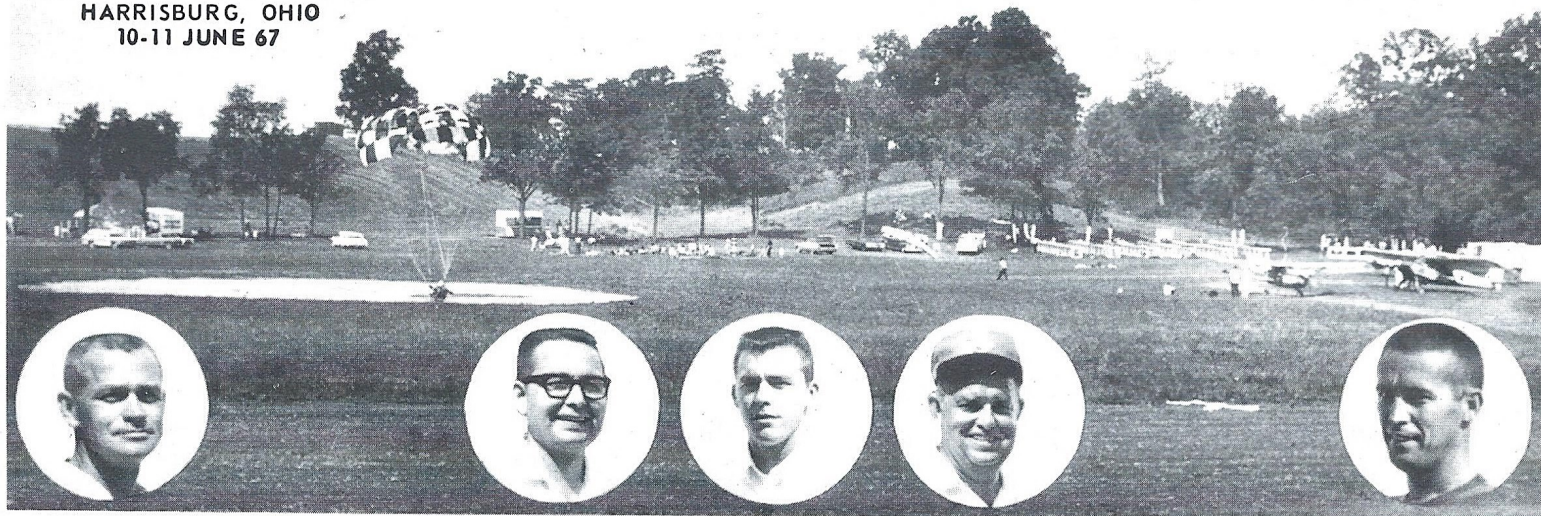


One method of avoiding the expense of line replacing is to install the pictured aircraft "cable-thimbles" which are small, approximately 1/2", yet still large enough to allow for free movement of the two lines, therefore almost totally eliminating the probability of damage. Total cost is less than \$1.00 and total time for installation takes less than 15 minutes. Cheap enough to avoid some angry moments later on.

\*\*\*\*\*



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



A picturesque view of the Selecte Sport Parachuting Club's DZ. You can get lost in that pea-gravel target. Note the packing tables in the right background and the "johns" behind the parked aircraft. You name it . . . they have it. The picture insets are, left to right: Ray Dean, one of the owners of Selecte SPC, and (center three sponsors) Arlen Miller, President of Grove City Jaycees; Bob Stevenson, Vice-President; and Bob McGee, C & M Distributors for Falstaff; and (far right), Billy Cook, the second owner of Selecte SPC.

The 1st Annual Grove City Sport Parachute Meet was a resounding success and speaks well for the organization and progress of the Selecte Sport Parachuting Club of Clarks Lakes, Ohio. The club boasts one of the finest DZ's in the state, the land being donated FREE OF CHARGE by the Clark Brothers, realtors in construction of custom-homes near the DZ. As Billy Cook stated, "The Clark Brothers did most of the work here for our drop zone in one month so we would be ready to host the meet, and the work was done free. We owe them more than we can ever repay for their support of sport parachuting in general in the Columbus area. Without these people, we wouldn't be jumping with every facility under the sun."

The meet got underway at 9:00 a.m. for registration and practice jumps on June 9th, Friday. Saturday, June 10th, was a perfect day for jumping and style was the first event. Three rounds were completed by 4:00 p.m. and completed the event. And in less than two

hours, two complete rounds of accuracy (novice and advanced) was run off. By 6:00, the scores were placed on the score board and the party got underway at 8:00. Falstaff furnished the "suds" and helped cool Roy Johnson off (who had turned a 7.5 series, clean, during the meet and needed cooling off), as well as many other thirsty contestants. In fact, Mike Daubenspeck liked the Falstaff so well he still was clutching a can when the trophy picture was snapped. The style winner's, Saturday, was:

**Advanced Style:**

- 1) Roy Johnson
- 2) Erick Bahor
- 3) Mike Daubenspeck
- 4) Tom Baldwin
- 5) David Sauve

**Novice Accuracy:**

- 1) Danny Born
- 2) Gary Sandall, Selecte
- 3) Sharon Wilson

Sunday, 9:00 a.m., and Cameron was clocking every move and the meet was blessed with another day of perfect weather. Intermediate style was completed with the following results:

**Intermediate Style:**

- 1) Bill Galbraith
- 2) George Loudakis
- 3) Simmons
- 4) Hamilton
- 5) Barbara Druggan

Accuracy was then finished up and the winner's sucking up trophies and cash were as follows:

**Advanced Accuracy:**

- 1) Jack Tiffany, Green County SPC, Ohio.
- 2) David Sauve, Detroit, Michigan
- 3) Mike Daubenspeck, Plainfield, Ind.
- 4) Roy Johnson, Wolkerson Skydivers, Ohio
- 5) Art Johanson, Alliance SPC, Ohio

*turn to page 23*



The winner's circle, plus judges and sponsors: (left to right) back row, Jack Huntsburger; Gordon Riner; David Sauve; Denny Speakman (Meet Director); Lyle Cameron; Arlen Miller; Bob McGee; Bob Stevenson; Gary Sandall; Danny Born; Billy Cook . . . front row . . . Larry Schell; Mike Daubenspeck; George Loudakis (15 year old); Jack Tiffany ("Spoiler"); Eric Bahor; Roy Johnson (1st Overall, '67 Nationals); Bill Galbraith; and Sharon Wilson. All photos by John P. Dean, club pilot.



# ***FILL YOUR EQUIPMENT NEEDS.... ....THE EASY WAY***

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

## **EVERYTHING FOR THE SKYDIVER**

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

### ***Complete Stock of XBO's and PC's Parts***

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

Send 50¢ for  
★ Catalog ★

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

***BUY A GIFT CERTIFICATE – ANY AMOUNT – YOU NAME IT***

For Birthdays, Anniversaries, or Any Occasion



CREDIT APPLICATION FURNISHED WITH CATALOG

***ORDER TODAY - PAY THE EASY WAY***

**EXCLUSIVE  
DISTRIBUTOR**

**EXCLUSIVE DISTRIBUTOR FOR McHAL HELMETS**  
Match your Helmet to your Jump Suit or Canopy  
Red, White, Blue, or Gold – All Sizes

**McHAL  
HELMETS**



**McELFISH PARACHUTE SERVICE**

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

PIONEER – SECURITY – IRVIN



# -have you heard?

## BOARD OF DIRECTORS MEETING 9 JULY 1967 TAHLEQUAH, OKLAHOMA

The full board met (with the exceptions of Jack Cleary, Phil Miller, Billie Dolley, Steve Biljanic, and Jack Bergman) in the Conference Room of the Northeastern State College, and the results can be summed up easily. Virtually nothing of importance with the exception of working out the details for the U. S. Team. Several items were acted upon, however, which deserve mention. If you trust my opinions, I'll simply list them and what I thought of the motion or vote. Here we go:

Item 1: The Secretary of USPA (PCA), who is now Capt. Elliot, was voted the right to inspect, inject, correct, and assemble the BOD minutes by "mail votes" (a procedure of providing Board Members the privilege of approval or disapproval by mail). This supposedly would allow for more speedy approval and dissemination of the minutes. IT COULD ALSO GIVE THE PRESENT SECRETARY OR SOME FUTURE SECRETARY (which is of more concern than the present one) THE FREEDOM TO REFLECT SOMETHING WHICH DID NOT OCCUR DURING THE ACTUAL PROCEEDINGS OR TO MISINTERPRET A MOTION OR VOTE.

Item 2: The matter of presenting Gold Wings to someone who didn't have the required 1000 jumps was discussed and decided that no such Honorary Award was justified. As Dr. Fitch put it, "we did not consult with the Awards Committee and we did wrong. We will not do it again and it was a mistake." No future Gold Wings will be presented for any other reason than 1000 jumps, period. MY OPINION IS THAT THE WINGS SHOULD BE RETRIEVED AND A LIFETIME MEMBERSHIP IN PCA (USPA) BE SUBSTITUTED. THIS COULD ALSO APPLY TO FUTURE CASES OF HONORING SPORT PARACHUTISTS.

Item 3: Dr. Fitch explained that the U. S. bid to host the World Meet was withdrawn when a definite answer from FAI could not be obtained prior to 8 July. Fitch also explained that he did not, personally, believe we had filled the "non-discrimination clause" of the bid. There was then a vote to partition FAI to change the World Meet to 1969 (thereby putting it out of the Olympic cycle and on odd years), and this was approved unanimously. It was also suggested that we ask FAI not to hold a World Meet anywhere in 1968. This also was passed. It was further decided that no backtracking and concessions would be made if FAI later (possibly) solicited our bid for 1968. Therefore, no further considerations will be given to our bid regardless of FAI action. Transportation to any World Meet WILL NOT be provided by the U.S. in 1969, or any other year, and Jacques Istel believes the \$52,000 spent in 1962 to bring the foreign nations to the U.S. was a mistake and should never be repeated. Unanimous vote to commit our bid to the 1969 World Meet, such bid to accompany our request to change the date. ONE POINT OF IMPORTANCE IS THAT TAHLEQUAH IS IN COMPLETE AGREEMENT WITH THE BOD'S DECISION.

Item 4: The Tahlequah Committee (Cunningham & Reasor), then presented early bids for: (1) The U.S. Team Training Site; (2) The 1968 Nationals; (3) The 1969 Nationals; (4) The National Collegiate Parachuting League Championships in 1968 (or the fall of 1967); and (5) future NCPL Championship Meets plus

an "international" meet of sorts in conjunction with the Nationals. Jacques Istel then mentioned that Orange could be utilized by the NCPL for their Championships and so could the U. S. Team make use of the Center for their training site. He added that because of his role in support of USPA (PCA), Parachutes, Inc., is not to bid on any PCA Championships but that Orange would be turned over to PCA and they could run their meets there if they wished. (But, to keep this whole subject in the right place and present it all at one point, let's jump into the later portion of the BOD Meeting and include this.) Bill Ottley suggested offering Tahlequah a firm bid of TWO OR THREE years of major meets and this was the opinions voiced: Poynter, "objected to any long-range plans or contracts"; Cameron, "the jumpers he spoke to did not voice a desire to return to Tahlequah for a third year"; Ottley, "his poll taken during the cocktail hours indicated they did want to return", and so on. The discussion on the move to Tahlequah by USPA (PCA) Headquarters then ensued and nothing was decided except that everyone wanted to move SOMEPLACE OTHER THAN MONTEREY. Dr. Fitch tabled the move discussions until someone comes up with something concrete and/or more definite. And here is what is going to happen: A one-man delegation will be appointed to work with the Tahlequah Delegation and has the BOD's full consent to commit the Nationals to Tahlequah for TWO MORE YEARS. The one-man delegation is Dr. Fitch and I'll trust his discretion, HOWEVER, TO TAKE THE NATIONALS BACK TO TAHLEQUAH IN 1968 AND 1969, IS GAINING NOTHING. We are defeating the bid system and virtually turning our backs on the drop zones, clubs, or councils who would like a chance at hosting the Nationals. Tahlequah runs the Nationals on a COST BASIS. Any drop zone in the country would like a chance to do that. THIS WHOLE THING COULD MEAN THAT ABSOLUTELY NO BIDS FROM OTHER LOCATIONS WILL BE CONSIDERED FOR THE NEXT TWO YEARS AND THIS IS RIDICULOUS, REGARDLESS OF THE FACILITIES OFFERED BY TAHLEQUAH. GIVING OTHER DZ'S A CHANCE TO SHOW WHAT THEY HAVE WOULD BE A BETTER SOLUTION. And on the move, it will probably be Washington, D.C., before it is Tahlequah. And that is a personal opinion.

Item 5: The financial report by Mark Baron showed an increase in expenditures over last year (first five months of the year) of \$18,055.80. There was a \$2,697.00 increase in net worth over last year, however, expenditures must be curtailed and a restraint placed on all non-essential items. In Mark's own words, "if the spending continues at this pace, by 1 January 1968 we will be down to our last dime." Printing costs, rent, and insurance has increased, and accounts for some of the expenditures, however, \$4,020 for the M&D (Membership & Development) Committee was not justified, in Baron's opinion. A violent objection by Ottley at this point that the M & D Committee was useless. Baron's answer to this was that membership in USPA (PCA) had increased by 10% every year except 1964 WITHOUT the Committee and that it would continue to increase without putting more money into the Committee. After much discussion, it was voted upon (10 against, 2 in favor) retaining Furman, Inc. as our publicity firm. So, Furman is out and \$6600 per year will be used for other projects. Some of the discussion involving this issue went as fol-

continued to page 12



## SMITTY'S STORY . . .

Here is another installment of a story you can't help but enjoy. It is continued on pages 19 and 20 and is part 2 of 3 parts. To get the story, bound and complete, just send \$2.50 to: "Smitty"

P.O. Box 153  
Sulphur Springs, Ark. 72768

You'll never spend a couple of bucks for a better cause or better reading.

\*\*\*\*\*



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

Norman Heaton's resignation from PCA (USPA) can be expected soon . . . and will be announced with the name of his wife-to-be . . .

\*\*\*\*\*

Susie Joerns will not travel to Europe with the U.S. Team and Barbara Roquemore (alternate) will take her place . . .

\*\*\*\*\*

All indications point to a Gold-Winger becoming a fatality in 1967, for the first time in the history of the sport . . .

\*\*\*\*\*

The World Parachuting Championships will be held in South America in 1968 . . .

\*\*\*\*\*

More stringent controls will be placed on the "new, Wing-type" parachutes by FAA or another Government agency . . .

\*\*\*\*\*

The Nationals will be held in Tahlequah again in 1968 . . . HOWEVER, THEY WILL NOT BE HELD THERE IN 1969, as proposed, and USPA (PCA) Headquarters will not be located in Oklahoma, as also proposed . . .

\*\*\*

## Some Advice

### A PACKING ERROR . . .

Byline: Louis (Ed) McGuire, B-5453, So. Car.

The malfunction occurred on a 30 with a PC and a Shorty-Sleeve. The last stow of suspension lines was not released from it's rubber band and the sleeve remained on the PC throughout the deployment of a 26' conical reserve. The reserve landing was uneventful, and, of course, quite nice. I am convinced that the malfunction was due to a packing error and faulty equipment. When I received the sleeve, there were no openings on the tongue for accommodating the rubber bands used in making the short stow. I punched two holes and installed two small grommets (7/16"). The failure of one of the brights (on the short stow) in releasing, was probably due to two factors: the grommet was too small and the stowage brights on the short stows were long (approx. 2 1/4 inches). It has since been corrected.

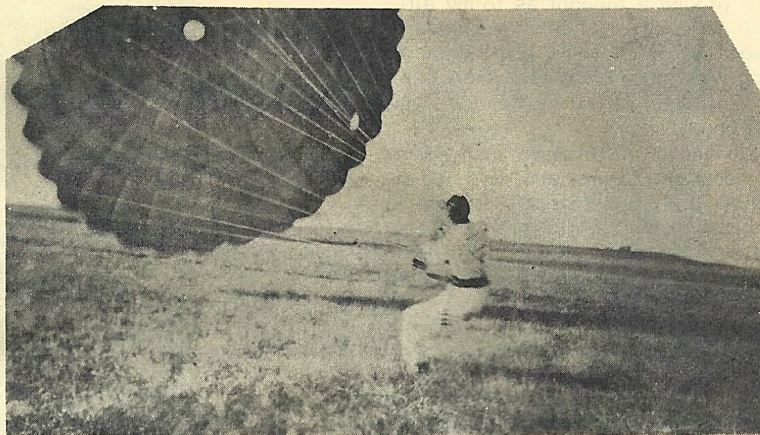
\*\*\*\*\*



he couldn't get to his ripcord. And all the crazy ideas I came up with was to get an additional thousand people as spectators because they knew you were going to get killed on the next one. The more people, the more collection, and that was the name of the game.

On another jump in Tulsa, I went up to jump and we threw out a dummy. Guess there wasn't too much difference between it and me. Anyway, it hit the ground ker-plunk. The ambulance rushed out on the field, picked it up gently and put it inside and away it went to town. They didn't keep the crowd in that state of mind too long. They let it be known it was only a joke, and all in the show, however, one time the ambulance driver got a ticket for speeding through town unnecessarily and I was only dead for a little while. Clem Saum, one of the original Batmen, was there jumping also that day. He got some kind of a smoke bomb cocked on his foot and burned his shoe off. I went to the hospital to see him after my act and he said he would be on crutches for a week or so. A little later, I heard he was killed in Marcelle, France, in front of 30,000 Frenchmen. He was sure a swell guy and we had lots of fun together especially after a day's jumping. You guys haven't changed much on that point.

Mr. Garland had a nice looking girl flyer from Texas. Her name was Francis Gale and was an instructor for him. We put on a show of local talent in and around Tulsa. Capt. Laing was also an instructor, and he always said he would never go up with a woman flying, but decided to try it once that day with Francis as a passenger in the back cockpit. She was in Tulsa competing in a balloon bursting contest. She was doing good and dived for her last balloon, bursted it and pulled back on the



After landing, . . . Tulsa, Nov. 11th, 1929

stick, but the plane didn't respond. She was too low and going downwind. The plane plunged right on into the ground, burying the nose about 18 inches deep and standing up on a slight angle. The impact was so great that the plane looked like an accordion. We had to cut them both out with hack saws. They were unconscious and each had two pretty well broken legs. Just as soon as we got them in the ambulance, Bob Garland got on the mike and said that the show must go on. The announcer then got on the mike and announced the next event, and that was me making my 13th jump. I must admit I didn't feel much like doing it. I suddenly realized the sincerity of the showman's saying "the show must go on" and carried off my jump like a trouper.

On a lot of my jumps in Tulsa I was flown by J. O. Dockery who was chief pilot for Mr. Garland. His favorite sport was coming in hot and making fishtail landings. I saw him not too long ago, after 30 years, at Ottumwa, Iowa, and he said he had a crop spraying service somewhere in Southern Arkansas. Things sure change.

On July 13, 1930, at the Enid Air Park at Enid, Okla., they opened a field with a three-day air show. It was a pretty big affair and lots of prominent people were there. Clyde Cessna was there with his wife, daughter and son, who had a sail plane with him. He didn't get to fly it as the wind tore it up on the ground the night before the first day of the show. Mr. Murdock of the Wichita Eagle was there. We took two plane loads over just to take it in. I was not on the program, but as it turned out, before the first day was over, I managed to get in the act. I always had a chute of some kind, coveralls and white cloth helmet in the plane with me. The cloth helmet was only to keep my hair out of my eyes and not much protection. Captain Asque, who had charge of the field, show and everything, came over to me and asked if I was Smitty the Jumper. I said yes and he told me I had to make a jump. I asked what the deal was and why so sudden. He said a girl coed from Norman, Okla. was supposed to jump but Roy Hunt had flown her over, and the jump pilot, in talking to her, could tell she had never made a jump and he wouldn't fly her. I felt bad about taking her place and knew the poor girl was going through what I went through for 12 years. I asked him how much money was in it and we settled at \$50.00, just what they were going to give her. Well, it was almost time for her jump and I had a few things to do. Someone took me to the Youngblood Hotel where we were stay-

ing. It was new and I think opened up just a few days before the show. There I cut my mustache off, did a little padding and put on some lipstick and rough. They rushed me back to the field and no one knew anything about the switch of jumpers. We drove into the field from a side road. The plane was there waiting. I got in and I was only off the ground 15 minutes and made a good landing just a few feet from a 100-ft. bullseye. The car rushed up, got me, and back to the hotel again. It went off pretty smooth and no one knew the difference. That night I got all decked out for the banquet at the hotel. When I left my room and started down the hall to the elevator, coming toward me was a very neat and good looking girl. I had on a dark suit and a white cap with a black bill with a gold parachute on the front. In passing her, we had both gotten into a very slow walk, and being a man, I stopped, turned around and looked back. She had done the same thing. She said, "I see you are one of the boys". I knew who she was as I had seen her on the field, and I said, "Yes, I am the girl that jumped this afternoon". She said she was the girl that was supposed to jump. Oh well, so on and so on. Anyway, we made the banquet together.

On one occasion, a Mr. Braniff of the Braniff family helped me pack my chute in the hallway of some hotel. I don't know which one he was, but he sure liked air shows and was a real guy, especially at a bar. This was all before you had to wear an auxiliary chute for safety. In fact, the first reserve I ever wore was in 1960. None of my jumps in the old days were made with reserves.

Then I got a call from the Fair Committee at Bentonville, Ark. wanting me to jump there during the three-day fair. I sold them on two old ordinary jumps, and one high one. I decided to do the high one big, advertise a 10,000 ft. and jump right over the square where they were having the annual fair set up at that time. We made a deal for \$100.00 on the high one, and of course, I had to sign a deal releasing them of any liability. I had signed dozens of them before without ever reading them. Seems like everybody thinks something might happen but you. Anyway, at 10,000 feet I wasn't over the spot where I wanted out and I told the pilot to go around again. He kept climbing and at my exit point I was 11,000 feet. I had never been that high in my life, except maybe a few times at night. So with the ferris wheel and merry-go-round stopped, I left the plane with an Irvin seat pack. (This was in Oct., 1931.) I fired a pistol and left the plane. It was very



All set. . . Tulsa, Nov. 11th, 1929.





Getting ready for the multiple jump from the Ford Tri-Motor.  
Jumpmaster is "Smitty" on the far right.

Oklahoma to do some passenger work and put on a jump. I sure needed the money. My jump was to be the last thing before going back to Tulsa, and on the last passenger ride the pilot forgot to put in gas. He had three passengers and had to make a landing on some rocks and tore the belly out of the plane, but nobody was hurt. Of course, I didn't make any money but he was also out a lot more than he took in. It was tough going those days. You had your ups and downs but most of the time you were pretty flat. We did manage to have our noon meal in Hominy at a two-story frame hotel, (the only one in town) and for family style dining it cost us 25¢. Haven't been there since, but I'll bet its changed an awful lot.

I finally made it back to Tulsa because Garland Airport was a pretty nice layout for those days. It had a nice restaurant, dormitory with about 50 beds for students and was full most of the time. I lived there with them for two months while I got all the jumps I could. I jumped from lots of different types of planes,

such as Ford, American Eagle, Eagle Rock, Waco, Stenson, Fleet, and a Barlin N.B. 3 which was the most unusual looking plane I had ever seen and the only one of its kind I ever saw. Mr. Whittenbeak of Miami, Okla. had the agency for it.

While in Tulsa, someone gave me an old canopy with shroud lines but whatever had been on the end of them had been cut off. I was pretty thrilled about even that. The canopy was made of pongee material (or so the girls told me). I knew I could make a jumpable chute out of it but I had to tie the shroud lines off to something. Getting a brainstorm I went to an auto salvage and bought a Model A steering wheel, cut the web out of it and tied all shroud lines off to it. Even that made it look better. Next I had to have some way to hook onto it, so I went to a horse harness maker (was in those days) and he made some good heavy straps that were fastened permanently to the wheel, about 30 inches long with good big heavy harness snaps on the end of them. Then he

made me a wide leather belt with two buckles and leg straps. On each side of the belt he put large harness rings that the straps snapped on to. Well, I figured I was pretty well decked out for a chute and harness. Next, I had a friend that owned a tent and awning place and he said he would make me a bag for it. So now I had something to pack it in for he sure did a swell job, rope on the bottom to tie off in the plane and all. The mouth of the bag was laced across with twine string. I would go out hooked up to it, take bag and all, and at the end of the rope, the bag would stop. Then the string would break, the chute would come on out of the bag, and then open up. Couldn't see any reason for it not opening. Guess I made about 30 jumps hooked to it. Sometimes I would tie it off to a strut before going up, then get out to it, sit down on the leading edge of the wing, hook up to it, and fall off over the leading edge of the wing. That wasn't a very good way because the bag would be left there hanging about 10 feet below the plane and if the pilot





Start reading at any point in the chain, and the message makes good sense . . .

The Sentinel also makes sense from any point of view.

**SENTINEL-SENTRY  
LIVES SAVED  
NOW TOTAL 26  
(CONFIRMED)**

SENTINEL AUTOMATIC RESERVE  
OPENING SYSTEM

**\$89<sup>50</sup>**

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



SEND CHECK or MONEY ORDER TO:  
ATTN: DEPT. "A"  
**STEVE SNYDER ENTERPRISES, INC.**  
**SWARTHMORE, PENNA.**  
ALL PRICES F.O.B. SWARTHMORE, PA.  
Add 2% of total amount for Postage & Insurance



## —have you heard?

### Concluded

lows: Ottley, "\$6600 is cheap for what we are working out and we are getting from a firm who deals in publicity" . . . Burkhard, "we need set figures and firm commitments before we vote to retain them" . . . Baron, "the results this year may be the same as last year, at double the price" . . . Cameron, "is the cost \$6500 or \$7000 or do we just pick up the bills?" . . . Poynter, "the vote should be yes, for USPA (PCA) cannot afford not to take advantage of public relations work promised by Fuman" . . . Garrity, "if the vote is yes, it will have to be on a certain figure" . . . Baron again, "if USPA (PCA) does not cut down on expenses, by December 31st we will not have a GD dime. We will zero out and lose everything we have built up over the past 2½ years." MY OPINION IS THAT GOOD PUBLIC RELATIONS WORK IS BADLY NEEDED BY THE SPORT, HOWEVER, WE CANNOT AFFORD THAT MUCH MONEY AT THE PRESENT TIME. WE ARE GUILTY OF SPENDING MONEY ON OTHER ITEMS IN A MANNER WHICH DOES NOT BENEFIT US. WE COULD ALSO GET CARRIED AWAY ON THIS EXPENSITIVE AND END UP DEFEATING OURSELVES INSTEAD OF PROMOTING THE SPORT WITH THE FUNDS WE HAVE AVAILABLE. I'D RATHER SEE MORE MONEY GIVEN TO CONFERENCES FOR TROPHIES, OR FOR CONFERENCE DIRECTOR TRAVEL, OR FOR TRANSPORTATION FOR JUMPERS ELIGIBLE TO ATTEND THE NATIONALS EACH YEAR . . . AND FOR USPA (PCA) TO REMEMBER WHERE THE MONEY CAME FROM ORIGINALLY. And before this gets too long, I'll start cutting down on the items covered.

Item 6: A 12-man delegation for the International Competition by the U.S. Team was chosen (see the cover of the June issue of DZ-USA), and opposition was evident to Chuck MacCrone accompanying the Team for some reason. Being our FAI Representative, I could not understand the reluctance to include Chuck in the delegation. He is tentatively going to Europe as the Executive Administrator for the delegation, if transportation can be arranged for a 13th man. A second choice of the delegation was the Team Pilot and this one I didn't understand. I have the greatest respect for Len Potts, but Tim Saltonstall would have been able to double for several duties (competitor, pilot, assistant trainer, etc.) and would have been a better choice. I sincerely wanted to see Tom Schapanski as Team Trainer but Tom Baldwin also had equal qualifications and will be a good trainer. He has three National competitions under his belt and Cameron along to give him pointers. Other points agreed upon were: (1) Alternates Lockward and Roquemore will not go overseas unless an injury or absence required them to do so; (2) The training site in Applegarth, New Jersey, at Len Potts' drop zone; (3) the Team will train for 4 weeks (until the 14-15 August) and then depart for Europe from McGuire AFB which is near Applegarth (nearer than Tahlequah any way); (4) They will arrive in Frankfort and travel from Germany to Yugoslavia via air-conditioned bus; (5) Yugoslavia is the only meet certain at this time; (6) the Team will return to the States around the 8 or 9th of September; (7) If the Team runs out of money this year, Mark Baron says, "don't call me," and another reason for an Exec. Admin. to watch the \$15,000 and make the most of it; (8) At the completion of competition, the

equipment each member of the Team has been given, will become the property of the member; (9) This equipment may be sold (1967 Team only) if the identifying marks or symbols are removed prior to sale; and (10) Team members should wear the donated equipment during the international competition, meaning Roy Johnson and Erick Bahor may be asked not to wear their Czech harnesses and containers, and Susie Joerns could possibly be asked to jump something other than a Security piggy-back. It wasn't decided as an absolute law, but it could happen. I hope not.

Item 7: The price of auditing USPA (PCA)'s books was discussed and the price is from \$800 to \$1500, depending upon the irregularities that occur. It was then voted upon and passed (13 for, with 2 abstaining) for an audit to be conducted by Getz (the present accounting firm retained by USPA) every other year just prior to the installation of officers, with the first audit to be conducted in 1968. This is a long overdue item and should be interesting to see how it is carried out and how thorough the audit is.

Item 8: J. Scott Hamilton informed the Board that the NCPL (National Collegiate Parachuting League) Championships held in Tahlequah this year (April), costs USPA (PCA) \$500 in refund money, primarily, because the meet was not completed. Hamilton's travel to Tahlequah costs \$135 and \$250 went for trophies. Major Garrity then requested \$250 more for the NCPL trophies for the October meet (making two this year and putting the meets in the proper cycle for fall meets in the future), and it was voted in favor of his request, unanimously. DO YOU SOMETIMES GET THE FEELING THAT YOUR \$10 MEMBERSHIP DOES NOT EXTEND AS FAR AS THE SAME \$10 MEMBERSHIP FOR JUMPERS IN THE NCPL?

Item 9: Heaton informed the Board that Steve Moore was working on updating the present PCA film, "Sport of the Space Age", and that the script was completed but money was needed to the tune of \$8000 to \$10000 to shoot the film. Cameron stated he didn't like the script and a short argument followed on who had bid on the shooting of the film. Later in the meeting, Cameron was made Chairman of the Film Committee and stated he would change the script.

Item 10: Len Potts presented the case of a 15-year-old jumper in the York, Pennsylvania Club, who had 51 jumps and was asking for a waiver and a "B" license. Elliot made motion not to grant the waiver and Burkhard seconded it. Mail vote was 4 in favor, 1 against. Vote at the meeting was 7 against granting a waiver, none for, and 6 abstaining. From this vote, it looks like no one will be granted waivers in the future (if they are under 16), and if a waiver is granted, someone will have to explain the disapproval of this one. The only recourse "Rosie" now has is to test the jury system and ask for a decision on the vote.

Item 11: A letter from Carl Rutledge was read to the Board, requesting reinstatement of his license and that further suspension would serve no useful purpose. The letter was read by Potts, who then recommended that Carl, and the jumpmaster involved in the Rutledge fatality, be reinstated. There was an objection to both being handled together, so a motion was made and restated by Potts to first vote on Carl Rutledge and then Bill George, the jumpmaster. The vote was 3-for, 10-against, and 1 abstaining (Joerns) in the

case of Rutledge. The vote was 10-for, and 4-against in the case of George. So, George was reinstated and Rutledge was not. Not a very easy vote to figure out, is it?

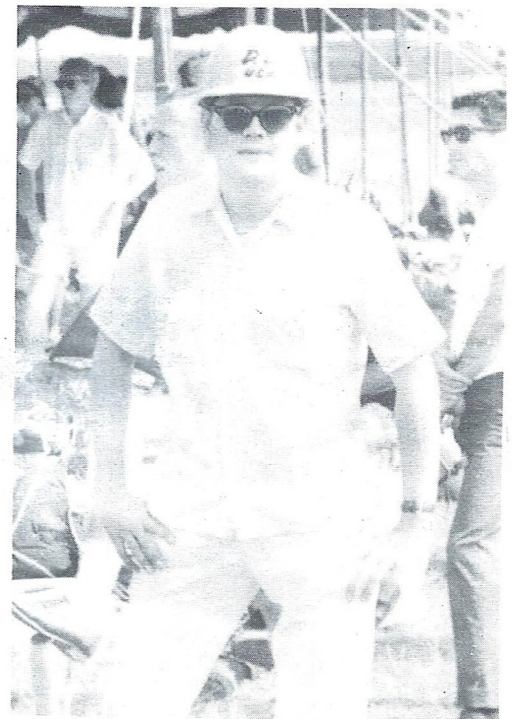
And so, with Art Armstrong puffing a cigar, and Jack Joerns consuming an all-day sucker, the meeting was coming to a close. Cameron was having trouble staying awake and Major Plummer (who was spectating) was fast asleep. The last motion that could or could not be a pure political maneuver was:

Item 12: A motion was made by Elliot that members of the various committees should be members of the Board. This motion passed and got rid of Steve Moore (who has put a lot of time in for PCA on the movie and other matters); myself (who would still like to know why they have a Parachutist Magazine Committee with Heaton having the power to completely render it ineffective); and Martha Huddleston (who may now act as an advisor to the Competition Committee only). Unless Elliot can come up with some valid reason for his motion, I will have to say it sounds like he was the voice of someone else and doesn't have a good reason (of his own) for making the motion. Ah, sweet politics.

And the last item, naturally, was where the next BOD Meeting would be held. Would you believe Monterey, California (by a 5-4 vote, 3 abs.) unless Jimmy Godwin comes up with something better in Florida.

See you wherever the Board decides and, if you get the chance, drop in. I'd like to see 12,000 members sitting in, just once, because it's an education, believe me. As Dan Poynter said during the meeting, "I think I need a vacation as Conference Director", and Dan was justified in making the complaint. It is a thankless job for any Board Member and no one gets paid . . . but we also have the right to complain and in the end, I guess it all comes out evenly somehow.

\*\*\*\*\*



Rick Miller, Hattiesburg, Miss., and DZ-USA Photographer for the Nationals. This issue contains some of the fine shots he captured during the action. I owe a lot to this type of support, donated to DZ-USA.





**1**



**2**



**3**

**1** Tom Drake on a Team Jump. Pat Meiron marking.

**2** Floyd Glover with a disc under that left boot.

**3** Unidentified jumper on second bounce.

**4** Gil Branson getting ready to straddle the disc.

**5** Karen Roach plowing in close to the pie-plate.

Photos by Rick Miller, DZ-USA



**4**



**5**

**A STUDY OF LANDINGS.... By RICK MILLER**



# Leonardo daVinci...

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

Are you jumping a da Vinci original?

Why not enjoy the latest from the Chute Shop?



## PARA-COMMANDER 1967

### THE WORLD'S FINEST SPORT PARACHUTE

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

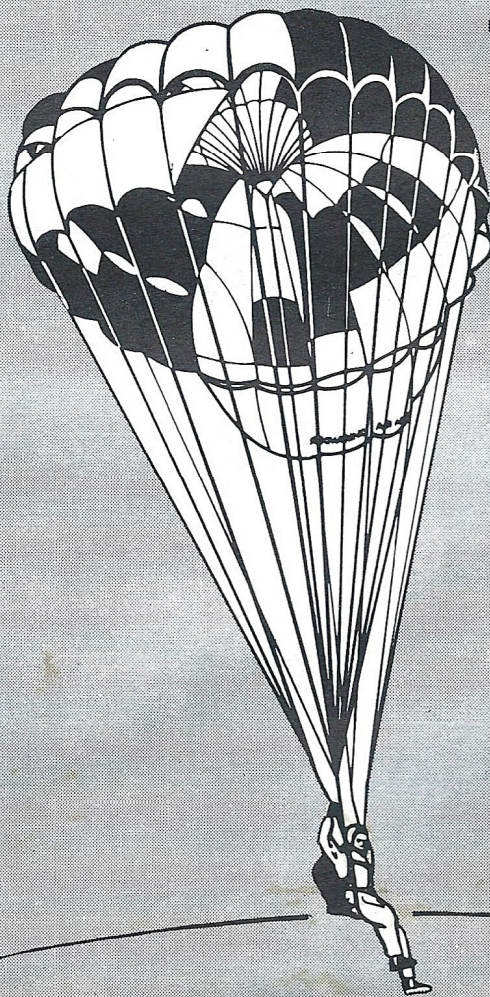
The '67 P.C. is available in 6 brilliant colors. Pick your pattern from the list below and get set for the BIGGEST SEASON YET. Don't settle for a compromise or second best... order your P.C. NOW.

#### PRICES

P.C. CANOPY .....	265.00
P.C. LONG SLEEVE — guaranteed..	23.00
P.C. SHORT SLEEVE—guaranteed..	23.00
P.C. 40" PILOT CHUTE .....	20.35
MA-1 36" PILOT CHUTE .....	5.75

The following patterns are stocked for immediate shipment.

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



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

### COMPLETE P.C. ASSEMBLIES

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

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

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

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

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

Send for  
**FREE**  
Catalog

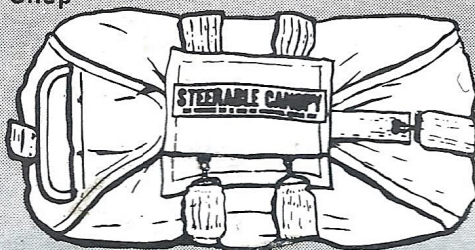




# THE STEERABLE 26' RESERVE

from the Chute Shop

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



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

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

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

## TO HAVE YOUR CONICAL MODIFIED

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

## DEALERSHIPS AVAILABLE

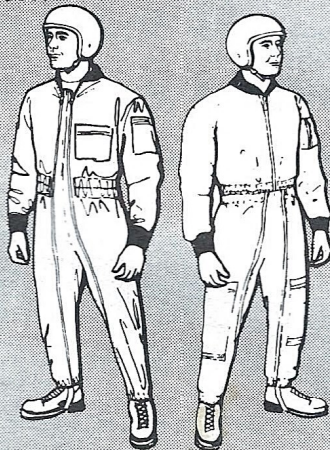
Like to become a member of the fastest moving sales team in parachuting?

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

## PIONEER JUMPSUIT

\$24.95

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



## PARA SUIT

\$21.50

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

## BELL 500 TX HELMET

\$37.00

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

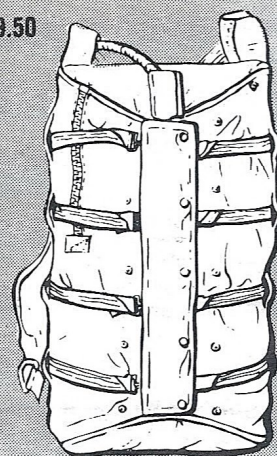


## SAVE MORE THAN 10% OVER COMPONENT PRICES

## 28' DELUXE MAIN \$109.50

Sage green 8-12 harness w/ "D" rings, sage green 8-12 container w/stiffener and tie down rings, 28' orange and white, or solid white ripstop canopy w/YOUR CHOICE OF MODIFICATION, guaranteed deluxe sleeve, hardtop pilot chute, risers, angled ripcord, backpad, etc.

Assembled — ready to pack .....\$109.50  
 w/extended container (recommended) add .....\$5.00  
 w/"Pull Ring" (1 1/2 shot) capewells add .....\$10.50



## WANTED



## INSTRUMENTS — PARACHUTES — SURVIVAL GEAR

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

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

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

## CHUTE SHOP EQUIPMENT CLUB

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

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

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

## FRENCH PARABOOT \$29.95

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

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



VISIT OUR NEW SHOWROOM

THE CHUTE SHOP



THE CHUTE SHOP, INC.

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



# GOOD NEWS

## PLANES ELIGIBLE FOR DOOR-OFF OPERATIONS

Byline: Bill Ottley, Deputy Director, NAA

The FAA has just published it's official list of aircraft eligible for doors-off operation without further paperwork. In an advisory circular delivered to the National Pilots Association offices on April 22nd, this procedure was approved as follows: Simply write your nearest FAA General Aviation Office (GADO) and provide the following information: (a) owner's name and address; (b) plane make, model and N-number; (c) plane's home base; and (d) reason for door-off operations. You will get immediate approval on any of the following types of aircraft. Other planes can be added to this list "if the approval by the FAA or the manufacturer."

Aeronca 058B  
Aeronca 15AC  
Beech AT-11, 18 Series, C-45 and TC-45 Series  
Centaur 101  
Cessna 120 Series  
Cessna 140 Series  
Cessna 150 Series  
Cessna 170 Series  
Cessna 172 Series  
Cessna 175 Series  
Cessna 180 Series  
Cessna 182 Series  
Cessna 185 Series  
Cessna 190  
Cessna 206 Series (with Cessna Accessory Kit AK 206-1 installed)  
Cessna 210 Series  
Cessna (Ector) 305A  
Champion (Aeronca) 7 Series  
Curtis Wright (Travel Air) S-6000B  
Douglas DC-3 (Maximum airspeed cabin passenger door removed 170 knots CAS)  
Fairchild 24 Series (R/H door)  
Helio H 250  
Helio H 295  
Helio H 391  
Helio H 395  
Howard DGA-15 Series  
Larson (Luscombe) 8 Series (R/H door - maximum airspeed 100 mph)  
Lockheed 402-2 (R/H rear door)  
Macchi AL 60 (R/H rear door)  
Noorduyn UC-64 Series (rear door)  
Piper PA-12  
Piper PA-18 Series  
Piper PA-20 Series  
Piper PA-22-108  
Piper PA 22 Series (rear door)  
Piper PA-28-140-160-180-235  
Stinson V-77  
Stinson Jr. SR-4  
Stinson SR-7B (R/H door)  
Stinson SR-10G (R/H door)  
Taylorcraft BC12-D  
Temco (Luscombe) 11A (R/H door)  
Universal (Stinson) 108 Series

\*\*\*\*\*

# SAFETY

## ABOUT THAT CLOVERLEAF. . .

Byline: Frank Foster, Butte, Montana

Concerning the piggy-back static lines . . . don't even think about disconnecting your static-line unless you install a larger handle.

Reaching for that small "T" handle makes for a hard pull after a break-away. I can't see jumping with a static-line hooked up on relative-work jumps, but big clover leaf ripcords (same as the main) are available and when installed by a qualified rigger, will work real fine. I purchased mine from Mr. Eddy Brown in California.

\*\*\*\*\*

## SOMETHING FOR PILOTS AND JUMPERS. . . TO THINK ABOUT

Editor's Note: This letter is printed as a reminder to all of us and not as a "branding" of anyone. Read it and heed it's message:

"This past weekend we had two jumpers that were in need of a 60 second delay for license purposes.

We did not have too much gasoline in the airplane BUT enough for a 60 second delay which usually takes about thirty minutes from take off to exiting the jumpers. After searching the sky for over an hour we did not hear the airplane, and—we did not see the jumpers!

Finally we saw our 182 approaching for a landing on our 2000 foot grass runway — the pilot was coming in so hot and started to land in about the middle of the runway and pulled the nose up to make another pass. The pilot came around again with a little less power and a little less thinking as to what he should do — the ground crew had to wave him on again to let him know he could not make it — on the third time around he finally came down with enough runway to land BUT with the ground crew giving him the signal to cut power.

I think those of us on the ground died a thousand deaths—first because of the thought of losing the pilot and secondly the thought of losing our airplane — remember we have already lost two and our insurance this time was almost an impossibility.

When the pilot landed I asked him what the problem was and he answered "I do not know. I just could not seem to land it." He had been at 9500 for almost an hour and was beginning to get dizzy — the jumpers asked to leave and he would not open the cold door for their exit! He then said he had been on quite a drunk the night before, had three hours sleep — so, please pilots learn by this pilots mistake — Because it can Happen To You!"

\*\*\*\*\*

## WE SHOULD HAVE MORE OF THIS

The following is a copy of a letter to a local doctor in Texas regarding the physical ability of a prospective jump student. DZ-USA is proud to know that some responsible individuals in the sport are still aware of their obligation to protect the sport and take personal action to safeguard our reputation: "I am in receipt of your letter stating that John X has your permission to perform parachute jumps using a static cord. You also state that he has his parent's permission. First, the student is under age and I will not grant him permission to jump, and, secondly, regardless of whether or not he is on a static line, he is subject to having seizures and what condition do you think he would be in when he landed? The instructor that trained this student said he was so scared that he had tears in his eyes. He has an older brother that is jumping and I am sure this is more or less a "Big Brother Complex." Doctor, my

husband and I have been in this sport since 1961 and I am quite sure that no one would question our judgment on whether or not any person should jump."

I can't help but wonder how many clubs would have taken this kid's \$35 or \$40 and taken the chance? None, I hope, but one never knows. The letter to the doctor took less time than filling out a fatality report, however. Maybe some clubs overlook this and many other factors. It's encouraging to note that this one didn't.

\*\*\*\*\*

# PUT YOUR MIND AT EASE

## KNOW YOUR EQUIPMENT

Byline: The B.C. Para News, Canada

DZ-USA is fortunate to be on the mailing list of this fine bulletin edited by Barry Whittaker. The following article was taken from his publication:

The following, is a case history of events that took place a short time ago.

A court case arose over the ownership of a parachute discovered missing by a jumper who had a bill of sale for same. This document listed the serial number of the parachute. Other items of gear were also listed on the bill of sale.

The parachute was recovered by the police in another party's possession, and the case was subsequently brought to trial.

Having owned the parachute for only a matter of weeks, the owner was unable to identify various details of the canopy: age, minor repair work, etc. In addition to this, the bill of sale was in the owner's own handwriting.

The end result was that because of unfamiliarity of his own equipment, the owner saw his parachute awarded to someone else (the party from whom it was recovered).

For the benefit of others, who may find themselves in a similar situation, here are a few suggestions:

- Know your gear. This includes serial numbers, dates of manufacture, and a detailed description of any identifying marks (repair work) etc.
- Secure a bill of sale for your goods, detailing each individual piece of equipment with serial numbers listed for each. If, as in the case of, say an altimeter, there is no serial number, list some identifying marks.
- If you are the purchaser, don't write out the bill of sale yourself. The previous owner is sometimes not available to corroborate his signature, and the fact that he was the seller. Also, have the document witnessed by a third party if possible.
- If ever the question of ownership comes up in a court of law, be sure to be familiar with all the facts, as you have to PROVE your ownership. A bill of sale is not always enough.

For those people who now own gear, it is suggested that you examine your gear and make a list of important facts concerning it.

It could spare you a lot of sorrow and embarrassment.

\*\*\*\*\*



# THE MARY MAKERS

get a LOT...  
WHILE YOU'RE  
YOUNG

Carlos Wallace is fun to watch when he damages himself . . . as the photo shows. But, with 1800 jumps, it would be hard for anyone to land downwind on rough ground without aggravating some old jump injury; especially if they made their first 1000 jumps before pea-gravel was invented. The following episode is reported by Pat Works, C-1798:

On June 4th, out at his Crosby Texas Drop Zone, Carlos was showing Pat Works and others how to land on top of a quart oil can. Tim Hinkle and Pat each bet him a dollar that he couldn't do it, which was a mistake, normally. It doesn't pay to bet Carlos more than a dollar on anything, unless you have plenty of money to throw away. He can do some fantastic parachute-type things. Anyway, it seemed a pity to tell him that the ground wind dropped considerably just after he took off. So . . . he made his final approach and set up beautifully . . . and then he hit the dead air. Oh, what a shame! Tim and Pat could hardly express their sorrow. Carlos said colorful words as he landed, tripped in a deep furrow, ground-looped, and bent all his favorite anatomy. Then, instead of getting up, he laid there with his eyes closed, and whispered patriotic things about mother and God. Tim rushed over and skillfully administered the healing rites of the "Full Moon", and this great old home remedy seemed to work wonders. Carlos was soon "up and at him," and might have got him . . . but Tim put on more speed and streaked away.



. . . on the opposite coast . . . East, to be exact . . . the Mary Makers were indeed in rare form. Among them, and under them, and on top of them; Bud Creekmore; Kenny Benson; Pete Fusari; Fran Carmody; Jim Bates & wife; "Thunder Chicken" Ron Blake; Joe Merriman; Butch Rubb; Dan Poynter; Cathy Cantrell; Bill Cassel & wife Paula; Logan "Funny Man" Donnel; Susie Rademaekers; Dick Hawke; Dick Barber; Terry Theriault; Ted Strong; John Clark; Bill Viets; Bill Taft; Pat Gorham & wife Irene; and Tom McCarthy. The party started on the 19th of June and finally broke up on the 21st, give or take a couple of days. Location: The Inn, Orange, Massachusetts. The weather: Lousy. The Jumping: Nil. The Occasion: Ted Kelly's 22nd birthday. And during the next couple days, particularly on the night of the 21st, new faces appeared: Fred Masri; Mike Horan; Dick Shea; Mary Preyde; Jim & Madeline Donelan; Jim Taylor; Reuben R. Lee; Jim "Underdog" Underwood; Kathy Johnson; Earl Cornwell; Doug Riddell; Sonny Dickey (and wife Bernie); John Davey; and Dr. Lud Benedett. Before the party was really rolling, I think Jacques Istel was present for a couple hours. Anyway, Tom McCarthy started things off on the 19th by making Supreme Cardinal and shooting down a couple "demonstrators" in the process. This was followed by John Clark "falling asleep" under a table (after he had slid down a wall); and witnessed by Dan Poynter who silently puffed his pipe and went into never-never-land. A sing-along was organized with Dickey, Theriault, and Barber on sax, guitar, and Kazoo, respectively. The "Song Book" was utilized and Francine McFilthy was the first selection. Not knowing the words, I drank beer to each stanza and supported the group "mutely." Somewhere along here was a trip to "Ma's" or "Mom's" Cafe and Butch Rubb was Master of Ceremonies. Peggy Robinson broke all the fever blisters on her nose, laughing, and I suffered from stomach pains for the next couple days. Ma didn't seem so appreciative and served us gut-bombs that helped us decide to leave. The rains came the next day and we stayed inside most of the afternoon. By nightfall, we were ready to

celebrate Ted Kelly's birthday. Nothing out of the ordinary until Ted made Scotch Supreme Cardinal in 55 seconds and was last seen (on his feet) trying to maneuver Mary Preyde around a floor(?). This was followed by an argument between Jim Taylor and Reuben Lee, while Dan Poynter silently puffed his pipe . . . So, to make a long story short, it was a great time and thoroughly enjoyable. No streaks or moons were observed and the Mary Makers were almost unbelievably tame. An unforgettable group . . .

## SOMEBODY BIGGER

Mike Daubenspeck passes this jump story along for all you cats who haven't seen the light. Fred Brooks, while riding a Para-Sail, was addressing jumpers on the ground with outstretched hands and playing "The Man" from about 20 feet off the deck. He would give short sermons as the P-S got higher and higher. At about 40 feet off the ground, he spread his arms wide, put his feet together, and said: "If I had a beard and a robe, I'd look just like Him." At that precise instant, the rope snapped and Fred was slammed into the ground as if a giant pair of scissors had intervened. His leg was broken and he suffered minor head injuries. Mike's only words to him were, "We told you not to fat-mouth the Man." It happened in Lebanon, home of the Indianapolis Skyhawks. Honest.



Allen "Hi-Ho" Silver, a jockey by occupation (and an Oceanside, California, jumper), demonstrates a fast get-away at the starting gate. His steed is Marge Fette, Omaha Skydivers student. It all happened at the Omaha Meet Banquet (even though the meet was weathered out) on 30 May 1967. And, on the serious side, Allen wishes to thank Father Joe and the Brothers for their wonderful hospitality and the Omaha Skydivers for a fantastically well-organized affair. He says people still don't believe half the stuff he tells them about the St. John's Meet. In his own words, "I can only suggest they show up for themselves, next year, and find out." I second that motion. By the way, the photo is by Joe Slevin, Omaha.



# NEXT MONTH:

The Nationals crowded out a lot of great stories in this issue. Next issue will include the following articles . . . stories on jump clubs from coast-to-coast, including Stroud, Oklahoma, (by Bob Beck); Crimson Knights Skydivers of Wisconsin Rapids, Wisc. (by "Bill" Bailey); Century Skydivers, Vancouver, Washington (by Gerald Baumchen); and Navy Lakehurst SPC, New Jersey (by Dale Kite). And, if I can get everything in . . . will be stories by Helen Kreigh ("Upping Our Image"); Warren C. Eaton ("Authority for ASO's"); Allen Silver ("About a Meet I Attended in Texas"); and a short article on a couple fatalities in Africa. PLUS accounts of malfunctions by Jack Fielding, Grand Rapids Skydivers, Mich., and J. D. Donson, Texas. Sorry, but I can't promise any more.

\*\*\*\*\*

## A GREAT CONTRIBUTION TO THE SPORT

Lew Watson, Oklahoma attorney, is preparing an article relating to the attitude of the insurance industry on skydiving activities with particular reference to the insurance policies already in effect on the fellow who later takes up skydiving as a hobby. The policy contract in these cases was obtained, not with a view of getting insurance to cover skydiving activities, but to obtain general coverage for other purposes. His concern will be directed toward the typical "aviation exclusion clause" by which the insurance companies deny liability for the benefits due an injured jumper, or the benefits due a jumper who has a fatal accident. He will suggest to PCA that a committee be formed to collate the materials on every parachuting accident in which insurance with an aviation clause is involved. By indexing every insurance company, the type of exclusion clause which certain policies contain, and what attitude the companies have expressed in handling claims, the information can be extremely helpful to individual members. This info is particularly vital to the possibility that any Court decisions could be used as a precedent upon which the individual jumper or beneficiary could rely upon in meeting an insurance adjustor headon. DZ-USA can't say enough in behalf of such a project. Lew is to be commended for his foresight in a matter which, now or in the future, could affect each of us, whether we would like to admit it or not. Mr. Watson is another example of skydivers helping skydivers by virtue of their positions and dedication to the sport . . . for absolutely no personal gain. We have a rare community of outstanding members, and each in his own right. Let's hope it never changes.

\*\*\*\*\*

## SPECIAL MENTION IS DUE

Ted Mayfield and Joe Brockway deserve special mention for the efforts they have put forth in bettering communications in the North-west Conference. Ted is Conference Director of that conference and feeds the vital scoop of that conference and feeds the vital scoop to Joe Brockway, who is editor of "Chuting the Breeze." It's a small but significant newsletter which any conference would be proud of . . . and most importantly, would benefit from. Clubs in the area are also contributors and all in all, it is one of the finest forms of capsuled information that DZ-USA finds in the P.O. Box once a month.

# G EAR FOR SALE

## CESSNA 180 FOR SALE

1953, Cessna 180, with Mark XII radio w/new VOA-4 receiver. Engine has been recently majored and has approx. 100 hours to date with new battery, ADF, glide slope, and many other extras. Swing-up Snohomish door. Stripped out and seat belts are installed per FAA Regs. Jump step w/no-slip for students. Red and white, with excellent paint. Spare engine with all good parts except crankshaft & camshaft. \$6,800 total price.

Joseph P. Jarrard  
816 Sherwood Road, N.E.  
Atlanta, Georgia, 30324

\*\*\*\*\*

## SPECIALS GALORE!!

20 sec. Smoke Bombs . . . \$1.00 each.  
New OD, 4-pin, B-4 containers . . \$5.00 each  
400 yd. roll, white, 550# tensile strength . . \$20.00 (.05 per yd.)  
2 pin, new-style, reserve ripcord \$2.50 each  
WHILE THEY LAST, 28' orange & white, new surplus, unmodified canopies, will pay shipping via parcel post . . \$17.50 each  
Complete B-4 harness, container, ripcord, unmodified canopy, pilot chute, without sleeve, D-rings not installed . \$37.50 each.  
5-panel TU, all white, complete with sage-green harness and container, w/shot-and-a-half capewells, good condition . . \$65.00.  
7-panel TU, white with blue & red dye job, complete with OD container and harness, 15 jumps on canopy. Has letters S-T-U-A-R-T written in large black letters on front of canopy. 2-shot capewells, good condition . . \$35.00.

1962 24' Pioneer ripstop reserve w/sage-green container, good condition . . \$35.00.

You pay shipping on all items not otherwise indicated.

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

\*\*\*\*\*

32' Lo-Po, black & gold diamond, 7TU, 200 jumps on canopy. Lots of good jumps left on it . . \$100.00.

3-pin blue Security piggy-back, 9 months old, like new. Shot-and-a-half capewells . . \$125.00.

Dick Roberts  
909 S. 13th Street  
Springfield, Illinois 62703  
(Ph: 217, 522-6340)

\*\*\*\*\*

Crossbow canopy and sleeve. Blue and yellow w/1966 modifications. Has about 90 jumps on it. Only \$125.00.

Ron Bainter  
4907 Melody Lane  
Peoria, Illinois 61614  
Phone: AC 309, 688-1869

\*\*\*\*\*

Sage-green piggy-back (2-pin), one-shot capewells, black & yellow XBO canopy. 1966 modification, 26' conical reserve with an 18' blank gore and guide lines. Less than 25 jumps on main. The whole works for \$200.00. One catch . . it cannot be delivered and must be picked up by the buyer in Cody, Wyoming. This would be a perfect buy for a jumper in Colorado, Montana, Wyoming, Nebraska, Utah, or Idaho. Arrangements will be made by John C. Ruckman, USDAO, American Embassy, APO San Francisco, Calif. 96306. Write him if you are interested.

\*\*\*\*\*

## RATES FOR PERSONAL ADS

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

## A SPECIAL

1) 28' 1.6 B-Hustler canopy (orange & black double-width stripe), excellent condition. 62 jumps. Color-matched sleeve and 40' pilot chute. Only \$50.00.  
2) Snyder 3-hole instrument panel, blue \$5.00.  
3) Snyder Altimaster altimeter, like new, reads to 20,000' . . \$15.00.  
4) Snyder Sentinel automatic reserve opener, 1966 model, never fired. With cartridge and batteries . . \$50.00.  
5) Bell Toptex helmet, 3 years old, size 7 1/4, needs painting. Otherwise in good condition . . \$15.00.

Prices include shipping.

Hunter Handsfield  
c/o Apt. 5  
125 Lake Street  
Cooperstown, New York 13326

\*\*\*\*\*

## A PACKAGE DEAL

1965 Crossbow (black & yellow), about 65 jumps on canopy. Excellent condition with no holes, burns, or patches. "Haig & Haig" appears on back panels in black ripstop tape with 5 red stars under lettering. Rig has Security "shorty-sleeve" with velco fasteners; Pioneer rw&b pilot chute. Harness is Chute Shop custom with split-saddle; extended container; quick-releases; 1 1/2 shot capewells; and pull-stop ripcord. Also included is a Pioneer jumpsuit, red, medium, excellent condition. Paraboos, size 9 1/2, hardly any wear. T7A camouflage reserve in nylon container w/belly band and MA-1 pilot chute attached. Good condition. Assorted packing tools go too. \$225.00 for the whole lot, or best offer received with \$10.00 retainer (returnable if unacceptable). Send cash or money order before August 31st. Will ship collect to buyer on receipt of payment in full.

"Tropical" Tom Pritchard, D-398  
2300 No. 57th Avenue  
Hollywood, Florida 33021

\*\*\*\*\*

## JUMP PLANES FOR RENT

For your meet . . . One Cessna 180 and two Cessna 182's . . rent by the tach hour . . \$22.00 each. Share ferry-time. Each plane equipped with jump pilot and jumpers to attend your meet.

Bob Drake  
5908 E. 20th Street  
Tulsa, Okla. 74112  
Ph: AC 918, TE 5-9109

\*\*\*\*\*





The "modified" job that the harness-maker helped design.

happened to just skim over a wire fence coming in it could trip him. We stopped that but sometimes, if it was just the pilot and I, it would be tied off so he could pull it in. If I jumped from a larger plane, I worked it so a passenger could pull it in.

About this time, I wanted to do something more than just a plain jump. I got a call from Muskogee, Oklahoma wanting me to jump there at the opening of the Hat Box Field. Mr. Charlie Rupert called me. I got brave and said let's advertise a double jump using two chutes. I had never seen a parachute jump from the ground and didn't have the first idea of what to expect, because I had nothing

to which to compare. I thought I had the two chutes worked out pretty well, but boy, did I run into trouble. I had the old bag tied off to a strut again and at 4,000 feet I went out to it, sat down and hooked up to it. We started going through some clouds and before we could get out of them so people could see me off, my hands were frozen almost stiff. I had lowcut shoes, cloth helmet and no gloves. When we finally hit a clearing over the edge I went . . . good exit point or not. Right away I saw I was going to have trouble getting away from the old bag chute. I had planned to pull up and take my weight off the strap with

one hand so I could unstrap with the other. I quickly found out I couldn't do either with one hand because my hands were cold and I had no grip. I knew I had to figure out a way to get rid of it, though, and quick. In those days, you were better off to do what you had advertised, so with both hands I pulled my legs up through the steering wheel, and hung by my knees. That way both straps had the tension off of them and I had both hands free to unstrap. By then, however I was so exhausted I couldn't hold the wheel to take my feet and legs out to fall feet first. All I could do was to straighten my legs and fall



head down with the old seat pack. I hadn't even given the ground a thought as to my altitude. I pulled and had less than a thousand feet which was plenty of room back then. A "low" opening was quite a bit less than this. Mission accomplished! I sure did earn my \$50.00 on that one.

While at Garland's in Tulsa, a man named Cunningham came up to me and told me he would like to make a jump with me. He said he had been a rigger in the service and had made a few jumps and said he wanted to make a "pulloff". I had never made one like that, but I was always out for anything different, so we planned it this way: We figured our exit point was over a large, lone tree. Cunningham would go out on the left wing and me on the right, with both of us out to the second strut and stand behind it on the back edge of the wing. The pilot would watch for the tree. He told us that on his approach he would hold one hand up out of the cockpit. That was a signal for us to hold on with our left hand and get our right hands on our ripcord rings and stand by. When he got over the tree, he would pull his hand down, and we were both to pull at the same time. We did exactly as planned but to this day I'd never do one like that again. After I pulled, it seemed like the thing would never open. I stood there and stood there. Finally, I decided to look around and see what was going on, and before I could look around I got the most severe jerk I ever had. My feet and hands came together and I went down in an awful swing and up the other side. Thought I was going to make a loop, or at least go right above the chute and fall down in it. I was sure scared and I started working against the swing and finally managed to get things under control. Then I looked over at Cunningham and started talking to him about 50 feet away. He was 40 pounds heavier, however, so we didn't get to talk much. I couldn't see much more than the top of his chute most of the way.

On another jump, on one of my long unstable free falls, I got into a spin. It was what you might call a fast tight one. I opened my chute and I had a rope going up half way. Then I started unwinding, but landed while going round and round. When I think back now of all these things, I still can't figure out how I am still around. According to P.C.A. rules, I guess I broke every one in the book, plus creating lots of others to break.

Here is one that isn't easy: Put on a seat pack, then put on another seat pack backwards hanging down in front of your knees. Then with one bumping you in front and one behind, get in an open cockpit job and get settled down in it for a 30 minute ride and then get out of it to jump. Lyle may not have had as hard a time getting on top of that plane as I did getting in and out of one.

And then there was my overcoat jump. I'd take the mayor, sheriff or some prominent officer up with me in the old Buhel Air Sedan to see that I went out with the coat all buttoned up as advertised. I would slit the buttonholes a little larger, and after leaving the plane all I'd have to do was catch it at the bottom, give a tug and it was all unbuttoned. Then I'd hold my arms out and the wind would practically take it off of me. It was a great act that always worked perfectly.

All kinds of ideas and crazy things like this would come to me after I went to bed at night. Sometimes I would get up, get a pencil and paper and write them down, afraid I would forget it by morning. That was about the time someone else was jumping handcuffed so



Look closely and you'll see a chute under that overcoat.



## FATALITIES INCREASING ALARMINGLY

This is going to be short and no big lecture. I will say this and nothing more: We have responsible people in PCA who are backing the break-away concept WHO ARE NOT GIVING LOGICAL CONSIDERATION TO THE INDIVIDUAL JUMPER AND HOW HE MAY HANDLE THIS INFORMATION. Just do yourself one favor which may save your life: DO NOT take any one man's word or his opinions of reserve procedures if you believe you have a better system. Re-evaluate and be honest with your appraisal of what you believe is the proper method, AND STICK TO IT. I can't say anything that will help you either, so please, make up your own mind and let the "God-images" (who profess to know it all), handle their own malfunctions. Here are the latest fatalities I sincerely wish had not occurred. There just has to be a way of stopping the senseless slaughter.

You, by now, have heard many stories on the Symington fatality in New York. In a nutshell, she experienced a pilot chute hesitation (on her first jump) and when the pilot chute finally caught air, it either went through the lines or around them, tying off the sleeve and preventing it from clearing the canopy. No attempt at reserve activation was witnessed. She was in a slow right turn until impact. A velco-tape system on the pilot chute may have prevented the accident.

And on the heels of this one, two weeks later, same drop zone, and a second first-jump fatality. The details are not complete, however, it involved, again, no reserve activation. And before you pin it on instruction, I am fairly certain this is not the solution. I read the Symington report and it completely absolved the drop zone involved. They had done everything humanly possible

to train the student properly and the equipment was adequate. There could have been a Sentinel-and a law which required it. THERE SHOULD BE AND DZ-USA is asking your support to make it LAW. Again, let's put the blame where it belongs. Until everyone fits a mold and we know they will react in exactly the same manner, we must put equipment on them to guard against their own mistakes. It is not the jumpmaster's fault until he continues to put out students and not learn by his own observation and experience.

And before we are off the subject, another first-jump in Oregon which resulted in a fatality when the student rode a streamered T-10 for 2800 feet and did not attempt to deploy his reserve.

And another fatality in this year's totals include almost the same circumstances with a jumper in Pennsylvania. You can't help but wonder which mistaken idea this man had in his mind while trying to correct a malfunction on the main until impact. Which jump-story did he overhear which was between EXPERIENCED JUMPERS and not intended for a student to even consider? We will never know now. And still the list continues. The former Miss Columbus, Ohio was killed the 13th of June when she cut-away from a line-over type malfunction and the reserve streamered out but never opened. Some opinions voiced was that she tumbled through the reserve and entangled with arms; one person testified that the reserve came out in a ball and did not inflate . . . but whatever the reason, she quite possibly would have lived if she had remained with the main and attempted to deploy the reserve.

And this last one occurred near Lake Jackson, Texas on a demo jump and claimed the life of a jumper with over 500 jumps. He cut-away a malfunction and had the ripcord

of his reserve under a bungee. He failed to free the bungee before impact. A small habit which killed an experienced jumper but, then, no one plans on dying, do they?

And the count so far . . . 20 dead and the year is just half over. If we are to survive as a sport and most importantly, as individual jumpers, now is the time to make every effort to practice, preach, and insist on safety. If you don't, friends, there is little chance you will end up as a sport parachuting fatality . . . because you won't be jumping.

And a late report of still another. This time in Arizona and involving a second-jump student who experienced a partial malfunction (sleeve did not clear the apex), and rode the canopy all the way to impact, holding on to the risers and looking up at the canopy. The approximate rate of descent was 35 feet per second, however, the student's legs were limp on impact and his knees came up against the reserve and resulted in a broken neck. As reported, even a fair PLF would have saved him and possibly resulted in a broken leg at the most.

And a footnote on the New York fatality which occurred on the heels of the Symington fatality . . . the student was wearing a Sentinel with CORRODED BATTERIES and a zero current to the cartridge. MAINTENANCE OF THE SENTINEL (OR ANY OTHER AUTOMATIC DEVICE) MUST BE STRESSED. No machine can work if you don't keep it in working order. The student, by the way, was put out on his first-jump WITHOUT THE STATIC-LINE BEING HOOKED UP. How can anyone blame the Sentinel for this death?

\* \* \* \* \*

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

MA-1 PILOT CHUTES  
with Bridle Cord and Kicker Plate  
\$5.50

FAA Loft 1218

## STRONG ENTERPRISES, INC.

542 E. Squantum Street

N. Quincy, Mass. 02171

AC 617 471-9319

26' CONICAL CANOPIES  
Date of Manufacture 1956  
\$45.00

SECURITY CROSSBOW SYSTEMS  
Many, Many Color Combinations Available  
\$167.30

Complete Systems Purchased,  
Assembled and  
Packed FREE

SECURITY LO-PO STEERABLE RESERVES  
Red and White or Blue and White  
\$140.00



# A GOOD DAY

## A NEW TOTAL FOR JUMPS IN ONE DAY

Byline: Paul Ritchey, Cincinnati, Ohio

I would like to comment on the number-of-jumps-in-a-day record. I have been present at four record attempts in the last two years. You probably know of the first three, but the last received very little publicity.

The first was Jim West's 60 jumps in a day. You published an article on this record.

The second was Larry Purtee and John Simkin's record of 80 jumps at the Columbus Skydiver's DZ in Darbydale, Ohio.

The third was Mike Davies and Dick Bingham's record of 81 jumps also at Darbydale.

The fourth attempt was at Clark's Lake in Harrisburg, Ohio. This is now the DZ of the Select SPC ran by Billy Cook and Ray Dean. This attempt differed from the above in that it was simply to see how many jumps could be made in a 24 hour period. It was here that Larry Jonas made 120 (yup, that's what I said, ONE-HUNDRED AND TWENTY) jumps in 24 hours. Larry started jumping on the evening of June 11, 1966, and jumped all through the night into the next day for 24 hours. Larry started with a partner who quit after about 30 jumps.

All of us jumpers who packed for one solid day could justify our bleeding fingertips (long since healed) from closing packs if Larry Jonas would receive the credit he deserves. The attempt turned out to be rather expensive since Larry went through three aircraft to complete the jumps.

The first two planes were downed with mechanical problems and the record was finished with the Columbus WBNS radio patrol plane. (A Helio Carrier familiar to most Columbus jumpers.)

We realize that the record was not official since the proper personnel were not present, but most Columbus jumpers and many spectators witnessed this attempt. Would you believe stand up landings on 1.1's after 100 jumps and a water jump into Clark's Lake on the final 120th jump? Ask Larry Jonas about it. Record or no record, official or not official, we feel that Larry deserves recognition.

\* \* \* \* \*

### NO RECORD . . . BUT COMMENDABLE

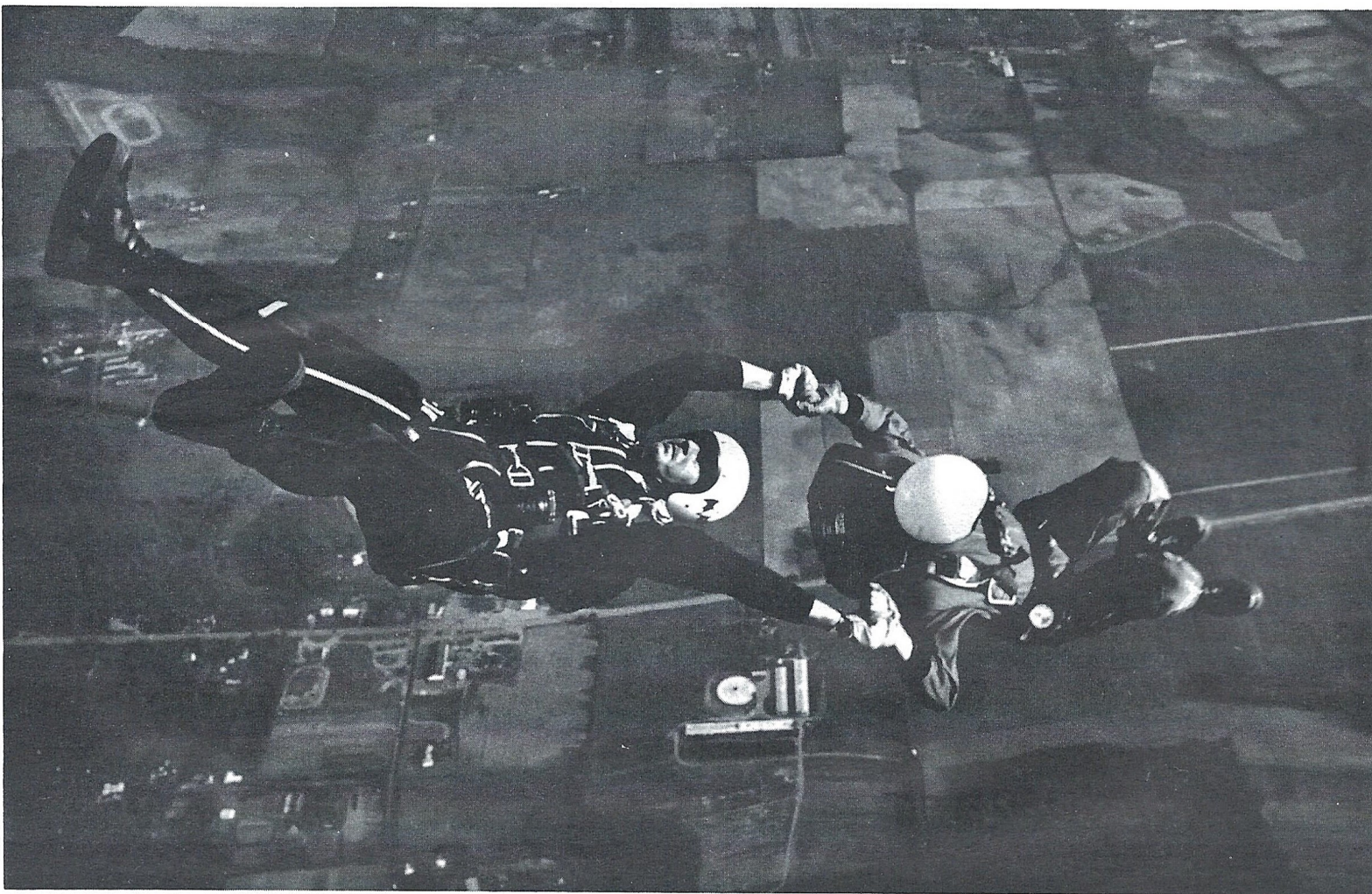
MOST JUMPS IN A MORNING. 82 free falls, by two people, all from 2000 feet. Andy Porter and Curt Curtis of the Lakewood S.P.C. staff averaged one lift each 7½ minutes, between 5:25 a.m. and 11:20 a.m., Thursday, May 11, 1967. Two Cessnas, six riggers, 18 cheapos were used. Rain stopped the jumping. Record claimed at Lakewood Sport Parachute Center, New Jersey.

Ed's. Note: Bill Ottley "Super Skull" was with them, but only got to make 27 jumps. The rains came and stopped everything about 11:32 a.m. but till then they were averaging a lift every 8 minutes. Two planes, 18 chutes, six riggers, and about 10 in the ground crew. Nobody even hurt. As seen by the record above, the single man record takes precedence over the two man attempt, but Andy and Curt will make another go at it, most probably, and we'll see what happens to the existing records. I'm afraid Ottley is just too old and feeble to stand up to the pace of over a 100 jumps per man in one day although he was setting all kinds of records for free jumps at the Nationals this year.

\* \* \* \* \*

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

## PHOTO By JERRY IRWIN...



Ollie Curran and Dave DeWolf over Applegarth, New Jersey. When relative work becomes ho-hum, try this.



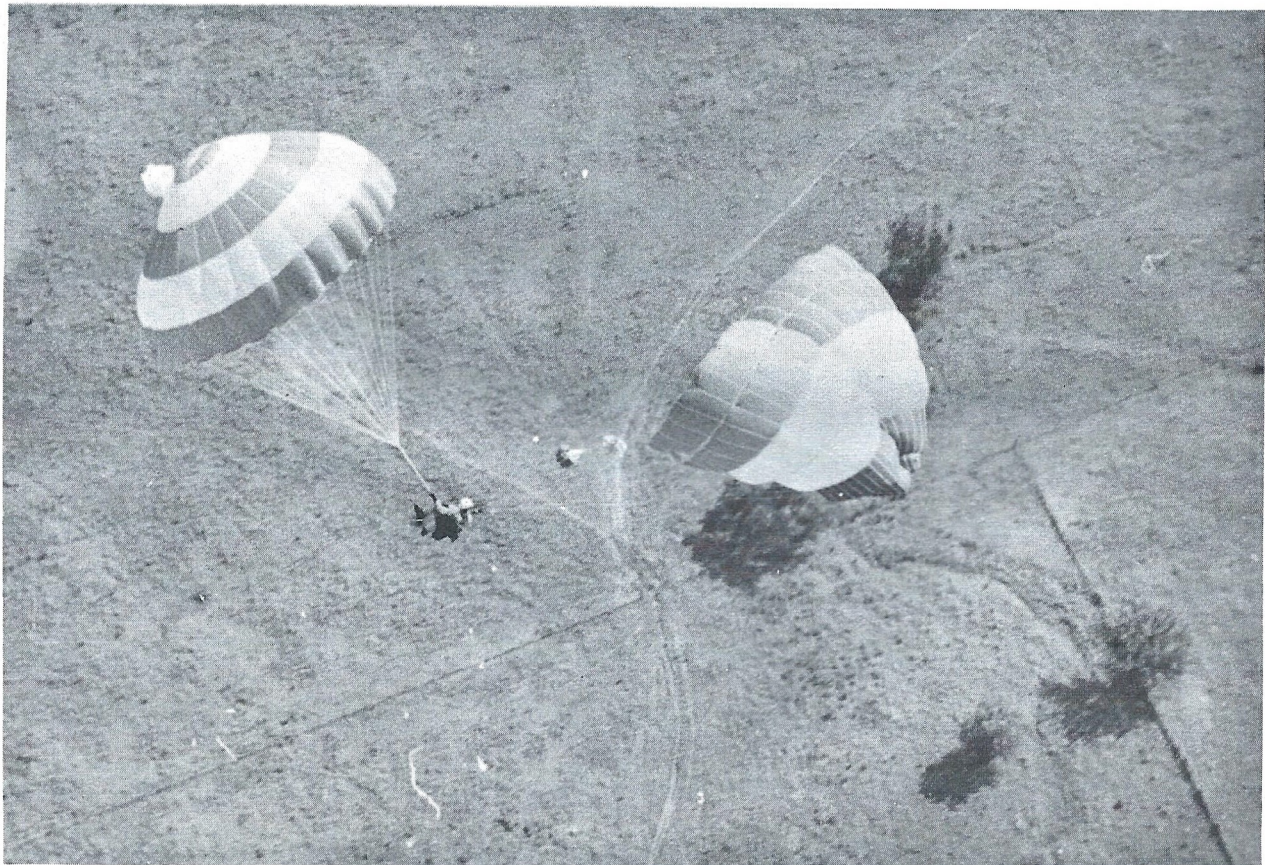
- Anyway, there you have it. It was the first

\* \* \* \* \*

Sue is to be especially commended. There

\* \* \* \* \*

\* \* \* \* \*





**INTO  
CENTRAL  
PARK?!**

### A MOST UNUSUAL JUMP...

Editor's Note: While on the East Coast in June, I had the pleasure of meeting both Gene Feeney (better known as "Fearless Feeney") and Haddon Wood. I read the letters exchanged between FAA and themselves, and would like to add that the jump was well-planned and both jumpers were completely capable of performing such a feat. Both were sincere in the purpose of the jump . . . to dis-



A large, black and white photograph of a parachute with a striped pattern. A silhouette of a person is visible hanging from the bottom of the parachute. The background is a cloudy sky, and the bottom edge shows the dark silhouettes of trees and buildings.

JUMP NO	DATE	LOCATION	TYPE AIRCRAFT	LICENSED PARACHUTIST OR PLUG SOURCE AND LICENSE NO	PARACHUTES	
					BACK	CHEST
371	4/6/67	STONEMILL N.Y.	CESSNA 180	C-58P1 Lynn Higgins	42351 42352	59
372	4/6/67	"	"	BRUNNEN 707052	42353	59
373	4/6/67	"	"	BRUNNEN 707052	42354	59
374	4/17	"	"	Johns 0424	42355	10/8
375	4/30/67	"	CESSNA 172	C-58P1 Pete Moore	42356	10/8
376	4/30/67	CENTRAL L. N.Y.C.	"	Pete Moore	42357	10/8
377	4/6/67	STERLING APT. N.Y.	CESSNA 181	Chapman 8-937	42358	10/8
378	5/27/67	"	"	Chapman 8-937	42359	10/8
379	5/27/67	"	"	Chapman 8-937	42360	10/8
380	5/27/67	TRAWERS FALLS MASS	CESSNA 180	Chapman 8-937	42361	10/8
381	5/27/67	"	CESSNA 180	Chapman 8-937	42362	10/8
382	5/27/67	"	CESSNA 180	Chapman 8-937	42363	10/8
383	5/27/67	"	CESSNA 180	Chapman 8-937	42364	10/8
384	5/27/67	"	CESSNA 180	Chapman 8-937	42365	10/8
385	5/27/67	"	CESSNA 180	Chapman 8-937	42366	10/8
386	5/27/67	"	CESSNA 180	Chapman 8-937	42367	10/8
387	5/27/67	"	CESSNA 180	Chapman 8-937	42368	10/8
388	5/27/67	"	CESSNA 180	Chapman 8-937	42369	10/8
389	5/27/67	"	CESSNA 180	Chapman 8-937	42370	10/8
390	5/27/67	"	CESSNA 180	Chapman 8-937	42371	10/8
391	5/27/67	"	CESSNA 180	Chapman 8-937	42372	10/8
392	5/27/67	"	CESSNA 180	Chapman 8-937	42373	10/8
393	5/27/67	"	CESSNA 180	Chapman 8-937	42374	10/8
394	5/27/67	"	CESSNA 180	Chapman 8-937	42375	10/8
395	5/27/67	"	CESSNA 180	Chapman 8-937	42376	10/8
396	5/27/67	"	CESSNA 180	Chapman 8-937	42377	10/8
397	5/27/67	"	CESSNA 180	Chapman 8-937	42378	10/8
398	5/27/67	"	CESSNA 180	Chapman 8-937	42379	10/8
399	5/27/67	"	CESSNA 180	Chapman 8-937	42380	10/8
400	5/27/67	"	CESSNA 180	Chapman 8-937	42381	10/8
401	5/27/67	"	CESSNA 180	Chapman 8-937	42382	10/8
402	5/27/67	"	CESSNA 180	Chapman 8-937	42383	10/8
403	5/27/67	"	CESSNA 180	Chapman 8-937	42384	10/8
404	5/27/67	"	CESSNA 180	Chapman 8-937	42385	10/8
405	5/27/67	"	CESSNA 180	Chapman 8-937	42386	10/8
406	5/27/67	"	CESSNA 180	Chapman 8-937	42387	10/8
407	5/27/67	"	CESSNA 180	Chapman 8-937	42388	10/8
408	5/27/67	"	CESSNA 180	Chapman 8-937	42389	10/8
409	5/27/67	"	CESSNA 180	Chapman 8-937	42390	10/8
410	5/27/67	"	CESSNA 180	Chapman 8-937	42391	10/8
411	5/27/67	"	CESSNA 180	Chapman 8-937	42392	10/8
412	5/27/67	"	CESSNA 180	Chapman 8-937	42393	10/8
413	5/27/67	"	CESSNA 180	Chapman 8-937	42394	10/8
414	5/27/67	"	CESSNA 180	Chapman 8-937	42395	10/8
415	5/27/67	"	CESSNA 180	Chapman 8-937	42396	10/8
416	5/27/67	"	CESSNA 180	Chapman 8-937	42397	10/8
417	5/27/67	"	CESSNA 180	Chapman 8-937	42398	10/8
418	5/27/67	"	CESSNA 180	Chapman 8-937	42399	10/8
419						

An unusual remarks section in Haddon's log-book. Nine Medal of Honor winners signed it, plus His Eminence Cardinal Spellman. What better proof of a jump do you need?

396 5/3/61  
 1. ~~Robert C. O'Malley~~ omrl a9  
 2. ~~Francis J. Clark~~  
 3. ~~Barry E. Brown~~ omrl  
 4. ~~Douglas R. Briggs~~ C. M. H.  
 5. ~~Edward H. Gifford~~  
 6. ~~John C. Gifford~~ C. M. H.  
 7. ~~Howard J. Gifford~~ C. M. H.  
 8. ~~John C. Gifford~~ C. M. H.  
 9. ~~John C. Gifford~~ C. M. H.  
 10. ~~John C. Gifford~~ C. M. H.  
 11. ~~John C. Gifford~~ C. M. H.  
 12. ~~John C. Gifford~~ C. M. H.  
 13. ~~John C. Gifford~~ C. M. H.  
 14. ~~John C. Gifford~~ C. M. H.  
 15. ~~John C. Gifford~~ C. M. H.  
 16. ~~John C. Gifford~~ C. M. H.  
 17. ~~John C. Gifford~~ C. M. H.  
 18. ~~John C. Gifford~~ C. M. H.  
 19. ~~John C. Gifford~~ C. M. H.  
 20. ~~John C. Gifford~~ C. M. H.  
 21. ~~John C. Gifford~~ C. M. H.  
 22. ~~John C. Gifford~~ C. M. H.  
 23. ~~John C. Gifford~~ C. M. H.  
 24. ~~John C. Gifford~~ C. M. H.  
 25. ~~John C. Gifford~~ C. M. H.  
 26. ~~John C. Gifford~~ C. M. H.  
 27. ~~John C. Gifford~~ C. M. H.  
 28. ~~John C. Gifford~~ C. M. H.  
 29. ~~John C. Gifford~~ C. M. H.  
 30. ~~John C. Gifford~~ C. M. H.  
 31. ~~John C. Gifford~~ C. M. H.  
 32. ~~John C. Gifford~~ C. M. H.  
 33. ~~John C. Gifford~~ C. M. H.  
 34. ~~John C. Gifford~~ C. M. H.  
 35. ~~John C. Gifford~~ C. M. H.  
 36. ~~John C. Gifford~~ C. M. H.  
 37. ~~John C. Gifford~~ C. M. H.  
 38. ~~John C. Gifford~~ C. M. H.  
 39. ~~John C. Gifford~~ C. M. H.  
 40. ~~John C. Gifford~~ C. M. H.  
 41. ~~John C. Gifford~~ C. M. H.  
 42. ~~John C. Gifford~~ C. M. H.  
 43. ~~John C. Gifford~~ C. M. H.  
 44. ~~John C. Gifford~~ C. M. H.  
 45. ~~John C. Gifford~~ C. M. H.  
 46. ~~John C. Gifford~~ C. M. H.  
 47. ~~John C. Gifford~~ C. M. H.  
 48. ~~John C. Gifford~~ C. M. H.  
 49. ~~John C. Gifford~~ C. M. H.  
 50. ~~John C. Gifford~~ C. M. H.  
 51. ~~John C. Gifford~~ C. M. H.  
 52. ~~John C. Gifford~~ C. M. H.  
 53. ~~John C. Gifford~~ C. M. H.  
 54. ~~John C. Gifford~~ C. M. H.  
 55. ~~John C. Gifford~~ C. M. H.  
 56. ~~John C. Gifford~~ C. M. H.  
 57. ~~John C. Gifford~~ C. M. H.  
 58. ~~John C. Gifford~~ C. M. H.  
 59. ~~John C. Gifford~~ C. M. H.  
 60. ~~John C. Gifford~~ C. M. H.  
 61. ~~John C. Gifford~~ C. M. H.  
 62. ~~John C. Gifford~~ C. M. H.  
 63. ~~John C. Gifford~~ C. M. H.  
 64. ~~John C. Gifford~~ C. M. H.  
 65. ~~John C. Gifford~~ C. M. H.  
 66. ~~John C. Gifford~~ C. M. H.  
 67. ~~John C. Gifford~~ C. M. H.  
 68. ~~John C. Gifford~~ C. M. H.  
 69. ~~John C. Gifford~~ C. M. H.  
 70. ~~John C. Gifford~~ C. M. H.  
 71. ~~John C. Gifford~~ C. M. H.  
 72. ~~John C. Gifford~~ C. M. H.  
 73. ~~John C. Gifford~~ C. M. H.  
 74. ~~John C. Gifford~~ C. M. H.  
 75. ~~John C. Gifford~~ C. M. H.  
 76. ~~John C. Gifford~~ C. M. H.  
 77. ~~John C. Gifford~~ C. M. H.  
 78. ~~John C. Gifford~~ C. M. H.  
 79. ~~John C. Gifford~~ C. M. H.  
 80. ~~John C. Gifford~~ C. M. H.  
 81. ~~John C. Gifford~~ C. M. H.  
 82. ~~John C. Gifford~~ C. M. H.  
 83. ~~John C. Gifford~~ C. M. H.  
 84. ~~John C. Gifford~~ C. M. H.  
 85. ~~John C. Gifford~~ C. M. H.  
 86. ~~John C. Gifford~~ C. M. H.  
 87. ~~John C. Gifford~~ C. M. H.  
 88. ~~John C. Gifford~~ C. M. H.  
 89. ~~John C. Gifford~~ C. M. H.  
 90. ~~John C. Gifford~~ C. M. H.  
 91. ~~John C. Gifford~~ C. M. H.  
 92. ~~John C. Gifford~~ C. M. H.  
 93. ~~John C. Gifford~~ C. M. H.  
 94. ~~John C. Gifford~~ C. M. H.  
 95. ~~John C. Gifford~~ C. M. H.  
 96. ~~John C. Gifford~~ C. M. H.  
 97. ~~John C. Gifford~~ C. M. H.  
 98. ~~John C. Gifford~~ C. M. H.  
 99. ~~John C. Gifford~~ C. M. H.  
 100. ~~John C. Gifford~~ C. M. H.



# COMING MEETS

## 3rd ANNUAL CPI BUS TRIP TO LAKEWOOD, N. J.

Via air-conditioned bus (WITH conveniences) with a second bus on stand-by if enough people want to go. Saturday and Sunday, 26-27 August. Bring your gear, tents, sleeping bags, etc. There are also motels nearby. Members and Guest tickets are \$10.00 each; Non-Members are \$12.00 each. Ticket includes round trip bus fare and a Saturday night cook-out at the DZ with beer. See local CPI members for sleeping space on the night before. LSPC waivers will be on board the bus. Send your check to Jim Bates, 188 Hill St., Suffield, Connecticut OR SEE Ron Blake, Jim Bates, Pete Fusari, or Joe Merriman. Big party on the night before (Friday, the 25th) at Jean & Gary Hayes' house at 22 Middle Drive, East Hartford . . . BYOB . . . floor space available.

## CLARKSVILLE JAYCEE'S 2nd Annual Open Meet Clarksville, Texas 26-27 August '67

4 events: Event I, novice accuracy, 2 jumps, 3000'; Event II, senior accuracy, 3 jumps; Event III, 3-man team event, 2 jumps, one from 3500' and one jump from 7500'; and Event IV, 4-man team Exhibition jump, one jump, 7000' from Gull-Wing Stinson. Bonus for star on Event III. Bring your own smoke for Exhibition Event. \$250 in cash and trophies. \$7.50 registration and \$3.50 per jump. 60' pea-gravel target, 3' deep & soft. Free beer bust on Sat. night. FFI, call or write Lee Walker, Rt. #2, Foreman, Arkansas, phone 542-6231.

## SIXTH ANNUAL LABOR DAY TOURNAMENT GALVESTON SKYDIVERS, LA MARQUE, TEXAS 2, 3, 4 SEP 1967

T & C DZ, Farm Road 517 and Gulf Freeway. All accuracy events. Event I, Novice, 1-50 jumps, 3000' J/P; Event II, Interm., 51-125 jumps, 3500' (10 sec. delay); Event III, Expert, 126-and over, (20 sec. delay); and a Baton Team Event with a complete pass (Three Way Go For Target). Best three out of four jumps . . . ONE THROW AWAY. \$10.00 registration, \$10.00 Jump Card (includes 5 jumps). Registration begins at 8:00 on Saturday morning, 2 Sept. ONE HUNDRED DOLLARS (\$100) Cash Prize to TOP SCORER plus trophy. Twelve trophies in all. PCA not required. FFI write Gus ("Doc") Anagnostis, 3040 Cedar Drive, La Marque, Texas.

## GREATER ST. LOUIS SPC ST. LOUIS, MO. 2, 3, 4 SEPTEMBER 1967

Lobmaster Field with accuracy & style events plus a surprise event. Event I, 5-49 jumps, 3 jumps; Event II, 50-and over, 3 jumps; Event III, style, 2 jumps; Event IV, team accuracy, 2 jumps (individual jumps in this event count towards overall prizes); and Event V is for talented jumpers but will not count toward overall. Trophies for the first places, all events (except Surprise Event). Overall prizes include a PC, pilot chute & sleeve for 1st; Piggy-Back system for 2nd;

and 26' conical steerable reserve for 3rd . . . or CASH for the items offered. DZ is on Highway 40, 1 mile west of Gumbo, Mo. (approx. 30 miles west of downtown St. Louis). PCA membership required. Contact Kim Tucker, 2008 Withnell, St. Louis, Mo. 63118 (AC 314, 776-8220) for further information.

## WISCONSIN SKYDIVERS 7TH ANNUAL LABOR DAY MEET MILWAUKEE, WISCONSIN 2, 3, 4 SEPT 1967

Event I, novice accuracy, 3 jumps, 2500', \$12 for jumps and registration. Event II, advanced accuracy, 3 jumps, 2500', \$9. Event III, style, 3 jumps, 6600', \$10.50. Event IV, team accuracy, 3 jumps, 5 x 10 scoring on accuracy, 5 x 5 on style. All jumps scoring. OVER \$350 IN CASH PRIZES PLUS TROPHIES. Entry fee is \$5.00. PCA membership required. FFI, contact Gil Wierschke, 725 No. 22nd St., Apt. #304, Milwaukee, Wisconsin 53233 (phone 342-5617).

## PARACHUTING SERVICE TECUMSEH AIRPORT TECUMSEH, MICHIGAN 9-10 SEP. 1967

Three events of accuracy (novice, intermediate, and senior), plus a style event and a team event. 2 jumps in each event. Trophies for first three places, each event, first three teams in team event. Overall prizes to fifth place IN CASH (\$200 to 1st, \$100 to 2nd and down to \$25 to 5th) if all three events have been entered. \$4.00 registration for all events (except style which is \$5.00), plus \$3.00 per jump for accuracy and \$3.50 for style. FFI, contact Harold Lange, 8747 Brandt St., Dearborn, Michigan 48126.

## LAKE PLACID PARACHUTE MEET LAKE PLACID, NEW YORK 9 SEPTEMBER 1967

\$1500 and trophies (\$500 for 1st, \$400 for 2nd, \$300 for 3rd, \$200 for 4th, and \$100 for 5th). \$25 pre-registration fee included 3 accuracy jumps and beer bust Saturday night. Meet Director is Dan Poynter; Chief Judge will be Pat Gorham. Chief Pilot, Bill Viets, and Chief Scorer is Irene Gorham. USPA Sanctioned. Raindate is Sunday, 10 September. FFI, write Chamber of Commerce, Olympic Arena, Lake Placid, New York.

## ALATE PARACHUTE CLUB FLOATING FEATHER AIRPORT, BOISE, IDAHO 16-17 SEPT. 1967

All accuracy event with four classes (50 jumps or less; 50-225 jumps; one class for 1.1 & 1.6 canopies and one class for PC & XBO canopies; and 225-and over Class). 3-man team accuracy for Event V, all canopies, 1 jump from 3500 feet. Entry fee is \$13.50 for all events. 3 jumps in Events I through IV. Trophies to first 5 places in Events I through IV. 5X10 scoring system, 20-meter pea-gravel bowl. First 3 teams will be given trophies (all members of each team). PCA, PCC membership, reserves, and logbooks will be checked. Entry fee includes all you can eat and drink Saturday night. For further info write or call: Wally Benton, 2812 Monte-

vista Drive, Boise, Idaho 83706 (343-7645); or Steve McNeill, 1621 So. Olympia Drive, Boise, Idaho (344-0278).

## 1st ANNUAL NORTH AMERICAN PARACHUTING CHAMPIONSHIPS BATAVIA, NEW YORK (NEAR BUFFALO) 15-16-17 SEPTEMBER 1967

This Championship promises to be a big one with top jumpers from Canada and the U.S. competing. The Army Team is sending judges and competitors, and everyone will be going for the annual title of "North American Parachute Champion. 4 accuracy jumps, 2 style jumps, and 2 team jumps (4-man). All jumps count, 5 x 5 system. Camping areas at the field, motels just two miles from the field. Beer tent and food on field. Entry fee is \$35 and includes all jumps in the three events. Cash for overall winners is \$200 (1st); \$100 (2nd); \$75 (3rd); and \$100 (Overall Team). There will be 2 Cessna 195's; a Howard; and 3 Cessna 180's. Practice day is 15 Sep. at low club rates of \$2.75 up to 6600. Raindate is 22-23-24 September. Just 20 miles north-east of Buffalo and one mile north on State St. in Batavia. FFI, write Bob McDonnell, 139 Millicent Avenue, Buffalo, New York 14215, or call AC 716, 834-5234. Don't miss the big one and don't let the big names scare you out.

## 1967 FUN FEST 28-29 OCTOBER 1967 XENIA, OHIO

Hosted by the Greene County SPC. Style and accuracy jumps are \$4.00 each with a \$3.00 entry fee. Surprise events and trophies in some events. You may not win anything but you're sure to have a good time. Fourth year for the most enjoyable meet in the area. Contact Jim West, 1516 So. Maple, Fairborn, Ohio

### Para-Commander Specials

P.C. Canopy - Midwest Sleeve	\$265.00
Complete P.C. Back	
P. C. Canopy - Our Sleeve	
Pack and Harness, Ripcord, etc.	\$300.00
28' Lo-Po Back	\$240.00
28' Cheap-Po Backs T-U	\$ 85.00
28' Cheap-Po Double "L"	
or "T"	\$ 75.00
35' Cheap-Po Double "L"	
or "T"	\$100.00
24' Reserves—Rebuilt	\$ 35.00
New	\$ 45.00
Pioneer Jumpsuits; Red, Black and White	\$ 24.95
Orange Smoke—25 sec.	\$ 1.50
50 sec.	\$ 1.75
Sentinels Automatic Opener	\$ 89.50
Sentinel Refills	\$ 5.95
Paraboots—Comp. or	
Style Models	\$ 27.00

### CATALOG ON REQUEST

### MIDWEST PARACHUTE SALES AND SERVICE

46901 Grand River  
Novi, Michigan

30 Years Experience — FAA Loft  
Satisfaction Guaranteed



## LATE BUT . . . WHY NOT

The Southern Conference, held on the 20th and 21st of May, produced GOLDEN, WALLIS, BRANSON, BLUE, STOYAS, RUSSELL, CROWE, WILLIAMS, and RICHARD CLARK for the Nationals. That is now past history, but the meet was never printed in time to beat the Tahlequah affair. Rather than pass it completely, here are two shots of the action and one of the winners. That's the best I can do and I apologize to the people concerned for being so late. By the way, the action took place at Leon Riche's Place (Southern Parachute Center, Hammond, Louisiana):

The winners, left to right: Gil Branson, Tom Williams, Gene Crowe, Dean Wallis, Herb Golden, Jeff Russell, Jim Stoyas, Dick Clark, and Buddy Blue. None placed in the top 15 in the Nationals but Herb racked up a few points in accuracy and filed the best protest of the Nationals (which was denied). Photo by Leigh Russell.



Jeff Russell, who has been known to turn clean 9's exits on a style jump. Photo by Harold W. Webster Jr.

## A DROP-IN OF SORTS

Byline: David Wilson, March AFB, Calif.

In February of this year, we had a slight accident that could very well have taken the lives of a couple of good friends and jumpers in the parachuting circles. Ken Vos and Willie Mombo were hooked-up and just on the verge of pushing off (one-hand away) at 3500 feet when they both went through a canopy, wiping out about 12 gores of the high-puller. Willie broke his right shoulder and dumped his reserve (fortunately, just before he passed out), and Ken Vos (a native of England) caught a few lines on his way through the canopy and took a big chunk out of his face. Ken, as luck would have it, got his main out easily. The man under the canopy which was hit, did a cut-away and got his reserve out at about 700 feet. I don't know why so low for he was uninjured. The plastic surgeons did a great job on Ken's face and Ol' Ken is fairing pretty well (face-wise), in spite of a broken jaw and about 40 stitches taken in his mouth and upper lip. He left for Australia on the 16th of March after a hearty farewell and an open invitation to return.

\*\*\*\*\*



## WHY DON'T YOU WRITE?

### FOR NEW SUBSCRIBERS ONLY

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

Enclosed find \$4.00 for second-class mailing ☐

\* twelve issue \$6.00 for first-class mailing ☐

\* subscription \$7.50 for airmail (U.S. & Can.) ☐

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

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

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

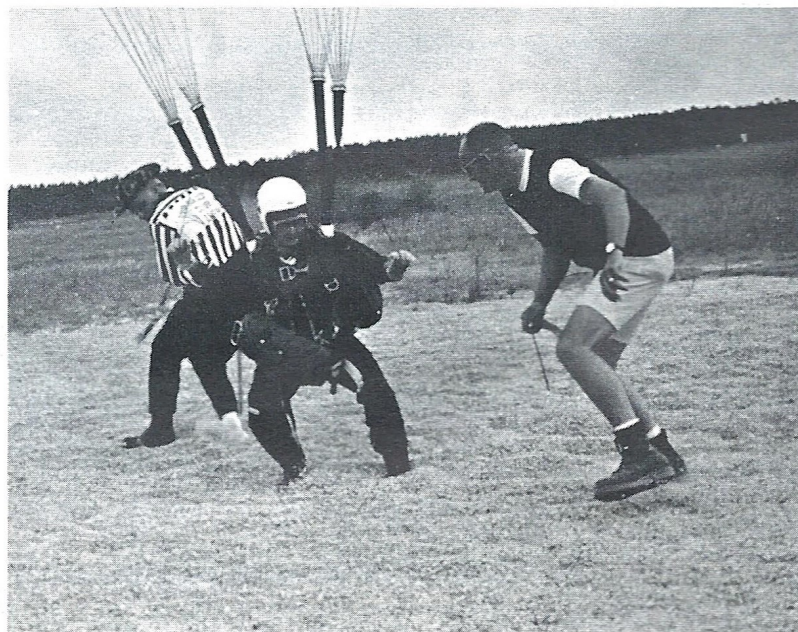
CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

FOR BOOSTER CREDIT NO. OF FREEFALLS

\_\_\_\_\_

"Jimbo" McCormack, Nashville, almost wipes out a crippled judge (Ron Radhoff on crutches) for a close one. Jim Rhea fichting. Photo by Jeff Russell.



### NOTICE TO SUBSCRIBERS

#### RENEWAL SUBSCRIPTION FORM

P. O. Box 2131, Wichita, Kansas 67201

\$4.00 for second-class mailing ☐

\$6.00 for first-class mailing ☐

\$7.50 for airmail (U.S. & Can.) ☐

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip # \_\_\_\_\_



# RIGGER SERVICE AND RESERVE REPACKING

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

## ARIZONA

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

## CALIFORNIA

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

## STEVENS PARA-LOFT

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

## FLORIDA

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

## Central Florida Parachute Sales

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

## KANSAS

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

## MASSACHUSETTS

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

## MICHIGAN

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

## Ottawa Parachute Service

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

## Midwest Parachute Sales & Service

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

## MONTANA

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

## NEW JERSEY

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

## OHIO

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

## OKLAHOMA

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

## TEXAS

Mitch L. Vanya  
11047 Hoffer, Houston, Texas 77034  
Phone: AC 713, HU 4-4819  
Representative for McElfish Parachute  
Service  
Complete line of Pioneer and Security  
Equipment -- write for prices

★ ★ ★ ★

## FOREIGN SUBSCRIPTIONS TO DZUSA

DZ-USA now has over 100 subscriptions in  
almost every foreign country on the globe. To  
those who are now subscribing, the following  
rates are established and all previous rates  
are cancelled by this up-dated schedule  
which was prompted by a postage rate in-  
crease by the U. S. Postal System for foreign  
airmail and first class mail. If you have a  
buddy subscribing, check the following be-  
fore he mails in \$4 or \$5 to cover 12 issues:

### EAST AFRICA & SOUTH AFRICA:

First Class Mail . . . . . \$ 7.50 per year  
Airmail (Unsealed) . . . . . 15.00 per year

### AUSTRALIA

First Class Mail . . . . . \$ 7.50 per year  
Airmail (Unsealed) . . . . . 13.00 per year

### ENGLAND (GREAT BRITAIN)

First Class Mail . . . . . \$ 8.00 per year  
Airmail (Unsealed) . . . . . 18.00 per year

### FRANCE, AUSTRIA, GERMANY

First Class Mail . . . . . \$ 8.00 per year  
Airmail (Unsealed) . . . . . 18.00 per year

### SINGAPORE & PHILIPPINES

First Class Mail . . . . . \$ 8.00 per year  
Airmail (Unsealed) . . . . . 16.00 per year

### WEST INDIES (BWI)

First Class Mail . . . . . \$ 8.00 per year  
Airmail (Unsealed) . . . . . 11.00 per year

AND MOST IMPORTANTLY, make checks  
payable at the American exchange rate. The  
rates above are U.S. currency. This applies  
to Canadian and Mexican subscriptions  
especially. The subscription rate for Canada  
and Mexico is the same as the United States,  
but make sure your money order will cover the  
exchange of monies.

**SUPPORT YOUR LOCAL  
RIGGER whenever possible**





**COMMAND PERFORMANCE**  
*the Para-Commander by Pioneer*

This is the season of the sun . . . a time for practice and competition, a time for fun jumping. And this is the season of the Para-Commander, the world's finest and most popular parachute. It can open up an entirely new experience in jumping for you—unequaled in pleasure, excitement, and dead centers.

But all Pioneer products offer you a command performance. Parachutes, containers, harnesses, jumpsuits, and supplies are manufactured to exacting standards to assure you of the highest degree of safety. Year after year, Pioneer equipment has been the choice of the United States Parachute Team as well as other teams throughout the world. A nationwide network of Pioneer Dealers is ready to help you at any time. Get the jump on the season today with a new Para-Commander.

**PIONEER PARACHUTE COMPANY, INC.**

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

address all inquiries to:

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