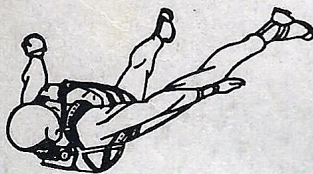


THE

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SPOTLIGHT

THE LAKE ERIE DISASTER

As reported by Don Griffin, Sandusky Bay Sport Parachute Club, Sandusky, Ohio

Editor's Note: I placed a phone call to Don on the evening of the first news report and this call was returned after he had spent most of the night searching for possible survivors. His first-hand report is exactly as given and personal opinions (both Don's and mine), have been omitted until the official investigation is completed and responsibility is fixed. Nothing is to be gained by conjecture at this point.

The mail coming in prompts a clear report to dispel the many stories you are going to hear and read concerning the incident. The newspapers have mentioned everything from "unsinkable nylon para-commander chutes" to "skull-and-crossbone insignias on the helmets". All of which was untrue. When jumpers themselves are not sure of the facts an effort must be made to present the facts as they are known. As Norman Heaton told me during a telephone conversation on 5 September 1967, "almost every jumper up was an expert on sport parachuting and what happened and we had a lot of different stories until the hearing." Norman spent five days doing everything he could for sport parachuting in general and representing USPA (PCA). We were fortunate to have him there to assist the CAB in any way he could.

Lastly, this is one report I sincerely wish I was not involved with. I know the wives, relatives, and friends are experiencing a sadness none of us can share or help lessen, but the impact this had on each and every jumper makes us all feel a personal grief. This was not a normal sport parachuting accident. The chutes opened and one mistake killed them all. That's the pity of the whole thing. They never had a chance once the decision was made to jump.

The facts, as Don reported, are as follows: "It was too windy at our local DZ (Sandusky Bay SPC, Sandusky, Ohio) to jump, so I decided to go over to Wakeman, Ohio, and see if the planned jump from a B-25 was going to make it off the ground. It was about 25 miles from Sandusky to Wakeman. The jump was to be made at Ortner Airport in Wakeman (which is eight miles inland from the shoreline of Lake Erie).

Despite a broken cloud layer (80% coverage) at 4500 feet (and extending up to about 6000 feet), and a very thin, wispy "layer" at about 18,500 feet, the jump started getting

underway about 3:00 p.m. 27 August 1967. The winds were 11 to 16 knots and the plane was piloted by Bob Karns. (Editor's Note: Robert Coy stated that the winds were 6 to 8 knots and that both he and Capt. Homestead made stand-up landings on their jump). Bob had flown similar lifts on 6 previous occasions for jumpers in the area and a NOTAM had been filed for the jump. Oberlin Air Traffic Control Center was to provide a radar vector for the exit point. Floatation gear was not required on the jump, although one jumper wore such gear. The floatation gear was found later but not the jumper.

None of us can deny the obvious fact that the jump should not have been made through the cloud layer regardless of the tragic results. (Editor's Note: Mr. Heaton stated that the plane should have never been allowed to take-off under the prevailing weather conditions).

The B-25 first had 23 jumpers aboard but Karns decided the load was excessive and off-landed 3 jumpers. So, with 20 jumpers on board, the aircraft took off and at about 4:10 p.m., an off-duty Coast Guardsman, on the shore of the lake, saw the first canopies in the air and about 3 miles off shore. The jumpers were later found to be Pat Lownsbury; Dorsie Kitchen; Bernard Johnson; and Robert Coy. One man, Coy, opened around 3500 or 4000 feet; the opening altitude of the others is not known. Coy and Johnson were the only survivors of the jump and were picked up by a pleasure boat owned by an unidentified civilian. Johnson stated that a cabin-cruiser had circled him, prior to the second boat picking him up, but left the area without assisting any of the jumpers in the water. Lownsbury and Kitchen had drowned before the second boat reached them. The lake was extremely rough with 6 to 8 foot swells and the normal fleet of Sunday pleasure-boats were absent because of the choppy water. Many of the jumpers would have probably been picked up in time if more boats had been on the lake.

Everyone who boarded the plane with the exception of Larry Hartman (ASO) and Capt. Allan Homestead, exited on the radar vector given by Oberlin Air Traffic Control Center on the first run. Both these men had decided to make a second pass and try for more altitude.

It is significant at this point to explain that the club aircraft, a Cessna 180, was in the air at the time of the exit command and was directly over the intended exit point waiting for the jumpers to become visible to the photographer in the plane. The pilot of the 180 stated later that he was flying at 12,500 feet and never had visual contact with the B-25 at the time the command for "jumpers-away" was given. He heard the Oberlin ATCC give the B-25's position as ONE MILE north-west of Ortner Field but could not understand why he couldn't see the jumpers. He descended and, upon landing, learned that the jumpers had exited and were overdue. This was the first signs of something drastically amiss. It was shortly after this that Hartman and Homestead came into the target area after Oberlin ATCC had given the second radar vector which was perfect. The first 18 jumpers had exited approximately TEN miles off course. (Editor's Note: Hartman and Homestead testified later that they could see the ground when they exited and the clouds were "light, scattered.")

The jumpers on the first pass (in addition

ABOUT THE COVER

THE SECOND MAN TO 2,000 IN THE U.S.

SFC Leo N. Kryske of the Army Parachute Team is now the second American parachutist to log 2,000 freefall jumps. At the Nationals this year, Leo had 1850 and was thinking of making 150 or 200 in one day to put him over the top. Instead, he went down to "Pops Place," Indiantown, Florida, and put in 99 jumps in 3 days . . . and did all of his own packing. Gene Thacker who was in contention for the 2,000 honors, was left behind as Leo started early, took a long lunch-break and made as many as 33 jumps in one day. The 2,000th was made with a blast from 10,000 feet at Ft. Bragg, No. Carolina on July 24th. He joins Florida's Paul Poppenhager in the select circle and is the first U. S. military skydiver to go over the double-gold mark. Poppenhager made his 2,000th late in 1966.

Kryske started pulling ripcords while on duty in Korea in 1959 to break the boredom. He has had just one malfunction which necessitated throwing a reserve and has never been injured as a result of sport parachuting. His biggest moment: He says that, "making the Competition Team and staying on it is my only claim to fame." Leo has had previous duty with the 82nd and 101st Airborne Divisions and was instructor at Basic Airborne School, Ft. Benning, Georgia, prior to joining the Golden Knights. He leaves for Vietnam soon and will be missed on the Team. His name appears on 56 of the 96 world records that the USAPT grabbed this year in Florida.

When he retires from the Army in a few more years, he plans to go to work for his good friend Poppenhager at South Florida Parachute, Inc., Indiantown, Florida. There is also a rumor circulating that Leo and Pop have a bet to see who gets 3,000 first. Pop is now at 2500 jumps and is in training for his next 500 jumps as seen by the photo below. (And before you Christians scream, it



is a gag photo). The photo of Leo on the front cover is by Joe Gonzales, USAPT. Sgt. Jim Webb is contributing editor on the story.

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LATE BREAKING NEWS ITEMS

As reported by the "Australian Skydiver": "The withdrawal of the U. S. bid to host the next World Meet and their move to have the championships postponed to 1969 would result in a great deal of confusion and uncertainty. Whilst the withdrawal of their bid seems reasonable in the circumstances, the move for a postponement smacks of pettiness. Why, at this late stage, does PCA (or is it USPA?) suddenly decide that the World Championships should be held in the off year to the Olympic Games? Following their decision to host the next World Meet, it doesn't appear that PCA has given this latest move much thought . . . (like how can you apply for the meet and then six months later decide that it is being held in the wrong year?). Regardless of the reasons and arguments that PCA will put forward to explain their latest moves, the fact remains that the United State's sport parachuting image has suffered further damage. Perhaps PCA's reasoning is logical, but their timing is sure up to pot. These moves by PCA will mean that we will not know until October if we will have to select a team at Taree next December. The Nationals cannot be organized in two months, which means that the preparations that are already underway must continue. If the U. S. move succeeds and the world meet is postponed 12 months, we MUST STILL HOLD A NATIONALS, for failure to do so would mean that there will be a time lapse of three years between Nationals. Australia cannot afford this. Taree promises to be the tightest and closest meet ever held in Australia. I, for one don't intend to miss it, and if you have visions of making the next Australian Team, whether it be selected this December or December 1968, you will be there too."

Max Knor, test-jumper for Pioneer Parachute Company, has been injured (badly broken leg at the thigh and knee) as the result of a test-jump on a "Wing" of some type. As reported, Max made a turn at 150 feet, and the left side of the Wing folded under and spun in. Max's accident occurred just one day after his wife Kim had given birth to their first-born, a daughter.

Billie Dolley, Mid-Eastern Conference Director, has resigned from USPA (PCA); the Board of Directors; and turned his Instructor's Rating in to Major Garrity. When asked what prompted his decision, Billie's answer was, and I quote, "I resigned in utter disgust", unquote. I cannot say with any certainty that others will follow suit, but it is probable that one other Director has similar feelings.

"Duke" and Evelyn Duke are the proud parents of a 6 pound, 4 ounce, daughter born on August 7th. "Duke", after a short stay in Kansas City, Missouri, is back in Ellinwood, Kansas and training students again. On 20 August, he put out Pam Ryan, her husband, Fred Ryan, and Fred's brother, Phil, on their first jumps. It was a family day at Wichita Parachute Center, Benton, Kansas.

The U. S. Team has departed Applegarth and was flown to Europe on four different aircraft. Women's Team on one; men's on another, etc. Training was fairly smooth (with the exception of some style jumps they did not need for the coming competition in Yugoslavia), and Tom Baldwin is pleased with the 150-plus jumps each member of the Team received in spite of some bad weather. Scotty Hamilton was on hand to handle the finances and administrative matters up until Cameron's (plus

others) late arrival on the scene; a few days prior to departure. Susie Joerns did accompany the Team (scratch another Hunnell prediction); however, Barbara Roquemore may have made it if finances hadn't prevented such a move. Roy Johnson, by the way, asked for money while he was training and when PCA couldn't come up with it, the Ohio Parachute Association came through with a couple hundred. Someday, USPA (PCA) will assist Team Members financially instead of reporting \$10,000 in Bank of America time certificates. The cat is fat but the supporters are hurting. Doesn't make a lot of sense.

* * * * *

"Satisfaction guaranteed"

JUST IN AND GOOD NEWS . . .

The U.S. Team has picked up many honors in Yugoslavia and it looks good for the U.S. Russia placed down on the list and our Team took 3rd Overall behind Bulgaria and Yugoslavia. We also took some other slots:

Men's Baton-Pass w/accuracy: First Place
Women's Baton-Pass w/accuracy: First Place
Water Accuracy (Karen Roach): First Place
Water Accuracy (Floyd Glover): Second Place
1000 meter accuracy (men): Fourth Place
1000 meter accuracy (women): Seventh Place
Exhibition Team: Third Place

They are now in England and waiting to get a break in the weather and more competition. We have a Team to be proud of, and that's for sure.

* * * * *

A RETRACTION OF SORTS

Nate Sweet, D-448 (ASO 19 and "I" rating), called Wichita and talked to my wife at some length about the comment I made concerning a Sentinel on page 21 of the July issue. I wish I had been home but from her notes, these are the facts Nate gave her. The batteries had been tested on the Sentinel that morning and they were not corroded. The static-line on the student was not hooked up due to an error on the jumpmaster's part after the position for hooking-up in the plane was changed from the right side to the left side of the pilot's seat. The JM thought he had hooked it correctly but apparently it was not connected to anything when the student exited. Stormville has put out 900 students and should not be judged on this fatality following the Symington fatality so closely. One other point, Nate pointed out was that the student jumped the gun and on the command to get ready, he went out the door with no cut and caught the JM off guard. He also said Stormville (started in 1958) is the oldest continuous drop zone in the United States to operate WITHOUT A BREAK since that date. So, if I have reported the incident in error . . . you have my public apology, Nate, and my sincere hope that Stormville's future brings the clean record it deserves. No one can predict where the next fatality will occur and many times the most safety-conscious DZ will suffer because someone or something failed to function properly or a thousand-to-one shot pops up. I'm sure if it's up to Nate, we won't be hearing anything about Stormville for a long, long while . . . unless it's good news.

DURING MY TRAVELS . . .

Byline: Hunnell

Last June was a busy month and one of the bright spots was the York Skydivers, York, Pennsylvania. I talked with Gene Runk (who sleeps with a red piggy-back rig); Donna Airing (who is hard to miss in the air . . . a florescent pink canopy); Chuck Henderson, a "Pops" and pictured below (would you believe?) FOUR females on the same lift: Carla Webley, Jo Ann Burns, Sue Lenhart, and Donna Airing; and to continue with the club members:



I met Chuck's sidekick, Pauline Lenhart; George Bolen (who doesn't believe in training jumps prior to the Nationals); Robert Hoke (whose hesitation on a cut-away gave him some grey hairs); Rosalie Heldibridle (15 years old and waiting for that big 16 to continue jumping after already logging 51 jumps before USPA told her "no"); William "Pop" Dize; Bill George; Jack Demme (a report or two of his has been seen in DZ-USA); Al Day (who has jumped a static-lined PC and says it was great); Dee Hoke (who doesn't jump but makes "bumming editors" feel right at home); Gordon Cable (who films most of the jumps for the York club and really makes club meeting something no one misses); and Raymond Heldibridle (who is Rosie's brother and has since got the first freefall under his belt). It was a great group and the few hours I spent with them were well worth the stop. All the names are in the phone book, so look them up if you're ever in York. I can't promise you'll have breakfast at Bob and Dee's house, but you'll get a leap in and be in good company in the air.

* * * * *

WHAT'S NEW

GREEN COUNTY IS BOOMING . . .

In addition to nearing the 5,000 mark in jumps to date (for the year of 1967), the exhibition team "Falling Stars" now sports 4 brand-new all-red PCs (courtesy of Pepsi-Cola who is sponsoring them). They made 21 exhibitions during August alone and speak well for sport parachuting in the state of Ohio. With Jim West leading the Team, there is nothing but good things ahead . . . for the Team and Green County SPC. And don't miss that meet in October. Not far from Dayton and Fairborn and the biggest and best in Ohio. Xenia, Ohio is home . . . drop by.

* * * * *

TO DO THE JOB

THE U.S. TEAM'S TRAINING STORY

Byline: Sgt. Jim Webb,
U.S. Army Parachute Team

AUGUST 14, 1967 — Since July 17 those "Lucky 10" who form this year's edition of the U. S. Parachute Team have been bailing out of pilot Lenny Potts' Cessna 180 and unfurling their red, white and blue Pioneer P.C.'s over the Horizon Parachute Club's DZ near rural Applegarth, N.J.

Under the watchful and critically appraising eyes of Team Trainer Tom Baldwin, the men and their often time better halves have been going at it there from dawn til dusk this past month. My shutter clicking friend and myself spent most of a week with them in early August. Joe shot photos and then more photos, I scribbled notes and we both listened to gripes and comments common to a training camp, set harnesses, marked and measured jumps and just generally tried to stay out of the way and be helpful at the same time. You know how that goes.

It was quickly evident, just by listening and observing, that the Team had its problems. But, like Scotty Hamilton, the over-worked fill-in administrator said, "The jumpers are ignoring the petty stuff and doing what they came here to do . . . jump and win over there."

If what it takes to win in Yugoslavia and England is jumping and training, then our crew should sweep everything that the Europeans have to win. Should they not come through like they are expected to, then it certainly will not be from a lack of the aforementioned activities.

Training kicked-off with Baldwin setting a goal of 170 jumps per individual. Came time for us to leave and they were rapidly nearing that figure. The squad was getting in eight to ten jumps a day, seven days a week with few exceptions. Jumping was not the only item on their busy agenda however.

Mornings got off on a right note with a 5:30 a.m. P.T. call for *Everybody*. Some Team members reportedly were amused when they first heard about this crack-of-the-dawn ritual. The knowing smiles soon turned to worried frowns and eventually grunts of acceptance as they scurried through the calisthenics volleyball and brisk jogs every morning . . . well almost, anyway.

Baldwin's initial project was to mold the "10 individuals" into a team. He especially wanted to knit the girls into a tighter group and improve on their proficiency. He felt that, "They are too lady-like in attitude and not as willing to take chances as the men."

Perhaps his worries were justified at first but certainly not by early August. From the amount of bruises, welts and scratches that adorned the legs of Patty Hallman, Karen Roach and the others, it appeared they were leaving any timidity back at the motel room and taking that "lady-like attitude" crack to heart as they set up their approaches and went slamming into the pea gravel.

Roy Johnson, Gene Thacker and their cohorts probably would not admit it, but the girls wiped them out in accuracy on several lifts.

According to Baldwin the men were all consistently jumping near or dead center. Thacker was leading Glover, Lockward and Johnson by the narrowest of margins. Eric Bahor was perhaps the most improved ac-

curacy jumper since Tahlequah and he really started coming on towards the end of the third week.

The men are strong, versatile and confidently seasoned in rough competition. They and the girls will have to go some though to equal or top the last American squad's performance in Adriatic Cup competition. That was in the 1963 Third Cup meeting that Coy McDonald from the A.P.T. and Anne Batterson led wins in nine out of a possible 13 events.

Some of the world's best will be at Portoroz this year, Russia included, and a P.C. will get you a T-10 that they still recall 1963 real good. It will be interesting to say the least.

Individual Accuracy in Water from 600 meters is one of the five jumps at Portoroz and with this in mind Baldwin hauled his gang to Seaside Heights, N.J., on August 9 to get some practice in.

I saw it, though vaguely due to the heavy mist that blew in, along with about 4,000 sunbathing spectators. (Noteworthy mention is being made here about the assistance rendered the Team by the local Beach Patrol. They were the lads who took time out to retrieve wet chutes and jumpers from the choppy seas.) It was quite a show even though it was not intended to be and the A.P.T.'s Billy Lockward was easily the star performer.

On his first jump from 600 meters, the 25 year-old Arizonan made a beautiful approach, but got himself too high above the canvas-covered inner-tube target. He compensated for his error by cutting completely away from his harness about 12 feet over the choppy waves and then dropping with a big *Splatt* right beside the bobbling target. His next try was a perfect dead center and Miss Roach followed suit for the girl's team with one of her own.

All-in-all Baldwin was fairly pleased and like I said, it was a great show. The jumpers did not share this view however. Water jumping for them meant a lot of work and worry on their wet P.C.'s and harnesses and then

continued to page 12



Mike Willich at ease over Indiantown, Florida ("Pops Place"); as viewed by Bill Cole, Can.

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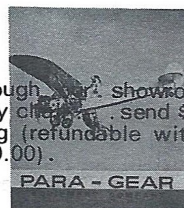
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EQUIPMENT

NEWS & VIEWS

CHOICE BITS OF EQUIPMENT NEWS

There is a publication available to jumpers appropriately called "Para-Sales" and is very similar to Trade-A-Plane EXCEPT it lists new and used parachuting equipment and is also a bulletin for parachuting equipment news. It is long overdue and a must for every jumper. It's absolutely free or \$1 per year for 12 issues if you want first class mail. The September issue had articles on gravel plugs for piggybacks; rip-stop tape for Para-Commanders; French Boots; stolen equipment; pilot-chute assist system; mini-packmat; floatation gear; the Sentinel PLUS special buys on steerable reserves; jumpsuits; all types of canopies; pilot chutes; packing equipment; helmet bags; sleeves, etc. For instance, 7TU w/sleeve, pilot chute, and risers . . . \$30.00. Sleeve, 28', not used . . . \$7.50. Used French Boots, many sizes available, from \$8.00 to \$10.00 a pair. Send that dollar to Para-Sales, 542 E. Squantum Street, North Quincy, Mass. 02171 before you misplace this issue. For FREE, you can't lose. Just send in your name and you're on the mailing list.

It looks like the time has come to make "permanent" life preservers compulsory equipment. Maybe someone could design and manufacture one especially for skydivers that is part of the rig. One that isn't bulky or awkward and very rugged. Surely the market for such an item would be worth the venture . . . comments by Trevor M. Burns, editor, Australian Skydiver Magazine.

The Irvin Wing is having trouble getting the sleeve off UNDER 5 second delays in some instances. If the problem continues, Irvin will provide new sleeves. The hesitation could be in excess of three seconds on J/P's as reported by Doug Gipe, Omaha, Nebraska. Doug also recommends that all owners of Wings stay in contact with Irvin as the best insurance of avoiding some problems and staying better informed on the equipment they are jumping.

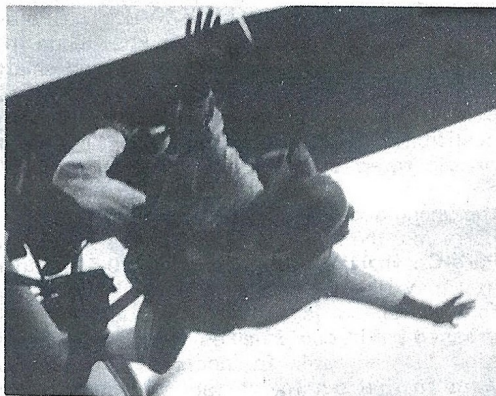
Mike Marthaller passes this along on ripcord stops: "I have been using a lead ripcord stop for approximately 450 jumps and have always felt they were great until this weekend at Benton, Kansas. I did a 7 second delay and upon pulling, I experienced a pilot-chute hesitation (dual MA-1's). I dropped a shoulder to break it and brought my arms in; still holding the ripcord. When I opened, the cable of the ripcord had wrapped twice around my right arm. Fortunately, my opening was normal but if I had been forced to reach my reserve ripcord . . . S.A.T. While it probably won't happen again, I've removed the ripcord stop.

Donna Huminsky reports her first jump on a PC with the lines shortened 3 feet and deployed from a bag in a piggyback system. Her brief report was that she preferred it to a regular PC, sleeve deployed. Any comments by other jumpers on the same subject? I have talked to several jumpers concerning the shortened lines, namely Roger Wolford, Tom Schapanski, and Pat Meiron, and all agree that the performance is improved. I'd be interested to hear more on this. Ed.

There is an item on the market called the "Gripcord" and sells for \$10.95 a unit with wholesale prices for larger quantities. Basi-

cally, it works like a pistol-grip and is hand-held. A cable goes from the unit, up the arm of the jumper, and attaches to the existing ripcord housing. There is a loop around the first pin and works in the same manner as an F1B automatic opener with the exception that this is a manual activation. It can be ordered from the Gripcord Company, 10437 Lanark, Sun Valley, California 91352. If you are having trouble with stability at pull-time, this could be what you're looking for. No arm movement is required, just a squeezing of the Gripcord which can be held in either hand.

Pictured below is Jack Shelley, D-1298, and is a good shot of cloth extensions. Jack



has over 200 jumps on the extensions and "believes cloth extensions properly rigged are completely safe. The BSR's are 100% correct and will save lives, if obeyed, however." Jack also added that every parachutist should (through proper training) learn to eyeball the ground for pull time. He wears a new-type Sentinel but no instruments or stopwatch. Further, he had this to say: "The day of the outlaw jumper is about over. I hope there will be enough sport parachutist to carry the sport to a new high level of safety. We must get together and make the sport safe through a safe attitude." The photo, by the way, was taken by Bob Thompson, D-1303, over the Alvarado, Texas DZ.

Make sure

THE IRVIN WING EVALUATION

Byline: Doug Gipe, Omaha, Neb.

"The factory has sent me a bill for \$42.50, stating that they up-dated and modified the chute that I returned to them for re-inspection. The condition of the chute, when returned, would be perfect for some guy who wanted to commit suicide. I have the feeling that the manufacturer is not conscientious and gets every rig out as cheaply as possible. The workmanship is far below that of other canopies. If they return the Wing, and if it operates much differently, then I will consider putting more jumps on it . . . but it will have to be a drastic change. The first report I sent DZ-USA was on a stock chute from the factory, and as I received it. As stated by a Master Rigger, it was at this time, actually dangerous to jump. On the last two jumps (and immediately prior to returning the chute), minor changes were made by the Rigger and myself, but

only as a last resort. The chute still didn't operate properly, so it was returned to the factory. They tell me now that when I pay the bill, I can have it back. I'll let you know the outcome and submit further reports if I continue jumping it."

MORE ON THE "WINGS"

As seen in the July issue of DZ-USA, monthly reports by Doug Gipe are included to keep you abreast of his evaluation of the Irvin Wing (production model "Eagle"). This month, we have another jumper who is concerned enough to pass along his opinions to other jumpers. He is Allen Silver, North Hollywood, California, and his comments were as follows:

"Please do me a favor and help spread the word about the Irvin Wing (Eagle). It's a killer. Bob de Malignon, who is going to school out here, owns one. He almost owned a 6 x 6 piece of ground because Irvin was in such a rush to produce the rig and get it out on the market. They didn't final check it properly to make sure it was airworthy, and consequently, it left the factory with a few slight deviations from the blueprints. Like two lines being 10" to 13" (inches) too short and several others 2" to 3" (inches) too short. This caused his canopy to collapse after a few simple turns, done as the Manual prescribed. I know this to be a fact because I took him and the "glider" to Irvin myself and raised hell and earned the "Bad Guy Award" of the year. Their attitude is what really griped me. They immediately went (Mr. Wilson and Mr. Gregory) on the defensive and tried putting the blame for very poor workmanship off on such things as just moving to the Garden Grove area from Glendale and still disorganized. They also said they were rushed by the public's demand for the Wing so they had to get it out on the market. I wonder who really was rushing them? After they repaired his Wing, I jumped it and found it to be very unstable, capable of stalling and falling from the sky (very easily and very rapidly. It can never be stopped, for it has no brakes. It's always moving (just like an airplane), and for this reason, it MUST be flown EXACTLY like an airplane or you'll end up crashing it. You don't have to stall it to get injured or killed either. Turning near the deck will create the same effect as an airplane banking sharply and rapidly picking up speed. Like an airplane breaking off from a formation and going into a dive. These briefly are it's bad characteristics plus a very hard and firm opening. They far out-weigh the few good features like my one-foot stand-ups or the fact that I glided approximately 350 yards with the loss of only 400 feet of elevation. The forward speed in this instance could have wiped me out, had I not very, very carefully turned around and faced into the wind to slow down. Remember, I had no brakes to apply either. It was turn around or else have my legs moving pretty fast before I came in for a landing at what I guess would be 20 mph (plus). I'm not only speaking from my own personal experience but the experiences of others who jumped the Wing, including one of the Wing's test jumpers. I feel the people who now own a Wing, especially one of the first fifteen or so manufactured, should demand that Irvin take them back for a thorough safety check and also submit their manuals for up-dating. It seems that certain diagrams were incorrect when it was issued and none of them have been replaced. I also hope these

people who still think they want a Wing, will reconsider and think twice, because this glider will not tolerate any errors of judgement. If you never make mistakes, even little ones, then go ahead and buy one, but if you are like me and make mistakes, then think twice. It's time to take some action. Let's get this out in the open NOW and hear some other comments."

So, there you have it. I haven't jumped a Wing (and have no desire to), so there is absolutely nothing I can add. I know both these individuals (Silver and Gipe), and trust their judgement. Neither of them would deliberately attack a product without just cause . . and that's good enough for me. CEH

Get Yours Now.. **FREE!**

A letter from Security Parachute Company is quoted as follows: "A suggestion was made by Capt. Dean Frazier that second and third generation Crossbow Piggyback harness and container owners be provided with Crossbow manuals.

The intent of this letter is to advise all Crossbow piggyback owners that do not have a manual to contact Security Parachute Co. by mail and we will forward to them a copy of the Crossbow Manual. Letters of request should be addressed to:

Security Parachute Company
P. O. Box 3096
San Leandro, California 94578
Attention: Sales Department."

The manual is suggested if you have any questions concerning the piggyback and should be obtained to check what you do know. Ed.

Is it really true?

The Mark II Para-Commander (as it is called by the Air Force Academy) is not referred to by Pioneer as anything other than a Mark I, with modifications. As reported by Mike Marthaller, Air Force Academy rigger: "I read with interest your comments on my talk with you, while in Omaha, on the new ripstop PC with 16X-panel which is used here at the Academy. One small point: Although we refer to them as Mk II's, please understand that Pioneer still calls them Mk I's. Hope this clears up any misunderstanding that might arise." And Pioneer had this to say, "we make one Para-Commander and are not considering a Mark II or Mark XVII. The Para-Commander is improved as our knowledge increases. There is constant testing and small improvements are made from time to time. Some groups and clients have made their own modifications at their own risk. Your past article referred, no doubt, to such a case." So, friends, the Mark II does exist but not at the manufacturing point. And from other reports on the performance of the "modified Para-Commander Mark I", it is 50-50. Some say they like it better and others believe the forward speed is a little less and the increased glide angle makes the modified version less suitable for accuracy. So, if you want to find out for yourself, I suggest you enter the Air Force Academy. That's the only ones in existence.

And evidently, the improvement was not enough to bring about the birth of a Mark II at Pioneer's end. My sources report that at least a 20% improvement must be proven before any new model is considered. This could mean that the improvement by the "modification" was just the opposite or so slight that it isn't worth the alteration.



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

The new licensing requirements will be made into law . . . before they have been approved by the Board of Directors . . . or the general membership. The latter will probably never have the opportunity of voicing their opinion.

Scotty Hamilton, Assistant Executive Director, will ask for and receive a pay boost to \$7500 per year at the next Board of Directors Meeting.

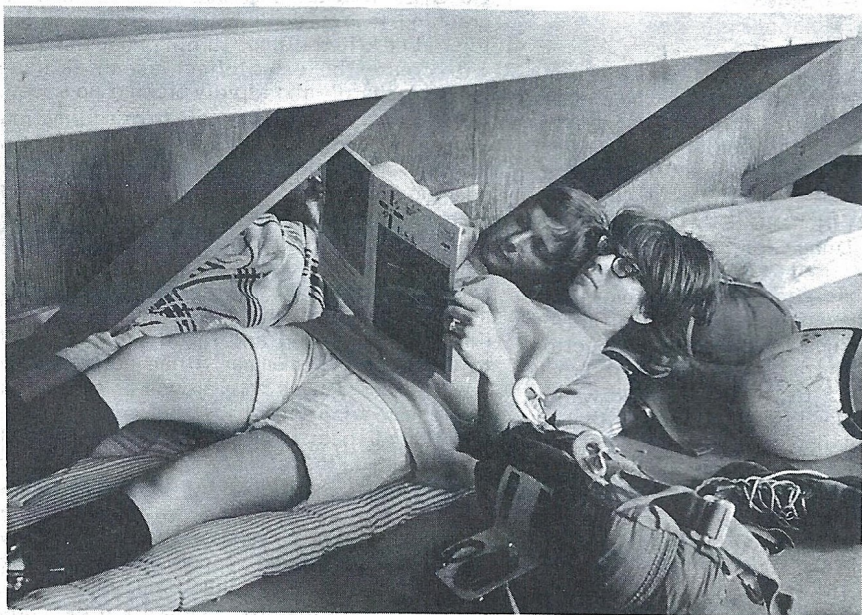
As if enough dissatisfaction wasn't voiced on the "Hypoxia" articles which appeared in Parachutist Magazine, articles on the NCPL will now appear regularly . . . and again aimed at 2% of the membership and not the 98% who should be first consideration . . .

The Army Team has racked up many records. If they continue operating as smoothly as while under Lt. Col. Burkhard's leadership, with their new leader . . . they will set another record. Careful where you wear those Team jackets . . .

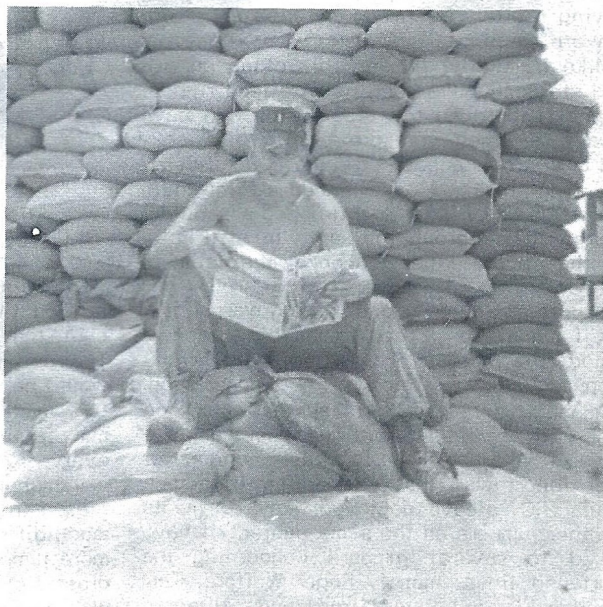
You will not approve of many articles appearing in DZ-USA . . . but you will continue to be a very well-informed jumper by reading it.

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.

WHERE DO YOU READ YOUR ISSUE OF DZ-USA??



Lt. J.W. "Skip" Stephenson, USMC, and the first jumper to be photographed reading DZ-USA in Vietnam. "DZ-USA is best of the three mags"; says Skip. He also wanted an article on the Para-Wing which is in next issue with my compliments.



Fred & Jan Shuberg under a packing table as seen by Harold Brennan, photographer. "All activities come to a screeching halt when someone brings in his copy of DZ-USA to the members of the Minnesota Sky Divers, Stanton, Minn.", Harold reports.

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PIONEER – SECURITY – IRVIN

THE LAKE ERIE DISASTER

continued from 2

to Bernard Johnson and Robert Coy) were: James Dreyer; Richard Patfield; Don Akers; Ralph Hazelton; William Onysko; Stanley Becka; Lyle Boyer; Jerry Freeman; Norman Allard; David Sheehan; Michael Thiem; Fred Rivenburg; Joe Malarik; James Simmons; Pat Lownsbury; and Dorsie Kitchen.

On Monday, 28 August, many helmets, gloves, and boots were found floating in the lake, but 14 bodies were still in the water and a light rain was falling, which further hampered recovery operations. Only three canopies had been found and it was thought that many of the jumpers had gone in still in the harness and did not prepare for a water-landing. As of the 2nd September, however, 15 bodies had been recovered and only one man, Dorsie Kitchen, was still in his rig. Only one body remained in the lake after a search which covered about 25 square miles before it was over. Light boats, planes, and every man available had covered every inch of the water for five days.

The jumpers had exited at 20,000 feet and had been thoroughly briefed by the pilot. Karns had even gone into emergency procedure and was one of the best briefings I have ever heard. He also explained that it was NOT a paid jump because his insurance had lapsed on the plane and it was not for hire. If he intended to ask for donations later is something I have no way of knowing, but I doubt he would have. Hold-Harmless Agreements had been signed by the jumpers as a routine procedure.

ASO (Hartman) and Capt. Homestead exited slightly over 20,000 feet after they were refused permission to go on to 30,000 as planned. It is not explained as to why there was such a difference in exit points for even though both men could see the ground to some degree, they had no idea where they were and relied on the radar vector given by Oberlin ATCC. The Cessna 180 in the air could have been mistaken for the B-25 but this has not been determined.

Sandusky Bay SPC, being about one-half mile from the shoreline of Lake Erie, is constantly flying over the lake on jump runs and climb-outs, but have never accidentally put a jumper into the lake. We know the lake is there and we guard against it. We are extremely careful not to jump in winds which could carry us out over the lake and never jump unless we can see the ground and know exactly where we are.

About six weeks ago, a radar vector was given another load of jumpers taking off from Ortners, and it was about 4 miles off. Fortunately, the error was inland and not toward the lake, and the jumpers landed at the wrong airport which is nearby. (Editor's Note: Hartman and Homestead were also on this lift Don mentioned, and stated that they could have made the right airport if they had wanted to. Why they didn't want to hasn't been explained). It does prove however, that any radar control center can foul up with more than one plane in the air.

Two of the jumpers who perished had over 500 jumps (Patfield and Hazelton); and one man, Boyer, had made 20 jumps the previous weekend. Most of the jumpers on board were from the Grafton Skyhawks, Grafton, Ohio; Akron Skydivers, Akron, Ohio; and the Springfield, Ohio club. No one from the Sandusky Bay SPC made the jump. Pat Lownsbury and Alvin Lownsbury had made news in 1964 when

they made a jump together immediately after exchanging marriage vows.

There will be many stories remembered involving the 16 parachutists who lost their lives on a black day in August, 1967, because of a series of minor errors which added up to one large one. And the public will also remember but not as long as a few of us. There were 2,000 killed in 1964 on motor-cycles alone, but when 40 parachutists are killed in one year, they conveniently ignore the other statistics. It is unfair but that's the sport we are involved with. We can't change their opinion overnight so we must live with it and make the best of it.

Follow the BSR's and practice safety and pray nothing like this happens again. I, for one, will be a better jumper and a more concerned jumper where safety is involved. I only hope it isn't too late to prove to the general public that we are responsible individuals and worthy of sympathy and compassion at a time like this . . . not ridicule and restraint on further jump activities.

The deaths of 16 jumpers should not become a political football or a basis for tighter regulations . . . they meant much more than that in life to us . . . much more.

Don Griffin"

COMMENTS ON THE LAKE ERIE TRAGEDY

Australian Skydiver Magazine, Trevor M. Burns, Editor (29 August): "I have just seen a news item on TV about a planeload of jumpers that went into Lake Erie. According to the news here, 2 have been found alive, 3 bodies have been recovered and there are still 13 missing. I am just praying this doesn't become the greatest disaster in the history of the sport. From the very few facts I have now, it appears that it was a high altitude demo jump. The news report stated that the intended DZ was an airport several miles away. What happened? Tremendous freefall drift, cloud, or just a spotting error? This catastrophe will probably spark off something of a panic, but on reflection (here comes the 20-20 hindsight), we have been asking for this for years. Every few months, one or two guys spot themselves into water somewhere and drown. Sooner or later it had to happen that someone would spot a whole bunch of people into water. It kinda shakes a guy up though. The odd guy going in doesn't have too much impact on you after awhile, but maybe 16 killed on one lift will take some getting used to. Wish there was something I could say, but S.A.T. falls a little flat in the circumstances."

Norman Heaton, Executive Director, USPA (30 August):

"I'm here in Ohio trying to investigate the tragic incident occurring last Sunday. There is a formal hearing tomorrow and Friday. Mark and I are here. It doesn't look too good for parachuting . . . politicians are screaming for our scalp, etc. So far, USPA is doing O.K. CAB is conducting the investigation. More later."

Bob Beck, Stillwater, Oklahoma (30 August):

"I am afraid that you were all too right in your prediction about this year's fatalities. This is a bloody year for jumping and one that must not be repeated. It is inconceivable to me that jumpers with the experience of those involved could violate such basic regulations as looking before they leap. I have gone through a very few clouds since I have



This is the last installment of "Smitty's" story in DZ-USA. Get that copy with a cover and personally autographed by "Smitty" by sending \$2.50 to:

"Smitty"

P. O. Box 153

Sulphur Springs, Ark. 72768



It isn't a lot when you think of the good the "barnstormers" did us . . . they were promoting parachuting before we were born. Buy a copy now before you forget it. They aren't available through DZ-USA at any price.

been jumping, but I always make sure I can see the general area I'm over. I will never do it again, you can be sure of that. If you write an article on the jump, as I'm sure you will, I hope you don't pull any punches. I don't think I am making an understatement when I say that it could very well be the beginning of the end of skydiving. Sen. Mike Monroney's bill, as I understand it, will practically make jumping the responsibility of the FAA and, in view of their past actions, we will come out on the very short end of the stick. We have lost the initiative now. We have practically begged the FAA to crack down on us and I'm afraid that the luck we have had in the past has gone the way of the cheapo. We are on the defensive now and at times, so help me, I begin to wonder if the general public's impression of us isn't right. We will never be able to live down Lake Erie. But it can be a symbol to all of us to dedicate ourselves to the purpose that it cannot, will not, ever happen again. Tragic though it was, we can see and profit from it. That would be a fitting epitaph to those sixteen, who, I am sure, loved this sport as much as we do."

Charles G. Nichols, Chicago, Illinois (27 August 1967):

"We want to know here in the Midwest what the full story is on the Cleveland skydiver mishap in Lake Erie. Was this a misspot or 180-degree wind change? If anyone will find out for us, we know you will. We do look to you for facts about accidents and deaths . . . nobody else seems to care."

And as the mail continues to come in, there will be comment after comment on the Lake Erie tragedy. It all adds up to this. Skydivers are concerned about each other, and more importantly, what can result from the actions of a few. The death of 16 jumpers have sobered up a great many of us and only through suffering and personal experience could we have hoped to mature. We have now arrived at that point in our lives as sport parachutist. I only hope it isn't too late for us to now profit by the lesson we have learned. It was a terrible way to learn but in the course of human events, we sometimes have to be reminded that unless we constantly guard against the unexpected, we can become the next tragic example. In our sport, safety is the safeguard against a re-occurrence of an accident of this magnitude. The very word "safety" should take on a new meaning.

... now's the time

CEH

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

cold up there so I decided I would get down out of that kind of stuff in a hurry. I made about a 7,000 ft. delay and judged my altitude by "eye-balling". I turned over and over and each time I could see the ground. I made every style maneuver in the book, plus "comic style", in that 7,000 ft. free fall. I did right and left turns, spins, flips backward and forward, and the works, and all unintentional. When I did land I was in the residential area in a tree. I hit the trunk of it with my face and knocked my front teeth out. My back teeth were all bridge work already. Oddly enough, the back yard I landed in belonged to a dentist who fixed my mouth up with two plates. Yeah, instead of spending the \$100.00 for hamburgers, I just spent it with the dentist there at Bentonville, Ark. for the two plates. Then I began worrying about my next jump as to whether I should leave them in my mouth and take a chance of getting them jerked out or take them out. The new teeth didn't fit too well, but to take them out was too much for the people to see. I thought I looked horrible. I worried about that for a month. Then my next jump came and I had gone to bed that night before I remembered to worry about my teeth. I had jumped with them in and hadn't lost them. Those days jumping over so much treacherous territory, it was much like Russian roulette as to whether your chute would open or not and what you would land in or on, for you didn't have much control of your chute. To avoid obstacles, the biggest correction I could make was to collapse the chute by pulling in half the lines and then let go to reinflate it. I also corrected my drift angle this way. Most guys said if it opened once, leave it alone, but this method saved me from power lines a couple times. It was not like spotting yourself down on a 5-inch disk as you can today. It was a thrill when you did land in an opening. I had landed in so many creeks and trees it was pitiful. Today, PCA still won't give me my "D" licence but I've

landed in more water than any of today's jumpers. And many times my jumps were made with car lights to illuminate the field. But, you can't have everything, I guess.

On this Bentonville Fair jump, I used a deal I dreamed up to make it interesting for the people. On the hand bill I advertised a treasure bag from out of the sky. I got the merchants to donate merchandise from \$3.00 to \$5.00 worth each. I put the slips good for the merchandise in a bag. I tied it and a rock onto my old bagchute and going up for the high jump I threw it out at about a thousand feet high. Whoever chased the chute and got it and bringing the chute in got all the goodies from the different stores. It amounted to \$40.00 or \$50.00 and they all knew it, so it wasn't only kids running after it. The chute, with not much weight on it, drifted 3 or 4 miles but it was worth chasing.

Then I got with the Arkoma Airways again and we took three airplanes to Bella Vista, Ark. for the summer. A Buhl Airedale, an Eaglerock and a Curtis Robin was the fleet. Three pilots, a mechanic and myself went there to spend the summer to fly passengers on sightseeing trips. I would make a jump every weekend and on holidays and special occasions. By now I wouldn't make a one chute jump anymore. I'd go out with the straps of the old bagchute in my hands and when it opened it would jerk away from me. Then I would make long delays before opening up one, and sometimes two other chutes. There at Bella Vista I borrowed a chute from someone. It was a Russell Loeb chute. Bud Thorp and I finally got it all in the pack. We didn't know if it would work or not, but I told Bud we would know in just a short time. Mr. C. A. Linebarger, who owned Bella Vista at the time, was a wonderful man and quite a showman. He could sure sound off a good ballyhoo before going up for a jump. The terrain around there was not too good to jump over. The only flat spot to land on was the golf course where the plane took off, and even a golf course was hard to hit in my day. We didn't know what an accuracy jump with a target was. Well, after the speel, I took the Russell Loeb and the laundry bag up to 4,000 feet. It was on the 4th of July, 1931 and there must have been 5,000 or 6,000 people on the resort, and I decided to give them a scare. I went out at 4,000 feet with the straps of my old chute in my hands and when it opened naturally I fell from it. Then Mr. Linebarger really shook them up. "My God he fell out of it," he shouted. I delayed until I got down behind the Sunset Hotel that sets up on a high hill, and the last time the crowd saw me I was still falling and disappeared behind the hotel. At treetop level I opened. The landing on the hillside wasn't too good, but okay. I got my chute, the Russell Loeb, that did work all right, under my arms and started walking up the hill. When I got to the top, I met about a hundred people coming up the other side. They were a surprised group when they saw me still intact. I don't live too far from Bella Vista now, and even yet when I am around Bentonville some oldster will ask me if I'm "Smitty" and start talking about that jump at Bella Vista on the Fourth of July. Guess they will never forget it.

Looking back on it now, not only that jump but things like that all through my 204 jumps, makes me feel like I wasn't supposed to get killed jumping. I have never had any fear of making any jump and the thought of a chute not opening never did enter my mind. I always had a feeling I could do any kind of a jump I planned, and some of them were doozies. I had

7,500 Persons Here Witness Air Circus

A crowd estimated at 7,500 persons witnessed the air circus staged by the Arkoma Airways Inc. yesterday afternoon at the local airport, west of the city.

Despite the threatening weather, cars from throughout the Henryetta territory stretched in a seemingly endless line for miles in every direction from the field and were thronged on the field itself.

Five local officers, after trying vainly to relieve the traffic congestion, gave up and it was with difficulty that traffic could proceed in the locality of the airport. It was estimated that 1,500 cars were parked near the scene of the aerial show, which began about 3:30 o'clock in the afternoon.

Airport officials here asserted that had the weather been more favorable at least 10,000 persons would have witnessed the show.

Only three planes participated in the circus, due to the fact that the throng of people and cars made it impossible for a greater number to find room for maneuvering.

Because of the low-hanging clouds, which were only 1,000 feet up, much of the stunt flying done by Bud Thorpe, chief pilot for Arkoma, could not be seen by the spectators. A majority of the stunts were executed at an altitude of 1,500 feet.

H. T. (Smitty) Smith delayed his sensational double parachute jump until nearly 6 o'clock in the hope that the clouds would rise sufficiently to make his act discernible from the ground.

A door was taken from the Curtis Robin monoplane and at a height of 3,600 feet the daredevil leaped, opening his first chute after he had fallen about 200 feet. He floated downward and suddenly released himself from the device and fell a distance estimated by airport officials as 1,200 feet before the second chute mushromed above him.

During the course of the circus, as estimated by C. M. Gillespie, chairman of the aviation committee of the chamber of commerce, 100 persons took rides in the two cabin planes, one a Buhl Air Sedan of pilot and four passenger capacity and one a Curtis plane of three-place capacity.

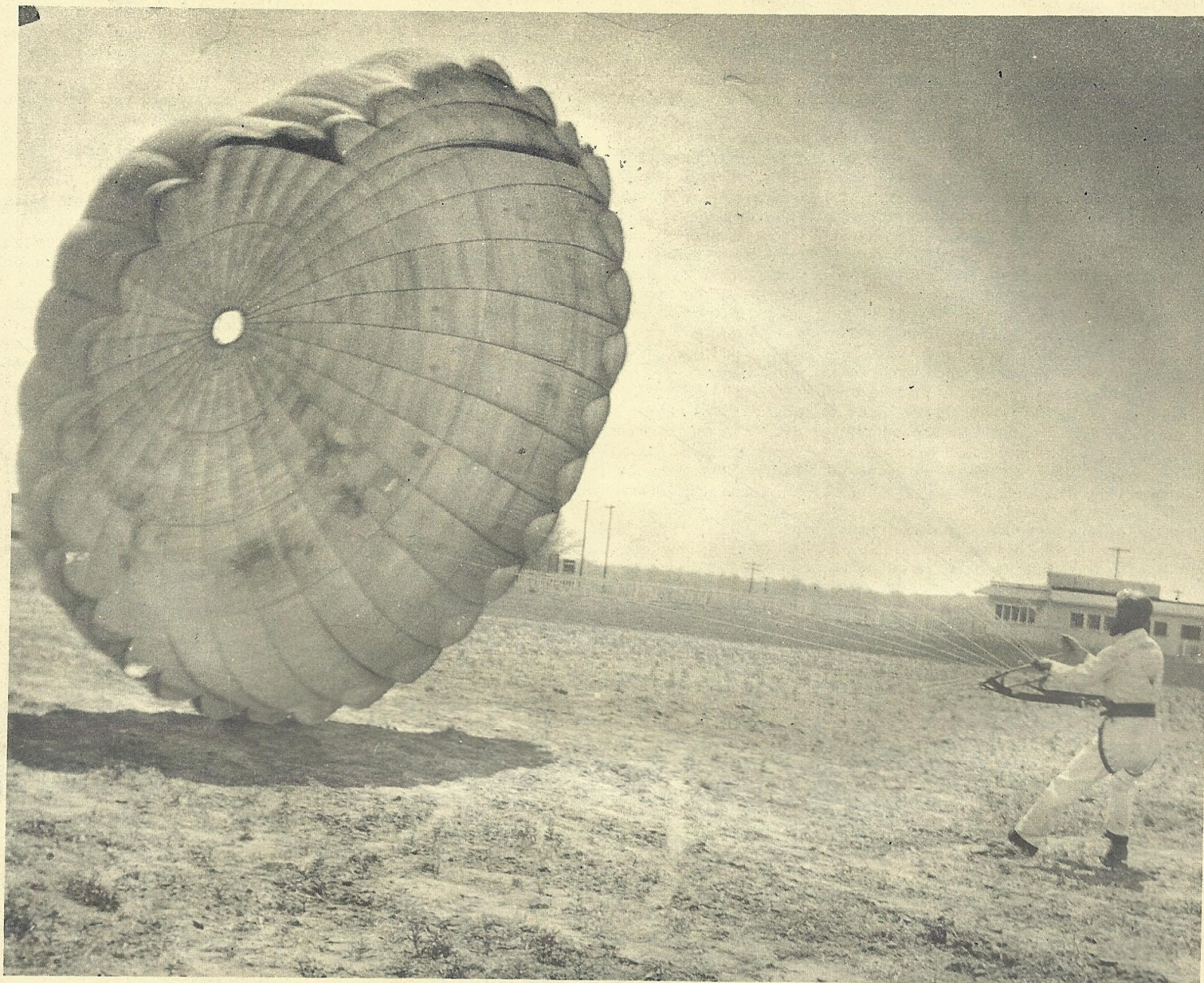
Mr. Gillespie asserted that both ships were evenly favored by the passengers, about an equal number being taken up in each.

He declared that he and other aviation officials were more than pleased with the circus, and has announced tentative plans for a second presentation here.



A friend in Tulsa, Starr.

Partial Eclipse of Sun Observed Here



Back when the "Mark IV Para-Commander" was bringing me down safely.

never heard of a Mae West or anything else that might happen occasionally now, and I sure gave everything a chance to happen. But by not knowing about the Mae West and things that do happen, I didn't worry about that and wouldn't have if I had been the worrying kind. I have never experienced a Mae West and I have never had a shroud line burn. I didn't know what to call it then, but now they call it a streamer so I guess I had one of them on one jump but I gave the shroud lines hell and it finally opened up.

I can see now that I took an awful lot of chances those days borrowing and jumping anything that looked like a chute. Once, I flew over to Oklahoma City to get a chute and discovered it was Wiley Post's old chute and still had his name on the harness. It was a Swittick and I jumped it in a 45 mile ground wind. If you have never experienced that, I'll tell you right now it hurts.

I was once with Red Darnell jumping and wing walking an old Standard plane with a Hisso engine. A nice guy, wish I knew what ever happened to him or where he is.

Later I went to jumping with Col. Reg Robins of Fort Worth. He and his co-pilot were endurance flyers. There is a cute story as to how I got the jumping job with Mr. Robins, but I can't put it in this article. He was barnstorming with a Ford Tri-Motor and doing a good business at \$3.00 a ride and \$5.00 on the jump ride. The first day I was to jump, the weather interfered and I didn't get to make it, but that night he gave me \$20.00 and said it wasn't my fault I didn't get to jump. I did pretty good with him that one summer. A jump a day and two on Sundays at \$20.00 per jump. Reg had a good advance man named Charlie Harding, and they say he used to make the Harding parachute, if you ever heard of it. I had, but guess that's one I never jumped. One day in Chandler, Okla. a C.A.A. man showed up at the field. I guess the old Ford wasn't in the best of condition. I know the right prop had a flutter in it. Anyway, he allowed Mr. Robins to fly it back to Ft. Worth, and that was the end of jumping for another swell guy. Don't know what happened to the Ford. I think Mr. Robins is in Ft. Worth.

As the years went on by I was associated

with and met lots of important people. Some became important in later years, such as Walter Beech, Wallace Berry, Clyde Cessna, Jimmy Doolittle, Jimmy Wedell, Dale "Red" Jackson and Roy Hunt, the outside loop artist. On one jump in Okmulgee, Okla., Mr. Doolittle put \$5.00 in his hat and passed it and got me a \$35.00 collection, the largest collection in a hat I ever got. I also met Laura Engels, record holder then of consecutive loops one after the other for over a thousand. Of course, after so many she would have to gain altitude again, and so on for a half day at a time. She broke her own record at Muskogee the day I had so much trouble getting away from the old bag. That was quite a show at Muskogee. They had a Goodyear Blimp there taking up passengers.

Well, in 1937 with three children, my wife thought I should come down to earth and start painting signs and make some money. To then I had made 204 jumps, and about 170 of them were with two or more chutes, any kind I could get my hands on. I had one shipped to me once and they had the D ring pinned in with a large laundry safety pin. I forgot to take it out and

Whether it's called an
ARTIFICIAL OPENING DEVICE: BAROMETRIC RELEASE;
OR SENTINEL

THE
 REST OF THE WORLD

 IS THINKING

 ALONG THE SAME

 LINES.....

From : Captain H. FELITT



HEADQUARTERS
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All the above three deaths would not have happened if Artificial Opening Devices had been used. What is the DZ-USA view of AODs? Reserve of back-pack? What has been proven the best? What are

**AUSTRALIAN
 SKYDIVER**



291 Senate Road
 Port Pirie, 5540
 South Australia
 Phone 1160
 25/7/67

death we have lost another student in almost identical circumstances, a locked sleeve, first jump student, non activation of reserve, the guy was 27 years old. This has really shaken things up over this way, the A.P.F. is trying to get a government grant to subsidize the purchase of Sentinel in clubs. My own club, acted immediately and we have two Sentinels on the way from the U.S. now. We are also buying a ground to student radio setup which will be in operation within a month. This will probably make the club (Spencer Gulf Skydivers) the first club in Australia with Sentinel and Radio equipped student reserves.

The B. C. PARA NEWS

South Burnaby, B. C.

analyse the situation.

4. Relative Work. Completely co-ordinate all jumps. Only experienced jumpers and those experienced in relative work are to take part. Barometric release recommended for all relative workers.

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 TOOK A STEP FORWARD
 TO PROTECT IT'S JUMPERS? ?

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Concluded

the next two days it rained and nobody was exactly over-joyed.

They took up the rainy day slack by dressing up their chutes with the traditional stars and good 'ol U.S. of A. When that was done some wrote letters home while others grabbed much-needed shut-eye. A lot of time too was taken up with talk, all kinds of different topics, subjects that you would not ordinarily associate with sky-divers. One thing was becoming readily apparent at this time too and that was that the Team was getting tighter, getting to know and like and respect one another. Made a guy feel good just being around them on those rainy days.

Saturday came with sunshine and the skies were once again filled with the red, white and blue. Chet Poland and his V.W. bus made some tracks that day and the next but the bearded one took it all in due stride. Later on Horizon P.C. folks began trickling in for some fun jumps. Lifts took off, jumps were marked and measured, critiques were given, chutes were packed, and on and on they went. They finally knocked off late in the evening, begrudgingly, to help Karen Roach celebrate her twentieth something birthday in good cheer.

You would think that on the Sabbath day they would take some slack time right? Well think again 'cause it's back out on the D.Z. at 8 a.m. I had a temporary notion that maybe the world was going to be blown away come Monday and that was why they were going so hard. You could say it took a while for it to sink in or something. Anyway, I realized that those 10 people and the gang supporting them were darn serious about this opportunity to train and they did not want to waste a minute of it. They were definitely out to get their money's worth.

Since we are on the money subject it's a shame that a lack of the green is keeping a fine up-coming jumper like Barby Roquemore at home. She worked hard the past month, looked good doing it and by her own admission, learned a lot about the sport. Her only consolation is that she can try again next year, and the past month did not hurt her chances any at all.

As this article is being written (and hopefully put to press), the U.S. Parachute Team and accompanying delegation should be winging its way over the Atlantic towards the Iron Curtain. When Susie, Roy, Pat, Gene and the others exit that door at 3,300 feet or so over the Yugoslavian and English countryside, they will be expected to do more than just hit that six-inch target or bobbling inner-tube one after another. America expects them to bring home all the goodies too. They have aimed hard for that target daily during the past month with those "goodies" in mind. They will continue to reach for it too in the coming competition, and being Americans, they expect with no reservations whatsoever to be the Team to beat "over there."

Editor's Note: The Team departed on schedule and DZ-USA will bring you the story of their efforts in Europe — just as soon as the final results are in. CEH

* * * * *

HAVE YOU SENT IN YOUR SUBSCRIPTION TO THE AUSTRALIAN SKYDIVER MAGAZINE? SPORT PARACHUTING IS NOT JUST A LOCAL HAPPENING . . . FIND OUT WHAT THE REST OF THE WORLD IS DOING . . . \$3.50 WILL DO IT . . .

WHAT GOES ON HERE!

THE OTHER SIDE OF USPA (PCA) . . . OR . . . WHAT YOU WON'T READ IN "PARACHUTIST"

Recently, Billie Dolley resigned as the Mid-Eastern Conference Director; a member of USPA (PCA); and turned in his Instructor's ticket. Another Conference Director is on the verge of doing the same thing. DZ-USA is not going to cry "wolf" or suggest changes in policy for anyone. There is, however, great concern as the trend takes on momentum. We need USPA (PCA) and it is vital to the sport . . . but not if it becomes a dominating organization which free-wheels as it pleases and ignores the voices of its members. None of us set out to build any empires for a few people's convenience. We needed an organization that would represent (as they are now in the Ohio tragedy), but there were other considerations. We also needed "jumpers-serving-jumpers" through a central organization in areas of safety, licenses, meets, record attempts, public relations, etc. When Board Members take personal opinions and attempt to make them law, it is time the membership was consulted. I hope this article (and others to follow), gives you a reasonable picture of the discontent among some of the members. They have legitimate complaints and should be heard. The problems they discuss may not affect you now . . . but the future has a way of involving each and every one of us. Here are some of the letters you should be aware of:

Bill McFadden, Watervliet, Michigan, 28 August 1967:

"Dear Mr. Heaton: As a member of the now defunct Parachute Club of America, it is with regret that I find it necessary to write this letter to you. Since you and a mere handful of others find it to your liking to change things to suit yourselves, I wish to voice my opinions of your actions. Five years ago, I joined PCA, and have done so every year since, because I felt that such an organization was to my benefit as well as others. I also felt that it was an organization dedicated to it's membership. I have made PCA membership mandatory on drop zones I have been connected with, and needless to say, I have run into opposition on occasion. However, my story was simple and usually accepted. PCA was YOUR club and like all clubs YOU ran it through various officials that YOU allegedly voted into office. Now, as I think back . . . who voted YOU into office? The same people who changed the game, so to speak, correct? Mr. Heaton, specifically, why did you feel that a name change was so vital? Prestige?? Whose? YOURS or the club's? Off hand, I can name a couple of CLUBS that carry a little prestige that ours will never have again. Rotary Club . . . Kiwanis Club . . . and their membership totals several hundreds of thousands. Also, this name change was voted on twice and overwhelmingly voted down by the general membership. Now you say, "if you felt this way about it, why didn't you come to the meeting?" . . . I have to work, friend. I could have and would have made the meeting, say, on a Saturday night, but on a MONDAY NIGHT?? Norman, the whole thing appears to be a well-thought-out, excellently executed

program. However, I sincerely feel (as do a few other members) that you went too far. There is a movement working toward FAA controlling parachuting to the point of licensus in various categories. I have always felt that Federal control wasn't necessary. However, I must change this attitude due to yours. Why should I be controlled by seven individuals who can change anything at their convenience? Now, sir, I will conclude my remarks with this statement: There no longer exists any reason why I should retain my membership in YOUR ASSOCIATION. You have proven that the opinions of others seem to make little or no consequence in the running of policies of our CLUB which is now extinct. Sincerely, Bill McFadden, PARACHUTIST."

Editor's Note: Bill, before we go on with this discussion, my stand on the name change was clearly stated in two issues of DZ-USA, and it basically agrees with yours, so I'll just simply add my "second" to your letter on this point. You put it very well.

Gus Gutshall, D-217, Chairman European Parachuting League, 26 August:

"Dear Major Garrity: I have received the latest ASO Bulletin which contains the proposed changes to licensing. It indicates a great deal of forethought and work and perhaps is long overdue. My comments and questions are as follows: 1) Old Licenses: What becomes of the licenses now in effect? Do you throw them out and everybody starts off even again? Do you have an "old D, C, B, A" and a "new D, C, B, A"? Do you have old jumpers lose their low license number? (See also DZ-USA, March 1967 page 9). My opinion: If you want to have additional requirements, make an "E", "F", "G", or up to "Z", but don't take away what a man has earned, sometimes at a high price. I recommend a system similar to that in the FAI Sporting Code, where a man can be considered an expert with, in our case, 200 jumps (present "D") and stars, clusters, diamonds, or what have you, affixed to the basic expert badge. Call the "E" a Master, or whatever title you like. 2) Requirements for licenses? See above. a) Call the man who meets requirements of part 104.14 a "Master", and give him an "E" license. b) Revise the requirements as follows: (1) Throw out 104.14.b.(5) as a requirement, and make it an additional distinction by use of a star, leaf, or pin to be attached to the basic wings in the same manner as "V" devices are affixed to the Army's Bronze Star, or the combat jump stars that are affixed to the Army's Parachute Wings. This type of system could be used to work in harmony with the present Gold Wings award. The requirement for ninety second delays, is, in my opinion, not a valid requirement for a class of license, but instead a distinction. This type of jump is a "stunt", unless you include a series of maneuvers and accuracy on landing. By no means the least thing to be considered is the safety aspect. You are going to have people trying this with little, inadequate or no oxygen equipment. This is almost certain. The hazards are well known to us all. I, for one, do not care to see the headline, "Oxygen-starved skydiver plummets to earth." c) Simply cease issuing "A" licenses, if it is your desire to prohibit non-jumpers from having a license. 3) General: It is obvious that much work and effort went into the formulation of the new license requirements. It is also conceded

MORE ►

that higher ratings are desirable. I question the propriety of formulation of a new set of requirements, passing the CONCEPT through the BOD, and giving them an effective date of November 1, 1967. Par 7, letter, "New License Requirements," states that the changes are for the benefit of the individual jumper and the good of the organization. Shouldn't the individual jumper, himself, then have something to say about it? I feel that the effective date should be advanced to not earlier than the next General Membership Meeting; that the new requirements be published so that all jumpers see them; i.e., Parachutist, DZ-USA, Sky Diver magazine; and that a revised change be placed on the agenda of the 1968 General Membership Meeting. It appears to me that this change is being jammed down our throats in much the same manner that FAA tried to jam down a change to Part 105. Evidently, this opinion is shared by other people as evidenced by the vote of the BOD. Sincerely, Gus Gutshall, D-217."

Editor's Note: Gus' letter was long but it spelled out very well a problem you haven't even heard of it you are the average jumper who is trusting that changes will be brought to you before they become law. This is not true in this instance. And please, don't think DZ-USA is attacking anyone or insinuating underhanded methods or anything of the kind. These things are coming and, somewhere, the procedure has been altered to ignore the general membership. If we have 11,000 members, we must have at least 55% voting in favor of anything that affects the GENERAL membership. And Heaton will say USPA (PCA) can't get that many jumpers to return their ballots. It is then his job to find a way to get them returned OR THE CHANGE WILL NOT TAKE EFFECT. The name change should have been handled in this manner. And, one more point, before we go to the next letter. USPA (PCA) is now military heavy on the Board. I have nothing against a military-jumper who still understands the man jumping in Farmer Brown's north 40, but when he puts the general membership in the same category as his "troops", we need him like a hole in the head. This type of military man is accustomed to putting out orders and having them followed. If they aren't followed, he has a way of punishing or enforcing the orders. This is not true of sport jumpers. I think you can sense Mr. Gutshall's understanding of our problem if we were required to make 90 second delays as a license requirement. He is a military jumper but he is also a sport parachutist in the broadest sense of the word. He knows we don't need more regulations (when we can't back up the ones we have); and a Standard Operating Procedure for how to write a letter; or issue a license; or load an aircraft. We didn't start completely tied up in rules and regulations, and we cannot survive if it comes about. The majority of jumpers are still represented by small clubs with an atmosphere that is as social as it is functional. By military standards, we are to be "boards" and not human-beings. We are to jump and stand up against the hangar until the next jump. And when the jumping is over, we are not to drink, or party, or even enjoy ourselves. There is no drinking on a military installation . . . there is to be none on the drop zone (after the jumping is over). So, I say this and in all sincerity . . . if the military members of the Board of Directors (or any other person who advocates the same attitude) continue to "regiment" or "treat us as numbers" . . . vote him OUT

at the next election and do it as a service to sport parachuting. Let them jump on their military bases and leave us to enjoy Farmer Brown's north 40. We don't need them.

Norman Peavey, Secretary/Treasurer, Mid-State SPC, Millinocket, Maine, 24 August '67:

"Mr. Heaton: We are in receipt of the proposed license requirements. We would like to voice a few comments and suggestions. Any criticism is not aimed at the Safety and Training Committee or ANYONE IN PARTICULAR. Are the qualifications of a JUMPMAS-TER going to increase every time a static-line is hooked wrong or everytime someone leaves pins in the cones? Is the day coming when an "A" license holder will wear GOLD WINGS? A suggestion of the USPA Safety and Training Committee would be the mandatory use of Automatic Openers for all students. How many times have we read, "this life could have been saved by an AUTOMATIC OPENER." How many CLUBS place the value of their students at a price below \$89.50? Why doesn't the USPA raise the age for jumping to 18, instead of waiting for the FAA to do this? Can't we push this SPORT without involving 16-year-olds? Our licenses have come up and down like a yo-yo, depending upon the fatality reports. It is time that the Safety and Training Committee has done something about determining the cause and cure of these fatalities. One way to keep these unpleasant accidents down is to give the local CSO, who are definitely more conscientious than most ASO's, more authority. The Safety and Training Committee has taken the easy way out in raising license qualifications as a measure to prevent fatalities. Their time could be utilized in determining the cause and cure of these accidents. They could also be written up by "Parachutist" as in days gone by. We are 100% concerned with student safety, and our excellent safety record reflects this. Today's student is tomorrow's jumpmaster. If the student is trained properly; the Basic Safety Regulations impressed upon him; then he will become a conscientious jumpmaster. In this fast-moving world of ours, things seem to be forgotten. Repetition seems to be the answer in most cases. We do not let a student progress to the next step until they have mastered all previous steps. Our policy is, if we feel he is ready and he feels he is ready, then, and only then, do we allow them to jump. Then when they do become jumpmasters, they will carry on their training as they were trained. It is apparent that fatalities will increase as activity increases. Sincerely yours, Norman Peavey."

Editor's Note: This letter had the following notation made under the letterhead, "Affiliated with U.S.P.A. (Formerly P.C.A.) although the name change was NO FAULT OF OURS because of poor communications." But getting to the real point of Norman's letter, here again is a valid question: "Is the Safety and Training Committee really approaching our problem from the right angle?" Instead of changing the qualifications for licenses or changing the color of the paper they are printed on, why not get out in the field and improve the training and attempt to standardize training procedures that have been proven effective?? And just one point in particular . . . the Safety and Training Committee recommends a cut-away for experienced jumpers BUT IT HAS NOT INSURED THAT PROPER TRAINING PRECEDES SUCH A DECISION BY AN EXPERIENCED JUMPER. This, in my estimation, is criminal. How many



Clarence Solis and Bill Van Auken exiting a Fairchild 71 over Livermore, California DZ, 26 March 1967. Photo by Allen Silver.

jumpers did we see all over the landscape last year and this, because they cut-away and didn't get a reserve out or cut-away too low?? This is 99% the result of improper training or not knowing what to expect after a cut-away. And what does the Safety and Training Committee, come up with? A proposed doctrine on reserve procedure which again states that experienced jumpers should cut-away. Not how to, or when to, or even if you should consider keeping the main in some instances . . . just cut-away. This approach isn't even logical. But, we have more points to cover, so let's continue. And I hope you're still with me. Nothing affects you more and probably interests you less, but please struggle through. This is the only way any magazine has of informing you of what is vital to the sport and thereby leaving the decision to you as to what will eventually be decided.

And from another member of the same club in Maine, A.C. Murphy, who is vice-president of Mid-State:

"Gene, all of us here appreciated the coverage on the Nationals. We are a long way from Tahlequah, so DZ-USA was first to let us know about the name change. Our club has 100% PCA membership so we like to know these things. All of the boys up here are mostly ex-military types and are conditioned into having decisions made for them. Therefore, no complaints will be voiced too loudly. It is our opinion though, that all major changes be put before the General Membership along with the election ballot . . . that is, if PCA intends to use the election ballot in the future. It is unfortunate that Tony Furman's Public Relations Department has been successful in putting the name of the PCA before the general public. We hope someone lets him know that there isn't a PCA anymore."

And on the ASO problem (which USPA refuses to call a problem), we could go on forever, but here are a few which are to the point and point up the difficulty very well. The first is from Warren C. Eaton, Champion, Michigan; and dated 28 May, 1967:

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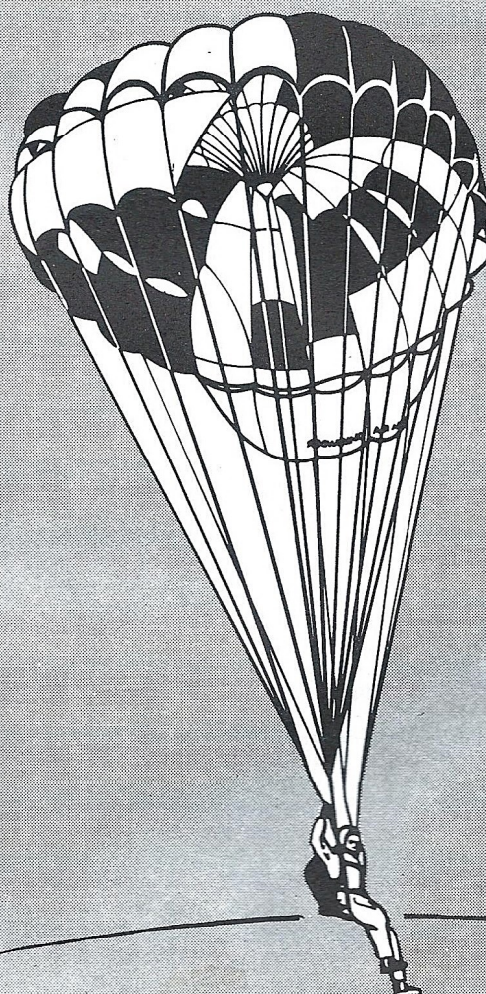
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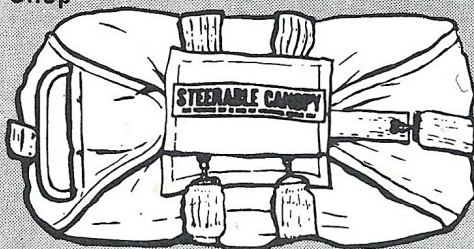
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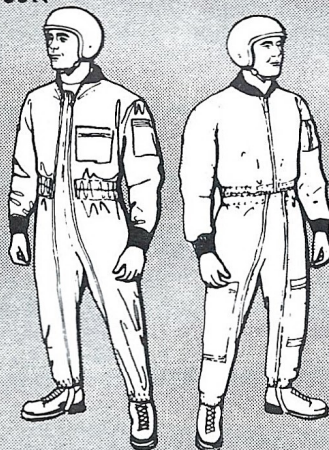
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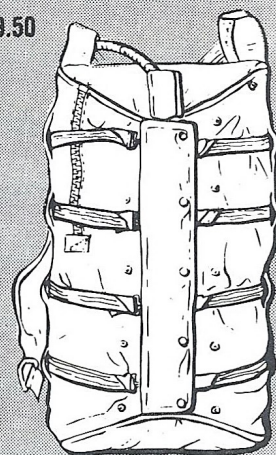
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THE OTHER SIDE OF USPA (PCA)

continued

to continue. However, unless we start using more safety and good common sense, we are going to be put out of the sky by our own doing. I am only a "C" license holder and an ASO in the upper-peninsula of Michigan. I took on the responsibility of ASO in this area to HELP improve the parachuting up here. We have 3 "D's", two "C's", and a "B", along with several students (who are in colleges and schools near here). I am not one for asking for more DO's and DON'Ts, but unless the ASO's get a little more authority or backing from the PCA (USPA) to enforce the rules we already have, the present ASO is helpless. As it stands now, about all an ASO can do is send in a report of the jumper involved and possibly get him grounded or kicked out of PCA . . . IF HE IS A MEMBER, at which time, he goes elsewhere and continues jumping. What about the jumpers who make an exhibition jump into a baseball field in another ASO's area and doesn't ask for approval? Or the jumper who makes a water jump under the same conditions . . . and the ASO gets suspended for something he knew nothing about . . . that is, if someone gets hurt "other than the jumper," which may be rare but does happen. Or the jumper who doesn't file a NOTAM, and jumpers who jump on the spur-of-the-moment (which has happened and we've all seen it)? And last of all, the student who doesn't know right from wrong and gets MAYBE half an hour of oral training and half an hour of PLF's before he is strapped into a rig and away he goes for his first jump. So, gentlemen, thanks for listening. As I said, I am only trying to HELP make this a better sport. Any comments? How about a word from CEH??? I sincerely hope everyone has a good time jumping. Thanks again, Warren C. Eaton, ASO ME/29."

Editor's Note: Warren, over a year and a half ago, I voiced a couple of guy's discontent over the ASO situation in print. I received a letter from Mr. Heaton which stated, and I quote, "The ASO "problem" which you mention absolutely dumbfounds me. Not because of your interest or your mention of the subject, but because of the people involved who evidently have brought this to your attention." And, he went on to say, "Again, let me say this: when you hear a complaint, ask that complainer "have you contacted Norm Heaton in regard to the subject and failed to get an answer?" If the answer is, yes then there are only two conclusions: (1) I didn't do my job, or (2) someone is putting someone on. The former conclusion is not usually the case. . . As far as this ASO bit goes, you have received my word on the subject and I do not intend to devote much more time to non-existent problems." This letter was dated February 1966, but following Norman's advice, have you voiced your complaint to PCA, Warren? This much I will say, Norman will answer your letter and do all he can . . . but you are right on one point, Warren. Is there anything that can be done with ASO's having only limited authority? So, whether or not someone or all of us are concerned with the ASO's powers, we are faced with one problem we cannot overcome. UNLESS PCA (USPA) has 100% MEMBERSHIP and all clubs are USPA-affiliated . . . we can never control the jumper who wants to turn in his ticket and go somewhere else to jump. I hate to say it, but only with FAA control will it be possible to control

every jumper. And sadder yet, we haven't solved the ASO problem in the years we've had to do it in. Time has almost run out now, and suddenly we are all concerned and an ASO's Handbook and more regulations are planned by USPA's Safety and Training Committee . . . but that won't solve the problem and we all know it. It takes A LAW WITH TEETH and USPA (PCA) has no way of fining or imprisoning the violators. All they can do is suspend or ground you, or neither in many cases (it is the ASO who gets the ax and not the jumper) and that brings us back to the jumper who simply goes somewhere else to jump. There is no answer at present to your justified complaint, Warren. I wish I didn't have to say that. CEH.

Bob Beck, Stillwater, Oklahoma, 30 August 1967:"

"Are we a bunch of idiots who get their kicks out of cheating death? Crackpots who should be protected from themselves? I think not, but we are going to suffer as a whole for the few that fall into that category. We may be facing virtual extinction, and will see all that we have built, brought down around our ears because someone didn't have the guts to tell off the daredevil who bet his life he could take chances and get away with it. I am just as guilty as the next in this thing, but so is every other SOB who has stood by and seen a violation and just shook his head, and wondered why the ASO didn't do something about it. In fact, the ASO who doesn't do his job is just as guilty as if HE had dumped at 900 feet because his approval of the act, and his very failure to do something about it, makes him a party to it. We are forming a jump club here at Stroud and I am in line to be it's CSO. I fully intend to see that all persons guilty of major infractions be punished to the fullest extent USPA has the authority to enforce. We are fighting a lopsided battle against time and the FAA. Doing this and writing letters is my only means of fighting and I aim to fight it to the best of my ability. This next year will tell the tale. It will either be our swan-song or rebirth. If the jumpers of this country don't have the maturity to control themselves, we may just find ourselves regulated out of the air. Make carsets out of our PC's and reserves as that'll be about all we can use them for. There is presently too much politics in the USPA and I have about reached the point where I am going to mail in both my USPA membership and my license and tell them all to go to hell. If the things that they represent are to be forgotten at a moment's notice, they aren't worth the paper they are printed on. I am not trying to blame you for the way things are. It is just that I am so blamed mad that I had to get things off of my chest. I hope that you feel the same way. DZ-USA and it's likes, may be the last chance to get the message across. If anyone can get that through, I think you are the one to do it. Anyway, I feel better just writing this. Good jumping (I hope), Bob Beck."

Editor's Note: Bob's opinion on the new licensing system was, "it won't be much help at reducing fatalities unless it is backed up by a strong system of ASO's and CSO's who are not afraid to enforce the rules."

And the next letter is a specific case of a jumper who was concerned enough to write to the Conference Director (and ASO) to have something legally done to stop a person jumping in the area:

"We have had some pretty unpleasant happenings in PCA in the last year concern-

ing fatalities. Recently, they were published in the Parachutist for all jumpers to read and study, the primary object, I am sure, being to make a person think just a little more about his or her jumping. You benefit from mistakes made by you and others. Safety is the prime discussion in all medias of parachuting. We have many excellent men working with one thought, how to make our sport more safe. There is one area I feel that we are very lax in, however, and just who it should be brought to the attention of, I do not know. A good starting point to me is, of course, you as ASO, and a Conference Director, and in turn, I expect you might take it up with the Safety and Training Committee. My experience is not as great as yours, I am not a crackerjack jumper or a competition jumper, but I like to feel that you trained me to be a competent and safe jumper. In these three years, I have seen a lot of jumpers come and go, but there are two that I feel will someday fall into our statistics if they are allowed to continue jumping . . . (The letter continued to state the names of the two and the reasons they should be suspended from all jump activity) . . . Where is the stopping point? Just who is at fault? If one club feels this way, should it not be brought to the attention of all clubs in our area? If a person is not a competent jumper, should they hold a license? It is my contention that the time is now before they become a statistic. There is no malice in my thoughts, but if they do not have enough sense to see it themselves, then someone should help before another newspaper gets an article for the headline. This surely cannot help us." (This letter was edited to conceal the names of the jumpers involved and the author of the letter BY CHOICE OF THE EDITOR.).

Editor's Note: I'm not sure but what this may be a way of helping your ASO and CSO, if it doesn't get out of hand and everyone becomes an "informer" on his fellow jumper. This jumper was not that, in any sense, but if someone wanted to get another in hot water, this would be the way to do it. Overall, however, it would help control some of the jumpers that up until now, have gone from one DZ to another, and ignored authority by anyone. If clubs would inform each other of "low-pullers" and "hazards to themselves" (as the letter stated), it would be better than the control we have now. So, think it over carefully, and if you believe you have a potential "undeliberate suicide" on your DZ, then do him a favor and inform the proper authority, as the letter did. The other man's jumping does affect yours . . . if he buys the farm on your DZ, so you're protecting each other. Not every man is capable of being safe enough (through his knowledge of the sport) to remain in the air. It's time we faced that. We can't take 30 people and put them all out for their first-jump and expect all 30 of them to be ABLE to continue in the sport. To reduce our fatalities, we are going to have to be more selective and much more "hard-nosed" when it comes to running someone off the DZ. It's a matter of survival . . . theirs and the sport's.

And this next letter should give you some second thoughts. No comments are necessary. it's from Bob Breen, Wyoming, Michigan and dated 11 July:

"Gene, when I hear things like Barbara Druggan being killed and see Jack laying there, it makes me want to hang it up sometimes. Today's paper in Grand Rapids has another fatality. Same place, same pilot and

same damn way. No reserve deployment. What in hell is it going to take to put into law the use of Sentinels on students?? Is it possible for you to spearhead a drive? Maybe we could get a petition going and have 12,000 PCA members signatures on some Senator's desk in Washington to start with. Your mag is good because of the participation angle and it's your chance to really help skydiving. Just supplying an address for jumper's to write to won't do it. I can't do it or even start it myself, but I'm certain of one thing . . . someday it will be law and I would rather see jumpers bring it about than the politicians. How many more before we do something? I don't know what I can do but I'll get every signature I can of every jumper around here. Isn't there something you can do?"

Editor's Note: Bob, the September issue will carry my views and procedure for just such a law. The groundwork has already been laid for such a project. I only hope it is in time to save that one life with which we are all concerned . . . the student we put out.

So there you have it, or at least one small part of the mail which finds its way to P.O. Box 2131, Wichita, Kansas. It is just a small sampling and indicates a serious concern by jumpers who cannot be ignored. May I urge you to send your comments to DZ-USA and let's air the problems before they become so big we can't handle them. If we can complain (which is our right and the only way to improve any system) while things are still solvable . . . we have a chance. If you read this whole article and are preparing a nasty letter which says DZ-USA is tearing down the unity of USPA and sport parachuting, you have missed the point entirely. I gave a lot of thought to some of the comments I made in this article, and I'm sure the jumpers who wrote the letters did the same. And in both cases, we want others to know our opinions and feelings in the hope that we are right and by their agreeing with us, a more perfect national organization and policy will evolve. And that's what we all want, isn't it? Or do we all go out on the DZ next weekend to make our 208th, or 209th (or whatever) jump for our "D", and find that the qualifications are now 300 freefalls? And then when we do get the 300 that is required and we scrape up \$20, we send it in and get a letter back stating the fee is now \$30 and that we used the wrong form which has since been superseded by Form D-083, revised June 1967, etc., etc.? This may sound humorous, but if it happened, you wouldn't be laughing a whole lot. And what is to prevent your 35-jump "hotdog" from reading a doctrine put out by USPA's Safety and Training Committee which is referring to "experienced jumpers" and saying to himself, "I guess that means me. I've been falling stable," and then going out and cutting-away and wiping himself out?? These are questions you have to answer and if you come up with the wrong solution, you have to live with yourself. Think about it. It isn't too late for you to be heard and it isn't too late for changes to be made . . . that you want made and not jammed down your throat. The decision is yours. CEH.

ARE YOU GUILTY OF READING YOUR BUDDY'S COPY OF DZ-USA . . . AND LOSING OUT ON THE BOOSTER CLUB; FREE NAME TAGS FOR RENEWALS; A FREE SHOULDER PATCH; AND A COPY THAT IS STILL IN GOOD SHAPE.



PARACHUTISTS OVER PHORTY SOCIETY

POPS DAY DEMO . . . Ken Whittier, POPS #7, (one of the good guys), wrote about a Father's Day exhibition that deserves passing along. He made 5 jumps in 5 hours into a small school football field, surrounded by banks of light on top of high, high poles!! Kinda hairy but nevertheless, he made it within "phorty" feet of the target on all but the last jump which was about 100 feet out. He blamed that on being a pooped-out POP!! Almost lost his hand on the last jump too. He got hung up on the strap in the plane and consequently went around with a big, black-and-blue doodad on the end of one arm for awhile. Ken also claims that Lenny Barad is PO'ed at him because he claims he has spent more time taking off Lenny's products than Lenny has spent in making them. I don't know why Lenny should get sore . . . even if I do agree it's an odd item for a grown, male parachutist to be wearing! Or did Ken mean that differently? Anyway, Lenny knows that is what lingerie is really for! Ken is a real hustler though. He recently sent out 54 letters, all promoting demo jumps, and already has 6 jumps lined up. (Give you other POPS any ideas?) He is also writing to Aussie Parachute Clubs and paving the way for a business trip to the land "down-under" this winter. He claims he travels with his rig in a large suitcase and carries his clothes and other junk in handbags. Typical jumper.

POPS MEET . . . although the meet was cancelled, a couple of POPS showed up anyway. Mr. & Mrs. POPS #7 (Bernie and Stella Kaminski) let their plans ride and went to St. Louie; and Joe Negard (POPS #31) made an appearance for a convention or sumpin'. Lenny said he had a really nice time visiting with them.

PREMATURE POP . . . Seems a guy named Jack Schulz wrote to Lenny and asked for information on the POPS Meet. Lenny figured he was just another old jumping coot and assigned him a number, etc., and returned the info with a hearty "welcome to the POPS". In nothing flat, he got a return message signed EX-POP #94. Schulz said, "hell, I don't want to be a POP . . . I'm only 24 years old." It seems he was only curious about the POPS Meet. As you know, #94 was passed on to Gerald Paul, the newest member of POPS.

ZAPPED BACK . . . Don Moses, POPS #60, is up and around again, with the help of a snug fitting brace and 12 days of "back-to-earth" immobility. Don was on his way "to"



J.D. "Old Man" Dodson, Pops #6, D-873 and a true parachutist - 54 years young. Photo by Leigh Russell.

a beer bust at the Taft, California DZ when he left the road in a 50 mph max-track and creamed into an embankment. The car was totaled out and Don wasn't much better. He got a broken back and bashed all to hell in other areas too. He swears he wasn't tanked up and doesn't really recollect just what happened. He has mentioned jumping again, so it's the first good sign of complete recovery. His new address is 15500-3 Tustin Village Way, Tustin, California 92680. Bet he has lots of time to swap jump-stories with a few POPS!

EX-ZAP CASE . . . Another busted-bottomed, beer-boozin', old POP should be in the air again by the time you read this. Mike Milko, POPS #22, just got rid of his back brace that he had been wearing for too long, and hasn't had a leap in over a year. He sounded a little apprehensive about the jump but said in the true POPS spirit, "I shall give it a go." Bloody good show, old man.

CANADIAN CAPERS . . . Don Rochester, POPS #55, has been appointed Commander of a new Canadian Airborne Regiment. He is really stoked about this new assignment as it is the first Canadian venture into military freefall parachuting. Don spent a week at Fort Bragg, No. Carolina picking up on the haps and said the trip was really worth it from all aspects: business, jumping, and social. He says this is one sport in which you have "instant" friends, no matter where you go.

POPS PRIDE . . . Bob Thompson, POPS #40, is POPPING with pride over his number one son, Bob Jr. The young Bob is twenty and was recently home on leave from the U. S. Navy and action in Vietnam. Bob flew out to Denver to be with his son and was met with a request from the young Bob to make a jump which he has been wanting to do for a long time. So, Big Bob made some arrangements with a local club and young Bob made his first static-line. He helped pack his own

chute and was a perfect student all the way. Congratulations, Bob; and remember, no fudging now . . . so get separate logbooks and mark them Junior and Senior. Incidentally, Bob Sr. is a member of the Caterpillar Club. I guess that is as good a way to start jumping as any! Must be a story connected with that, huh, Bob?

INVITE . . . POPS #81, Tom Nolan, has invited all the POPS to "oil up your roller skates or wheelchair or get a new tip for your cane and hobble over to the Riverside Parachute Club's DZ at Perris, California." Tom is the head-honcho there and promised he will try to make your visit a pleasant one. However, if you dig pulling low, forget it. That is Tom's biggest problem and major gripe these days. Visiting jumpers pull low, catch Holy Hell from old POPS #81 for doing it, and then castigate him for being "chicken shypoke." Tom says, "S.A.T., but it's our DZ and we are protecting it." Bully for you, Tom. Too many jumpers have no respect for a DZ owner's investment or trials and tribulations. They think they can go and spread themselves all over the terra firma and it won't hurt anyone but them. Even stupid jerks like that should know it only takes one bad egg to ruin the omelet!

POPS PATCH STATUS . . . Lenny took off for a two week vacation in Europe, (the mutha!), but before he left, he sent out a Special Bulletin to get you guys on the ball about throwing a little bull my way for the column. He also mentioned that we need TWENTY-FIVE more orders for the back patch to swing the deal. Keerist, looks like you chincy old dudes could break loose with just three lousy bucks to further the cause. I know you'll get your moola's worth in enjoyment by just wearing it. It's bound to be a conversation piece. The shoulder patches are in production and being delivered, so if you haven't ordered either patch, you're finks. The back patch is \$3.00 (and heads this column), and the shoulder patch is \$1.00. Kick in.

BIG STAR . . . Yours truly, Jack Sowle, POPS #33, got in on a doozy on my last jump. We got up an 8-man load, two planes, (a 182 and a 206), and headed for 12,500'. I was the last man out of the 206 since Jim Hyland got his main dumped in the plane and had to ride down with the pilot, but now get this. We had seven men in the air and succeeded in hooking up a beautiful SEVEN-MAN STAR which we held for 7 or 8 seconds before breaking off. I was the last man out and the last man in. It was one of my most rewarding jumps. I understand they've had a 10-man star at Taft on a couple of occasions but we are proud of the 7-man just the same.

POTENTIAL POPS . . . If you are over 40 years of age and a member of USPA (PCA), you are cordially invited to join the rest of us old dudes in the Parachutist Over Phorty Society (POPS). How can you beat no dues, no by-laws, no officers, no constitution, no nuthin'? We are rather informal but it's more fun this way. Send your name, age, address, and all that kinda stuff to Jack H. Sowle, POPS #33, 15402 Baffin Circle, Huntington Beach, California 92647.

Editor's Note (DZ-USA): Thanks to the POPS who have sent in that yellow slip of paper and joined the subscribers of DZ-USA. It is sometimes controversial, sometimes accused of bad taste, and many times out with the parachuting news before you read it anywhere else. And, in short, that's the goal of DZ-USA. News that is news, regardless of the few hecklers. I think you'll enjoy it.

EAR FOR SALE

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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.

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Wichita, Kansas
AC 316, MU 4-6116
If interested, call only

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Bob Bashaw, D-992
Roosevelt Roads SPC
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Roosevelt Roads, Puerto Rico

1 orange & white; 1 multi-color; and 4 all-white 28' flat circular canopies. 1 sage-green B-4 backpack & harness; 1 aviator's kit bag . . . all for \$100.00 (certified check or money order).

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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.

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New OD 4-pin B-4 containers . . . \$5.00 each
Shot-and-a-half cable releases \$6.50 a set
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

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1/8 page, three months, \$40

when I jumped and tried to pull it wouldn't pull. Then I noticed what the trouble was. I gave it an extra tug and tore it out. All that jumping and the equipment I used, I came out pretty good, a sprained ankle once and another time a broken right big toe. And I never once owned a chute of my own.

24 YEARS LATER — With my three children grown up now, I started going to air shows. I went to Ottumwa, Iowa several times. Got to know the National air show people, Bill Sweet, Harold Krier, Charlie Hillard, Frank Price, Bill Adams, who just lately bought the farm, and lots of other well known flyers and jumpers, like Red Grant, the bat wing man, Red Diggett, and others. One wonderful guy I met at Ottumwa was Joe Durham of Okeene, Okla. I had started wanting to jump again and through Joe Durham I booked a jump for Fairview, Okla. for November 11th, at an annual fly-in breakfast there. Then when I got back home to Wichita, Kansas, I booked a jump for November 8th. This was in 1960 and I was 61 years old. There I was with two commitments and I began to wonder if my old legs could take it anymore, so I thought I'd better get into shape. My first idea was to get a 10-ft. stepladder, put it in the back yard and start making a lot of jumps from each step, going higher each day. Then I began to wonder what the neighbors would think when they saw me. I figured they would call the two men with white coats and carry me off. My next idea was to run around the block several times early every morning for a while, but figured I could still look for the white coat guys. So I just didn't do anything but make the jumps when the time came, and hadn't made one for 24 years.

The first of the two jumps on November 8, 1960, was with the National air show in Wichita, Kansas. I was flown by Rip Gooch, a colored pilot, who was, and still is, manager of Aero Services at Rawdon Airport, a swell guy and a pilot with about every ticket there is. I borrowed a flat top Swittick, with no modification, for in fact, skydiving wasn't in too good yet and chutes were scarce. I knew I'd do a good job of drifting so I told Rip to let me out at 1500 ft., which he did, as I wanted to land in front of the crowd. Of course, I rusedled an emergency chute to stay partly legal. Just as well not had it however, for the moment I left the airplane, I passed out and stayed out almost too long. When I came to, it was gradual, and from force of habit I was trying to get to my ripcord with lots of short grabs getting closer to it each time. Finally I made it. When it popped, I automatically glanced up to check it and before I could look down and check the ground, I had landed. Another treetop opening, but this one was not intentional. They say just a few more seconds and I would have bought the farm. Maybe a smart man my age who hadn't jumped for 24 years, would have said "that's it, brother, that's all for me, to heck with the jump at Fairview." Most everyone on the field thought I was gone, and got pretty well shook up. A few people that knew me back when, thought I was just putting on a show, and I didn't say anything to anyone about what actually happened. I made \$100.00 on that jump but it almost cost me my life. I felt a little embarrassed. I let it go for a year, and the Eagle did an article on me and I told in it what actually happened. If I had let it be known the day it happened, nobody would have flown me at Fairview, Okla. My jump there was perfect three days later, a stand-up landing and another \$50.00 made.

The next thing for me there in Wichita was Ren White, Larry Schmidt, and with me in the

background, opening up the first skydiving club in Wichita. The Wichita Sport Parachute Center, which is still going good. I made three more jumps, these under P.C.A. regulations, which makes me 209 up to right now. I have never

used a static line in my life or jumped a chute with a sleeve. I don't think I would feel right knowing the sleeve would have to come off before my chute could open.



Tom Copenhaver, Reyn White, "Smitty" and guest jumper, Wichita, Kansas, 1962.



Top Row (L to R), Paul Dunn, Delores Short, Jerry Little, and Smitty.
Bottom Row, Larry Schmitt, Dewey Griffin and Rick Embry.

All continued where Smitty left off.

I am now retired and living in Sulphur Springs, Ark. and it seems I can't get away from the feeling of wanting to jump again. But when I think it over, I am so far ahead in the game, maybe I should quit. I am now 68 years old and it has been 3 years since I have made a jump. I don't know, maybe I'll get the step ladder out after all and use all the new equipment.

I can't help but have a deep feeling for anyone that jumps with one leg or makes more jumps after going blind like Sonny. To these men I take off my hat. They must like it as well as I do. And to all the wonderful girl jumpers I met in Tahlequah this past summer, and all girl jumpers everywhere. It's a rugged game, but guess we have some rugged gals. They are pretty sharp also, as skydiving is not for the stupid ones. I sure enjoyed the 1966 meet in Tahlequah. I wasn't on a Honda either, but met some of the nicest people there, like Rus Gunby, Lyle Cameron, Hal Evans, Norm Heaton, Louis Melendez, and a nice guy and his wife from RFD USA and lots

of others. I hope to see them all again in Tahlequah this coming July. I have a hunch we three will be there, the laundry bag, my scrapbook and I. I had the pleasure of meeting our newly elected P.C.A. President, Dr. Fitch, lately at the Galveston drop zone at Dickinson, Texas. I talk skydiving and do all I can to promote it.

My jumping was in Texas, Oklahoma, Arkansas and Kansas, and I guess I did more things that I shouldn't have than any man still living. I still have my old steering wheel chute, the Golden Knights call it a laundry bag, and along with it I treasure my scrapbook very much. Anytime I am at an air show or a S.D. meet, you can bet I have both with me. I get the S.D. magazine and DZUSA every month and can hardly wait from month to month. Thanks to Lyle and Gene, the only way they could be better, would be to be larger.

I know there are a few old time jumpers still around with lots of interesting stories and experiences. I would sure like to meet

them sometime, but they, as I should be, are maybe too modest to talk about themselves. But, honest I don't mean to be bold by writing about myself and experiences. This was written only and for no other purpose than to let the skydivers of today know a few things the early jumper went through, and maybe realize more how different it is today. If you don't deviate from the way you are taught, you are fairly safe. The boys at P.C.A. have it figured out pretty good, and are still figuring out things that are best for the safety of the skydiver.

* * * * *

SMITTY SAYS,

All pilots who want to learn to fly, take a full course in skydiving in a club operating under P.C.A. rules. If you don't, you will just continue to be an operator of a flying machine.

* * * * *



**WICHITA PARACHUTE CENTER,
BENTON, KANSAS**
Byline: Me

VITAL STATISTICS

Jeannie Cousins, Oakland, California, is now Jeannie Mayo and says it's the best hook-up she has ever made. All the best, Jeannie, and much happiness; even though marriage does have a way of interfering with your jumping.

Gerald de Lara subscribed back in June because of the photos by K. C. Roberts appearing in DZ-USA. As Jerry put it, "there is a remote chance that someday I might see myself in an air shot by K. C." I think there is a definite possibility, Jerry . . . especially now that you are a subscriber.

"Cappy" Connors and Woody Hassinger are now both residents of Denver, Colorado. "Cappy" moved from Louisiana and Woody from Texas; and though their reasons may be different, their jumping will be the same from now on. In case you guys haven't met each other yet, take along this item in DZ-USA and get acquainted on the drop zone at Columbine. Watch those landings!

Mike Marthaller, Bill Urbanowski, and Dick Price spent three days in Wichita and even got several leaps in at Wichita Parachute Center, Benton, Kansas. All three are from Colorado, with Mike and Dick both putting in their time as riggers at the Air Force Academy in Colorado Springs. Bill is still in school (higher education type) and the wife's favorite of the three. I had better explain that . . . they were my house-guests and I hope they make it back soon.

Tom O'Donnell is now attached to Special Forces, Ft. Bragg, No. Carolina, and soon to be the manager of a SPC on the base. He was transferred from Ft. Lee to his new duty station and says hello to all the jumpers in that area.

...oooOOOooo...

Ever wonder where I jump when I'm home (and don't have a magazine to put out) . . . I doubt it and I don't blame you, but here is the local DZ: Wichita Parachute Center has been running well for the past year in its new location at Benton, Kansas, with the first major meet being held last October. The Air Force Academy, Archway SPC (Sparta, Illinois), the Tulsa Paraflyers (Tulsa, Oklahoma), a couple Texas jumpers, a Colorado delegation, and local talent, made the meet one of the most successful ever held in Kansas in the last several years. Another meet of the same caliber is planned for this coming October, AND WITH A PEA-GRAVEL TARGET this time. It will be well utilized in the meantime by local jumpers.

The center owns a C-182 (w/door) and offers about a square mile of good flat Kansas landscape. The target is now pea-gravel and a short distance from the packing area. Jim Nicholson, Art Marker, Jerry Little, and Jim Jones are on hand for student instruction and 6 hours is the minimum for the first-jump course.

The easiest way to the DZ is to take Andover Road (east of the Turnpike) off East Kellogg (which is also Highway 54). Head North on Andover Road and go about 5 miles. Turn right (east) one mile south of Highway 254 (or to make it easy, just before you get to a railroad underpass). After that last turn, look for canopies. We are one mile from your turn and on the right side of the road.

Jump rates are \$15.00 per month (dues) for center members, and \$1.00 a jump up to 7500'. This, by the way, is the most reasonable rates in the Wichita area for jumpers who want more than two jumps a week. There is no limit on \$1 jumps for the members. Visitors rates are \$3.00 up to 7500' and 50¢ per thousand from there on up.

Phone numbers, in case you need directions, or information, are:

MU 4-6116 (Jim Jones)
TE 8-8773 (Jerry Little)
MU 4-5588 (Gene Hunnell)

The Center is open 7 days a week and on a call-basis. It is the only one in Wichita offering air-to-air photography with Tom Copenhaver and Jerry Little producing many of the shots you see in DZ-USA. Center members travel to most of the meets in the area, so chances are you'll be meeting them on your DZ . . . just don't forget theirs.

**TOTAL DEADCENTERS
OVER ANY PERIOD OF TIME**

Staff Sergeant Bob Buscher, U.S. Army Parachute Team, has logged over 225 deadcenters during his jumping career. Approximately 15% of total jumps have been deadcenters.

DO YOUR CLUB OR COUNCIL A FAVOR

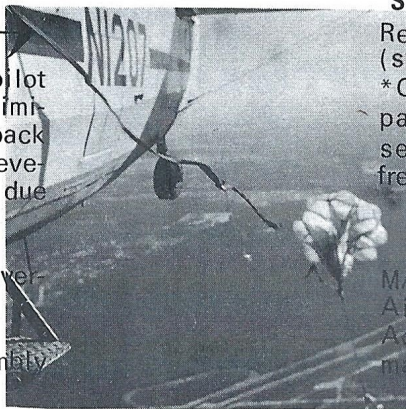
DZ-USA is the best way I can think of for dissemination of club information that will be read from coast-to-coast. Send a copy of newsletters and council bulletins to P. O. Box 2131, Wichita, Kansas 67201 and give me permission to "cop" material from them.

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SAFETY SEMINAR AT ORANGE
19-20 OCTOBER 1967

A Safety Seminar will be conducted at Orange, Mass., on the evening of 19 October and all day, 20 October. Participants will include representatives of the FAA, Military, USPA, industry, and Parachutes, Inc., as well as interested individuals. Subjects to be discussed include:

Reserve deployment
Age limit for parachuting
Minimum opening altitude
Experience requirements prior to first freefall
Experience requirements after first freefall
Amateur instructor prerequisites
Professional instructor prerequisites
Professional center requirements
Causes of accidents

Registration includes lodging at the Inn at Orange dormitory (men only) and a steak dinner on Thursday, 19 October at 6:00 p.m. at the Inn. For further information, write:

Safety Seminar
Parachutes, Incorporated
Box 96
Orange, Mass. 01364

Additional topic suggestions are most welcome. Note: The Governor's Cup Meet is on 21 and 22 October at Orange Sport Parachuting Center. Plan on attending both the seminar and the meet.

* * * * *

JUST BUMMING AROUND
Byline: Allen Silver, D-1094

You remember that picture of the grave site in the May issue? Well, someone who seems to know for sure (Joe Morgan), a friend and ex-Oceanside jumper, said that that was a real grave. He said that this guy and his wife flew into the hillside and committed suicide about 20 years ago. They just dug a hole and poured them into it. From Omaha, I drove to Dallas for their "meet". They ended up with no pea-gravel. I didn't mind, of course. I don't bounce 3 or 4 feet every-time I hit the ground (like the heavyweights). S.A.T. With my home-made parachutes I did real well against all those P.C.'s. I think I finished 5th or 6th. I don't remember because I received this call from an old (female) type friend of mine and headed for a week-end of R & R in Abilene. We made a couple of jumps together while I was there. From there I drove to the Carlsbad Caverns and home via El Paso, Tucson, Yuma etc. While in El Centro, California I pulled up to a light and saw Craig Elliot in the next car, so we had dinner together. I told him about Omaha, you and your gentlemanly conduct (that's when he interrupted and asked how you spelled your name) . . . something to do with your license he said. Oh yes, Martha Huddleston said to say hello. I also met that wonderful old man of the sky, J. D., not to be confused with

J. C.

The Dallas meet was something. It started out with the weight on the wind streamer breaking and the streamer not coming down at all. Then the first two guys jumped downwind and landed in the next counties. Then the next couple of jumpers were not informed of the target we were supposed to use and landed on the wrong one that we decided was too dangerous to use, due to giant size clods of very hard and muddy earth. After that things went smoothly, I guess. It was shortly after that I drove to Abilene.

I'll be seeing you next year at Omaha, if not sooner.



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...



Tim McGrath and Ed Marler over a snow-covered New Hanover.

NEED A LIFT? CLUB NEWS

NEWS FROM FORT BENNING SPC. . .
Byline: Harold Fostervold, D-1488

Bill May, "World's Finest Gaper," is also the "World's Finest Gourd Whopper," and in addition, can handle a pretty mean spot out a jet. Lee Hector is still in OCS. He is presently having trouble with his girlfriend calling him by the wrong name (someone else's). Bob Greenfield, D-1221, is also in OCS. If all our members keep this up, we'll end up an annex of the Officers' Club. Bob Lanham, ASO, is even thinking about becoming a gentleman (officially). Johnny Johnson, D-913, can still be heard from the time he arrives until the time his rattling, old TR-4 disappears over the far hill. By the way, our club officers are: President, myself; vice-president is Bill Knight, D-1435; Custodian is Dick Vest, D-1434, and Senior Board Member is Bob Murphy, B-98. Albert (Max Track) Stewart, Dan Peters, D-1200, "George" Denham, D-1441 and Curt Tracy, C-3868, are Board Members.

IN THE PUBLIC INTEREST. . .

Byline: Stevie Anagnostis, LaMarque, Texas

The Galveston Sky Divers performed at the Clear Lake Rendezvous Air Show on June 10 and June 11th. Jumps were made from a Twin Beech and some from the Army Beaver (these were the lucky boys who were in the Reserve).

Mary Aikins, with five years flying time to her credit, performed in her Experimental Pitts Plane. It was rigged so that there was a constant flow of smoke from the tail.

Bob Hoover with his F-51 made you see why they were so appreciated in the fighting of World War II.

Another performer in a plane called "The Professor" performed all his aerobatics 500 feet off the runway and apologized when he came down saying it was usually 300 feet. Had it been any closer to the runway, I don't think he would have had as many spectators.

Pete Conrad was the Master of Ceremonies and really gave skydiving a build-up. Pete made one of his first stops to Clear Lake at our jump field and wanted to make a jump until Uncle Sam said NO. Too much money invested in astronauts was sufficient reason.

Our next show will be at Galveston Municipal Airport, Galveston, Texas, for a Newsman Convention.

JUMPING IN CONNECTICUT

Byline: Major Jack Joyce, USMC, (D-691)

There is only one DZ in Connecticut at the present time. It is located at Monroe Airfield, about 15 miles due west of New Haven. Monroe field is the home of the Monroe Skydivers, a small group of weekend "fun" jumpers. They jump from a Cessna 180 owned by PCA instructor "Vinnie Chesto". Vinnie has over 1,000 jumps himself and is just finishing up his qualifications for his Private

Pilot's license. The club safety Officer is Larry Sargeant a "C" license holder with over 600 jumps. There are two other experienced jumpers who are regulars at the field, Roy Bertalovitch, a "D" license holder with over 500 jumps and myself with about 550. In addition there are many "C" and "B" licenses. Students are definitely in the minority. As Vinnie says, the purpose of the club is to provide a place for experienced jumpers to enjoy their weekends, not to run a training center. A student can get in, but it will take a while, and he will have to show a lot of desire and interest.

Experienced guest jumpers are welcome if they have their log books and equipment with them. The club jumps every Saturday and Sunday afternoon when the less than cooperative New England weather permits. The rates are reasonable, \$4.00 for a 30 and \$3.50 for anything less than that.

After belonging to about a dozen military and civilian clubs, I can say without any exaggeration that this is the most safety conscious group you will find for many a mile. Starting with the checks of the aircraft and on to the checks of the jumpers, there is no allowance for error. Each jumper is given a positive and complete check before he gets into the aircraft. Helmets and seat belts must be buckled before the plane takes off.

Although there is a lot of relative work, the jumpers break off high, and pull at 2500. The average age of the jumpers at this DZ is probably higher than at most places, as is the experience level, due to the lack of students. This is reflected in the high percentage of jumpers "facing into the wind" on landing. There is a small peagravel target, but there is no need to try to save "Face" by barrelling in. "FUN JUMPING" is the name of the game. There are too many DZs around the country where a serious minded "older" (than 25) jumper is not encouraged. The growth of our sport is dependent upon attracting responsible individuals who regard it as a thoroughly enjoyable weekend pastime as much as it is on those whose interest is in competition. DZs like Monroe are rare.

CRIMSON KNIGHTS SKYDIVERS, WISCONSIN

Wisconsin Rapids, Wisconsin is where the Crimson Knights call home. It is a ten-member club which includes a C and four "B's"; with its own C-170 and private airport and DZ. As Bill Bailey puts it, "no more begging the local airport officials for permission to jump at the airport." Three years ago, the club was a struggling operation with no pilots, and planes hard to get. Things have changed considerably, however. They are now in the process of erecting an outdoor privy and plan on building a hangar for the plane. Old fence posts, small trees, etc., are being constantly cleaned off the 120-acre DZ, and members are presently storing gear in a small house-trailer. The trailer gives them a place to get out of the sun and a place to gather for a few beers after the jumping. They have six students going through training and have several exhibition jumps completed with more lined up for later this summer, so sport parachuting is starting to take on a new image locally.

It is \$3.00 up to 5500 and \$4.00 from there to 8500. "Bill" Bailey can be contacted by writing Box 502, Wisconsin Rapids, Wisconsin 54494 or calling the Bailey Insurance Agency in Wisconsin Rapids.

INTERNATIONAL FUN-JUMPING

Byline: Russ Dickson, Canadian Armed Forces

On our return from Europe, we went to Elsinore, California and had a real good time. The friendliness of the people was unbelievable. We are now in Egypt for one year. The layout is great for a club here but the age-old problem is ever present . . . no aircraft. Then again we have the political issue to contend with. I think we can swing a leave for some time in France and maybe we will get a few jumps there. I'll keep you informed of the activity. You have a very good mag.

A WHOLE LOT OF JUMPING GOIN' ON

Byline: Don Claypool, USS Kitty Hawk

"I'm on the USS Kitty Hawk (CVA-63), off Vietnam, and myself and two other jumpmasters have been jumping in Subic Bay, Philippine islands, when the ship is in port. In 9½ days, we have accumulated 19 jumps out of various aircraft: A UH2B Helo Single Jet, 8500' jumps; a UH-15 Seaplane, 8500' jumps; a UG-46 Twin Jet Helo, 10 place, 11,000' jumps; and a C-4 Navy Twin Beech, 13,800' jumps. All this and an area 40 acres large for a DZ. We are planning a 25,000' from an A313 Twin Jet in hopes of breaking your Altitude Record for U. S. jumpers outside the U. S. Our exit will be radar controlled and we have our bail-out bottles. The only worry is the plane which can't maintain an airspeed under 250 knots at that altitude. By the way, the other two JM's are LeRoy Ditton, C-3806, and Bill Lasher, C-3320."

NEWS FROM NASHVILLE, TENN.

Byline: Dick Johnson

Some bad news with a humorous twist is Jack Brenner's injury during the Nashville meet. Even though Jack knew he was hurt badly, his only thoughts were, "Mark me, Radhoff!" as the stretcher-bearers were arriving on the scene. Judge Radhoff complied and Jack was scored as 8 meters and a broken back. It was a blow to the Nashville Club and to me, personally. Get well soon, Jack, and back in the air. We're pulling for you.

And Jerry Tidwell, myself (Dick Johnson), and Bob Johnson (brother), are making plans for my 200th jump. We are doing a "champagne bit" from 7500 and leaving with the bottle. There will be a waiter on the ground to serve us . . . complete with red coat and silver tray. We hope Bob gets the whole thing on film but the "World's Greatest Skydiver" has been known to miss.

IMPORTANT ANNOUNCEMENT

WASHINGTON, D. C.: "Last Sunday, I made nine jumps; the last being a kiss-pass (ugh!) with Johnny Crews, who, in the midst of the "embrace", pulled my ripcord and left me hanging at 3500 feet. The occasion: my 800th jump! Will you adjust your next listing accordingly?" . . . Bill Ottley, National Director USPA (PCA).

Editor's Note: And all you other guys get those new totals in to me. The August issue was out of date before it was printed and the next list will be in October. It's only as accurate as you make it.



500 AND OVER



2400 AND OVER

POPPENHAGER, Paul, D-47 2450

2000 AND OVER

KRYSKE, Leo, D-184, USAPT 2025

1800 AND OVER

THACKER, Gene, D-167, USAPT 1800
WALLACE, Carlos 1800

1700 AND OVER

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

1600 AND OVER

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

1500 AND OVER

JOHNSON, Roy, D-589 1550
FORTENBERRY, Dick, ex-USAPT 1500
GODWIN, Jimmy, D-126 1500
KIESOW, Arthur "Bud" 1500
NININGER, Paul, D-177 1500

1400 AND OVER

BALDWIN, Tom, D-419 1420
TOBIN, Bill, D-858 1400

1300 AND OVER

DUFFY, Ray, ex-USAPT 1375
BAHOR, Erick, D-34 1350
GUILFOYLE, Lee, D-50 1350
STOYAS, Jim, D-60 1350
HOLLER, Bob, D-254 1325
BEACH, Alan, D-443 1300
HAWKINS, Sherm, D-369, USAPT 1300
LOCKWARD, Bill, D-322, USAPT 1300
McDERMOTT, Bob, D-309, USAPT 1300
NUNEZ, Hector, D-536 1300
SALTONSTALL, Tim, D-1111 1300

1200 AND OVER

BINNICKER, Woody, D-624 1275
BOHRINGER, William 1200
BYARD, Danny, ex-USAPT 1200
DAVIS, Jimmy, D-478 1220
EDWARDS, Bill, D-974 1200
FREEDMAN, Mort, D-883 1250
HAMILTON, J. Scott, D-514 1200
HARMON, Dick, ex-USAPT 1200
KILLIAN, LEE, D-442 1275
LEDBETTER, Bill (Phoenix, Ariz.) 1250
OCENAS, Gary, D-501, USAPT 1250
REMKE, Steve, D-492 1225
RUSSELL, Ken C., D-424 1200
SEARLES, Stan, D-212 1200
SIMS, Dave 1275
SIMPKINS, John, D-401 1200
SINCLAIR, Bob 1200
SPEAKMAN, George, C-1626 1200

1100 AND OVER

BEVERLY, "AI", D-288 1100
BRYDON, Loy, ex-USAPT 1100
BURLIN, Harry, D-352 1100
CARISTA, Lewis, USAPT 1150
ESPEN, Dave, D-926 1100
EVANS, Hal S., D-161 1100
GOETSCH, Phil, D-65 1100
MAYFIELD, Ted, D-930 1100
PENA, Jim, D-954 1140
POULSON, James, D-427 1150
VINSON, Lewis T. 1184
WAGAMAN, Dick, D-543 1100

1000 AND OVER

ANGEL, Doug. 1000
ADY, Jack 1000
ARENDER, Jim, D-13 1000
BECKER, Dave 1000
BOURQUIN, Jerry, ex-USAPT 1000
BRANCH, Bob, D-628 1000
CHARETTE, Will, ex-USAPT 1050
CHRISTENSEN, Dick 1070
CONE, Jim, D-582 1000
COPPE, John, D-265 1000
DOREY, Ed, D-241 1070
DUPUIS, Gary 1050
DUPUIS, Joe 1000
FAST, Harold 1000
HALE, Evan 1000
HARDING, Dan, D-44 1050
HARDMAN, Bill, D-33 (Canada) 1125
HAYES, Bill, D-632 1050
JANECKA, Stan, USN 1000
KNOR, Max, D-689 1050
KRAFT, Carl 1025
KREMAR, Sgt. Mike, D-18 1025
LEWIS, Jim, ex-USAPT 1000
LOWE, Jim, D-855 1025
LOWRY, Chris, B-3202 1080
McKAY, Woody, D-937 1025
McLAUGHLIN, Jack 1000
MARTIN, Roy, ex-USAPT 1000
MATTHEWS, Bob, USMC 1000
NORMAN, Joe, ex-USAPT 1000
POND, Nate, D-69 1025
POTTS, Len, D-220 1025
REED, Sherman 1000

RHEA, Jim, ex-USAPT 1000
RICKARD, Frank, D-293 1050
RUSSELL, Jeff, D-1031 1020
SAUVE, Dave, D-549 1040
SCHAPANSKI, Tom, D-1053 1050
SCHMIDT, Mark, D-21 1050
STRONG, Ted, D-16 1051
YOUNG, Ronald L., D-248 1000
ZACHER, George 1000

900 AND OVER

ALEXANDER, Chuck 950
BAXTER, HAL, D-2849 950
COSSEY, Earl, D-433 920
DEVEAU, Vic, D-529 920
FRIERSON, Bob, D-911 925
GARRISON, "Scratch", D-981 910
GARRITY, Maj. John, USAF 925
HARTMAN, Maxine 910
SANBORN, Lew, D-1950 950
SCHELL, Larry, D-168 980
SCHMOLL, Harry 920
STEINERT, Dick, D-1162 981
TUCKER, Kim, D-631 940
PETERSON, Rudy, D-391 950

800 AND OVER

ANAGNOSTIS, "Gus", D-114 825
BROWN, Donald, USAPT 825
CLARK, John, C-1538 850
DELAP, James, D-307 850
DIXON, Jeff, D-295 850
DONAHUE, Robert, USAPT 850
ELLIS, Thomas, USAPT 825
FERGUSON, Harold, D-382 820
FUNCHESS, Noel, D-585 850
HATTLEY, Ralph, D-394 850
HARRIS, Butch, D-573 800
HELMS, Jack D., ex-USAPT 800
HUMINSKY, "Sky", D-354 800
KELLY, Gerry, D-1289 825
LANZENDORF, Dave, D-314 825
LAVIER, Melvin, USAPT 800
LEGG, Don 880
OTTLEY, Bill, D-298 800
PHILLIPS, Joe, USAPT 800
ROBERTS, Dick, D-389 800
ROTHMANN, Heiner J., D-588 850
TISDALE, Robert, USAPT 850
TREFFERS, John, D-1287 880

700 AND OVER

BABB, Jerry, USAPT 750
BOREN, Lee 775
COOPER, Joseph W., D-333 750
COPENHAVER, Tom, D-649 775
DAUBENSPECK, Mike, D-1151 700
DONEY, Chuck 700
DUBINSKY, Rick 700
GARVEY, Lt. Jim, ex-USAPT 700
GLOVER, Floyd, C-2012 725
HALPER, Phil 780
HIGGINS, John, D-385 725
HUDDLESTON, Martha, D-903 725
KELLNER, Don, D-572 750
MAC CRONE, Chuck (FAI REP) 775
McCOMBS, Jeanni, D-251 700
McCRAW, Mac, C-1556 750
McDONALD, Bob, D-10 700
MILLS, Gary, D-827 750
MORGAN, T/Sgt. Vern 725
PEARSON, Ty, D-1019 700
RADHOFF, Ron 750
STRICKLAND, Don, D-909, USAPT 780
SWINDLE, Bryce, USAPT 750
VERNER, Dave, D-968 750
WALK, Carl, D-1093 760
WOLFORD, Roger, D-1075 750
WING, Jerry, D-452 765

600 AND OVER

AGUILAR, "Flea", D-1476, USAPT 650
BLUE, Buddy, D-597 625
BREISE, Vance F., D-787 650
COURTEAU, John, D-1271 600
CRANE, Joe, C-1 689
DOUGHER, Tom, C-1969 675
DURBIN, Martine, C-1413 610
ELLIOT, Craig, D-717 (Sec. USPA) 600
FARMER, Charley, D-546 650
GARRISON, Jim, D-94 680
GARRISON, Clarice, D-1135 600
GOLDEN, Herb, D-847 650
GORHAM, Pat 650
GORMEN, Dan 600
GOUGH, H. W. 600
HAM, Lowell, D-222 600
HAMMELL, Bill 650
HARRIS, Charles J., USAPT 685
HAUTMAN, Larry, D-1232 600
HENRY, William F., D-921 695
IRWIN, Jerry 660
ISTEL, Jacques Andre, D-2 625
JOERNS, Jack 685
KIDWELL, Jerry, USAPT 650
KNIGHT, Bill, USA 650
LANKFORD, Jack, D-440 680
LUNDBURG, Chet 600
McGRATH, Tim 625
MARLER, Ed, D-384 625
MATHWIG, Jerry, ex-USAPT 680
MAY, Bill, D-975 680
MILLER, Ron, D-1021 650
PEDERSEN, Pete, D-650 650

MARTHALLER, Mike, D-48 (Canada) 640
PHILLIPS, "Flip", D-982 600
PUGH, Jay C., C-2275 650
ROQUEMORE, Barbara, D-1419 625
SARGEANT, Larry 600
SAUERS, Dwaine 650
SCHROEDER, Lou, D-614 650
SCOTT, John, D-93 625
SCHULTZ, Mike, D-1180 600
SEYMOR, Chuck, USN 650
SOLIS, Alfonso, USAPT 650
STEWART, Harry, D-1306 675
STRICK, Mark J., USAPT 675
TODD, Mike V. 630
WILLIAMS, Doug, D-58 675
WRENN, Bobby, USAPT 650

500 AND OVER

ATTAWAY, Jim, D-496 500
BATTERSON, Ann 500
BERTALOVITCH, Roy 530
BLANEY, Sgt. Chuck 575
BLUME, Dave, D-1088 510
BRUSHABER, Karl, D-303 525
BRYDON, "Tee" Taylor 510
CHESTO, "Vinnie" 500
CLARK, Dick, D-884 550
COLE, Ray, D-81 500
COLLINSGRU, Bob, USN 530
CONNORS, Philip "Cappy" 550
DAVIS, Harold L., D-137 500
DAVIS, Ray J. 585
DELANEY, Jeff 530
DEMME, Jack, D-1427 510
DODSON, J. D. "Old Man", D-873 510
DRIVER, Bill 580
DUNN, John, D-1342 525
ESKELSON, Herb, D-1273 500
FEENEY, Lawrence, D-104 550
FITCH, Edward (Pres., USPA) 500
FRAZIER, Capt. Dean S., D-843 500
GUTSHALL, George, D-217 500
HALLMAN, Harry, D-764 500
HALLMAN, Patricia, D-1123 525
HOLMBERG, Larry, D-1320, USAPT 500
HORNE, Sgt. James, D-563 550
JACOBSON, Jim 575
JANOUSEK, "Shorty", D-273 500
JOERNS, Susie, D-860 500
JOHANSON, Art, D-1134 500
JOHNSON, Claude 525
JONES, Kay 595
JOYCE, Maj. John, USMC 550
KIRNEC, William, D-1492 550
LEE, Dick 500
LEVIN, Don, D-758 560
LEWIS, Dick, D-522 500
LEWIS, Gary, D-1373 550
LINCOLN, Lud, D-670 500
LITTLE, Jerry, C-2495 550
LOCKE, Maureen, C-2049 500
MITCHELL, Richard, D-1040 500
MYKS, Pete 500
NEUMAN, Susie, D-1511 500
NEUSTEL, Ken, D-939 575
PARRY, David, D-347 500
PATMOR, Gary, D-720 500
PAYNE, Danny, C-398 550
PELTER, Joseph B., USAPT 550
PIERSON, Bob, D-1113 530
PLUMMER, Dick, D-1012 575
PRICE, David, D-1085 535
QUINN, Dan 500
ROACH, Karen, D-1365 500
RODRIGUEZ, Frank, C-2603 525
SCHERRER, William R., C-2472 525
SIMBO, Muriel 500
SMITH, Al 500
STUCKEY, Dan 500
SULLENBERGER, Henry, D-1239 550
TANBER, Ron, D-728 550
TOZER, Helene, D-774 500
WEBER, William, D-679 500
WHITE, "Skeet", D-972 590
WILSON, David A., D-1144 500
WOOLSEY, Dave, D-463 575
WRIGHT, Ron, D-312 590
WHITTAKER, Barry, D-49 (Canada) 500

JUST IN:
BERGMAN, Jack 1000
LEGG, Don 1050
THACKER, Gene 2000



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COMING MEETS

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 Montevista 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.

TEAM/RELATIVE WORK/HULA-HOOP MEET GREEN COUNTY SPORT PARA CENTER XENIA, OHIO 23-24 SEPT 67

Event 1: 3-man, 7500', 2 jumps, double baton-pass with accuracy, \$8.00 per man.
Event II: 3-man, 3-man star with accuracy, 2 jumps, 7500', \$8.00 per man.
Event III: 3-man, hula-hoop go-through, 7500', 2 jumps, with accuracy, \$8.00 per man.

Event IV: 3-man, team accuracy, 2 jumps, \$6.00 per man, \$3.00 registration fee.

Trophies for first two place teams in each event. For further information, contact Jim West, 1516 So. Maple, Fairborn, Ohio 45324, or call AC 513, 878-3066. Green County has already passed the 4,000 jump mark this year, so drop by and help them celebrate their 5,000th. Free entry fee and jumps to the man who makes that one.

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

MEPA MEET APPLEGARTH DZ, NEW JERSEY 23-24 SEPT 67

At "Potts Place" and hosted by the Horizon Parachute Club. Accuracy, style and team events. Counts for points. Trophies and beer bust. Contact Bill Ottley for further information. Note: This new date cancels the original date of 9-10 September.

TOPEKA PARACHUTE INC. INVITATIONAL MEET SKYRANCH AIRPORT 23-24 SEP 1967

Novice accuracy (2 jumps) \$8.00; senior accuracy (2 jumps) \$8.00; style (2 jumps) \$8.00; and 3-man Team (1 jump) \$12.00. PCA membership required. Trophies for 1st, 2nd, and 3rd places in each event, and cash prize for team event. 5 x 10 scoring system. MWSPA rules will apply. Pre-jump briefing will be at 11:30 a.m.; jumping begins at 12:00, 23 Sept. Registration will terminate after completion of first round. FFI, write or call Topeka Parachute Inc. Box 19148, Pauling, Kansas 66619, phone (drop zone) AC 913, GR 8-4766. If no answer, call Dick Hall, AC 913, UN 2-0247. Skyranch Airport is west of Auburn Road and north of 54th Street. Just follow the signs.

OKLAHOMA (OSPA) MONEY MEET STROUD, OKLA. 30 SEP - 1 OCT 1967

Event I - Novice (0-50 jumps),
4 accuracy jumps, 3000'
Event II - Senior (50-and over),
4 accuracy jumps, 3000'
Event III - 3-man Team Accuracy,
3 jumps, 3600'

All jumps are \$3.00 each, \$3.00 registration fee for non-OSPA members. All jumps scored. Prize money paid to first 3 places in all events. Trophy to overall winner. Pea-gravel target, jumps scored to 10 meters. Hosted by the Tulsa-Paradivers. For further information, contact Bob Drake, c/o Tulsa-Paradivers, 5908 East 20th St., Tulsa, Okla. 74112, phone AC 918, 935-9109.

NATIONAL CLUB CHAMPIONSHIPS MEET MILLER AIRPORT, ALLIANCE, OHIO 30 SEPT - 1 OCT 1967

Hosted by the Alliance Sport Parachute Club, Inc., and the Alliance Jaycees. This meet was formerly called the Challenger Cup Jump Meet. Raindate is 7-8 October 1967. \$2,000 in trophies and prizes. PCA sanctioned. Camping sites available. Beer blast Saturday night at the field. Events include: Novice Hit-and-Run (10-50 jumps), 2 jumps, \$10.00; Intermediate accuracy (51-200 jumps), 3 jumps, \$15.00; Senior accuracy (201-300 jumps), 3 jumps, \$15.00; Senior Style, half-series, 2 jumps, \$10.00; Master accuracy (301-and over), 3 jumps, \$15.00; Master style, full-series, 2 jumps, \$15.00; Team Event (25 jumps or more), 2 jumps, accuracy, \$21.00 per team. Contact Joe Cooper, AC 216, 875-1792, or write: Alliance SPC, Inc., P. O. Box 626, Alliance, Ohio 44601.

FIFTH ANNUAL FLORIDA STATE CHAMPIONSHIP HOSTED BY THE PARAGATORS, INC. 7-8 OCTOBER 1967

You must be a member of the FPA to enter. Novice accuracy (up to 50 free-falls); and

Advanced accuracy (200-and over). There will be a style event and a 3-man Team Event. FFI, contact: Florida Parachute Association, P.O. Box 5191, Orlando, Florida 32805.

LINCOLN SPORT PARACHUTE CLUB PRE WINTER MEET BEATRICE, NEBRASKA 14-15 OCT 67

Novice accuracy (2 jumps) \$8.00; advanced accuracy for 1.1 and 1.6 (2 jumps) \$8.00; advanced for PC & XBO's (2 jumps) \$8.00; Style (2 jumps) \$8.00; and 3-man Team (1 jump) \$12.00. PCA membership required. Trophies will be awarded for 1st, 2nd, and 3rd places in each event, including 9 team trophies. Overall prize. 5 x 10 scoring system will be used. MWSPA rules will apply. Holiday Inn across the street from airport and target. Registration from 7:30 a.m. to 10:00 a.m., 14 October. FFI, write or phone Lincoln SPC, Inc., 929 Furnas Avenue, Lincoln, Nebraska 68521, phone: AC 402, 477-7788.

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

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**THE WEST POINT MEET
(MILITARY ONLY)
17 MAY 1967**

The Fort Benning Sport Parachute Club copped most of the honors along with first place overall in last weekend's Fourth Invitational Sport Parachute Meet at the Wallkill Airstrip.

The U.S. Military Academy Sport Parachute Club, which cohosted the Meet along with the 1st Battalion, 1st Infantry Sport Parachute Club of West Point, placed second overall among the 11 competing clubs. The XVIII Airborne Corps Sport Parachute Club came in third. Overall point scores were: Fort Benning, 29,999; USMA, 4222; XVIII Airborne, 3327.

First two places in B Accuracy (novice) were won by members of the Military Academy Sport Parachute Club. Daniel Deane was first with 1871 points. In second place was Thomas King with 1351 points. Third was taken by Andrew Link of the 82nd Airborne Division Sport Parachute Club with 1018 points.



First place accuracy man, Bill Knight, closing in on the disc.

Photo by Joe Gonsales, USAPT.

In Class C and D accuracy, all winners were from Fort Benning. First place went to William Knight, 2716; second, Robert Murphy, 2616; third, Robert Lanham, 2567.

In the individual style event, James Stoyas from Fort Benning was first with 1000 points. Douglas Stevenson from the Cadet Sport Parachute Club was second with 970, and Alan Haugen from Fort Campbell was third with 940 points.

Fort Benning made a clean sweep of the team accuracy event, winning all three places.

Individual overall winners were: First place, William Knight from Fort Benning with 3536 points; Robert Lanham from Fort Benning was second with 3357 points, and Ben Dennis from the XVIII Airborne Corps was third with 3327.

Trophies were presented to the winners by Major General Donald V. Bennett, Superintendent of the Military Academy. Aircraft support was provided by the Tobyhanna Army Signal Depot, Pa.; 11 Corps Reserve, Ft. Wadsworth, N.Y.; New York City Marine Corps Reserve, and the U. S. Military Academy.

The Meet was judged by members of the U.S. Army Parachute Team, The Golden Knights from Fort Bragg, N.C. The Golden Knights, in addition to judging the Meet, gave skydiving exhibitions each day of the event.



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