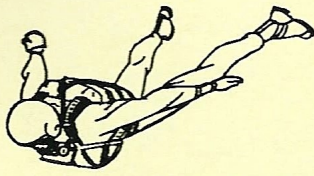


THE

"Z"



ALL SUBSCRIPTIONS AUTOMATICALLY
EXTENDED ONE MONTH.

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"D"

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A NATIONAL COVERAGE BULLETIN



Record Maker - Steeplejack Renowned Parachutist



The JOE CRANE story

PHOTO COURTESY OF ROBERT LE BEAU

The Unusual History of a Quiet Man - -

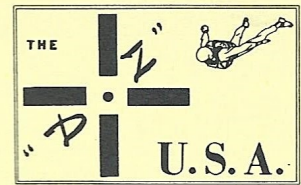
By
Maxine Hartman Nellen

This is the story of a quiet man — a tall man with gray hair, distinguished looks, dignified, somewhat taciturn. But this is only his outer appearance. What lies inside is a story that would have shaken the very foundations of the USPA or PCA, had either organization existed during his early parachuting career. His deeds shook the United States Army Air Service, which can usually take a bit of rumbling in the ranks. He shook the spectators who watched his seemingly hairbreadth escapes. And sometimes, he even shook himself. Most of you have either met or heard of this man, who is now perhaps best known as the Honorary Chairman of the Board of the USPA. This record maker and breaker, one time steeplejack, and formerly the foremost parachutist in this country is no other than Joe Crane.

Joe's story started a long time ago. You might say that it actually began at birth — an event that occurred on February 23, 1902, in the small mining town of Carlinville, Illinois. It was his birthplace, a mining community, that had a significant influence on Joe's later flight to the skies. Joe's father was a miner, and it was only natural that he thought it advisable for Joe to become a miner too . . . especially after Joe dropped out of high school before he was 16. Joe tried his hand first at driving a milk wagon, but he finally consented to his father's wishes and, at the age of 16, went below the earth for the first time and began a two-year apprenticeship. When he was 18, he left the pits for the last time, mining papers in hand and one thought in his head: to get away, as far away as possible, from that underground hell.

This was Joe's rebellion, and it led him straight to the recruitment office of the U.S. Army Air Service, where he enlisted for three years in 1921. He became a member of the 94th Aero Squadron and was assigned to Kelly Field. Although he now belonged to the famous Rickenbacher Squadron, Private Crane found himself grounded at a typewriter, a job he hadn't figured on when he joined up. Things began to look somewhat brighter in July, however, when he was transferred to Ellington Field in Texas. They may have been brighter, in fact, but only due to the Texas sunshine; certainly his duties were not more exciting. Perhaps it was boredom that led to an argument one day in the office where he was working, but there was probably also a quirk of fate involved too. Joe had some words with an NCO (though only as many words as a private was safely permitted) who happened to have made some parachute jumps. Because Joe knew that he could never have the last word in the argument, he decided to settle the matter in his own mind by showing the NCO that he wasn't the only one who could jump.

Continued on page 8



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ABOUT THE COVER

Jim Westbrook, B-4386, Atsugi (Japan) Sport Parachute Club, enjoying himself over some Japanese landscape. That is the Naval Air Station, Atsugi, below him. The photo is by the Club President, Steve Govus, C-3982, with a helmet-mounted Pentax 28mm, wide-angle lens set at f16, 1/250th of a second. This was Steve's first try at freefall photography. The Atsugi club has about 10 active jumpers and about 20 members on the roster. Jim adds that they jump anything they can get their hands on, namely Beechcrafts and helos.

Where East Meets West All about

USPA BOARD OF DIRECTORS MEETING
ST. LOUIS, MISSOURI
3-4 FEB. 1968

HOW WILL THE NEXT U. S. TEAM
BE CHOSEN?

SHOULD THE NATIONALS BE HELD
IN TAHLEQUAH IN 1968?

WHAT HAPPENED TO THE NEW
LICENSE REQUIREMENTS?

DOES JACQUES ISTELE'S MESSAGE TO
THE BOARD AFFECT YOU?

Most of your questions will be answered by reading this report of the Board Meeting.

As I start this, I plan to make it shorter than previous articles on Board Meetings which have appeared in DZ-USA. However, that is not a promise for I'm looking at a stack of notes which have not taken form or direction yet. Secondly, unless the type is in italics or bold, I'll warn you now . . . the opinions expressed are mine alone, Gene Hunnell. In my defense, however, I will add this. I am a member of the Parachutist Committee — (something which every parachutist has the right to be), and lastly, live with many of the Board Members all year through letters, phone calls, and personal conversations. I do not use this latter point as qualification to say what I please. I mention it only to ward off the would-be complainers that I have no right to report a personal view of a Board Meeting. So, this is my review and how I interpreted the proceedings of the USPA Board of Directors Meeting, King Brothers

Standing at the rostrum: The pride of Tahlequah, Oklahoma presenting the "dream" to the BOD Meeting. Others in the shot, from left to right around the table: Mrs. Jack Bergman, recorder; Jack Bergman; Maj. John Garrity; Dr. Ed Fitch, president; Mr. Tahlequah; (leaning over) Ass't. Mr. Tahlequah; J. Scott Hamilton; Lyle Cameron (hidden from camera); Art Armstrong; Harrison (new Pacific Conference Director) is hidden from camera; Chuck MacCrone; Lt. Colonel "Ace" Burkhard (barely visible); and Jack Cleary. Photo by Jim Wilson, Urbana, Illinois.

Motel, St. Louis, Missouri, which commenced at 9:10 a.m. on 3 February 1968:

The morning proceedings and part of the afternoon was taken up by the Executive Director's oral reading of his self-styled Annual Report to the Board of Directors, entitled "1967-Past/1968-Ahead". This reading continued for 2½ hours (at least) for the 75 page report. It was, to say the least, a very detailed study of every phase of the sport and its administration. The cost of the report was questioned by several; it's worth by others; and the personal views presented by still others. It was, however, a very informative report and many facts and figures were presented that are not to be found in any other publication. So, before you say I'm pinging on Heaton . . . you're not completely correct. I considered the report of value to the Board and others, but the cost is something else.

While Norman is reading (and having trouble with some of the words), I'll take this opportunity of letting you know who some of the distinguished guests and spectators were: General Conway, Strike Command Commander, MacDill Air Force Base, Tampa, Florida; SFC Gene Richie, Strike Command; Captain J. D. Cook, Strike Command; Major G. V. Plummer, Commanding Officer of the U. S. Army Parachute Team; Lowell Bachman, Para-Gear Equipment Company; Tom Baldwin, Team Trainer of 1967 U.S. Team; Tee Taylor Brydon, Member of 1965 U.S. Team; Martha Huddleston, Member of 1966 and 1967 U.S. Teams; Tom Schapanski, Member of 1966 U.S. Team; Karen Roach, Member of 1966 U.S. Team and alternate on 1967 U.S. Team; Dick Roberts, Topeka, Kansas; Pat Meiron, Chicago, Illinois (now working for Para-Gear); Bob Sprague, Clinton, Illinois (Training Judge, 1967 Nationals); Jim Wilson, Urbana, Illinois; John Nixon, Urbana, Illinois; Dennis La Mar (SMSL #43), Los Angeles, California; Dave Verner and wife, Diane, St. Louis, Missouri; George Rohner, Fred Weinert, and Jeff Lasley (all from SIU, Carbondale, Ill.); David Blume, Pekin, Illinois; Jeff Delaney, Minneapolis, Minnesota; Mr. and Mrs. Herb Hayden, Little Rock, Arkansas; Fred Madison, Cedar Rapids, Iowa; Jim DeLap, Aledo, Illinois; Ron Bassett, Lincoln, Nebr.; Edward West, Cedar Rapids, Iowa; Dan Schulte, Columbia, Missouri, "Shorty" and "Mike" Janousek, Lincoln, Nebraska; John Meyer and wife, Columbia, Missouri; Dave Pinney, Ft. Leavenworth, Kansas; M. Hoelting,

Lincoln, Nebraska; Cliff Dobson, Lincoln, Nebraska; Jan Jackson and Timothy Boyd, Sparta, Illinois; Linda McKelvie, St. Louis, Missouri; Neil MacFarlane, Columbia, Mo.; and Mike Kruse, St. Louis, Missouri. This is not to mention Roger Wolford and some late arrivals I know I've missed.

The names above, by the way, represent a very impressive number of jumpers interested enough in their organization to attend one of its meetings. If you are complaining because it is long . . . attend the next Board Meeting, your support will be recognized as these people here.

THE PRINCIPAL CHARACTERS (Personality sketch provided by DZ-USA Editor)

JACQUES ISTELE (Honorary President) — Back in good health and spirit. Many things on his mind.

EDWARD A. FITCH (President) — In this year of unity, still the man to follow.

MAJOR JOHN GARRITY (Vice-President) — Backing Tahlequah now instead of new licenses.

MARK BARON (Treasurer) — The McNamara of sport parachuting with a sense of humor.

ART ARMSTRONG (Western Conf.) — Can still do some mighty strong flag-waving.

JACK BERGMAN (Central Conf.) — Progress is his most important product.

"ACE" BURKHARD (National Dir.) — Another dozen "Aces" are needed on the Board.

LYLE CAMERON (National Dir.) — The watch-dog that keeps things out in the open.

JACK CLEARY (National Dir.) — A man of a million words . . . and then some.

JIMMY GODWIN (Southeastern Conf.) — A good guy who found it doesn't always pay.

JOHN HARRISON (Pacific Conf.) — Possesses a very strange Country Club membership.

JACK JOERNS (Southwest Conf.) — Came bearing words of wisdom and guidance.

TED MAYFIELD (Northwest Conf.) — Lives in a house-boat, pushes 7-Up, and a good man.

MORE ►



CHUCK MAC CRONE (Southern Conf.) — The man who speaks for us "over there".

BILL OTTLEY (National Dir.) — "It's-the-thing-to-do" overshadows all other.

LEON POTTS (Eastern Conf.) — A mainstay in the sport with an "operation".

DAN POYNTER (Northeastern Conf.) — A legend in his own time . . . self-made.

GORDON RINER (Midwestern Conf.) — Very humble, very modest. A damn good judge.

CHARLES WAGAMAN (North-Central Conf.) — Husky in build and intent.

GENERAL ALLEN (Exec. Dir. NAA) — A staunch supporter of sport parachuting.

NORMAN HEATON (Exec. Dir. USPA) — Would be very difficult to replace at present.

J. SCOTT HAMILTON (Asst. Exec. Dir.) — Hot-tempered but likable . . . in spite of himself.

Norman sounds like he is running down, so lets get back to the proceedings. We'll have to hurry because it looks like Hamilton's turn to conduct the next reading class.

In a nutshell, Heaton's report stated that 1967 was a "fast" year and "education" would be a good word for the entire year. For now, let's concern ourselves with some of the statistics presented by the report. They reflect a very good year for USPA and it's leadership.

- 1) Total membership in 1967 was largest to date: 11,526.
- 2) Renewals totaled 5,350, or 46.4% of the total membership.
- 3) California led with 1,685 USPA members; New York next with 550.
- 4) There were 2,571 licenses issued in 1967, a record year to date.
- 5) 1,632 "A" licenses; 912 "B"; 872 "C"; and 411 "D". A record year for all except the "B", which was 1,124 in 1963.
- 6) 52.3% of all "D" licenses were issued between 18 September and 31 December. 73 in October alone. This record was due to the license "scare".
- 7) At the end of 1967, there were 117 Gold Wings. 50 of them issued during the year of 1967.
- 8) Membership fees accounted for \$85,748 of USPA's total income, or 52.35%.
- 9) Second largest source of income was licenses: \$32,981.50 (or 20.1%).
- 10) Salaries were the largest expense: \$45,396.62 (or 28% of the total).
- 11) Printing was a close second in the expense department: \$42,229.16 (or 26.1% of all expenses). \$31,885.70 went DIRECTLY to Parachutist Magazine (which does not account for postage and associated printing). Extra printing accounted for \$10,343.46.
- 12) Expenditures for postage alone was \$7,606.10 (or 4.7% of total expenses).

And while Scotty is still reading the last section of the report, "National Collegiate Parachuting League", which we will discuss later, let me slip this one point in (even though it is out of sequence in the chain of events): The theft of a U.S. Team canopy (belonging to Barbara Roquemore) was discussed at the Executive Board Meeting and before the full Board. To set many minds at ease, something is definitely going to be done about it. The vote was in favor of legal action being taken against the guilty party

(or parties), and the theft will not go unpunished.

Also passed by during this discussion of the "Heaton Report" was the fact that Gordon Riner was seated as the Midwestern Conference Director (replacing Billie Dolley who has resigned); and J. C. "John" Harrison was added as Pacific Conference Director for the new conference brought about by reapportionment.

Next item on the agenda was the famous "Tahlequah Delegation", which has dwindled to two members this year: Mr. Cunningham and Mr. Reiser. Immediately noticeable was a definite cooling in relations. No "booze wagon" was wheeled out; Indian head-dress wasn't distributed; and the super-pitching was held to a minimum. Instead, we were dunned for our food bill from the last NCPL Meet in Tahlequah (which Hamilton informed them has since been paid), and told we could ask for other bids for the Nationals without violating any moral contracts between Tahlequah and USPA. It is interesting to note that the comments made by the Tahlequah Delegation were AFTER Mr. Heaton had stated from his report (and I quote):

"I do not know what the recommendations of the Competition Committee shall be in the selection of a Meet Director for the 1968 Nationals. I have agreed to be Meet Director again and have so voiced this to members of the Committee. However, I will not run another National Championships unless there is a written contract between the USPA and the hosts. I especially will not do so at Tahlequah, Oklahoma." unquote.

Several things are apparent. Tahlequah (other than a dusty road) has not delivered the goods promised for several National Championships and NCPL Meets. The commitments the Tahlequah Delegation made this year were just as "hazy" as in the past. Reference to \$10,000 for one building, things being ready within a month, etc., were made but based on past experience, this is certainly not a sign of positive action. Support on the Board has seemingly narrowed down to

Major Garrity. This is hard to understand when you consider the NCPL Championships (October 1967) running \$2000 over the budget, partly due to a raising of prices in Tahlequah (especially on food). And again, if we get clipped again this year, we have only ourselves to blame. Again referring to "Heaton's Report", Norman had the right idea when he stated (quote):

" . . . I strongly and adamantly urge that we have a binding, explicit, written contract with the prospective hosts for 1968 . . . I am referring to a legal agreement whereby all specifications of hosting a National Championships are clearly spelled out, where all accommodations AND their costs are explicitly listed, where a performance bond is agreed to and posted, and where there is agreement that specific requirements will be adequately met as adjudged by the meet director of the National Championships. If the city of Tahlequah is unable or are unwilling to accept such an agreement or specific requirements as determined by the competition are not guaranteed, I recommend to the Board of Directors that we not hold the 1968 Championships in Tahlequah, Oklahoma." unquote.

So, whether Tahlequah is ready to spend \$10,000 on our building, or the talk about some super-association called NEOPFA (which they referred to) is ready to become the vehicle we need for making any plan a reality, is yet to be seen. In the meantime, I can say this, and this only, safely: Your guess is as good as mine as far as to where and when we'll see each other at this year's Nationals. And if they are held in Tahlequah, what will be the cost?

**WILL USPA HEADQUARTERS BE MOVED?
IS MARY POPPINS REALLY A JUNKIE?
WILL PARACHUTIST MAGAZINE COST
THE MEMBERSHIP \$40,000 NEXT YEAR?**

Read on . . . the answers are all here (except for that Poppins item which we're having trouble pinning down).

turn to page 17

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MEET RESULTS SQUEEZED OUT IN PAST ISSUES



First place team winners, with Darryl Smith, making the presentation at the "Rockhouse." Left to right: Stash Murray; Chuck Willert; Darryl; Cecil Adams; and Jim Schubert.

9TH ANNUAL FAR WESTERN MEET CALIFORNIA PARACHUTE CLUB 2, 3, 4 SEPTEMBER 1967

Byline: Allen Silver, Hollywood

The following is an actual account of the California Parachute Club's 9th Annual Meet. No names or pictures have been changed to protect the innocent. The weather was kind enough to allow for 450 jumps during the weekend, and this year we even had some shade. A few energetic club members built a 20x40 ft. shaded packing area and concession stand. It made the high 80's (temperature-wise) bearable and gave the nagging wives and girlfriends something to keep themselves busy with. They made a few bucks selling food and drinks to the jumpers and spectators. At the end of the day's jumping, most of the hearty souls could be found in the "Rockhouse", our local pub. Cardinal demos by myself were frequent, and one yearly ritual can't be overlooked here. It seems somehow, somewhere, long ago, someone had his shirt ripped off in the "Rockhouse" (or somewhere), and since then shirt-ripping (men only) has been an annual affair. Be prepared to lose a shirt if you show up next year. The secret is to know when to go outside and take off your good shirt (or, you're like many jumpers with a good PC and no good shirt, go outside and take off your only shirt). We also play Dead Ant. If you're not familiar with that game, you're very fortunate indeed. It's worse than shirt-ripping. I would like to comment that through all the destruction, the local owner Darryl Smith, and Bob (the bartender), are right in there with the rest of us and having a ball. They have really been great to us. Gary Patmor, one of the locals, showed up with a 15 minute film he took while jumping into a nudist camp, and this livened things up. Seems one of their jumpers, Rich Lambert, is a nudist and he made all the necessary arrangements. He also jumped in his birthday suit. Could that be some sort of record?? (Editor's Note: Mike McGowen, NAS Sanford, Florida, has beat you to that record, Allen. I have the pictures to prove it but not the guts to print them.)

Monday was the day for awards and a spaghetti banquet. The following are the results of the meet:

Novice Accuracy (2 jumps):

- 1) Peter Turpin
- 2) Duane Pless
- 3) John Westbay

Advanced Accuracy (3 jumps):

- 1) Cecil Adams
- 2) Bill Nelson
- 3) Mac McVey

Style (Cross-Series) (2 jumps):

- 1) Mac McVey
- 2) Scotty Hamilton
- 3) Pete Kalthoff

Team Event (4-man Star & Accuracy):

- 1) Chuck Willert; Cecil Adams; Jim Schubert; and Bob "Stash" Murray

Overall:

- 1) Mac McVey
- 2) Bill Nelson
- 3) Norvel McDonald



Darryl Smith, owner, and Bob the Bartender, after a little shirt-tearing.

We had a local Boy Scout troop from San Francisco helping out as tension devices and everyone was appreciative of their efforts. There were a couple incidents worth mentioning during the meet. J. Scott Hamilton (Assistant-Something of USPA) managed to hang his PC in a tree by landing too close to it and losing control of it to strong winds. He did some disentanglement work pretty close to some power lines. SAT. Then I had a streamer after being talked into jumping a new-type chute. I, luckily, was wearing an



additional reserve on my cut-away harness. I dumped at 4000' and immediately witnessed a mess. I took pictures of it for about 1500' and then cut it away and came in on a 26' steerable. That LoPo sure is nice (especially with my puny 107 pounds . . . soaking wet). I also put another jump on the production model Para-Wing (Irvin) and after checking to see that I was still in one piece after the opening shock, and waiting for my head to clear, I ran it through a few gyrations. It hasn't changed. It is still as potentially dangerous as it ever was.

If anyone is planning a trip out West and would like jump information, please contact me at Steven's Para-Loft, P. O. Box 2553, Oakland Municipal Airport, Oakland, California or by calling AC 415, 569-5358. Just ask for "Hi-Ho" or "The Jockey."



CENTRAL ATLANTIC SPA MEET ALL ACCURACY PELICAN DZ, RIDGLEY, MARYLAND 26 NOVEMBER 1968

Advanced Accuracy:

- 1) W. Jordan
- 2) M. Sweeney
- 3) L. Brown

Intermediate:

- 1) D. Sweeney
 - 2) D. Stauffenberg
- All others out



OSPA MONEY MEET STROUD, OKLAHOMA 3 DECEMBER '68

The 4th Quarterly Meet was completed in one day as reported by Cliff Davis, Oklahoma City. The winds Saturday were 25 mph and gusting . . . to 48 mph, so jumpers enjoyed themselves by riding escaping parachutes in cardboard boxes. Dave Woodsey won the overall trophy; and Fred Hill won the Oklahoma Championship Trophy for 1967 . . . his second win in just as many years.

Meet results were as follows:

Intermediate Accuracy:

- 1) Charles Radford, OSU Skydivers
- 2) Dave Richardson, OSU Skydivers
- 3) Mike Shaklee, OSU Skydivers

Advanced Accuracy:

- 1) Fred Hill, Sooner Skydivers
- 2) Bob Beck, OSU Skydivers
- 3) Dave Woolsey, Paradivers

Team Accuracy:

- 1) Cliff Davis; Fred Hill; Bob Drake
- 2) Jim Keese; John Blackwell; Dave Woolsey
- 3) Jerry Ward; Jon Moore; Ed Jarman

Egg Jump:

- 1) John Blackwell
- 2) Robert Wallrath
- 3) Bob Beck

Does 2/Lt. Ron Doughty really write as many letters to Ann Landers as he does to skydiving publications?

turn to page 7

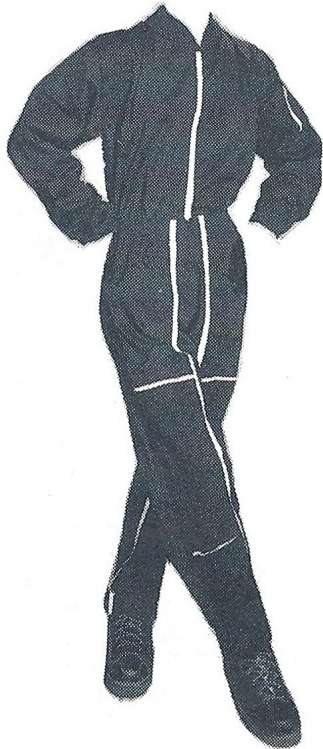
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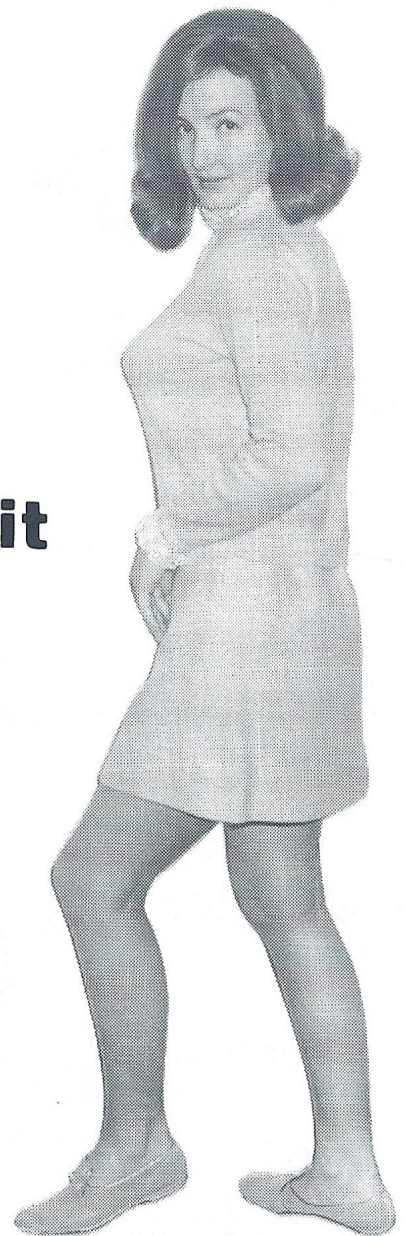
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**2ND ANNUAL WICHITA PARA-CENTER
INVITATIONAL MEET
BENTON, KANSAS
4-5 NOV. '67**

Despite the absence of the Colorado group (including the Air Force Academy) due to the Colorado Championships being held the same weekend, and Texas not showing . . . the meet was ran without a hitch in cold but otherwise perfect jump weather. There were two complete malfunctions caused by wet containers freezing at altitude . . . primarily due to a large pool of water near the pea-gravel. Many, many jumpers got their feet wet, so to speak, in this little hazard. Bill Weinberg, Kansas City, made it his home away from home by making three jumps into the west edge of the "dampener". But the thawed ground (which quickly turned to mud) didn't keep the contestants from turning in some good close hits in the peas. This editor was Chief Judge and didn't get a single complaint from Lee Killian. If you can judge a meet without one word from Lee, you've something to be proud of. Not that Lee is a chronic complainer . . . One injury marred a near-perfect meet. Dave Verner, Archway Sport Parachute Center, Sparta, Illinois, busted his right leg up real good on an overshoot when he attempted to reach back under him. I had already given Dave one rejump for an earlier accuracy jump, but for some reason Dave refused to take another rejump I offered him. Dale Harris, Tulsa, Oklahoma, was tearing up the target on a rag and ended up with an 8' average for three jumps. Jack Bergman, Central Conference Director, also made the scene and took second place in senior accuracy (losing out to Killian by a bare 4½ inches). There was a 3-man Relative Work Event with Accuracy and it provided the entertainment for the meet. After an 800 foot opening . . . by all three contestants . . . followed by a 1200 foot 3-man star . . . the Chief Judge decided to impose some rules and the event continued without any super efforts being made to complete the star for the 225 extra points. All in all, another successful meet for the second year running for the Wichita group. The winners of cash and trophies were as follows:

Cheapo Accuracy:

- 1) Dale Harris, Tulsa, Oklahoma
- 2) Jim Jones, Wichita, Kansas



RIBS *by Russell* (Jeff)

Novice Accuracy:

- 1) Ron Alexander, Wichita, Kansas (27' aver.)
- 2) "Crossbow" Smith, Wichita, Kansas
- 3) Bill Weinberg, Kansas City, Missouri

3-Man Relative Work w/Accuracy:

- 1) Danny Payne, Ka-Mo Sport Jumpers; John Culpepper, Forbes AFB, Kansas; and Dick Hall (deceased).
- 2) Lee Killian, St. Louis, Mo.; Jack Bergman, St. Louis, Mo.; and Tom Copenhaver, Hutchinson, Kansas
- 3) Mike Kelly; Jim Jones; and Jerry Little (all Wichita Parachute Center, Benton, Ks.)

Senior Accuracy:

- 1) Lee Killian, St. Louis (3'1" aver.)
- 2) Jack Bergman, St. Louis (3'2½" aver.)
- 3) Jim Nicholson, Wichita (3'11" aver.)
- 4) Tom Copenhaver, Hutchinson, Kansas
- 5) Max Kelly, Wichita, Kansas
- 6) Jim Jones, Wichita, Kansas
- 7) Danny Payne, Kansas City, Mo. (6'7" aver.)
- 8) Jerry Little, Wichita, Kansas (6'8" aver.)
- 9) Bob Drake, Tulsa, Oklahoma (6'9" aver.)
- 10) Dick Hall, Topeka, Kans. (deceased)

There were 7 deadcenters recorded with Lee Killian picking up 3 of them. If there had been a Zap Trophy, it most assuredly would

have gone to Tony Fugit, Wichita. Tony managed to barely miss the airport offive on one jump; missed the airport completely on one jump; and this makes no mention of light-poles, gas pumps, runways, and other small objects Tony somehow managed to stay very near. But who knows . . . Tony may take the meet next year. Drop by next November and see what happens.

Help Wanted:

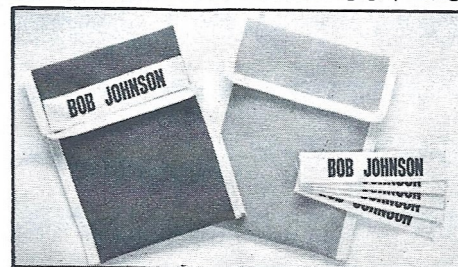
SKY DIVERS CHILDRENS MEMORIAL FUND

On the 27th of August 1967, 16 jumpers lost their lives in Lake Erie. The majority of the jumpers were married and a total of 20 children were left either fatherless or motherless. A trust fund has been set up to help defray some of the financial burdens on the families with children. If you would like to contribute any sum, large or small, it would be greatly welcomed and appreciated. Make all checks payable to the Sky Divers Childrens Memorial Fund and mail to the Citizens Savings and Loan Bank, Wadsworth, Ohio.

--- --- ---



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RECORD MAKER, STEEPLEJACK, RENOWNED PARACHUTIST

Continued from page 2

Accordingly, Joe went up to the adjutant on post and asked for the parachute course. When asked why he wished the change, Joe simply explained that he found his present work very dull. "In that case," replied the adjutant, "I'll give you more exciting work. See that flagpole out there?" Joe looked out the window and nodded. "Well," the adjutant continued, "If you can paint that flagpole, your request will be granted." Joe left the office somewhat dismayed. Now, were this a fairy tale, Joe's fairy godmother would have suddenly appeared and painted the pole herself. As it was, there were no godmothers around, so it took Joe a couple of days to figure out how to climb the pole, not to mention how to carry a paint bucket and brush without spilling or dropping anything. But the flagpole did get painted, and Joe did get transferred to the parachute section.

In those days, back at the end of 1922, new Army regulations stated that a parachute had to be worn in any aircraft. (Reserves, however, were not yet worn.) These parachutes were made and packed by those men taking the five-month parachute course. But because of these new regulations, a shortage of riggers developed at the time that Joe attended the course, so it was shortened to two months. During that time, Joe learned how to pack and make minor repairs . . . the major element of the new course. In his second month, Joe found himself instructing the new students just beginning the course. When he finished teaching them, he finally got his chance to jump.

That first jump was a hard one . . . not making it, but landing. It was on March 5, 1923, that Joe climbed into a plane at Chanute Field, in Rantoul, Illinois (where he was on detached service to the 57th Parachute Squadron). Static lines were unheard of; all jumps were pull-offs. These were done by having the jumper stand on a platform outside of the plane where, at a signal from the pilot, he yanked his ripcord and was pulled off by his inflating canopy. Joe performed a pull off at 2400 feet; at 0 feet, he performed less successfully and sprained his ankle on landing. Yet his enthusiasm was not in the least diminished. Far better to float freely through the air, even at the expense of a sprain, than to get buried in a mine.

Shortly after this episode, Joe was sent back to Selfridge Field, Michigan, where his base was located, and he became a rigger there. Somehow, he managed to beg or borrow enough planes to make a total of 13 more jumps by the end of 1923 . . . an astronomical figure in those times. His jump altitudes ranged from 2000-17,250 feet, and that latter figure was his first established record, having broken the Selfridge record for parachute jumping. The ship was a DeHavilland 4B bombing plane. Joe recalls that he jumped and pulled about 50 feet out of the plane, and that it took him about 15 minutes to descend in his flat circular canopy. He landed 12 miles from the airport . . . part of that mileage covered in an effort to miss a lake.

This altitude jump only gave Joe a taste for more. However, by February of the following year, Joe had not yet managed to make another jump. When he at last did get hold of a plane, though, he got a good one. This was on the twenty-fifth of February . . . but let me quote from a newspaper clipping of that event:

"PRIVATE GETS 'K.P.' DUTY FOR BREAKING ALTITUDE PARACHUTE JUMPING RECORD" screamed the headlines, and the sub-head ominously added: "Selfridge Man Also May Have to Face Court Martial Trial; Four-Mile Drop Made." The story explained that Private Crane "has been punished with kitchen work and faces a general court martial today for breaking the field record for altitude parachute jumping and possibly existing records of the United States Army. Crane made his record-breaking leap four miles in the air in a blizzardly temperature of 30 degrees below zero . . . he landed safely in a frozen and rutted field about two miles southeast of Pontiac." Of this jump from 20,300 feet, Joe says that it took him one and a half hours to climb up, but only one quarter of an hour to descend and land just inside the city limits.

Well, Joe didn't get a general court martial, but he did have to face a special court martial, although he had already been confined to post for a month. When his case came up, two of the charges . . . willfully running guard and jumping without permission . . . had already been dropped since neither was true. A mess sergeant appeared to testify against Joe, but could prove nothing. In the end, Joe was found not guilty . . . the only time he had ever heard of anyone getting out of a special court martial.

Joe received his honorable discharge from the service in the summer of 1924 and began looking for a job. The newspaper reporters followed him, and, when Joe took up an occupation, one headline read: "4-MILE LEAP THRILLS WANE, JUMPER NOW STEEPLEJACK." The paper explained that Joe "was still looking for thrills after his discharge a month ago from Selfridge Field where he broke all records for parachute jumping from an airplane without special

equipment. Because he longed for excitement, young Crane became a steeplejack, which occupation, he says, is much more hazardous than jumping from airplanes even though it doesn't look so exciting."

Joe worked as a steeplejack for about a year, but he never worked on a steeple, though he had more than his share of smokestacks, high buildings, and flagpoles. He also had more than his share of luck, escaping death or injury several times when he was underbid for a job and the men who did get it died or were seriously hurt when their support broke. Joe began to wonder how much more luck he could ask for, and he began to yearn for the skies too. By the winter of 1925, he'd had it with dangling from tall places, but until he could get a parachute, he knew he'd do no jumping. Yet no parachutes were available for civilians to buy. The solution to the problem at last arrived in the form of the Burns Flying Circus . . . a group of 8 - 10 stunting planes that performed at airports across the country. The manager located a Smith parachute, and Joe bought it. As a result, he was practically the only civilian in the country at that time who could make delayed falls.

From that spring on, Joe started making a living of sorts from jumping. The Flying Circus performed in Michigan most of the year, and Joe became their star attraction . . . even (or perhaps especially) when he landed on the roof of a house or in a nearby river. Don't forget that he was using a flat circular canopy and that he couldn't call the local flight service to get a detailed report on winds at varying altitudes. Of course, in billing him for air shows, Joe received the full treatment, such as in the air program that stated: "airplane stunts, including death defying parachute jump from altitude of 2,000 feet by Joe Crane . . ."

All this wasn't enough for Joe; there was still a lot more he wanted to know about parachuting — such as how far a man could free fall safely. Thus on July 19, 1925, he established a world's record for delay while finding out the answer. Jumping from 4500 feet at Southfield, Michigan, he delayed his opening for 2250 feet. A somewhat overwrought newspaper reporter described the event:

Something like a grayish dragon fly was crawling along the ceiling of the sky and a thousand persons gathered Sunday at Southfield and Seven-Mile roads, tilted their necks painfully to watch it . . . An object no bigger than the point of a pencil had dropped from the plane up against the clouds, and was whirling, spinning, gyrating to the earth . . . The man seemed to pause in his aerial dive as though he had been jerked by a string. A puff of white flew out behind him, formed into a mushroom and in a breathless second he was floating easily with the wind, bracing his feet against the shroud ropes to tilt one end of the giant parasol and direct his descent to the Burns Flying Field . . . he went into a back yard on Southfield Road, where he landed safely and gracefully, in about three minutes from the time he leaped.

Another article pointed out that officials of the Army Air Service were interested in the performance since it had previously been stated that, had World War I aviators been equipped with parachutes, more than half of those men shot down could have leaped to safety.

In a magazine article entitled "How Far Can a Man Drop and Live?", Joe explained that he felt he had obtained his maximum speed in falling 2250 feet. However, the author of the article quoted a differing opinion from a professor of physics at the University of Detroit. This learned man figured out that Joe was falling at the rate of 259 miles per hour during the last second of his drop and that it required 11.8 seconds to fall the entire distance. Then he stated that Joe had by no means obtained his maximum speed because a falling body drops 16 feet the first second, and increases this by 32 feet per second for each additional second. On the basis of this, he concluded that, had Joe dropped 10,000 feet in free fall, he would have reached a speed around 900 mph! So much for the knowledge of falling bodies in 1925. The important point is that Joe was the first man to disprove the theory that a person making a delayed fall loses consciousness before ending the drop.

A little over a month later, on August 30, Joe raised his record free fall distance to 2500 feet, exiting the aircraft at 4800 feet over Battle Creek. Although he lost the record in the early part of January 1926 to a new distance of 3500 feet, he regained his title with a 4000-foot delay three weeks later, starting from an altitude of 5200 feet over Miami.

All in all, Joe made 77 jumps in 1925, from altitudes of 700-4800 feet. The 700-foot jump needs an explanation. Joe had been hired for a Santa Claus jump in Port Huron, Michigan, by a department store. He was supposed to land on the roof, where a regular (i.e., non-airborne) Santa would take over and enter the store. Joe had been assured that a white "X" had been painted on the rooftop of the

five-story building, and also that a few rods that happened to be lying on the roof had been painted white so that he could see them. He was further told that the area around the store at street level was clear of all obstructions. Satisfied that the jump would be a cinch, Joe went blithely ahead with his plans.

Up in the air, it was a different story. Flying over the roof at 1500 feet, Joe was horrified to see what looked like a white spotted winter wonderland below him. The white spots were the painted rods on the roof . . . not just a few horizontal rods here and there but vertical rods placed with mathematical precision in intersecting lines across the entire rooftop! And surrounding the store were the peaked roofs of many houses, and in every available space for six blocks around were surging crowds. Joe couldn't believe his eyes. He had the pilot make a second pass at 1000 feet, and he looked for an exit point and an escape route. But it only looked grim. Joe made a third pass at 700 feet, and there he exited . . . a mere 500 feet over a huge 200-foot gas tank. He opened immediately and began to wonder if he would make the roof. He wondered until less than 100 feet away; then he was sure he would hit the roof, not to mention the rods. Just as his feet made contact, Joe slid his body sideways, snaking through the vertical projections and, for good measure, he touched the 2 by 4 foot white cross with his elbow. Joe considered himself lucky to escape with only a stone bruise on his heel.

It was now beginning to get pretty cold in those open cockpit planes, so Joe decided that it was time to head south. Where else but Florida? With maybe thirty dollars or so in his pocket, Joe arrived in the land of sunshine and oranges and immediately went out looking for exhibition jumps. He didn't find too many. He did make a New Year's jump at Coral Gables into a football stadium to

start off the game, however, and the following day he jumped into Homestead and delivered a letter to the town's mayor from the mayor of Miami, where he had taken off.

During all this time that Joe was jumping, he practiced spot landings, learning to maneuver and slip his canopy until he attained a high degree of accuracy. He also always dove out of the plane slightly head down. This was a necessity, considering some of the low altitudes he exited at (as low as 600 feet, but usually averaging between 1500 and 2000 feet). And, since stability was unknown, Joe would be stable only briefly (because he had started in a straight position); then he would always begin to turn to the right, possibly because he was reaching for his ripcord. Joe would then tumble and spin until he was ready to, or felt he had to pull. With close to 100 such jumps behind him, Joe entered his first Parachute Spot Landing Contest at Opalocka in March 1926. Although he landed on the roof of a car, he took first place with a distance of 25 feet from center. The other two contestants did not even land on the field.

By springtime, Joe was back making exhibition jumps in the north, many being in the Detroit area. One jump was scheduled for Pennsylvania, however, for the day after Memorial Day. This was to be jump number 106; it was to be a jump he would never forget. Exiting at 1500 feet over Longview, Joe planned to pull relatively low. He knew that the area he had chosen to land in was several hundred feet lower than where the spectators were gathered, and he figured it would look to them as if he had not opened his chute at all. Well, not only did it seem that way, but it almost happened. For the first time in his life, Joe had a malfunction. He had a line over and numerous holes in the chute when it partially inflated at 100 feet.

continued to page 16

Different as different can be...

Colorado Sport Parachute Council Newsletter, May 1967, Kathie Johnson, news-gatherer:

"Greeley hosted exhibition jumps at the Greeley Air Show on May 7th, and Stan Foster made the first jump wedged into Bill Skipper's old Stearman and wearing a cut-away rig. When jump time came, Skipper inverted the plane and Stan was pulled from his seat by the 1.1 canopy . . . seems all the pins had come undone when he was stuffed into the plane and the cheapo didn't waste any time deploying itself. He cut-away the 1.1 and landed near the crowd with his PC, much to the delight of the Whuffos. Stan says you can't pack an intentional malfunction . . . the 1.1 was packed with 10 pounds of flour, 2 Sunday Rocky Mountain News, 2 rolls of toilet paper, and no line check. The three back lines and the three front lines were tied with 550 cord and it was all just stuffed in the sack. The PC was packed very carefully with much caution. Guess which one malfunctioned? The PC, of course. The crown lines did not deploy, making an 18' PC that sank like hell. In other words, don't try to be neat with a PC."

THE 1968 BOOSTER CLUB

Gordon White, D-73 (Canada) has kicked the new year off with a determined effort to be #1 this year. Last year, he was second in the Booster Club and just a few credits behind the winners. He still received a new surplus 1.1 quarter-panel canopy for his support of DZ-USA. So far, Gordon has sent in 20 credits for starters for 1968 . . . and this is only March. Why pay for those \$5 items you can pick up free? Get in the race with Gordon this year. Last year, J. D. & Lena Dodson, RFD U.S.A., won the Booster Club competition with 35 credits. My sincere congratulations to them and the winners to come in 1968.

* * * * *

Leon Riche, Southern Parachute Center, falling short on his sixth jump (after five deadcenters consecutively). Leon shook off the "bad" jump and followed it with two more DC's and a 20 cm. Ficheting is Carl Kemp.

Photo by Jeff Russell ("Bum").



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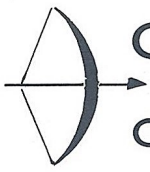
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CROSSBOW CORNER

This column is especially for owners of "hog-backs"; piggy-backs; "systems"; or whatever you prefer to call it. This month, the column contains parts of a letter from Dan S. Abbott, Security Parachute Company's Director of Engineering, to Don Boyles, Tulsa, Oklahoma. It covers many items you should be aware of:

RIPCORDER STOPS ON THE RESERVE RIPCORDER (PIGGY-BACK SYSTEM): There should not be a ripcorder stop on the reserve ripcorder. This would definitely interfere with the automatic ripcorder system and would prevent separation from the harness.

GRAVEL BAN PLUG: We (Security Parachute Company) are not in favor of any devices that would, in any way, interfere with the ripcorder operation. If the gravel ban plug is inserted into the ripcorder housing, this could interfere with the automatic system and jam the ripcorder cable in the housing. If the gravel ban plug is inserted over the housing ferrule, such as a cap, and would in no way interfere with the reserve ripcorder housing, it would meet with our approval as long as it does not restrict the ripcorder operation. It is our recommendation that the gravel ban plug not be used and that periodic inspection be made by the user to make sure that the ripcorder cable is free and clear in the housing and that gravel is not present. Reference paragraph 2.2.6 of the Crossbow Manual.

PROPER PULL POSITION OF THE RESERVE RIPCORDER: To facilitate an easier pull on your reserve ripcorder (when manually operated), after grasping the ripcorder grip, lift outwards and pull down. This will release the ferrule spring clip from the ripcorder housing and will facilitate an easier pull. From tests conducted here at Security by the Engineering Department, direct in-line pulls with the ripcorder housing are accomplished with a pull of 13 to 15 pounds. We have, in the past, on request from the customer, installed cloverleaf ripcorder grips in lieu of the aluminum "T" handles.

RESERVE RISER ATTACHMENT AND RELEASE SYSTEM: We have considered and tried to design a riser release system utilizing current available hardware, the problem being that most hardware is bulky and we were not satisfied with either the hardware or the installation. As a result, we have maintained the original design. Until such time as adequate hardware can be obtained, we shall continue with the present reserve riser attachment system. We have on the Crossbow "Snap-On" System (whereby the reserve container is removable and can be worn either on the front or on the back) employing replaceable D-rings on the harness at the shoulder and AN-6507 snaps on the reserve risers. The risers then are jettisonable as necessary. The purpose was to make the reserve container universal and having the ability of wearing it with any conventional style harness.

PACK GROMMETS: There were several containers manufactured whereby the grommets were inadequately cemented prior to swaging. This has been corrected and should not occur again in the future. Prior to swaging, the area on both faces of the hole, the inner face of the washer and the contracting face of the

grommet, have applied to their surfaces a pressure-sensitive cement. After proper curing, the grommets are swaged in place in the normal manner thus forming a bond between the nylon of the pack and the metal surface of the grommets.

BITS AND PIECES

Captain Ernie Spokes will be back in the states this month, fresh from jumping in Australia during his Rest and Recreation trips from the 5th Special Forces Group. He plans to start things off by airing a new PC in Kansas City.

Captain Claude D. Johnson, D-913, is back in the States after his tour of duty in Vietnam and can be found almost any day on the Para-Kings SPC drop zone, Columbus, Georgia.

Gene Paul Thacker, USAPT, is headed for Nam and Don Strickland is slated to be new leader of the Competition Team. Thacker did manage to get his 2,000th jump in before his departure . . . parachute jump, that is . . . and things won't be the same without Gene Paul.

2 MORE w/2000...



Jim Stoyas (left) either getting instruction or giving it to Roy Johnson. Roy, by the way, broke the 2000 mark before leaving Pop's Place, making the big one on February 24th. He is now the 5th man in the U.S. with over the "double-grand" mark. Photo by "Sky" Huminsky.

Jim West, Greene County Sport Parachute Club, Xenia, Ohio, has made his 2000th freefall on 1 January 1968. Jim is the 4th man in the U.S. to make the "double-gold" mark to date. Jim's DZ was given a nice write-up by Ken Glover in the February issue of Sky Diver Magazine. A going concern in many ways.

There was little discussion on the new licenses at the recent Board Meeting, regardless of what you've heard. It will be a year (six months at least) before any positive action is taken one way or the other. Sport parachuting was heard loud and clear this time and curbed hasty regulations.

The Nationals site is definitely up for grabs. If you have the facilities and want some national publicity, contact Lyle Cameron or Norman Heaton immediately. I honestly don't know if bids are still accepted or not, but it is worth a try.

GEAR STOLEN AT POP'S MEET, INDIANTOWN, FLORIDA

The coverage of Pop's Meet is elsewhere in this issue, and although this has nothing to do with the Meet, is regrettably happened sometime during the meet. I'd like to believe it was one of those "pure, innocent citizens" we are supposed to impress (and who have been known to pick up gear as "souvenirs"), but we also have a few scroungy jumpers around who don't respect another man's property. So, keep your eyes open for the following items of equipment belonging to Richard Schmidt, 4648 Garfield Avenue South, Minneapolis, Minn. 55409 . . . and let him know immediately if you think you know how he can recover it. There is a \$50 reward for information leading to the return of the equipment:

A '67 black and yellow Thunderbird Param Commander, serial #676399, in an extended B-4 OD container w/shot-and-a-half capewells and one quick-eject on the right leg strap. The word "Schmidt" is printed on the protector flap. The rig is complete with homemade D-bag and black and gold 40" PC pilot chute. The reserve was also stolen and it is a 26' conical in a cotton container. The canopy has "NPUX602" marked on it and the pilot chute for the reserve was on a kicker-plate. A second reserve (another 26' conical, serial No. 84924) was taken. This was also in a cotton container and the tie-down was made by cutting end straps, opening them up and attaching hardware. A Bell TX-500, size 6-7/8; Pioneer jumpsuit (yellow, size small); Altimaster II with leather wrist strap with initials "R.P.S." on the dial face; a profile ski-jacket, size M, navy blue in color; two pair of gloves; and a parachute bag (cotton) with "Schmidt" printed on the flap, were also stolen. Please help if you possibly can. Let's make this one theft that doesn't go unpunished.

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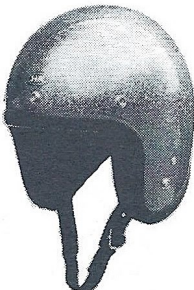


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 PHONE: (201) 782-5758



Byline: Jack Sowle - POPS #33

PARACHUTISTS OVER PHORTY SOCIETY SANTA POPS

Jim Jeter, POPS #80, played Santa Claus at Maryvale Shopping City, Phoenix, Arizona, on November 24th, arriving via parachute. A previous exhibition, in May, for the shopping center was so successful that Jim was able to sell them on the Santa jump as a Christmas shopping season promotion. On previous occasions, Santa had arrived via various transportation and drawn crowds of 200 or so. This time they figured 500 to 600 would be a success. When Jim dropped his wind streamer it was swallowed up in a crowd of over 3,000 howling, scrambling kids and parents who wanted a piece of it for a souvenir. POPS #80 got the same treatment as the wind streamer and finally had to take off for Santa's workshop, in the Mall, at a fast sprint. Once inside he was switched with another Santa who took over to interview the kids. Jim had a helluva time on the jump as he had to remove his helmet, put on a wig, whiskers, hat, etc. and sling his reserve for a fast get away. The DZ control was unable to keep the target clear so Jim also had to pick a new spot and run downwind to keep from bouncing off people. All in all, it was a huge success with the merchants enjoying their biggest day since opening and the whole thing making a big splash on Television, Radio and in the newspapers. (However, I wonder if old POPS #80 still believes in Santa Claus?)

GOOD SAMARITAN

Another Arizonian, POPS #75, Doc Lockward spent his Christmas roughing it deep in the jungles of Guatemala as a medical missionary to the Mayan Indians. He receives no compensation for his work and also must pay his own way. He will be subjected to numerous diseases, snakes, leeches, mosquitoes, up to 11 inches of rain per month, inadequate medical supplies and lousy living conditions. He will be the only doctor for 100,000 natives and will see 100 to 150 patients per day, seven days a week, from dawn well into the night. When faced with this challenge, POPS #75 said, "I'll take it." (I don't know about you other guys but I am looking forward to the day I can meet and shake the hand of POPS #75, obviously one hell of a man.)

POP IN VIET NAM

Vern Toler, POPS #76, sent me a Christmas card from Viet Nam that was a little unusual amongst the others. Vern is over there working for the Dept. of State. He is a Medical Equipment Specialist serving all the Region IV Civilian Hospitals in the MeKong Delta. His home station is Can Tho, Viet Nam. He says he flies to his hospitals every day in Porters but unfortunately has had to land in

Would the one subscriber living on the Island of Guam, please send DZ-USA your tree number. Your issues are being returned and marked, "Moved, left no forwarding tree."

them every time. Hasn't made a jump in almost two years but has his rig along just in case. He says, "One of these days . . ."

BROTHER POPS

POPS #126, Vic Politi, has been jumping with his brother Dan since 1962. Vic sent in for membership a while back for himself. He just sent in his brother's name. Said he would have sent it in at the same time but just didn't realize that Dan was Phorty One years old. That is another first for the POPS, our first POPS Brother combination. Vic has a 19 year old son who has been jumping since he was 15 years old. He has 110 jumps and is "B" licensed. He is attending Helicopter School in Fort Wolters Texas. POPS #126 is also a HAM with the call letters W10JR.

EXPERT POP

POPS #37, Mike Efstration, is one of the good guys who bothers to send in an occasional report, as well as a name of a new POPS for the roster. You may recall, in BULL #1014, he was having a heck of a time getting an



Jack Sowle, Pops #33, left, presenting a plaque of honorary membership to Dave Koepf, designer of the Pops Parch and "Pop-Art" cartoons.

exhibition jump pulled off for a company picnic due to lousy weather and a conflicting jump meet. Well, since then I have heard from him a couple of times and he reports the demo jump was a whopping success. They put three loads right on the target and the people are jabbering about it yet. He said the whuffos were just flabbergasted at their ability. They were the heroes of the day and not only wined and dined but got paid twice the amount they asked for. Congratulations Mike, for striking another blow for the sport and for recently qualifying for your "D" License.

UNDAUNTED

Bill Fink, POPS #119, broke his leg on his "12th" jump which he made in June of 1967. (Seems like poor timing. It should have been on the next jump if you ask me.) Anyway, Bill reports things are on the mend and he is going out of his gourd waiting to get in the air again. He is so gung-ho that he has bought a new helmet, boots and jump-suit in anticipa-

tion of the big event. He has possibly made No. 13 by now and lets hope it was more lucky than the dozenth.

LACK OF BULL

Without a doubt, every POP should have a fistful of jump stories to tell and I know damn well they lay it on thick down at the pub. Try to get'em to write a few lines though to stick in the BULL and its like trying to get a free 12 grander out of them. Come on you POPS, give me a hand by a note now and then with a little information for publication. Out of over 130 members there are only a few who write regularly.

POPS MEMBERSHIP IS OPEN

Are you a Parachutist? Made one jump or 1,000? Over Phorty (40) years of age? That is all it takes to be a member of the most unique bunch of old jumpers in existence. Any of you jumpers out there with the above qualifications, send your name, age, address, etc. to Jack H. Sowle - POPS #33, 15402 Baffin Circle, Huntington Beach, California 92647 and you are in. No dues, no obligations, no officers, no by-laws. Just good fellowship.

* * * * *

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SMITTY'S EXPLOITS OF EARLY DAY JUMPING

"Say, you know that feller "Smitty the Jumper? What's his address and how much does his story cost again?" . . . The Junior Birdman, "Dell" Stein, Mayport, Florida."

Editor's Note: Smitty's address is: Smitty the Jumper, P. O. Box 153, Sulphur Springs, Arkansas 72768. And for those of you who have been waiting to purchase the complete story which appeared in three installments in issues of DZ-USA, simply send your name and address, along with \$1.50, to Smitty and he'll send you the booklet, "Smitty's Story, His Exploits of Early Day Jumping" by return mail. Do it while you're thinking about it.

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COMING MEETS

COTTONBELT MEET MOBILE, ALA. 6-7 APRIL 68

Hosted by the Gulf Coast Parachute Assn., Inc., Roy E. Ray Airport, Mobile. Register at the Hiway Host Motor Lodge (5 April) from 7:00 p.m. to 6:00 a.m. (6 April). Must be a USPA member and have current license and logbooks in your possession. Three classes of accuracy; 5-49 jumps; 50-199 jumps; and 200-over. 3 jumps in accuracy events, all count, 10X10 scoring system. Two jumps in team event, all count. Two jumps in style event (open to "C" and "D" licenses only). \$3.00 per jump (accuracy and style); \$6.00 registration (\$1 goes to CPC). Trophies to first 3 places each event, plus equipment prizes in some events. Free party Saturday night. Arrangements have been made with the Hiway Host Motor Lodge for accommodations, FFI, contact Barney Lusk, 1008 Shady Brook Drive, Mobile, Alabama 36606.

NOTICE FOR ALL USPA MEMBERS (EUROPE)

The European Parachuting League Meet is tentatively scheduled for 10-12 May 1968. Meet will require current USPA membership. All sport parachutists and clubs in Europe, and those who expect to arrive prior to that time, are urged to contact MSG George A. Gutshall, 7th Army Parachute Team, Hq. Co., 8th Infantry Division, APO New York 09111, for further details. All inquiries will be answered promptly.

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MIDWEST SPORT PARACHUTE ASSOC. TONGANOXIE, KANSAS 13-14 APRIL 1968

Drop Zone is located about 15 miles west of downtown Kansas City, Missouri on Highway 24-40. Hosted by Ka-Mo Sport Jumpers, Kansas City. Three accuracy events, two jumps each event. Cash prizes for advanced accuracy: \$100 for first; \$50 for 2nd; and \$25 for 3rd. Style event, two jumps. Team event, two jumps. All jumps are \$4.00. Trophies for novice accuracy; 1.1 and 1.6 advanced accuracy; and style event. Cash for team event plus trophies. Total prize money for meet is \$265.00. FFI contact Danny Payne, 4704 E. 113th St., Kansas City, Mo. 64137. Phone SO 1-2155. The editor of DZ-USA will be one of the judges. See you there.

CENTRAL CONF. ELIMINATIONS FULTON AIRPORT FULTON, MO. 18-19 MAY 1968

(Weather Date: 25-26 May)

For more information, contact Bob Atterberry, 1317 Cote Sans Deissen Road, Fulton, Missouri 65251 or Jack Bergman, 6561 Bancroft Avenue, St. Louis, Missouri 63109.

MIDEASTERN CONF. ELIMINATIONS XENIA, OHIO 25-26 MAY 68

Will be held at Greene County Sport Parachute Center, Xenia, Ohio. FFI, contact Jim West, Xenia Airport, RR #5, Xenia, Ohio. Raindate is 25-26 May 1968.

PACIFIC CONFERENCE ELIMINATIONS

May 11 & 12 1968 (weather date May 25 & 26)
Site undetermined.

GREATER ST. LOUIS PARACHUTE CLUB ALL ACCURACY MEET LOBMASTER FIELD, CHESTERFIELD, MISSOURI 4-5 MAY 1968

Four classes of accuracy: 1-60 jumps; 61-160 jumps; 161-400 jumps; and 401-over. Static-liners are welcome. Entry fee is \$6.00 plus \$3.00 per jump. All jumps count for overall, 4 jumps each event of accuracy with 2 jumps in a team event. Trophies for first 3 places each event, plus first 3 places overall. A case of cold beer to each first place winner. Overall prizes (in addition to trophies) are: Para-Commander (or cash) to 1st; Altimaster II or Bell Helmet (or cash) to 2nd place; and Para-Boots or Pioneer Coveralls (or cash) to 3rd. Raindate is 1-2 June. Lobmaster Field is located on U. S. Highway 40, Chesterfield, Missouri. Registration closes 10:00 a.m., Saturday, May 4. Contact Judy Day, 6561 Bancroft Avenue, St. Louis, Missouri 63109. Mark envelope "Meet Information."

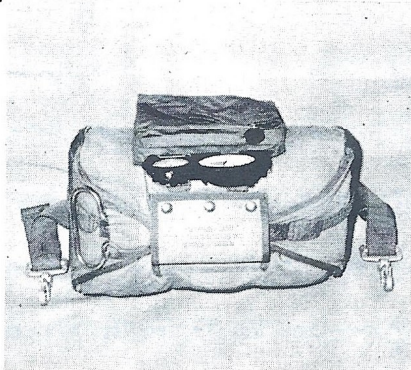
SOUTHWEST CONF. ELIMINATIONS 1-2 JUNE 1968

Bids for this meet must be received no later than 15 March 1968. FFI, contact Jack Joerns, Southwest Conference Director, 18410 Donna Drive, Houston, Texas 77058. Call AC 713, 591-3330.

ARCHWAY SPC 4th ANNUAL MEET SPARTA, ILLINOIS 1-2 JUNE 1968

Three classes of accuracy: 1.1 and 1.6 (25-150 jumps); PC or XBO (25-150); and All Canopies (150 and over jumps). Style event plus 3-man team event. 4 jumps accuracy, \$3.00 per jump, each event. 2 jumps, style, \$3.50, must be at least a "B" license; and 2

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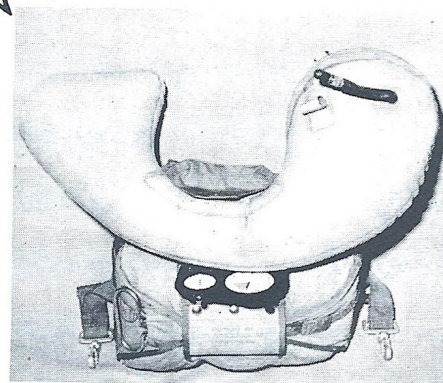
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jumps in the team event, \$20.00 per team. Entry fee is \$5.00 (pre-entry) and \$7.00 (day of the meet entry). Must be a member of USPA and have logbook and valid license for 1968. 5 X 10 scoring. Trophies for first 3 places all accuracy events PLUS \$50 for Intermediate (25-150 jumps) overall. Cash for overall winners (who have entered accuracy, style, and team events) as follows: \$300.00 for 1st; \$200.00 for 2nd; and \$100.00 for 3rd. Registration ends promptly at 10:00 a.m., 1 June. Practice jumps all day Friday, May 31st. Contact Al Meyer, Archway SPC, Hunter Field, Sparta, Illinois for further information.

**SIXTH ANNUAL MEMORIAL DAY MEET
PARACHUTING SERVICE
TECUMSEH, MICHIGAN
1-2 JUNE 1968**

Trophies for first 3 places, all events, and individual team jumps count toward overall. Also cash prizes, \$100 (1st); \$75 (2nd); and \$50 (3rd). All accuracy events, three classes: I (novice: J/P to 75 jumps); II (intermediate: 76-300 jumps); and III (senior: 301 and over). Team Event is also broken into 3 classes, two jumps each class. Four jumps in each accuracy class. Entry fee is \$30.00 (six jumps). Three accuracy jumps on Saturday and one accuracy and two team jumps on Sunday. Must be registered both days to enter overall competition. Prize money based on 65 entries. 75% of prize money guaranteed. FFI, contact Harold Lange, 8747 Brandt St., Dearborn, Michigan 48126. Raindate is 8-9 June 1968.

**ALLIANCE SPC HIT-AND-RUN
SPRING MEET
SALEM AIRPARK, SALEM, OHIO
8-9 JUNE 1968**

Flour-and-egg event, 1 jump, 3000', \$4.50; 3-man Exhibition Team, 1 jump, 7500', \$15.00 per team; Night Hit-and-Run Chug-a-Lug, 1 jump, 3500', \$5.00; Surprise event, 1 jump, 3000', \$4.00; Hit-and-Run, 2 jumps, 3000', (3 classes in this event: Class I - Parachutist (0-50 jumps); Class II - Senior (51-200 jumps); and Class III - Master (201 and over). Registration fee is \$2.00 and includes a Saturday evening beer bust. USPA membership required. Trophies awarded in all classes and events. FFI, contact Alliance SPC, Inc., P.O. Box 626, Alliance, Ohio 44601, or call Gary A. Haupt, AC 216, 938-2783.

**82nd OLD TIMERS C-47 CLUB MEET
CLEVELAND, OHIO
3 JULY 1968**

For information, write Meet Director, Danny Latchford, P. O. Box 341, Novi, Michigan 48050. All World War II paratroopers invited.

**ALATE PARACHUTE CLUB MEET
2nd ANNUAL IDAHO INVITATIONAL
21-22 SEPTEMBER 1968**

Plan now to attend and watch DZ-USA for further details. The editor of DZ-USA will attend and free subscriptions will be awarded to First Place in all events. Public Relations Officer for the meet is Wally Benton, D-1644, and can be contacted by writing: P.O. Box 273, Boise, Idaho 83701. Over 80 contestants from 8 states and Canada attended last year . . . bigger and better this year.

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Concluded

The ground rushed up to meet him. Fortunately, it was soft and marshy. At the last second, Joe lifted up his feet in an oscillation to avoid a barbed wire fence . . . then blackness. That was all he remembered for two days; when he woke up, he was in a hospital. His injuries: a broken back with two vertebrae out of line, two broken ankles, a broken rib, and a gash from the barbed wire only a fraction of an inch from his eyes.

Joe's hospital stay lasted for more than two months. But there was one happy event that resulted from this. A male friend of his, when attending church, had been given some flowers to bring to Joe. For some reason, he didn't want to bring them, so he gave them to a girl named Genevieve Jones to take to the hospital. This the girl did, although she didn't know Joe. She told him, however, that she had seen him jump and that she admired him. Joe saw her only that one time, but he wrote to her often after he left the hospital. In the following year, Miss Jones became Mrs. Joseph Crane.

At first, when Joe was discharged from the hospital, he thought that he was through with jumping but, as the months passed, the old longing to jump returned. A year later, he was back in the skies. He continued making exhibition jumps for the next few years, although making money from them was a problem. In fact, one newspaper clipping summed up the financial aspect of jumping quite succinctly:

Joe Crane made his threatened last jump at Scottdale on Saturday when a small collection was received after his jump at a ball game there. Joe has stated that collections are falling off everywhere and if spectators do not become more liberal, he will be forced to go to work.

Joe probably made more money in a brief period from entering competitions than from his exhibitions. In the 1929 National Air Races in Cleveland, for example . . . a 10-day meet . . . Joe walked away with \$700 in prize money, plus a trophy and \$75 in merchandise certificates, which he promptly used to obtain some much needed clothing. His winning other meets throughout the country provided additional money, as did some newsreel jumps made for Fox Movie-tone News. Wherever Joe appeared nowadays, he was billed as the "world's marvel parachute jumper" or as "Jumping Jack" Joe Crane or as the foremost parachutist in the country.

The year 1930 was a decisive one for Joe. He came east to take charge of parachuting activities at Roosevelt Field in Long Island, New York. He continued jumping, of course, but much of his time was spent as a parachute instructor, rigger, and chief parachutist at the field. Joe began to learn more about parachutes and the need for certain precautions during jumping. He was responsible for the regulation passed in 1930 that stated that a reserve parachute must be worn. He also insisted that regulations be passed in regard to the maximum wind velocity for parachuting activities.

Two years later, the NAA invited Joe to become the chairman of a special parachute committee to help formulate rules for issuing FAI licenses to parachutists. The FAI had only a sporting, but not a parachuting category. The NAA chose Joe because they had been impressed by his work in the field of competition, where he had taken over running meets, enforcing rules and regulations, and eliminating much of the hell-raising that had been going on at various meets prior to that time. Thus Joe was given the title of President of the Board of Parachute Experts set up as a division of the NAA.

Starting with Joe's Roosevelt Field days, parachuting was entering a new era of safety and development. The man behind this move had accumulated approximately 500 jumps by this time. His name and picture continued to appear in newspapers and magazines across the country. He had been National Spot Champion several times, he had perfected the cutaway, and he had even jumped costumed as Benjamin Franklin to support a "get out and vote" campaign sponsored by the United States Junior Chamber of Commerce. (His only comment on this latter feat was quoted in a *New Yorker* profile late in 1932: "Good God, let me get these damned garters off!") And yet, despite these many accomplishments, Joe did not rest on his laurels. He continued working for the sport of parachuting in the following years.

The meet that Joe organized at Roosevelt Field in 1933 proved important for more than one reason. Not only did the results show that good competitions could be held, but this meet also led to the formation of the NPJA (National Parachute Jumpers Association) in November of that year. Joe became the secretary-treasurer of the organization. Dues were one dollar per year, since the club functioned mostly on a social level, although there was a monthly bulletin about jumping news.

In the thirties, several air races were held, but the prize money offered to parachutists was considerably lower than in previous

years. For the first time, the new club worked together to boycott the races until better conditions were offered. By 1937, the club succeeded and participated in the Cleveland Air Races. Everyone was satisfied with Joe's leadership and the increase in prize money. Joe made only two jumps that year. In August, he landed on a garage roof in Floral Park, which he accepted with his usual nonchalance. In September, however, he broke his ankle in Cleveland and decided that that 688 was his last jump. But his retirement from the active phase of parachuting after 688 jumps did not affect his tireless efforts to improve the sport. He was very concerned at that time with working with the FAA and trying to get them to enforce such rules as making opening mandatory at 1000 feet. He also was aiming for some sort of parachuting licenses for jumpers.

Just before World War II, Joe was responsible for regulations being passed in regard to riggers and master riggers and to the packing of approved types of parachutes. Then, with the war, parachute activity died down. But this was only temporary. Joe was still working behind the scenes and finally, in 1947, one of Joe's goals was reached. The FAI (Federation Aeronautique Internationale) issued the first parachute jumping licenses. The system used the number of jumps as the criterion for the type of license given: 10 jumps for an "A", 20 for a "B", and 100 for a "C". Joe received C-1. (This system was changed to 50 jumps for a "C" and 100 for a "D" the following year.) Also in the years following the war, the club continued to grow, and certain changes were necessary. One of these was a change in name . . . to the NPJR (National Parachute Jumpers and Riggers) . . . so that the club could now enlarge its memberships to riggers as well as parachutists. The dues were increased to five dollars yearly.

The club membership continued to increase in the fifties, with a big boost coming after the 1956 World Meet in Moscow. By now, Joe was president of the NPJR. He saw that, in order to keep up with parachuting, the club would again have to be reorganized, and so, in 1957, the Parachute Club of America was born. Joe was again unanimously elected president. He took on the work load willingly and once more began to propose new rules, basic safety regulations, and other requirements that would lead to the highest development of the sport.

In 1957, while Joe was Chief Judge at the Adriatic Cup Meet in Yugoslavia, he felt the urge to jump again. What could be a safer place, he thought, than in the warm Adriatic itself. And so, on August 23, Joe climbed into an airplane, ascended to 500 meters, and jumped. Number 689 was a resounding success, and a wonderful exit for his final jump.

Until 1963, Joe remained president of PCA. Upon his retirement, he was made Honorary Chairman of the Board, and he has remained active in the field since that time. Aside from maintaining his own parachute loft on Long Island, he has followed the development of the sport and probably knows more about parachutes and parachuting than any man around.

All this would be quite a feather in anyone's cap, but Joe has never asked for praise or called attention to his deeds. He doesn't even mention that he was the "original" parachutist for Camel cigarette advertising. But I've seen the ad of Joe in his helmet, an unruffled expression on his face, and a stream of smoke issuing from his mouth while the balloon overhead extols the virtues of the cigarette. That's not just cool . . . that's beautiful. Which is why this whole story is called "The Unusual History of a Quiet Man."

IN MEMORIAM

THIS STORY WAS WRITTEN SHORTLY BEFORE JOE'S DEATH ON 24 FEBRUARY 1968. JOE WILL ALWAYS LIVE IN THE ANNUALS OF PARACHUTING AS A COMPLETELY UNSELFISH FOUNDER OF THE SPORT IN THE U.S. ONE OF HIS LAST LETTERS TO ED FITCH READ AS FOLLOWS: "Dear Ed: Sure you will understand why I have not been able to answer the backlog of mail I have received in recent weeks, as it's been a day-to-day battle for me. Instead of anyone going to the expense of sending flowers to me at the hospital, I would prefer they make a direct donation to the USPA. This will no doubt be my last letter. Signed, Joe." DZ-USA IS PROUD TO PRINT JOE'S STORY AND TO PUBLICLY THANK MAXINE NELLEN FOR THE EFFORT AND BELIEF HER STORY REPRESENTS.

USPA BOARD OF DIRECTORS MEETING

But to continue, Officer and Director reports were next. Major Garrity led off with a letter from Captain Elliot (in his absence) which basically read as follows: "The "sickness" of instruction still remains a problem to USPA. Due to several recent incidents, more people are now watching NOT to see WHAT we do to promote safety, but IF we will make a move to help ourselves. If we do not, we face the possibility of losing control of the sport completely."

Next was Baron's report as Treasurer. He basically said one thing, "1967 was a fantastic year . . . for expenditures." He stated that our income had increased \$24,884 during 1967 . . . our expenditures increased \$35,000. Our expected income for 1968 is \$160,000. Our proposed budget for 1968 is exactly the same, \$160,000. And as Mark pointed out, the services to members aren't increasing, just the expenditures. He further stated that the 1968 budget made no provisions for savings, but that he would institute some system for savings. Mr. Baron informed the Board that an audit had been taken in 1967 (uncovering no discrepancies), and that another audit would be held in December of 1968. Mark's first moves in cutting expenses, were as follows: (1) No item may exceed the budget without approval of the Treasurer. (2) Stamps, travel, expenses previously reimbursed for Directors...be eliminated. (3) Semi-official reports will cease being printed in USPA Headquarters. (4) Stamps for return postage on ballots will be paid by individual members this year during the election for National and Conference Directors. (5) No salary increases without Executive Board or Treasurer's approval. (6) Cold-type estimates on Parachutist Magazine will be obtained.

Getting tired? Grab a glass of juice and come back. Orange juice, naturally.

General Allen then gave a talk on the CIP Meeting in France, the organization of FAI and it's latest problems, and a detailed sketch of the internal workings. He said FAI is now stronger than ever and that Chuck MacCrone had represented USPA, NAA, and the United States in an excellent manner. He praised Chuck as an outstanding FAI Representative and as a credit to us all. On another subject, General Allen stated that we may have problems with transportation for the U.S. Team this year because of President Johnson's restriction on travel abroad. If the

worst fears materializes, transportation would be eliminated. For the present, however, it is just something to seriously consider.

On almost the same subject, Chuck MacCrone then made his report and explained that the World Meet this year would be in Graz, Austria (9/26 August) with the Russians providing the Austrians with six AN-2 aircraft at no cost. He further stated that our proposal to change the World Meet to odd-years would not have been accepted favorably, and he, therefore, did not put it before the CIP Meeting in the form of a motion.

Next, the Board recognized Major G. V. Plummer, Commanding Officer, USAPT. Major Plummer stated that the U.S. Army Parachute Team has a possibility of capturing 109 of 128 World records as the result of their efforts at Zephyrhills, Florida during the past month. They definitely have 85 records (which prior to this was 1 day record and 13 night records). Of 64 existing night records, the USAPT now has 63 of them. 21 day records are now claimed by the USAPT in the name of the United States. The attempts began on January 11th and ended February 18th. (Editor's Note: One member of the Team, Weeks, suffered a broken back during the record attempts. No other serious injuries were sustained). Board members and spectators gave the Team a well-deserved round of applause.

National Director Bill Ottley included in his report the information pertaining to DZ's being listed on aviation sectional maps if they put out over 4,000 jumps annually. Bill stated additional information would be printed in Parachutist as to how to submit the required info to FAA if your DZ would be involved. It is definitely a move by FAA in the right direction and would benefit us all. Any recognition, at this point, regardless of how slight, is favorable.

Jack Joerns, in a "surprise" report of sorts, read a letter signed by members of the Texas Parachute Council, which summarized went something like this: "We, as a body, are opposed to any USPA change of the present licenses. Changes are completely out of line and unnecessary. A new license may be introduced but we are greatly against any down-grading of the present "D". We are also against military career officers which are completely incompatible with civilian parachutists."

IS MARTHA HUDDLESTON A BOARD MEMBER?

DOES LYLE CAMERON DRIVE A 1968 CADILLAC PANEL?

IS JACQUES ISTEEL REALLY 29 YEARS OLD?

The answers are all no, unfortunately. More interesting facts to come, so read on.

Special mention is due Mrs. Jack Bergman who sat through two days of constant Board business as the new Secretary's right-hand. A "well-done" is appropriate.

Is DZ-USA really against career military officers? Of course not . . . some of the greatest men in history were career military officers - Hitler, Mussolini, Tojo, Stalin . . . and many, many more.

On this happy note, it is appropriate to mention that the new license requirements (if and when they ever come about) were tabled and nothing was recommended nor suggested by the Safety and Training Committee. It looks as if an "E" license (and possibly an "F") may come about but the present licenses will remain unchanged. And, in case you are wondering, no one will receive license number E-1 or F-1. The licenses will probably be issued as E-1968 or E-1969 and will be more a certificate than a license in a numbering sense. One last point . . . the "E" will probably be for 500 or 550 jumps, and the "F" will be for 750 jumps . . . with all kinds of extra requirements; such as, 90-second delays, night-accuracy jumps, wind-accuracy jumps, more water jumps, etc., etc. This is where these requirements belong in the first place.

Of interest was John Harrison's Conference Director report. He reported that Bob Murray was the first Gold Winger in the new Pacific Conference and then related a jump-in into a country club which resulted in honorary memberships for all involved. Other memberships will be given to anyone "arriving by parachute" in the future.

Committee Reports were next and many things were decided, some after much debate. The U.S. Team Delegation was a "warm" item. It was decided that five positions would be filled:

- 1) Head of Delegation
- 2) FAI Judge
- 3) Team Leader
- 4) Team Coach
- 5) PRO/Photographer

To save a lot of space, I'll briefly cover the "shuffle". At one point, Norman Heaton was Team Leader, after being recommended for the position by none-other than Lyle Cameron. It was then that Tom Baldwin (last year's Team Trainer) gave past Team members view of the situation. They gave their choices for the five positions and Tee Brydon threw this in for consideration: "If Mr. Heaton is going as Team Leader, will his salary stop the same as the other Team members who will have to leave their jobs?" With questions such as this, and much more discussion (mainly involving the authority given the Team Leader), Norman resigned the position and the voting started all over again. This is the way it came out:

- 1) Head of Delegation: Chuck MacCrone
- 2) FAI Judge: Gordon Riner
- 3) Team Leader: Lyle Cameron
- 4) Team Coach: Major John Garrity

The PRO/Photographer position will be determined at a later date. It will probably go to Carl Boenish as it looks now.

The next item on the Competition Committee's report was the way the U. S. Team would be picked at the Nationals this year. The full board agreed it would be:

- The first in style (1 man, 1 woman)
- The first in accuracy (1 man, 1 woman)
- First three overall (3 men, 3 women)

~~~~~  
 Jumping and drinking do not mix. So if you aren't jumping today, run right out and buy a fifth.  
 ~~~~~

Bill "Super-Skull" Ottley presented a motion at the conclusion of a very long Com-



Cartoon by Jeff Russell

..... and I'm very good with students,
 Norm.

ZOUNDS!!!

MORE ►

petition Committee report, which went something like this: That the USPA Public Relations project be reinitiated and that Furman be again asked to promote the regionals and Nationals, including the World Meet. To refresh your memory, the Furman firm handled our PR project during 1966 and part of 1967, at a price that was right, if you had the price to begin with. We didn't feel we did, so we pulled out of the deal. Anyhow, the Board went along with a possible 6-month deal with Furman (with no commitments past that) and the negotiation date will be mid-spring. In all honesty, such a project couldn't help but benefit sport parachuting and Bill's work should be given the proper recognition. In face of all the bad publicity we suffered during 1967, it would have helped to have Furman around to balance the news releases with a little good publicity. Regardless of cost, this project (and similar ones) are worth the money.

DOES DAN POYNTER LOOK LIKE ABE LINCOLN?

IS OTTLEY'S LANGUAGE REALLY AS COLORFUL AS YOU HAVE HEARD?

DID BARON'S JOKES KEEP MRS. BERGMAN IN STITCHES FOR TWO DAYS?

The answer to all three questions is yes, but read on. Other questions are answered.

Next came the Parachutist Committee report, Dan Poynter (Chairman). Rather than go into a lot of detail; after much discussion, the following was put through by the Budget Committee (Jack Bergman) and with the support of Mark Baron. (1) That a maximum of \$2,750 be placed on the monthly printing of Parachutist Magazine; and (2) That miscellaneous printing not exceed \$400 per month. And, in addition, that estimates for "varitype" be obtained prior to 15 March and forwarded to the Treasurer, Executive Board, or Budget Committee. This was after Poynter's report of "no recommendations at this time" and dissatisfaction being voiced against that report by Hunnell and Cameron.

And on the subject of saving USPA money . . . Major Garrity stated that the NCPL Meet exceeded the budget by \$2000 last October . . . to which Mark Baron stated this should not have been allowed to happen. The next NCPL Meet should see housing and meals being paid by the contestants or someone other than USPA.

And speaking of NCPL finances, Major Garrity made a motion that all funds paid for USPA/NCPL Affiliation NOT go to USPA but to the NCPL. This would be an income in addition to what USPA budgets for them now. This was passed unanimously by the Board. No comment on this move at present.

Next item on the agenda was the USPA Headquarters Move Committee report. A motion was made by Fitch that his Committee be retired . . . the motion was defeated . . . but discussion of any move was tabled and for this Board Meeting, at least, no one was ready to move anywhere.

There was a short discussion in here someplace about the contents of Parachutist Magazine (probably back a couple pages). Jim Wilson (formerly from Tucson, Arizona) and now a member of a University SPC in Urbana, Illinois, stated: "Parachutist Magazine should contain more technical information, such as tests and obtainability of certain items of equipment. In short, it is USPA's obligation to pass on technical information on equipment to the membership because this information cannot be found in other publications." This point was dropped after very little discussion with the main objection being voiced by Bill Ottley. Said Bill, "I am against reports on specific equipment which may say the SSE altimeter is better than the Chute Shop altimeter for such reports may cost USPA an advertiser." Unfortunately, this "dollar-before-safety" view was shared by others and the discussions ended after other objections were thrown in. So much for that.

This is now into the second day of the proceedings, so don't despair, it's almost over. This next item, however, deserves just a passing mention. Jacques Istel addressed the Board and outlined many of our "ills" very well. His statement went something like this: "Sport parachuting is facing a serious crisis. In 1962, parachutists were favorably greeted in general. We believed sport parachuting would grow rapidly. In 1967, however, we are not so favorably greeted. For the last year or so, the publicity has been against us. The death of an 11-year-old; a highly publicized suicide; a jump without a parachute; and a mass drowning. Parachuting has also been tainted by printed obscenities, acts of rowdyism, and general bad taste. There is now a decrease in numbers of drop zones, and although there are many jumps per year, the overall picture is decreasing in some of our

basic concepts. We must now begin working with aviation agencies and look into the future . . . now. We must do something before we risk being put out of existence. USPA is not solving fast enough the safety problem which is vital to the first-jump students who know very little. I recommend official commendation of our safety leaders. I also recommend official censure of those who act in bad taste. An award of a highly publicized Gold Medal to an outstanding parachutist each year would be of great value to the sport."

I will add this one remark to Jacques's words you should all heed. Mr. Istel has been accused of almost every act which involved a dollar and this has greatly hampered many of his efforts which have been completely unselfish. Just keep this one point in mind . . . no one has to apologize for making a buck and when you give of yourself, as Jacques has, for the sport and it's future, you most certainly owe no one an apology.

So, this is basically the end of my coverage of the Board Meeting. Following this will be the bits and pieces I couldn't work in, and then finish. I only wish you could have attended and seen a very workable unit in action. When you figure what we pay them, they are doing one fine job for all of us. Now, for those bits and pieces:

Certificates for jumpers with over 2,000 jumps will be awarded by USPA.

A formal reception dinner will be hosted by Mr. Jacques Istel at the next Board Meeting. Invitations will be extended to persons in the area and will further sport parachuting relations.

There was a move to increase the USPA membership dues to \$12.00 but this was tabled for the present time.

Five names will be added to the FAI judges list and the persons involved will be allowed to obtain the FAI "F" certificate in France.

Johnson and Coy (survivors of the Lake Erie tragedy) have both been fined \$50 each for violations of Part 105, and both have paid the fines.

Larry Hartman, ASO (involved in the Lake Erie incident) has been relieved of all ASO duties; his license suspended; and his USPA membership revoked. No action has been taken against Homstead.

* * * * *

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