By Ann Hauprich-Nielsen

Like a growing number of Canadians, John Smyth feels more secure jumping out of an airplane with a parachute on his back at an altitude of 7,500 feet than he does driving down the 40l in his car.

As executive director of the Canadian Sport Parachuting Association (CSPA) for the past five years, Mr. Smyth has access to the records of sky-diving fatalities in this country dating back to 1959.

And a comparison of these CSPA statistics with the number of traffic casualties convinced parachutist (Mr. Smyth has 732 jumps to his credit) that his chances of surviving a sky jump are better than those of surviving a trip along the busy highway to the Toronto Airport.

"As with driving, sky-

dangerous as the individuals involved make it," he said.

"That is, a parachute can't kill you any more than a car can. It's the person operating the controls of the parachute or at the steering wheel of the car who can kill."

On the other hand, Mr. Smyth noted, your chances of colliding with another skydiver are virtually nil, whereas those of hitting; or being hit by another automobile are much greater.

All facts considered, Mr. Smyth said about 90 per cent in the same years have of all parachute fatalities are due to lack of training or lack understanding emergency procedures on the

part of the sky-diver. "In the past 18 years, there's never been a skydiving accident that couldn't

failure or attributed to some sky-diving. freaky, stupid thing — like a skier hitting the only tree on file at the CSPA headquarters

from it," he said. Last year, for instance, Mr. equipment. Smyth said there were two sky-diving fatalities out of the equipment is double-duty,' roughly 85,000 jumps made by CSPA members.

"In one case," he said, "the everything." woman had a heart attack or a stroke in free fall and never pulled her release cord." "In the second," Mr. Smyth

said, "a young woman's canopy on their stomach. parachute was grabbed by the once-a-week train through wear two altimeters. Then the country."

He added that some years reading. are "fatality free" while

others (like 1975) see as many

But of all the accidents on

the slopes dead on and dying in Burlington, Mr. Smyth said not one was due to faulty

"All of our sky-diving he explained. "We have a

For example, in addition to the regular parachute on their back, each CSPA member must wear a reserve

They are also required to "Now to me, these were readings occur, jumpers are both freaky circumstances," taught to yank their release

when the sky-diver panics

be traced back to human as five people perish while and fails to carry out the procedures to save his or her

> having a malfunction in the air with the main parachute with getting a blow-out while driving 70 miles per hour along Highway 40l.

> "As long as you remember manoeuvres to get yourself stopped safely at the side of the road, you'll be okay," he said. "But if you panic, you're

should any discrepancy in the when you're sky-diving," he said. "The parachutist must simply remember to carry cords at the LOWEST out the proper emergency procedure - while they're The danger, he said, is still high enough off the ground for it to take effect."

or clown around, there's no reason why he or she shouldn't be able to achieve a safe landing even if a malfunction occurs," he said.

The Canadian Champion,

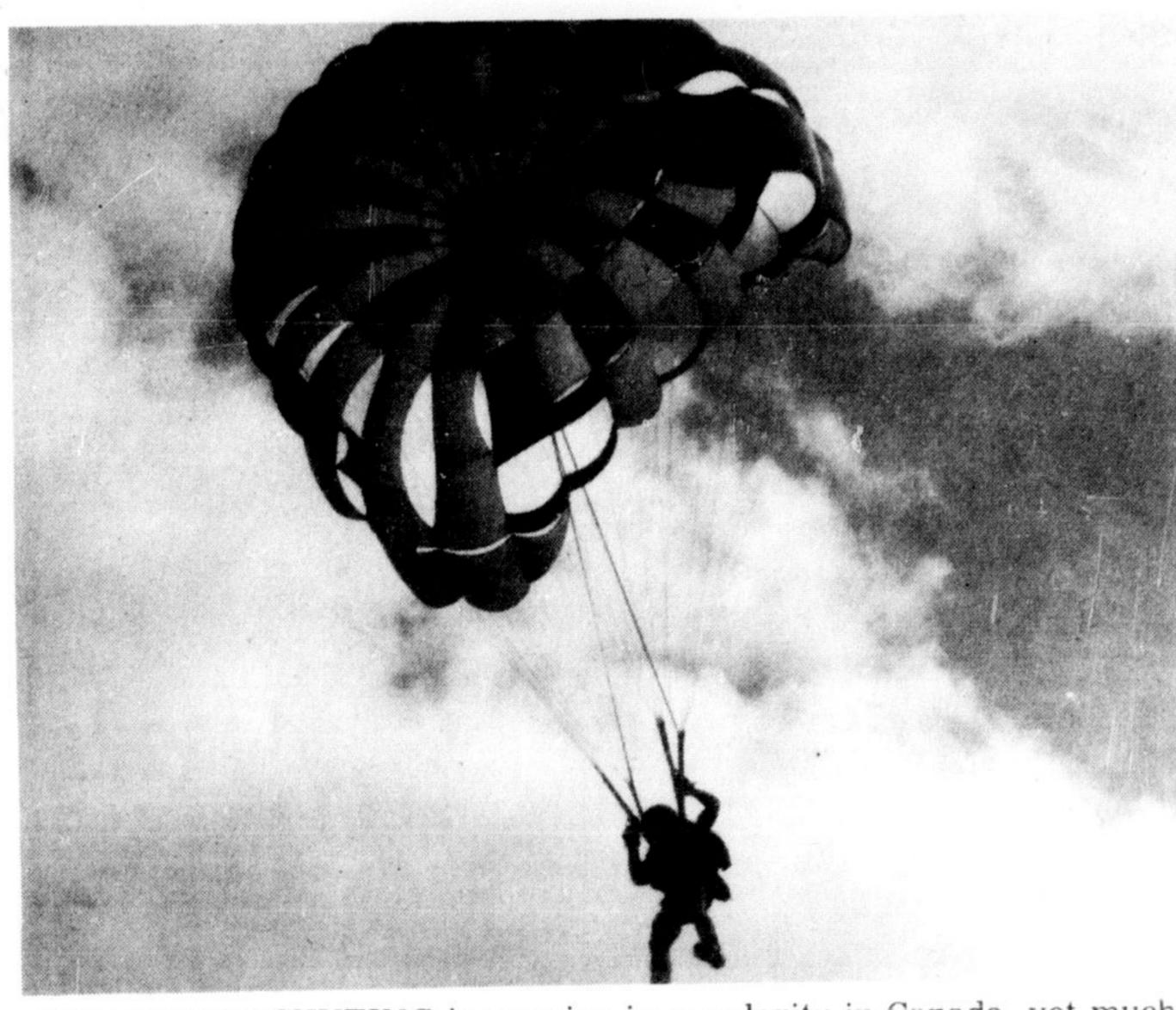
March 9, 1977

"Of course, there are always a few turkeys who give the sport a bad name," he added. "I guess there's an Eivel Kneivel lurking behind every sports activity."

Mr. Smyth criticized the half-dozen so-called "stunt heroes" in Canada who do bound to have an accident." dangerous things" in the air

"The same thing applies in order to grab headlines. "These people are not members of the CSPA and they in no way represent our organization," Mr. Smyth

> "They break every safety rule in the book."



SPORT PARACHUTING is growing in popularity in Canada, yet much ccontroversy surrounds the air-borne activity. Some of the positive and negative aspects of sky-diving are described by CSPA director John Smyth on this page. Flying through the air with the greatest of ease in this photo is John Jensen of Milton.

Although the letters CSPA don't mean a lot to most people, they are of paramount importance to some 5,000 amateur skydivers in Canada.

They stand for the Canadian Sport Parachuting Association and provide the only safety and equipment regulations for non-military parachutists in this country. Based in Burlington, the CSPA is a fully self-sufficient organization run by an executive director, secretary

and part-time staff on a \$150,000 a year budget. In addition to setting safety guidelines for Canadian sport parachutists, the CSPA also publishes its own news magazine and compiles lists of the sky-diving schools and clubs which are run by qualified CSPA members

throughout the country. Names and addresses of sky-diving Smyth said. recommended schools and clubs can be obtained from the CSPA by phoning John Smyth at 335-88ll or writing CSPA, Box 848, Burlington.

Women sky-divers

Sport

are on the rise!

The number of women sky-

divers in this country is on the

rise, according to John

Smyth, executive director of

In a recent interview, Mr.

Smyth said close to 20 per

cent of the registered CSPA

population today is female

compared with just three

He added that the women

Canadian

Parachuting Association.

percent in 1971.

# What is CSPA? Lack of laws for sport jumper safety irks CSPA

Your grandmother could open a sky-diving school tomorrow and hire an incompetent as your instructor, and no one could lift a finger

to stop the operation. So claims John Smyth, executive director of the Canadian Sport Parachuting Association (CSPA), who is irate because there are virtually no government laws regulating sky-diver safety in

this country. "The reason the CSPA was established in the first place was because the Canadian government doesn't have the guts to get involved in the establishing national safety standards for sport parachutists," Mr.

"They regard non-military parachuting as strictly an amateur sport which is a person's private business,"

professional women in their

the air sport to date, Mr.

Smyth replied: "Well, you

know, sky-diving isn't a very

"This is fine for members of the CSPA because we have established safety rules and for parachutists over the years, non-members are dangerous both to themselves

and to those around them, Mr. Smyth said. He went on to explain that some people who are not considered competent skydivers by the CSPA, are operating what he calls "money mills" around the country — putting students through a sky-diving course

in just 45 minutes. But, speaking from experience (Mr. Smyth has been a sport parachutist since 1964 and was a military parachutist before that), Mr. Smyth said it is insanity to allow a person to make their first sky-dive after so short an

instruction period. "The absolute minimum time in which a person could possibly be qualified to jump would be five hours," he said. "And that would have to be five hours with a senior instructor and all the proper

equipment." Mr. Smyth added that the colleges, universities or are CSPA recommends a person have a minimum of eight hours instruction under these Asked why he thinks so few circumstances. women have been involved in

"In reality, a person should devote a full day or more to instruction before attempting their first jump," he said.

feminine sport." "The first jump is very "It can be hot and bruising short and very simple," the landing in a miserable drop executive director zone on a warm summer's "but the learning day. And I personally believe proceedure leading up to it who have joined the sky- this is the main thing that diving ranks in the past five deters women from the should be long and detailed." In addition to upgrading the years have come from sport," he said.

standards of sky-diver on parachutists today, ac- owner of the property." training across the country, cording to federal law are as Mr. Smyth would also like the federal government to insist that these schools provide emergency descents shall not

'decent equipment''. "Some of these fly-by-night operations actually allow students to jump without certain back-up equipment considered essential by the or over the built-up areas of

CSPA," he noted. When contacted about this tlement or over any open-air exhibition. complaint last week, a assembly of persons, except spokesman from Halton MP Frank Philbrook's Ottawa office explained that there or into any private property, are two government laws concerning parachutists on the federal books.

However, both rules, taken from the Air Regulations Aeronautics Act of 1963, deal with parachute descents only. Neither have anything to do

with standards for sky-diving schools or equipment safety. "Since these regulations have not been amended since 1963, it would appear that not enough interested persons have brought it to the at-

tention of the government," the spokesman said. She suggested that persons dissatisfied with the present set-up get busy writing letters and phoning their elected representatives to let them know what changes they'd

like to see made. The only restrictions placed "Parachute

in accordance with written authorization of the Minister except with consent of the

The second government regulation reads: "Except as otherwise authorized by the Ministry, no person shall students with what he called be made in controlled air enter or attempt to enter any space or within any other air aircraft in flight or leave or route designated as such by attempt to leave any aircraft the Ministry, except in ac- in flight, except for the cordance with the written purpose of making a authorization of the Ministry parachute descent or give upon any aircraft in flight any any city, town or other set- gymnastic or other like

> -March's arrival was lamb-like and according to tradition, its close will be lion-

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# Annual Meeting Notice

Notice is hereby given, that the 18th Annual Meeting of Halton Community Credit Union Limited will be held at the Roma Social Hall, Steeles Ave., Milton on the 19th day of March 1977 at 6:45 p.m. for the purpose of receiving Reports and the Financial Statements for the year ended December 31st, 1976. Distribution of Earnings, Election of Officers, Appointment of Auditors, and any other business of an annual meeting.

Take further notice that the following Resolutions, enacted by the Board of Directors will be submitted to the meeting in order:

- Resolution 1, to authorize the Board of Directors to borrow monies from time to time, not exceeding fifty per cent of the total of the paid in capital, deposits and surplus of the Credit Union.
- Resolution 2, to authorize the Board of Directors to declare dividend on the amounts paid in on shares held by members at any time during the fiscal year. and at their discretion declare rebates of interest paid by members in respect of loans during the fiscal year.

- Resolution 3, to amend the By-Laws, section 1 of article II (membership) with the purpose of removing the restriction, that persons residing in Halton Hills are barred from membership in this Credit Union.

Signed at Milton, Ontario this 2nd day of March 1977.

J. M. Fryters, Acting Secretary.

Note: Financial statements for 1976 and copies of the resolutions are available at request at the Main Office, 44 Main Street E., Milton.

> PROGRAM -Business Meeting . . . 6:45 p.m.

Smorgasbord . . . 8:00 p.m. Dance . . . 9:00 p.m. Dinner Dance Tickets Available At Credit Union Offices

(\$5.00 per person) Halton Community Credit Union

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