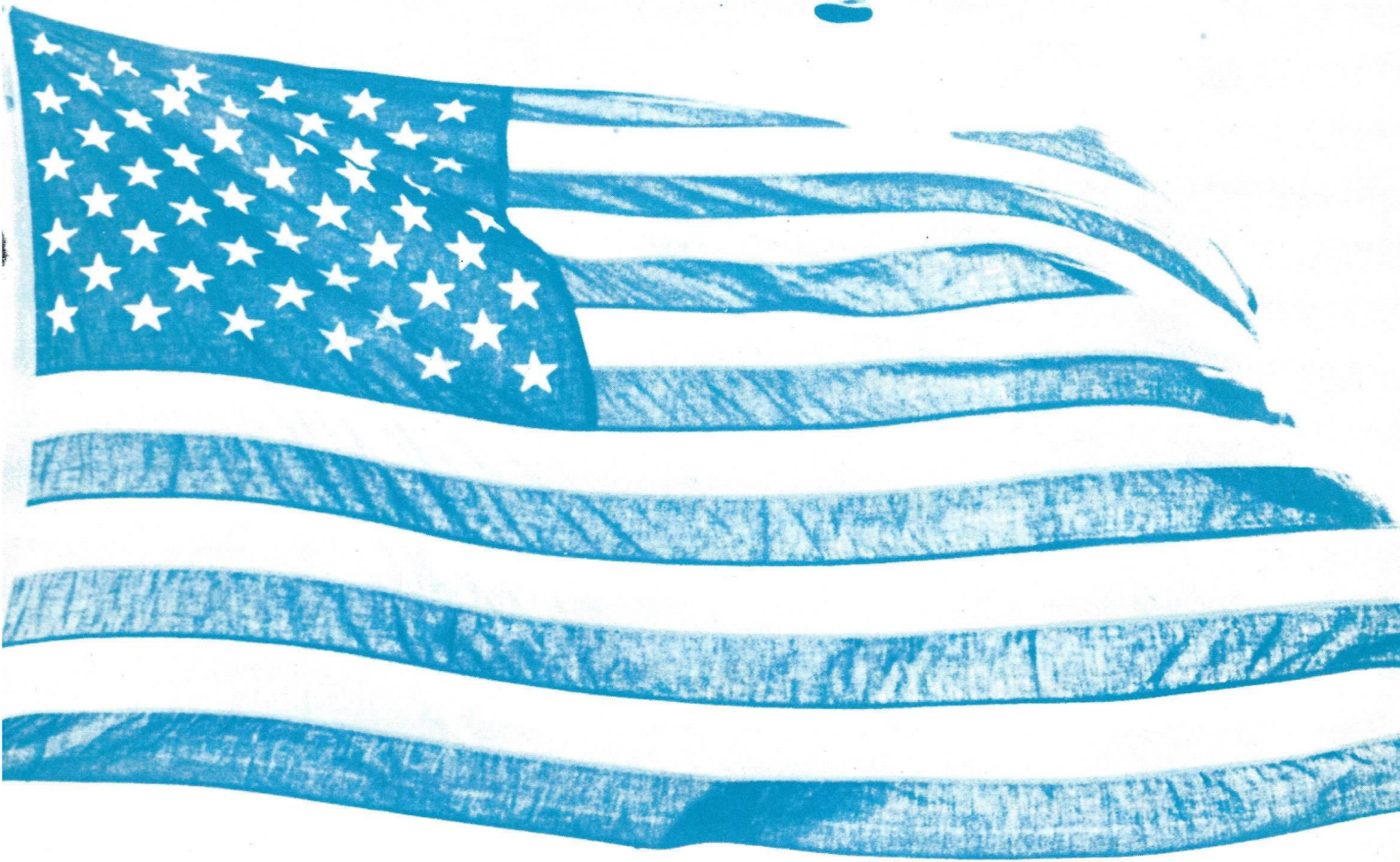


July, 1966



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# PARACHUTIST

the publication of the parachute club of america

# This Is Important to the Future of Your PCA!

## NATIONAL DIRECTOR NOMINATIONS

To be considered for nomination as a National Director of the Parachute Club of America a person must:

1. Have some intrinsic value to the Parachute Club of America.
2. Express his willingness and desire (in writing) to serve on the PCA Board of Directors.
3. Must be financially capable of attending all PCA Board of Directors meetings and assuming the financial obligations of the office; and
4. Must furnish a personal history and one 8 x 10 glossy photograph for publication.

Important: Any member desiring to nominate a person for a PCA National Director for the term 1967-68 should do so through the PCA headquarters. Address all nominations to: Nominations, PCA, P.O. Box 409, Monterey, California 93940. *No nominations for National Director will be considered after 31 August 1966.*

## CONFERENCE DIRECTOR NOMINATIONS

Conference Director candidates will be nominated for election to the PCA Board of Directors by:

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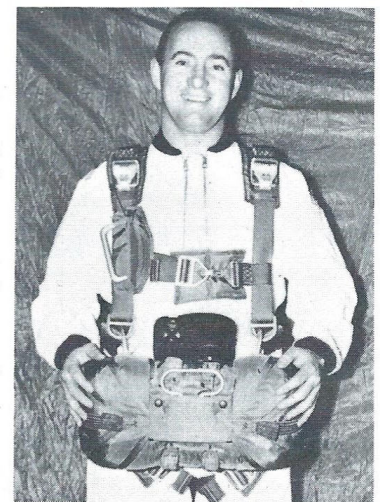
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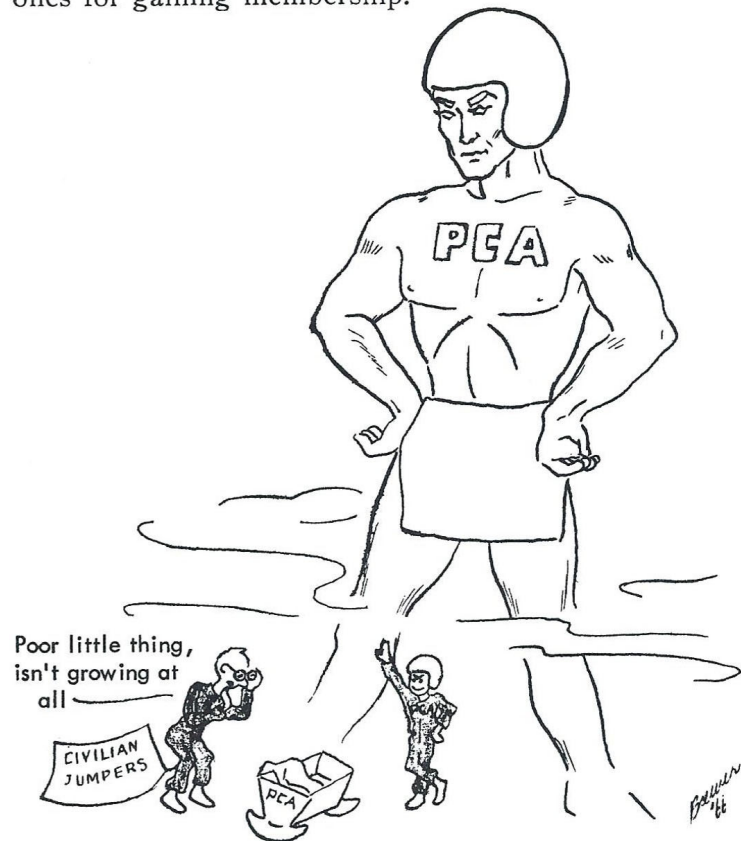
## BACK ON THE JOB

After six weeks away from the office while preparing for and conducting the 1966 National Parachuting Championships, we're finally getting things caught up to date. I apologize for the lateness of the June and July issues of *Parachutist* and hope that two issues fairly close together will help make up for your long wait.

I will not spend much time discussing the Nationals as there's a rather long and detailed report of them beginning on page five of this issue. Suffice it to say they were a lot of hard work, long hours, another great experience, and all-in-all, a heck of a lot of fun (after they were all over).

## MEMBERSHIP GROWTH

The 1966 PCA membership rolls are steadily growing. As of 21 June the 1966 membership totalled 8,779. This compares to 7,699 at the very same time last year, an increase of 1,080. We're growing but I often wonder if we're growing as fast as parachuting is growing. One good indication that we may be that we have experienced a continuous influx of memberships during the past three months. Months which are traditionally slow ones for gaining membership.



CAN'T SEE TOO WELL

More clubs are pushing membership, more centers are doing the same, if for nothing more than the advantage of having people insured for property damage and public liability. I hate to think, however, that the insurance is the **only** reason parachutists belong to PCA for there are more and stronger reasons for being a member. At this point in our career the greatest advantage is **representation**, and every parachutist in the country needs representation at this very time more than anything else. The reasons are aptly described below.

## NEW FAA PROPOSALS

The Federal Aviation Agency has thrown us a curve. While denying the petitions of the Air Transport Association (ATA) and the Air Line Pilots Association (ALPA) which caused us to attend a formal hearing in November of last year, the FAA has issued a new proposal of rule making which, if approved in its entirety, could seriously hamper all parachuting operations. In some cases a regulation, as proposed, would terminate parachuting in wide areas of the nation.

The FAA now proposes to "require authorization for all nonemergency parachute jumps in or into controlled airspace." The June issue of *Parachutist* (page 2) carried the PCA's response to these proposals. In the statement submitted to the FAA the part regarding "authorization" was discussed to great extent. In essence, by requiring "authorization" for jumping in controlled airspace, parachuting activities could be shut down by an ATC facility or GADO by simply not answering the telephone! Or, as is more likely the case, because some official did not want to get "involved" in something which they may know little about.

In reading of this proposed "authorization" for jumping another point strikes home: The FAA is not obligated in any way to grant "authorization" when requested. (Neither are they obligated to grant waivers which seem to be entirely at the discretion of the local GADO or other FAA facilities directly concerned.) **No other users of airspace in the U. S. must obtain authorization prior to using that airspace.** This is unjust discrimination against one (and only one) group of airspace users. And we use less airspace, per square foot, than any other group of users!

## FREE AIRSPACE?



What can we do? Your PCA has already responded to the proposed rule making. Several pages of recommendations and comments were submitted to the FAA  
(Continued on page 32)

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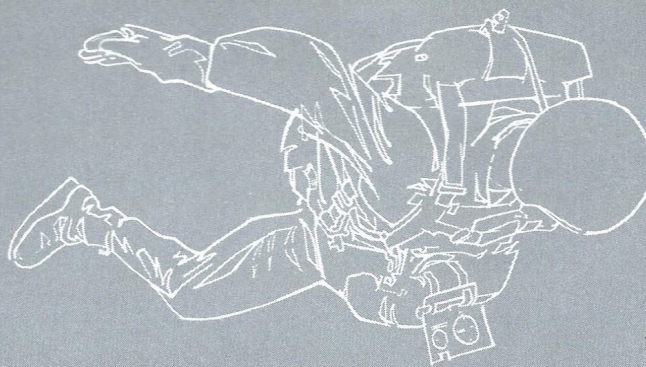
**National Collegiate Parachuting League**

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# parachutist

the publication of the parachute club of america



A non-profit Division of the National Aeronautic Association and the official representative of the Federation Aeronautique Internationale for sport parachuting in the United States.

Vol. 7

July, 1966

No. 7

Norman E. Heaton, Editor

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**Cover:** A contestant at the 1966 Nationals on approach over the flags which ringed the target area.

Photo by Joe Gonzales

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## Something About Nick

► NICK PIANTANIDA! My helmet is off to Nick for his aggressiveness and energetic attempt to shatter the 1962 extreme altitude free fall jump record of 83,524 feet held by Andreev of the Soviet Union.

It is so tragic that the third and what appears to be the final United States attempt at this record would end as it has.

I, in my own mind, do not think the project or the equipment should be put on that dusty shelf in that dingy tool shed on some forgotten acre of land in the back woods.

It is rumored here on the west coast that Nick was to receive a large sum of money for the successful completion of the record attempt.

I would like to generate an interest in a fourth attempt at this Russian-held world record, for the good of the United States of America, in which the project and gondola would possess the name "PIANTANIDA 4." If Nick's financiers (or a new group of financiers) could be motivated to back "PIANTANIDA 4," I would in turn relinquish my portion (if any) of the profits to the Piantanida family.

My experience in sport parachuting stems from eight years of sport parachute jumping with 420 descents which include various oxygen altitude jumps. In addition I also have nine years experience in the field of space recovery systems such as Mercury, Gemini and Apollo which included not only spacecraft recovery but also the astronauts' egress and survival equipment.

In the past four years I have attended five physiological training courses at El Toro Marine Station, California (one trip) and the Bio-astronautics Branch at Edwards Air Force Base, California, (four trips). I have received this training due to the fact that I am associated with a test program that requires me to fly at high altitudes in an un-pressurized JC-130B. I am available at short notice to continue the altitude record attempt, in which I would be honored to make the jump for Nick.

In closing I would like to say again, let's not abandon this program: Charles Lindbergh went on with his Atlantic flight even though Charles Nungesser and Francois Coli disappeared over the Atlantic only 12 days before Lindy's take-off from Roosevelt Field on May 20, 1927.

I am in hope that this letter will initiate the "PIANTANIDA 4" flight.

Ed Drumheller  
Irvin Para-Space Center

**We understand that Hal Evans plans to take up the project where Nick left off. Ed.**

## Accidents and News Media

► Parachutist readers must by now know the basic details of the accident by New Hanover, Pennsylvania, on Saturday, May 7, when five novice jumpers and their pilot were killed while participating in a Mid-Eastern Parachute Association meet. As MEPA president and also in charge of manifesting for the meet, I was in an unhappily good position to know what happened in the crash and maybe to learn from it.

Three things seem clear to me as lessons I'll never forget.

First: The public will learn of any major accident immediately anyhow, so don't try to hide or confuse what happened. Tell your own story and tell it first. The first story (or newspaper report, etc.) gets the widest circulation and is the basis of everything which follows (radio, TV, and the wire services copy from each other).

Second: Tell the same story and tell it as eloquently as you can. The reporters are looking for (1) facts, and (2) interesting details, so give this to them as honestly as you can. If different people tell different stories (through ignorance of the facts or misinterpretation), reporters will dig and dig into these differences, looking for "color" and controversial points of view, if they can find them.

Third: Reporters and officials, at least in this case, were generally fair-minded and "neutral," not "anti" jumping. They listened carefully and reported fully.

For instance, the point was made over and over that this was a flying (not a parachuting) accident. As a result, the Philadelphia papers, NBC-TV network news, the New York papers, and AP and UPI wire services all made this very important distinction in their reports—and made it carefully and clearly. (Some papers I saw even published extra "background" stories on how safe and sane sport jumping was, the BSR's, PCA's insurance program, etc.)

No one will deny that sport jumping was hurt through this flying ac-

cident—but I hope the publicity was reduced and made less negative through following these procedures. Hopefully, nothing like this will ever happen again, but these above suggestions may be helpful in planning for the unexpected.

Bill Ottley, President  
Mid-Eastern Parachute  
Association

**It was indeed strange that an AIR-CRAFT mishap should trigger an uproar about its PASSENGERS, who just happened to be parachutists. The story wouldn't even have been noteworthy if the aircraft had been full of Girl Scouts or grandmothers. Since we are such good copy for the scandal sheets, we must, as Bill suggests, stay "on top" of any news releases. Ed.**

## Parachutises Over Phorty — Unite!

► If you're getting —

- a) a little grey
- b) a little bald
- c) a little paunchy
- d) a little ache in the back

And, if you're having difficulty

- a) making dead centers
- b) packing
- c) with downwind landings
- d) becoming a Pope or Cardinal

And, if you want to

- a) promote fun in parachuting for men over 40
- b) promote safety in parachuting for all

And if you are a member in good standing in the PCA, then unite and join the POPS—PARACHUTISTS OVER PHORTY. NO DUES, NO OFFICERS, NO CONSTITUTION.

Send your name and address, age, PCA number, club affiliation and license number to:

Lenny Barad  
1000 Washington Avenue  
St. Louis 1, Missouri

You will receive

1. A POPS canvas name tape to be sewn on your jumpsuit.
2. An emblem (at cost) showing our mascot, "Father Time," in a parachute.
3. A list of names of all other POPS.
4. An announcement of any meetings, dinners, competitions or get-togethers.

Thanks for your cooperation. I'll let you know the results.

Lenny Barad

(Continued on page 33)

# The Nationals — Oklahoma Style

by

NORMAN HEATON, MEET DIRECTOR

1966 U.S. NATIONAL PARACHUTING CHAMPIONSHIPS

The National Parachuting Championships are a many-sided complex of activity, representing different things to different people. To the serious competitor they mean many hours of practice, the strain of Conference Championships, and that always elusive goal of making the U.S. Parachute Team. To the less serious challengers they represent the opportunity to learn through association with stronger and more experienced competitors. To the average American fun jumper it's the opportunity to observe first hand representatives of the nation's best competition parachutists. To judges the Nationals mean long, hot hours under a grueling sun and longer hours with scores, averages, and more scores. To other meet officials it's work and more work with never enough time. To a Meet Director it's countless frustrations and disappointments, endless worries and problems, constant coordination with a multitude of people, the final sense of relief that comes when it's finally over and, if you're fortunate, that sense of satisfaction that it was a successful contest.

The 1966 Nationals were successful. For the second consecutive year we completed the Championships and it was completed without a single cut or elimination phase (which was done in 1965). Barring injuries and dropouts, every contestant made all jumps scheduled—ten for accuracy and five in style—for a total of 1,370 jumps, not counting rejumps and practice jumps. That's the most jumps ever made in a National Championships, and they were all done in five days of actual competition.

The following is my report to the members of this year's National Championships. Although it's rather long and rambling it is felt that it needed to be to present the total picture of the year's biggest competitive event. My purpose, too, is an attempt to show that there's more to the meet than just the six or seven days of jumping. I hope you enjoy the reading. NEH.

## BACKGROUND

This Nationals cannot be explained fully without some knowledge of the background of the Championships, the initial arrangements, the long-



Pat Gorham, Chief Manifestor, lends reality to the colorful signs depicting the 1966 National Championships. Photo by Joe Gonzales

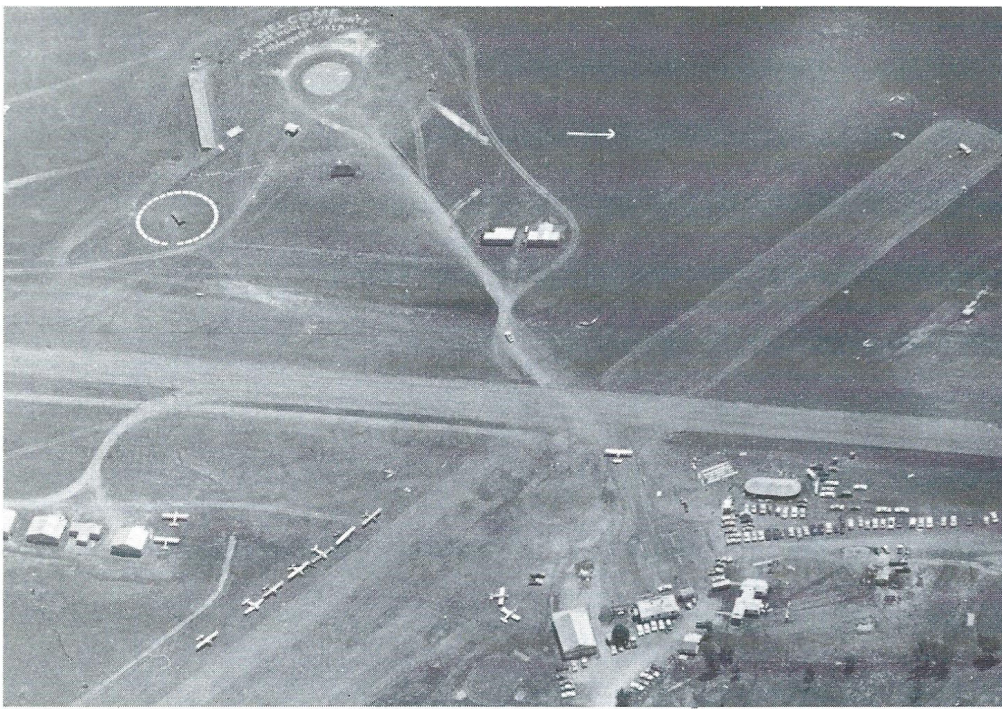
range planning, and especially the work involved.

The PCA Board of Directors, at their February Meeting, acting upon the recommendation of the Competition and Record Attempts Committee, accepted the Tahlequah, Oklahoma bid as the site for the 1966 National Parachuting Championships. The bid was unusual in Nationals bidding in that a community submitted the bid. The bid was from the Airport Committee of the Tahlequah Chamber of Commerce and had the support of the entire city. As such it became a community-wide effort as

opposed to previous years and the hosting of the Championships.

Northeastern State College is located in Tahlequah and made available their dormitory and cafeteria facilities. After tents at Issaquah and "The Ranch" in Orange, the dorms were a welcome change to living quarters at a Nationals. (This was not the first time college dormitories were used at a Nationals, however, as contestants were housed at the University of Utah in 1964.)

This year, for the first time in several years, the site of the Nationals was announced several months in ad-



**Aerial View** of the Tahlequah Municipal Airport. Drop Zone is at the upper left.  
Photo by William Kiehl



**Chet Poland**, friend of parachutists, with his VW bus.

vance, thus allowing participants further opportunity to make plans for attending. This year was only the second time in eight Nationals Championships that they were held in the Central part of the United States, the first being Olathe, Kansas in 1962.

With a brand of enthusiasm that is usually found only in a small city the citizens of Tahlequah began preparations for the Championships in mid-March. By the first of June most of Oklahoma was well aware that the National Championships would take place in the state. The tasks left to be done were the actual organizing and final preparations for the competitors.

### EARLY ARRIVALS

As Meet Director, I arrived in the Capitol of the Cherokee Nation on 17 May, almost four weeks before the start of competition. We needed every day of those four weeks which, as the days flew, seemed never to be enough. With the days being spent on preparations for the Nationals and half the nights on keeping current other PCA matters the hours in each day seemed much too short.

One day after my arrival the Las Vegas flash, Hal Evans, appeared on the scene to carry out his duties as Publicity Director and ostensibly to terrorize the co-ed population of

Northeastern State College. Unfortunately (for him) he arrived during semester finals and spent the next two weeks waiting out the vacation period prior to the start of the summer session.

After a day's residence in Tahlequah, Hal seriously told me: "Everyone in this town talks just like you do." Outside my jumping this was probably the funniest topic of conversation during those weeks.

Following close behind Hal was Chet Poland, dedicated friend of all jumpers and benefactor of U. S. Parachute Teams. From his arrival until three days after the meet officially ended Chet was everywhere with his VW bus, giving of himself as only Chet can do.

Those few weeks prior to the start of the Nationals were an experience all three of us shall long remember—the better moments to be cherished. As must be expected we encountered obstacles, suffered innumerable frustrations, and dealt daily with a multitude of minor details. But these are part of the sum total of running a major competition and the sweat, the strain and the near tears (which never came, but almost . . . ) were more than compensated for by the hospitality of the people of the great little city of Tahlequah.

### PREPARATIONS START

Our most immediate concern in those first days was the building of a target area. Handicapped by four straight weeks of rain in April and May the city was prevented from starting construction on the pea gravel pit. Three days after my arrival we moved in the equipment but, to everyone's dismay, it was "too wet to plow." Another delay waiting for the sun and wind to do its job. Eventually the pit (thereafter affectionately known as "Heaton's Hole") began to take shape. After the pit was dug and all the trucks and tractors had been safely unstuck (the city of Tahlequah is still missing a D-4 tractor which sank out of sight during a typical Oklahoma "shower") we began a somewhat frantic search for pea gravel.

Unfortunately, in this day and age of mass construction, pea gravel is often misinterpreted to mean chipped limestone rock. Such is not the case and the search began. Then, we struck pay dirt, only in this instance it happened to be "pay gravel." Ten trips to Tulsa by the city's dump trailer truck resulted in 225,000 pounds of pea gravel being deposited in the pit. Now began the task of



spreading the gravel. This gave me an opportunity to make an honest laborer out of the Publicity Director, Mr. Evans. By promising Hal that he would be the first man to jump into the target we fitted his hands around the handle of a shovel. My scheme was dubious however, as I fully intended to be the person to christen the target since my "cheap-o" would be on the ground while my Publicity Director was still setting up an approach in his PC. But what do they say about the better laid plans of mice and men . . . ?

For three days we spread the pea gravel. On the second day, like a god-send, Dr. Charles Carroll, Chairman of the Airport Committee, arrived on the scene with a tractor and spreader bar. Finally it was finished—21 meters of pea gravel, thirty inches deep at target center, eight inches deep at the perimeter. But we did not survey our workmanship for long as Hal and I were hastily buckling on our rigs, fumbling with blistered hands as we awaited Joe Cunningham's C-170, by now a veteran of several late afternoon jumps. Joe, another hard worker on the Airport Committee and local businessman, got us enough altitude for a quick hook-up, then we were open and going for target. With the advantage (?) of my candy-stripe 1.1, I was first to land—**ten feet outside the pea gravel!** After several seconds of self-criticism of my usual lousy canopy handling I looked up in time to see Hal plant both feet on a make-shift dead center plate. Have you ever seen a man grin S.A.T.?

### PREPARATIONS CONTINUE

The days passed swiftly, too much so. At times it looked as though we'd never be ready in time. The meet headquarters building (a converted bomb shelter) was a constant beehive of activity as preparations continued and the meet slowly but surely took shape.

The list of projects to be done seemed to grow longer as time grew shorter. Four weeks, three weeks, then two weeks, and finally, only those last few days to make our final check. Had we forgotten anything? What was left to do? Let's double check, then check it once again.

Every Wednesday evening we met with the Chamber of Commerce Airport Committee. Here we went over our progress reports, assigned new tasks, ironed out problems, and worked out details for future projects. We had the privilege of working closely with this group of dedicated



**A common sight in Tahlequah** during the Nationals. This one placed in front of Larry Reasor's Red Bud Food Store (apprehended by some eager parachutists after the meet was completed).



**Official Aircraft** of the 1966 Nationals lined up at the Cessna factory in Wichita, Kansas. Photo courtesy Cessna Aircraft Company

and tireless men. Their enthusiasm and interest in all facets of the Nationals was next to unbelievable. Always willing, always available for any task and constantly making everyone "feel at home" seemed to be their watchwords.

And we progressed. A manifest board and scoring central was completed, communications were installed, tents were erected, water bags procured, fences and bleachers were erected, and on through a seemingly

endless list of projects, all of which were finished in due time.

### AIRCRAFT

Cessna Aircraft Company of Wichita, Kansas, supplied the National Parachuting Championships four Super Skywagons (206's) at no cost to the PCA. Three of the SSW's were the new turbocharged variety (readers may refer to *Parachutist* for April, 1966, pp. 5-9). All those beautiful planes had less than ten hours

on their tachometers when they touched down at the Tahlequah airport. Each carried special markings on the rudder and were equipped with a toggle switch by the cargo door for directional signals to the pilot.

Arrangements for acquiring the Super Skywagons were made by the PCA through Cessna's Director of Public Relations, Mr. Bill Robinson. My praise of the aircraft and the Cessna officials will never be too great — the cooperation from Cessna officials was as great as the performance of their Super Skywagons. My thanks go not only to Mr. Robinson and his fine staff but to Al Ebbers, Supervisor of the Cessna News Bureau, who attended the Nationals in its entirety and was always willing to lend a helping hand.

In early April I appointed Mr. Lewis Watson Ada, Oklahoma, attorney, Chief Pilot of the Nationals. Lew, an old friend from my jumping days in Oklahoma and Director of the Oklahoma Sport Parachute Association, was assigned the task of acquiring all the pilots needed for the Championships and to coordinate

The image shows a large, multi-column manifest board for the National Parachuting Championships. The board is filled with handwritten entries, including names, aircraft types, and other details. A man in a white shirt and shorts is standing in front of the board, looking at the information. The board is mounted on a wall or a large board.

**Manifest Central.** Chief Manifestor Pat Gorham works with his manifest board. Over 1600 jumps were made during the 1966 Nationals. Photo by William Kiehl

with Cessna in the pickup of the four aircraft. His final selection of pilots included Arty Smith, Ken Russell, Jerry Wilkins and Don Steelman, all of Dallas, Texas; Bill Viets of Connecticut; Jack Joerns, Houston, Tex-

as; and Lt. Stuart McCurdy of Laredo AFB, Texas. Lew later acquired the capable services of Warrant Officer Jack Spurgeon, pilot for the U.S. Army Parachute Team.

Pilots more often than not go through a meet unrecognized except for a possible protest. The same was probably true for the 1966 Nationals. But even the small bit of recognition they do receive is infinitely more than that received by two of the above mentioned airplane drivers. Two pilots, Stu McCurdy and Jack Joerns, arrived in Tahlequah one week prior to the start of the Nationals to serve as pilots during practice jumping. Both had to return home before the competition started. This was one of the largest contributions made to the Nationals and I could not pass this subject without giving Stu and Jack their much deserved recognition.

### THE SSW'S ARRIVE

Saturday evening, just before sundown, the Tahlequah Unicom buzzed: "Tahlequah Unicom, Tahlequah Unicom, this is Cessna 087-Zulu." Then, after a go-ahead from the airport: "We know you're around here somewhere but we can't locate you." That was the voice of Chief Pilot Watson and as we looked to the northwest we saw the four SSW's winging their way southward. Within minutes (and some directions) all four were on the parking ramp—the aircraft had arrived. A hurried inspection by myself, Marth Huddleston, Gay Reed, Bob Vanderslice, and Bill Compton resulted in cries of "take the door off, let's try 'er out."



**Formation.** The Army Team's Otter leads the four Cessna 206's back to the airport after a tornado alert one week prior to the start of the Nationals. Photo by Joe Gonzales

But, as luck would have it, it was growing dark and fuel was needed.

Sunday morning of the 5th dawned cloudy and windy, no practice jumping as Jack Joerns and Stuart McCurdy busied themselves with preparing the aircraft for jumping. By late afternoon that ominous black sky to the north became a tornado alert which extended to the hills surrounding Tahlequah. An unusual situation for that part of the state at that time of the year but weather being the unpredictable cuss it is (especially in Oklahoma) we made plans to protect the aircraft. As winds were predicted to reach 80 mph by 9 o'clock the base operator at Tahlequah, Carl Borchert, made arrangements for us to take the aircraft to Davis Field in Muskogee, an Air Force Reserve Base.

We were left with a problem — we had three 206's and only two people checked out in them by Cessna. At a hurried conference between pilots and myself, Dr. Carroll volunteered to fly his 205 to Muskogee and turned his hangar over to one of the Super Skywagons. Another demonstration of the tremendous people who were our hosts in Tahlequah.

One by one the aircraft took off in the threatening weather, led by the Army Team's lumbersom Otter. Within twenty minutes all had landed safely and were hangared. Within the hour 50-60 mph winds were lashing the airport and the rains were, in the colloquialism of that area, a "frog strangler." (And friend, that's rain.)

The next morning the SSW's, led by the Otter, appeared over Tahlequah, a welcome sight to a harried Meet Director. Practice jumping got under way by afternoon and we felt as though we were on our way.

### CONTESTANTS ARRIVE

By mid-week almost half the registered contestants had made their appearance and were making as many practice jumps as possible from the new 206's. The town began to hum with the excitement of the coming Nationals, now only a few short days away from reality. Posters appeared in every downtown window — "Welcome PCA" — and signs shot up everywhere welcoming the jumpers.

Contestants arrived by every available means, some adding that touch of color so distinguishable with parachutists. Mark Schmidt and John Clark arrived ten days early in an English Ford they had purchased for \$20.00 with the exclusive distinc-

tion of using 27 quarts of oil between Boston, Massachusetts, and Tahlequah. This relic of many verbal abuses is now the proud possession of a Tahlequah native taken to such oddities.

The delegation from the Cleveland Parachute Club, Eric Bahor, Roy Johnson, John Pasquale, and Clark Walk, arrived in a 1947 Cadillac hearse complete with siren and snow

tires. The Cleveland group managed to spend more on the vehicle on their trip out than its original cost to the four.

Dan Poynter made his appearance in his VW with one passenger, all the trophies, and a Sailwing. Then the old "Blue Goose" appeared late Friday — Chief ZAP himself had arrived — Lyle Cameron, after two trips across the country in as many



Fisheye Lens of Billy Kiehl catches a contestant landing short of the disc.



Before Boarding contestants discuss the meet with Triangle photographer Ralph White. (L to R): Tom Schapanski, Pat Meiron, Jeff Russell, Maxine Hartman and White.

Photo by Joe Gonzales



**Dick Wagaman**, North Central Conference Director, about to touch down. Judge Gordon Riner at right.

Photo by Joe Gonzales

Tahlequah High School band under the direction of yet another member of the Tahlequah Airport Committee, Bill Peter. After the invocation and the National Anthem the Mayor of Tahlequah and an old school chum, Mr. Dean Bridges, welcomed us to his city with a big "Is Everybody Happy?" and: "Do You Like Tahlequah?" Both were met with a loud chorus of voices in the affirmative.

The Mayor was followed by an introduction of the Oklahoma Aeronautics Commissioners, all of which were present for the ceremonies, and members of the Tahlequah Chamber of Commerce. Coming to the rostrum next was the Honorable E. Edmonson, member of the U. S. House of Representatives. Our own President, Russ Gunby, made the closing remarks.

As contestants were preparing for the drawing of jump order for the Accuracy Event five Cessna's — the 206's plus Art Armstrong's 185 — emptied 25 jumpers over the golf course from 12,500 feet, each with colored smoke. The first canopy to appear was Dan Poynter's Sail Wing, closely followed by two dozen blossoming canopies of the round kind.

The jump order was soon completed and we entered the first round of the 1966 National Parachuting Championships.

### FIRST DAY — ACCURACY

Four rounds of Accuracy were completed that first day. For the most part the winds were kicking up

weeks, had made it to another Championships.

One of the most welcome sights to see was Bill Viets' 180 parked on the ramp late one afternoon for it had brought not only one of the top jump pilots in the country but Mr. and Mrs. Pat Gorham. My troubles with scoring and manifesting were about over — Pat and Irene had arrived. It was already beginning to look like a good Nationals.

On the final day of practice jumping the next-to-impossible happened: I made my first true dead center during a wind dummy drop! For the first time in three weeks Hal Evans owed me a round.

By the morning of the 11th, 97 contestants had registered, setting a new Nationals record with number of female entries — 19.

### OPENING CEREMONIES

Saturday morning of the 11th was beautiful and we were greeted at the spectator's bleachers with the strains of martial music supplied by the

**Briefing** by the Chief Judge, Lyle Cameron, prior to the start of the Style Event.

Photo by Joe Gonzales



all through the day. Although there was some doubt as to the validity of the wind meter we continued to jump.

Two dead centers were made the first round, by Tom Schapanski and Robert Holler. The National Accuracy Champ, John Clark, made one of his worse jumps in several months at 1.61 meters. Jim Cone had a 14 centimeter jump, Jim Lowe an 18 centimeter jump, Phil Hapler held in at 36 centimeters, while Coy McDonald and Bill Scherrer each had their jump measured in at 50 centimeters. Unfortunately the only serious injury of the competition was sustained on the first as Harold "Mule" Furgeson broke his leg as he scored a 93 centimeter jump.

In the girls division only seven were able to find the pea gravel the first round. Pat Meiron made a 12 centimeter jump followed closely by Martha Huddleston with 63 centimeters.

In the second round people began to take notice of a dark horse in their midst as Tom Schapanski made it two dead centers. Bill Lockward of the USAPT made the only other DC in the second round. Jim Lowe was still holding tough as he was marked at 45 centimeters and John Clark picked up a .61 mark. Craig Elliot and Tom Williams made identical .26 marks while 1965 Champion Ray Duffy came through with a 43 centimeter tally. Ray, handicapped by a sprained shoulder sustained in practice the week before, was released from doctor's care only the day before competition began.

Martha Huddleston quickly assumed the lead in the women's accu-

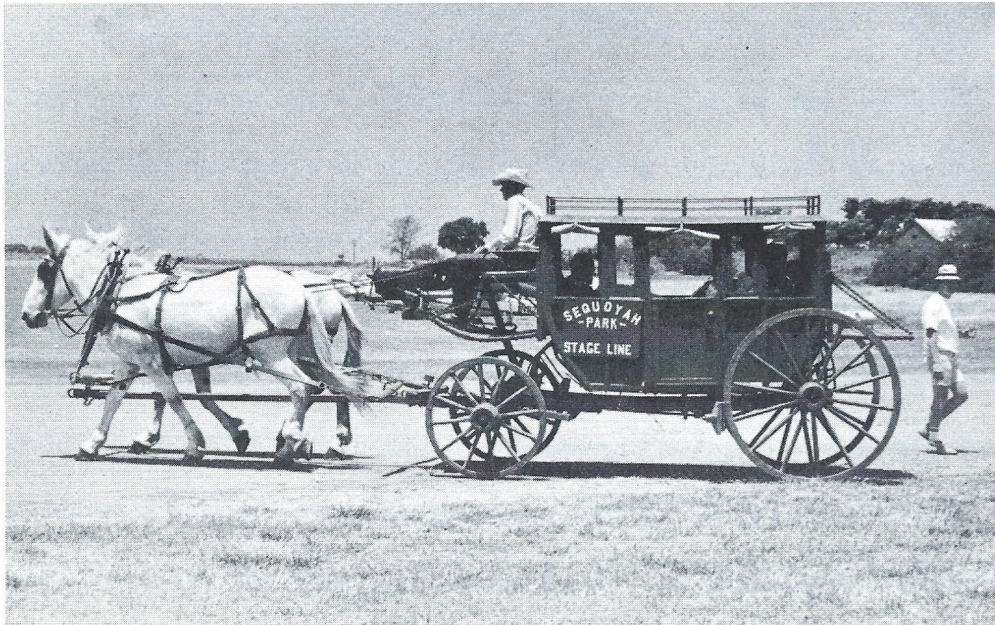


Joe Bryant, handlebar moustache and all, catches part of the disc.

Photo by Joe Gonzales

**Touch of the Old West** as jumpers are transported from the DZ to the packing area.

Photo by William Kiehl



acy as she was measured in at 2.71 meters while Pat Meiron recorded an out jump. Gay Reed temporarily assumed second place with a 2.83 mark followed closely by Ruth Ayer with a 1.26 jump. Karen Roach and Kay Jones scored 3.35 and 3.54 meters respectively for their jumps and Maxine Hartman had her first of three out jumps.

With the winds at their peak for the contest during the third round no dead centers were recorded but Schapanski retained his early lead with a .25 mark while Clark measured in at 73 centimeters. Bobby Letbetter began to move up as he pounded in at 18 centimeters. Bob Holler, after a 2.17 jump in the second round, compensated with the closest jump of the round, 17 centimeters. Ted Strong, one of only nine who never recorded an out jump, had an acceptable .42 mark.



**Women's Accuracy Champion, Karen Roach, going for the disc as Judge Ron Radhoff waits to mark her landing.**  
Photo by Joe Gonzales

**Measuring In.** Fishéye lens of Billy Kiehl catches judges measuring a close one.



Karen Roach had the best jump of the round for the girls, 1.59 meters, but Martha Huddleston still maintained her grip on first place with a 2.39 jump. Kay Jones, Pat Meiron, Martine Durbin and Mary McMasters were the only other girls able to find pea gravel during this round.

Pressure began to mount going into the fourth and final round of the day. Schapanski maintained his margin by chalking up a 14 centimeter jump. Bobby Letbetter and John Bryant tagged the disc for the two perfect scores of this round while John Clark had to settle for a .95. Ted Strong continued to hang tough with 14 centimeter jump, enough to keep him in the top three after a day's round of accuracy.

After four accuracy jumps Schapanski was out in front with 1,961 points out of the possible 2,000, while Bobby Letbetter stood in second place with 1,762 points. Ted Strong was third with 1,620, John Clark, fourth with 1,610 and Bob Holler fifth with 1,508.

The little gal from Dallas, Martha Huddleston, commanded the women's accuracy by making a 1.68 meter tally for a total score on four jumps of 1,259. She was followed closely by Pat Meiron who, after recovering from an out jump in the second round, scored 28 centimeters on her fourth jump for a total of 1,132 points. Gay Reed held down third place with 965 points, having made a 1.44 meter jump on her last for the day. Karen Roach, with a 2.37 meter jump, was holding down fourth place with 769 points. All the girls except Martha had at least one out jump the first day.

## SECOND DAY — WINDS

Sunday was beautiful, the sky was clear, the temperature was moderate, little humidity, and 20-30 mph winds. We held on until noon but no let up was in sight so jumping was called for the day. Much to our surprise within three hours the winds dropped to practically nil.

At the urging of the Chief Judge I gave in against my better judgement and fun jumping began at the airport. Seems we had paying customers screaming their heads off. Unfortunately, one such fun jump resulted in a protest being submitted by a group of competitors since two contestants were allowed to jump that day. This was probably the most legitimate protest I've ever received at a Nationals, yet it was denied by the judges and the Competition Jury because "it was not submitted within

one hour after the protested incident." One of the mistakes of leaving the field early—my mistake.

### THIRD DAY — ACCURACY

Monday morning the winds were still kicking up but our experience from the day before had taught us our lesson and we held until afternoon and, true to form, the winds died and we entered the fifth round of accuracy.

Four DC's were recorded in the fifth round: Woody McKay, Dick Harman, Ed Rector and Joe Bryant. Schapanski was still out in front, however, as he taped in a .32. Coy McDonald and Billy Lockward were right in the running with .77 and .54 marks, as was John Clark who measured in at 32 centimeters. Ted Strong fell off slightly with a 1.99 meter jump as did Bobby Letbetter who scored 1.60 meters. Jim Lowe, after an out in the fourth round, came back to score on 1.36 meters.

Martha Huttleston, with a 2.67 jump, held on to first place, while Karen Roach moved up to third with a 1.58 meter jump in the fifth round. Martin Durbin had the best jump of the round with a 22 centimeter mark. But three outs the first had hurt her and she was still trailing by a wide margin. Gay Reed recorded her second out jump and Pat Meiron landed just 7 centimeters inside the five-meter circle.

Round six found John Clark making his first DC of the meet moving him closer to Schapanski who had his second worst jump of the meet, 1.45 meters. Billy Lockward began to move as he scored his second 500-point jump. Coy McDonald didn't let up either as he taped in at 26 centimeters, while the Pelican's Bob Holler had a .66 mark. Jim Lowe had a 2.74 meter jump but continued to remain high in the standings, as did Ted Strong although he recorded a 2.38 meter jump.

After six rounds of accuracy the young man from Chicago, Tom Schapanski, still was the leader with a total of 2,784 points. Billy Lockward had moved up to take over second place in the standings with 2,586 points barely edging out John Clark who accumulated 2,578 points. Bobby Letbetter and Ted Strong held down fourth and fifth in the standings with 2,402 and 2,183 points respectively.

Maxine Hartman scored the best jump for the girls in round six with 13 centimeters, making up for three previous outs. Karen Roach moved into second place with a 1.10 meter jump for a total of 1,501 points. Mar-



**Eddie Armstrong**, youngest jumper to compete in the Nationals, going for the dead center. Photo by Joe Gonzales

**The Top Five.** Standing (l. to r.): Kay Jones, Martha Huddleston, and Karen Roach. Kneeling (l. to r.): Maxine Hartman and Susan Clements.





**U.S. Parachute Team Trainer/Leader Gene Thacker (right) discussing upcoming Team Training with Norman Heaton, Meet Director.**  
Photo by William Kiehl

tha Huddleston scored 3.17 meters but still retained her hold on first place with 1,675 total points while Pat Meiron dropped to third with a 3.63 meter jump and a total of 1,276 points. Fifth place was a tight race between Martine Durbin and Maxine.

Tomorrow — into the style event.

#### **FOURTH DAY — THREE ROUNDS OF STYLE**

Tuesday we began briefing for style and the judges erected their telemeters. For the first time in Nationals history every style jump was scored by use of telemeters, no binoculars were used by a principal judge.

They needed as much optical equipment as they could use for the two boys who came to Tahlequah in the Caddy hearse were literally flashing through their turns. Roy Johnson and Eric Bahor were busy establishing new National Championships records in Style. (It should be noted that, due to pulled back muscles Eric,

had to sit out the first day of style and made all five style jumps in one day — Wednesday.)

Roy Johnson moved to an early lead in the first round by setting the base time of 8.7 seconds. Close behind was his buddy Eric turning a clean 9.4, followed by Bobby Buscher with a 9.6 and Bob Holler recording a 9.7. Tim Saltonstall had a 9.4 but suffered a 50-point penalty for a rollout going into his third turn.

Susan Clements, taking up the slack caused by four out jumps in the accuracy event, set the pace for the girls with a clean 10.1 seconds. Close behind was another surprise of the meet, Kay Jones from Norfolk, Virginia, taking a 10.4 series. Maxine Hartman was her dependable self as she turned it in 11.1 but suffered a 50-point penalty. Gay Reed had an 11.8 and Karen Roach a 12.2 (with one undershoot).

The base time for both men and women changed hands the second round as Eric Bahor turned in 8.6

seconds and Kay Jones whipped out a 10.2 second series. Roy Johnson was closest to his teammate, recording a 9.4 for 420 points. Susie had a 10.7 second series to stay close behind Kay. Bobby Buscher held down third place on this round with a clean 9.7. Dick Harmon and Bob Holler both turned 9.8 second series but suffered identical 50-point penalties. Wayne Beall moved up with a clean 10-flat. Tim Saltonstall was timed at 9.9 but had to accept a 50-point penalty for his efforts.

Gay Reed turned a 11.3 and Martha Huddleston a 11.4 but Martha had a 50-point penalty while Maxine turned a clean 11.4 and Karen a clean 12.2.

In the third and final round for the day a new national style record was set by Bahor as he turned an incredible 8.3 second series with no penalties. The next fastest time was that recorded by 1965 National Champion Ray Duffy who turned it in 9 seconds flat but Ray was penalized for two undershoots, a disastrous 100 points. Roy Johnson had 9.3 seconds for second place in the round as did Dick Harman. Unfortunately Dick experienced his third consecutive 50-point penalty. Bob Holler was close behind with a clean 9.5 as were Tim Saltonstall and Coy McDonald but Tim and Coy both were handed 50-point penalties.

#### **FIFTH DAY — STYLE COMPLETED**

Before the judges could compile the style scores we were ready for the final two rounds of style on Wednesday morning. Eric was given the okay by the doctor and he moved out to make up his three jumps missed the previous day.

Roy Johnson picked up where he had left off the day before and turned the base time of 8.7 seconds. Dick Harman, continually threatening, turned in 8.8 but once more had to accept a penalty for an undershoot. Tim Saltonstall had 8.9 seconds recorded but also a 50-point penalty. Bahor went through with a 9.3 series and Bob Holler in 9.7 seconds. Ray Duffy had another penalty on a 10-flat series while Stan Janecka and Tom Baldwin both had clean 10.3's.

Susie Clements again grabbed the lead in the women's style by establishing the base time of 10.7 seconds. Close behind was Gay Reed with a 10.9, Maxine with 11.1, and Karen with 11.5. Kay Jones fell off her usual pace and recorded a 12.6 series as Martha Huddleston had a 12.3 with one undershoot.



Timmy Salstonstall finally found the pace on the fifth round setting the base time of 9.1 seconds. Roy Johnson turned in a 9.2 but suffered his first penalty, recording one undershoot. Wayne Beall and Dick Harman turned identical 10-second series as did Bahor, but Eric, as did his friend Johnson, had a penalty for a ten-degree undershot. Bob Holler had a good round finishing up with a clean 10.1 series.

Susie continued to dominate the series for the girls establishing 10.2 seconds as a base time. Kay Jones retained a firm grip on second place by turning out a 10.7 second series. Karen had a good 11.6 but had an undershot while Maxine turned in a clean 12 seconds. Gay Reed dropped back a notch as she had a loss of all points on her final series jump.

Style was over and several firsts had been recorded for National Championships: fastest time recorded for National Championships: (8.3 seconds by Bahor), fastest average time (9.02 seconds by Johnson), fastest average time for women (10.24 by Clements) and the most style jumps (462, plus rejumps).

Roy Johnson was the new men's National Style Champions with 2,260 out of a possible 2,500 points (Bahor, second place, had 2,230 points). Susan Clements retained her national style crown amassing 2,400 points out of the possible 2,500.

#### TOP STYLE SCORERS

Men	Average Time	Fastest Time
1. Roy Johnson	9.02	8.7
2. Eric Bahor	9.12	8.3*
3. Tim Saltonstall	9.36	8.9
4. Bob Holler	9.76	9.5
5. Dick Harman	9.60**	8.8

Women	Average Time	Fastest Time
1. Susan Clements	10.24	9.5
2. Kay Jones	10.96	10.2
3. Maxine Hartman	11.26	10.7
4. Gay Reed	10.86***	10.3
5. Karen Roach	11.98	11.5

\*Fastest time recorded in the meet.

\*\*Although faster, Harman follows Holler in points, having received four 50-point penalties.

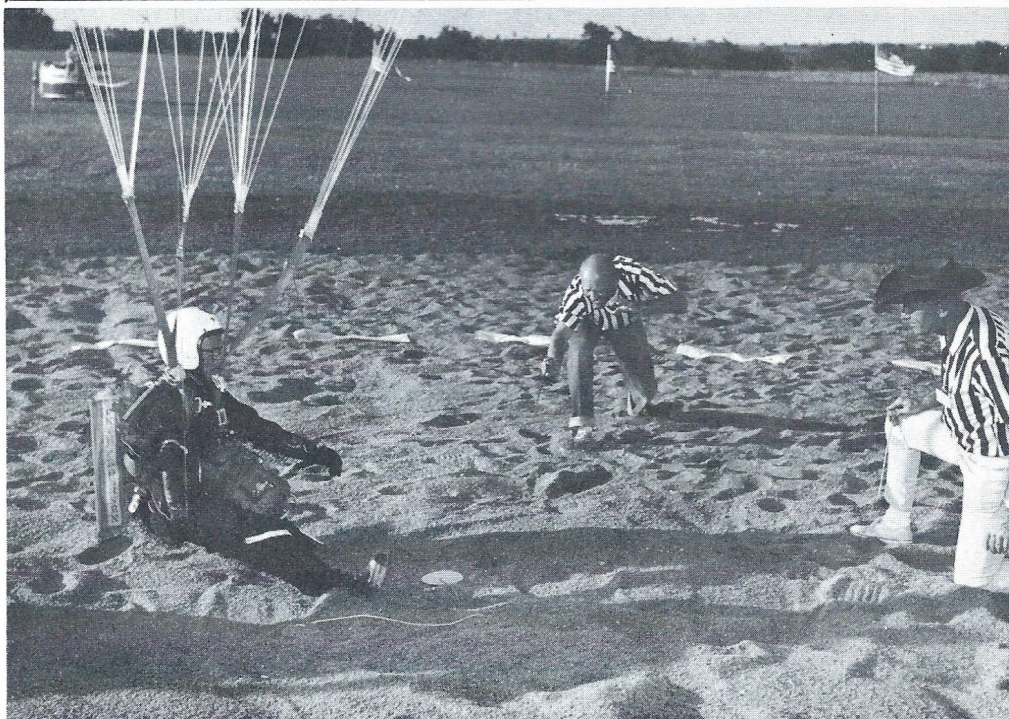
\*\*\*Average of first four jumps. Last Style jump was a LOAP.

Although rumor has it that I called the meet that afternoon because I almost bought a chain-link fence on the wind dummy drop such isn't the case, at least not entirely. We only had four jumps to go and the days in which to get them in and the winds were gusting. Besides the Tahlequah JCC's had invited us all to a barbecue dinner that evening, the last opportunity for anyone to rest before entering the final four rounds of accuracy.

#### 1966 NATIONAL PARACHUTING CHAMPIONSHIPS

##### Style Jumps by Time Zones

Zones Seconds	No. of Jumps		Percentage	Accumulative Total	Accumulative Percentage
	Women	Men			
8.1 — 9.0	0	7	1.5%	7	1.5%
9.1 — 10.0	1	33	8.0%	41	9.5%
11.1 — 12.0	10	70	17.5%	121	27.0%
11.1 — 12.0	10	119	28.0%	250	55.0%
12.1 — 13.0	18	53	15.0%	321	70.0%
13.1 — 14.0	13	22	8.0%	356	78.0%
14.1 — 15.0	4	6	2.0%	366	80.0%
ZAP Jumps	35	61	20.0%	462	100.0%
Totals	91	371	100.0%	462	100.0%



Pete Pederson almost touches the disc. Judges Shepard and Riner observe.

Photo by Joe Gonzales

Anyway the Nationals were called and preparations were underway for the big blowout at Jim and Marie Gaylor's place by some stroke of coincidence dubbed the "Golden Knight Ranch" by some verbose Army Team member.

For the second time I allowed myself to be talked into approving another non-competition jump — this time a demonstration into the Gaylor's farm. After two requests by Mr. Gunby, it was agreed to let five guys go on the jump — a judge, three training judges and a photographer. The jump was made and in complete astonishment we watched four of the five make a stack on opening—800 feet, 1000 feet, 1200 feet and 1400 feet. One PC was in the air less than 40 seconds. The one lone jumper at 2,000 was the photographer. Ten minutes later the National Championships had four less officials. (And while we're on the subject it should be mentioned that two or three people for reasons known only to themselves decided to pull the childish

prank of "mooning" at the college dorm. Unfortunately only one person was completely identified. He was dropped from the competition. It seems that competitors fail to read the paragraph in the rules entitled "code of proper behavior." Suffice it to say it will behoove them to read it next year.)

#### RAIN, WIND, RAIN . . .

After three hours of stuffing ourselves with barbecue we were rudely awakened from our enjoyment by a sudden and terrific rain storm pushed by 60 mph winds. As several of us raced to find a ride to the airport we last saw our Chief Judge hanging on for dear life to an elm tree (which was almost touching the ground in the wind) shouting "tornado, tornado!!" His shouts were unheeded as people were racing in every direction. Hopping a ride with Ted and Myrt Strong we raced to the airport and began securing aircraft. Finishing up with the transient aircraft we returned to the parking ramp to find



**Women's National Champion, Kay Jones, receiving her first overall trophy.**

Photo by Joe Gonzales

Cameron encircling the 206's with cars in an attempt to give protection against the wind. His perch behind the tree had proved to be a little too precarious it seemed.

Soon it was over, almost as fast as it had hit, but not before almost two inches of rain had been recorded. The planes were safe, we were soaked to the skin and chilled to the bone and the target was under water. We lost a judges tent, two bulletin boards, and a half day for drying out operations, but it afforded us some good stories to tell when we were tired of jump stories.

### SIXTH DAY — ACCURACY RESUMES

We waited until afternoon for the winds to die but were thankful they were drying out the target. By mid-afternoon we started the seventh round of accuracy.

The winds had stilled to almost a dead calm as seen by ten dead centers in round seven. Clark and Let-better got DC number two, but Scha-

panski got number three to stay ahead of the pack. Bob Buscher, Gene Thacker, Chuck MacCrone, Hector Nunez, Bill Morrissey, Bob Branch and Jerry Rouilliard accounted for the other seven. McDonald, Lockward, and Lowe were in close, all under a meter.

Susie Newman had the closest jump of the round for the girls as she recorded a 27 centimeter hit. Close behind was Martin Durbin with a .39, Maxine Harman with 1.24, Barbara Roquemore with 1.35 and Karen Roach with 1.84. Martha retained her lead but could only muster a 3.15 meter jump.

Round eight found six dead centers being made as Lockward made his third, Rector, Holler, and Thacker their second and Lowe and James Cone their first. Schapanski recorded his worse jump of the meet with a salvage job of 1.53 meters. John Clark gained on the leader slightly with a .86 jump as did McDonald who measured in at .21 meters. There were 39 jumps under a meter in this round.

Martha recorded a 3.03 jump but still retained her early lead but by now a thin margin. Pat Schwalbe had the closest jump of the round for the girls, measuring in at 45 centimeters, followed closely by Kay Jones at .51, Maxine at .75, Gay Reed at .81, Martine at .92 while Karen had to settle for a 2.74 meter measure.

Darkness had caught us with planes in the air as we almost completed three rounds, almost but not quite.

### THE SEVENTH AND FINAL DAY

With less than two rounds of accuracy to complete we knew we were about through as Friday proved to be a perfect day. Seventeen DC's were recorded in rounds nine and ten. Coy McDonald scored in each round with Schapanski picking up his fourth in the ninth round. Holler made his third of the meet and Cone, Lowe, and Nunez made their second DC of the competition. The only dead center made by a female was made by Mary McMasters on her last jump and finished his last jump with his made by a woman in a National Championships.

Roy Johnson had a late start in the accuracy jumps having recorded 4.57, 2.03, 2.14, and 4.76 on his first four jumps. From then on it was a different story however as he consistently bombed in at .40, .14, .78, .21, 1.90, and finished his last jump with his first dead center. This placed Roy fifteenth in accuracy but his lead in the style event was enough to place him as overall winner.

Schapanski wrapped up the accuracy with an exact 1 meter jump for his last tally. John Clark, with only one jump over a meter (1.61) raced hard but could not catch Tom. Schapanski scored 4,531 total points to Clark's 4,423 and we had a new National Accuracy Champion.

In the ninth round Martha Huddleston had her only out of the competition and, although she finished with a 44 centimeter tally, it cost her the first place. Karen picked up a 2.52 meter and a 2.63 meter jump which placed her 15 points ahead of Martha who had to settle for second place. Maxine placed third in women's accuracy, Kay Jones fourth, and Martine Durbin rounded out the top five.

We were finished by noon, finished in record time with more jumps being made than at any other Nationals. It was all over but the shouting and there would be an opportunity for that too at the Awards Banquet that evening.

## 1966 NATIONAL PARACHUTING CHAMPIONSHIPS

### Strike Zones — Accuracy

Strike Zone	Number of Strikes	%	Cumulative Strikes	Cumulative %
Dead Center	46	5.06%	46	5.06%
0-1 meter	226	24.88%	272	29.94%
1-2 meters	131	14.82%	403	44.76%
2-3 meters	116	12.76%	519	57.52%
3-4 meters	72	7.92%	591	65.44%
4-5 meters	52	5.40%	643	70.84%
Beyond 5 meters	265	29.16%	908	100.00%
<b>Totals:</b>	<b>908</b>	<b>100.00%</b>	<b>908</b>	<b>100.00%</b>

### OUT JUMPS

Number of Out Jumps (Beyond 5 Meters)	Number of Jumpers			Percentage of Jumpers	Cumulative Percentage
	Male	Female	Total		
0	9	0	9	9.09%	9.09%
1	17	2	19	19.19%	28.28%
2	20	3	23	23.23%	51.51%
3	17	4	21	21.21%	72.72%
4	10	3	13	13.13%	85.85%
5	5	2	7	7.08%	92.93%
6	2	1	3	3.03%	95.96%
7	0	2	2	2.02%	97.98%
8	0	0	0	0.00%	97.98%
9	0	0	0	0.00%	97.98%
10	0	2	2	2.02%	100.00%
<b>Totals:</b>	<b>78</b>	<b>19</b>	<b>97</b>	<b>100.00</b>	<b>100.00</b>

### ACCURACY AVERAGES for top three men and women (10 jumps):

Schapanski	0.47m	Roach	2.47m
Clark	0.58m	Huddleston	2.49m
McDonald	0.92m	Hartman	2.60m

### AWARDS BANQUET

We held the Awards Banquet at Western Hills Lodge located in the beautiful Sequoyah State Park just west of Tahlequah. Our dinner was a chewable prime rib with all the trimmings. The hosts, members of the Airport Committee, were there decked out in their brilliant yellow shirts, by now a familiar sight to most of the parachutists.

General Brooke Allen, Executive Director of the National Aeronautic Association, had been present for two days of the competition but was forced to leave to attend a F. A. I. meeting in Paris. So the emcee's job fell to me. After the introductions had been made Russ Gunby and Jacques Istel made brief speeches to the group and we went into the presentation of awards and trophies.

After all the trophies (and they were good ones this year thanks to Dan Poynter) had been distributed by the Tahlequah Chamber of Commerce took over and presented their special awards. Each of the top five overall men received a war bonnet and each of the girls a princess head dress. President Gunby was also the recipient of a special award from the Airport Committee—an Indian blanket—as he was made an honorary chief in the Sycamore Tribe, a non-existent but friendly tribe of nomadic indians given to frolic and philanthropy.

The Chamber of Commerce also

presented the "Tahlequah Award for Sportsmanship," this going to Harry Clement of Minnesota. It was a big silver bowl almost matching the size of Harry's happy face when it was accepted.

Next I had the pleasure of presenting one of the most deserved

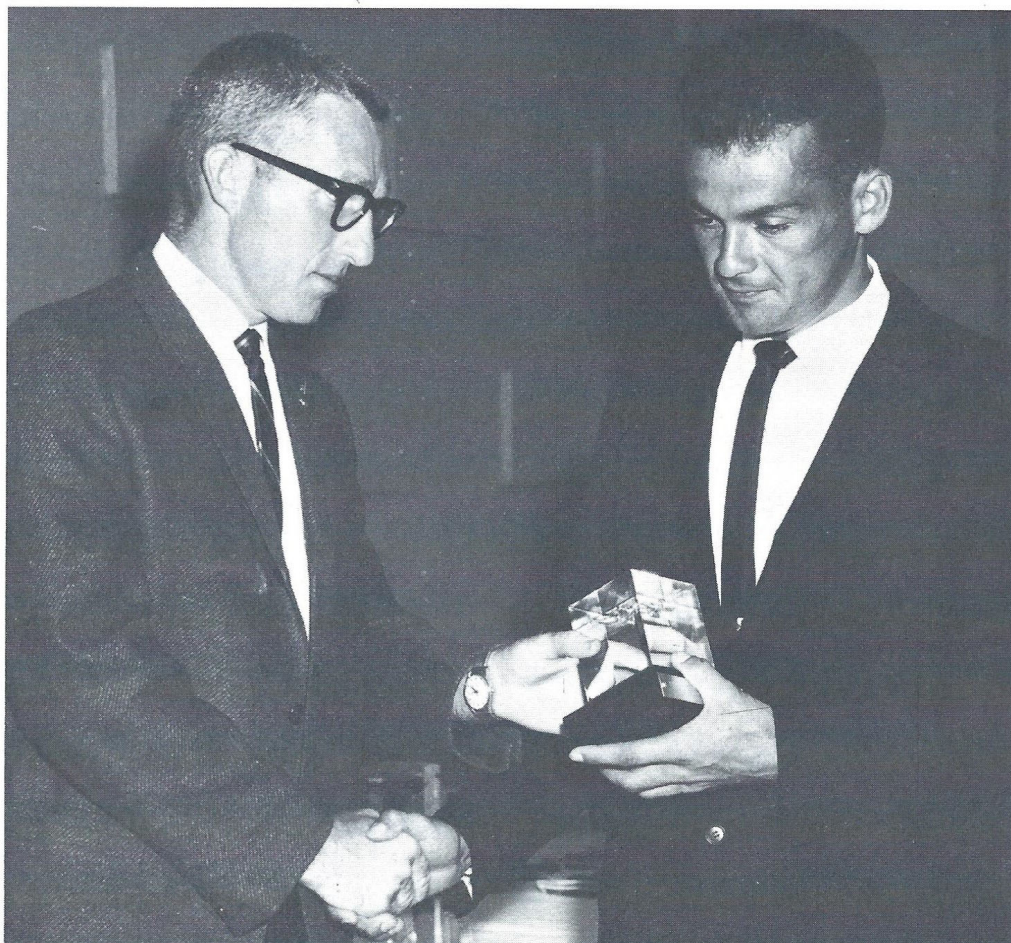
awards given at a Nationals — the Outstanding Volunteer Worker Award. This year it could go to no one except Pat Gorham my Chief Manifestor. Pat ran the Nationals and they were run smoothly and there's no better evidence of this than the number of jumps in the time in which they were made.

The last "award" went to Lyle Cameron, a tee shirt with the inscription "I Need All The Friends I Can Get—I'm Chief Judge." Art Armstrong presented a member of his Conference, Hector Nunez, with his Gold Wings and the banquet was over.

Dancing was next and some refugees from a noise-making factory took over with five guitars (the electric kind with BIG amplifiers) and a set of drums. The more hardy souls danced (?) til early morn but a few of us, with a PCA Board Meeting scheduled for the next morning, took leave and made a weary journey back to Tahlequah.

### IT'S HISTORY NOW . . .

It was all over except the memories. It seemed funny to sleep past seven the next morning even though we caught ourselves taking a quick peek at the sky before rolling out.



**Style Champion** Roy Johnson is awarded his first place trophy by the Meet Director.

Photo by Joe Gonzales

Most of the jumpers left the next day, most had a long way to travel and maybe they could be on the job Monday morning. Some stayed awhile to visit the town and the nearby lakes, others just slept and wondered about next year.

It was a good meet. We had our problems but they all seemed to grow very small after Friday evening when we realized it was finally over. As usual we realized some mistakes had been made and we added to our long list of experience, those items to remember next year.

There are so many people to thank this year the pages of the magazine could not list them all. To everyone who helped, our gratitude. And to the people of Tahlequah, who not only opened their town for us but their hearts as well, we can only say Thank You. Maybe we'll see you again next year . . .

### MEN — OVERALL STANDINGS

Name	Total Overall Average
1. Johnson, Roy	782.7
2. Harman, Dick	731.4
3. Buscher, Bob	708.7
4. Letbetter, Bob	707.6
5. Holler, Bob	700.2
6. Strong, Ted	680.4
7. McDonald, Coy	679.6
8. Janecka, Stan	678.3
9. Baldwin, Tom	676.7
10. Lowe, James	628.9
11. Saltonstall, Tim	623.6
12. Lockward, Bill	615.3
13. Thacker, Gene	611.7
14. Nunez, Hector	579.2
15. Schapanski, Tom	575.1
16. Duffy, Ray	571.2
17. Clark, John	562.3
18. Wagaman, Dick	549.3
19. DuPuis, Gary	547.0
20. Dougher, Tom	524.9
21. Beverly, Elbert	516.4
22. Tobin, Bill	498.7
23. Crews, Johnny	497.3
24. Binnicker, Woody	495.9
25. Beall, Roland W.	476.5
26. Schmidt, Mark	474.4
27. Kryske, Leo	466.5
28. McKay, Woody	462.7
29. Scherrer, Bill	461.7
30. Morrissey, Bill	460.4
31. Pedersen, Martin	444.2
32. Williams, Tom	442.7
33. Ocnas, Gary	439.5
34. Branch, Robert	421.2
35. Golden, Herb	419.7
36. Smith, Rollen	418.7
37. Knor, Max	416.5
38. Bryant, John	411.7
39. MacCrone, Chuck	411.5
40. Ledbetter, William	408.3
41. Dorey, Ed	401.8
42. Armstrong, Ed	400.5
43. Rector, Ed	393.3
44. Elliot, Craig	390.6
45. Lane, James	385.8
46. Russell, Jeff	376.4
47. Cone, James	372.7
48. Decker, David	360.0
49. Halper, Phil	359.8
50. Johnston, Howard	338.7
51. Verner, Dave	330.6

52. Clark, Richard	326.9
53. Lincoln, Lud	310.6
54. Phelps, Richard	304.8
55. Sauve, David	298.9
56. Golden, Earl	298.4
57. Walk, Carl	282.6
58. Riche, Leon	278.4
59. Clement, Harry	270.5
60. Rouillard, Jerry	258.5
61. Hudak, John	248.4
62. Gifford, William	243.5
63. Pasquale, John	236.2
64. Sims, Dave	232.9
65. Sullenburger, Henry	232.9
66. Compton, Bill	228.4
67. Colombo, James	216.8
68. Kelly, Gerald	184.8
69. Schultz, Mike	159.9
70. Olmstead, Bob	144.3
71. Vanderslice, Bob	142.8
72. Killian, August	136.6
73. Freedman, Mort	81.4

The following men did not complete all competition jumps: Ferguson, Harold; Ferguson, Bob; Schroeder, Lewis; Bahor, Eric; Hatley, Ralph.

### WOMEN — OVERALL STANDINGS

	Total Overall Average
1. Jones, Kay	653.5
2. Clements, Susan	646.8
3. Hartman, Maxine	617.8
4. Roach, Karen	558.8
5. Huddleston, Martha	527.3
6. Reed, Gay	487.7
7. Durbin, Martine	364.8
8. McMasters, Mary	317.2
9. Roquemore, Barbara	310.7
10. Newman, Susie	303.4
11. Schwalbe, Pat	289.3
12. Meiron, Pat	200.4
13. Goetsch, Carol	64.0
14. Villanueva, Ruth	62.6
15. DuBois, Dolores	57.0
16. Gillette, Mary	54.8
17. Harrington, Colleen	45.7
18. Ayer, Ruth (injured)	Z
19. Ratz, Mary	Z

### MEN — ACCURACY

Name	Total Points
1. Schapanski, Tom	4531
2. Clark, John	4423
3. McDonald, Coy	4076
4. Lockward, Bill	3893
5. Lowe, James	3809
6. Letbetter, Bobby	3776
7. Strong, Ted	3704
8. Beverly, Elbert	3664
9. Smith, Rollen	3607
10. Baldwin, Tom	3547
11. Harman, Dick	3534
12. Janecka, Stan	3523
13. Buscher, Bob	3467
14. Wagaman, Dick	3453
15. Johnson, Roy	3307
16. Dougher, Tom	3189
17. Schmidt, Mark	3184
18. Holler, Bob	3182
19. Crews, Johnny	3093
20. Morrissey, Bill	3084
21. Scherrer, Bill	3077
22. Thacker, Gene	3077
23. Nunez, Hector	3052
24. Binnicker, Woody	2999
25. McKay, Woody	2967
26. Du Puis, Gary	2850
27. Bryant, John	2817
28. Rector, Ed	2753
29. Knor, Max	2725
30. Lane, James	2698
31. Pedersen, Martin	2662

32. Ocnas, Gary	2655
33. Cone, James	2647
34. Branch, Robert	2612
35. Halper, Phil	2558
36. Golden, Herb	2537
37. Hudak, John	2484
38. Rouillard, Jerry	2445
39. MacCrone, Chuck	2435
40. Kryske, Leo	2425
41. Elliot, Craig	2406
42. Riche, Leon	2404
43. Tobin, Bill	2387
44. Ledbetter, William	2343
45. Dorey, Ed	2338
46. Saltonstall, Tim	2316
47. Sims, Dave	2309
48. Johnston, Howard	2257
49. Russell, Jeff	2244
50. Verner, Dave	2206
51. Clement, Harry	2205
52. Walk, Carl	2186
53. Colombo, James	2168
54. Armstrong, Ed	2125
55. Decker, David	2120
56. Compton, Bill	2104
57. Williams, Tom	2007
58. Sullenberger, Henry	1909
59. Pasquale, John	1742
60. Golden, Earl	1724
61. Clark, Richard	1649
62. Beall, Roland	1625
63. Phelps, Dick	1468
64. Olmstead, Robert	1443
65. Gifford, Bill	1435
66. Vanderslice, Bob	1428
67. Schultz, Mike	1279
68. Kelly, Gerald	1168
69. Sauve, David	1129
70. Killian, August	1066
71. Lincoln, Lud	966
72. Freedman, Mort	814
73. Schroeder, Lewis	791
74. Hatley, Ralph	743
75. Hudak, John	504
76. Ferguson, Mule (injured)	407
77. Ferguson, Bob (injured)	382
78. Bahor, Eric (injured)	357

### WOMEN — ACCURACY

	Total Points
1. Roach, Karen	2528
2. Huddleston, Martha	2513
3. Hartman, Maxine	2398
4. Jones, Kay	2355
5. Durbin, Martine	2288
6. Meiron, Pat	2004
7. Newman, Susie	1834
8. Roquemore, Barbara	1707
9. Clements, Susan	1668
10. Reed, Gay	1637
11. McMasters, Mary	1632
12. Schwalbe, Pat	1533
13. Dubois, Dolores	577
14. Ayers, Ruth (injured)	504
15. Harrington, Colleen	457
16. Villanueva, Ruth	306
17. Gillette, Mary	208
18. Ratz, Mary	Z
19. Goetsch, Carol	Z

### MEN'S STYLE

	Total Points
1. Johnson, Roy	2260
2. Bahor, Eric	2230
3. Saltonstall, Tim	1960
4. Holler, Bob	1910
5. Harman, Dick	1890
6. Buscher, Bob	1810
7. Letbetter, Bobby	1650
8. Janecka, Stan	1630
9. Baldwin, James	1610
10. Beall, Roland	1570
11. Strong, Ted	1550
12. Thacker, Gene	1520
13. Duffy, Ray	1400
14. Nunez, Hector	1370

15. McDonald, Coy .....	1360
16. DuPuis, Gary .....	1310
17. Tobin, Bill .....	1250
18. Lowe, James .....	1240
19. Williams, Tom .....	1210
20. Lockward, Bill .....	1130
21. Kryskel, Leo .....	1120
22. Lincoln, Lud .....	1070
23. Dougher, Tom .....	1030
24. Wagaman, Dick .....	1020
25. Binnicker, William .....	980
26. Armstrong, Ed .....	940
27. Crews, Johnny .....	940
28. Sauve, David .....	930
29. Pederson, Marton .....	890
30. Ledbetter, William .....	870
31. Ocnas, Gary .....	870
32. Dorey, Ed .....	840
33. MacCrone, Chuck .....	840
34. McKay, Woody .....	830
35. Golden, Herb .....	830
36. Clark, Richard .....	810
37. Branch, Robert .....	800
38. Phelps, Richard .....	790
39. Schmidt, Mark .....	780
40. Scherrer, Bill .....	770
41. Russell, Jeff .....	760
42. Morrissey, Bill .....	760
43. Elliot, Craig .....	750
44. Beverly, Elbert .....	750
45. Decker, David .....	740
46. Knor, Max .....	720
47. Bryant, John .....	650
48. Golden, Earl .....	630
49. Schroeder, Lewis .....	610
50. Clark, John .....	600
51. Rector, Ed .....	590
52. Lane, James .....	580
53. Johnston, Howard .....	570
54. Verner, Dave .....	550
55. Cone, James .....	540
56. Halper, Phil .....	520
57. Gifford, William .....	500
58. Kelly, Gerald .....	340
59. Walk, Earl .....	320
60. Schapanski, Tom .....	310
61. Pasquale, John .....	310
62. Smith, Rollen .....	290
63. Ferguson, Bob .....	290
64. Clement, Harry .....	250
65. Sullenberger, Henry .....	210
66. Riche, Leon .....	190
67. Schultz, Mike .....	160
68. Killian, August .....	150
69. Compton, Bill .....	90
70. Rouillard, Jerry .....	70
71. Sims, Dave .....	10
72. Freedman, Mort .....	Z
73. Olmstead, Robert .....	Z
74. Vanderslice, Robert .....	Z
75. Hatley, Ralph .....	Z
76. Hudak, John .....	Z
77. Colombo, James (injured) .....	Z
78. Ferguson, Mule (injured) .....	Z

**WOMEN — STYLE**

	Total Points
1. Clements, Susan .....	2400
2. Jones, Kay .....	2090
3. Hartman, Maxine .....	1890
4. Reed, Gay .....	1620
5. Roach, Karen .....	1530
6. Huddleston, Martha .....	1380
7. McMasters, Mary .....	770
8. Roquemore, Barbara .....	700
9. Durbin, Martine .....	680
10. Schwalbe, Pat .....	680
11. Newman, Susie .....	600
12. Goetsch, Carol .....	320
13. Gillette, Mary .....	170
14. Villanueva, Ruth .....	160
15. Ayer, Ruth .....	Z
16. DuBois, Dolores .....	Z
17. Meiron, Pat .....	Z
18. Ratz, Mary .....	Z
19. Harrington, Colleen .....	Z



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"Since I received by PCA membership card I have stumbled upon two problems. They are called parents."

"I am writing as a wayward parachutist who wishes to rejoin the fold."

"This skydiving is the best thing to come along since Drag Racing."

"I'm 25 years old, single, I have a 40 Ford Coupe. At present I'm in the Army doing my time. I'd like all the information you can send me."

"Enclosed is our club statistics for last year. We are all very proud of our figures."

"This Caterpillar Club, is somebody trying to pull my leg? Is it a DZ gag?"

"I don't want to make illegal jumps because I like the sport too much."

". . . and I shall be awaiting seriously your reply."

"I am writing to you in hopes that you can help me, in this my time of need."

"Tell me I didn't get some ribbing when I boarded the ship carrying my parachute on my back and my seabag over one shoulder."

"What I am now hoping is that you can help me establish a little international contact."

"Please send my friend a membership form so I can get him into the sky."

"I need this despartly as soon as possible."

"Enclosed are three homemade membership applications."

". . . as I am a young skydiver and wishes to join the club."

"I have purchased Bud Sellick's book, read and digested it."

"I am realey interested in jumping ever since I can remember as soon as I get out of school . . ."

"Send me information on your jumping grounds."

"Could you please shoot to me as much information as possible?"

"The only way that I can get qualified as a jumper is to jump, that's why I'm writing to you so I can get the permission."



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\*TELSAN is a trademark of Parachutes Incorporated



# FREEFALL SUSPENDED HARNES

by  
J. SCOTT HAMILTON  
PCA Instructor

The freefall suspended harness system was designed some years ago by members of the High-Altitude/Low-Opening ("HALO") Committee of the U.S. Army's Special Forces Training Group (Airborne) at Fort Bragg, N.C., for teaching military tactical freefall parachuting to Special Forces troopers.

This system serves as a realistic training aid for simulating these phases of the jump:

1. **The free fall**—During this phase, the student is suspended horizontally from the ring by a yoke, which is attached to the ring by a G.P. quick release.
2. **The ripcord pull**—As the student pulls the ripcord, this opens the quick release, releasing the yoke, and dropping the student into a vertical attitude in which he is suspended by the risers, as he would be under an open canopy.
3. **The canopy descent**—Suspended by the risers the student may now practice reserve procedures, landing attitudes, and canopy manipulation.

The following photos, taken by Billy Kiehl, are of a "civilianized" version of the freefall suspended harness in use at the Russellville (Arkansas) Collegiate Sky Divers' loft.

## BASIC FREEFALL TRAINING

Characters: Instructor — J. Scott Hamilton (the author); Student — Roy ("Curly") Roe.



**The winch**, with steel cable (1700 lb. test  $\frac{1}{8}$ -inch) running to overhead pulley, down to second pulley on suspension ring, and back up to anchor point on overhead roof beam, for mechanical advantage. That's Jim Baldwin hanging in the harness.



**Stabilization** — It's a little harder to do without the help of the windblast, but you know that if your student can do it here, he can do it in the sky. Note G.P. quick release by which student is suspended.



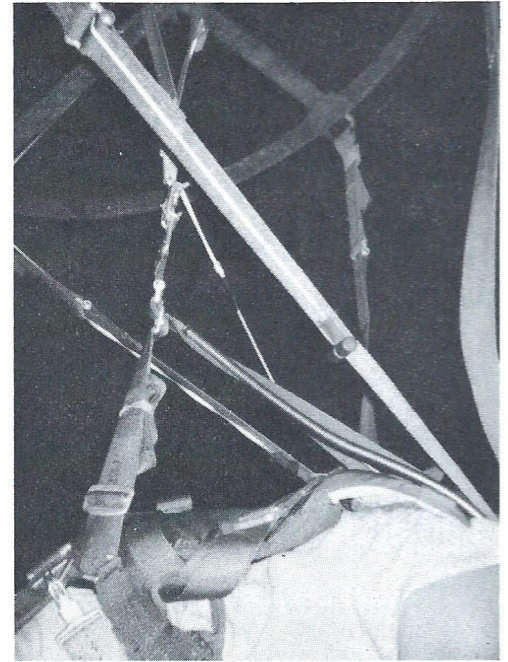
**Ripcord Pull** — The pull realistically simulates the two points of resistance, one as the handle is withdrawn from the pocket and one as the quick release arm is pulled down. Opening shock occurs more quickly than usual, and is "positive" (as you may deduce from the student's anticipatory grimace). He is obviously going to have the opportunity to "jump" the suspended harness again before the instructor turns him loose in the sky. By simply not looping the ripcord over the quick release, a total malfunction may be simulated at this point, and, by laying a pilot chute on his back, a "burble."



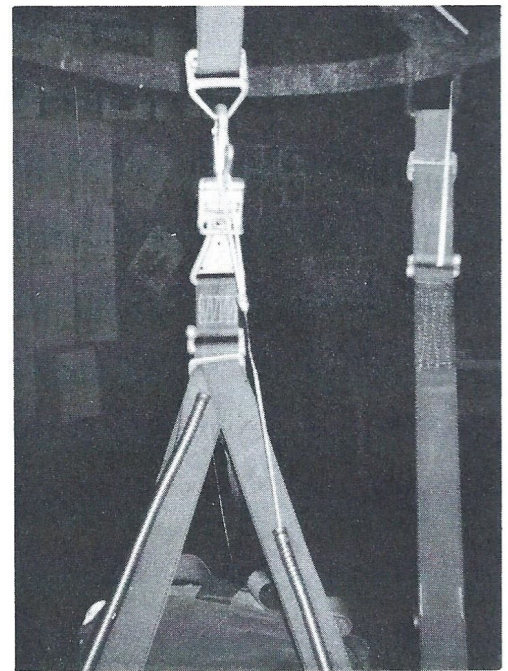
**Canopy Descent** — Once the student has "swung in," the apparatus is a standard vertical suspended harness, and may be used for teaching reserve procedures, landing attitudes, and (shown here) canopy manipulation by use of elastic control lines which give realistic tension. (For further discussion of the use of the suspended harness in a vertical attitude, see Dan Poynter's "Parachuting Poynters" in the June 1965 issue of *Parachutist*.)

mate, either. The variations and refinements which can be made to this basic system to allow for an ever broader range of simulation capabilities is limited only by your imagination.

## THE APPARATUS



**Right side view**, showing suspension yoke and risers. Friction adapters on yoke below quick release and at the point of attachment to the main lift web permit adjustments for center of gravity. Vee-ring to which reserve belly band is snapped is on harness comfort pad tab.



**Yoke assembly** with G.P. quick release, seen from front with jumper in horizontal attitude. Note "ripcord" of suspension line looped over quick release arm. Other cable housing leads to a right-hand ripcord pocket, for use by jumpers making the transition to a right hand outboard pull.

## ADVANCED FREEFALL TRAINING

The freefall suspended harness comes in handy as a training aid again as the student is ready to progress into some delays, since it is ideal for teaching turns and spin recovery, more relaxed body positions, tracking and relative work tips, and even in exchanging style techniques to shave seconds off the series.

### CONSTRUCTION

The system is really quite inexpensive and easy to assemble. Our ring was made from the "tire" from an old wagon wheel, and the yoke was

made of the webbing from a pair of risers with the miscellaneous bits and pieces of hardware found around the club loft; the winch and steel cable were the only "store bought" components. They cost \$11 and change from a local poultry-growers' supply store (seems they use them for raising and lowering the sides of chicken coops, or some such foolishness).

The freefall suspended harness gives the broadest range of possible simulation of parachuting contingencies for the least cost of any training aid which I have seen in use. We don't claim that our rig is the ulti-





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\*To determine if an instructor is one of the best, ask him if he'll get you a copy of SPORT PARACHUTING . . . by Gunby.



## Staying Legal With The FAA

by  
CONTRIBUTING EDITOR  
BILL OTTLEY

What makes it legal to jump in one location but not in another? How high can you jump without special FAA clearance? What are the FAA airspace rules which particularly concern jumpers?

Answers to these questions all involve a basic knowledge of the structure of the airspace over the continental United States. The FAA through its rules defines this structure—what portions are ours to use as jumpers? And why?

First, take a quick look at the parts of the "structure" and how these parts work together. Only two segments concern us.

### UNCONTROLLED AIRSPACE

Uncontrolled airspace can only be defined as all space **not** designated as "controlled," and such space is hard to find in the most densely populated parts of the U.S. where most jumpers live. Uncontrolled airspace exists from the ground up to 14,500 feet above mean sea level (MSL). These special rules apply:

—To fly through, VFR pilots require only **one mile** of horizontal visibility.

—To jump legally requires **three miles** visibility.

—Jumpers must stay at least **2000 feet** horizontally and **500 feet** below any clouds.

—No advance notice to anybody is required. (The FAA does demand, however, that jumps onto any air-

port be OKed in advance by the airport management, whether the airspace over the field is controlled or uncontrolled.)

### CONTROLLED AIRSPACE

Federal Aviation Regulations, Part 1:1, describes controlled airspace as the continental control area, control areas, control zones, or transition areas within which some or all aircraft may be subject to air traffic control.

Controlled airspace in its various forms exists from the ground all the way up to 60,000 feet above sea level. Because of greater flight activity which is presumed to exist in controlled airspace these stiffer flying and jumping rules are in force:

—In control areas, control zones, and transition areas the pilots flying VFR (e.g., using good weather procedures) must have at least **three miles horizontal** visibility. Visibility and cloud clearance requirements for jumpers are identical with those in uncontrolled space (three miles, 2000 feet from and 500 feet under the white stuff).

—In the continental control area **only** (see diagram), above 14,500 feet MSL where few jumpers go, further restrictions apply. The pilot needs **five miles**. Jumpers also need **five miles** visibility, and cloud clearance requirements rise to **one mile** horizontally and **1,000 feet** below.

—For all jumps into any type of controlled airspace somebody's got to be talked to in advance!—as follows:

#### a. Jumps into control ZONES

Control zones surround and include those larger airports where a control tower is in operation. Control zones begin at the surface and, technically speaking, extend up to 60,000 feet. Boundaries of control zones can be identified on any "Sectional" aeronautical chart by a dotted blue line which ordinarily encloses a circle five miles in diameter (plus any extensions needed to encompass instrument approach and departure areas).

For jumps anywhere inside this blue dotted line, **notify the control tower in advance**. "Reasonable" warning is requested, as a help to tower personnel. Common sense and courtesy dictate cooperating in every way possible, so phone or visit the tower as early as you can in advance of jump activities.

(Incidentally, notifying the tower is **NOT** the same thing as getting the airport manager's OK. The FAA rules demand separate advance approval from the man in the front office.

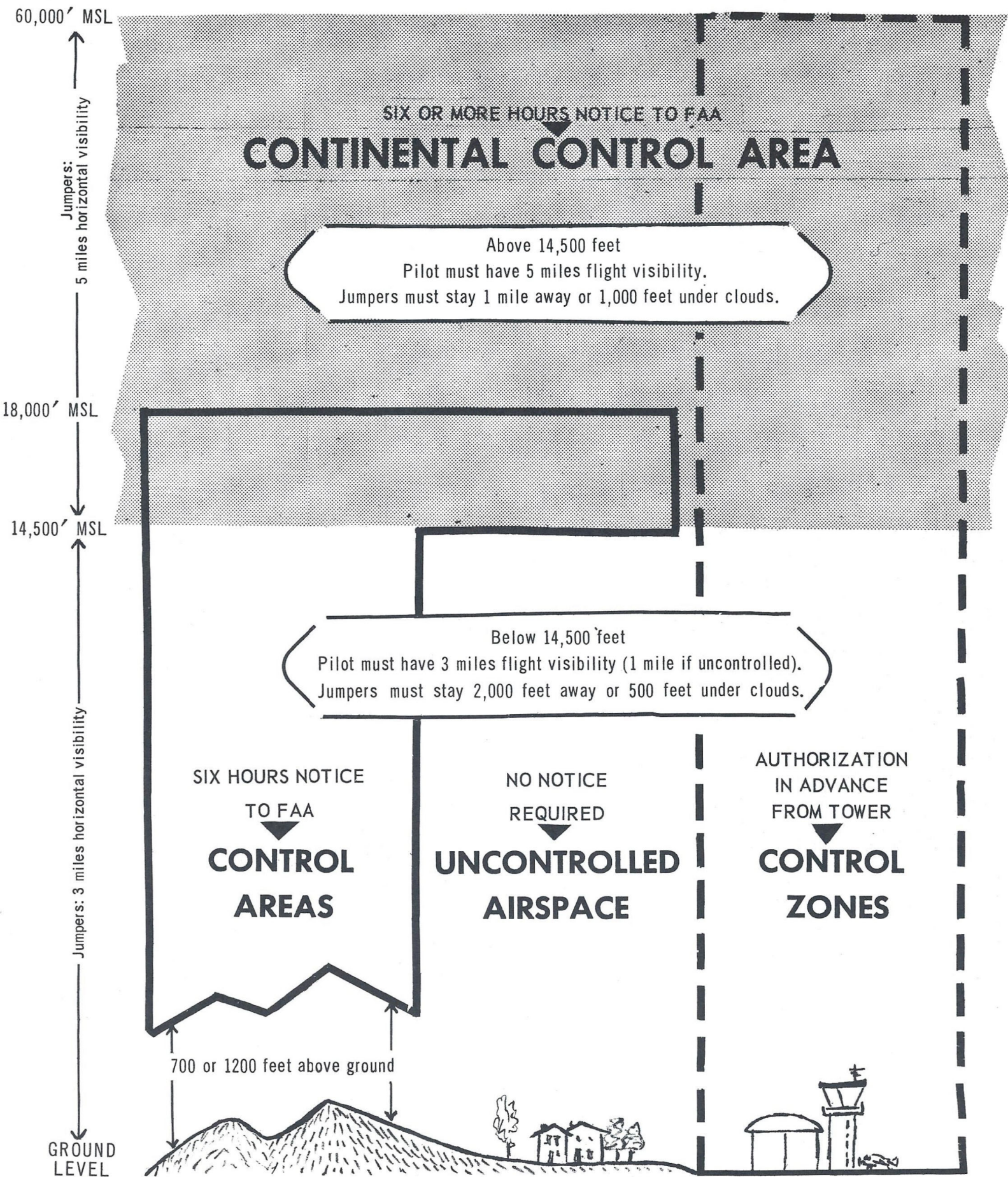
#### b. Jumps into control AREAS (sometimes loosely known as "Victor Airways")

Airways weave through the nation's airspace as "paths in the sky" for cross-country fliers. These aerial tracks radiate in straight lines from FAA-operated VOR ("omni") navigation aids in every state. Airways can be spotted on aeronautical charts as shaded bands of blue ink, labelled with the letter "V" plus a number (as "V 116").

These "Victor Airways" include all the airspace four nautical miles on each side of the airway's centerline, from 700 or 1200 above ground level up to 18,000 feet. All this space (eight miles wide and about 17,000 feet thick) is correctly defined as a control area.

The thickly settled sections of the continental U.S. are criss-crossed with these control areas. (Note: though usually associated with airport approach patterns, **transition areas** are governed by the same rules which apply to enroute control areas. Consider them as identical.)

To jump anywhere in these control or transition areas, **notify the nearest air traffic control facility at least six hours before the jump**. The required notification usually is known informally as "filing a NOTAM."



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Photo by Dick Dunphy

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NEW  RENEWAL

### THE NOTAM

To be exact, jumpers notify the FAA of their plans and the FAA then issues an appropriate NOTAM (Notice To Air Men) telling all flyers in the area what's going on.

Whom do you call or visit? A Flight Service Station, an airport control tower, or an Air Route Traffic Control Center. All are listed in the phone book under "United States Government — Federal Aviation Agency."

What's included in a NOTAM? It's easy:

"This is John Doe, 277 Main Street, in Keyport. My phone is LEWIS 6-2354. I'd like to file a NOTAM for the Blue Sky Parachute Club. We'll be jumping tomorrow, Sunday, July 6th from 10 a.m. till sunset at Centerville Airport (date, time, and place) from the surface to 13,000 feet (jump altitudes to be used). Aircraft will be a Cessna 182, number 5659 Bravo, with a Narco Mark 12 on board (aircraft type, number, and radio equipment carried)."

That's all that's involved, and a phone call is fine—at least six hours ahead of time.

### THE CONTINENTAL CONTROL AREA

We've discussed "control zones" and "control areas." There's one more

kind, different from the other two: the "continental control area." Control zones and control areas, where most jumping takes place, and THE continental control area overlap up in the high sky. This complex and sometimes confusing inter-relationship is graphically shown in the accompanying chart—continental control begins at 14,500 feet above sea level, while areas control (e.g., Victor Airways) still exist as high as 18,000 feet MSL; and control zones, at least in theory, reach up through continental control out as far as the base of the stratosphere!

Unless you're making sixties in the mountain states and need more than 14,500 feet above mean sea level for a safe exit, it's easier to stay below this invisible "floor" and avoid possible misunderstandings with Uncle Sam and problems with oxygen. As explained earlier and diagrammed in the illustration, be sure to watch the changes in FAA rules which begin at this 14,500-foot level.

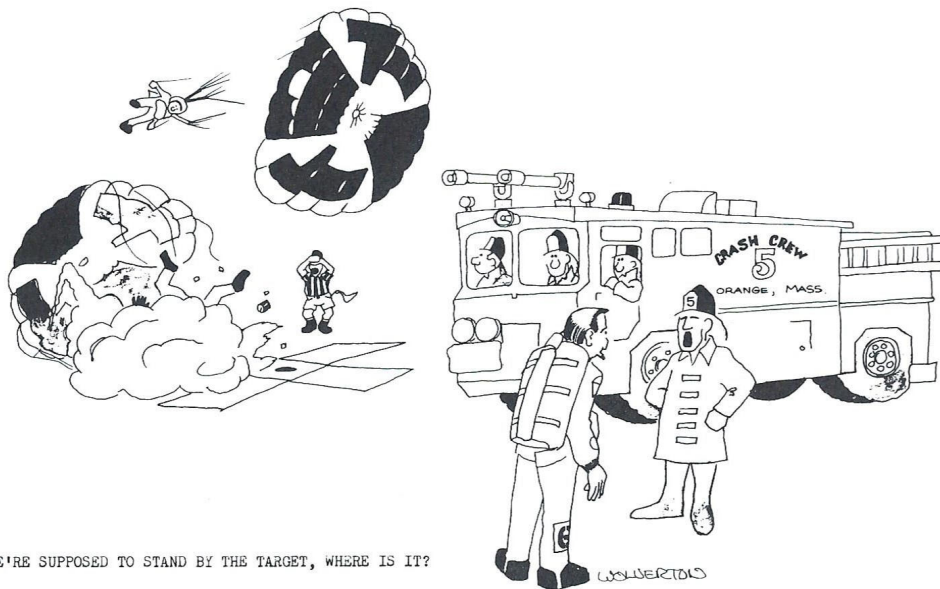
To keep it extra-simple, super-safe, and always legal:

Ask the airport manager first. Tell the FAA six hours early. Stay below 14,500 feet. Avoid clouds by a wide margin. Keep at least three miles visibility.

... And you'll jump happily ever after.

cartoon

by L. Wolverton



WE'RE SUPPOSED TO STAND BY THE TARGET, WHERE IS IT?

L. WOLVERTON

# It's in the Bag

## Baggin' the P. C.

by

MR. SMITH, D-953

with photos by Ron Conine

The deployment of 1.1 type parachutes with a bag has been around for a good many years. With the production of the Para-Commander, the usage of the bag has almost become extinct. Last summer Bill (Hawk) Van Auken, Jim (Snake) Schubert, Jim (Stoney) Blackshere, Bob (Strash) Murry, and Mr. Smith of Diablo Sky Divers, Inc., and Bill Nelson of California Parachute Club started using the bag to deploy their P.C.'s; over 700 jumps later, they have found that they have had no line burns and no malfunctions. The word has been passed around to other jumpers in the country, and we have had a flock of inquiries about the deployment system. The remainder of this article is going to be concerned with the questions that have been asked and some tips on how, and maybe why, you should bag your P.C.

### 1. Why Do You Prefer The Bag?

To start with, all of us were using P.C. or X BO sleeves to deploy our P.C.'s. Our openings were firm, hard, and vicious, depending on the jump. Then Dick Enarson tried a P.C. out of a bag. It worked fine. After talking with Enarson, some of us tried the system. We found that with the bag the opening shock was nil. After further jumps, we also found that, after opening, the bag would stay on top of the canopy, not hang down in the modification and hinder the performance of the canopy, as a sleeve would.

### 2. Is The P.C. Apt to Be More Malfunction-Prone with The Bag?

Not with proper packing. We have had 700 jumps without one line burn or malfunction. Can a sleeve compare with this?

### 3. How Are The Openings?

You have probably seen or heard how squirrely the P.C. opens. Well, you ain't seen nothin' til you see that rag come out of a bag. It looks like a homemade malfunction looking for a place to happen. But don't let this bother you; all of our jumps have been without incident.

### 4. What Type Of Pilot Chute Do You Use With A Bag?

Most of us are using one MA-1 pilot chute. If you have the money,



Photo 1. Illustrates how the bridled cord is attached to the crown lines.



Photo 2. Clearly shows the rubber band attached to the loop at the top of the crown lines.



Photo 3. Crown lines "S" stowed in rubber band.



Photo 4. Canopy is "U" shaped as it is folded into the bag.

you can buy the P.C. pilot chute. But paying \$20.00 for that 42" weather vane when even an A-3 will do the job satisfactorily is ridiculous.

#### 5. Where Do You Purchase A Suitable Bag?

Any Mark series deployment bag can be used. But if you can't locate one in your I.1 junk pile, the best you can buy is the Mark V from Dan Poynter at Parachutes Inc., for \$16.00.

#### PACKING

Prepare the P.C. to the point that you would normally fold the canopy into thirds and sleeve it; then **stop**. Attach the bridle cord of the bag around the top loop of the crown lines with a bowline knot. (Photo No. 1).

Then take a rubber band and attach it on the loop where the crown

lines and bridle cord connect. (Photo No. 2)

Next, figure "8" your crown lines as you would your sleeve tie-down line, then put them in the rubber band and lay them on the top edge of the canopy. (Photo No. 3)

You are now ready to **stuff** your bag. Take the crown lines and the top of the canopy and put them up in the top right or left corner of the bag; then "U" shape the canopy as you "S" stow it into the bag. (Photo No. 4)

While you are stuffing the bag, you will notice that towards the bottom of the canopy it will start looking pretty sloppy. (Photo No. 5). This is due to the bottom of the canopy, skirt extensions, and steering lines. Don't let this bother you, just make sure you include all the steering and suspension lines as you "S" stow the

canopy. Last, place the bottom of the skirt in the center of the bag. (Photo No. 6)

After this, it is just like any other rig. Stow the lines and close the container.

This bag deployment system can also be deployed out of an X-Bo container, but due to the length of the X-Bo risers, it makes it necessary to turn the bag over so that the suspension line stowage is facing the inside of the container. This would be the same as using an X-Bo sleeve. (Photos No. 6 and 7.)

This might sound like a lot of time and effort to pack the bag, but after the first few times, you will be able to throw it together with ease. The result will be easier openings, the bag will stay up on top, no line burns, and NO malfunctions.



Photo 5. Towards the end of the bagging, the canopy begins to look pretty sloppy. Photo also shows how to leave the last stow in the center of the bag. Photos 6 and 7. Illustrate how the bag can be used in a Cross-Bow container. Demonstrated by Bill Van Auken.

## Next Month in Parachutist

### A PCA Instructor Goes to Jump School

A rollicking account of PCA Instructor Ken Sisler's recent experiences as a student at the Army Basic Airborne course at Fort Benning.

### Where to Next?

D-holder Mike Horan presents a stirring challenge to American jumpers.

### Contemporary Sports Parachutes.

Translated from the Russian sport aviation magazine, **Wings of the Motherland**, an interesting Soviet's eye view of competition canopies.

### Jumping in Holland.

An interesting account of the evolution of sport parachuting in the Netherlands, by Dr. Steve Groff.

Plus all the regular features, interesting letters, pictures, and short subjects

# TEST YOUR PARACHUTING KNOWLEDGE

Mark each statement either true or false.

- 1.** When using a deployment sleeve, the suspension lines are stowed in place on the lower part of the sleeve, rather than in the container tray. True  False
- 2.** Amateur jumpers may pack their own main chutes, but reserves must be packed by FAA certified riggers. True  False
- 3.** In landing, you should make initial contact on the heels of your feet, thereby absorbing much of the landing shock. True  False
- 4.** In 1964 and 1965, the largest number of fatalities were due to malfunctions of the main parachutes. True  False
- 5.** Michelangelo designed and made the first parachute. True  False
- 6.** Stains on canopies are not a threat to a parachutist's safety but are usually removed to keep the canopy in an attractive condition. True  False
- 7.** The best way to carry a main chute is to wear it without snapping the fasteners. True  False
- 8.** As the jumper moves both hands in for the rip cord pull, he should look directly at the rip cord handle. True  False
- 9.** The greatest speed at which a body falls through the atmosphere is known as Maximum Velocity. True  False
- 10.** "PLF" stands for "planned landing fall." True  False

*Match your answers with the experts on page 35*



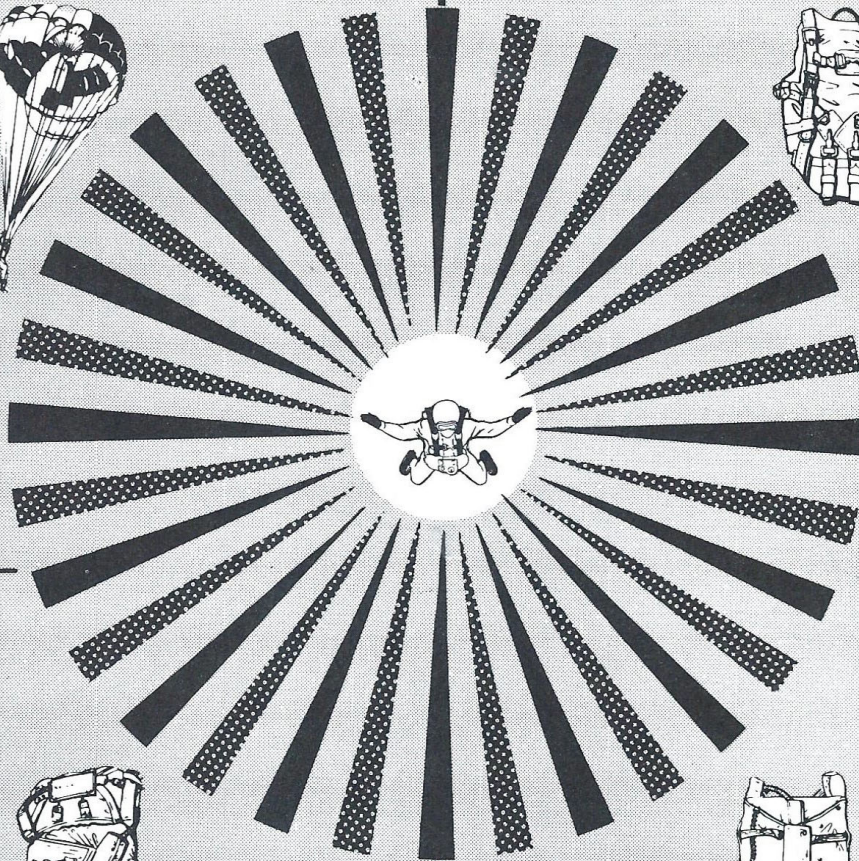
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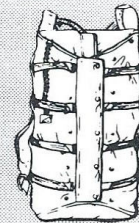
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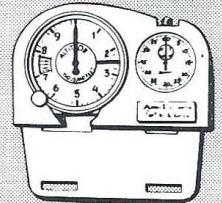
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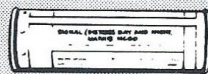
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(Continued from page 2)

in June. We have also requested, again, the support and backing of other aviation groups. We must again call upon our elected representative in Congress, protest this discriminatory attempt to greatly restrict one group of airspace users.

The call for help went out last Fall and the membership responded in a commendable manner. All your letters helped, but we must do more this time. We need more than your letters or letters from your club; we need the help of U. S. Senators and members of the House of Representatives. We need their support and their **interest**. Contact your elected officials now and explain the situation to them (using the **June Parachutist**, page 2, as a reference and guide). Ask that they protest the FAA proposal. More than ever before we need their response.

As usual, time is short, let's get busy today. It could mean the difference between jumping next year or being stuck with a lot of worthless parachute gear. Worthless because you can't jump!

### THE U. S. TEAM

We're fielding a U.S. Parachute Team this year, the first since the VII World Championships in 1964. The PCA Board of Directors voted the funds for the Team and its itinerary at their June BOD Meeting in Tahlequah, Oklahoma.

Since we are not attending the VIII World Parachuting Championships in Leipzig, East Germany, the Board voted to send the team to the Second Golden Sands Cup in Bulgaria 27 August-5 September. This meet, much along the same lines as the Adriatic Cup Meet held every other year in Yugoslavia, is being hosted by the Central Aero-Club of Bulgaria and will take place in Varna, a resort town on the Black Sea. This meet will feature individual accuracy, team accuracy, individual water accuracy, and a demonstration jump.

In late June the French decided to host their own meet (they also declined participation in the World Championships) to be called the French International Meet of Parachuting and have requested our participation. The Board of Directors voted to attend this competition also since we would already be in Europe and the meet follows closely behind the one in Bulgaria. Tentative events are individual accuracy, style and team accuracy. The competition is scheduled for 17-25 September in Vichy, located approximately 150 miles south of Paris in central France.

Fourteen people have been selected to enter Team Tryouts and Training in August. Since the meet voted on originally was Bulgaria (a mail ballot was conducted on the French meet in July) the emphasis was naturally on accuracy. As a result the top five overall men and women winners at the 1966 Nationals were selected, plus those top (or next in line) people in the accuracy standings. Thus, the fourteen people who will be trying for berths on the U.S. Team will include: Roy Johnson, Richard Harman, Robert Buscher, Bobby Letbetter, Robert Holler, Tom Schapanski, and John Clark for the men; Kay Jones, Susan Clements, Maxine Hartman, Karen Roach, Martha Huddleston, Martine Durbin, and Patricia Meiron for the women.

Team Training will commence on 1 August at Lumberton, New Jersey and will continue through 20 August. Gene P. Thacker of the U.S. Army Parachute

Team was selected as Team Trainer. Gene will also serve as Team Leader. The Board of Directors appointed me as Team Administrator, a position needed to relieve the Team Leader/Trainer from the burdensome details which have handicapped Team Trainers and Leaders in the past.

PCA National Director Phillip Miller will serve as Chief of Delegation; Lyle Cameron will be the F.A.I. Judge; Art Armstrong, Team Pilot; and Joe Gonzales will handle photography and publicity. In addition three members of the PCA Board of Directors will be accompanying the Team to Europe as Official Observers: Chuck MacCrone, Southern Conference Director; Leon Potts, Eastern Conference Director; and Dan Poynter, Northeastern Conference Director. MacCrone, Potts and Poynter will be traveling at their own expense but will accompany the U. S. team throughout their trip. I understand there has been some rumors that PCA is footing the bill for these gentlemen. Such is not the case—they are sacrificing both their time and money to go to Europe with the Team.

Although the PCA has the necessary funds to field the U.S. Team this year the Team Fund is not overly endowed. Team donations are always needed (we'll be sending a Team to the Adriatic Cup next year) so we can keep a constant fund for U.S. Team expenditures. Your dollars and cents are working for you in the Team Fund—right now every dollar is drawing 5% interest and the more we have the more interest we make.

We're fielding the best U.S. Parachute Team in history and we're doing it without running your PCA in the hole. We'll do good, we'll be good representatives of parachutists in the U.S. and we'll win. NEH.



Pilot Arty Smith and Maxine Hartman.

Cessna Photo

(Continued from page 4)

**Reassignment**

➤ Lt/Colonel John G. Hayes, President of Fort Leavenworth Kansas Sport Parachuting Club, left for his second tour in Vietnam, May 21, 1966.

In 1962-63 Colonel Hayes was serving with the United States Military Assistance Advisory Group and the Ranger Battalion.

Colonel Hayes was awarded while in Vietnam: The Army Commendation Medal, Vietnamese Ranger Badge, Parachuting Badge, and for the second time, The Combat Infantryman's Badge. Colonel Hayes is a C license holder.

Friends can write to Col. Hayes to his address in Vietnam:

Lt/Col. John G. Hayes

ACTIV

APO San Francisco 96243

Mrs. John G. Hayes

Chicago, Illinois

**Swab Re-ups Down**

➤ On Thursday, March 10, 1966, I, as Commanding Officer, reenlisted one of my enlisted men for another four years of Naval service. He is Ty Zellers, Aviation Technician, 3rd Class from NAS Oceana Virginia, on temporary duty with UDT-21.

The reenlistment ceremony was conducted while in free fall from 13,000 feet over the U.S. Naval Amphibious Base, Little Creek, Virginia, as we stepped out of a CI-A type aircraft from squadron VRC-40. The jump was conducted as a normal training function and done in the "highest" traditions of Naval leadership.

Participants included myself, Lt. Randy Wise C-2721, Stan Janecka D-450, Tom Sutherland D-257, Jack Schultz D-1174, Hank Hulse, and the re-enlistee Ty Zellers D-1068.

Local TV, radio and newspaper coverage was outstanding.

Joe Heinlein, D-708

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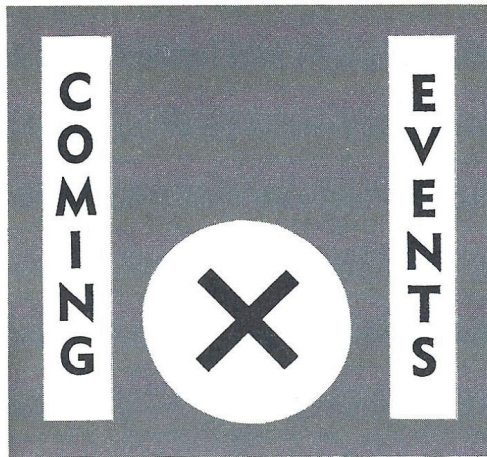
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## Second

### Iowa Invitation Parachute Meet Ottumwa Industrial Airport Ottumwa, Iowa, 27-28 August

Event I: Novice Accuracy, 2 jumps from 3,000 feet; 30 jumps or less. Static line or jump and pull.

Event II: Novice Hit and Run: 3,000 ft.; 30 jumps or less. Static line or jump and pull.

Event III: Senior Accuracy: 2 jumps from 4,000 feet.

Event IV: Team Accuracy: 3-man from 3,500 ft.; one jump.

Event V: Team Accuracy: 3-man from 7,500 feet; one jump.

Event VI: Intermediate Accuracy: 3,500 ft.; one jump, B-License or under.

Event VII: Night Accuracy Jump: 3,500 ft.; one jump only.

PCA membership required. Entry fee is \$5. Trophies will be awarded for 1st, 2nd and 3rd place in each event. Fun jumps Friday and during meet. Good facilities are available, including motels, barracks and a camping area.

For further information contact: Roland Coulson (President), 2801 Brattleboro Ave., Des Moines, Iowa; or Tony Vignaroli (Secretary), 4570 N. E. 34 Street, Des Moines, Iowa.

### Eighth Annual Far Western Parachute Meet California Parachute Club Livermore, California, 3-4-5 September

Registration beginning at 7 a.m. at Livermore Municipal Airport, September 3rd. Registration fee \$3.00.

Event I: Novice Accuracy (0 to 30 jumps) 2 jumps. Entry fee \$6.00.

Event II: Advanced Accuracy. 3 jumps from 3600 feet. Entry fee \$9.00.

Event III: Style. International Series, 2 jumps from 7200 feet. Entry fee \$9.00.

Event IV: Team Accuracy. Four man team, 1 jump. Contestants may jump on one team only. Stacked openings from 5500 feet. Entry fee \$15.00 per team.

Trophies for first three places in events I, II and III. Individual trophies for first three teams. Ludlow O. Clements Memorial Trophy for first place overall. First place overall winner's name entered on Ludlow O. Clements Perpetual Trophy.

Registration for Events I, II and III will be closed at 12 noon on September 3rd. Team Event closed on September 4th at 12 noon. PCA and logbooks required.

For further information contact Bill Nelson, 43553 Ellsworth St., No. B, Fremont, California.

### Wisconsin Skydivers' 6th Annual Labor Day Meet 3, 4, 5 September

Event I: Novice Accuracy. 3 jumps from 2,500 feet. \$12, covers registration and jumps.

Event II: Advanced Accuracy. 3 jumps from 2,500 feet. \$9.

Event III: Style. 3 jumps from 6,600 feet. \$10.50.

Event IV: Team Accuracy. 3 jumps from 4,500 feet. \$9 per jumper.

Special Event: 2 jumps, \$3.50 per jump.

Advanced accuracy and style will be judged on the 5 x 10 and the 5 x 5 scoring system. All jumps scored. Over \$400.00 in cash prizes plus trophies. Entrance fee: \$5.00. Registration by 3 September. PCA membership is required. For further information contact: Pat Lewandowski, Secretary, Wisconsin Skydivers, 5020 South 14th, Apt. 3, Milwaukee 53221.

### Alliance S.P.C. Sixth Annual Challenger Cup Meet Alliance, Ohio - 17-18 September

Novice Hit and Run, 0-50 jumps. Intermediate Style and Accuracy, 51 to 150 jumps. Advanced Style and Accuracy, 151 jumps and over.

Trophies, prizes and money. For more information please contact: Joseph W. Cooper, Meet Director, 7474 St. Francis Street, Louisville, Ohio 44641.

### National Championship Air Races Reno, Nevada 22-25 September

Free mass jumps twice each day (as schedule permits) from large Lockheed C-141 aircraft.

Sleeping accommodations arranged if sleeping bags are brought, or reservations may be arranged.

Requirements: C or D license, or B License depending upon experience shown in log book. X-Bows and PC's preferred.

For further information contact: Dan Archuleta, 1380 Teakwood Drive, Sparks, Nevada 89431 by August 15. Phone 702 358-3740.

### Greater Kankakee Airport's First Open Parachute Meet Kankakee, Illinois 24-25 September

Event I: Under 50 jumps (accuracy 3 jumps). 1st Place—Bell Helmet, 2nd Place—French Jump Boots, 3rd Place—Pioneer Coveralls.

Event II: Over 50 jumps (accuracy 3 jumps). 1st Place—Bell Helmet, 2nd Place—French Jump Boots, 3rd Place—Pioneer Coveralls. Conical 26-foot Steerable Reserve for Dead Center's in Events I and II. Jump-off in case of tie.

Event III: Three-man Team Jump. 3 Place Trophies.

For further information contact: Richard Stevenson, Route 1, Kankakee, Illinois; Phone 815 932-1963.

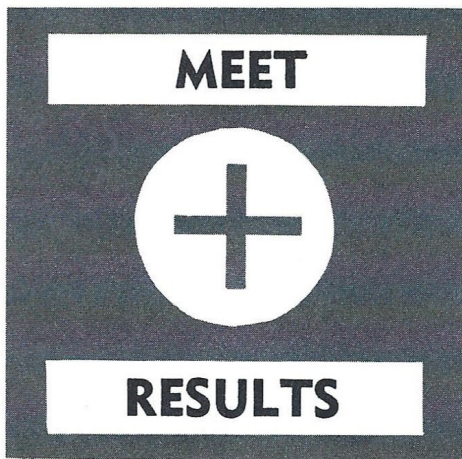
### Cottonbelt Parachute Council Meet Milton T Airport Milton, Florida—15-16 October

Accuracy: 3 jumps, all count, 5 x 10 scoring system. Class B: 5-49 free fall, must be able to spot. Class C: 50-199 free falls.

Style: Open to Class C and higher license holders. 3 jumps, all count, 5 x 5 scoring system, pre-determined international series.

Team: 3 jumps per team (nine total) all count, 5 x 10 scoring system.

All PCA members eligible. Cost: \$3 per jump, plus \$6 registration fee. For further information contact: Frank Rickard, Box 372, Fort Walton Beach, Florida 32548. Phone 242-3424.



**Tampa Skydivers' Annual  
Easter Open  
9-10 April**

Novice Accuracy: 1st—David Hester, Tampa Skydivers; 2nd—Butch Carrick, Pelican Skydivers; 3rd—Lee Deese, Paragators.

Advanced Accuracy: 1st—Jimmy Davis, Charlotte, N. C.; 2nd—Bob Buscher, USAPT; 3rd—Gary Dupuis, Falling Angels.

Style: 1st—Roy Johnson, Cleveland Skydivers; 2nd—Tim Saltonstall, Falling Angels; 3rd—Dick Harman, USAPT.

Team Event: 1st—Bob Buscher, Dick Harman, and Bobby Letbetter, USAPT; 2nd—Bill Jackson, Woody Binnicker, and Bobby Frierson, South Carolina; 3rd—C. Aguilar, R. Johnson and Don Levin.

Overall: 1st—Bob Buscher, 2nd—Roy Johnson, 3rd—Tim Saltonstall.

**Rink-Ke-Dink Parachute Meet  
Hillsboro, Illinois—May 7, 1966**

3500' Accuracy: 1st Place: Dick Roberts, Para-Finks; 2nd Place: Dave Blume, Illinois Valley Sports Parachute Club; 3rd Place: Al Slowik, S. I. U. Sport Parachute Club.

3500' Hit and Chug: 1st Place: Roger Wolford, Para-Finks, 12.5 seconds; 2nd Place: Dick Roberts, Para-Finks, 14.5 seconds; 3rd Place: Dave Barker, S. I. U. SPC, 16.7 seconds.

**Galveston Skydivers  
Unmodified Canopy Meet  
28, 29, 30 May**

First Place: Larry Morris with an average distance (best three out of five) of 63 feet.

Second Place: Joe J. Lewis with an average distance of 88 feet.

Third Place: Jimmy Bierman with an average distance of 330 feet.

**3rd Annual Moses Lake  
Skydiver Meet  
Moses Lake, Washington  
16-17 April**

Junior Accuracy: 1st—Bob Lane, Ellensburg SPC; 2nd—Bob Hubberstey, Fruitvale, B.C.; 3rd—Bob Holmes, Ellensburg SPC.

Senior Accuracy: 1st—Dave Hussey, Moses Lake Skydivers; 2nd—Ron Fleming, Navy Whitbey Parachute Team; 3rd—Mike Marthaller, Paranaut International.

Senior Accuracy (all canopies): 1st—Bill Hardman, Abbotsford, B.C.; 2nd—Jim Burns, Portland Parachute Club; 3rd—Terry Guske, Walla Walla Skydivers.

Team Event: Portland Parachute Club—Ted Mayfield, Bob Wrenn, and Paul O'Dell.

**First Annual Trophy Meet  
Diablo Skydivers, Inc.  
4-5 June—Antioch, California**

Novice Accuracy: 1st—Jim McKinnon, Carson City Skydivers; 2nd—George Herdinga, California Parachute Club; 3rd—Claude Ashburn, California Parachute Club.

Advanced Accuracy: 1st—Charles Willert, Jr., Diablo Skydivers; 2nd—Mike Wilson, Diablo Skydivers; 3rd—Dean Mathews, Independent.

Style: 1st—Ron Young, Carson City Skydivers; 2nd—Joe Bryant, Independent; 3rd—Vern Wardell, Lincoln Skydivers.

Team Event; 1st—Jeter, Roberts, Pierce; 2nd—Harrison, Patmor, Wardell; 3rd—Nichols, Cook, Orr.

**2nd Annual Texas  
Parachute Council Meet  
Georgetown—2-4 July**

Senior Accuracy: 1st—Daniel Peters, 2nd—Sherry Moore, 3rd—Bob Vanderslice.

Intermediate Accuracy: 1st—Mike Clifford, 2nd—Jerry Wilkins, 3rd—Bob Johnson.

Novice Accuracy: 1st—Chuck Baxter, 2nd—Ronnie Gardner, 3rd—George Seel.

Team Accuracy: 1st—Bob Vanderslice, Bill Compton, and Jeff Acuff. Closest Jump: Bob Vanderslice with a Dead Center.

**B-4 BACKPACK  
PARACHUTES \$54<sup>95</sup>**

**ALL BRAND NEW SURPLUS**

- CANOPY—28' C-9 orange and white, nylon ripstop, or all white canopy.
- HARNESS—Capewell, with "D" rings installed F.A.A.
- Containers • Risers • Pilot Chute A-3 • Ripcord • Back Pad

**24' ROLLPACK RESERVE**

Nylon Twill Canopy in excellent T-7A container. Short risers, separable links. T-7A (longer) ripcord, butterfly snaps. PACKED & SEALED F.A.A. Ready to jump.

**\$34<sup>95</sup>**



**"Competition" Model \$29.95**  
SEND SHOE SIZE—NO HALF SIZES

**1" NYLON TAPE—525# Test**

Soft white, for making canopy modifications. NEW  
216 Ft. Rolls  
Less Amounts 4c ft.

**3<sup>¢</sup> FT.**

**TO ORDER:** Prices F.O.B. Van Nuys. Residents add 4% tax. Money orders or 50% deposit on C.O.D's. Prices subject to change without notice. No Personal Checks. Phone ST. 0-0212.

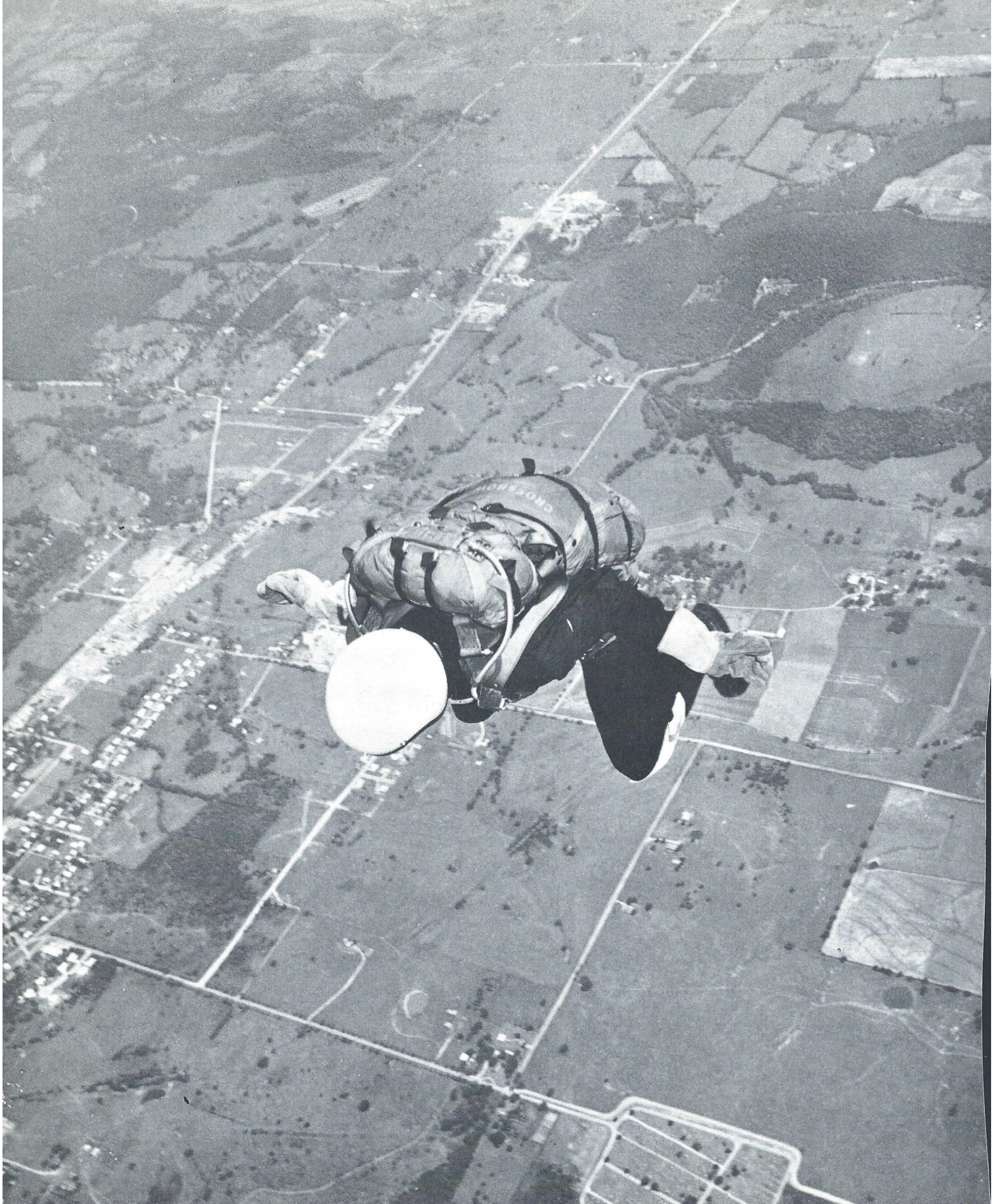
**SEND FOR NEW PRICE LIST**

**BEN'S SURPLUS**

**6222 SEPULVEDA BLVD.  
VAN NUYS, CALIFORNIA**

I. Q. Answers

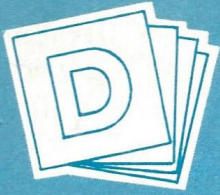
1. True
2. True
3. False: Make initial contact with ground on the balls of your feet. Stay off the heels!
4. False: In 1964, the greatest number of deaths were caused by drowning. In 1965, the number one cause was pulling too low.
5. False: Leonarda da Vinci.
6. False: Any stain can be a threat to safety and immediate steps should be taken to correct the trouble.
7. True
8. True
9. False: Terminal Velocity.
10. False: "parachute landing falls."



**THE** CAMERA'S  
EYE



**In tigh**, style competitor Jeff Russell prepares to turn it on over Tahlequah. USAPT Photo by Joe Gonzales, Official Photographer of the 1966 Nationals.



# LICENSES AND WINGS

## JUNE 66

### CLASS A

1076 Atkins, Graham .....Calif.  
 1077 Harris, C. H., Jr. ....Ga.  
 1078 Cecil, Alan Bruce .....Okla.  
 1079 Newkirk, James R. ....N.J.  
 1080 Hutton, Thomas J. ....N.Y.  
 1081 Kochman, Emil J., III .....N.Y.  
 1082 Thompson, John A. ....Mo.  
 1083 Heathman, Kim A. ....Kans.  
 1084 Koenig, Garland C. ....N.Y.  
 1085 Mietzer, Lloyd .....Ill.  
 1086 Weinert, Fred .....Ill.  
 1087 Douris, Gary .....Ore.  
 1088 See, Otto W. ....N.Y.  
 1089 Luckey, Hayward P. ....Tex.  
 1090 Seel, George C. ....Tex.  
 1091 Young, Ronald F. ....Ind.  
 1092 Beddow, Harold G. ....Kans.  
 1093 Gately, Harry E. ....C.Z.  
 1094 Chesser, Patrick L. APO, Calif.  
 1095 Collins, Rollins J. ....Md.  
 1096 Bracker, John .....N.J.  
 1097 Rosenblatt, Nathan .....N.Y.  
 1098 Mathis, Robert D. ....APO, N.Y.  
 1099 Rader, Richard B. ....Ind.  
 1100 Smith T. L., Jr. ....APO, N.Y.  
 1101 Reyes, Amador, Jr. ....APO, N.Y.  
 1102 Wolma, Kenneth M. ....Ill.  
 1103 Gerst, Melvyn L. ....Calif.  
 1104 Jarvis, Phillip P. ....Mont.  
 1105 Drews, George R. ....Ohio  
 1106 Harvey, Douglas P. ....Mass.  
 1107 Partner, Harry J., Jr. ....Miss.  
 1108 Quist, Clair A. ....Kans.  
 1109 Wilson, Carol Sue .....Kans.  
 1110 Rankin, Anthony J. ....N.J.  
 1111 Hudson, Bob .....Ohio  
 1112 Gray, Albert D., Jr. ....N.J.

### CLASS B

4947 Porter, William L. ....N.J.  
 4948 McDonald, George .....N.Y.  
 4949 Patten, Clarence W. ....Va.  
 4950 Cole, Donald Gary .....Me.  
 4951 Garrett, Peggy J. ....Calif.  
 4952 Murphy, Lawrence R. ....Ga.  
 4953 Price, Hugh A. ....Ill.  
 4954 Lochridge, G. Kress .....Mich.  
 4955 Marklin, Gerald .....Mich.  
 4956 Plaskiewicz, Richard J. ....N.Y.  
 4957 Sears, Blair W. ....S.D.  
 4958 Casbeer, Earnest D. ....Tex.  
 4959 Cecil, Alan B. ....Okla.  
 4960 Dunn, James C. ....Mich.  
 4961 Kot, John J. ....APO, N.Y.  
 4962 Hewitt, Thomas J. ....Kans.  
 4963 Paxton, Duane R. ....Calif.  
 4964 Speegle, Gary W. ....Nev.  
 4965 Schmit, Robert D. ....S.D.  
 4966 Van Antwerp, Gareth .....Ala.  
 4967 Boyd, Larry B. ....Mont.

4968 Buenrostro, J. R. ....APO, Calif.  
 4969 Chase, William C. ....Hawaii  
 4970 Dunnels, G. I. ....Miss.  
 4971 Heath, Dean A. ....Calif.  
 4972 Mudgett, J. R., Jr. ....Calif.  
 4973 Stewart, Frederick E. ....Ohio  
 4974 Matlock, Wilma .....Calif.  
 4975 Hunt, William A., Jr. ....Nev.  
 4976 Postma, Howard R. ....Iowa  
 4977 Postma, Leonard J. ....Iowa  
 4978 Futter, Phillip R. ....N.J.  
 4979 Drews, Ronald W. ....Wisc.  
 4980 Brown, Sharon .....Calif.  
 4981 Harbaugh, James R. ....Mo.  
 4982 Deeke, Donald R. ....Ill.  
 4983 Dixon, G. Edward III .....S.C.  
 4984 Knuth, Carl Ken .....Tex.  
 4985 Papke, Joel H. ....Wisc.  
 4986 Sheehan, David F. ....Ohio  
 4987 Dadam, Jack .....Ill.  
 4988 Bisson, Evariste J. ....N.J.  
 4989 Mannix, William .....N.J.  
 4990 Baldwin, Roy L. ....Mont.  
 4991 Beeson, Frank J. ....Calif.  
 4992 Douris, Gary D. ....Ore.  
 4993 Hall, Phillip B. ....APO, N.Y.  
 4994 Plumb, John H. C. ....FPO, Calif.  
 4995 Gontz, George .....Pa.  
 4996 Heaton, Dennis M. ....Ga.  
 4997 Bush, Warner E. ....Ala.  
 4998 Thompson, Melvin L. APO, N.Y.  
 4999 Conway, Carolyn A. ....Ga.  
 5000 Bryne, Thomas J. ....N.Y.  
 5001 Schiller, Roland .....N.Y.  
 5002 Jones, Tommy R. ....Calif.  
 5003 Karell, George .....N.Y.  
 5004 Rademaekers, Wm. H. IV. Mass.  
 5005 Schnieder, Phillip .....Fla.  
 5006 Spare, Charles F. ....Iowa  
 5007 Reed, Donald R. ....Mont.  
 5008 Bowshier, Robert L. ....Ohio  
 5009 Spokes, Ernest M., Jr. ....Mo.  
 5010 Mack, Robert D. ....N.J.  
 5011 Hall, William H. ....Calif.  
 5012 Summers, Kenneth N. ....Calif.  
 5013 Reider, James T. ....Ga.  
 5014 Hartman, Rudy .....Utah  
 5015 Cummings, Edward, Jr. ....N.Y.  
 5016 Parker, Lawrence E. ....N.Y.  
 5017 Stessin, Lawrence G. ....N.J.  
 5018 Johnson, Marvin T. ....Ga.  
 5019 Stein, Wendell E. ....V.I.  
 5020 White, Gilmer D. ....APO, N.Y.  
 5021 Henry, Robert L. ....Calif.  
 5022 Clark, Suzan W. ....Calif.  
 5023 McInturff, Alfred D. ....Calif.  
 5024 Swauger, James W. ....Mich.  
 5025 Hyland, Mary K. ....Ill.  
 5026 Petty, Robin A. ....Calif.  
 5027 Friedman, Gerald J. ....Ariz.  
 5028 Bech, Robert M. ....Calif.  
 5029 Sullivan, Mark C. ....Fla.

5030 Gossler, Larry H. ....Fla.  
 5031 Cooke, Arthur .....N.Y.  
 5032 Robinson, William D. ....Calif.  
 5033 Dallas, Freeman B. ....Miss.  
 5034 Herbel, Donald R. ....Miss.  
 5035 Towner, Donald A. ....Kans.  
 5036 Moe, Patrick .....N.Y.  
 5037 Schaffroth, Lonnie, Jr. ....Nebr.  
 5038 Vlasak, George F., Jr. ....Mo.  
 5039 Shaw, Dallas E. ....Ohio  
 5040 Nolan, George T. ....Md.  
 5041 Sears, Homer E. ....Ore.  
 5042 Bailey, James L. ....Ga.  
 5043 Born, Terry M. ....Tenn.  
 5044 Curtis, James F. III .....N.Y.  
 5045 Biawitz, Stephen A. ....Fla.  
 5046 Baerman, Vincent P. ....Va.  
 5047 Bellfleur, Conrad .....Me.  
 5048 Bryant, Thomas E. ....Va.  
 5049 Haight, Kevin .....Va.  
 5050 Johns, Johnny .....Tenn.  
 5051 Roe, Roy L. ....Ark.  
 5052 Ross, Paul J. ....Me.  
 5053 Williams, Charles D. ....Kans.  
 5054 Beaushaw, Kenneth V. ....Kans.  
 5055 Hamilton, Fredrick A. ....Penn.  
 5056 Kochman, Emil J. III .....N.Y.  
 5057 Richardson, M. G. ....Canada  
 5058 Sapp, Mitrodora .....Ohio

### CLASS C

3375 Maciag, Edmund .....Tex.  
 3376 Sauers, Larry W. ....Colo.  
 3377 Thomson, Susan M. ....Wash.  
 3378 Smit, Arie C. ....Ill.  
 3379 Willert, Charles W. ....Calif.  
 3380 Blasier, Robert D., Jr. ....Pa.  
 3381 Connell, Emerson B. ....Ohio  
 3382 Hoffman, Robert P. ....N.Y.  
 3383 Ackley, Dave .....Idaho  
 3384 Corley, Burkley L. ....C.Z.  
 3385 Curtis, Earl R. ....Fla.  
 3386 Guest, Johnny P. ....Tex.  
 3387 Myers, Harold D. ....Wash.  
 3388 Wuelfing, Hans .....Ind.  
 3389 Roalofs, Raymond J. ....Tex.  
 3390 Almand, William J. ....Ga.  
 3391 Gibbs, James .....Kans.  
 3392 Zais, Ronald J. ....Wisc.  
 3393 Giles, Gene S. ....Calif.  
 3394 Hanson, Dean, Sr. ....Fla.  
 3395 La Reau, Armand J., Jr. ....Wisc.  
 3396 Murray, Harry L. ....Idaho  
 3397 Mannina, Rosario M. ....Ill.  
 3398 Simpson, Don J. ....Calif.  
 3399 Drew, Albert E. ....Ill.  
 3400 Higgins, Nicholas .....Idaho  
 3401 Warren, Kenneth W. ....Calif.  
 3402 Guy, Peter N. ....Colo.  
 3403 Dwigings, Chris .....Miss.  
 3404 Barbee, Glen C., Jr. ....Ill.  
 3405 Buellesbach, Jack B. ....N.C.  
 3406 Trout, Donald R. ....Pa.  
 3407 Wolverton, Lach .....Fla.  
 3408 Adams, Larry L. ....C.Z.  
 3409 Burchell, William R. ....Calif.  
 3410 Crowell, William D., Jr. ....Mo.  
 3411 Kirwan, Allan A. ....Ga.  
 3412 Sheppard, John F., Jr. ....Calif.  
 3413 Chandler, Alvin E. ....Tex.  
 3414 Vander Hoeven, Frans G. Wash.  
 3415 Lechtman, Miles G. ....N.C.  
 3416 Stults, Jerry .....Ill.  
 3417 Clifford, N. Mike III .....Tex.  
 3418 Lownsbury, Patricia .....Ohio  
 3419 Moffatt, James .....N.Y.  
 3420 Roybal, Carlos .....Ariz.

3421 Sutcliff, Paul R. ....Okla.  
 3422 Wilson, Ronald L. ....Tenn.  
 3423 McConnell, John F. ....Ala.  
 3424 Thiem, Michael .....Ohio  
 3425 Clucas, Merle E. ....Ill.  
 3426 Stroh, Anthony M. ....Mich.  
 3427 Newman, Charles W. APO, N.Y.  
 3428 Hasenfus, Eugene H. ....Wisc.  
 3429 Komisar, Bob .....Ky.  
 3430 Rau, Thomas B. ....Ore.  
 3431 Dahlberg, Alan L. ....Tex.  
 3432 Wimer, Clair L. ....N.Y.  
 3433 Healey, John M. ....Ohio  
 3434 Mehan, John C. ....N.D.  
 3435 Cox, Benjamin R. ....Calif.  
 3436 Holberton, George C. ....Ore.  
 3437 Carroll, Jerry W. ....N.C.  
 3438 Cook, Carl E. ....Calif.  
 3439 Byers, Wayne L. ....Fla.  
 3440 Harvey, Lauren A. ....Tex.  
 3441 Partain, Charles A. ....Mo.  
 3442 Buckley, John, III .....Mass.  
 3443 Keller, Jimmy R. ....Tenn.  
 3444 Parker, John P. ....Calif.  
 3445 Tay, William .....Ill.  
 3446 Gray, Bobby V. ....Md.  
 3447 Hart, Donald E. ....Ill.  
 3448 Fetten, Jerry .....N.Y.  
 3449 Efstrotation, Michael .....N.Y.  
 3450 May, Lewis E., Jr. ....Ind.  
 3451 Breen, Robert E. ....Mich.  
 3452 Miller, David C. ....Fla.  
 3453 Dresbach, Irwin W. ....Ohio

### CLASS D

1269 Hubble, Charles A. ....Md.  
 1270 McFadden, Bill .....Mich.  
 1271 Croteau, John C. ....N.Y.  
 1272 Galiano, Charles .....N.Y.  
 1273 Eskelson, Herbert J. ....N.Y.  
 1274 Van Der Pas, Edwin P. ....Wash.  
 1275 Patterson, William J. ....N.C.  
 1276 Hall, James R. ....Ill.  
 1277 Roggeueen, Fred W. ....S.C.  
 1278 Carey, William T. ....N.Y.  
 1279 Griggs, Joe M. ....N.C.  
 1280 Jackson, Joe K. ....APO, Calif.  
 1281 Judy, Chesley H. ....Mo.  
 1282 Hazelton, Ralph A. ....Ohio  
 1283 Antle, Robert E. ....Ga.  
 1284 Brown, James M. ....Mich.  
 1285 Anderson, Reginald T. ....Va.  
 1286 Thiel, Guy C. ....Mo.  
 1287 Treffers, John .....Mich.  
 1288 Wrenn, Robert L. ....Ore.  
 1289 Schlee, Paul G. ....Ill.  
 1290 Riner, Gordon E. ....Ohio

### MEMBERSHIP CANCELLATIONS

The following listed individuals have had their 1966 PCA membership cancelled for non-payment of dues:

Carlton E. Stogsdill  
 U.S.A.G. (2124)  
 Fort Monroe, Virginia  
 Donald L. Jordan  
 3738 Farmhill Blvd.  
 Redwood City, California

Jerry Brooks  
 8510 Columbus, Apt. 218  
 Sepulveda, California 91343

Don Metcalf  
 3483 M Street  
 Eureka, California



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Which is very bad for business—unless we can think up some good reasons for buying a second Para-Commander. Such as getting a different color pattern. Or not having to repack after each jump. Or having a second parachute handy in case the old one gets wet. Besides, owning just one Para-Commander is nothing special these days.

And when you are ready to retire your first Para-Commander, imagine how elegant your car or swimming pool would look with a red, white, and blue Para-Commander cover. Or you could sew yourself a sport shirt, or a couple of hundred scarves.

Somebody at your drop zone is going to get his second Para-Commander soon. Don't let yourself be caught jumping the same old rag while he's out there floating about in a shiny new 'chute.

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