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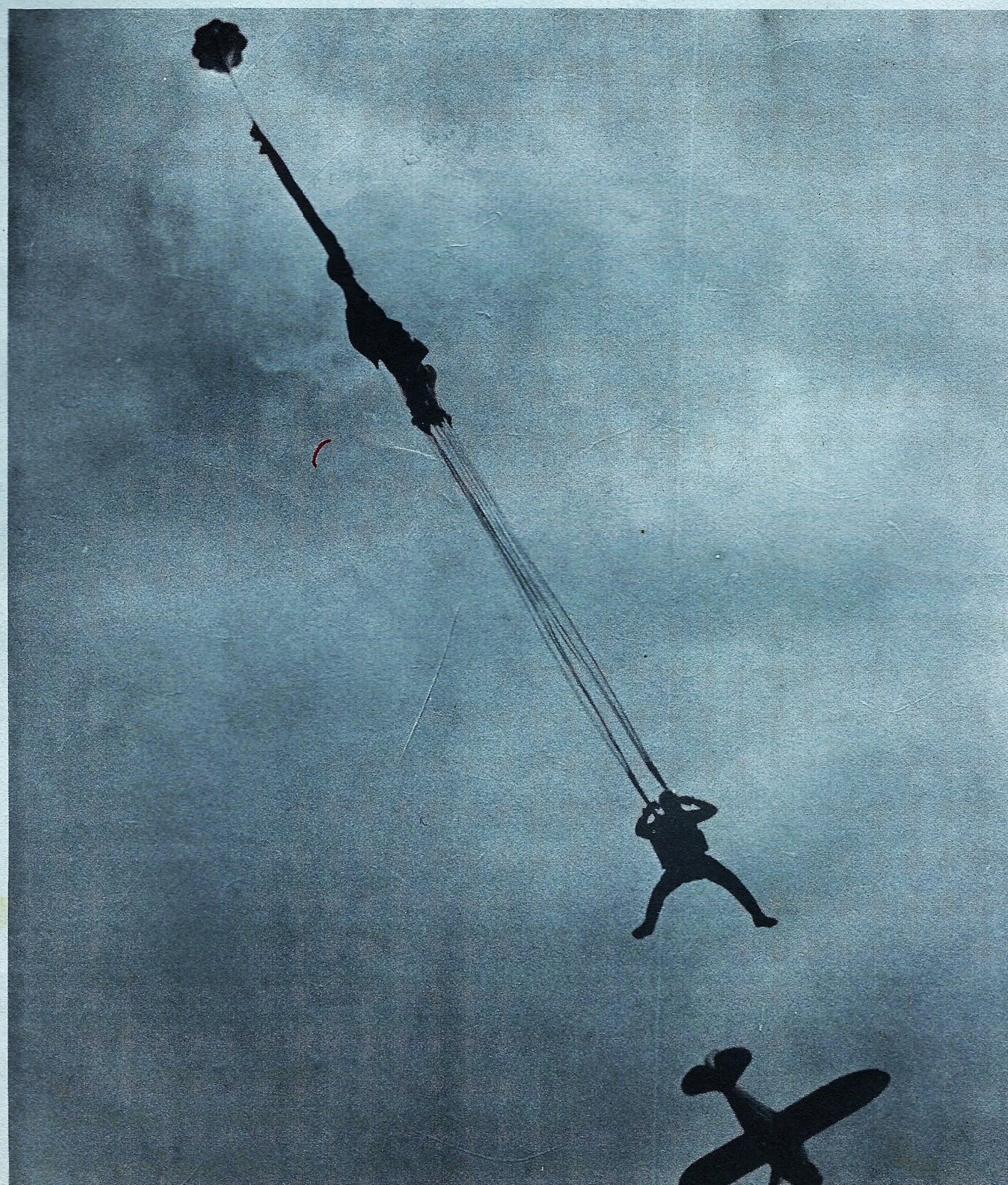
PUBLISHED
By
PARA-PRINT
WICHITA, KANSAS

SEP

1967

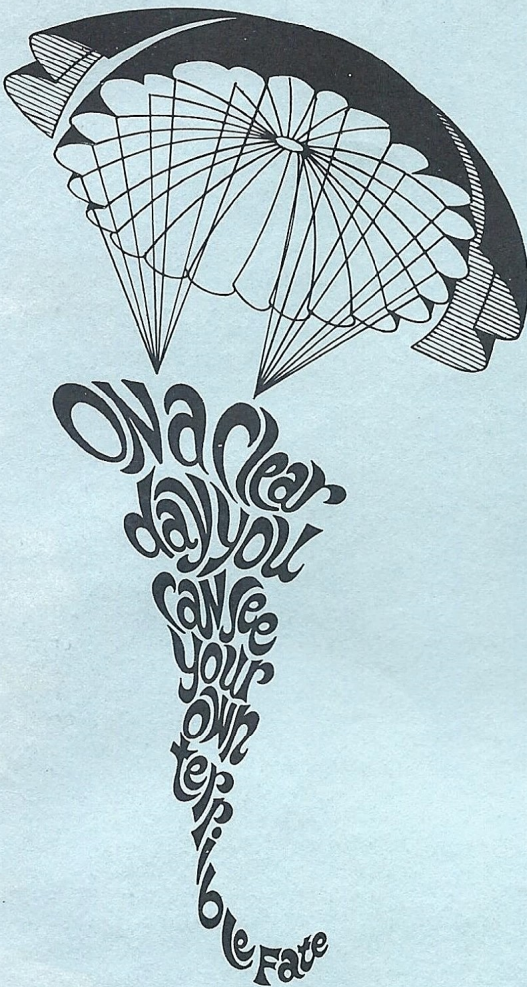
U.S.A.

A NATIONAL COVERAGE BULLETIN



SPOTLIGHT

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YORK, NEW YORK, 10036.



by William Johnston

Among the more depressing items of information that have been brought to my attention recently are: (1) If Napoleon Bonaparte had continued conquering countries at the rate he did before Josephine misplaced his sword, Charles de Gaulle would be the mayor of Gila Bend, Ariz. today. (2)

The name of the hot water laundry in Coldwater, Mich. is the Coldwater Hot Water Laundry. (3) There are more than 30,000 legally sane individuals in the U.S. who each year—at one time or another, and often more frequently—deliberately board an airplane with the express purpose in mind of climbing to several thousand feet and jumping out.

It was the latter fact, when I learned of it, that stirred me from my normal position (contemplative) on the sofa and sent me out in search of—to fall back on a technical phrase—further details. Considering that in the past Americans had eagerly taken up such pastimes as swallowing raw oysters, pruning the thorny rosebush bare-handed and flagrantly disregarding the warning that calories *do* count, it seemed to me that jumping out of airplanes could very well become the next national craze. So, greedy for knowledge, I set out to research the matter, in order to get the answers to those traditional journalistic questions: Why, Where, What, How and Who do you have to see to get a press sticker for your windshield? What follows is the sum of what I discovered.

Not surprisingly, jumping out of airplanes has been given a tricky name—sky diving—and is looked upon by those who indulge in it as a sport. In America, of course, the sport is well organized, with a board of directors and a rules committee and an official called (humorously, no doubt) a politician, whose duty is to hold a damp finger in the air in order to determine which way the wind is blowing. And, as might be expected, I found that, like most other things, the sport has its gimmick—it seems that the jumpers hedge their bets by wearing parachutes! Cynics, no doubt, view this as out-and-out cheating. But I do not intend to cast any stones. I have forwarded this possibly actionable information to the House Un-American Activities Committee and have offered to testify if I can be assured of full TV network coverage, but beyond that I wash my hands of the whole sorry mess.

The history of sky diving, prior to the time when it was “modernized” by the introduction of the parachute, has its interesting facets. The father of the sport, apparently, was either Orville or Wilbur Wright, depending on

which one is standing at the left in that old Mathew Brady photograph on the piano. As the story goes, when the Wright plane left the ground for the first time, Orville or Wilbur stood up, screamed “This is madness!” and jumped, landing safely, since he traveled a distance of only a foot and a half. But even then, as the story continues, there was a hint of the refinement that was to come—the parachute. Seeing Orville or Wilbur jump, the other brother, Wilbur or Orville, rushed up to him crying, “Why didn’t you open your umbrella!”

But enough of the dry bones of history.

Sky diving today is a far cry (Geronimo!) from what it was when the practitioners considered it quite a feat just to have hauled themselves up through the hatch of a small plane with all that packing on their backs. The first man to complete this accomplishment successfully, incidentally, was a Mr. Ned Legg, and it is from his minor yet significant victory that we get the expression: “Give me a Legg up.”

The modern sky diver is so at home in his environment, the mild blue yonder, that not only does he jump into it with both feet, but, once in it, he performs acrobatics. It is ordinary stuff today to see a flock of happy-go-lucky sky divers playing leapfrog at a height at which even the birds get a little dizzy when they look down. These gymnastic techniques, by the way, are an innovation developed primarily by the French. The French are the people who eat snails. What the two practices have in common is obvious: stomach upset.

With taxes what they are, and talk of an increase being booted around in Washington, it seems highly likely that jumping out of airplanes will become even more attractive to Americans. Conservatives, in salute to the Good Old Days, may even try it Orville—or Wilbur—style. In any event, I see it as my humanitarian duty to try to nip the movement in the bud. And if telling you what I have learned about the sport won’t do it, nothing will.

Suppose, in the interest of giving me an opportunity to finish this article, that you are at this moment seriously toying with the idea of becoming a sky diver. The first thing you will need, unless you are planning on cul-

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“DZ-USA” is published by
PARA-PRINT

P. O. Box 2131, Wichita
Kansas 67201

C. E. HUNNELL, Editor & Owner

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

ABOUT THE COVER

Photo is by Tom Schapanski and captures jumper and plane in the same frame. The Howard is over Rainbow DZ, Milwaukee, Wisconsin.

Next month, one of the most unusual photos of Schapanski in existence.

BITS AND PIECES

The banquet at the Nationals this year stunk . . . who ever heard of serving hot-dogs to late guests? And who ever heard of not giving directions to the "Barn"? And not thanking the contestants, other than the winners; and expecting the women to share (not rooms) but beds? Wonder how Norman would have liked sleeping with Lyle Cameron? Luckily, the Smiths helped us find some cots; with the rest of us paying the difference for having a bed of our own. The contestants traveled a long way and put forth much effort and spent a lot of money, and they should have been thanked by someone. No contestants . . . no winners. And the wives who came to Tahlequah for their only vacation during the year were not even recognized; I think something special could have been planned for them during the jumping. Wives are important to your jumpers and they do a lot for that guy to jump. As a whole, it was a successful meet, but that can be attributed to the aircraft. They were fabulous . . . Dee DuBois, Orlando, Florida.

Several of us here are grateful that you dropped by and demonstrated the "Hunnell Speedy PC Pack-up" on that white "Mc-Elfish Special." That momma is such a complicated mess that I'm in favor of any method that gets it out of my sight faster. Every opening so far has been swift and sure with less tendency for the front to stay in. By the way, I finally passed the half-way mark and now have 510 leaps. That's not much of a total these days, but when I think in terms of money, I'm astounded I've gotten this far. Want to race me to the Gold Wings? Thanks, and stay cool . . . Jack Demme, York Skydivers, York, Pennsylvania.

Mac McCraw from NAS Lakehurst, New Jersey, is holding a slim lead (5 points) over Captain Marvel Evans in the race for 1967's MEPA Individual Championship Trophy. However, as was proven time and again last year, missing even a single meet will toss a top-scorer out of contention; and one bad jump can make for a big change in the overall rankings . . . stolen from the MEPA Newsletter, July 1967.

First, I gotta explain something. You do not send surface mail to Africa. Your letter dated 4 March did not reach me until today, 5 June. Even the local mail is messed up. We received a registered letter from the city of Nairobi and it took 32 days for it to get here (within the city, mind you). That is real service. A word about jumping here: There is a faction of jumpers, real cool ones that you and I would love to be around. They never do real relative work, and never have. Just student type delays, which is a real production for these type jumpers. I just stand

and stare. What else can you do? I've been OK'ed by the Director of Civil (is there any other kind) Aviation to train and instruct, so with the interested people, I've got hopes of having a jumping organization soon. We have 2 PC's and several T-10's for starters. The correct word for Joy is "Minshiab", supposed to be something short of great. They do not refer to their women as minshiabs. Thanks for forwarding DZ-USA and if you find yourself over this way, drop in for a curry . . . Jay and Joy Courtney, Nairobi, Kenya, East Africa.

Rick is really a tiger when it comes to parachuting. You will see him at Lucedale, Mississippi DZ every weekend shooting pictures or helping out wherever he can. Jim Rhea is running the Gulf Coast Club now and doing a fine job. One of his first acts as President was to buy a Sentinel for students. Jumps cost \$3.00 to 7200' from the same old Cessna 170. We almost have the airport to ourselves, a pea-gravel target, and a cafe next to the packing area. Everyone's invited . . . except Noel Funchess, of course. Come out some weekend. By the way, the Rick I referred to is your photographer, Rick Miller. He convinced me I should have a subscription to DZ-USA and he was right. I've enjoyed every page . . . Mike Larson, Keesler AFB, Mississippi.

I have an airmail subscription to my APO number that I started sometime in March and thought that maybe there was a mix-up somewhere in the mail. I am sure you have better things to do but I would appreciate it if you would check this out for me. On the base where I am, the only thing there is to do is drink and read Playboy, Parachutist, and DZ-USA. That is the only connection that I have with my old sport. Thank you very much for your time . . . SSgt. William W. Newcomb, APO San Francisco, Calif.

I got a letter from Jim Wilson on that answer you printed on the letter he wrote on my article (boy, that's a mouthful) and he seems to think (as I do now) I was talking twill 24-footers and he was talking 1.1 24-footers, so that's squared away. I have only made three jumps in the last six or seven weeks. I pulled all the muscles out of my back and couldn't jump for three weeks, and when I got back in the air, I pulled a disc or slipped one in my neck on the next jump. It just hasn't been my month. Last July, I broke

my leg; and this July, I bent about everything else. Must be getting old . . . Take care and pull high, Butch Rubb, Malden, Massachusetts.

I am no longer an active jumper but please continue my subscription to DZ-USA. I appreciate the magazine because I see many articles on my fellow jumpers from good, old Kansas where I was stationed while in the service. I'm proud to see how you've grown and can say I know you personally . . . an "MP" (ex). Ft. Riley Sky Divers (ex) . . . Wayne Tecil, Painesville, Ohio.

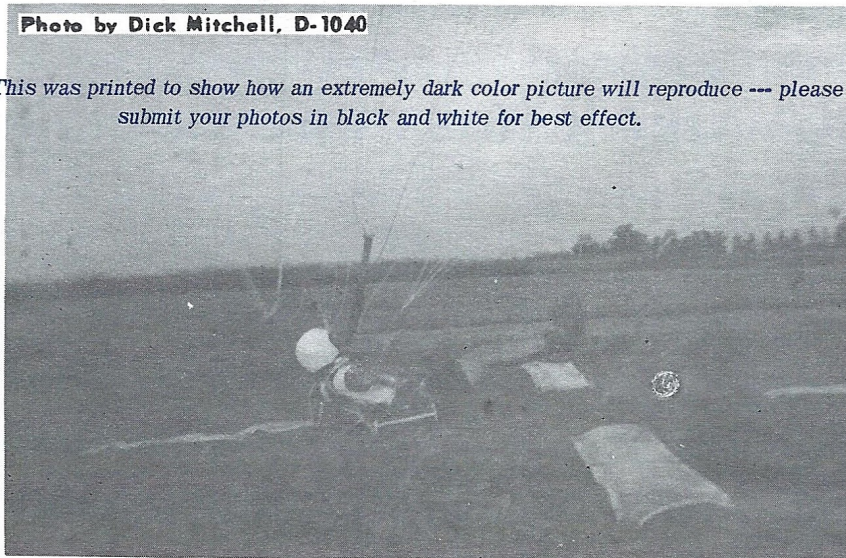
I'm headed for the Tonken Gulf abroad the carrier USS INTREPID and will be there for about 10 months. This not only knocks hell out of my jumping for the summer but necessitates a change of address which will be at the bottom. I may be able to get in a few jumps depending on where we pull in for liberty and replenishing. I hauled my PB and the rest of my gear with me but the prospects are dim as of now (18 May). Guess what, we pulled into Atsugi and I managed to get 3 jumps. The group here in Japan is real outstanding. I dropped my camera on the first jump so I didn't get any pictures for the magazine or my little joy-san. She was a little honey, exceptional to say the least. You said you were in "Skivvy Town" in 1952, well, rest assured that about the only changes have been in the names of the bars. I imagine if you went back now you'd probably see some of the joy-sans that you knew and undoubtedly some of the mommasans that ran the bars. I'd go into detail, but I figure your wife reads your mail and I wouldn't want to upset her. Your coverage of the Nationals is a hell of a lot better than just reading who the winners were. It gives a clearer and better overall picture of what happened and makes for good reading. Congrats! . . . Robert H. V. Pope, FPO New York.

You are never too old. C. William Dize, was 51 on his first jump and has made 55 jumps to date. He is now 53 and still saying he won't make another one . . . but somehow he does. He is president of the York Skydivers, York, Pennsylvania and a sparkplug that proves age is no barrier in our sport.

WHY DON'T YOU WRITE?

Photo by Dick Mitchell, D-1040

This was printed to show how an extremely dark color picture will reproduce --- please submit your photos in black and white for best effect.



Jim DeLap, D-307, getting another deadcenter. Note the disc scooting off toward the right.

SAFETY

MALFUNCTIONS AND RESERVE DEPLOYMENTS

Earl Ristau, Peru, Illinois, 4 July 1967:

"I read in your May issue about someone that bought the farm because he couldn't find that little blast-handle on his piggyback. It was like reading my own obituary. Exactly the same thing happened to me on the 4th of July at Dick Mitchell's place in Tipton, Iowa. I exited at 3200' and pulled at 2500'. On the pull, I went into a right turn and I dropped the ripcord to correct the turn. I didn't get any opening shock whatsoever, and that's where I made my mistake. Instead of looking over my shoulder, I just cut-away immediately. That would have been a great move ... if I had had anything to cut-away from. When I still didn't feel anything I started looking. Apparently my harness was loose and had rolled down on me and I had one hell of a time finding that little handle for the reserve. I found it at about 200-300 feet, and pulled. After the pull, I glanced at the ground and thought it

was too late. I got opening shock; oscillated twice; and landed on the opening point. Believe me, that little old 24' T10 looked like it was 50 feet in diameter. The whole thing could have been prevented if I had pulled a little harder on the main ripcord. I thought I had hit the ripcord stop but examination revealed the 2nd pin (a 3-pin container) still stuck in the cone. A little bee's wax took care of that problem ... and now I pull a little harder. A shot of myself (in happier circumstances) is enclosed. It was taken by Charlie Farmer, D-530, over the Spring Valley, Illinois DZ, with a hand-held Polaroid Swinger. Charlie and I have been getting some good results with that \$19.95 job."



And while we are on the subject of malfunctions at the Nationals, David Wilson, D-1144, Freedom Chuters, had this to say: "My personal observation of the malfunctions that occurred at the Nationals, lead me to believe that of those who had a malfunction and cut-away, no problem on reserve deployment was encountered and all came down safely ... but the one person who elected to stay with the malfunction and throw (or feed) out the reserve, found herself in quite a bundle of trouble ... with a malfunctioned reserve. The cut-away seems to get the job done very efficiently and rather quickly for experienced jumpers who are trained for cut-aways."

Capt. Dean S. Frazier, 18 July 1967 (Letter to Security Parachute Co.):

"Dear Sirs: On my 405th and 496th jumps, I have used the piggyback (PB) system to save my life after the main malfunctioned (one XBO complex Mae West, and one PC streamer). Both times, the system has performed without a hitch, and I have been able to jump another day. I strongly believe in the PB system. In the last six months, I have per-

The double malfunction that DZ-USA pinned on Maureen Locke at the Nationals this year ... didn't belong to her. Maureen busted her nose going out of the "bomb-bay" of the Heli-Porter on her 500th jump ... but not a malfunction in a carload. The jumper in question was from Arizona, a female-type, and Bill Kiehl got the action on his trusty camera. The three-sequence shot of the problem is below. Note the Mae-West'd reserve after it was freed from the main. She landed in trees and not a scratch. Bill took all the pictures from the ground.



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sonally come across several incidents involving the use of the system, which, had the need to use a reserve arisen, the results may not have been successful. In each case, the owner was a second generation PB user, having bought the gear from a previous first owner. In each case the reserve system was improperly rigged (or not rigged at all). Perhaps a trend is indicated. Perhaps the several recent fatalities involving the use of the PB system have been the result of poorly/improperly maintained equipment. I would like to recommend the following: a simple brochure complete with photographs and drawings, be made available from you (at no cost to any PB owner). Provide each club (PCA-affiliated or non-PCA) with 10 or 20 copies of this brochure; and send a copy to each CSO/ASO as a minimum, to be used in club instruction. Ask that it be printed in the three major American parachuting publications (Parachutist, DZ-USA, and Sky Diver). The brochure would clearly indicate both graphically as well as in words, the DO's and DON'Ts of your (properly rigged) outstanding system. In this manner all PB users (new or 2nd and 3rd generations) would "get the word". A life might be saved were such to be done. I doubt anyone could seriously argue this value against any monetary consideration. Thanks again for a fine reserve system. Sincerely, Dean S. Frazier, D-843, Killeen, Texas."

Editor's Note: Security Parachute Company has an owner's manual available and is explained in the "Equipment News and Views" section of last issue. Incidentally, Dean says that malfunction on #496 was a PC from a Mk V bag, involving a streamer main. He did a quick break-away and (automatic with lanyard) reserve deployment, and still made it home to the target and enjoyed an easy stand-up on his LoPo reserve. He is now stationed at Ft. Hood, Texas, and jumping 3 times weekly as well as on weekends. I've been hearing many good things about Ft. Hood, so with a good reserve and all the jumping you can use ... what else can you want??

Jack Fielding, Grand Rapids Sky Divers, Michigan, 18 September, 1966:

"I exited a Cessna 185 at 5500, and at about 4000' I went into a flat spin. I tried a hard arch but didn't give it time enough to work; so I then went into a very tight ball and tried rolling out of the spin. Feeling this didn't work either, I dumped. I was jumping a PC with a home-made sleeve and feeling very little opening shock, I immediately checked the canopy. The sleeve had torn off about four feet from the top (completely through the reinforcement tape) and my PC was trapped in the remainder of the sleeve. With the assistor pockets gone and nothing connected to the remaining section of the sleeve, it did not clear the canopy and sent me into a bad spin. I deployed my reserve in the hand feed-out method but it wrapped around the main and sleeve, so I pulled it back in. I threw it out again and it again entangled. By this time, I was very near the ground and knew I could not make a third attempt before impact. So, I pulled the reserve in, looked up, and hit the ground. The two things which I believe saved my life were: 1) While being distracted by pulling in the reserve, I was therefore relaxed upon impact; and 2) two "D" license holders (John Treffers and Dave Collis) got to me immediately and loosened my harness so I

could breathe and they kept the people who saw the accident away from me and wouldn't let anyone move me. My back was broken in four places and my chest was crushed. In summing up, I would just like to say that if I am ever hurt badly again, I hope I am lucky enough to have jumpers get to me first. They are the greatest people in the world and usually know how to handle almost any injury.

Editor's Note: I talked with Jack in Midland, Michigan last May and he still was wearing braces and far from getting back in the air. In fact, he may never jump again but he still supports the sport 100% and doesn't miss a meet. He is an asset to the sport regardless of his unfortunate accident. Bob Breen, a buddy of Jack's, tells me that Jack was re-operated on in July and the doctors worked on his back for 8 hours and couldn't do a thing for him. They attempted to straighten out some of the spinal nerves by neuro-surgery but everything was jammed together so badly, they couldn't unscramble the mess without danger of complete paralysis. I know we have to expect some injuries, but this one makes me feel so helpless when I know there is nothing any of us can do. It's almost like a war we are all engaged in when we become skydivers. It's an odd war, though. Fear is our friend and we learn to live with it and it helps us to make quicker decisions as long as we control it. And our enemy is ourselves, and the only person to guard against. It's a strange set of rules and probably one of the reasons we are jumpers and not golfers. And even though Jack may never jump again, he is still one-up on about 190 million Americans who never had the first jump and missed completely the experiences he has shared with others or just simply enjoyed all by himself.

J.D. Dodson (the "Old Man"), Houston, Tex. (as reported by his wife, Lena) 6 June 1967:

J.D. had a malfunction Saturday morning (Hammond, Louisiana) and scared me half to death but not him. He opened with the stabilizer panels on the left side all knotted up and after he couldn't shake them loose, he cut-away and landed safely on his pretty steerable reserve. He recommends a cut-away on a malfunction and if possible, buy a steerable reserve. The malfunction was on his 495th jump and up until now, he didn't know whether he would have the fortitude to do a cut-away, but when the time arrived, it was the natural thing to do and he did it. He had just lubricated his shot-and-a-half capewells before jumping Saturday and his first jump that day was his malfunction. He had no trouble breaking away. I wonder how many check their capewells to see if they are clean and working freely before they jump? J.D. has also changed his retainer line from 1-foot to 12-feet. That was my Mother's Day gift from him for I had been asking him to change it, as had Jeff Russell and other jumpers. His openings looked like garbage with that short retainer line and he was burning his canopy. The sleeve wasn't clearing fast enough and being pushed off with the canopy opening. Southern Parachute Center and the owners, Leon and Prissie Riche have been a wonderful host & hostess and we feel right at home. And before I got this in the mail to you, the Old Man had another malfunction. The second was caused by jury-rigging. His 3-pin ripcord frayed at the handle, so he took a 4-pin ripcord and cut the last pin off. After discovering that

the handle wouldn't fit in the pocket, he taped his small 3-pin handle to the larger one. The small one then went into the pocket, leaving the larger one outside. During free-fall, the weight of the larger handle must have pulled the smaller one out. Anyway, the O.M. lost his ripcord and although he followed the channel, he couldn't find it. It must have been hung on something on his harness or backpack; so he pulled his reserve. As it came out, so did his PC. It fell between his legs, though, and he cut it away before it could open. He landed about 4 feet from the target on his reserve. And just to make the day interesting, on the jump before this one, Herb Golden dumped J.D. at 6000'. Herb thought it was Dean Wallis and when he felt someone behind him, he reached around and pulled a ripcord. . . it turned out to be J.D.'s. Thank goodness there were no winds upstairs. It took J.D. 7 minutes to land. He has sure had his share of bad luck.

Editor's Note: Many of you guys know J.D. but for those who don't ... He is D-973 and when I talked to him at the Nationals this year (July), he had 510 and still going strong. 9 jumps in a weekend was nothing and he's 54 years young. Their address is RFD U.S.A., so look for Lena and J.D.; they are great people.

Gene C. Runk, D-1449, York Skydivers, York Pennsylvania; 6 June 1967:

"Just a few comments on cut-aways. I recently made a cut-away with a piggyback with "D-rings" on the front and it was quite an experience. It was my first cut-away and rather shattering. I made a hop-and-pop at 5000' and removed the static-line on the PB system before the jump. I was wearing a chest reserve for the deliberate cut-away. After opening, I released the left capewell and streamered the main. I suddenly realized by not releasing the right capewell too, that I was falling sideways, so I waited a few seconds and let it go. I did a couple doo-dads and then stabled out and pulled the reserve blast handle. It was with my little finger and pulled easily, but the reserve opening didn't happen as quickly as I thought it would. I began to hit the reserve with my elbows and still no opening. I was getting ready to go for the chest reserve and already had my hand on it (and on my right side) ready to pull. It was then that the pilot chute from the PB reserve came over my left shoulder and caught on the open capewell. I grabbed it and threw it out and got opening shock (which wasn't too bad). So, after pulling at 3500', and getting an 8 or 9 second hesitation, I was hanging under the reserve. My opinion of the unusual delay is that the piggyback container is so compact that the pilot chute has trouble getting out without some sort of help. I believe some sort of assist system hooked to the top of the pilot chute and running to the ripcord housing would be a good thing. I have a friend who, when he was ready for repack on his reserve, pulled his piggyback system and nothing came out. The cones were still in the grommets and the pilot chute didn't pop out until he gave the end of the container a healthy whack. I would appreciate any information other jumpers may have on the piggyback reserve system and especially if they have encountered the same problem I had. Thank you, Gene Runk, Gettysburg, Pennsylvania."

MALFUNCTIONS AND RESERVE DEPLOYMENTS continued

And this next one may not be in the proper place, but it brings up a valid point and should be heard. It's from James A. Moore, Pittsburg, Pennsylvania, and dated 2 July 1967. I'll comment after you have read his inquiry:

"Dear Gene: Although DZ-USA, SDM, and Parachutist are intended for jumpers, they also reach a variety of whuffos; would-be jumpers; and even the FAA. How should this affect the guide lines on what to print, and what not to print? As a jumper, I'd like to read the individual fatality/injury reports to avoid the same thing happening to me, but apparently, someone has decided that there isn't room for them in a public magazine (?). In my opinion, the cover pictures of 1) a jump pilot without a parachute; and 2) cloud jumping are out of place and have an (implied) flavor of, "look what we're getting away with". This also leads to the editor who is "protecting" the offenders and thereby condoning the actions (at least in the eyes of someone unsympathetic to jumping). I am not suggesting that jump publications shut their eyes to FAA regulation violations and unsafe practices, but these should be published and clearly labeled as, "examples of what NOT TO DO!" Rather than push any particular view, I would suggest that the entire subject of what is appropriate to print is important, and worthy of far more discussion than I have found. Soft landings, Jim Moore, C-3495."

Editor's Note: Jim, I have spent many nights trying to decide on a questionable article and weighing all factors to decide if the importance of the article overshadows the context. It is never easy to decide and many times, the editing can "water-it-down" and make it less objectionable. As of Late, however, I have done less watering-down for one reason. The fact that fatalities are increasing at an alarming rate indicates we have all been guilty of "sacrificing" information to a trash-can, in order not to offend the public WHO ISN'T IN THE POSITION WE ARE. They aren't being wiped out, quite

possibly, due to a lack of good information. We are! So, for the few public readers of DZ-USA, I will not even consider them in any editorial or article printed. Those few cannot force me to leave out information that jumpers need and can use ... and I don't care how objectionable the whuffos may find it. I agree that "cloud-busting" and violations should not be printed frequently, but a "balance" is still required. By printing a shot of a jumper with his helmet off and hearing the many comments that it shouldn't have been printed, proves one important point. Jumpers, in general, who can spot a violation that quickly in a shot, are also the same people who wouldn't do it themselves. They know the DO's and DON'Ts, and pictures such as these tend to remind them, not to encourage them to do the same. FAA, by the way, prints picture after picture of violations to prevent other pilots from doing the same. I will concede that, in the future, all pictures of this type will be labeled accordingly. As for fatality reports, even Parachutist has started printing them again and it is the most intelligent thing they've done in two years. Unless the public who reads DZ-USA starts being concerned about HOW to prevent our fatalities, we owe them no special consideration in our attempts to save ourselves. I appreciate your questions, Jim, and I hope you agree with my policy. I wish there was a better way but I can't seem to find one.

To continue with the malfunctions, this letter is from Thomas A. Carr, Jr., Ft. Bragg, No. Carolina, and dated 13 May 1967:

"The item which prompted me to write was on page 5 under -- shudder! -- malfunctions. Paul Lawrence stated that he had "...a beautiful red and black streamer..." and then goes on to say, "this was my first total malfunction...". The question I have is, "Did Paul have a total or a partial malfunction? My understanding of a total is that ALL your goodies remain on your back, true? (Editor's Note: When the backpack fails to open and allow the pilot chute to escape, a jumper has a complete or total malfunction, because

continued to page 9

HOT POTATO

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

The USPA move to Tahlequah may come about within the next several months...in spite of serious problems in the budget and Mark Baron's warnings to cut back on the spending...

No new regulations involving training or licensing of jumpers by FAA will materialize. FAA doesn't have the personnel, the time, or the necessary funds to place further controls on skydiving...at present...

The second NCPL Meet of 1967 will again cost USPA money...and next year will be the same story...and the year after that...

Fatalities may easily be at the 50 mark before the year's end and can't help but retard the growth of the sport for many years to come...

You will enjoy the next issue of DZ-USA for all the bad mail (blasting the editor) will be included in 'Think Twice'....

* * * * *

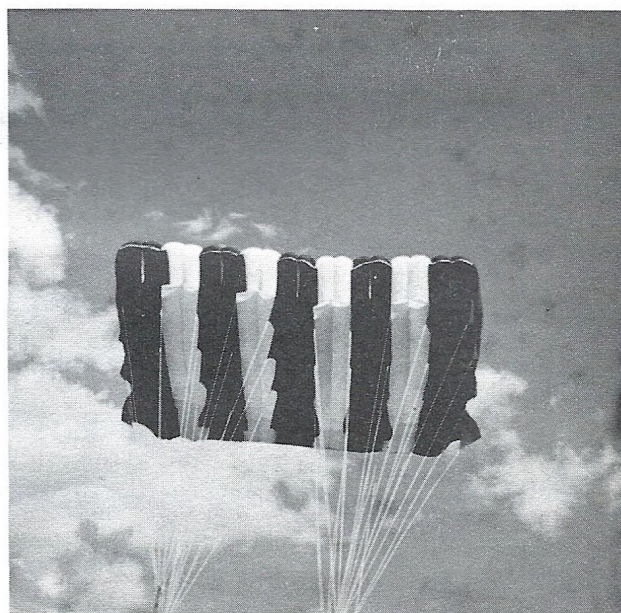
LITTLE KNOWN RECORDS

First jump at age 72 . . . C. C. Houston, and jumpmastered by Duane Sauers, Randy Vaughn, and George Briedenstein. Mr. Houston had complete medical prior to jump (including electrocardiograph) and FAA approval. He weighed over 200 pounds and jump was made on an unmodified T-10. The date: late 1964 or early 1965. Place: Columbine Airport, Littleton, Colorado.

Footnote: Mr. Houston slipped in the bathtub two weeks later and broke his tailbone. He decided not to jump again after that. Reported by Mike Marthaller, Colorado Springs, Colorado.



The Cottonbelt Parachute Council, with 18 clubs in 8 states in the Southern Area of the U. S., establishes an organized meet schedule each year. A cumulative point standings is compounded from meet to meet. At the seasons end, awards are given according to final standings. In 1966, Huntsville SPC, made a haul as witnessed above. From left to right, the happy faces belong to Chuck MacCrone, Ron Radhoff, and Ray Davis.



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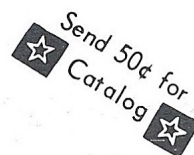
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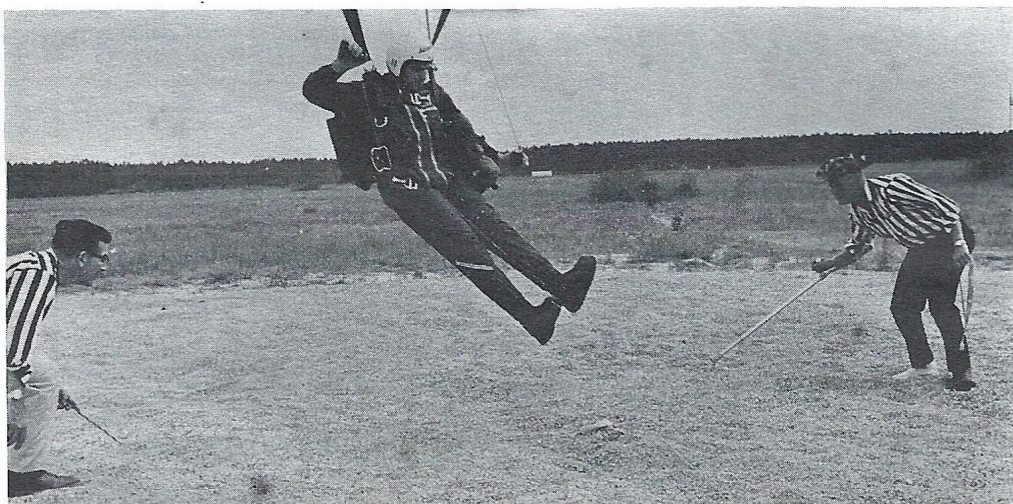
Late but still of interest to the competition minded jumper, practicing for the Nationals coming up next year in Tahlequah. Good jump shots from the Southern Parachute Center Inc., Hammond, Louisiana.



Dean Wallis, 2nd place accuracy, coming in.
Photo by Leigh Russell, Hammond, La.
Judge MacCrone moving in to mark.



Joe Morgan bombing in on his first jump with Judge Radhoff being propped up by a cane.
Photo by Leigh Russell, Hammond, La.



Gilbert Branson, 3rd place accuracy, getting his first DC of the meet. Photo by Leigh Russell, Hammond, La.

NEWS FROM AROUND THE WORLD

(Reprinted from the Australian Skydiver Magazine, Trevor Burns, editor):

"Jumping the EFA 'Olympic' . . . by Jean Bou. Six months ago, the first Olympic, which I had ordered as a demonstration model, arrived in Australia. Delivery had been slightly delayed, and I was becoming very impatient. However, this parachute, I soon found out, was something worth waiting for. This was the complete deluxe set, model 683-11, with main and reserve containers in anti-collision red. Both containers are profiled for style; in fact, the complete outfit has been designed for the sport parachutist alone. Hardware is light, yet strong and unique in design, with D-rings made so that the reserve cannot drag on the harness. Comfort pads are provided behind these rings and all the ejector-hardware. Reserve snaps are mounted flush with the frame for snug fitting. A pull-ring above one of these snaps allows the curved reserve to be dropped effortlessly to one side for accuracy. Tie-down belts are attached to each side of the main container and connect to ejector snaps on the reserve. Lightweight, soft, OD-nylon webbing is used in the harness, and I found this a very definite improvement on the type usually used. The LoPo white reserve canopy (45 square meters, 20 gores, low porosity material, with a rate of descent between 17-19 fps) of block construction, has a rate of descent of no more than 19 feet per second. Main canopy colors are red and white, with matching pilot chute and sleeve, which allows for double stowing of rigging lines. Opening shock is equivalent to that of a sleeve-deployed 28' canopy, due to a high-porosity apex, appropriately placed slots, and saddle design. The main is 51 square meters, low-porosity material, 24 gores, 27 drive and 8 turn slots, 2 stabilizers, umbilical cord, and weighs 28 pounds in the backpack. Reliability of complete and proper openings is another important feature. Controls are surprisingly sensitive, and the canopy remains stable during braking and all turns. I found it no effort at all to apply brakes, and the margin between full brakes and stalling is obvious. Although the manufacturers do not provide figures on drive; I have, on occasion, jumped this chute against Para-Commanders and found the performance to be comparable, while the rate of descent of the Olympic is much lower. On one jump, an 18 mph wind would not budge it. Rate of descent is 16.5 feet per second with a 220 pound load. EFA have not overlooked a thing in design and quality of workmanship of this parachute, and they are prepared to back this with a 10-year guarantee of airworthiness. Undoubtedly, this outfit excels in general appearance, performance, workmanship and finish, making it the best currently available from France."

And the news from Africa, is in a somewhat different vein. It carries a message, so read carefully:

"Skydiving in Zambia hasn't really gotten anywhere yet, although a few people have been jumping for about ten years. We have had bad publicity because of fatalities, and lately, the petrol rationing has reduced aircraft availability. Also, the jumpers and the flying clubs don't get on too well with each other (mainly the fault of the jumpers in this case). On a more morbid note, here are the brief details of three fatalities which occurred recently:

Lusaka, Zambia, Southern Africa: In March

continued to page 20

Concluded

the deployment did not begin. If the pilot chute does get out (or the backpack opens), the deployment sequence has begun and if it fails to follow the logical sequence and stops along the way, you have a PARTIAL malfunction because the deployment was only partially completed. So, I agree with you, Tom.) But while we're on the subject of the nemesis of "fall guys", I would like to add my heartfelt "Amen, Brother" to his suggestion for an early reserve deployment in the event of a malfunction. I am a member of Special Forces, and therefore, military jump qualified. I'm also a member of two of the three fine jump clubs that Ft. Bragg has. Special Forces jumps a hybrid 'chute that is neither a sport canopy or straight military chute. While it does have an orifice (five of the rear gores contain a "cat's eye" modification), it steers using manual slip-risers instead of toggles. Jumping this canopy one night, I had a partial malfunction that consisted of approximately a half-dozen lines over the canopy. My rate of descent was quite high but I elected to attempt to clear my main. Distortion of the canopy then increased because part of it melted and fused, and rolled up towards the apex. Rather belatedly, I realized that I was going to have to deploy my reserve. Even though military reserves are equipped with pilot 'chutes (an inferior one, but this is my opinion and doesn't necessarily reflect that of the military), I elected to deploy my reserve by hand. My arm diagonally across the pack-tray prevented the pilot chute from leaping out (ALL deployments that I have witnessed utilizing the pilot chute resulted in entanglement with the main; admittedly, a limited sampling of ALL malfunctions). As it turned out, it just wasn't my day! My first attempt at deploying my reserve resulted in a total lack of inflation. On my next attempt, I threw the canopy to my left ... direction of spin ... and jerked a handful of the lower lateral band down, and to the right. My reserve tore out of my hands, striking my main lines, fully inflated; and I impacted a moment later. Very hard and backwards, but without injury. While I did learn one thing ... when in doubt, whip "it" out! ... another question is brought up. Pilot chute, or not, on the reserve? This isn't a jump story, but an attempt to disseminate information that will save someone's life. Anyone else got anything to say? Yours truly, Thomas A. Carr, Fayetteville, No. Carolina."

Editor's Note: The pilot chute on the reserve is simply answered this way: A pilot 'chute on the reserve IF you intend to cut-away from your malfunction . . . no pilot 'chute if you plan on hand deployment with no cut-away. There are, naturally, exceptions to every rule, but this covers it basically. This next letter will give you an added pointer on that pilot chute too.

Ed "Horrible" Weil, C-3492, Darlington, So. Carolina, dated 9 August:

"Recalling our discussion with Poppenhager as to "cut-away vs. pulling and shaking the reserve out", you probably remember Pop saying that of his 61 reserve deployments, he cut-away only 4 times. On one of the cut-aways, he had a Mae West on the reserve. I think you will agree that experience is the best teacher. That little card tucked neatly behind your reserve is not a written

guarantee that it is going to open, it only says your reserve has been repacked, inspected, etc. You know yourself that too many parachutists are killed because of no reserve deployment, or pulling too low, after a main has malfunctioned and they have cut-away. Cutting-away with no reserve pull has caused two fatalities that I know of because witnesses said the jumper tried to get stable before pulling his reserve. This has to be a case of indecision, panic, or just plain unawareness. A jumper using a piggy-back system has no choice, but the 2 deaths I've mentioned were both wearing this type of rig. Talking about fatalities is not my idea of fun, but perhaps if jumpers with PB's practiced cutting-away with added chest reserves just once in awhile, this would give them an idea of what I'm talking about. If people with conventional gear, upon opening, tied a steering line down and tried to shake out a reserve once in awhile, they would get an idea of what's happening. Either way you look at it, a decision has to be made on what you (as an experienced jumper) plan to do when it happens. That choice must be made on the ground before each jump, so when and if the time comes, there is no doubt about what steps you will take. So, pull at a respectable altitude; know what you are going to do; and most of all, be AWARE of that ground. Whichever way you may decide . . . talk it, practice it, think it, and DO it. One more point, on getting rid of the entanglement problem. As a rigger, I suggest getting rid of that bridle-cord on the pilot 'chute (with chest reserves). Tie that pilot chute directly to the apex of the reserve (with a kickerplate that will fall free on deployment) and you will prevent the pilot chute from snaking into the main, if you don't plan on cutting-away. Keep in touch, Ed Weil."

Editor's Note: Before anyone thinks Poppenhager has had 61 malfunctions, let's set the record straight. He has had several malfunctions but most of his reserve deployments were practice deployments. It is a very good idea for all of us. He must be doing something right with 2500 jumps under his belt. I used his method on a malfunction in Louisiana last February, and I'm a believer. I did not cut-away and I was spinning, believe me. I did not, however, even come close to entanglement and had complete control of the deployment (thanks to Pop) at all times. Ed's point can't be stressed enough . . . talk it, practice it, think it, and then DO it. Words to live by. Any method is as safe as your confidence in it. Simple as that.

And as badly as I dislike ending this with a fatality, the following letter from the Galveston Sky Divers (Texas), dated 19 July 1967, is a grim reminder to us all. Bill was a jumper with over 500 jumps, and an experienced jumper, but "due to a hook and an eye, he died": "Bill Nicholson would be here with us today had it not been that he failed to take his bungee off his reserve ripcord. This man had every reason under the sun to still be in our midst. This jump was made in the Galveston Sky Divers area without the knowledge of CSO John Whitworth and CSO Dave Boatman and the investigation has taught and trained others what these men already knew. The importance of having a ground crew on the ground in case of an emergency, in accordance with a posted notice on the door of the Galveston Sky Divers truck which reads as follows: "No

jumper will board the airplane without first having had a complete safety check by John Whitworth, Dave Boatman, or Doc Anagnostis." This notice had been posted on the Sunday before the accident. There is now another sign on that door, and whether you believe it or not, if you jump at the Galveston DZ you will obey one rule and it is . . . "You do not cut-away your main." This man would be alive today had he not cut-away his main. We have heard different opinions on this subject but I think with seven years of sport parachuting and some 750 to 800 jumps, you do learn the difference between right and wrong. The two men who investigated this situation have not contacted us in any manner but when they do, they will be grounded for six months from jumping in or around this area and I hope that we will receive the cooperation of the local clubs. Having talked to J. D. Dodson, Stuart McCurdy, and Hank Brawley, we decided that we would send \$100 to Bill's parents to help shoulder the expense of this tragic death. This sport is not a game . . . you do not have a second chance and that is why we have done all in our power to try and make our jumpers see that you cannot be too safe. We do not have a complete report on this as yet but it could have been worse as I understand an unlicensed jumper was also in attendance at this exhibition. When we learn more, others will know, Doc Anagnostis, Galveston Sky Divers."

Editor's Note: There is nothing I can add to this. I wish I were including Bill in some "Bad Guy" incident (a club of which he was a member) and referring to some humorous adventure, but he's dead because of one small rule being broken . . . a safety check was not performed. You may feel Doc was too harsh or imposed punishment upon persons undeserving of such action, but can you really be too tough in discouraging others from endangering their lives by infractions of the rules? It's always the one little thing we never thought of that buys the farm . . . never the factor we guard against constantly. So, no matter how small the detail, treat it as a major point and don't overlook anything. It could mean your life.

SPECIAL MENTION

DZ-USA had a particularly bad month after the July issue hit the mails, but not all the mail was totally unprintable. Here are some of the samplings:

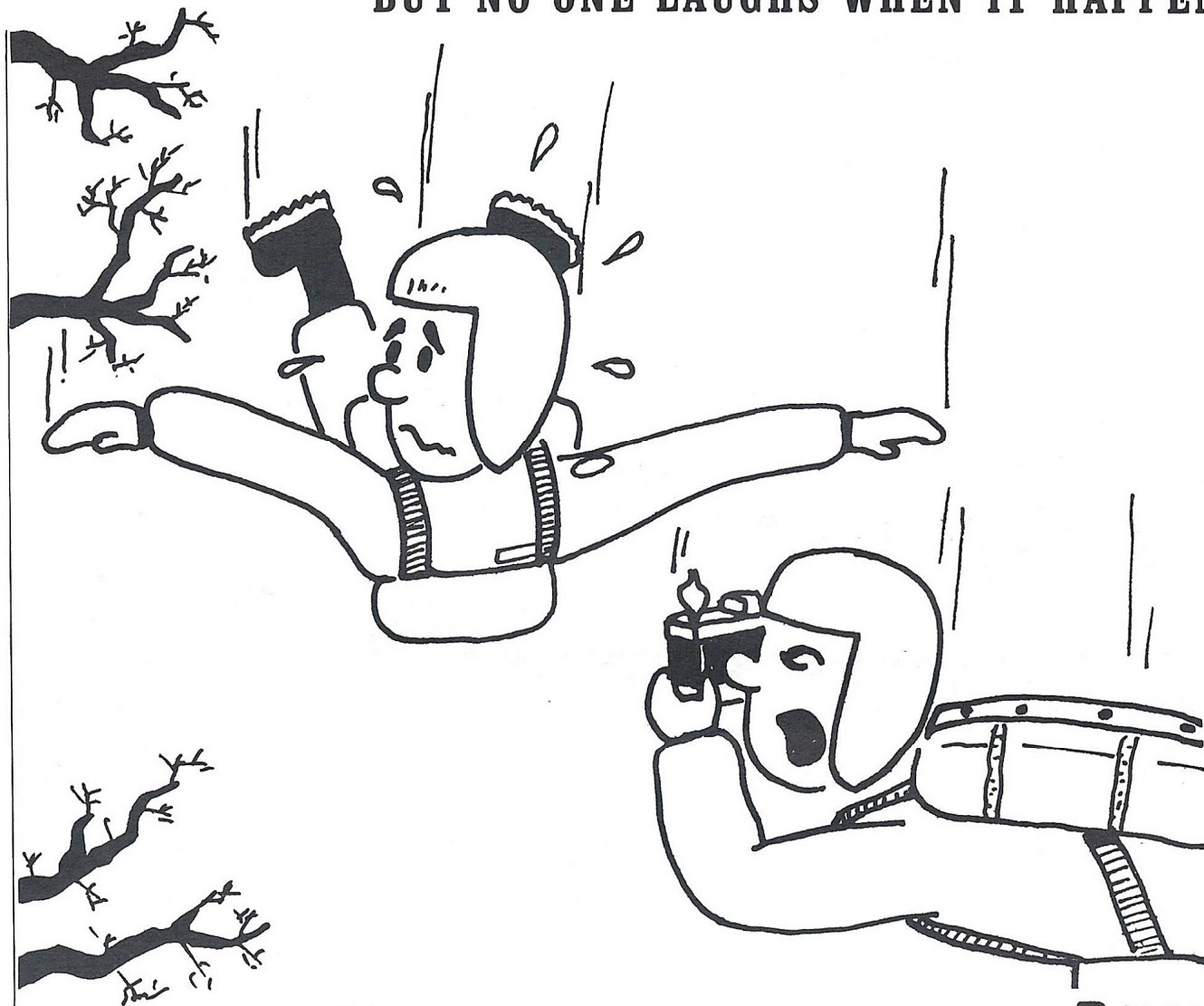
Dee Du Bois, Orlando, Florida: "Your July issue was exceptionally good this month."

M. J. "Greg" DeArman, Las Vegas Sky Divers: "I think you will find my "correspondence reply" to your card is about like your magazine mailings; sporadic, unpredictable, and forever guessing as to the possibility of getting same! I must say, however, regardless of the above statement, we do enjoy the mag and look forward to it, so therefore broke down and sending in check for the renewal."

Dave Layne, Dayton, Ohio: (Concerning the April issue) "Great, great, great! I refer to your article about Green County, of course, On behalf of us all, thanks a ton."

Bill Ottley, Executive Director, National Pilots Association: "Reference the jump record of 120 jumps in the July issue. I agree that only one record is meaningful. I also agree you gotta want saddle sores real bad to beat Larry Jonas. Jesus, what an iron man! I'd like to meet him."

**THIS MAY BE HUMOROUS AT FIRST THOUGHT ...
BUT NO ONE LAUGHS WHEN IT HAPPENS**



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Anfred L. Johnson Jr., 24, of 820 Valleyview Lane, National Science Foundation teaching fellow in physics at Wichita State University, died Wednesday morning at St. Joseph Hospital and Rehabilitation Center. He was awaiting surgery on a fractured left leg injured when he landed hard while skydiving Saturday.

A spokesman said apparently death was caused by fat getting into bone marrow. An autopsy was planned.

Johnson was an experienced sport parachutist with nearly 100 jumps logged.

Parachute

Woman Sky Diver

From Page 1

One member of the parachute club said he watched Wasik through binoculars. *MIKE GOODIN (PS)*

"I WATCHED him disconnect both his reserve and his main chute," he said. "Once he did that,

DZ-USA has always felt that fatality reports can be of invaluable assistance to jumpers in general. No one likes to know another jumper has been killed, but the circumstances and the reasons for the fatality, could save someone else from the same fatal mistake. Evidently, not all of DZ-USA readers agree. The following letter from Harry Clement, St. Paul, Minnesota, seems to indicate that all that Harry got out of an editorial on fatalities was that one of them was listed in the wrong state. I hope the rest of you got more than that out of nine listed fatalities with the reasons clearly stated. The letter goes thusly:

PARACHUTING has become a sport for thousands. They leap from planes, guide their fall with body movements, go through gymnastic maneuvers—delay opening their chutes at the last possible moment and on a target.

AP Photos

PIER DAYS
parade

Three letters were in his pocket the texts. anniversary Bad Trip PARACHUTE

PIER DAYS
d para

ROCKLEDGE, Fla., (AP)—A skydiver who said, "It's the best way to die!" when his pretty wife plunged 3,200 feet in a parachuting accident five weeks ago jumped to his death from the same plane Sunday, grasping his hands in prayer instead of yanking the ripcord. On Wasik, 27, an aerospace engineer who covered activities at nearby Cape Kennedy and acted for his wallet a side, the act for his own safety was costing a \$1,700.

He asked to be buried beside his wife.

Three letters were in his pocket the texts.

anniversary Bad Trip PARACH

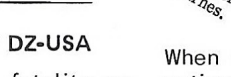
His wife Williford

jumping techniques, existing regulations adequate. Licenses would be issued to parachutists a skier he said.

THE TULSA TRIBUNE, TULSA.

Woman Sky Diver Dies

ROCKLEDGE, Fla. (AP)—A pretty young woman who described her first parachute jump as "the most thrilling thing" she had ever done plunged 1,200 feet from a plane Tuesday.



ROCKLEDGE, Fla. (AP)—A pretty young woman who described her first parachute jump as "the most thrilling thing" she had ever done, plunged 1,200 feet to her death today.

Officials said Ricky W...
plummeted to the e...
caught her arm...
pilot chute ca...
parachute to stay c...
Her husband, Jo...
writer for the Melb...
and an amateu...
watched her body hu...

WASHINGTON (UPI) — The skydivers jumped, expecting to land near Ortnor Airport, Wakeman, Ohio, when their plane actually was 13 miles away over Lake Erie. Only two chutists survived.

space used by skydivers, set visibility restrictions and regulate parachute packing.

THOMAS SAID the FAA did not believe it should try to substitute "the judgment of the

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THOMAS SAID the FAA did not believe it should try to substitute "the judgment of the

O'Connell said a second plane followed the B-25 to photograph the parachute drop. An investigation showed the plane tracked around the area, but the controller could not have been the B-25. "It might well have been" the light plane, O'Connell said.

government for the judgment of the individual when the jumper is capable of doing it for himself."

The ill-fated skydivers were well trained, he said, and probably would have been licensed by the FAA if it had the authority.

THIS MEANT the divers' lane was given erroneous in-

Skydiving Deaths— Tragedy Compounded

Skydiving is a comparatively new sport, and the exhilaration it is said to create among practitioners is steadily increasing their numbers. On the week end, however, the roster was tragically curtailed when 18 persons taking part in a free-fall exercise dropped into the water. Four were rescued from rain-soaked oblivion, but the rest, lacking any previous experience, perished in a presumed accident.

Monday

Lost

incident
utterly un-
n doubt-
brought

★ **From Page 1**

Two others jumped. They landed safely at Orner Field, the target area.

The Coast Guard said the 15 might be from about 15 miles out.

The jumpers landed in the water in vain to revive the 40 feet.

"I wouldn't give them too's of a chance, I'm afraid," said a Coast Guardsman.

ARMED reports said had proper training, they failed to do more.

no auto-r

the Ohio Parachute Association:

Minnesota. We have seen, and we are trying to prevent, more of these deaths from the Cleveland Plain Dealer): One was at the deaths that keep occurring in chuting and is sometimes at a loss as one can learn from someone else's mis-

harry. Are you aware of retaining ANY SORT of (USPA)? Forget DZ-

ing only to give out the number of deaths in a certain phase, i.e., X-number from drop X-number from no pull, etc. The jump-

Even after repeated

So, Harry, if Major Garrity is a

... have a great introduction to a normal jump story.

mouth in the past to report fatalities in publications, and it's my guess that won't change. What do you think? And

on this, there will be mistakes made reports on occasion.

a boat with Phillips
 rain. Ralph and Phillips also picked
 up the body of Kitchen and tried
 in vain to revive him.
 The depth of the water where
 the jumpers landed was esti-
 mated at 40 feet.
 "I wouldn't give them too
 much of a chance, I'm afraid,"
 said a Coast Guardsman.
 UNCONFIRMED reports said
 the 'chutes failed to
 open. In the wrong place, it will
 to repeat the worn phrase that
 "pen." If it was derring-do that
 try to plunge through a cloud
 point to the melancholy ex-
 perience when rules made for safe-
 all it was a terribly sad
 the extra feeling, that it
 had proper precautions
 toably no more discourage
 do auto-racing. But it
 time for skydiving en-

the Ohio Parachute Association: "(Taken from the Cleveland Plain Dealer): One wonders at the depths that business is in."

at the deaths that keep occurring in parachuting and is sometimes at a loss as to how one can learn from someone else's misfortune. The Parachute Club of America has the best

The Parachute Club of America has the best statistics and the most information on all recent deaths in parachuting but they are willing only to give out the number of deaths in

ing only to give out the number of deaths in a certain phase, i.e., X-number from drowning, X-number from no pull, etc. The jumpers are not getting any information on HOW

HOWS that could save several lives. Why doesn't the information get published? Ask your Conference Director . . . Ask your

So, Harry, if Major Garrity is going to publish a six-month summary of fatalities . .

it's a great thing . . . and a year or so late in arriving. We have had to rely on word of mouth in the past to report fatalities for our

publications, and it's my guess that this won't change. What do you think? And based on this, there will be mistakes made in the

reports on occasion.

* * * * *

* * * * *

MEET RESULTS SQUEEZED OUT IN PAST ISSUES

THE BELGIAN MEET RESULTS SPA, BELGIUM 30 JULY - 6 AUG. 1967 (INC.)

Accuracy:

- 1) Claude Callaghan, 7th Army/8th Div. Parachute Team.
- 2) Not reported
- 3) Gene Dal Paggetto, 5th Army/81st Arty. Parachute Team.

Team Event:

- 1) George Gutshall; Robert Donahue; Gene Dal Paggetto; and Claude Callahan (all 7th Army/8th Div. Para Team)
- 2) Belgian Military Team #1
- 3) Belgian Military Team #2

Outstanding Competitor of the Meet Trophy:
Claude Callahan

Challenge Pitz Trophy:
7th Army/8th Div. Parachute Team (second win).

The Challenge Pitz trophy must be won three times consecutively before a team can retain it, so 1969 may do the trick for the 7th Army Team. This meet is held every two years and is an international event. This year's meet had teams representing eight countries and individual jumpers from 11 countries for a total of 82 contestants. Claude Callahan scored three deadcenters on his first three of the four team jumps, and scored two more in individual accuracy for a grand total of five during the competition. The 7th Army Team made a demonstration jump following the meet which was witnessed by an estimated crowd of 25,000 persons. The meet was followed by an international airshow which included flying and skydiving demonstrations from British, French, USAF, and Belgian units. The Team is now in training for the British Nationals (the U.S. Team will also be there, hopefully), and as Callahan reports, "it should be good competition for all. I'll drop you a line about England when we get back." DZ-USA will let you know as soon as Cal let's us know.

HUDSON VALLEY SKYDIVERS JIM VANDERGAAG MEMORIAL MEET LAKE MONTICELLO, N. Y. 5 AUGUST 1967

Water-jump meet from 3600' and judged as a hit-and-swim. Results were as follows:

- 1) Larry Summer, C-3685, Hudson Valley SD's, 4 sec.
- 2) Dan Poynter, Orange, Mass., 4.5 seconds
- 3) Bob Christensen, C-3514, Hudson Valley, 5 seconds.

Fun jumping was conducted the day following the meet (6 August), at the Hudson Valley DZ, Gardner, New York . . . two lifts, three men each . . . for jump-and-pulls from 12,500 feet. Mike Perrin, C-4058; Larry Summer, C-3785; John Sparks, B-5572; George Karell, C-3677; Dan Miller, D-1243; and Dennis Holohan, D-1485 (all of Hudson Valley Skydivers) LANDED IN THE PEAS.

Lessons learned from the water-jump meet (as reported by Ray Finneran):

- 1) Wet PC's deploy normally;
- 2) Banana-type floatation gear will keep your rig afloat . . . if you aren't in it. If you are in the harness, this type of floatation gear will prevent a jumper from drowning quickly . . . with it, he will drown slowly.
- 3) No one can miss a nine mile by one mile lake; and

4) Use your PC and not that ratty old cheapo for water jumps.

2ND ANNUAL STILLWELL MEMORIAL MEET TAFT, CALIFORNIA 13-14 AUG. '67

Sponsored by the California Sport Parachute Council and all proceeds going to the Army Parachute Team Training Fund. Judges included Dave Thompson; Frank Carpenter; and Joe Norman. Joe had just returned from Vietnam only to spend his first days home in 116 degree weather. Bob McDermott; Gary Ocenaz; Chuck Aguilar; and Larry Sitter were entered for the USAPT. The meet consisted of five accuracy jumps (with two classes of canopies - PC & XBO; and Cheapos) and the results (as reported by Mary-Moody) are as follows:

Class A:

- 1) Bob McDermott, USAPT
- 2) Dave Espen, Glendale, Ariz.
- 3) Hector Nunez, Los Angeles
- 4) Jim Sommer, Santa Monica, Calif.
- 5) Joe Lyle, Los Angeles

Class B:

- 1) Mike McFarland
- 2) Clark Fisher
- 3) Bob Hughes
- 4) Don Choura
- 5) Jim Baldwin

DESCENTERS SPORT PARACHUTE CLUB

Sponsored by the Midwest Sport Parachute Association, with trophies and \$50 prize money provided by the Slater Lions Club.

First Overall:

Stan Searles, Omaha Skydivers

Novice Accuracy:

- 1) Lt. Wendell Wallace, Scott AFB, Ill.
- 2) John Brendel, Jerseyville, Ill.
- 3) Garry Privat, Melvern, Kansas

Advanced Accuracy: (1.1 and 1.6 class):

- 1) Maurice Hoelting, Lincoln, Nebraska
- 2) Neil MacFarlane, Columbia, Mo.
- 3) Cliff Dobson, Lincoln, Nebraska

Advanced Accuracy: (PC Class):

- 1) Hugh Price, Camdenton, Missouri
- 2) Henry Soper, Shrewsbury, Missouri
- 3) Jack McKinstry, Columbia, Missouri

Style Event:

- 1) Stan Searles, Omaha, Nebraska
- 2) Lonnie Schaffroth, Omaha, Nebraska
- 3) Lee Killian, Bridgeton, Missouri

Team (3-man) Event:

Jack Bergman (Central Conference Director); Lee Killian; and Hugh Price.

41 contestants were entered from six states. Occupations ranged from a figure-skating instructor to a self-styled "slave laborer"; with one other listed as a peddler; another as a technical data engineer. Registrants were also asked why they entered the sport, and some of the answers were as follows: "For Kix" . . . "Fun, man, fun" . . . "Who knows?" . . . "It looked exciting and challenging, and I had tried everything else" . . . "No excuse" . . . "Because my mother forced me to" . . . "So I could learn to streak like the big boys . . . (from a sixteen-year-old) . . . "Because I can't have babies . . .

(from a twenty-one year old male jumper).'' So, just in case you've wondering, try one of those reasons on for size. DZ-USA wishes to thank Robert D. Kreigh, president of the Des-Centers for this coverage of the meet.

WICHITA PARACHUTE CENTER MAIZE, KANSAS 1-2 JULY 67

Event I (0-30 jumps):

- 1) William Pace, Kansas City, Missouri
- 2) Ron Alexander, Wichita, Kansas
- 3) Bob Humburg, Wichita, Kansas

Event II (30-60 jumps):

- 1) Frank Grippo, U. S. Army
- 2) Floyd Schaffer, Wichita, Kansas
- 3) David Richardson, Tulsa, Oklahoma

Event III (60-100 jumps):

- 1) Ron Walker, Wichita, Kansas
- 2) Larry Smith, Wichita, Kansas
- 3) Jon Carroll, Wichita, Kansas

Event IV (over 100 jumps):

- 1) Don Strobaugh, U. S. Air Force
- 2) Alan Brandon, Wichita, Kansas
- 3) Joe Cliburn, Shreveport, Louisiana

ZAP Trophy: Sonny Cliburn, Shreveport, La.

THIRD ANNUAL OREGON CHAMPIONSHIPS AURORA, OREGON 22-23 JULY 1967

Event 1 - Senior Accuracy - Super Canopies:

- 1) Ralph Hattley, Portland, Oregon
- 2) Gary Long, Seattle, Wash.
- 3) William L. Johnson, Portland, Oregon

Event II - Senior - 1.1 & 1.6 Canopies:

- 1) Joe Brockway, Portland
- 2) Jim Aronson, Vancouver, Wash.
- 3) Don Hevlin, Corvallis, Oregon

Event III - Junior Accuracy:

- 1) Pat Ennes, Portland
- 2) Perry Smith, Portland
- 3) Bill McFadden, Portland

Event IV - Senior Team Accuracy:

- 1) Earl Cossey, Edwin VanDerpas (Seattle Sky Sports), and Gary Long (Snohomish Skydivers).

Overall:

Earl Cossey (Seattle Sky Sports), Seattle, Wash.

TERRELL, TEXAS CASH & TROPHY MEET HOSTED BY DALLAS SD'S 3-4 JUNE 1967

Article & Photos by "Cappy" Connors, D-1011

This meet was interesting to say the least. The local Jaycee's were "suposta" (most popular word in the English language) provide such things as refreshments and a target, but . . . Well, the show didn't run quite as well as planned but the Jaycees did try and earned a "Snoopy" award for the most boos.

Saturday morning dawned cloudy, so the judges announced that the accuracy event would be first. This prompted the contestants

to check the target which had been plowed earlier in the day. The moist, clay-like soil had dried immediately after plowing and now "plowed cement". The mumblings of disapproval were loud and many. It was then decided to move the target to unplowed ground, so Ralph Warren and Jack Lankford got out the lime bag and marked a target on hard ground, and believe me, it was hard.

The accuracy rounds went quickly from there on out, however, in those few hours, there were some extremely hard landings. The photo below of Mike Mullins shows landing form that one would expect to see in pea-gravel or sawdust . . . but hard ground?? Fortunately, there were no injuries during the meet, strange as it sounds.

Style was almost completed before dusk, in spite of the late start, and Jeff Russell cranked out a 9.9 and a 9.8. Not far behind him was Ken Russell and Martha Huddleston, both in the 10's and 11's. The last few style jumps were completed the next day (Sunday, the 4th), but the haze fouled things up considerably. David Saffell, ASO, was missed completely by all three judges on his last jump and again on his re-jump.

Sunday's jumping included the team event, and the target was moved back to the plowed area which had been re-plowed and broken up somewhat. It was now like jumping on cement with marbles on top of it. No big improvement to speak of. Again, some of the landings were unbelievable and the judges were glad to be judging and not jumping. The winds were about 8 to 10 and didn't make matters any better. One jumper in the team event was Tommy Kinder (who was 2nd in Intermediate accuracy and on the 2nd place Team), and he is worthy of mention. He's only 16 years-old and beat out some very experienced jumpers to take his trophies in the Southwest Conference Meet and earn a berth in the Nationals. Tommy needs experience, but he shows great promise of becoming a fine jumper. The sport can use more of his kind of talent.

The meet came to an end around 3:00 p.m., Sunday, and after the awards . . . what else? . . . everyone left for the nearest cold beer they could find. The results were as follows:

Senior Accuracy:

- 1) Dary Galloway
- 2) Jeff Russell
- 3) Ken Russell
- 4) Harvey Stewart
- 5) Stuart McCurdy

Intermediate Accuracy:

- 1) Jim House
- 2) Tommy Kinder
- 3) Bill Dampman
- 4) Jack Massey
- 5) Larry Lentz

Novice Accuracy:

- 1) Richard Roberts
- 2) Bob Barmon
- 3) Shelby Foitik

Style:

- 1) Jeff Russell
- 2) Ken Russell
- 3) Martha Huddleston
- 4) David Saffell
- Nels Lindblom (tie)
- 5) Rick Sack

Overall:

- 1) Jeff Russell
- 2) Ken Russell
- 3) Martha Huddleston
- 4) Dary Galloway
- 5) Rick Sack



Dary Galloway, senior accuracy winner, coming in for a close but hard (ugh!) hit. Lankford poised to ficht.



Mike Mullins coming in for a close one and stretching as if he were headed for something soft . . . not the hard ground as shown here.

Team Event:

- 1) Martha Huddleston; Ken Russell & Stuart McCurdy (3330 pts.)
- 2) Tommy Kinder; Joe Morgan & Jeff Russell (3315 pts.)

Judges were Pete Pederson; Ralph Warren (Chief); and Jack Lankford. The manifesting was done by Hank Brawley; and the pilots were Bill Ford; Paul Rice; Wayne Bruce; and Bill Melott.



Lee Walker stepping down for a close one. Judges Petersen and Lankford ready to mark.

Leonardo da Vinci...

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

Are you jumping a da Vinci original?

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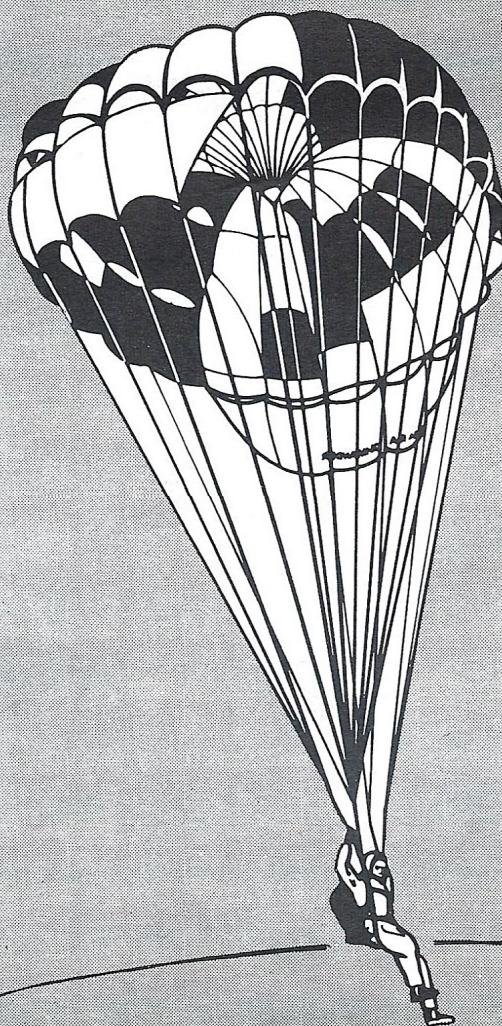
The '67 P.C. is available in 6 brilliant colors. Pick your pattern from the list below and get set for the BIGGEST SEASON YET. Don't settle for a compromise or second best... order your P.C. NOW.

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The following patterns are stocked for immediate shipment.

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



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

COMPLETE P.C. ASSEMBLIES

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

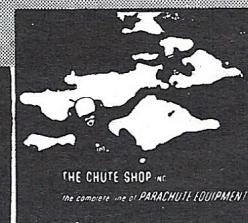
w/B-12 harness/container assembly \$341.35

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

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

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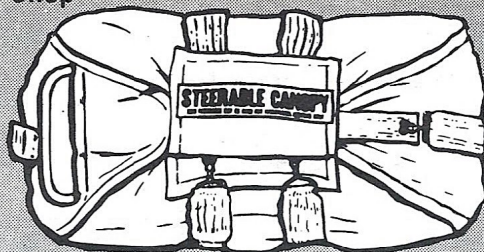
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from the Chute Shop

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



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

Packed — ready for use \$69.00
 26' Conical Canopy only \$49.50
 Modified to STEERABLE DESIGN (complete reserve or canopy only) add \$12.50
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RIGGERS NOTE: The steerable modification to the Navy 26' Conical Canopy is approved **ONLY WHEN ACCOMPLISHED BY THE CHUTE SHOP.** To MODIFY a reserve canopy or PACK a modified reserve canopy which does not carry the proper approval stamps is an FAA VIOLATION SUBJECT TO SEVERE PENALTY.

TO HAVE YOUR CONICAL MODIFIED

Send us your conical canopy or complete reserve and we will inspect it, modify the canopy, affix the approval stamps and container placard — all for just \$15.00
 Send the complete reserve and we'll repack it the day of shipment for an additional \$4.00
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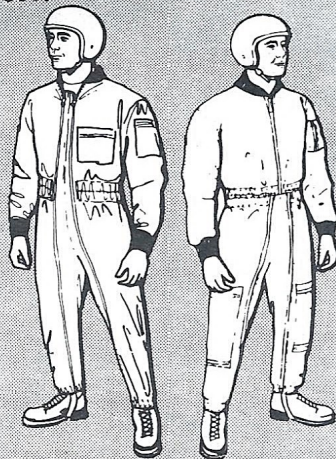
Like to become a member of the fastest moving sales team in parachuting?

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

PIONEER JUMPSUIT

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



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

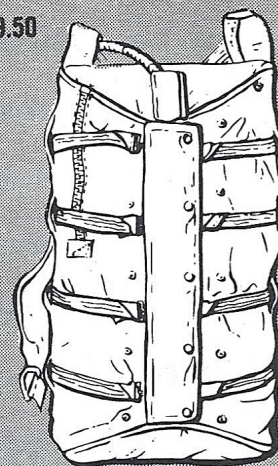


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Sage green B-12 harness w/ "D" rings, sage green B-12 container w/stiffener and tie down rings, 28' orange and white, or solid white ripstop canopy w/YOUR CHOICE OF MODIFICATION, guaranteed deluxe sleeve, hardtop pilot chute, risers, angled ripcord,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

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

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

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| P.C. Canopy, Sleeve and Pilot Chute | \$308.85 |
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The customer placing this order has already saved \$38.04 and he will save 10% on everything he buys for HIMSELF, HIS FRIENDS OR HIS CLUB for the next 12 months. In addition, he will have the opportunity to purchase specific items at discounts well above the 10% during the CLUB SPECIALS.

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ALL SIZES IN STOCK.

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| French Parabout | \$29.95 |
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THE CHUTE SHOP, INC

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Sometimes it's a matter of law

DZ-USA ASKS YOUR SUPPORT IN BACKING A CAMPAIGN TO PROMOTE SAFETY WITHIN THE SPORT AND PRESENT AN HONEST INDICATION TO THE GENERAL PUBLIC, THAT WE ARE STRIVING TO HELP OURSELVES . . . BY REDUCING OUR FATALITIES.

The goal is simple and imperative: ALL STUDENTS MUST BE EQUIPPED WITH AN AUTOMATIC OPENING DEVICE OF SOME TYPE, on all static-line jumps, and freefalls up to 10 second delays. This will not be suggested to clubs, IT WILL BE CARRIED TO A GOVERNMENT AGENCY AND MADE INTO ABSOLUTE LAW. We must carry this safeguard for students to the proper authorities, before one more student dies because of our inaction and concern for just our own personal safety. We must act for him and in his behalf before the sport is affected drastically.

WHERE DOES IT END?

THE SPORT MUST BE SAVED, AND MOST IMPORTANTLY, THE STUDENT WHO RELIES UPON US, MUST BE SAVED IF AT ALL POSSIBLE.

The Michigan Representative is Bob Breen, Wyoming, Michigan; and
The Massachusetts Representative is Butch Rubb, Malden, Mass.

YOUR STATE REPRESENTATIVE IS DESPERATELY NEEDED to coordinate and plan local activity and petition the jumpers within that state. If you wish to represent your state, I urge you to submit your name and possible suggestions and comments in support of SAFETY —

it CAN be stopped

How many more have to die because a club won't spend a few dollars? Can you put a price on a human life?

IF YOU BELIEVE THE SPORT WOULD BE SAFER AND THAT EACH AND EVERY STUDENT DESERVES A BETTER CHANCE . . . PLEASE SEND YOUR NAME AND ADDRESS TO: DZ-USA (STS COMMITTEE), P. O. BOX 2131, WICHITA, KANSAS 67201. AND DON'T THINK WE HAVE A LOT OF TIME TO WASTE—DO IT NOW!! WHILE WAITING TO GO TO PRESS WITH THIS MESSAGE, A SECOND JUMP STUDENT IN ARIZONA DIED WITHOUT THE BENEFIT OF AN AUTOMATIC OPENING DEVICE. HOW MUCH LONGER CAN WE AFFORD TO WAIT??

A SPECIAL NOTICE TO SUBSCRIBERS

If you were one of DZ-USA's first subscribers in 1966, you have received five free name-tags for your renewal. Others are forthcoming, so if you have renewed, yours is probably on the way. And if you are reading this issue and HAVE NOT RENEWED, picking up that expired subscription will get you the five sew-on tags with your last name clearly printed on them . . . just by renewing. Pass the word around.

There were a few issues put out in July with some pages in the wrong order. If you have one (and there were less than 20 of them), drop me a card and you'll be sent another copy. No charge . . . my mistake.

To subscribers who paid \$5.00 for first class postage AND DID NOT send in the extra \$1 . . . you will receive every other copy first class to compensate for the extra postage required to mail your issue. So, if you received an issue via second-class mail, it was because the extra postage fee was not received by Para-Print. This also applies to airmail subscriptions. At 15¢ or 20¢ an issue, it is easy to see why I can't mail a \$5.00 subscription by first-class mail. It costs almost that much just for the postage.

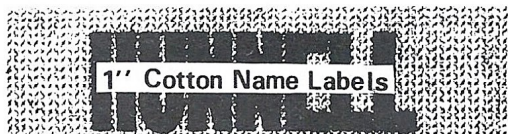
The Booster Club has a new item offered as of this issue . . . and you don't have to send in five subscriptions to qualify . . . send in TWO subscriptions with your name on them for Booster Credit, and you'll receive the same five tags (with your own name on them, of course), as the renewals are receiving. It's something for nothing, so get in there. Don't forget to drop me a card telling

me that's what you want, however. Otherwise, the two will be applied to the equipment (which takes 5 subscriptions). This also applies to those of you who now have two credits.

And, if you have moved and not notified the Post Office, you have probably been dropped from the mailing list at Para-Print. Two such cases this week alone is Steve Brink and John Blackwell. You have the back issues coming . . . all we have to do is find you.

* * * * *

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FAMOUS AND INFAMOUS QUOTES

"Rather obviously, I do not condone or approve of your editorial policy . . ."

. . . Gerrell V. Plummer
Major, Inf.

"Jumpers are a bunch of crazy nuts . . . that's why I fit in so well."

. . . Hank Brawley
Ex-Conference Director
Southwest Conf.

"The article, 'How to Build and Jump an Inexpensive Breakaway Rig,' was almost as funny as 'All In A Day's Work' . . ."

. . . Norman Heaton
Executive Director
USPA (PCA)

"I have only received my DZ-USA patch and one issue to date. Please take care of this as soon as possible. I don't know how much longer I can hold out."

. . . Jack Lord
Crown Point, Indiana

"I haven't logged any jumps in six or seven years . . . I'm going to start logging jumps from different types of aircraft and locations . . . someday."

. . . Lyle Cameron
Sky Diver Magazine

"I've been packing this way for 1586 jumps and never had a malfunction yet . . ." (On #1587, it came out the way he put it in . . .)

. . . Leo Kryske
U.S. Army Parachute Team
Ft. Bragg, No. Carolina

tivating those feathers that are sprouting up out of your shoulder blades, is a parachute. At the outset, a parachute is not very expensive, but, of course, in the long run it could cost you an arm and a leg.

To your dismay, you will find that the parachute has changed a great deal since you last saw one. In the first place, they no longer come with Tailspin Tommy dangling down from the rigging. But even more distressing is the fact that they are torn—*deliberately!* There is a rip right up one side.

Your unfriendly parachute salesman (why should he put himself out, he doesn't expect to ever see you again) will tell you that the rip is a technical improvement intended to increase the maneuverability of the chute. Any one who wants to believe that is certainly entitled to. But would a deep-sea diver, finding a slit up the side of his air hose, accept it as a "technical improvement"? One is inclined to doubt it. One suspects, rather, that some parachute manufacturer, caught with a run of rejects on his hands, called in his advertising agency for advice on how to turn his misfortune into somebody else's. Further, one imagines how the conversation went:

Manufacturer: The best I can figure is to peddle them as seconds.

Agent: Let's look at it for the Unique Selling Proposition. What exactly is the effect of this rip up the middle?

Manufacturer: Well, with all that air rushing up through that hole, my guess is that the parachutist would get *down* faster.

Agent: In other words, increased maneuverability. Or in still other words, a technical improvement.

Manufacturer: How much would you say I can jack up the price?

Having acquired a parachute, the next thing you will need is an instructor. Instructors can be found hanging around small airports. They are easily identifiable by the look of absolute vacancy in their eyes, the same expression that you will remember seeing on the faces of the inmates when you delivered your Aunt Hester to the Home for the Mentally Individualistic.

After collecting in advance for the lesson (it is extremely difficult to get a widow to pay for a thing that can't be repossessed), your instructor will

bombard you with statistics aimed at proving that sky diving, in spite of what logic suggests, is not dangerous. For example, that of the hundreds of men who perished at Valley Forge while wintering with General Washington, not one was a paratrooper; that more people were killed by lava suffocation in one hour during the eruption of Mount Vesuvius in A.D. 79 than were killed by parachute malfunctioning in a whole day on Friday, Nov. 13, 1936, when every airport in the country was socked in by fog; and that if all the people who have died in sky-diving mishaps were placed end to end beside all the people who have lost their lives in automobile accidents, Ralph Nader could probably get a best-selling book out of it.

The instruction will also include a lesson in packing your own chute. There will be a lot of detailed rigamarole about folding Section A over Section C while holding your left elbow on Section B, but by far the most important thing to remember (and which the instructors seldom mention) is never to tie your shoelaces to the rip cord. Many a novice, having disregarded this rule, has packed his chute, swung it over his shoulder, and performed a somersault that wasn't on the schedule, thereby becoming the kind of casualty that the statisticians for the sky divers' organization never count. (Incidentally, it isn't wise to pack your lunch into your chute, either. It's rather demoralizing, on the way down, to be passed by your own chopped chicken liver on rye, yelling "Pardon my dust!")

Before you know it, it will be time for you and your instructor and your pilot to board the plane that will take you to that Big Jumping Off Place in the Sky. At this point, your instructor will explain to you that it is customary to count at least to 10 before pulling your rip cord. He will not be amused by the fact that, to be on the safe side, you opened your chute the instant you stepped into the plane. Then, while the plane takes off and climbs and you repack your chute, he will lecture on that element of sky diving that, for the enthusiast, puts the kick in it—the free fall.

Falling free is what happens when the sky diver jumps from the plane and then delays opening the parachute. He does this on purpose. Hon-

est. I mean, really, he actually jumps from the plane and then, fully aware of what he's doing, he refrains from pulling the rip cord.

I know what you're thinking. You're thinking that no one could possibly be that contemptuous of plain, ordinary common sense. You're saying to yourself that it's an illusion, that he isn't really falling free, that he's standing on some sort of invisible platform or pillow. But, no. Scout's honor, he's really falling.

The basis for this devil-may-care attitude (I almost wrote devil-may-care altitude; sorry) toward taking a header into the atmosphere, I am told, is that for the sky diver there is no sensation of falling. The feeling, rather, is of floating. In almost the same breath, the sky diver tells us that in falling free the human body reaches speeds (*downward* speeds) up to 150 miles an hour. That strikes me as pret-ty speedy floating. Consequently, I am about as willing to believe that plunging straight down at 150 m.p.h. is comparable to sinking into a feather cushion as I am to believe that a rip up the side of a parachute is a technical improvement. I may be a fuddy-duddy reactionary, but I'm certainly not daft!

In order to understand how the sky diver can delude himself into thinking that falling is floating, it is necessary to take a good look at his psychology. Fortunately, such a study has been made—*The Psychology of the Sky Diver or What Goes Up Must Come Down, But How It Comes Down Is What Counts*; by Dr. Fritz Englehardt; University of Durango, Colorado Press; \$23.98. Dr. Englehardt's investigation, conducted during lunch hour while he was standing in line behind Miss Hapsburg, waiting for her to choose between the *gigot d' agneau en chemise à la mode de Bergerac* and the macaroni and cheese, provides us with the speculation that the sky diver is motivated by a death wish. The sky divers themselves scoff at this. But it is perhaps significant that less than an hour later Miss Hapsburg was found strangled, still in the vicinity of the macaroni and cheese. Too, there is the point that so far not one sky diver has come forward to refute Dr. Englehardt's conclusion, which, stated in

his own words, is: "It beats me!"

Be that as it may, in spite of the snide comments of your friends, the urging of your enemies and the protests of your creditors, let us continue to assume that you have decided to throw caution and yourself to the winds. And there you are, thousands of feet up, in the company of persons—your instructor and your pilot—who clearly have no more sense than you do.

Your instructor now opens the hatch. You look out and down. At the same moment, your pilot, who tends to weep at the sight of uncontrollable panic, closes the curtain behind the cockpit. This allows him to pretend that he cannot hear your screams and actually protects him from the terrible necessity of looking at you as you cling like a horrified leech to your instructor's neck. It is at this juncture that you learn the true purpose and function of the instructor: to push the first-timer out the door.

You and your fair-weather friends and the plane and your sense of dignity have now parted. You are alone and totally undone. Frantic, you stretch out a foot. But, no use. From that height it simply will not touch the ground. Weird thoughts begin flitting pell-mell through your mind. If you yelled "Fire!" would the smoke-eaters get there in time with the extension ladder? By exactly how much will your elevator shoes lessen the distance between you and the ground? Is it too late to begin believing in Superman?

As all hope fades, you find yourself succumbing to a kind of euphoria, and in this blessed state you are able to persuade yourself that you are floating, not falling. If you had thought to bring along a long, winglike board and the prop from the electric heater fan, you tell yourself, you might even be able to fly. Equipped with the landing gear from a tricycle, the possibilities would be limitless.

You begin to recall the things your instructor told you. One was that by utilizing air resistance you could control the attitude of your body. Having nothing else to do, you put the theory to the test. You reach out an arm. And it is true! On your very first try, you have managed to dislocate a shoulder.

But why stop with that?—now that

you have the hang of it. Why not try some of the acrobatics that the professionals perform? How about a swan dive? Or dodging between two parked cars? Or changing a blade in a razor?

Fortified with the kind of confidence that Custer had when he cabled his superiors in Washington that Sitting Bull was 90 per cent bluff, you attempt a swan dive. That isn't exactly what you achieve. But we'll have to call it that, anyway, since there probably isn't any official designation for a posture in which your left foot is hooked behind your neck, your right foot is hooked behind your left foot, and your two hands are stuffed in your mouth, trying to stifle a shriek of pain.

As soon as you have disentangled yourself from yourself, you start thinking seriously about opening your chute. But you don't want to do it too soon. After all, the whole world is down there, watching you descend, and you don't want to come off looking chicken. On the other hand, though, you don't want to come off looking like a thin film of melted butter, either. So you try to recall what your instructor told you about timing—when, exactly, to pull the rip cord. Before you reached 2,000 feet, wasn't it?

Now, you have another problem. How high is 2,000 feet? If you had an altimeter, you have somehow misplaced it. Starting to panic again, you stare straight down and try counting from the ground up. One foot, two feet, three feet—it's no good. Taking your chances on looking chicken, you yank your cord. Above you there is a terrific explosion as your chute opens. Then the cord, it seems, yanks back. And before you can muster your presence of mind and say "Whew!" you find that you have dislocated your other shoulder.

Eventually, the earth below ceases to resemble a checkerboard. Details can now be clearly seen. There to the right is a church steeple. Oops! Pulling at your lines, you shift to the left. Oops again. You are now descending on a Nike missile site. Another tug at the lines saves you from what could have been certain disaster. A nice, soft-looking vacant lot appears below—and it looks as if you'll reach it just in time to meet those friendly circus

roustabouts who are beginning to set the tent poles in place.

Are you convinced? Will you be content now to confine your diving to the shallow end of the swimming pool? If not, I suggest that you hesitate yet another moment and mull over the words of that renowned ex-parachutist, Nicholas Murray Butler: If the Good Lord had meant us to jump out of airplanes, He would have tied a good stout rope to our ankles! ☼



BITS AND PIECES

The 90-second delay requirement has been removed from the new license qualifications (slated to go in effect on 1 February 1968). The smoke-screen has served its purpose and all other new requirements will stay in effect...whether you like it or not...

Jim Wilson, ex-Tucson, Arizona, jumper type (and recent visitor to Wichita), arrived in Champaign, Michigan, on schedule for his new job --- found a DZ immediately --- 3 to 4 months in a cast now from a broken leg. And no worries about a long spot from Hunnell...not for awhile, anyway...SAT

John Snyder, Larry Holmberg (USAPT members), and Chuck Wall (Team Narrator), stopped by for a few cool ones while passing through Wichita. Gary Ocenas was also around but G-2'd the city by himself.... Holmberg said something about 500 jumps in six months, just to make me feel bad. John mentioned a sweatshirt idea I hope he decides to go ahead on. Other than that, it was a jump story swap-session only....

And after two months in Wichita, Max Kelly gives me a call to talk over old times (the Mardi Gras Meet and such) to make it a red letter month in the visitor department.

JUST IN

GAS CAPITOL JAYCEES INVITATIONAL PARACHUTE MEET

You and your fellow sport parachutists are invited to participate in the Gas Capitol Jaycees Parachute Meet. Details as follows:

LOCATION: Hugoton Airport-Hugoton Kansas. Airport is ½ mile west of Hugoton.

HOSTED BY: Gas Capitol Jaycees of Hugoton and Liberal Skydivers.

DATE: 18 Nov. 1967. Rain Date 19 Nov. 1967.

COSTS: Entry Fee: \$6.00; Cost per jump: \$3.00

EVENTS: (1) NOVICE ACCURACY (Static Line up to 50 jumps) two jumps in event.

(2) INTERMEDIATE ACCURACY (51 Jumps up to 125 jumps) two jumps in event.

(3) ADVANCED ACCURACY (126 jumps and up) two jumps in event.

(4) TEAM EVENT 3 jumpers per team. (All Classes) One accuracy jump in event.

TROPHIES: Awarded to top three contestants in each event.

AIRCRAFT: Two Cessna 182's with qualified pilots.

TARGET: 160 acres of soft plowed ground.

Meet Rules: See attached sheet.

For additional information, contact;

Clark Littell

Rolla, Kans.

EX 3-4710

Byrl Smith

Turpin, Okla.

NA 9-1463

Vernon Bearce

1509 Fairview

Liberal, Kans.

NA 4-6665

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Walt Scherar
P. O. Box 668
Palmdale, Calif. 93550

Red, white & blue PC — manufacture date Jan. 65 — 1.6 apex — less than 40 jumps on canopy. Sage-green container included. All for \$200.00.

Robert C. Burns
1317 Davis Ave. N.W.
Grand Rapids, Mich. 49504
Ph: 454-4809

Black & gold checkerboard PC, good condition . . . lots of jumps left in it . . . new control lines recently installed by a Master Rigger . . . \$150.00.

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

Security piggyback container, harness, ripcords, risers, and one-shots, w/a 26' 1.1 conical canopy included. All this rig needs is a main chute. Piggyback is black with yellow trim and in excellent condition (about 25 jumps on it). The 26' reserve has a 1957 manufacture date and is in good condition. I will pay shipping charges for surface rates. Will ship upon receipt of payment. Takes about 7 days from Puerto Rico to New York. Everything for \$110.00. \$90.00 if don't want the reserve included. Also have two white, new surplus, 28' canopies for \$15.00 each.

Bob Bashaw, D-992
Roosevelt Roads SPC
Box 937
U. S. Nav. Sta.
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).

Roy L. Fox Jr.,
5009 Nautilus Street
Apt. #9
Oxnard, California 93030

RATES FOR PERSONAL ADS

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

28' L0-PO — 7 TU, black and gold; about 100 jumps on canopy. 4-pin container and harness included . . . \$135.00.

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RR 3, Box 3140-99
Browns Mills, N.J. 08015
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609-893-2070

If you have a KAP-3 for sale (or know of one) please contact DZ-USA immediately for a buyer of same.

WANTED . . . WANTED

A 32' LoPo main canopy (9TU or 7TU), complete with container, sleeve, pilot chute, harness . . . ready to jump . . . Must have the canopy as soon as possible and will pay any reasonable price.

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Charlotte, N. C. 28208

Red, white & blue PC dyed yellow . . . colors are now red, yellow & green. 400 jumps on canopy. B-5 harness, 1½-shot capewells, comfort pads, quick-ejector hardware, Pioneer ripcord, B-12 container, good sleeve and pilot chute. Harness and container in very good condition. Cash only . . . \$150.00. Will ship COD.

Stoney Grisham
2302 So. Ridgewood
Wichita, Kansas 67218

New 5TU canopy with new Pioneer sleeve w/new surplus sage-green B-4 container and harness. Complete w/shot-and-a-half capewells . . . \$55.00

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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Tulsa, Oklahoma 74112
Ph: 918, 835-9109

JUMPING IN SOUTH AFRICA

Byline: Captain H. Fecitt

Zambia is Zambia Skydivers with 3 branches at the moment. Lusaka, Kitwe, and Mufulira. We use Tri-Pacers, mainly, but Cessna 172's, 175's, 182's, and 206's (plus A Cherokee 6) show up occasionally. Aircraft hire is expensive (Cessna 182 is 50¢ per MINUTE, U. S. currency), and with most of the DZ's above 4,000 ASL, we don't make many long delays. The weather is good, however, most of the year. There are about 15 active jumpers in Zambia, but no one with more than 300 jumps. I am only learning, with 34 sport jumps to date, although I was a paratrooper and made some jumps in the British Army. I jump a T-10, 35-footer, 7TU canopy because of my weight; the ground being very hard here; and the DZ's being very high. It has taken me nearly two years to accumulate the jumps I have so you can see we don't jump every weekend. If I can get some good photos, such as a water jump over Lake Kariba, or a jumper with Victoria Falls in the background. I'll send them to you.

Editor's Note: I think I speak for all of us, Harry. News, such as this is always of interest and photos would be the icing on the cake. Thank you for clueing us in.

A COLLEGE JUMP BUM REPORTS . . .

Byline: Gil Branson, Auburn, Ala.

After talking to you in Tahlequah (NCPL Meet in April), John Dunn and I flew to Philadelphia. We took our rigs along and decided to go over to Lakewood and get a jump in, but after seeing the prices (\$5.50 for a 30), we took off for good old Alabama. How do the people that jump there afford it? I realize that it costs to operate a center, but why try to get rich off the poor jumper? Anyway, after we got home we went out to our DZ (about 30 miles from Auburn) and decided to get a 45. John Little and myself pile into the plane and off we go. At about 8000, I check the door (we had left it on for better climbing) and discover the handle on the inside is broken and the only way to open it was from the outside. Can't you see this . . at 10-grand, with our rigs on, and locked IN? I whip out the trusty old pocket-knife and, man, do I work on that latch. We finally get out of the plane and spend the afternoon jumping. This being a college jump bum is a rough life, believe me.

If any of your friends or subscribers are over this way, call us at AC 205, 887-7195, and they can jump for \$2.00 to 3500, or \$3.00 to 7000. We can usually get a lift off any day of the week as most jumpers here are in school and have the afternoon off. Drop in if you want a jump at reasonable prices.

Editor's Note: If you think centers are high and getting rich off poor jumpers, Gil, think of the equipment companies who make centers look like angels. There are two who scream about paying for an ad (no matter how cheap the ad is) and would steal the nickels out of a parking meter if they thought a jumper put them in there. So, don't blame the centers. They aren't even in the same league. (And this comment does not infer that the well-known companies are guilty of this. It's the companies farther down the line who deal primarily in surplus gear.)

WHY PAY MORE?

Riggers, commercial firms and equipment companies (display ads):

1/8 page, one month, \$20
1/8 page, three months, \$40

continued

of this year, a girl student was killed on her fifth static-line jump when her pack failed to open. Examination showed that her dummy ripcord had been a real ripcord and the pins had been intended to lay alongside the static-line (but not inserted in the cones or connected to the pack in any way). However, the packer inserted the "dummy" ripcord pins into the cones by mistake, and the static-line pins were left alongside the cones. (The club was using a pin-type static-line). The woman did not attempt to pull either her "dummy" ripcord (Which would have opened her backpack) or her reserve.

Salisbury, Southern Rhodesia: In April, two men were killed due to a mid-air collision. Five jumpers exited a Cessna 206 at 8000', to attempt the first five man star in Southern Africa. Two of them were seen to move into each other and collide at a high rate of horizontal speed. One man (with 200 jumps) then appeared to lose consciousness and his body performed backloops until he hit the ground. The other man (with 1200 jumps) appeared to be semi-conscious until just before he hit the ground, when he made a definite attempt to stabilize. This accident was witnessed by a large crowd at Salisbury Racecourse, who had congregated to watch a parachuting championship. Six other competitors broke legs or hips during the championships.

These incidents are, in my personal opinion, a reflection of the attitude of a lot of jumpers out here. People are attempting fancy relative work and disregarding the basic principles. All three of the deaths would not have occurred if automatic opening

devices had been used. What is the DZ-USA view of AOD's (artificial-opening-devices)? Reserve or backpack? What has been proven best? What are the cheapest? Perhaps you could produce a small article on this.

Editor's Note: DZ-USA is primarily behind reserve automatic-openers, and in particular, the Sentinel produced by Steve Snyder Enterprises, Swarthmore, Pennsylvania. It is the cheapest (dollar for dollar) and the most reliable IF PROPER MAINTENANCE IS PRACTICED. It has batteries which can become weak or corrode, connections which must be constantly checked, and moving parts which must be inspected regularly. It is a machine and is only as effective as the Maintenance. The unit is \$89.50 and when coupled with the Sentry (a second device to automatically dearm the Sentinel and avoid accidental firings), it sells for \$137.00. The Czech KAP-3 is the most reliable backpack automatic opener is used by several clubs and centers, but is presently over \$200. installed. We have many jumpers in the United States who will attack the Sentinel and cite a case where one has failed (usually due to no maintenance or improper use), but one fact remains . . . they never come up with anything better. It has saved 26 lives (confirmed) and even if we grant that it failed on one or two occasions . . . the saves so outnumber this possibility that any argument is ridiculous. There is also an F1B automatic opener for the main on the market but it cannot be used on California breakcord type static-lines and is not recommended for static-line jumps. It is, however, reliable and sells for \$44.50. It would be suitable for

an experienced jumper's use, in my opinion. Overall, the Sentinel is the best all-around opener, however.

The following items are from the "New Zealand Federation of Parachute Clubs Newsletter", C-39 Auckland, editor:

"A further short story from Lancelot's lost log . . . One of Lancelot's favorite dishes is roast duck, and, when in season, he would go hunting with his squire. (Any excuse would suffice). Woe betide, any unfortunate duck once that Lancelot had spied it. Seldom did that duck escape the pot. His method was typical of his character. To hunt from the ground was unsporting. After all, were they not birds? It was only logical that they should be caught on the wing, and, in their own environment, out-smarted and out-maneuvered by pure skill. Traversing the swamps from 7500 feet, Lancelot would carefully choose his supper. Licking his chops, he would propel his squire into space with one sweep of his old jump boot. In freefall, he would point out his unfortunate quarry; and it was the squire's job to distract it's attention while Lancelot bombed in for the kill. Then it was every feather for itself. Lancelot only took the choicest of the flock and ignored the rest. With one hand firmly around it's neck, he would pull; and on many occasions would have it plucked before reaching the ground."

Carl M. Rofe jotted down some interesting statistics at the 1967 Championships, Rukuhia Airport, New Zealand, March 24-27, 1967, which you American-types may find of

turn to page 22

PHOTO BY LUIS MELENDEZ



(Top) Ed Melendez; (left) Jack Hammond with 16mm gun camera; (center) Don Oliva; (right) Don Molitar; (bottom) Bill Turner. Taft, California DZ.

Courtesy of Luis Fotos.

GIVE THE STUDENT A BREAK

Byline: Larry Lawson, "The Broken-Legged JM"

In January, we of the Las Vegas Sky Divers Parachute Club had a most unusual inter-club jump meet. We would like to pass along the information to other clubs who might be interested in having a fun weekend with the students and experienced jumpers competing together.

The meet consisted of four 3-man teams and one extra jumpmaster who arrived late and could go for only the individual accuracy trophy. One jumpmaster, one intermediate jumper (with 11 to 50 jumps) and one student (with 1 to 10 jumps experience) on each team. Names were drawn from three separate hats to form the teams. This method gave no one a choice of who would be on his team and at the same time, split the experience up very well.

We had two events, individual accuracy computed from the total of each man's three jumps, and team score computed from the total of each man's three jumps, and team score computed from the total of nine jumps made by each team. Each jump was counted twice, once for individual accuracy and once for team accuracy.

As you can see, we had a problem handicapping the more experienced jumpers so the students could take home a trophy. We had trophies for 1-2-3 individual accuracy and a set of three for the winning team. The method used was as follows: The drop zone was marked as the picture shows, with balloons on the center of each target. The students could go for any one of the four targets while the intermediate jumpers were allowed to use only the outer three and the jumpmasters could use only the center target. See

photo below.

The problem of safety on landing was given much consideration and PLF's were made mandatory. Jumping was halted when the winds reached five MPH because of the students trying to make down wind approaches. The score was derived by a broken-legged jumpmaster, who was well out of the



way, with a stopwatch timing the jumpers from impact to balloon pop. This was quite funny at times while watching a jumper running to a balloon, and toting a partially inflated canopy.

Zaps received three minutes time for that jump and were given for the following: 1) Low Opening; 2) Capwell ejection at any time; 3) No PLF; 4) Disconnecting any equipment other than belly-band prior to landing, which could be done after PLF; 5) Self disqualification by hand signal; 6) Flagrant violation of BSR's or Doctrine.

The ASO is a member of our club and saw to it that safety was a prime consideration

throughout the meet.

During the first Sunday, there were twenty-seven jumps made at various altitudes. The students were put out at 3,000 ft. (as are all of our students), the intermediates were allowed to exit at the altitude appropriate to his delay time, and the jumpmasters were given a maximum of 4500 to open PC's and X-Bows at terminal.

The meet was finished on two succeeding weekends. Everyone had a lot of fun and the students were very satisfied with the outcome of the meet. Although the potential did exist for one jumper to pick up two trophies, it did not happen. Feelings were not hurt because no one could pick their team. It was a very enjoyable and safe way to introduce the younger jumpers to the excitement of competition. Try it, see if you don't give some young jumper the push to make him work harder for a berth on the US Team someday.

LITTLE KNOWN RECORDS:

On Armed Forces Day this year, SFC O'Donnell pulled at 2200 feet. He stayed aloft 25 minutes and at one time went from 2200 to 2600 feet. The event was witnessed by several thousand people at Fort Lee, Virginia. The jump was made from an Army Beaver and the canopy was a Green & Black checkerboard PC. Submitted by R. Antcliff, Ft. Lee SPC, Virginia.

...oooOOOooo...

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

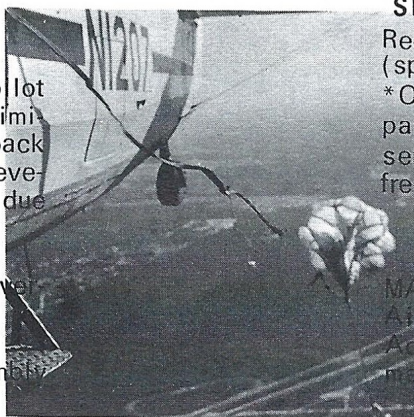
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interest from a comparison point of view: "There were 19 competitors with the oldest competitor being 42 years of age and the youngest being 19. Average age was 28 years old. Most years of active jumping was 13 and the least was 1½ years. The average experience was 4 years. Highest number of jumps was 453 and the least was 81. Average number of jumps was 260. Canopies used were; 4 PC's; 1 XBO; 5 LoPo's; 11 7 TU cheapos; and 2 other HiPo's. The oldest canopy was a 7TU with 210 jumps on it; and the newest was a zero-jumped PC." This should indicate that New Zealand is just about the same as the States with one big exception. We don't have anyone actively jumping with 13 years experience. Everything else is about the same.

(Based on an article in "Sport Parachutist," the Journal of the British Parachute Association):

A British jumper has been killed at Rabaul, New Britain, after a collision between the jump-aircraft and the jumper. The pilot was also killed as a result of the accident. A brief account of the incident is as follows: The first static-line student was put out at 2700', and the aircraft (a Cessna 172), then circled and came around and put out the second static-line student (a female). She exited about 300 feet from large cumulus clouds which had a base of about 2500'. She had a successful exit and her canopy de-

ployed normally, but almost immediately the plane went into the clouds. It seems probable that the pilot then made a steep turn to break out of the clouds as soon as possible. He lost altitude during the turn and upon emerging from the cloud, was directly in line with the young female student. After colliding with the jumper's parachute, the aircraft rolled on its back and went into an inverted spin. The parachute instructor still aboard, jumped from the aircraft, and opened a few hundred feet above the ground. He was uninjured and ran at once to the aircraft wreckage to render assistance. Both the pilot and the student, however, had sustained fatal injuries. Examination of the wreckage indicated that the rear section of the fuselage had failed in flight and it's probable that the point of impact by the jumper was in the tailplane. The engine was not running when the aircraft struck the ground and part of the canopy and suspension lines were entangled with the prop. The engine may have stalled under the load imposed upon it. Witnesses said that the aircraft was in the cloud between 25 and 30 seconds, and that the collision occurred while the parachute was partly obscured by wisps of cloud. It is almost certain that the pilot did not see the descending parachute until the moment of collision. The accident may have been avoided by putting the student out farther away from the clouds. British Air Navigation

Regulations prohibit a plane from approaching closer than 2,000 feet horizontally from clouds if no instruments are being used. The probable cause of the accident was that the pilot, after entering the cloud, was inexperienced in instrument flying and did not maintain effective control of the aircraft and the circumstantial flight path which was to bring about a collision with the parachutist. Why the aircraft lost so much altitude during the turn was never established. On the heels of the plane crash in Canada which took four lives, and the New Hanover crash which took five lives in the United States . . . it seems every country has the same problem in the sport. YOUR JUMP IS ONLY AS SAFE AS YOUR PILOT. CHECK HIM OUT.

* * * * *

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...



Pat and Harry Hallman setting up for a kiss
(seen around the world).

NEED A LIFT? CLUB NEWS

CENTURY SKYDIVERS NEWS RELEASE

Byline: Gerald A. Baumchen

1966 proved to be the most successful year to date for the Century Skydivers, a PCA affiliated club. Under the direction of President Paul Lawrence, the early part of the year saw a formal banquet held for the installation of the new officers. During February the club sponsored a public showing of the film, "Sport of the Space Age," with an equipment display. Donations were accepted and given to a local mother for a kidney operation. May of 1966 saw the club host the First Annual Southwest Washington Accuracy Championships. With the exception of rain (in Washington?) on Sunday, the meet, and 4-keg party with all the food you could eat Saturday night, was a huge success.

The highlight of 1966 was the visit of Jacques Istel, who spent two days observing activities in the local area and taking pictures. An informal get together of jumpers in the area was held in Mr. Istel's honor and 60 jumpers turned out to meet him. Also, 1966 was the year that we became incorporated for the protection of our members. The club boasts 14 paid up members, all PCA members, four of whom are D's, nine C's, and one B. In addition we have four Senior Riggers, one commercial pilot, two private pilots, and one student pilot.

The following licenses were obtained by club members during 1966:

Dan Grace B-4754
C-3675, & Senior Rigger
Lanny Springer C-3277
Fred Edwards C-3298
Susan Thomson C-3377
Gerald Baumchen C-3516
Robert Edwards D-1325

Elections for 1967 resulted in the following:

President Gerald Baumchen, C-3516
Secretary Robert Edwards, D-1325
Treasurer Paul Lawrence, C-2617
Safety Officer. . . . James Lowe, D-855
(appointed)

With the addition of John Pummell B-37, Don Burke, and Jim Arionus already this year, nearly all problems solved for our 2nd Annual Contest, and plans for a banquet, 1968 should be even better.

The Century Skydivers would like to welcome any jumpers travelling through the Northwestern USA to come and jump with us. We want to meet as many jumpers from elsewhere as is possible, preferably around 7500 feet from Terra Firma, travelling about 120 MPH in a vertical direction (not up).

JUMPING . . . OKLAHOMA BRAND

Byline: Bob Beck, C-3702

Stroud, Oklahoma is a small community of approximately 2500 population located halfway between Oklahoma City and Tulsa. It is easily reached by taking either Route 66 or the Turner Turnpike, although the turnpike is quicker. Turn north on State Highway 99 and drive three miles out of Stroud and you will

come to the local airport. Here you will find what is without a doubt the jumping capitol of Oklahoma. You should immediately prepare yourself for a pleasurable day of jumping that you will always remember.

The jumping is controlled by the Stroud Air-O-Service. Jim McMahon, besides being airport manager, is both owner and chief pilot. He has been flying jumpers since 1956 and probably knows more about spotting than most D-license holders. Many jumpers, including this writer, who have attempted to spot themselves in some of these Oklahoma winds, have pondered this fact as they trudge down the road with all of that hot and heavy jumping gear back to the airport. Jim is definitely a jumper's pilot and will do his best to accommodate the skydiver with his jumping to include loaning out jump equipment, such as a reserve, to the individual who decided at 1200 feet he should have had his own reserve repacked yesterday. He has been known to get up at 5:30 in the morning for the first lift.

His son, Jimmy, who has made three jumps himself to date, started flying jumpers this year and shows that he has inherited his father's flying ability. I can remember one time when Jimmy was late for a date because he took the time to fly one last lift of jumpers who arrived after everyone else had left.

The chief manifestor and bookkeeper is Mrs. McMahon, affectionately known as "Mrs. Mac" to most everyone. She is headquartered in the lounge and manages to run the manifest, make change, and provide a sympathetic shoulder for the tired jumper who "could have at least landed NEAR the airport!" This is no small feat, yet she does all of this with a smile for everyone.

The jumping goes on seven days a week. The jump aircraft consist mainly of two 180's that have been stripped down to hold four jumpers. Both are equipped with jump steps, one has an air-deflector on the front of the door sill and the other is fitted with a jump door which makes for short flight time to high altitudes. The normal flight time to 12,500 is usually about 20-25 minutes. As a rule, aircraft is usually touching down about the same time as the jumpers from it do. An occasional 172 and an infrequent Twin Beech round out the jump ships.

The drop zone itself is a 25-meter pea-gravel pit with a plowed area that surrounds it for about 100 feet. It makes for soft landings during competition and cushions the impact for the clown who decides to see who hits the ground first, the PC or himself. The DZ is completely clear to a distance of 150 yards of anything taller than prairie grass. Ironically, the DZ also has the worst aspect of a jump at Stroud, it sets about a quarter of a mile from the packing area. However, the less ambitious fun-jumper may elect to land beside the grassy area and just pack his chute where it may fall.

You are probably saying to yourself that you have to pay for what you get. And you are right, you do. Like \$1.50 to 3000, or \$2.65 to 7500, or \$5.00 to 12,500. Anything higher goes by tach time. It is worth mentioning that Jim and one of the 180's hold the altitude record for a jump in Oklahoma.

With jumpers from Oklahoma State University at Stillwater, the Sooner Skydivers of Oklahoma City, and the Tulsa Parajumpers you are sure of finding great jumping with great jumpers. So, if you are planning a trip near or through the Sooner State, why not stop by and pop a couple. We'll be looking for you!

Make The Rounds...

FALL RIVER, MASS: Mike Nagle reports pretty poor weather and a few jumps. He's headed for England, however, and hopes to get a few more over there. From the rumors I have, England isn't noted for good weather either. Keep us informed, Mike.

GERMANY: SSG Cliff Harris and wife, Karma, are making room for one more. Rebecca Lynn, 8 pounds, 2 ounces, and born on August 9th. Cliff was stationed in Fort Riley, Kansas, prior to his transfer to Germany and was instrumental in keeping the club there going. Hurry back, Cliff. And congratulations to you on the daughter.

FT. BRAGG, NO. CAROLINA: DZ-USA has been accused of publishing pictures of parachutist with beer or other alcoholic beverages on drop zones and of giving extensive coverage to "party" activities to include "moons" and "streaks". If any subscriber out there can find an issue which shows beer or other alcoholic beverages on a drop zone during jump activities, please inform the editor. I can't seem to find the pictures referred to. As for the "streaks" and "moons", they have taken up about 1% of the space in exactly three issues . . . about the same percentage of the jumpers who perform them. There are open minds and there are one-track minds . . .

LOS ANGELES, CALIF: From W. A. Walt Wilson, quote, "It was a true pleasure to read a good parachuting magazine again. There hasn't been one since they put a cover on Parachutist. Most jumpers need a good kick in their cockiness . . . you seem to provide that. If you have back issues available . . ." unquote. Walt, in addition to being an intelligent jumper, heads the All-American Parachute Team and specializes in airshows, fly-ins, grand openings, benefits, sporting events, county fairs, road races, etc., so if you need an exhibition jump you won't forget, it's AC 213, 381-5757 if you live in the Los Angeles area.

HAMMOND, LOUISIANA: Prissie Riche reports piles of new students at Southern Parachute Center, Inc., plus several people from out-of-state and two new female-type jumpers. She also reports that she soloed the other day. One last item, Leon Riche (hubby) presented Jeff Russell with his Gold Wings recently. That's what I call an active center!

VIETNAM: Lt. Skip Stephenson, USMC, reports Bill McBride, a Pelican and classmate of Skip's at Annapolis, was wounded but not seriously. He took some grenade fragments in his arm and shoulder. Skip also got in touch with Capt. Lagerloef at Da Nang about the possibility of jumping in Hoi An (after seeing his letter in DZ-USA), but no soap. Between military red tape and aircraft availability, the picture is dim for jumping in the north. Skip also states that DZ-USA has become a good mag . . . the best of the three. Statements like this make the mail from the 2% tolerable.

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.



PARACHUTISTS OVER PHORTY SOCIETY KUDOS

Did you see the June issue of DZ-USA, in particular the last page? We, the POPS of parachuting owe Gene Hunnell a vote of thanks for publishing our bulletin in depth. It was word for word as submitted for publication. Kudos to Hunnell. You all received an order blank in my august mailing. If you don't already subscribe to the "DZ", find that order blank and sign up now. This magazine is the only regular source of poop on the POPS! (I think I could have rephrased that last bit!)

Did you see the July issue? "No Bull?" It shouldn't happen again!

PATCHES

Those of you that ordered "shoulder patches" should have them by now. "Great" aren't they? Well, our "back patch" will be even greater! You got a copy of the design in the August mailing. Just visualize it in vivid color and made in the same fine quality as our shoulder patch. The "back patch" is really indicative of our being parachutists. Order yours by sending three bucks to Lenny Barad for each patch your desire. We have to order a certain minimum to meet that price break.

ITS A RIOT

That is to think the Milwaukee riot could produce some good. POPS #43, Ray Mahon, lives there and since the citizens were requested to stay home and off the streets, Ray used the time to write. He and Joe Dolney, POPS #50, made an exhibition water jump on July 3rd. Only thing is, Joe didn't get wet! He just got a little leafy from the tree he was hung up in. S.A.T. Joe or should we call you Tarzan now? Ray said he didn't dare laugh at Joe because he went that tree route last October. On July 4th, Ray got in two demos at Fort Atkinson, Wisconsin and really nailed the old target. Guess what? On the trip home he jumped in to the local DZ and missed the whole joint, landing in the local golf course. Fore!!! Ray, who is "56" made a 148 year jump with Joe Dolney "46" and Dudley Canfield "46". Dudley is not a POPS yet but we'll fix that. Come on Dudley, join the rest of us old kids.

REGAL DEMO

POPS #65, Gus Gutshall, is with the Seventh Army Parachute Team in Europe and says it beats hell out of regular soldiering. They are on full time parachute duty now and hope it lasts through September. They are representing the 7th Army at affairs over there. Gus had the distinction of participating in a demo for the King and Queen of Belgium at their Air Day celebration in Brussels. POPS #65 is one the rest of us can be proud of. (See the June issue bulletin.)

INTO THE WILD BLUE AGAIN

Bill McEwan, POPS #82, has been grounded

for a year due to surgery. However, by the time you read this, he should be in the sky again. He said it would be tough starting again but couldn't resist the inspiration of being a POPS. Rots a ruck Bill! That spirit seems to pervade the ranks of our gang. Bill also suggested a darn good idea. "Organize a POPS JUMP at the 1968 Nationals." Hows about that?

LAWYER'S LAMENT

POPS #84, Landon Son, traded in his POPS cane for a crutch. He crashed and burned and as a result has a fractured fibula of the left leg. That ought to get a little sympathy from the Judge and Jury. Landon is an Attorney At Law in the city of Fort Worth, Texas. I'll say one thing, "he sure can't be a "petti-fogger" (Webster's) because he is too fair. He sent your old Top Pop five bucks to help defray the costs of management. (Man, thats the cost of a California "seven-five"! Seriously, I know all the POPS join me in wishing #84 a speedy recovery and softer landings in the future. As a real POP would say, "be careful Son".

IT NEVER FAILS

Mike Efstation, POPS #37, has been trying to promote a jump into his Annual Company Picnic for three years. He is employed by Grumman Aircraft Engineering Corp. on Long Island. This year he finally swung the deal and lined up three four man loads out of his club, Long Island Sky Divers, for the picnic jump on July 15th. Guess what? The shindig got rained out and postponed to July 22nd. Guess what? Big Lakehurst Naval Air Station Meet on the 22nd including twelve-five jumps from C-117's! Also, a new law was to take effect in New York further lousing up the jump picture. Oh, the woes, trials and tribulations of a sky diver! "I wonder how things turned out?"

DO GROWN MEN CRY?

POPS do! Ken Whittier, POPS #7, wrote twice recently. First letter: "Got my new PC, all for myself, after 160 jumps on borrowed canopies. My first three jumps on the new rig were each three feet from dead center. Look out Nationals here I come." Second Letter: "Would you believe on the sixth jump. . .hung the canopy up in a barbed wire fence due to 20-25 MPH winds?" He didn't disclose the damage to the PC but the ink on his letter was all smudged like from water drops. (?) Hey Ken! Ever hear of Capewells or turning the canopy into the deck when its dragging you? S.A.T.

A RECORD?

Joe Beiderbecke, POPS #35, wonders if he might be the oldest guy to try jumping and then stick to it? Last year at the age of "55" he tried "one". Now has over 56 jumps and looking forward to earning his "D" in another year. He is making 30 second delays, with a little spin now and then, and looking forward to 60's soon. He's been in the trees twice and sprained a leg twice but won't let little things like that daunt him. He said his kids think he is in his second childhood — but love him that way — his wife is wondering who he is trying to impress and all his old friends think he flipped his lid. Joe says "S.A.T., I'm having the time of my life. It is great fun and a new world for me."

NEW POPS

Here is a list of the latest POPS to join the gang. Write their names and addresses down on your list.

POPS #95, Bill Larson, (43 yrs.) 5047 West 59th St., Los Angeles, Calif. 90056.
POPS #96, Tom Morrison, (43) Tennis Ave., Ambler, Penn. 19002.
POPS #97, Jim Bates, (41) 188 Hill Street, Suffield, Conn. 06078.
POPS #??, Ernie Webber, (43) 3315 Rio Vista Drive, Bonita, Calif. 92002.

TOP POP TOPIC

I would just like to say "thanks a lot" to you guys who responded so promptly to my request for updated information and sent back the little file card I mailed out. And to you guys who haven't as yet "get the @#%#/-?½\$!@ off your dead buns and get with it". There are either a lot of you guys too dumb to write, can't afford a hicket stamp or ain't got an envelope. Don't let the envelope bit stop you. POPS #3, Russ Gunby, filled his out, turned it over, wrote my address on it, stuck a stamp on it and dropped it in the mail. "I got it". Whats your excuse?

Thanks also to you guys that ordered a "back patch" after seeing the design. I don't know how many new orders Lenny received but I hope it is enough to fill the minimum order.

STANDING INVITATION

There are still a lot of jumpers out there who are over Phorty (40) years of age who do not belong to our unique society. "Come on and join us". There is no dues, no obligation, no nuthin'! Just fun in swapping tales and being one of a bunch of old dudes who have made it over the hump and believe in living it up. Send your name and address to:

Jack H. Sowle — POPS #33
15402 Baffin Circle
Huntington Beach, Calif. 92647

COMING MEETS

AIR COMMANDO PARACHUTE TEAM OPEN ALEXANDRIA, LOUISIANA November 25, 26, 1967

Novice Accuracy, Intermediate accuracy, Advanced accuracy, Style, Three jumps each event. Team event two jumps. Entry Fee \$6.00 3.00 per jump. 50 meter pea gravel target. USPA membership required. Bring log books and in date sealed reserves. FFI write Capt. Royce E. Parker, ACPT, Box 2023, England AFB La. 71301, Ph. 445-3733 or 445-4223.

MIDWEST SPORT PARACHUTING ASSOCIATION MEET 9-10 December 1967

Hosted by KA-MO SPORT JUMPERS,
Kansas City, Mo.

Event I — Novice Accuracy 0-50 jumps — 3 jumps; Event II — Advanced Accuracy PC & X-Box — 2 jumps; Event III — Advanced Accuracy 1.1 & 1.6 — 3 jumps; Event IV — Style — 2 jumps; Event V — Team — 1 jump. Events I thru IV — \$4 per jump. Event V — \$12 per team. Accuracy jumps from 3,000 ft. Style jumps from 6,200 ft. Team jumps from 4,000 ft.

Trophies for all events. Money for team event — 1st \$51, 2nd \$27, 3rd \$12. For more information contact:

Eric R. Sorenson
Box 1217
Richards-Gebaur AFB, Mo. 64030

COMING MEETS

SECOND ANNUAL WICHITA PARA-CENTER MEET BENTON, KANSAS 4-5 November 1967

\$4.00 entry fee covers all events.

Event I (Senior Accuracy) 100 jumps and over, SUPER canopies, 3 jumps from 3,000 ft. — \$9.00. Event I (Novice Accuracy), under 100 jumps, any canopy 3 jumps from 3,000 ft. — \$9.00. Event III (Cheapo Accuracy), 1.1 and 1.6, 3 jumps from 3,000 ft. — \$9.00. Event IV (Team Event), 2 jumps from 3,600 ft., \$6.00 per man, three-man team. Event V (Relative Work Event), 1 jump from 7,500 ft., (extra points for three man star), and accuracy, \$4.00 per man.

The easiest way to the DZ is to take Andover Road (4 miles 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. You are one mile from the DZ on the right side of the

SEVENTH ANNUAL GOVERNOR'S CUP MEET SATURDAY, 21 OCTOBER 1967 (Weather date - 22 October) ORANGE SPORT PARACHUTING CENTER ORANGE, MASSACHUSETTS

Two 30 second delays (7200') combined style and accuracy jumps, both count. The five by five scoring system will be used. 500 points for dead center, 1 point off per centimeter away, measured to 5 meters. 500 points for best style time, 10 points off per tenth of a second up to 5 seconds.

All jumpers must open above 2000'. Time of delay will not be graded.

\$16.00 registration includes both jumps, trophy fees and a banquet at The Inn on Saturday night.

Any male or female currently qualified for USPA or PCC Class "B" license or higher is invited to compete.

Three attractive lucite trophies for First, Second and Third place. The name of the winner will be inscribed for posterity on the permanent Governor's Cup.

Anyone under 21 must have a signed Parental Release on our Center form (available upon request). Floatation gear is required. Reserves will be checked for currency.

There will be a Fun Meet, Sunday, 22 October. Flat circular accuracy meet into The Inn. First, Second and Third place lucite trophies.

* * * * *

CENTRAL CONFERENCE ELIMINATIONS 18-19 May (Weather Date: 25-26 May) 1968 Site Undetermined

Jack Bergman has announced the dates for the Central Conference Eliminations for 1968. Anyone interested in hosting the Central Conference Eliminations should submit their bid to Jack Bergman with one copy to PCA headquarters. Bid closing date - Jan. 31, 1968. For more information contact Jack Bergman, 6561 Bancroft, St. Louis, Mo., 63109 or call 314-647-5660.

SIXTH ANNUAL SOUTH FLORIDA WINTER INVITATIONAL PARACHUTE MEET. 29, 30, 31, DECEMBER 1967. CIRCLE T RANCH AIRPORT INDIANTOWN, FLORIDA.

EVENTS:

INDIVIDUAL ACCURACY.

7 JUMPS, 2500 ft., 0/5 SECOND DELAY, 5x5, POSSIBLE 3500 pts.

TEAM ACCURACY, 3 MAN TEAM:

2 JUMPS, 3300 ft., 0/12 SECOND DELAY, 5x5, POSSIBLE 3000 pts.

PLACES AND PRIZES!

INDIVIDUAL ACCURACY:

1st.—\$300.00—TROPHY

2nd.—\$200.00—TROPHY

3rd.—\$100.00—TROPHY

TEAM ACCURACY:

1st.—\$300.00—TROPHIES

2nd.—\$225.00—TROPHIES

3rd.—\$150.00—TROPHIES

TOTAL ENTRANCE FEE IS \$50.00 (If entered prior to 20 December 67).

FOR INFORMATION CONTACT:

SOUTH FLORIDA PARACHUTE, INC.

P.O. BOX 246

INDIANTOWN, FLORIDA 33456

Phone: AC305-597-2736



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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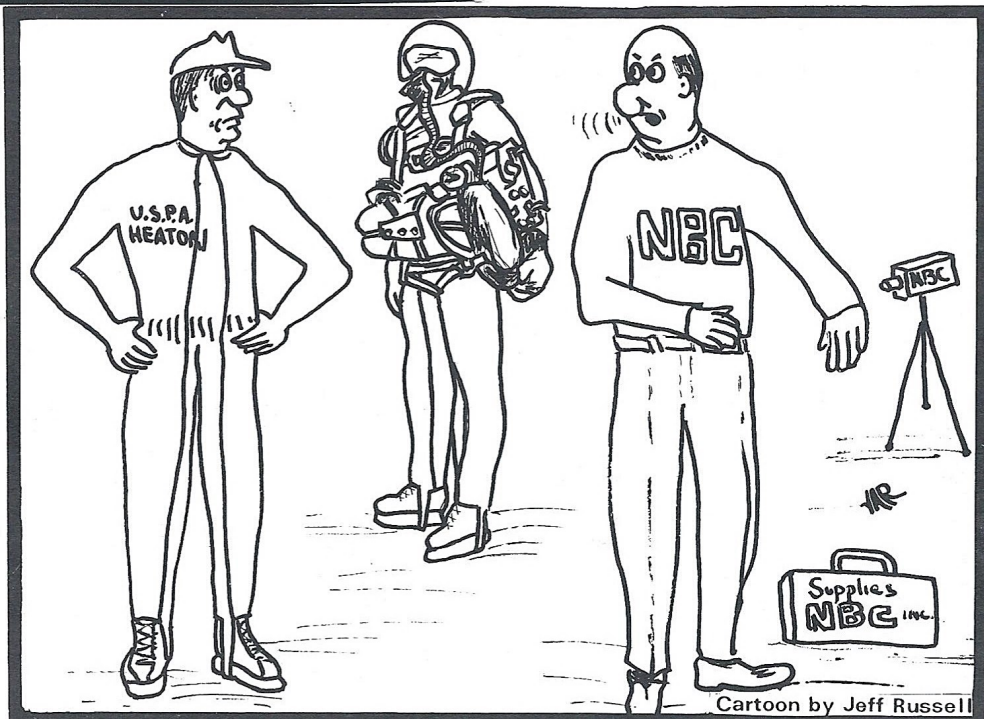
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Cartoon by Jeff Russell

I wish someone had told me sooner that he was only qualifying for his "D" license. I thought it was a world record attempt!!!

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