



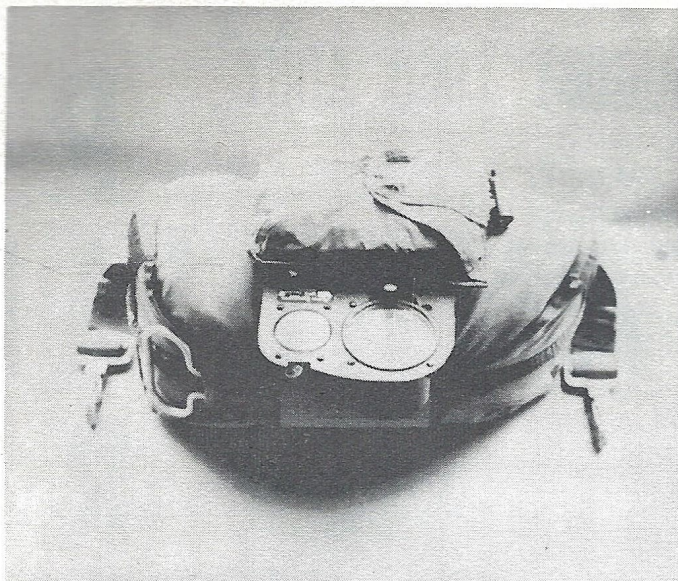
"AUGUST 1968 AOÛT"

P CANADIAN R A C H U T I S T CANADIEN



THE MAGAZINE OF THE CANADIAN
SPORT PARACHUTING ASSOCIATION

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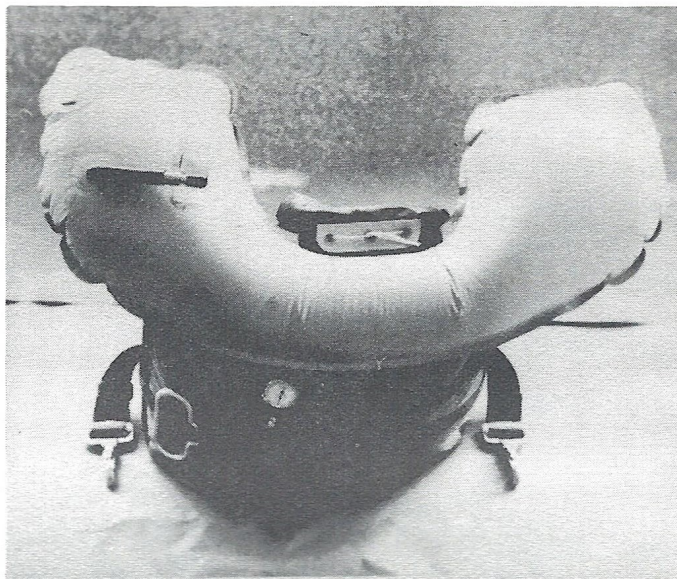
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Audrey Borghese WCT
landing at St. Thomas.

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President's Message

Rapport du Président



BARNEY M. BREE

At this time of writing, I have just returned from a two day visit with the 1968 team at St. Thomas - a report on this visit is printed in this edition of CanPara.

Jim Taylor should be back from his european holiday by now and will again be looking after the issuing of certificates. This is quite a job and I now appreciate just exactly how hard Jim must work to keep up the way he does.

One thing which disturbs me when checking log books for licence applications is the extremely evident disregard for BSR's. In general they are minor violations; if one can call any violation minor; but nevertheless they are stupid and extremely dangerous, not only to oneself, but also to those with whom we jump - I think we should all read back in our logs and re-assess our individual record of safe practises.

It is so hard, when perhaps you are the only jump master in your club, to resist the pleas of eager students, perhaps you lend them your boots or helmet or even your flotation gear and jump without it yourself - this is laying your life and limb on the line just to be a nice Joe - don't do it, a firm "NO" may save you from injury or worse.

Last month we held a BoD meeting in Winnipeg which was most successful from an administrative view point. We managed to set up job descriptions and lines of communication for all positions within our Association. These details were sent to your club in the form of appendices - if you are not aware of them then I suggest you contact your club secretary and perhaps jog his memory !

We are also planning, this year, to streamline our organization so that all persons involved in any given situation will be aware of what is happening - we also plan to prepare a budget for 1969 based upon past performance and forecasted memberships. More details on this will be published as they are available.

This year, the Nationals will be held at St. André d'Avellin, PQ, on Sept 14 & 15. CSPA Director, Mike Saul, is the organiser and Mike will advise all clubs of the details.

We hope this year to have a record number of contestants, in the past there have been too many instances of jumpers who are afraid to enter feeling that they will not stand a chance - this is a bad attitude as the competitive experience alone is worth every bit of the entry fee to say nothing of the new techniques to be learned.

During the time the team is away, Barry Whittaker has agreed to act as NSO in place of Dave Coxall who will be with the team as International Judge; Thanks Barry for your acceptance. Please, therefore, address your NSO queries to Barry effective Aug 8 to Sept 8 (c/o Calgary Parachute Club, Box 747, Calgary Alta.)

Congratulations are in order for Barry Brand who recently surpassed the 1000 freefall mark. Barry, our first "E" licence holder, is an ASO, a member of the Safety Committee and is currently assisting Bill Hardman with the team coaching and is an extremely capable jumper and safety-minded individual.

News of the Safety Committee - they are currently developing a BSR which will cover cloud jumping and one which will govern the use of Super Canopies; these decisions will be published shortly. Under the Chairmanship of Dave Coxall, a manual of procedures is being prepared for the guidance of ASO's. The BSR's are also being carefully scrutinised and revised. They are evaluating flotation gear and other equipment and a list of "approved" and "not-approved" equipment will be published shortly.

The formation of the Safety Committee has been one of the most forward steps taken by our Association in a long time, its benefits being a more objective and detailed evaluation of safety and practises and it allows the BoD more time to concentrate on the updating and upgrading of our administrative function.

Whilst on the subject of the Safety Committee - I keep running into people who have given much thought to one or more improvements in safety but keep their ideas to themselves, perhaps because they are shy and afraid of being ridiculed - this will never be the case, if you have any such suggestions, write to the Safety Committee so that your ideas may be tested and if successful, passed on for the benefit of all.

This same situation exists with the BoD and with CanPara - if you have any suggestions, recommendations or complaints, pass them on so that they can be implemented or solved. Don't sit on a problem and hope it will go away; write to your BoD and let them grow the ulcers.

I will be back in Fort William on Aug 9th or 10th and until then I will be in the Montreal Area. If time permits I will make a trip to the Maritimes. Have a good safe summer.

Barney Bree

Team News by BARNEY BREE

On Friday, July 5th, accompanied by Grant Perry and Ernie Mueller, we drove from Toronto to St Thomas to spend some time visiting with the team and attending a WCC meeting.

At the ungodly hour of 6:30 a.m., Ernie came into our room (Grant and Barney) and after requesting cajoling, swearing and other types of persuasion, he (Ernie) was successful in herding us down with time to grab a half cup of coffee and to enjoy the drive to St. Thomas to arrive fully refreshed (?) at 8:00 a.m.

The team were already hard at it having completed P.T. at 6:00 a.m., had breakfast and made a couple of jumps each. Shortly after our arrival, a Turbo Beaver, piloted by Dave Williams and loaned to us by DeHavilland Canada, arrived to start what was to be a very full day, some 114 jumps in all.

The Turbo Beaver is a jumpers dream, it holds 9 jumpers comfortably and climbs like a homesick angel. On one particular load I took some photographs of the girls in the aircraft, their exit and openings, then I came down in the Beaver and was out of my gear and over to the bowl to photograph the girls as they landed. That is quite an aircraft.

Our sincere thanks to DeHavilland and to Dave for the use of the Beaver and for the hard days flying.

Taking full advantage of the Beaver, the team spent all day Saturday practising stacking for team accuracy under the watchful eye of Head Coach, Bill Hardman and Assistant Coach, Barry Brand.

The bowl was surrounded by water, water and mud which meant that if they did not hit the bowl either the jumper or his canopy was soaked-there were several instances of damp coveralls!

One aspect of the two days I spent with the team I noticed was the particularly high spirit and morale-each team member would help another at the drop of a hat, it is most refreshing to know that we have not "prima-donnas" on our team. With this attitude and spirit they will be unbeatable, and will most certainly gain much credit for Canada and C.S. P.A.

On Sunday, normally a day of rest, they were hard at work again; on this day they practised style with Grant Perry in command of the telemeter.

Grant's expression of disbelief at 7.4 second series was something to see. I'm sure that with the "style buddy" system, in which they practice in the Harness with their 'buddy' critiquing, times will improve considerably.

This system plus the use of a tape recorder on the telemeter, allows an instant critique which is proving to be most beneficial.

Sunday evening we attended a team meeting at which the coaches briefed the team on the proposed outline of phase II which commenced on Monday July 8th.

Ernie Mueller requested that the team continue their efforts to raise funds and at this time I make an appeal to all our members-we still need funds to enable our proper participation-why not each sacrifice one jump and give it to Canada?

The team are living in London and are eating in the Sargents Mess at Wolseley Barracks-we ate there on Sunday and had a magnificent meal which the team members say is indicative of all their meals-our thanks to the kitchen staff at Wolseley.

Training Camp will close at 5:00 p.m. on Friday, August 2nd and will be followed by a dinner-dance at Breslau, near Guelph-all jumpers are invited to attend - it should be an excellent evening and will give you a chance to meet the team.

The next day the team will enter the Ontario Provincial Championships at Guelph, this will give them some extra competitive experience and will allow them to put into actual competitive practice the simulated World Championship conditions under which they will be working during phase II.

The team will depart for Graz on August 8th, arriving August 9th ready to take on and beat all comers.

With the spirit of teamwork and high morale which they have going for them, our Canadian Team is the best in the World.



Grant Perry, Frank LaRue & friend. Note the Tape Recorder on telemeter and look of disbelief on Grant's face. Frank LaRue is going to Graz as the team doctor.



"STYLE BUDDIES" Diana Leonard (Womens Team Captain) in the harness being critiqued by Diane Latendresse.

Letters to the Editor:

The receipt of the first, and just now the second edition of the Canadian Parachutist has been very welcome indeed. I must first congratulate you on your effort in starting what will be, very shortly, an extremely good parachuting magazine. I am also impressed with your intention of making it a bilingual magazine, this will be very welcome to the French Canadian jumpers I'm sure.

To get less serious and more personal I must also thank you for taking the time and effort to air mail these last two editions. They are read cover-to-cover and then passed around to the other fellows who are interested in reading Canadian news.

You may not have been able to put a face to the name but I'm sure that we have met around Burnaby or St. Thomas during late 1963 or 1964. Since then I have been parabouting, off and on, around various countries and have been, for the last year in South Africa. Your magazine, at present, appears to be a bit short on articles and it occurred to me you might enjoy an article on South African parachutists, conditions etc. I shall be leaving Johannesburg for Graz at the end of July but could in the meantime gather enough material for an article on South African jumping if you're interested. One of the transplanted "locals" Bernie Massyn passes on his regards to all his old friends around Hamilton and Vancouver. Right now he wants to know if anybody can air mail to him, prepaid, a Snohomish door.

Congratulations once again on starting up the magazine and best wishes for success in the future.

Hope to hear from you shortly.

Bob Volkmann

I've only been jumping since December '67 but a rather serious situation has come to my attention. In seeking a solution, I wonder if other clubs have a similar problem.

Is it always just one or two members, usually senior, that assume all duties eg: training, public relations, dropping students, packing, organization etc.? That's the way our club is run. This isn't something new. I've been told that in the past, before my time, the onus was on one or two fine members that worked like horses to form the club, spent hours driving and many dollars, looking for the DZ we now enjoy. They were given no thanks or even recognition. In fact they were so busy training students and running things in general they had no time to jump. These men have since left the club and have no intention of being involved again. Can we afford to lose such valuable people if our sport is to grow? The two I speak of are Norm Edden and Pete Gillingham.

Their roles have been taken by two current members Don Armit, D67, and Jack Marshall, our President.

Don runs training courses anytime there are two or more people interested. He then brings them out to the DZ, gets them rigged up and takes them on their first jump. From then on he is up and down like a yo-yo dropping students. I run the jump manifest and know it's unusual if he gets in a high fun jump. Most jump loads, he isn't pack-

ed so he throws on a reserve and after dropping his students he rides the plane down. We have started charging students a \$1.50 jumpmaster fee to help out, but even at that it costs him 50 cts. a lift. This can add up. Where are the other JM's? They take up the odd load at the start of the day but as afternoon approaches they claim money shortages (only enough left for high ones) personal commitments they have to leave for etc. Then if any students are to get jumps in it's up to Don, he's the only JM left on the DZ. Do they ever wonder where Don's money comes from or if perhaps he might like to leave early one day?

Jack Marshall injured himself a year ago and just recently was able to resume jumping. During that year he has been an active president, working hard doing his duties plus those of other appointed members. Right now we are organizing our Stampede jump competition and Jack has been running all over Calgary looking for sponsors and donations. I doubt any of our members are even aware of the time and trouble this man has gone to. If the meet is the success we hope it will be, will his efforts be appreciated? I doubt it.

History has a way of repeating itself. Are we going to lose two more invaluable men? Better yet, can our sport afford to lose them?

Let each club member across Canada examine their own Executive and if the situation is the same let's do something about it. Give them a hand instead of sitting around taking like a lot of self-indulgent children. It's your club and it's your sport.

Nuff said,

"Toy"
Alberta Toy, Treasurer
CALGARY PARACHUTE CLUB

Ed Note: Well said Alberta. The following has been submitted by Richard Bennett, D-71 (Unicorn SPC) and was taken from The Australian Air Pilot.

TWELVE WAYS TO KILL AN ASSOCIATION

- a) Don't come to its meetings.
- b) If you come, come late.
- c) Never accept an office; it's easier to criticize than do things.
- d) If asked by the chairman to give your opinion regarding some important matter, tell him you have nothing to say; after the meeting tell everyone how things ought to be done.
- e) Do no more than is absolutely necessary, but when others help things along, howl that the association is run by a clique.
- f) Hold back your fees as long as possible.
- g) If you don't receive a bill for your fees don't pay.
- h) If you receive a bill for your fees, after you have paid, get mad, and resign from the association.
- i) If you receive service without joining, don't think of joining.
- j) When you attend a meeting, vote to do one thing, then go home and do the opposite.
- k) Agree to everything said at the meeting, then disagree outside.
- l) When asked for information, don't give it.

Continued on pg 18

EDITORIAL

L'Assemblée Générale Annuelle est chose du passé, le Comité de Sécurité est bien investi, les élus au Comité de Direction sont à table, tout va bien mais cessons de nous féliciter et regardons où nous en sommes.

Dans ce deuxième éditorial depuis la naissance du "Parachutiste Canadien", je m'adresserai d'abord et en particulier aux Québécois, puisqu'ils constituent une majorité francophone, par surcroît, chacun pourra essayer le chapeau s'il lui fait.

En date du 28 mai, soit deux mois après l'échéance de la carte de membre, 27 personnes seulement du Québec possédaient sa carte 68-69. L'an dernier, l'ACPS groupait 1303 membres répartis dans 64 clubs. En ce moment, la délégation québécoise est d'environ 71.

Que ce passe-t-il, serait-ce que le parachutisme est à la baisse? Y aurait-il à ce point si peu de parachutistes, ou encore, manquerait-on d'endroits pour sauter?

Pour émettre des chiffres véridiques, je vous dirai connaître au moins dix fois le nombre d'adhérents à l'ACPS, et ceux-là sautant activement au Québec. Il y a donc plusieurs parachutistes et il ne manque pas de facilités. Et on ne peut toutefois pas dire que notre sport soit à la hausse, si l'on analyse courbe au long des dernières années. Alors pourquoi ce manque de dynamisme?

À qui veut l'entendre, plusieurs se plaignent de manque d'avions, de permissions, d'organisation. On se plaint, on exige de l'ACPS, (la plupart du temps sans en faire partie) on revendique, on gueule; c'est à la mode. Mais ça donne quoi? En d'autres termes, on évite de s'allier, certains croyant faire une \$, d'autres par pure immaturité, invoquant la barrière linguistique (on s'en sert à toutes les sauces) et pourtant on ne parvient même pas à soutenir une association provinciale.

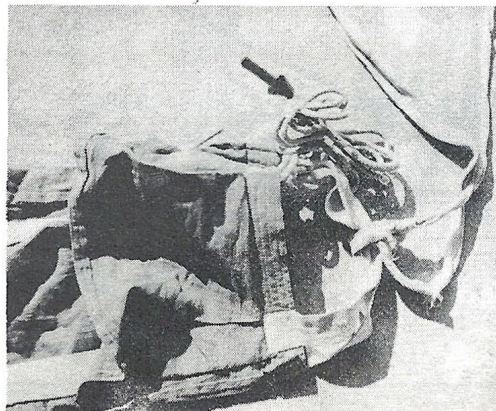
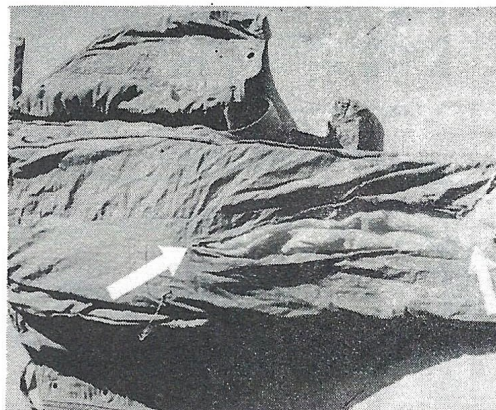
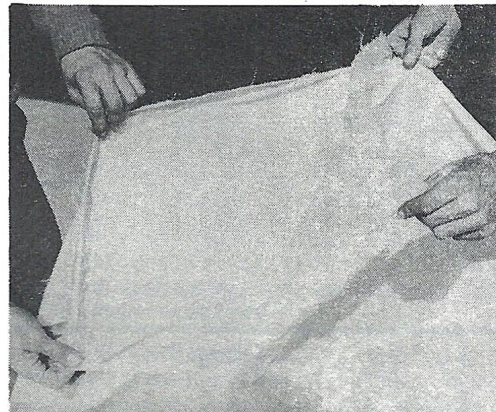
C'est le marasme. On s'improvise maître-parachutiste après 15 sauts, seigneur-parachutiste après 5 chutes libres et on n'accepte aucune ligne de conduite; on se sent tellement costaud à faire à sa tête. J'ai visité des clubs de porteurs de médailles et d'écussons, d'autres où j'ai vu des bouts de corde à linge pour retenir la gaine, des parachutes cousus au fil de coton No. 40. J'ai vu des "maîtres" de la vrille (spin).

On s'investit pionnier du Moyen-Âge alors que nous savons très bien quoi faire en Parachutisme Sportif. Et on se demande ensuite à quoi peut bien servir une association nationale, et on a le culot d'accuser l'ACPS.

Il y a donc un énorme travail à faire pour aider ces gens-là et cela sans rancune. S'ils pouvaient un jour réaliser que faire un front commun, Canadien, pourrait leur aider. Ensemble, nous pourrions faire progresser l'amitié entre tous, augmenter le nombre de clubs et même assurer la survie d'un centre commercial bien structuré. Et là, nous n'en serions qu'au départ. Il reste également un énorme travail de promotion, de publicité, de reconnaissance publique et par conséquent de protection collective.

Alors entre deux sauts, si vous êtes vraiment prêts à partager ce que vous avez récolté de l'ACPS cherchez à le dispenser autour de vous et à ramener les brebis au bercail.

Frank



ADDRESS BY

JACQUES ANDRE ISTELE

HONORARY PRESIDENT OF THE UNITED STATES PARACHUTE ASSOCIATION

TO THE CSPA ANNUAL MEETING

MONTREAL, CANADA, 23 MARCH 1968



I have not come to annex Quebec. Our activity, although linked with politics in some countries probably by virtue of the qualities and spirit engendered by parachuting, is on this hemisphere strictly of a sporting nature.

Some years ago, and this is a true story, in Switzerland in a small alpine village we heard that a hermit lived far above. After several hours climb we interviewed this distinguished and elderly gentlemen. He was well aware of the existence of Canada. He had also heard of Mexico, but did not realize there was another country in between. It is a particular honor not only that you realize that there is a country in between but to be invited from a foreign land to meet with you.

Our ties with Canada are quite close. My wife who attended McGill is so fond of Montreal that I only realized she was not a Canadian citizen when I stumbled over her passport.

Your long time champion, Daryl Henry, was a close associate and was proposed by myself as trainer of the U.S. Marine Corps Sport Parachuting Team which almost incredibly went on to beat the favored Army Team—a fact that I have not seen prominently publicized in the recent Army Team press releases.

Chuck Embury, a 1964 Canadian team member, is another close associate as is Tom McCarthy.

Sport Parachuting is vastly increasing in popularity the world over. This may be due to several factors. We prejudiced few consider this activity to be great fun.

For those of you who are not parachutists, I will tentatively answer two of the most frequently asked questions about parachuting.

The first is why do people jump.

In part - beauty. The beauty of parachuting is not to be confused with psy-

chedalic joy. It is rather comparable with the sensation of communing with nature that one has on a mountain top or a wooded ski trail or looking at fish under the sea. There is the silence, the incredible view of the earth as a small mosaic below, the feeling of being at one with the sky.

Another reason to parachute is the controlled risk. I, for one, am willing to accept a tiny additional statistical risk and do everything in my power to minimize that risk in order to reap the benefit of a balanced life. As Samuel Johnson said "A touch of danger adds spice to life". And, gentlemen, this does not mean flirting with danger. A lecturer at Oxford and Princeton, Mr. A. Alvarez, made this point clear when he stated: I would like to make very plain that flirting with danger for kicks bores me. It is a form of exhibitionism, a vulgarity to oneself. The pleasure is in doing something difficult, something that extends your concentration and effort and resourcefulness without ever losing control".

"Within the edgy terms they set up, the risky sports provide an area in which you must take complete responsibility for your own life; that is, they provide precisely the occasions for choice and responsibility that never quite arrive in clear, recognizable form in the routine world. However trivial the context - who, finally, cares about a piece of rock, or a big wave, or a parachuting record that will be broken next year? - the element of risk can turn a week-end hobby into a small-scale model for living, a life within a life."

In the final analysis there is only one reason to parachute for sport—Because one wants to. And in this great free country individual choice still exists.

The second question is what if anything does sport parachuting contribute to our society.

Our scientific progress in sport parachuting has yielded the stable body position and controlled free fall. This control can allow a downed flyer to glide his body one mile or more away from enemy fire or from obstacles below during a free fall of 10,000 feet.

Sport parachuting has yielded the lift concept in parachutes which lowers the landing shock. This concept is being actively studied by NASA for the controllable re-entry of space vehicles. Finally, parachuting has yielded in my opinion psychological benefit for thousands of participants. In an age where loss of identity of the individual is one of the great philosophical problems, parachuting is an intensely individual act.

For those of you who are parachutists, I would like to discuss some of the secular problems of our activity.

Parachuting today faces very real adversaries both natural, social, economic and human.

The weather in many parts of the country and the winds in all parts are natural enemies that we have always lived with.

The complexity of society, the increase in population, the spread of cities and rising costs, particularly in insurance and real estate, are growing social and economic obstacles. For as you well know parachuting requires aircraft lift, and use of both land and airspace.

Other users of the airspace, notably the airlines who represent the main horizontal traffic crossing the parachutist's vertical traffic are potential human antagonists.

Faced with this host of basic problems, parachutists must cooperate in order to survive. They must find long range solutions to these problems. This type of united action requires solidarity within the parachuting movement and 100% solidarity within your national organization.

Parachuting also faces internal problems. One of the most severe drawbacks of the vehicle has been its magnetlike attraction for the less intelligent and least tasteful exhibitionists. In Canada you have perhaps been less plagued by this problem. Certainly national publicity covering a jump made without a parachute did not help the sport and, unfortunately, in the public mind this was probably considered a conservative and competition event.

The answer is obvious. Continued attention to safety regulations, better equipment and a constant improvement in the state of the art. For the record, I would point out—here again to non parachutists—that the sport if conducted conservatively can be reasonably safe. The world's first private centre opened in 1959 at Orange, Massachusetts. Almost nine years and 70,000 jumps later, thanks in part to Providence, there

has never been a fatality. I mention Providence for as we all know when one mixes aircraft, parachutes, the general public, the force of gravity and human frailty, accidents can happen.

To quote Tristan Bernard in World War I:

"Tandis que d'affreux bolides
Jettent la terreur sur nos cites
Je m'abrite sous ta voûte solide
Calcul des probabilités".—

verses that are still true in the case of parachuting but unfortunately no longer apply to cities in the atomic age.

Upon receiving your kind invitation I was politely told what to say by one of your more distinguished members and trust that so far he has not been too strongly disappointed. He did request some comments about the relations of United States parachutists with governmental agencies, as well as one or two personal stories.

The weather unfortunately is too cold for me to have worn my blue suit—a garment distinguished by the fact that it was purchased, legally I hasten to add, with the funds of Canadian taxpayers. In 1958 parachuting was not an accepted sport in the United States. In fact in a number of our States it was illegal to parachute unless one encountered an actual emergency. This obsolete law is still on the books of one major municipality where a parachutist recently made a highly publicized and most illegal jump. When asked him why he had not been jailed or even fined, he explained that he stated to the judge; "There I was over New York City in free fall, don't you think that constituted an emergency?"

Unfortunately in 1958 I had not been smart enough to avail myself of this brilliant legal posture and was searching for a location for the try-outs of the 1958 United States Parachute Team. The officials of the 150th Anniversary celebration of the founding of British Columbia were searching for an attraction. With 15,000 Canadian dollars negotiated for this purpose, we not only selected the United States Team—incidentally putting on a daily parachuting demonstration for a period of about two weeks or so—but had enough funds left over to finance most of the transportation and expenses of the Team. These included a conservative uniform as not to repeat the many hued sport shirt sartorial display that had amazed Muscovites in 1956—hence the blue suits. The moral of the story is that relations with the Government like many other things in life depend upon good fortune and upon what you can negotiate.

In the United States today relations between the Federal Aviation Administration and the United States Parachute Association are particularly close. The Federal Aviation Administration has had an enlightened policy of few but intelligent regulations and of close coordination with the experts in the field.

Continued on



TOM SULLIVAN (KINGSTON P C) IN FREEFALL OVER KINGSTON DZ
RELAXANT AU/DESSUS DE KINGSTON

Photo : Bill Baird

AUGUST 1968 AOÛT						
SUN	MON	TUE	WED	THU	FRI	SAT
4	5	6	7	1	2	3
11	12	13	14	8	9	10
18	19	20	21	15	16	17
25	26	27	28	22	23	24
				29	30	31

3,4,5: Ontario Championships, Grand Valley Skydiving Centre
3,4,5: Petawawa SPC, Accuracy, Team & Sack race, Jr & Sr.
Champlain Airfield, Cobden, Ont. FMI: D. Miller, 687-6054
3 to 10: St. Catharines Jump Week. FMI: P.O. Box 591, St. Catharines Ont, 682-0068.
10 (rain date 11th): Lakewood open. Accuracy: 3 from 3,000 \$15, Team event 1 from 3600 \$4/man. Free Bar-B-Q, etc.
10,11: Niagara Parachute Ass'n, Jr, Intermediate & Sr Accuracy (all 3 jumps from 3200). Burnaby, Ont.
9 to 26: World Championships, Graz, Austria. FMI: Venezia Travel Agency, 2555 Eglinton Ave W, Toronto 15 Ont

SEPTEMBER 1968 SEPTEMBRE						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

14,15 Canadian Nationals, St André Avellan, P.Q. FMI: CSPA Exec-secty, J. Taylor, 916 Friar Cres, N. ancouver B.C.
14,15 Triangle Skydivers, Stratford, Ont.

OCTOBER 1968 OCTOBRE						
SUN	MON	TUE	WED	THU	FRI	SAT
6	7	1	2	3	4	5
13	14	8	9	10	11	12
20	21	15	16	17	18	19
27	28	22	23	24	25	26
		29	30	31		



CANADIAN NATIONAL SPORT PARACHUTING TEAM 1968
Representing Canada at the IX World Championships in Sport Parachuting
at Graz, Austria, August 9th to August 26th, 1968

I. MEN'S TEAM FRONT ROW (left to right):

Team Captain — Captain Larry Costello, 1st Bt. RCR Wolseley Barracks, London, Ontario. Tel: 451-7710. 28 years, single, army officer, engaged in parachuting since 1963 (850 jumps). Home Club: RCR Free Fall Club.

Victor Borghese, 32 Omar Street, Guelph, Ontario. Tel: 824-2503. 35 years, married, auto mechanic, engaged in parachuting since 1963 (700 jumps). Home Club: Grand Valley Sky Diving Club.

Tom McCarthy, Orange, Mass. 28 years, married, parachute instructor. Engaged in parachuting since 1960 (850 jumps). Employed by: Parachutes Incorporated, Orange, Mass. **Alternate Member**

Jim Loucks, 41 Erie Street, St. Thomas, Ontario. 26 years, married, printer. Engaged in parachuting since 1962 (700 jumps). Home Club: St. Thomas Parachute Club.

Harry Cole, 415 Walmer Road, Toronto, Ontario. 27 years, film producer, married. Engaged in parachuting since 1960 (950 jumps). Home Club: Toronto Parachute Association.

Neil Perks, 626 Carties St., Longueuil, P.Q. 22 years, single, student. Engaged in parachuting since 1965 (550 jumps). Home Club: Montreal Sky Divers.

II. WOMEN'S TEAM REAR ROW (left to right):

Kay Hardman, P.O. Box 6, Abbotsford, B.C. Tel: 859-5510. 28 years, married, surgical technician, Engaged in parachuting since 1966 (500 jumps). Home Club: Abbotsford Sky Divers.

Audrey Borghese, 32 Omar Street, Guelph, Ontario. 30 years, married, housewife. Engaged in parachuting since 1963 (275 jumps). Home Club: Grand Valley Sky Diving Club.

Team Captain — Diana Leonard, 24 Puckeridge Crescent, Islington, Ontario. Tel: BE.1-6932. 35 years, married, professional engineer. Engaged in parachuting since 1965 (500 jumps). Home Club: Toronto Parachute Association.

Diane Latendresse, 3331 Marechal No. 7, Montreal, P.Q. 24 years, single, stenographer. Engaged in parachuting since 1965 (350 jumps). Home Club: Montreal Sky Divers.

Carol Brand, 448 Spadina Road, Toronto, Ontario. 31 years, married, computer programmer. Engaged in parachuting since 1962. (550 jumps). Home Club: Toronto Parachuting Association.

III. SUPPORTING MEMBERS

Head of Delegation: Ernie Mueller, 17 Ternhill Crescent, Don Mills, Ontario. Tel: 444-2697. 42 years, married, plant manager. Engaged in parachuting since 1943.

Standing in the rear row, 4th from left.

Team Leader: Jim Noble, 36 Parry Street, Chatham, Ontario. Tel: 354-7206. 35 years, married, high school teacher. Engaged in parachuting since 1959.

International Judge: Dave Coxall, CE, Sec. Chambly, CFB SOEST. 40 years, married, professional soldier, Germany. Engaged in parachuting since 1956.

Pilot: Walter Eichhorn, 31 years, married. Airline pilot, Engaged in parachuting since 1960.

Interpreter: Lisa Eichhorn, 27 years, married. Secretary. Engaged in parachuting since 1960.

IV. STATISTICS:

Average jumps — Men 730 jumps; average weight — Men 155 lbs.

Average jumps — Women 435 jumps; average weight — Women 120 lbs.

Average age — Men 27 years; average height — Men 5 ft. 8 in.

Average age — Women 29 years; average height — Women 5 ft. 8 in.

V. MATERIAL

The Canadian National Team is equipped with the new "piggy-back" main and reserve chute system, especially made and not commercially available at this time. The main canopy is red with a large red maple leaf on white background.

The complete National Team has just completed phase one of a two-month training period which started June 1st in St. Thomas, Ontario, and will last until August 4th, with a one-week rest period from June 30th to July 5th. During the rest period the team will take part in competitions in the U.S.A. An average of 100 practice jumps per team member was made during the phase one of the training period.

The team is lodging in London, Ontario, and a typical day is:

5:45 am, wake-up; physical training until 7:30 am; breakfast; jumping and instructions from 9 am to 12 noon; lunch to 1 pm; jumping until 3 pm; physical training to 4:30 pm; dinner at London, 6 pm until sundown, jumping again at St. Thomas. Physical training of 2-1/2 hours per day is under the guidance of a professional P.T. instructor. Saturdays and Sundays are P.T. free and jumping begins at 9 am until sundown. Each Sunday evening a meeting of the team is held to discuss the past week's activities and progress.

The team's training camp is very ambitious compared to previous years. But it is very costly and unless more financial support is forthcoming, phase two of the training period is in jeopardy.

This is a brand new team — the training is essential to face the world's best in Graz, Austria.

Canada's team finished in third place at the last World Championships in 1966. It wants to do better this time but it needs your HELP NOW.

On August 8th the Canadian National Team will depart from Toronto at 6 pm and will arrive at Graz, Austria on the 9th at 3:50 pm.

The Canadian Sport Parachuting Association, Inc. is a non-profit organization, dedicated to the advancement, promotion and art of sport parachuting in Canada.

To send a Canadian delegation to Europe is a costly undertaking which is accomplished mainly by membership dues, government financial aid, member club and private donations.

At this year's World Championships there will be approximately 34 countries represented. Russia, Czechoslovakia, East Germany, U.S.A. and Canada are expected to be top contenders for first place.

— Ernie Mueller, Chairman, W.C.C.



The CANADIAN PARACHUTE TEAM in training

BY G. DOUGLAS GOODFELLOW

I have recently spent some enlightening and rewarding weekends with OUR national team in training at St. Thomas airport. Here is my candid impression of the 1968 team.

It was after lunch when I arrived at the St. Thomas airport on a cloudy and very windy Saturday. Upon turning into the airport road I was immediately confronted with a giant painted sign which read, "Home of the Canadian Parachute Team". The weather being U/S (unservicable), I expected the airport to be void of jumpers. SURPRISE-- the Canadian Team was playing a spirited game of volleyball under the direction (vocal) of team captain, Larry Costello. It was then that I realized OUR team was indeed in serious training. The morning had begun at 5:30 a.m. when the team arose (as they do six days a week) to do an hour of P.T. under the tough direction of an army physical training instructor. After a 7a.m. breakfast they were off to the airport where the first load chutes up at 8:10 a.m. Jumping continues with a lunch and supper break and the

men average 7 jumps a day, the girls average 6. By nightfall the exhausted team returns to London where a 10:30 p.m. lights out is eagerly "executed".

The first three weeks of training camp have been devoted to style practice as team captain, Larry Costello, felt this was the team's weakest spot. Every style jump is telemetered by a team member and recorded on a tape recorder to be played back to the jumper. This has proven invaluable as the observer and the jumper can play back the tape and instantly correct any faults. The results, as you will see in the following table, have been FANTASTIC. All jump runs are done downwind and accuracy is attempted whenever possible on the style jumps. The team was very fortunate to have had Neil, Larry and Harry visit U.S. team members and "style" schools this winter and return with the techniques to reach the 6-7 second series levels.

Table 1 shows the approximate results of the tremendous improvement in OUR team:

TABLE 1						
THE RESULTS OF YOUR DONATIONS						
NAME	MAY 20			June 20		
	JUMP #	AVERAGE STYLE TIME	AVERAGE ACCURACY	JUMP #	AVERAGE STYLE TIME	AVERAGE ACCURACY
Larry Costello	720	9.5 Sec.	1 Metre	775	8.5 Sec.	.75 Metre
Harry Cole	880	9.0 Sec.	.5 Metre	915	8 Sec.	.5 Metre
Neil Perks	435	9.5 Sec.	2 Metre	500	8 Sec.	1 Metre
Vic Borghese	640	11.0 Sec.	2 Metre	675	10 Sec.	1 Metre
Jim Loucks	586	11.0 Sec.	3 Metre	610	9.5 Sec.	2 Metre
Tom McCarthy (alternate)	830	10.0 Sec.	1 Metre	900	8.5 Sec.	.75 Metre
Diana Leonard	514	11.5 Sec.	2 Metre	564	10.5 Sec.	1 Metre
Kay Hardman	418	10.5 Sec.	2 Metre	470	10.0 Sec.	1 Metre
Diane Latendresse	307	12.0 Sec.	2 Metre	355	11 Sec.	1 Metre
Audrey Borghese	215	12.0 Sec.	5 Metre	230	11 Sec.	2 Metre
Carol Brand	497	12.0 Sec.	5 Metre	535	11 Sec.	2 Metre

Assistant coach, Barry Brand, has been working unceasingly recording on paper all jumps, "ficheting" and manifesting for the team. His experience has proven invaluable in organizing and keeping things running smoothly at all times.

Team photographer, Murray Smith, D-60, films an average of 3 jumps a day and the results are excellent. On Tuesday and Thursday nights the movies are shown in slow motion and style performances are evaluated.

It should be pointed out that neither Barry nor Murray receive any remuneration for these duties. They are both donating their time to the team and have gone deeply into debt to help OUR team.

Team coach, Bill Hardman, arrives on the 27th of June and his arrival is eagerly anticipated by the team, especially Kay!!! Bill is another individual who is sacrificing a great deal for OUR team.

A special mention should be made of Helmut Seipmann who tirelessly repacks an average of 15 P.C.'s a day for the team. He also assists with rigging and acts as target raker and fichet.

The men's team is billeted in Wolseley Barracks, Canadian Forces Base, London, while the women's team and married couples share two town houses in the University Village. All meals are taken at the Sergeant's Mess and are supplied at "cost" to the team. The entire team has been supplied with white Pioneer coveralls by Parachutes Inc. of Orange, Mass. Bell Helmets have also been donated by Bell Toptex Inc. The team has selected Pioneer Professional Para-Twin harnesses and containers as well as the familiar red and white team P.C.'s. Also selected by the team were 23' Triconical steerable reserves by Pioneer. The expense to individual team members for this equipment is over \$900.00.

As you all know (I hope) it takes a great deal of that "green stuff" to finance OUR team and its ambitious training program. Let's face the facts folks - dedicated parachutists are sacrificing their jobs, their families and some their futures in order to represent CANADA at the 9th World Championships. On behalf of these dedicated individuals, I urgently appeal for your donations. Next Saturday night, after you have cranked in those leaps, instead of blowing 5 bucks at the Pub why not slip it into an envelope and do your part to support OUR team!!! To those who have already done so the results will be evident in August.

OVERHEARD AT TRAINING CAMP

- ... that there is no basis to the rumour that "Maidenform" is supporting the women's team.
- ... that Fubey Perks wants to know what Helmut's "secret" is.
- ... that Kay hasn't been seen since the 27th of June when the coach arrived.
- ... that someone scuzzed Diane's "Green Gorf".
- ... that team pilot, Dudley Bishop, can't "spot" yet.
- ... THAT THIS YEARS TEAM IS NUMBER 1.

Address by Jacques Istel To the A.G.M.
(Cont'd)

I had the privilege of being the jump master of the past Administrator who happily did not break his leg when he parachuted and we have recently had the visit at Orange of the current Deputy Administrator and of key members of his staff.

Starting in 1958 our basic safety regulations were adopted either word for word or in slightly modified form by the Armed Forces and by several States. Over the years more and more States, New York most recently, have seen fit to adopt these regulations.

Therefore, Gentlemen, my suggestion for dealing with the Government is: Go to the Department of Transport and love them-to death if necessary.

Regarding past relations with governmental bodies, we successfully encouraged both Houses of Congress to pass a bill inviting the 1962 World Championships to the United States. This bill was signed enthusiastically by President Eisenhower, particularly when he realized that, owing to a small omission on our part, there were no funds involved.

As president of the 6th World Parachuting Championships I found myself in the unenviable position of providing for approximately 150 foreign competitors from 25 countries, a championship staff of 300 persons, major physical facilities and two chartered airliners, all culminating a few months hence with no money having been provided. "L'argent, l'argentchimere. Mais si on en a pas on est dans la misere", as Moliere I believe so aptly put it.

Again, in those days my thinking was narrow and I did not realize that the obvious solution was deficit financing and taking the country off the gold standard.

We compromised by bringing the formal acceptance of many foreign countries by parachute messenger onto the Boston Common to the Governor and to a large portion of the Massachusetts Legislature who assembled for the occasion on the balcony of the State House. Happily we did not land on the roof. We were then invited to address the Senate and were voted \$100,000. Thus fortified we went on to complete the financing.

Unfortunately you have just had your World Fair and St. Catherine Street does not appear to be a good landing area.

However, knowing the energy and the imagination of Canadian parachutists I am confident that you will not only resolve the problems facing the sport but will continue as you have in the past to give an example of fine sportsmanship and accomplishment not only to all parachutists but to this present generation.

Thank you for the privilege of being with you.

Un Succes ou une Entreprise Asardeuse ?

Si l'on détourne notre regard des parachutistes non affiliés à l'ACPS, oubliant leur originale qualité (?), pour fixer les yeux sur l'Equipe Nationale Canadienne, on y retrouve encore là le feu sacré qui amène la plupart d'entre nous. Cinq femmes et cinq hommes iront à Graz en août prochain afficher bien haut l'Emblème National. Pour le moment, ils se sont astreint à un dur entraînement commençant dès 5.30 le matin pour se terminer vers 9.30 le soir, sans compter le temps de la lessive, de la réparation d'équipement, etc. même des automobiles qui enregistrent plus de 1,000 milles par semaine. Depuis un an, ils ne vivent que pour cet affrontement international. Ils y ont mis chacun plus d'argent que chacun d'entre nous dans une année. Les quelques photos publiées ce mois-ci vous les présentent. Chacun a sa blessure, son handicap, son inquiétude, chacun se tait, chacun est à son métier. Mais au moment où nous allons sous presse, nous nous demandons si l'équipe pourra se rendre en Autriche. Et oui, il n'y a plus d'argent en caisse. Il leur faut trouver le montant du voyage \$3,500. Bien entendu que l'Equipe a reçu plusieurs

dons individuels et de plus, nous, nous sommes tous fiers d'accepter que l'ACPS leur verse une aide substantielle à partir de nos contributions annuelles, mais ce n'est pas assez. Jusqu'ici ce ne fut que des efforts particuliers, des micro-efforts. Aucune firme d'importance n'a offert d'aide substantielle qui puisse être à la hauteur d'une saine compréhension. A qui la faute?

Comment espérer une aide publique si nous n'avons aucun souci de notre réputation. Il incombe à chacun de nous de présenter le vrai visage du parachutisme, celui d'une activité saine, source d'hygiène mentale autant que physique. Après tout comment espérer récolter si nous ne semons pas.

Pour sauver l'équipe, il faudrait une aide substantielle résultant d'une action de quelques-uns sachant présenter le Parachutisme Sportif sous son vrai visage. Entre temps chaque sous compte et si vous en avez de trop, Ernie Mueller saura quoi en faire.

Frank

L'APPELLATION FRANÇAISE.

Depuis plusieurs années, chacun a essayé, à son tour, dans sa cour, à sa façon de traduire le nom de notre association. On pourrait s'objecter à une traduction et préférer une innovation, mais il faut quand même rester pratique. Nous avons donc tout d'abord le choix entre Parachutage et Parachutisme.

-parachutage : action de larguer des parachutistes au cours d'opérations militaires d'envergure. Sens restreint à une opération massive de larguage.

-parachutisme : art ou science de l'utilisation du parachute. Sens plus extensif, incluant le larguage autant que les aspects multiples connexes à un art.

Enfin, le troisième point de litige vise à inclure ou à omettre l'adjectif sportif. Bien entendu, le terme parachutisme signifiant un art, une science peut très bien inclure le qualificatif de sportif. Il ne l'inclue toutefois pas en soi. Ce terme étant très extensif, il nous laisse la liberté d'utiliser l'adjuvant sportif et pour tout cela, sans créer de pléonasme. Nous le retiendrons toutefois afin de maintenir une emphase sur le concept de sportif. Il s'agit en plus d'avoir une appellation conforme à l'originelle anglaise, de présenter le parachutisme de fin-de-semaine comme une activité sportive, une détente, un plaisir. Le grand public est encore à convaincre de cet aspect de l'utilisation du parachute.

Donc, pour ceux que l'emphase chatouille, il n'y a pas de faute grammaticale ou linguistique, il demeure à nous de formuler le nom de NOTRE association :

L'ASSOCIATION CANADIENNE de PARACHUTISME SPORTIF

Abbr.: A.C.P.S.

Frank

CSFA REVISES LICENSING STANDARDS

Class E Parachuting Certificate

Leaps tall building with a single bound. Is faster than a speeding bullet. Can fly faster than a mighty rocket. More swift than a diesel train. Gives policy guidance to God.

Class D

Must take a running start to leap over tall building. Is just as fast as a speeding bullet. When flying, cannot penetrate atmosphere. As swift as a locomotive. Talks with God.

Class C

Can leap over short building only. Not quite as fast as a speeding bullet. Only flies as high as commercial transports. Must hang onto train when running in order to keep up with it. Listens to God.

Class B

Crashes into buildings when attempting to jump over them. Can shoot bullets. Has trouble flying. Must ride on train in order to keep up with it. Talks with the animals.

Class A

Cannot recognize buildings. Wounds self with bullets when attempting to shoot gun. Cannot fly, cannot even walk fast. Is afraid of trains. Talks to the walls.

Ed Note: This article was submitted by the author to Canadian Flight Magazine as a rebuttal to another letter entitled "Hazards in Parachuting". Every jumper is in continual contact with pilots and each jumper should make it his duty that pilots do not become or remain ill-informed about parachuting. Store in your mind the facts Wyck presents - you'll undoubtedly need them some day.

I noted with concern a letter from a Mr. Dave Knight about "Hazards in Parachuting" which appeared in the Readers' Opinion column of Canadian Flight. First of all, being both a qualified and a current licensed pilot and a sport parachutist with over 1100 sport drops, I feel fairly well qualified to express an opinion on this matter which is truly representative of the situation.

Today in North America there are approximately 125,000 sport parachutists using airspace. In the US, parachutists are utilizing air routes and controlled airspace. Should a pilot wish to avoid airspace in which sports parachuting is being carried out, I would suggest that he contact his Regional Superintendent of Air Regs who can advise as to the places sports parachuting activities are being conducted. Furthermore, he can usually advise if it is a 7-day operation or a week-end operation only.

It amazes me that having become anxious through overhearing a conversation between a jump aircraft and a ground unit, the pilot mentioned did not cut in on the conversation and request information relating to the exit point and drop zone.

Parachuting activity is usually carried out for the duration of a weekend or holiday. Carrying out as many as 200 or more jumps, it becomes impractical in many instances to keep broadcasting this information since we are off airways and outside of controlled airspace or zone - unless of course DOT makes it mandatory for all aircraft to be equipped with a serviceable radio with a specific frequency.

As it is our standard practice to advise DOT of areas used for sports parachuting, I suggest that pilots concerned about the locations make it their business to find out - either by writing or using aircraft radio and contacting the local DOT control tower.

The Canadian Sport Parachuting Association has its DOT representative who has submitted a proposal to Ottawa that all drop zones for sports parachuting be clearly marked on the maps. To date this has not been implemented, for reasons that only DOT can supply.

What may not be realized is that the majority of sports parachuting is carried out at 3500 to 7000 ft. above ground and the jumpmaster has a commanding view below him. Aircraft moving below are easily discernable and until such aircraft have moved out of the danger area, landed, or a radio contact is obtained, no jump is carried out. However, should a sport parachutist be in free fall and suddenly spot an aircraft in his vicinity he can immediately open his parachute or fall below the flight level of the aircraft concerned, depending on which is the safest.

Now let us consider another situation. What if a pilot suddenly sees a parachutist under an open canopy just in front of him. We are only permitted

to work under VFR conditions and therefore I can only assume that the pilot hasn't been paying attention to where he is going. At any rate, the pilot should take the same kind of evasive action as he would if a balloon or glider was in his path.

The responsibility lies equally with the sport parachutists and the pilots to make each sport safe. To date there have been no officially recorded near misses of aircraft and parachutists. This was established at the FAA hearing in Washington between the Airline Transport Pilots Association and the United States Parachute Association. It was interesting to note that after laying the complaint, ATPA had the audacity to walk out on their own meeting.

The responsibility should be equally shared and I submit that the parachutists are doing their part. I therefore feel that any pilot who is concerned and yet has not done his fair share has little to complain about.

At this time I would suggest that we concentrate our efforts on avoiding near mid-air collisions between aircraft which are so frequently reported. Should the occasion arise where we start getting reports on near aircraft-parachutist collisions, then it will be time to improve our established safety procedures.

LETTERS TO THE EDITOR CONTINUED

In Answer To Andy Cote

First of all, I was surprised to read that Andy was still a member of the Montreal Garrison Club and I was under the impression that he had resigned from all posts and appointment after the A.G.M. in Montreal. If you are a member now, welcome back. If not, I would still like to hear you comment as a sport parachutist.

1) As you stated in your letter to the Editor "I am thought to be and indeed often am, ahead of our time in my thinking". I agree with you, and with this thought in mind I cannot see it feasible at this time to upgrade the licenses standards.

2) I ask you to read the New Tech Training Manual that is being sent out with the membership cards this year. You will please note, that the progression rate in the manual will cover the QUALITY that you are seeking in the new JUMPERS. If the clubs in Canada follow this progression rate, we will not have any problems with QUALITY or ABILITY, of the Canadian Jumper.

3) Personally I can see no reason for changing the licenses. As long as we are safe in our jumping, follow the BSR's, new progression rate, and enjoy jumping we will keep up with the times plus advance with the sport as it grows. An "A" license is still an "A" license, and a "D" is still a "D". We also have an "E" license now, and this is certainly progress.

Grant, A Perry C.I.E.

CLUB NEWS

Well, here's a bit of info from U.N.B.-S.T.U., way down here in the Maritimes. First of all, I would like to offer (somewhat late) my congratulations on becoming editor of our new magazine.

In the latest issue, I noticed that Tom Humes and Doug Goodfellow have been recruited as reporters. I might add that you certainly are choosing your staff with backgrounds of proper club training.

Regarding Canadian Collegiate Championships:

I would like to let it be known that the Canadian Collegiate Championships were first suggested by the U.N.B.-S.T.U. Para Jump Club. Not only was it merely suggested, (February 1967 issue of Can. Para) but Rudy Hogervort was willing to offer his services in order to realize these ideas, but unfortunately, he received no favourable response. We hope that the same will not re-occur.

Carleton University Sport Parachuting Club suggested the championships be held January 4, 1969 in Tampa, Florida. We find both the time and place unfavourable. One may be called nationalistic or whatever you like, but it appears to be more appropriate to hold Canadian Champion-

ships in Canada. Florida is a long distance away from all points in Canada and naturally would involve some expense, particularly for those students whose university will not subsidize a team. I will admit though that a holiday in Florida would be nice.

I know that it is easier to criticize than it is to offer concrete suggestions; therefore, in the light of this we humbly suggest the following; we felt that a more appropriate time would be either in early May following the termination of exams, or the 1st week of September, when the weather is still favourable and students, as a result of summer employment (hopefully) have some money in their pockets. As to the place, even though we ourselves are in the Maritimes, we suggest a more central point, perhaps at some suitable DZ in southern Ontario.

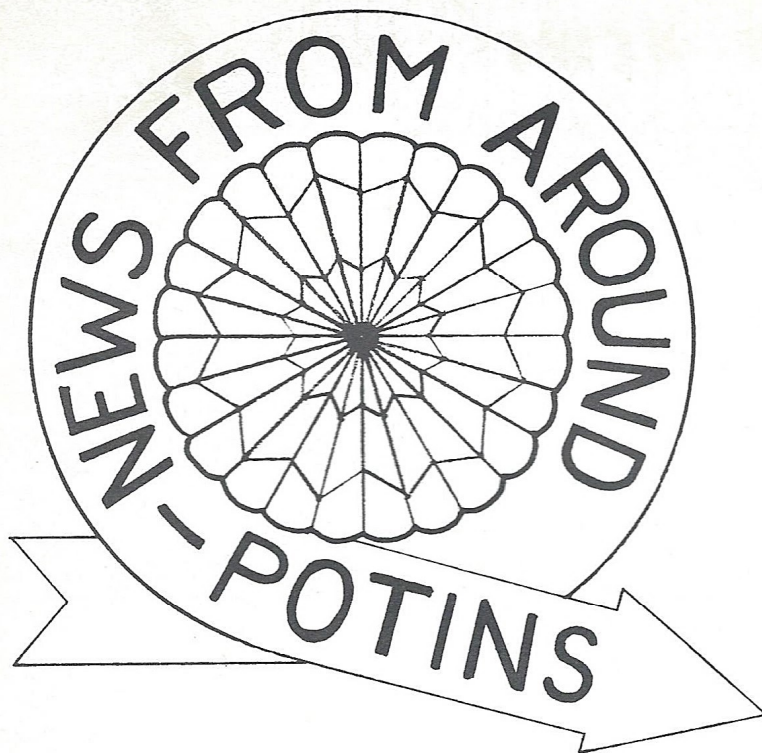
Well, that about finishes my harangue. Best of luck again to Can Para and extra wishes and future congratulations to the Canadian Team.

Sincerely yours,

Tim Humes,
U.N.B. - S.T.U.



CLIFF STAUFFER
Grand Valley Sky Diving Club
jumping a Wing at Guelph Ont.



CanPara now covers all of Canada : Sport parachuting is active in 8 provinces and we have:

- one member in Newfoundland
- one member in Prince Edward Island
- one member in the Yukon Territories
- one member in the North West Territories.

It's a start in these 4.

Mags are also sent to Australia, Britain, South Africa and U.S.A.

BRANTFORD AIR SHOW

Eight members of the Canadian team made an exhibition jump into the Brantford Air Show on June 9, 1968, from the St. Thomas Twin Beech. The entire team landed in front of a large crowd and \$430.00 was raised from ribbon sales and the exhibition.

DIANA LEONARD TRAINS AT TAFT

Canadian Women's Champion, Diana Leonard recently visited Art Armstrong's Taft Training Club in Taft, California. "Braving" 112 Deg. heat and 3 m.p.h. winds, she made 37 style jumps in 12 days and was personally coached by Art and various former U.S. team members. She reported a style base time of 9.1 seconds and was very impressed by the school. It should be noted that Diana paid her own way to California and that it was well worth it. Remember folks - "style is king"!!

BOB VOLKMAN (presently in S.Africa and heading for France) has volunteered for the position of CanPara foreign Correspondant. FRANK WHITE is to be the CanPara Maritimes reporter. Welcome to both.

Strong Enterprises Inc. have a free catalogue (see advertisement on page 1). It's almost a magazine in that it is illustrated with many non-commercial photos.

TOM MCCARTHY and JIM LOUCKS have both been designated as WCT alternates. One will be chosen as the 5th team member when training camp ends.

GEORGE LIVESEY from Kingsville Ont took first place and a Bell Helmet in the Orange SPC Hit and Run meet, June 15. Total time was 9.5 seconds.

Statistics on the Found Bros. 100 Centennial STOL aircraft:

6 place	18,000 ft ceiling
4 doors	1120 fpm rate of climb
290 HP engine	120 cu ft cabin
1200 lbs payload	\$26,880 Canadian
(with full fuel)	Manufactured in Grand
14.7 gals/hr max	Bend, Ont.
"The Spotter" (NE USA Sport Parachute Council mag) reports one tested. Their results were: lots of room (4 jumpers), 20 minutes (takeoff to 7200 ft to PLF), best rate of climb: 600 to 700 fpm. They felt it was no better than a good 180 which is less expensive.	

MOVING??? PLEASE send your change of address to Jim Taylor. CanPara does not keep a membership list but you could send notice here also. Postage Free cards are available Free at the post office. Please. Don't forget to leave your forwarding address at your old residence also.

Tree landing expert, John Evans, former president of the U.N.B.-S.T.U. Para Jump Club will soon be leaving his beloved Canada for Kenya where he and other members of the CUSO team (Can You Survive Overseas) will offer their services as teachers.

WANTED: A CHEIF RIGGER INSTRUCTOR-EXAMINER FOR

CSPA. Applications for this position are

to be forwarded to: Jim Taylor
916 Friar Cres
N.Vancouver BC

DÉSIRÉ: UN GRÉEUR INSTRUCTEUR-EXAMINEUR POUR

L'ACPS. Envoyez les applications à:
M.J Taylor
916 Friar Cres
N.Vancouver BC

DEADLINE for Sept CanPara is 12 August (barring mail strike problems). If there is a strike for any length of time you will (of course) receive this mag late. Here's hoping.

Parachutes Inc have put out a very handsome new catalogue. It costs \$1.00 - - - by the time you read it cover to cover you will have saved a dollar. 100 Pages !!



Nous voulons que tous les membres donne des nouvelles à cette section

All members are invited to submit news to this section.

Jump with the pack the new Pioneer Para Twin

Now you can have a compact back-mounted reserve system with option of a front reserve with one of the new Para-Twin systems from Pioneer. This is an unusually compact design, carefully engineered and fully tested by Pioneer for the highest degree of safety, comfort, and performance.

All main packs are 3-pin, sage green containers with 32" risers.

Three Para-Twin models are now available:

Economy

Nonseparable containers, ripcords, housings. Extra ripcord pocket and quick attachable reserve risers for installation on your harness.

Standard

Nonseparable containers, ripcords, housings. Reserve risers integrated into harness. Ejector snaps, lanyard-pull capewells, new nonslip hardware. Standard saddle.

Professional

Separable reserve and main containers. Main pack may be moved up when reserve is placed in front. Reserve has rocket jet fittings and can be front mounted without changing ripcords. Includes ripcords and housings, reserve risers, ejector snaps, lanyard-pull capewells, new nonslip hardware, foam-padded harness. Split saddle.

Contact your Pioneer/PI Dealer today for complete information on the Para-Twin.

PIONEER PARACHUTE EQUIPMENT HAS BEEN SELECTED CONSISTENTLY BY THE CANADIAN PARACHUTE TEAM SINCE 1964.

Pioneer Parachute Company, Inc.

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MANCHESTER, CONN.

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