



PJI Canopy Club Summer '16 Newsletter

General Sec. update

As you can see from the quantity of paper this is the most ambitious Newsletter yet! For that I am indebted to not only our President and Chairman for their efforts but to Cpl Arran Tilley for his report on the Inter-Schools competition in Tancos, Portugal.

Also thanks to Glan Evans for his research into some truly remarkable men and his report on the Toot Baldon Service. Additionally, you will see the efforts of our President that relate to the proposed updates to our Constitution, work that has been on my 'slop chit' for too long. Thank you Peter.



On the 18th Of May, Doug Peacock received the Royal Aero Club Silver Medal for outstanding achievement in Aviation from HRH Prince Andrew.
Well done Doug!!!!!!!!!!!!!!



Challenge '16 at Tancos - See view
from the Chair

MESSAGE FROM THE ASSOCIATION PRESIDENT

GROUP CAPTAIN (Ret'd) PETER WATSON FCMI

Welcome to the Summer 2016 Newsletter; at least the 'Brexit' vote hasn't had any adverse effect on the PJI Canopy Club Association, so I hope you continue to find the Newsletter an interesting read! In my last Foreword, I mentioned that plans were in hand to improve our existing website, and now that your Committee has given the 'thumbs up' to proceed, our Web Manager, Simon Jarvis, is working on it. We'll keep you informed of progress. I'm also happy to report that our Constitution has now been fully updated, and my suggested amendments have been approved by the Vice-Presidents (V-Ps) and of course the Committee. Mick Threlfall has attached the details



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to the Newsletter so that, hopefully, all changes can be fully endorsed at our next AGM on Saturday morning 29 October! Incidentally, our Annual Reunion Dinner will be held in **the WOs' & Sgts' Mess, RAF Brize Norton, on Friday evening, 28 October 2016. The usual forms associated with the Reunion appear later in this Newsletter**

This year sees the achievement of another, albeit not so well-known landmark – the 70th Anniversary of RAF Weston-on-the-Green (WOTG) – or as George Sizeland so usefully informs us, 'No1 Parachute and Glider Training School Weston-on-the-Green Drop Zone' as it was first named in 1946 (the year I was born!). You'll be hearing much more about this in what follows in the Newsletter (space permitting), and the anniversary will be appropriately acknowledged and illustrated at our 2016 Reunion. After full agreement by OC ADW and the Committee, myself and all the V-Ps, it has been decided that in special recognition of the outstanding support WOTG has given us over many years, it should be awarded this year's PJI Canopy Club Association Award of Merit. (We shall of course revert to normal in 2017 so far as the Award is concerned).

Wg Cdr Jamie Simmonds' 'View from the Chair' follows, and as usual brings you up to date with events and achievements at ADW. However, on a more humorous note, let me conclude by saying that I've received several Emails and phone calls asking me if I was the 'pensioner' who put the annoying 'youf' on a train in Lancashire in an impressive arm-lock when he refused to take his feet off a seat. I know the picture in the national press looked remarkably like me, but I'm afraid it wasn't! That said, I have no doubt that Ron Houghton would have given the arm-lock full marks for technical merit! (I have a copy of the picture if anyone wants to see it!!)

View from the Chair

In preparation to write this piece I find myself looking at the calendar and it has been exactly 12 months since I was posted back to ADW. So where did that year go? The diverse mix of overseeing the initial parachute training activity, the growing parachute capability for specialist training units and 16 Air Assault Brigade, managing the engineering support to these and the RAF Falcons now mid-season, all set against a backdrop of ever increasing Air safety scrutiny means there is never a dull moment. I need to mention up front how well the collective staff (not just PJIs) continue to put their shoulder into the work, meeting the demands face on and with good humour. We enjoy an excellent reputation at Brize Norton, Air Command and with the parachute capability users as a result.

During the April 16 Air Concentration Exercise we had the added task of training AOC 2 Group and the Station Commander Brize Norton in an initial parachute course on the BT380 SL parachute. I am pleased to report the training went as planned and as a result we have 2 seniors who oversee the safety aspects of military parachuting with some first hand knowledge of the activity and technical aspects involved. Overall it was a successful detachment, albeit adversely affected by aircraft serviceability, parachute serviceability and unseasonal weather all on one detachment!

In May and June we saw a new '1 PTS' 7's rugby team compete in 2 local competitions, reaching the final in both but just being pipped to a win by the opposition on each occasion. The first competition was at Minety Rugby club, Cpl Rob Bugden's club and it was great to provide an opportunity for him to get across and meet many of his Service



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and civilian friends. I am pleased to report he is making good progress and is looking to continue his rehabilitation at Headley Court in the near future. As for the rugby I am sure the 7s team will continue in seasons to come, perhaps with a old boys Canopy Club team in the future...

The exercise programme across the Specialist Training Units continues to grow with validation exercises added to a busy programme and in June, Exercise Swift Response underlined the fact that 16 Air Assault Brigade are back and keen to do all they can with the assets available. The exercise saw multiple nations demonstrating interoperability with different nations using different parachutes and jumping from a mix of C130s and C160s. In one afternoon alone, over 1200 troops from 5 different nations jumped into the exercise. The effect is impressive and is an indication of how seriously NATO is taking the mass parachuting insertion capability.

More recently, with summer arriving I am pleased to report that the ADW staff have been developing a Garden Bar which is adjacent to the eastern side of the HQ building. Having had fencing provided from Station funds a small team have begged (using PJI charm), borrowed (probably not to be returned) and stolen (our own bike shed!) to construct a fantastic outside bar area for all to enjoy. I urge all members to visit it next time you are at Brize Norton or to attend one of our many functions.

Finally, I am pleased to report our Inter Schools team have just returned from the Inter Schools competition held at Tancos, Portugal. The separate report on 'Challenge 16' by Cpl Tilley provides more details but I can say it really was excellent to be part of this traditional event (held since 1980), hosted so professionally by our Portuguese colleagues. The team represented the UK PJI community admirably against very tough opposition. We are already looking forward to next year's event due to be held in Belgium in May 17.

PJI Success at National and Army Parachute Championships.

Well done to Sgt Ady King for getting the Bronze Medal in the National AAA Champs, Sgt Adam Threlfall for Silver in the AA and to Cpl James Hodgeson for a hard fought for 4th in the Rookies competition. The Army Championship saw Ady and Adam win Gold in the AA (there was no AAA) James again being 4th in the Rookies and Sgt Scott Beach winning Silver in the Free Fly. Well done guys!!!





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CIEP 2016 (Challenge Inter-Ecoles de Parachutisme) - Inter Schools Competition, Tancos, Portugal

On 9 July a team of 5 PJIs along with their coach, WO Martin White, and OC ADW Wg Cdr Jamie Simmonds departed Heathrow, destination Lisbon, Portugal. The team members were Flt Lt Dave Sellers (Captain), Sgt Matt Winkler, Cpl's Dan Cartwright, Arran Tilley and Chris West. The team was selected to compete in the CIEP 2016. The competition is an opportunity for a number of Parachuting schools from across Europe to come together and compete in various disciplines over an intense week. Along with the physical element it is also the perfect opportunity for each Nations OC Para School to openly discuss future capabilities and reinforce relationships built over previous competitions. This year was the 36th anniversary of the Competition and it was a privilege to take part in such a prestigious event, as our predecessors have done before us. Our competitors this year were Belgium, Germany, Spain, Poland and Portugal. The 5 events that make up the CIEP, are Shooting, Swimming, Orienteering and of course parachuting, both freefall and static line accuracy.

Monday morning began with the opening Ceremony which saw all six competing nations along with the three observing countries pay compliments to the hosting Commandant and his delegates. Once the competition was declared open it was down to business with the first event which was a 100m shoot with the host nation's weapon, the Gallil. We were drawn to go second after the Belgique's who seemed confident unlike some of us. After a practice round each of us was given 30 rounds to be scored; 10 rounds standing, kneeling and from the prone position. Cpl's Tilley and Cartwright featured mid table proving that they could hold their own against established infantry soldiers.



A new morning broke with quiet confidence among the team as the next event was the Swimming. The Swim was a 50m team relay time trial over an obstacle course set over two lanes. We were drawn to go third in this event after the very impressive Germans and Portuguese. Every member gave their utmost for each other to get the best time



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possible. Unfortunately one member managed to confuse ambition with ability and set off too quick. He dug deep to complete but valuable seconds were lost and the team picked up third overall. The team collected their first medal of the competition with third place. Alongside the team victory Cpl Cartwright managed a bronze individual medal for his commendable performance.



Wednesday's event was the Freefall Accuracy Parachuting. Once again the team held their own with some admirable individual scores and the team finishing fifth overall. With their limited experience Cpl Tilley manage to score 17cm on his first descent and Sgt Winkler managed to place 15th overall making up for his performance in the pool. Considering the limited exposure they had received on the canopy and never having jumped under competition conditions all were more than happy with fifth place.



The following day saw the Static Line Accuracy event, which was again a complete new experience to the team. The team was required to jump the host nation's canopy, the Spekon RS-2000. The rules of the event were simple, land close to the centre line of a 100m x 400m rectangular area. All adjustments for the aircraft run in had to be done on board based on the wind strength and direction. It was also down to the stick leader to make the call on when to go and the rest would follow confidently. Flt Lt Sellers stepped up with his DZSO expertise and made all the calculations on board prior to each descent. The team narrowly missed out on a medal by only 4.5 metres, much to their disappointment. But Cpl Chris West managed to secure the silver by putting his body on the line



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and committing to the cause with a combined distance of only 7.10m distance away from the centre line over the two competitive descents.

The final day of the competition saw an early start for travel to the Orienteering event. The team set off at a blistering pace and once out of sight convened to work out the best way to attack the event with their limited knowledge and exposure. The team as expected finished in sixth place, behind the Belgiques, but only by a very narrow margin.

The afternoons scorching sun brought with it the closing ceremony. This proved the most challenging period throughout the whole week. The temperature was 41 degrees centigrade and we were stood on parade in number one dress. The team collected the third place trophy for the swimming and both Cpls Cartwright and West collected their individual medals.

The whole event was brought to a close with the traditional bull fighting demonstration and participation, the team once again rose to the challenge and the evidence can be viewed on the Facebook site. Overall the team finished fifth in front of Belgium and was very close to collecting fourth but was narrowly beaten by Poland. Prior to leaving RAF Brize Norton three goals were set by the team and WO White. The first was to be give it your all, the second was to be competitive and the third was not to finish in last place.

On reflection all three were achieved and everyone could hold their heads high having represented the PJI cadre and UK to a respectable standard.

The week will forever be remembered as a career highlight for all involved. Not only was the CIEP a great honour but a once in a lifetime opportunity that highlights how fortunate we are within the Armed Forces.

Cpl Arran Tilley

Early Pioneers of Freefall Parachuting -The Apex Group

In December last year I attended a funeral of a cousin of mine in Leeds. It was there that I met other members of my cousin's family and during conversations I was asked what I had done in the RAF, explaining that I was a PTI/PJI I was amazed to learn that the father of two of the mourners was also a PJI who served just after the war at Upper Heyford.

After further discussion it transpired that their father along with 2 or 3 others was an early pioneer of FF parachuting. His name was Charles "Chuck" Thompson who was training to be a pilot when the war ended. There being no longer a requirement for him to continue his pilot training, he remustered to train as a PJI. I asked if there was any information about their history and received by e mail an article which appeared in The BPA Magazine from June 1982 written by Charles Shea- Simonds (see link) and which is set out below.

Apparently there is/was information about The Apex Group in the ADW museum but I was not aware of its existence, maybe some of our more senior Association members can recall the PJIs mentioned in the article. Reading the article, I was amazed at what these intrepid PJIs were doing, often in their own time and at their own expense to experiment, record their experiences, improve parachutes and enhance FF techniques, true pioneers all.

Thanks to Chuck for his recollections and to Doug Peacock and George Sizeland for their help and advice.

Glan Evans

BPA MAGAZINE "SPORT PARACHUTIST" JUNE 1982 pp 29 - 30



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Looking at the history of our sport and the incredible way it has developed is fascinating. The formation of the British Parachute Club by Dumbo Willans in 1956 together with the club's early years is well documented but little is known of the ten years preceding it. Jumping in that era was almost dangerously experimental and carried out by a number of pioneering individuals who tended to operate in isolation learning as they progressed from bitter experience with 80 % of their parachuting being displays at air shows. Maurice Malloy, a soldier in 10 para is an example. A photo in their official history shows him just about to take off in a Miles Magister in 1948. Dumbo Willans and Arthur Harrison, now Sales Director of GQ Defence Equipment gave a number of displays together during these early years. But some fascinating papers fell into John Meacock's hands concerning an outfit who called themselves the Apex Parachute Group. John lent me these papers and through them I managed to contact one of the Apex Group's stalwart members, John Railing who lives in Essex. He in turn contacted Oliver Owen another of their number and from these two I have gleaned a really splendid record of what it was all about in those days.

Apex Group

John Railing's letter sets the scene admirably: "The Apex Group was Oliver Owen's idea. He, John Fricker, Chuck Thompson and I agreed while we were together as instructors at Number 1 Parachute Training School Upper Heyford around 47/48 that we would seek out ways to continue jumping after our impending de-mobs. We had all been aircrew under training at the end of the war and had re-mustered the PJI after being made redundant from air crew training. Olly was first out of the mob. He contacted Dumbo Willans and got himself a jumping permit from the Ministry of Civil Aviation by doing a jump at Elstree in late 1948. John Fricker and I joined Olly for a jump from a Rapide at an air display at Elstree in the summer of 1949 and Chuck did his first shortly afterwards. Our chutes were 28' conventional canopies and the harnesses had hooks for reserve packs though we never used such luxuries. They cost us £86 each, relatively far more expensive than the £200 to £300 you seem to pay today.

Our object was to continue jumping and finance it out of proceeds from doing air displays. We soon realised that we were not getting enough "work" to make the operation financially viable and conceived the idea that if we could get newspaper backing for something a bit startling the resultant publicity would pull in the display jobs. The look for backing never materialised, however, and our long group night drop never happened, not from lack of newspaper mentions though! The James Smith mentioned in some of the cuttings is actually John Fricker who at the time was a journalist on the staff of "The Aeroplane ". I think he got editorial warning to lay off jumping as being bad for The Aeroplane's image so he took up a pseudonym! The various reports probably give a fair idea of Apex Group activities and some of the problems and heartaches. I am sure that you will only have seen the jump reports which I sent to Wing Commander Blythe when no. 1 PTS had just started free-falling. These others fill in a bit more. Olly and John Fricker were keen on the idea of getting parachuting organised as a club sporting activity. I was always against it. How wrong I was! We drifted apart each trying to carve a career in the real world. I was the last to stop jumping in September 1954. It was a lonely old furrow we ploughed."



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The comprehensive written reports of the Apex Group members are unbelievably interesting to read and it would be impossible in this short piece to reproduce them all. I will, however, produce one report from each of the four members

Oliver Owen

The first report is by Oliver Owen and it concerns a jump done at Luton in May 1949. The aircraft was a Magister and the height of the drop was 8,000'. He was out to do a delay down to 3,000'. The report reads as follows:

"The purposes of this descent were (1) to make a delay long enough to look around and take stock. (2) to see whether a small vein between the legs would induce a steady head down attitude and, in this connection, (3) to find out whether the wearing of RAF goggles would result in a clear enough view of the ground being obtained to judge height fairly accurately. Thus the additional equipment was (1) an equilateral triangular piece of canvas secured to the legs with string and extending to a point between the knee and the ankle (2) RAF helmet minus ear pieces with the holes filled in (3) RAF goggles done up tight. The fold down door was removed at the hinges from the front cockpit of the Maggie. Some difficulty was experienced in climbing in due to the web and I also found that there was not much room longitudinally for me and the pack in the cockpit. At 8,000' the Maggie was hardly climbing at all and so rather than risk sinking back into cloud and losing sight of the deck, Tubby Rumble rocked the boat for me to climb out. This was more easily accomplished in the initial stage than I had anticipated by hugging the windscreen but as soon as I got my feet out and on the wing the slipstream caught in the vein and made it extremely difficult to obtain a footing. When I was all out and on the wing I found it very difficult to hold on. I had my right hand inside the front cockpit but the rest of me wanted to slide off the sloping wing. It transpired later that the nose had dropped and would not readily rise again so that probably the speed was a little high.

I yelled to Tubby to reduce speed but he did not hear what I said. I heard his "Ok to go now" though so I went. I dived off partly to well below the tail and partly to avoid banging the bottom of the pack on the trailing edge. I fell through the wispy cloud before I knew it so that did not bother me. I parted my legs to bring the vein into effect and except for some oscillation did not lose the roughly head down attitude adopted on exit. After a few seconds I was in a really wizzard (*sic*) position not quite vertical with my face down. My line of sight with head well back was thus normal to the deck. When the speed became really high I found that the pressure closed my nostrils and even oral breathing was rather like sucking and blowing treacle. I also found that my goggles tended to lift off my face. I brought up my left hand to hold them and this upset my trim and I oscillated quite disturbingly approximately about my longitudinal axis. This effect took some time to correct and when I next had a look at the ground it was near enough considering that my attitude was no longer constant and I might lose sight again at any time. Height was about 3,000' as estimated by ground observers. The opening shock was again considerable.

The rest of the descent was uneventful and I landed about a hundred yards from the aiming point just outside the drome. The psychological after effects were uncomfortable. I suppose them to be mainly due to the rapid going up and coming down and the opening shock. I definitely think that the latter coming as it does at the end of a period of intense concentration produce a slight daze. These after effects were (1) immediately following



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the descent an 'indistinctness' of sight at the extremes of field of vision with the eye in a given position (2) a headache, later on (3) bodily stiffness, later still (4) fatigue. These conditions should not necessarily be taken as potentially representative as I did jump on an empty stomach and had some beer immediately afterwards.

Conclusions: The vein as tested is very useful in keeping the body in constant head down attitude enabling the ground to be seen. With better goggles a clear view should be obtained. The arms should be held either close to the side or limply so as not to affect trim. The web is a nuisance whilst climbing about the aircraft where there is an The weather was suitable with very little wind, five tenths cloud at 7,000' and some more very high. There was plenty of haze, only about ten miles of deck being visible from 8.000'. It was agreed that the aim should be to drop me right at the upwind end of the aerodrome since beyond the downwind end was bad ground. The aiming was to be done entirely by the pilot who would give me the signal to move. open cockpit type. It should be OK from a Dominee (*sic*) (a Rapide). When I get to the option I shall ask for my chute to be packed for a slow opening. If a large number of descents are made the opening shock will be a distinct draw-back."

Cowes 1950 John Fricker

The next report is by John Fricker and it concerns a descent at Cowes in August 1950. The aircraft was an Auster 5 and he was intending to drop from 2,000' with an opening altitude of 500 to 600' and the weather was, he says, perfect: "Cowes was expecting a good long delay and I went there with the idea of doing a standard 3,000' 12 second job but one glimpse of the airfield, which is about the size of Eton Bray, but surrounded by more of a built up area changed my mind. I decided on 2,000' as not having the experience of the more practiced members of the group I wished to get in the field. I had a chat with Bradley who has been flying from the year dot and is a most experienced old hand. What wind there was was across the width of the field allowing after clearing aircraft etc. about 200 yards. I was using my new training main with one of Dumbo's canopies and one of Dumbo's chest reserves (sissy!) A significant point was that on these new chutes which have 'X'-type dual purpose harnesses the ripcord is located on the outside of the right hand shoulder strap. This means that the right hand must be doubled up into a position where very little leverage is obtainable.

Leaving the aircraft was straightforward. I like the Auster very much for the jumping. The door and stick were removed and I sat on the seat sideways with my legs in the slip stream, left foot resting on the step. One can ease out and get a true birds eye view of the DZ while giving a final direction with the left hand. In my case an Auster crossed the DZ as I was about to jump and we were forced to round again. The same aircraft got in the way a second time but I steered Bradley towards the further end of the field. After about 5 or 6 seconds during which I tried unavailingly to get into a better position than an inverted head down in fact almost vertical attitude I gave a tentative pull to the ripcord. It failed to come out and I had to give a really hard tug to get it clear. The ground seemed close but it was not until afterwards that I was informed that my opening height was between 500 and 600' after a delay of about 9 seconds. In opening the chute somehow grazed and bruised my upper lip after a painful blow and the opening shock was so severe that the chest pack was jerked from its snap hook stowage and hung on its left webs down to my knees. Both shoulders but particularly the right one were extensively bruised and grazed, there were no thigh abrasions. Although there was no wind I made a



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bloody awful landing quite nicely inside the field about ten yards from the aircraft park. The organisers were very pleased with the delay. Two points arise. First and most important I think it advisable in future to ease the ripcord from its elastic housing before leaving the aircraft, second apparently there was the usual deathly hush when the aircraft was approaching for its usual run in and the tension was terrific when we went round again. Turlington suggested that to build up suspense it might be a good idea to incorporate it in the act.”

Reserve Worn

That report is interesting because it's one of the few in the Apex reports that I have where the jumper admits to wearing a reserve parachute. In fact, reserves didn't come in in the military until 1954 and so I suspect that it wasn't until this time that they became a standard piece of equipment. We now come to a report by Chuck Thompson and this concerns a jump made at Wolsington Airport which is now Newcastle airport on 17th July 1949. He says the purpose of the jump was to further ascertain the practicability and effectiveness of the leg vein. The height was 2500' and he was jumping from a Tiger Moth. The account reads: “After a dummy run at maximum ceiling I climbed out onto the starboard wing. I experienced no inconvenience at all with the vein and by standing sideways with feet more or less together cut out any extra drag The dive off was rather shallow according to Evans who estimates I cleared the tail by about two feet. I held a steady head down attitude for 200 or 300' then my feet came over and I was on my back. The vein was still extended directly to air resistance. I afterwards found that the left side of the vein had ripped away from the small pulleys and upper leg strap. These attachments will have to be made very much stronger. I could have closed my legs but wanted to find out if the vein would right me. It was at this point I imagine that the vein gave way for I twisted to the left and commenced some violent aerobatics. My impression of these are vague but I do know I somersaulted rapidly three or four times twisting at the same time. It was some time before I managed to straighten out and get a good look at the deck which was a bit closish so I pulled. Later estimates indicate I opened at about 500'. The chute whipped open quickly, confirmed from the deck, and the opening shock was considerable. I found I had a couple of twists low down on the left webs behind my neck. I could feel the way they were turning and a few kicks brought them out. Had been wondering what had gone wrong with the vein so immediately took a look at it and found it ripped away. By this time I was only about 200' from the deck so quickly applied lift web technique and came in side left. Conclusions: 1. The vein swung me over or allowed me to go over onto my back. It is wider than Jonny's and presumably Olly's too. At any rate its area is greater and since both these were successful this may be the answer, comments welcomed. 2. This was a Rallying type vein patent applied for Johnny? with an additional centre zip. Though of strong material the pulleys ripped clean out of the cloth. These would need to be reinforced. 3. Have decided to dispense with the rail and pulleys however and use fixed leg attachments. The centre zip can be opened about a foot to get out of the cockpit and then pulled down again when on the wing. The latter will not in my opinion present any difficulty.”

John Railing 1950

John Railing provides the fourth jump report and this was in May 1950 from a Tiger Moth at Shoreham. It was a display and the dropping height was 3,000'. The report reads... “This is obviously a very long story. I will cut it short. Gwyn Johns and Dumbo were due



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to drop. I was there with the RAF Chipmunk formation. John's cancelled, saying that there was too much wind (he wasn't there in person at all). Air Commodore McEvoy saw me loafing about and said: "Will you do it?" . I said yes, would he approve the use of (1) a service chute (2) a service aircraft (3) a service pilot. He's a very good hand and said yes. Accordingly I modified my issued pilot chute seat pack by tying string from the crotch strap to the seat strap for very obvious reasons. I got Walsh genned up and we took off. The wind velocity was 20 to 25, sometimes more. Then the brilliant organisation tripped up and we were kept hanging about over Shoreham for just over an hour. I don't want too many more hours like that! Besides it was cold. Contact between Walsh and myself was perfect. He did his stuff magnificently. I was to drop over the upwind boundary, which I did. The usual manipulations were used to get a head down position, the lower ripcord and seat pack did not unduly affect things. I pulled, expecting to be thoroughly bounced and it was quite mild. The shoulder buckles lifted off a little, but I had adequate control. The rate of sink was noticeably much faster. The wind had dropped considerably, and these two facts combined to land me well upwind. Not to worry it went down alright. The landing shock was mild as well, followed by a smooth side right, well — a side right. Dumbo dropped just after I had landed a straight one from 1500' with no delay. He landed in the middle of the field but almost as far away from the crowd as I was upwind. There is little doubt which drop was better received. My one conclusion is that 24' canopies give a greater rate of sink, but, with luck, do not automatically imply a heavier landing."

Oliver Owen 1944 (*sic*) should be 1949

The next document in all these papers that is definitely worth talking about is the report by Oliver Owen which is dated November 1949 which is 14 pages worth of proposal to establish the first of what could be termed a sport parachute club. He discusses initially the types of parachute course that could be offered either for those who have some static line jumps before or for those who have not done anything at all. He then goes on to on to talk about personnel, equipment and premises. Then he discussed the organisation and the financial side of it and how they are going to advertise it, where they think the potential pupils are going to come from, the dealing with the Ministry of Civil Aviation, how they are going to cope with accidents and casualties, a connection with Irvins is suggested for equipment, a tie up with Farnborough and that (*sic*) his general conclusions. One paragraph is strangely prophetic, he says "in addition to the courses facilities for odd jumps should be provided for graduates who wish to return for a weekend of jolly fun." This line would be the creation of a new sport, not just the opportunity for a few jumps and then no more. One can't help feeling that the idea fell down because of the basic lack of demand there was for sport parachute training at the time or just parachute training. Although John Railing in his criticism of Olly's paper suggests that they should not get involved because by running courses there would immediately create a bunch of parachutists who would be competing with them for all the various display jumps that there were on the market. The papers of the Apex Group provide a fascinating insight into parachuting of that era. An era where no reserves were used, no instruments, they had little idea of stability other than to achieve a head down position and most of the jumps were to demonstrate parachuting to the general public. Having read them I am certainly left with a feeling of admiration for their achievements and certainly a large amount of envy for not having been able to experience the fun and pioneering spirit which they all enjoyed. **Charles Shea-Simonds Sport**

Parachutist Vol.19 No. 3 JUNE 1982



1965 HASTINGS CRASH – MEMORIAL SERVICE 51st ANNIVERSARY

On Sunday the 6th July the 1965 Hastings Aircraft crash was remembered at The Church of St Lawrence at Toot Baldon. There was a very good turn out this year including over 14 Club members and their partners and the current U/T PJI Course under the watchful eye of Chief Instructor WO Martin White. My thanks to Smokey Furness who paraded the Association Standard. The service was conducted by Rev Paul Cawthorn and readings were given by OC ADW and OC PTSU who also laid wreaths on behalf of The Association and PTSU.

After the service refreshments were provided at Marsh Baldon Village Hall where there was a chance to catch up with old friends. My thanks to the ladies who again worked so hard to make us all welcome.

Thank you all for your support.

Glan

THE PJI CANOPY CLUB ASSOCIATION CONSTITUTION

NOTE: Proposed changes marked with a red double asterisk ** (Some of the formatting might have suffered in transmission!)

ASSOCIATION TITLE

1. The PJI Canopy Club Association was formally incorporated at the 2012 PTS Canopy Club AGM to carry forward and build on the heritage of the PTS Canopy Club (formed at RAF Ringway on 18 September 1945) under a joint management team of serving and retired RAF PJIs. The new Association is to be called “The PJI Canopy Club Association” – referred to hereafter in this document as “the Association”.

ASSOCIATION AIMS

2. The aim of the Association (reflecting the spirit of the original 1945 Constitution) is to provide opportunities for RAF PJIs past and present to remain in touch with friends and colleagues in an all ranks social network and to provide a welfare structure in which assistance can be mobilised to meet the immediate needs or concerns of members and their families.



3. The Association will hold an annual general meeting of members, combined, where possible with an annual reunion function. The Association will also organise other social and commemorative functions as required.

GENERAL ADMINISTRATION

4. The business of the Association will be discharged by an Executive Committee of serving and retired PJIs made up as follows:

Chairman (OC Airborne Delivery Wing [ADW])

****Vice Chairman** (Retired PJI, but may be Reserve or Full Time Reserve Service (FTRS) if necessary)

General Secretary (Retired PJI)

****Assistant General Secretary** (Retired PJI) (This post may be activated if the Gen Sec has a full time civilian career and needs additional support)

Reunion Secretary (Retired PJI)

Treasurer (Retired PJI)

Oxfordshire Area Secretary (Retired PJI)

****Wing Warrant Officer** (Chief Instructor) ADW

****Social Media Representative** (ADW NCO) (This post to mastermind the Facebook page, and to act as an essential conduit for the recruitment of younger serving members to the Association. Approved by the Committee on 5 Feb 16, but to be ratified at the next AGM)

5. The Executive Committee will call on the support of the following co-opted offices:

****ADW Project Officer/SNCO**

ADW Membership Secretary

****Web Site Manager** (preferably a retired PJI to allow proper continuity)

Tatton Salver Golf Secretary

6. The Association will also be supported by a network of Area Secretaries made up of retired PJIs. Terms of Reference for the posts of General Secretary, ****Assistant General Secretary**, Reunion Secretary, Treasurer and Area Secretaries are detailed at **Annex A.**

7. While serving PJIs fill Executive Committee posts on an “ex officio” basis all other Executive Committee posts will be re-elected annually at the general meeting (AGM) of the Association. ****The names and Email contact details of current Committee members and Area Secretaries are shown (separately) at Annex B.**

ASSOCIATION PRESIDENT AND VICE-PRESIDENTS

8. In keeping with the earlier Constitution of the PTS Canopy Club, the Association President will be appointed by invitation of the Association Vice Presidents (V-P) (max 10); individuals who have given long and conspicuous service to the PJI Specialisation and Canopy Club and whose appointment at AGM reflects the wishes and appreciation of members. **** Normally, any new President will be drawn from the ranks of V-Ps, but under exceptional circumstances, the V-Ps may, by collective agreement, approach any suitable member for the Presidency. Nominations for V-P should be made to the Gen Sec in time for the last Executive Committee Meeting before an AGM. At the AGM, a Proposer and Secunder are**



required before a vote is taken from the floor. (Prior warning and Committee awareness/discussion thus avoids any potential embarrassment or conflict of interest). The Election process for President will be conducted and coordinated by the current Association Chairman. Presidents will normally hold office for a maximum of 4 years before a re-appointment is required. Presidents may be re-elected, provided they are willing to serve for a longer period. Vice-Presidents will normally be appointed for life. Names and Email contact details of the current President and Vice-Presidents are also shown (separately) at **Annex B**, together with the names of past Presidents.

ASSOCIATION MEMBERSHIP

9. The following categories of membership are available:

9a. Full Membership. Full membership is open only to those who have qualified as RAF PJIs. Serving PJIs (on whatever term of service) are automatically enrolled as Full Members on award of their PJI Brevet and retain that membership whilst serving. Retired PJIs hold and retain Full Membership status on payment of their annual subscription (para 10 refers).

9b. Associate Membership. Associate membership is open to those who have served in support of the military parachuting task and have made at least one military parachute descent. Associate Members are appointed by members' vote at AGM.

9c. Honorary Members. Candidates for Honorary membership must be elected at an Association AGM and their numbers limited to 12. A list of Associate and Honorary Members is detailed at **Annex B**.

Note: On incorporation of the Association, all Full, Associate and Honorary memberships of the Canopy Club were carried forward for automatic Association membership. All retired PJIs who were not existing Canopy Club members at the time of incorporation are also eligible for Association membership on payment of an annual subscription.

ASSOCIATION FUNDING

10. Full Members (those PJIs no longer serving) and Associate Members will pay an annual subscription of ****£10** paid by the annual renewal date of 1st November. An appropriate subscription will be paid from the ADW Fund (at a sum to be determined each year by the Executive Committee) to defray the overhead membership costs of the serving PJIs.

11. Any voluntary donations made by members in addition to their annual subscriptions will be used for the benefit of the Association and the welfare of members at the discretion of the Executive Committee. ****Awards** will be considered on a case by case basis, and whilst it is undesirable to be too prescriptive, any one award is unlikely to exceed £250. Welfare disbursements will be made from the General Fund where all subscriptions and donations will be held. All welfare disbursements will be reflected in the annual statement of accounts. Any donations to external charities will reflect the wishes of members voted at the Association AGM.



WELFARE DISBURSEMENTS

12. The Executive Committee may authorize welfare payments from the General Fund at their discretion. Payments may cover but are not limited to the purchase of wreaths for members' funerals, donations to charities in accord with a deceased member's or their family wishes (in lieu of a wreath), travel assistance and traditional minor comforts. The Chairman may delegate authority to process these disbursements to the General Secretary and Treasurer.

13. Where welfare needs of retired members clearly exceed Association funds or resources the Executive Committee will assist the member concerned or his/her family in contacting the appropriate Service charity for assistance.

EXPENSES

14. The General Secretary is authorized to re-claim the cost of telephone calls, postage, stationery, ink cartridges and other IT accessories or repairs from the Association Treasurer on submission of receipts.

15. Motor mileage at £0.25 per mile is payable to all Executive Committee Members, ****the** President and Vice-Presidents, for discharging duties on behalf of the Club. As a courtesy, all journeys in excess of 100 miles (round trip) should be agreed in advance with the Treasurer.

MEETINGS AND REUNIONS

16. The Executive Committee is to meet at least twice during the Association financial year (1 November – 31 October) to review policy issues and to agree the Reunion date/venue/format and the AGM Agenda. The General Secretary will produce and distribute a meeting record ****** (Record of Decisions – RODs) to the Executive Committee, Association President and Vice Presidents.

17. Official guests may be invited to the Reunion at the discretion of the Executive Committee. The Association will fund the dinner costs of official guests including the ADW nomination for the "Canopy Club Award of Merit" (see para 22).

18. Members may invite male ****** or female guests to the Reunion.

ACTION IN EVENT OF THE ASSOCIATION'S DEMISE

19. In the event of the Association's demise the Treasurer will ring fence all monies (less liabilities) in the Association Account and no further subscriptions or donations will be sought or processed. A Board of Trustees appointed by the President and comprising Association Vice-Presidents will then:



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- a. Consider the viability of re-forming a new Club or association of PJIs under a new Constitution.
- b. Agree a time period during which the funds will remain ring fenced.
- c. Agree an action plan to disburse monies to Service funds or charities if no alternative Club/Association structure can be agreed and formulated during the time allocated (sub para 19b refers.)

COMMUNICATION WITH MEMBERS

20. The Executive Committee will keep Members notified of Association matters and events by post, email or by means of an Association web site, as appropriate. The General Secretary will maintain a master contact list of all retired Full, Associate and Honorary Members. The ADW Membership Secretary will maintain a master record of serving PJIs. The Executive Committee will produce and circulate a Winter and Summer Newsletter either by post, email or web site posting. The General Secretary will produce AGM Minutes and arrange appropriate distribution to all Association Members.

THE CANOPY CLUB STANDARD

21. The Canopy Club Standard may be paraded at the discretion of the Executive Committee at formal Association events, parades or at members' funerals. **The Standard will be held for safe keeping in the RAF Brize Norton Gateway House Hotel, as the Officers' Mess Standard Room is full, following the move of the RAF Lyneham Sqns to Brize Norton. A Standard Bearer (retired PJI) is to be appointed by the Executive Committee, and a suitable PJI serving junior officer is to be nominated as Deputy by the current Chairman.

CANOPY CLUB AWARD OF MERIT

22. The Canopy Club Award of Merit is presented annually to a serving PJI nominated by OC ADW for overall excellence and contribution. The Award was first made in 1979 and the list of recipients is detailed (separately) at **Annex C**. The award is normally made at the Reunion Dinner.

TATTON SILVER SALVER

23. The possibility of a Canopy Club Golf Competition was first mentioned in the Minutes of the 1962 Club AGM. In 1963 the Tatton Silver Salver was presented to the Club by Mrs Nellie



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Griffiths. Since then with only a few exceptions the Salver has been contested annually at a variety of golf courses. Winners are detailed (separately) at **Annex D**.

LIFETIME ACHIEVEMENT AWARD

24. ** Following canvassing of the Vice-Presidents prior to each annual Reunion, the President will inform OC ADW of a preferred candidate(s) for a Lifetime Achievement Award nomination. As appropriate, u/t and serving PJIs will then be tasked by OC ADW to research and present a career biography of a fellow Association Member representing a PJI Lifetime Achievement Award for long and meritorious service to the PJI Brevet. This award will be presented at the Association Reunion Dinner. However, it is recognised that eventually, we may run out of truly deserving nominees! Winners so far are listed (separately) at **Annex E**.

PJI HONOURS AND AWARDS

25. During our history, RAF PJIs have won a total of 90 Awards and 89 Decorations including 4 Bars. As a historical record, a full listing is detailed (separately) at **Annex F**.

KEY CONTACTS, AWARD AND TROPHY DETAILS AND PJI TRADITIONS, LEGACIES AND RECORDS

26. **The above-mentioned details, with records of traditional events, gatherings and achievements appear separately. Whilst not forming a formal part of the Association Constitution, it is important that these records are not lost to the PJI cadre and that the information contained in the Annexes is preserved and kept up to date. Only Annex A is shown here. The remaining Annexes are shown under the above generic heading.

Annexes:

A Terms of Reference (*Attached*)

Annex A

PJI CANOPY CLUB ASSOCIATION

EXECUTIVE COMMITTEE TERMS OF REFERENCE

GENERAL SECRETARY



The General Secretary is responsible for:

1. Vetting and processing all applications for Association membership
2. Co-ordinating the publication and distribution of Association Newsletters. Submitting information for publication on the Association web site.
3. Attending to Association correspondence and maintaining records and files.
**Producing a Record of Decisions (RoDs) of Executive Committee Meetings.
4. Making arrangements for the Association AGM, producing and distributing Minutes
**(but see below for extra assistance from the Assistant General Secretary, when appointed).
5. Maintaining a master record of Full Members (retired PJIs), Associate Members and Honorary Members.
6. Sending letters of condolence to Members' next of kin and making arrangements for any charitable donations in accordance with Association policy and family wishes.

ASSISTANT GENERAL SECRETARY (WHEN APPOINTED)

The Assistant General Secretary (when appointed) is normally responsible for:

1. Producing a Record of Decisions (RoDs) at all Executive Committee or Extraordinary Committee or Vice-President Meetings (distribution to be completed by the General Secretary; see above).
2. Producing Annual General Meeting (AGM) Minutes (distribution to be completed by the General Secretary; see above).
3. Assisting the General Secretary as necessary with the production and checking of Association Newsletters.

REUNION SECRETARY

The Reunion Secretary is responsible for:

1. All aspects of planning and delivery of the Annual Reunion.
2. Establishing and working within a function budget agreed in consultation with the Executive Committee.
3. Presenting bills for payment to the Association Treasurer
4. Working closely with the appointed ADW Project Officer/SNCO regarding all aspects of Service support and participation.
5. Providing the General Secretary and Treasurer with Reunion costings and event information for promulgation in the Association Newsletter
- 6.

TREASURER

The Treasurer is responsible for:



1. Maintaining Association funds in the Current and Money Master Accounts held by HSBC (Abingdon Branch)
2. Recording and maintaining accurate records of income and expenditure
3. Maintaining storing records and documents relating to Association Accounts and having those records readily available for scrutiny, checking and audit.
4. Producing an Annual statement of Accounts signed by the Chairman (or Vice Chairman
General Secretary and Treasurer for presentation to Members at the AGM.
5. Settling invoices and bills charged to the Association.
6. Reimbursing Association officials for approved expenses incurred on Association business.
7. Making charitable donations including donations to a charity of deceased members' or their NOK's choice and making welfare grants in keeping with Association policy.
8. Maintaining stock records of Association memorabilia and accounting for purchase and sales.
9. Keeping the Executive Committee apprised of Association financial matters.

AREA SECRETARIES

1. Area Secretaries should be the eyes and ears of the Executive Committee on all Association matters pertaining to Full (retired PJI cadre), Associate and Honorary members living in their area. Area Secretaries are encouraged to maintain contact with their members and keep the General Secretary informed should any member or their immediate family require assistance or support.
2. In the event of the death of a member (retired cadre) they should contact the family concerned and offer assistance. They should also establish the family wishes in respect of funeral or memorial service arrangements and pass those details to the General Secretary.
3. The Oxfordshire Area Secretary is a full member of the Executive Committee and has responsibility for the Association's participation in the annual Toot Baldon Memorial Service commemorating the loss of life in the Hastings crash in July 1965.

KEY CONTACTS, AWARD AND TROPHY DETAILS AND PJI TRADITIONS, LEGACIES AND RECORDS

NOTE: These details appear on separate pages in the Association website

Annexes:

- B. Current Executive Committee and Area Secs, Current President and Vice-Presidents (and names of past Presidents) and current Associate and Honorary Members.
- C. PTS Canopy Club Award of Merit Record of Recipients.



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- D. Tatton Salver Golf Trophy Records.
- E. PJI Canopy Club Association Lifetime Achievement Award Recipients.
- F. PJI Honours and Awards.

Annex B

EXECUTIVE COMMITTEE

The Current Executive Committee comprises

Chairman (OC ADW)	Wg Cdr Jamie Simmonds:	bn-adwocso1@mod.uk
Vice-Chairman (FTRS)	(Wg Cdr) Glynn Allcock	glynn.allcock@gmail.com
Gen Sec	Mick Threlfall	mthrelf475@aol.com
Asst Gen Sec	Chris Heathershaw	cheathershaw@hotmail.com
Treasurer	Wayne Loxton	wloxton@skyvventure.com
Reunion Sec	Doug Peacock	dougparatrq@gmail.com
Oxon Area Sec	Glan Evans	peejayi@aol.com
ADW WO (Chief Instructor)	WO Martin White	bn-adwptschiefinstr@mod.uk
**Social Media Representative	Sgt Adam Threlfall	Threlfalladam@gmail.com

Co-opted offices:

**ADW Project NCO/Rep	Sgt Tony Brookes	tony.brookes709@mod.uk
Web Site Manager	Simon Jarvis	simon@razay.com

(current website <http://pjicanopyclub.bravesites.com/>)



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Tatton Salver Golf Sec (FTRS) (WO) Paul Floyd

paul.floyd586@mod.uk

ASSOCIATION PRESIDENT & VICE-PRESIDENTS

Current incumbents are:

President	Gp Capt (Ret'd) Peter Watson	watsonpk@btinternet.com
Vice Presidents	Mervyn Green	m330green@btinternet.com
	Jim Hurford	valjim68@gmail.com
	Peter Keane	ppkeane293@btinternet.com
	George Sizeland	George.sizeland@ntlworld.com
	Seamus Byrne	seamuscarole@ntlworld.com
	Henry MacDonald	macdonald449@btinternet.com
	Glan Evans	peejayi@aol.com
	George Long	golffm2000@aol.com
	Graham Hand	grahamjhand@btinternet.com
Past Presidents	Gp Capt M A Newnham OBE AFC, Gp Capt J C Kilkenny OBE	
	Gp Capt J R W Blyth AFC, Mr Nolan May	
	Gp Capt P G Hearn AFC BA	



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AREA SECRETARIES

Current Area Secretaries are as follows:

London & South East	Fred Marshall	fwc@btinternet.com
Midlands & Wales	WO Nic Martin (FTRS)	w.nicmartin@icloud.com
Eastern England	Brian Stevenson	brian.stevenson11@btinternet.com
Northern England	Ralph Weavill	jeanralphesp@hotmail.com
Scotland	Ron McKail	cllr.r.mckail@aberdeenshire.gov.uk
Oxfordshire	Glan Evans	peejayi@aol.com
South & South West	Graham Hand	grahamjhand@btinternet.com

ASSOCIATE & HONORARY MEMBERS

The following have been elected as Associate Members:

A Andrews, P Baigent, M Bowden, Dr A T Johnson, J Moore, A L Shepherd, Maj Sean Abbott and Paul (Frankie) Oliver.

The following have been elected as Honorary Members:

A Astbury, J Mooring BEM, G Delaney, Dr C Brown GM, A Robinson DCM BEM JP, Dr H R Hewitt, G Liggins JP, and M P Westwood OBE



Annex C

PTS CANOPY CLUB ~ AWARD OF MERIT

At the 1978 AGM it was decided that the Club should present a Trophy called 'The PTS Canopy Club Award Of Merit' to No1PTS to be contested annually by PJIs who were Club members. It was agreed at the suggestion of our then President, Gp Capt John Kilkenny, that the award should be for overall work and that OCPTS should nominate the recipient whose name would be announced at each annual dinner. At the 1991 AGM it was decided that any serving PJI, whether or not a member of the Club, could be eligible for consideration. The winners, so far, have been:

1979	Flt Lt Peter Burgess
1980	Sgt Joe McCready
1981	WO Peter Keane
1982	FS Bob Roberts
1983	Sgt Chrys Murphy
1984	Sgt Roger Williams
1985	FS Des Desbois
1986	Flt Lt Vic Last
1987	Sgt Billy Moyse
1988	FS Terry Cooke
1989	Flt Lt (Ret'd) Erroll Minter
1990	FS Glan Evans
1991	Sgt Dave Emmerson



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1992	WO Henry MacDonald
1993	Sqn Ldr George Sizeland
1994	FS Pat Feeney
1995	FS Nick Martin
1996	FS Dave Hart
1997	Sgt Dave Dodds
1998	Sgt Kevin Woolnough
1999	Sgt Jimmy Thompson
2000	Sgt Kevin Leeming
2001	WO Dave Wood
2002	FS Grahame May
2003	Sqn Ldr Chrys Murphy
2004	Sgt Steve Forster
2005	Sgt Paul Floyd
2006	FS Jimmy Doig
2007	FS Tony Isherwood
2008	FS Paul Usherwood
2009	FS Martin White



2010	Flt Lt Mike Burch
2011	FS Darren Cookson
2012	FS Mick Birchall
2013	Sgt Dave Worboys
2014	Sgt Wayne Carter
2015	FS Ed Massey

Annex D

PTS CANOPY CLUB ~ TATTON SALVER GOLF TROPHY

The possibility of a golf competition was first mentioned in the minutes of the 1962 AGM. In 1963 the Tatton Salver was kindly presented to the Club by Mrs Nellie Griffiths. Since then, with a few exceptions, the competition has been held annually at a variety of golf courses.

Year	Venue	Winner	Remarks
1963	No Record	Peter Keane	
1964	No Record	Peter Burgess	
1965	No Record	Bob Midwood	
1966			No mention in the AGM minutes
1967			Cancelled
1968			Cancelled
1969	Frilford Heath	Frank Weatherley	
1970	No Record	Peter Keane	
1971	Frilford Heath	Ty Barraclough	
1972	Frilford Heath	Ken Kidd	



1973	No Record	Norman Pilling	
1974	No Record	Pat Moloney	
1975	Frilford Heath	Terry Cooke	
1976	Burford	Dave Ross	
1977	Dunham Forrest	Peter Keane	
1978	Frilford Heath	Alan Hamilton	
1979			Cancelled
1980	Frilford Heath	Jim Hurford	
1981	Various	John Kilkenny	'Carry On Up The Fairway' format
1982	Chesterton	Alan Davies	
1983	Withington	Garry Corkish	
1984	Chesterton	Henry MacDonald	
1985	Withington	George Long	
1986	Chesterton	George Long	
1987	Withington	Terry Cooke	
1988	Chesterton	Roger Williams	
1989	Chesterton	Dave Emerson	
1990	Withington	Dave Emerson	
1991	Chesterton	Dave Emerson	
1992	Alderley Edge	Tommy Thompson	
1993	Chesterton	Henry MacDonald	
1994	Chesterton	Ron Mitchell	
1995	Carswell	Barry Henderson	
1996	Burford	Dave Emerson	
1997	Burford	Glan Evans	
1998	Burford	Dave Percy	
1999	Burford	Dave Armstrong	
2000	Burford	Henry MacDonald	
2001	Kirtlington	George Long	



2002	Burford	George Long
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2003	Burford	Dave Armstrong
------	---------	----------------

2004	Kirtlington	Chris Beadel
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2005	Burford	Geoff Diggle
------	---------	--------------

2006	Kirtlington	Jim Graham
------	-------------	------------

2007	Witney Lakes	Tony Isherwood
------	--------------	----------------

2008	Wrag Barn	Chris Beadel
------	-----------	--------------

2009	Carswell	Jeff Thomas
------	----------	-------------

2010	Carswell	Allan Hamilton
------	----------	----------------

2011	Witney Lakes	Bob Souter
------	--------------	------------

2012	Witney Lakes	Chris Beadel
------	--------------	--------------

2013	Witney Lakes	Chris Beadel
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2014	Witney Lakes	Tony Isherwood
------	--------------	----------------

2015	Witney Lakes	Gareth Charnock
------	--------------	-----------------

2016		
------	--	--

2017		
------	--	--

2018		
------	--	--

2019		
------	--	--

2020		
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2021		
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Annex E

PJI CANOPY CLUB ASSOCIATION LIFETIME ACHIEVEMENT AWARD

At the instigation of the then OC ADW, the u/t PJI Course in 2011 was tasked with researching and deciding upon a suitable 'Lifetime Achievement Award' recipient, based upon outstanding achievement as a PJI. A PowerPoint presentation was made that year at



the Association Dinner and the Award presented afterwards by OC ADW. This tradition has followed since then, and awards have so far been presented to:

George Sizeland	2011
Peter Keane	2012
Doug Peacock	2013
Peter Hearn	2014
Ray Willis	2015

Annex F

****SERVICE AWARDS TO PERSONNEL WHO HAVE SERVED AS ROYAL AIR FORCE PARACHUTE JUMPING INSTRUCTORS**

CBE	OBE	MBE	BEM
E J Brice	N Branagh	R Armstrong	I Alderman
	G Brierley	W Brereton	H F Appleby
	P Denley	R D Bridgeman	J Ashby
	J C Kilkenny	E A S Bruin	C W Brock
	M A Newnham	J Clargo	G Bruce
	G A Podevin	R Clark	E A S Bruin
	L A Strange	I Davies	A E Casey
	G F Turnbull	J A M Davies	T StJ G Cooke
		R Blain**	
LVO			
		H Feigen	D Dorwood
		R Fox	G Eccles
J K Holroyd		H J France	R Ellerbeck



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J Gant	R Faulkner
T F Gavin	D Fletcher
N Haggett	R Fox
P W Jeavons	J N Hoffman
M Khan	R Houghton
S R Kellaway	J W Hurford
M K Lee	D J Jones
H Marsh	P P Keane
J E McLoughlin	W Lewis
R McNeil	H MacMillan
J Mickolajewski	J McLoughlin
E Milson	P Moloney
E Minter	G Munro
B E Morgan	W Paul
P J Moyse	D J Percy
C Murphy	A G Phillips
R Peters	F Platts
P Pullen	D A Rees
D A Rees	D G Roberts
D Ross	R R Robertson
G E Sizeland	A Scoby
L Smith	J Smallfield
G Snelling	A Summers
D J Stillman	G Summers
K J Teesdale	J Trotter
D A J Warby	C E Valentine
R Wiltshire	H Walsh
W Wright	R N Watson
	J Whitworth
	C D Wreford



SUMMARY

Commander of the Most Excellent Order of the British Empire	1
Lieutenant of the Royal Victorian Order	1
Officer of the Most Excellent Order of the British Empire	8
Member of the Most Excellent Order of the British Empire	40
British Empire Medal	41

**DECORATIONS WON BY PERSONNEL WHO HAVE SERVED AS ROYAL AIR FORCE
PARACHUTE JUMPING INSTRUCTORS**

DSO	MC	CGM		
L A Strange	I McGregor	T E White		
	L A Strange			
DFC	DFM	AFC	AFM	Croix de Guerre
M A Newnham	C Bennett	C Agate	W T Aldridge	F Benson
W R Owen	J Gant	J R W Blyth	T Allenã	L Brown
R Richards		W Brereton	T Barraclough	C Buxton
J S Stanbury		G Brierley	W W Beamish	P Fletcher
L A Strangeã		S Cameron	H Bell	H Pascoe
L Smith		K Campbell	J R Brooks	
B Williams		J C Carter	A Cardã	
		P Fletcher	B Cass	
		J Gebolys	A F Charlton	
		O Hailstone	A W Coad	



	G J Hand	A C Duncan	
	A Harris	T E Evans	
	F J Harrison	H J France	
	P G Hearn	T F Gavin	
	A Jones	P Hewett	
	S R Kellaway	L Humphries	
	A Maxwell	D J Jones	
	R McCluskey	P P Keane	
	F McKellar	P J Kelly	
	E Minter	A K Kidd	
	R D Mullins	J McCready	
	H Murphy	T F Moloney	
	T A Shield	J Oakes	
	P F Smout	D Peacock	
	B F Stannard	S Phipps	
	J Thirtle	R Pritchard	
	G F Turnbull	R Rhoden	
	H Ward	J D Robertson	
		R R Robertson	
		D Ross	
		R T D Smith	
		R J McP Souter	
		J Spalding	
		A R Sweeney	
		D V Sutton	
		K J Teesdale	
		R J Willis	
		H Woods	



SUMMARY	
Distinguished Service Order ~ 1.	Distinguished Flying Medal ~ 2.
Military Cross ~ 2.	Air Force Cross ~ 28.
Conspicuous Gallantry Medal ~ 1.	Air Force Medal ~ 38, inc 3 bars.
	Croix de Guerre ~ 5.
Distinguished Flying Cross ~ 7, inc 1 bar.	



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THE 2016 TATTON SALVER GOLF COMPETITION – FRI 28 Oct 16

The 2016 Tatton Salver Golf Competition will take place on Friday 28 October at Witney Lakes Golf Resort. Timings are as follows:

- Arrive at Witney Lakes between 0830 - 0930hrs - Coffee/Tea and Bacon Roll available in the Sports Bar.
- First tee off time at 0930hrs (18 holes stableford off full Hcp). Depending on numbers I may look to start on the 1st and 10th to combat the lack of daylight hours.

Competitors will be playing for the following:

- Tatton Salver Trophy – 18 Hcp and below.
- Hackers and Diggers – 19 Hcp and above.
- Nearest the pin.
- Longest drive.

The cost of the day will be £20.00 per head payable on the day in **CASH** only.

If you wish to take part please fill out the entry form below and send to:

Sergeant Andrew Banks
SNCO STAR Regulations
Airborne Delivery Wing
Carterton
Oxfordshire
OX18 3LX

Alternatively, email the required information to: andrew.banks199@mod.uk

To arrive no later than Friday 14 October 2016

THE 2016 TATTON SALVER GOLF COMPETITION – ENTRY FORM

I wish to enter the 2016 Tatton Salver Golf Competition to be played at Witney Lakes Golf Resort on Friday 28 October.

First Name: _____ Surname: _____

Address: _____

Telephone No: _____ Email Address: _____

OFFICIAL HANDICAP (or a realistic estimate): _____



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PJI CANOPY CLUB ASSOCIATION - FORM A

To	Wayne Loxton 10 De Havilland Road Upper Rissington Glos, GL54 2NZ	<u>wl.loxton@sky.com</u> 07413 040071
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Personal Details		
		Has this changed?
Name		Yes/No
Address		Yes/No
Telephone		Yes/No
Email		Yes/No

Payments		
Annual Dinner	£37.50	Yes/No
Annual Membership	£10	Yes/No
Voluntary Contribution	£	Yes/No

Club Memorabilia		
Item	Cost	Amount
Club Tie	£ 9	£
Blazer Badge –Embroidered	£ 12	£
Lapel Brevet Badge – Enamelled	£ 2	£
Lapel Brevet Badge – Gilt	£ 3	£

Payment Options	
I enclose cheque made payable to: PTS CANOPY CLUB	£
I have paid by BACS	£
BACS Details (<u>preferred method</u>)	Bank: HSBC Account: PTS Canopy Club Reference: YOUR NAME Account No: 11057405 Sort Code: 40-08-10

Signature	
Date	



FORM B

TO: MICK THRELFALL, 17 BRYONY GARDENS, SHILTON PARK, CARTERTON, OXON, OX18 1JN

FROM: (PLEASE PRINT DETAILS) _____

ADDRESS _____

HAS THIS CHANGED? YES/NO

TELEPHONE NUMBER: _____

HAS THIS CHANGED? YES/NO

E-MAIL ADDRESS: _____

HAS THIS CHANGED? YES/NO

ANNUAL MEMBERSHIP FEE	£10.00	£
REUNION DINNER/S	@ £37.50 PER HEAD*	£.....
VOLUNTARY DONATION TO CLUB FUNDS		£
	TOTAL	<u>£.....</u>

THE FOLLOWING INFORMATION WILL ALSO WILL HELP THE ADMIN TASK:

I PLAN TO ATTEND THE **AGM** AT ADW RAF BRIZE NORTON ON **SAT 29 Oct** **YES/NO**

(IF YES PLEASE COMPLETE AND SUBMIT THE PERSONAL & VEHICLE SECURITY APPLICATION (FORM C)

*PLEASE ENSURE YOU HAVE PROVIDED THE NAMES OF ANY GUEST/S THAT YOU HAVE INVITED TO THE REUNION DINNER ON FORM C

I HAVE SENT MY **FORM A** AND CHEQUE TO WAYNE LOXTON,

FORM C TO DOUG PEACOCK.



FORM C

To: Doug Peacock, 11 Godwyn Close, Abingdon, OX14 1BU

PJI CANOPY CLUB ASSOCIATION REUNION – RAF BRIZE NORTON 28 OCTOBER 2016

CONFIRMATION OF ATTENDANCE & APPLICATION FOR PERSONAL & CAR SECURITY PASSES

1. I confirm I **shall/shall not** be attending the **Reunion Dinner on 28 October '16** (delete as applicable) **at 19.30 for 20.00**. At a **cost of £37.50 p.p.** (Please note: Escorts will be at the Guardroom from 17.00 and the Cotswold Bar will be open from 19.00).

I confirm I **shall/shall not** be attending the **AGM on the 29th October '16 at 11.00** (delete as applicable). (Please note: Escorts will be at the Guardroom from 09.00 for Tea/Coffee in the Crewroom and Hangar Demo 10.00-10.50).

2. I do/do not require PTSU accommodation (beds, allocated in order of application) do not forget a sleeping bag!
3. Return transport is available between nominated hotels in Witney and Burford subject to demand.
4. I **do/do not** require transport on 28 October from
 Witney Premier Inn
 Witney 4 Pillars Hotel
 Other

Last name: _____ First name: _____

Address: _____

Telephone Number: _____ Mobile Number: _____

Car Make and Model: _____ Colour: _____

Registration Number: _____



I have invited the following guest(s) for the Reunion Dinner and have paid the appropriate Dinner fee(s) to the Hon. Treasurer

Last name: _____ First name: _____

Last name: _____ First name: _____

Last name: _____ First name: _____

The following are car pax. only, requiring personal and car security passes.

Last name: _____ First name: _____

Last name: _____ First name: _____

Please also return Form A to the Hon. Treasurer, Form B to the General Secretary and the tear off slip for the Tatton Salver to Andy Banks. All no later than **Monday 10 October**