

# skydive

*The Mag*

June 2005



The British Parachute  
Association Magazine



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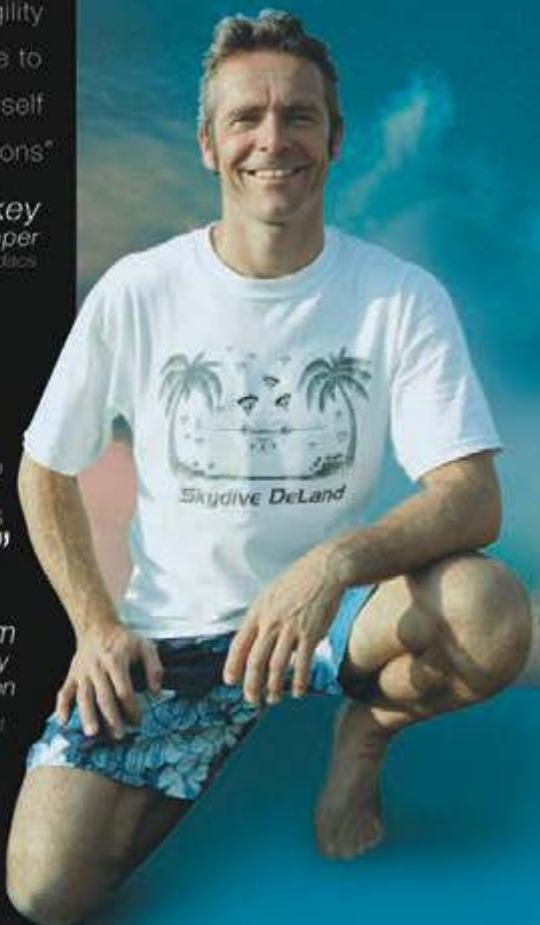
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Pro Swooper, 4-way  
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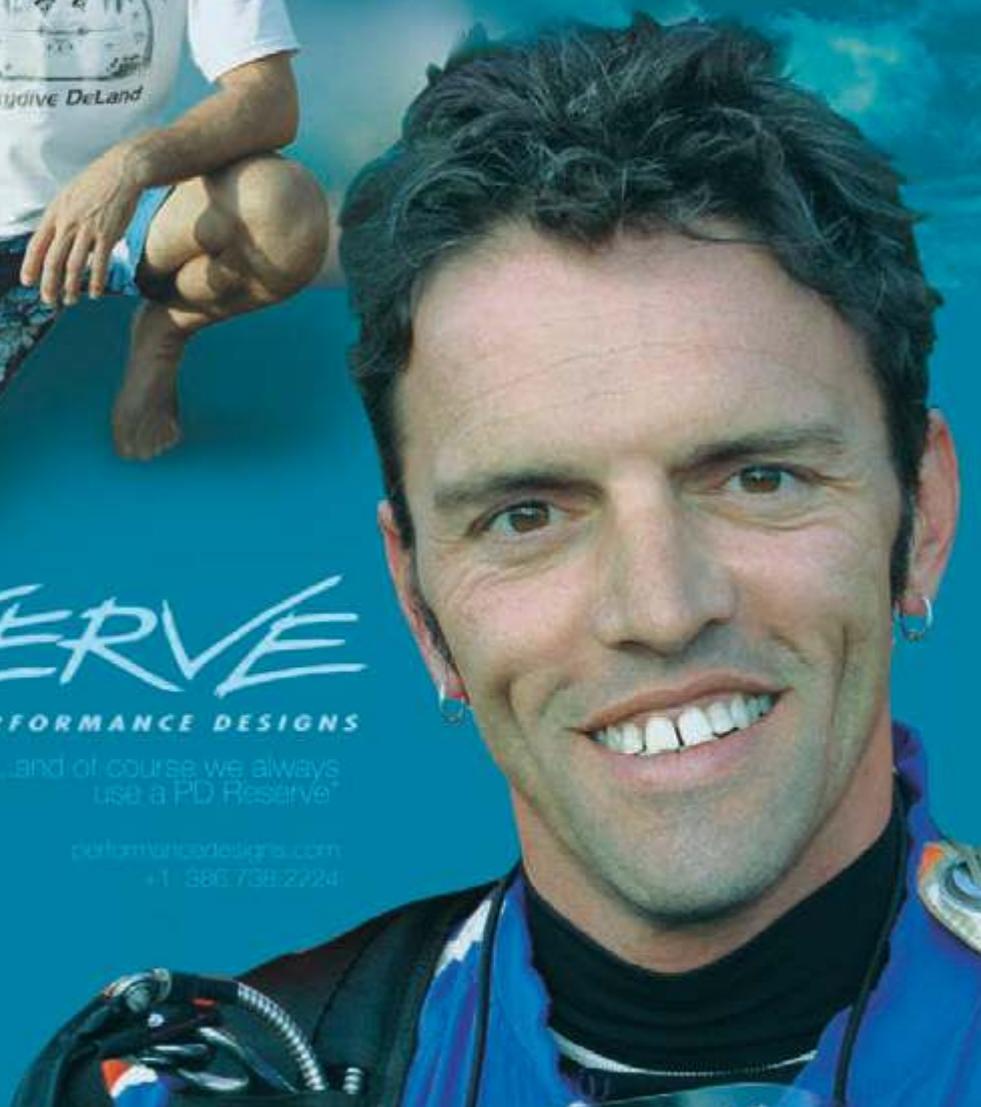
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This Mag has more educational articles in than ever before, I hope you find them helpful. We've published quite a few technical articles lately, I really like working on them; they are lots of effort but definitely rewarding. Anyone can take a bunch of Norman Kent's drop-dead-gorgeous images and make a page look fabulous but putting over concepts is a very different matter. If we get the design right, the reader will learn something before they have read a single word, just through choosing appropriate photos and the way they are arranged. We try to short-cut you to the nitty-gritty, this often means learning more about the subject as we're putting the article together, that's what makes them interesting. I've learned a lot about all sorts of aspects of skydiving doing this job.

The feedback I get suggests these sorts of enlightening articles are the most needed, wanted and appreciated. Of course it's what we receive the least, mostly it's the here's-where-I-went-on-holiday approach. So - a blanket appeal - if you know something useful about skydiving, put it down in writing, send it in and we'll work with you to make a really cool piece. To put together the Speed 8 article on page 38, I hopped up to Sibson, roped together some likely suspects and did a couple of lobs with resident photo-chick Sarah specially to snap the pics. It was excellent fun, hope you like the article and my point is, it's surprising what professional results you can achieve quite easily.

Speaking of educational stuff, we have an on-line reference on our website of every instructive article we've run for the last ten years, with a search facility so you can find out about a subject you're interested in. Originally these were rather plain html format but since the start of 2005 we've been posting pdfs of the pages, exactly as in The Mag, keeping the colourful high design which has become our trademark. The pdfs are in two formats:

1. High resolution, download for superb quality print-outs
2. Low resolution for quicker viewing and printing.

Even the low res pdfs take longer to display than the old system but we felt the improvement in quality was worth it. So snap into action, check out [www.skydivemag.com](http://www.skydivemag.com) and give us some feedback.

Issue	To Reader	Copy Deadline
August 05	6 August	Tues 28 June
October 05	1 October	Tues 30 August
December 05	3 December	Tues 25 October

Have a great summer

*Lesley*

We have lots of overseas subscribers, non BPA members who get The Mag because they like it.

If you're interested in skydiving, whatever nation you're from whether a first jump student, an adventure sports enthusiast, or you jump abroad, you'll enjoy The Mag.

If you subsequently join the BPA as a full member (after six jumps or when you progress to freefall) your magazine subscription amount is deducted from your BPA membership fee so, in all, **you don't pay any extra.**

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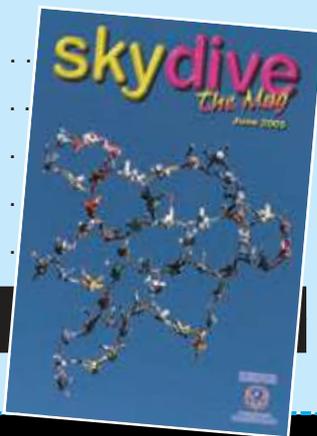
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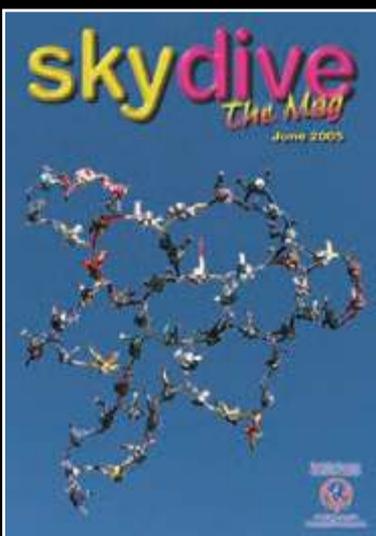
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*Tony Rose*

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*World Record Freefly 53-way, built over Perris Valley*

*Photo: Jason Peters*



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Milko's Invitational FS at Langar with freefly camera by Rob Silver, photo by Tony Danbury

# skydive

The Mag

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**NOTE:** Some of the photos in this magazine may show skydivers without helmets or altimeters, or otherwise not obeying the BPA Operations Manual, in which case they were taken abroad. In the UK it is mandatory to wear a helmet and alti for obvious safety reasons. Students within The Mag are complying with BPA regulations.

Skydiving training and systems vary in different countries. If you are considering taking a skydiving course or qualification abroad, we recommend you first establish its relevance in the UK, through your CCI.

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The information in this magazine was, to the best of our ability, correct at the time of going to press. Reproduction, printing and mailing take a total of ten days so some information may be out of date, or superseded.



# Milko's *Invitational*

**Take a bunch of good-hearted jumpers, lashings of aeroplanes, a sprinkling of well-seasoned pilots, a generous portion of peachy weather, a refreshing organiser, and mix with a tasty freeflyer and all the delights the Langar Boogie has to offer – a recipe for a banquet!**

The first May bank holiday of Langar Boogie was mostly glorious – hot and sunny, with 99 lifts flown over the three day weekend, from Tony de Bruyn's SkyVan and Langar's own two Caravans.

Milko had invited a group of top level team jumpers to do 20-30-way sequential from the Caravans. It was absolutely brilliant fun! The pilots did an awesome job, flying consistently very close. Every aircraft formation load was successful – very rare with this type of jumping, usually there will be at least one dive of mad confusion with a plane-load leaving early or way too late. (It's all part of the test!) The run-ins were so tight and close that the trail Caravan had a superb view of the floaters on the lead plane and were leaving on Milko's very visible count.





It was very considerate of the competitors in the Freely Grand Prix held on the same weekend to delay their start until lunchtime, which meant we had just 8 jumpers in the trail Caravan – comfy or what?!

Milko did a fine organising job. It was an excellent concept, to use the skills of trained team jumpers to make difficult formations with many outfacing slots which you would never be able to try at a boogie – a sort of Belvoir Challenge. His jumps were daring, imaginative and varied – they had to be to organise numbers like 23 and 27! With such a bunch of extroverts, he let the comedians entertain with witticisms, calmly pressing on with the plan regardless of how many times he was interrupted by cackles of laughter.

One of the best things about the jumps was, when it didn't go according to plan, everyone dug in and made it happen regardless of problems, that's where team jumping counts for a lot as it instills discipline and determination. The worst thing about the jumps was that everyone looked the same. Not only matching team suits but the full monty, helmets and rigs too: VNE, Om, NRG, 4 Motion and lookalikes, all dark suits and no knickers, I couldn't even tell my own team-mates apart. There was more getting lost, wrong-slotting and pointing than a group with Alzheimer's! We suggested to Milko he wore a different jumpsuit, perhaps a bright colour to stand out in the sea of purple, dark blue and black he was swimming in. For reasons known only to the milking trade he elected to continue in a blue jumpsuit but put on a white Pro-tec to assist our quest to identify the centre of the formation. When in a full-on swoop the Pro-tec was about as useful for ID purposes as a red carnation, but he looked so wonderfully uncool we told him it helped... Milko carried on looking ridiculous and we continued to go astray. I guess the only thing worse would be wearing a lime-green suit on a world record.

It was a super group to jump with because when someone made a mistake, no-one felt the need to go off into groups and bitch about it, we just took the mickey and laughed at them. There was much gigglage actually! I have never seen so much geekage on the floater rail, people were playing stone, paper and scissors up there... soon in freefall too... It was lovely to see Pooky's smiling face back from the States. When a world champion interrupted his freefall game by trying to dock in the wrong place, he was utterly unphased, chucking her towards the correct slot with alacrity and continuing his game.

Superb visuals were provided in the skydives and on Langar's big-screen video by the ever-smiling Rob Silver, freely champion, who circumnavigated us rapidly like an over-excited sheepdog, making several passes at mach speed while we bimbled our way through a few points. Especially notable was the 25-way diamond where his low passes beating up our backpacks amazed everyone, footage that makes you go 'Ooooh!'. Tony Danbury and Swoop took a one-up-one-down approach to camera with an extreme close-up of Mad Silver kindly provided by Gary 'Swoop' Wainwright. Swoop has put together an excellent DVD of the group's jumps, available for £6, ([gary\\_wainwright\\_uk@yahoo.com](mailto:gary_wainwright_uk@yahoo.com)) – if there's anyone left who hasn't watched the copy Swoop was unwise enough to give me (I guess that will be the last freebie I get!). Star of the DVD is undoubtedly Kev Sargent who is seen prostrate on the Caravan floor clutching his shoulder in pain as his closest friends stampede over him in their haste to get out of the door...

... to dock on... exactly what? Kev was in the base 4-way! Happily he is a man of steel (who can't resist a good swoop), came out at the back, over-boogied, got back up, shoddy docking, took the wrong grip... but sorted it eventually, fair play and all that, and the camera team got some oh-so-pretty herographs of the 25-way diamond.





In some ways Milko's plan backfired as his aim was high quality 32-way sequential with FS team jumpers on this first weekend of the boogie, and 50-way sequential on the second weekend, with the group he led so successfully at the back end of last year. The idea was to give everyone a chance for a slot but instead some people felt excluded if they couldn't make the weekend they were down for, and weren't on the list for the other one. Being skydivers, some people dropped out at the last minute leaving Milko with an oddly numbered group and some brassed-off jumpers.

This was compounded by the fact the second weekend was a wash-out with rain, high winds and even hail! Milko had another exclusive group (exclusive as actual skydives were excluded), this time a 50-way whose fun was limited to a single dirt dive. It was definitely a game of two halves. In a way Milko's Invitational was like Creation Theory – it started off with a Big Bang and ended up being mostly water! We didn't care though, our names were down on the right weekend and we had a blast. Thank you Milko and all of you.

On that second gusty weekend thank goodness for Tilly who'd arranged three excellent punk bands for Saturday night who were Oh-So-Pretty – YEAH! Thanks to all at Langar for pulling all the stops out when the weather was playing, to squeeze in as many jumps as possible for everyone but the freeflyers. (Top tip dudes – get up earlier). I take my Oxygen off once again to the Langar team, Dave & Angela Hickling and Dave Turner, who bring the SkyVan over without fail twice a year braving the elements and the fickle English weather. It's a costly enterprise to add to their already impressive fleet of aircraft – yet they take this financial risk for the sheer fun (!) of running a boogie, and offering British jumpers the chance to do formation loads without travelling.

As we went to press, the 50-ways have been rescheduled to 16-17 July with the SkyVan coming back to Langar. The next crack at large sequential in the UK will be multiple organised 40-ways for all levels by Milko, Lesley and friends at Langar, 3-4 September, from three aircraft, as part of the MissBehaviour MiniBoogie. If you were on the 20/30-way jumps or the 50-way dirt dive you'll already be on the list; if you weren't on either but you're interested, contact [40-way@bpslangar.co.uk](mailto:40-way@bpslangar.co.uk)

**Lesley Gale**  
[lesley@skydivemag.com](mailto:lesley@skydivemag.com)

*Photos by Tony Danbury & Gary Wainwright*







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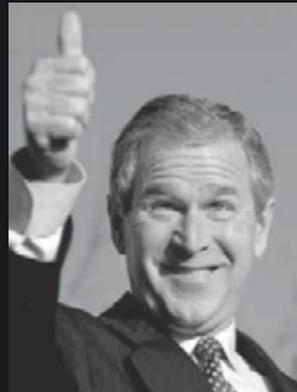
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# Freely Coaching From Space



Space over the Algarve by Rob Simpson

Top class coaching from members of Space is offered, on two separate weeks in July at Target. The first week is 4-8 July, between the Artistics Roadshow and Grand Prix at Hibaldstow. The guys will help you with 1-on-1 coaching and build you up to flying in groups safely. The ever-lovely Dan Parker and extra-enthusiastic Jim Harris will assist you in gaining FF1 and/or FF2. After a week's worth of coaching you'll be ready to enter the Artistic Grand Prix at the weekend! This week will cater for all but is especially geared towards head-up flying and the Freely B category.

The second freely coaching week is 25-29 July, this one more focussed on the Freely A category, and will nicely prepare you to enter the Freely Nationals soon afterwards, at Hib, 6-8 August. If you can't make either week, then the boys are generally available for coaching at Hibaldstow and Skydive Spain. Dan Parker was on the recent 53-way world record, nice one dude!

[jim@freelyspace.com](mailto:jim@freelyspace.com)  
[www.freelyspace.com](http://www.freelyspace.com)

## Super Stylin'

Space's cameraman Rob Simpson teamed up with Jane Henderson to win a silver medal in the Aussie Freestyle Nationals, well done guys!



Rob Simpson & Jane Henderson



Jane Henderson by Rob Simpson

# JM's Newsround

## One For The Lads

Photo: Gary Dawes



A day's skydiving in boxer shorts is planned at Weston to raise money for Everyman, a charity dedicated to research into testicular and prostate cancer. Everyman is running a Male Cancer Awareness month in June 05; the boxer shorts skydive is part of that. The date is set for 11 June and organiser Nigel Holland is praying for good weather! Tandems in boxer shorts will be available too and there will be a party with of course some entertaining video from the day's fun. "Gentleman" says Nigel, "If you want to take part, email me and I will send you a sponsorship form. Ladies, please come along too and support the weekend."

[hollandnigel@aol.com](mailto:hollandnigel@aol.com)  
[www.boxershorts.skydive.com](http://www.boxershorts.skydive.com)

## One For The Lasses

Lorraine Blacker and BCPA are arranging a charity bra jump and big-way weekend to raise money for breast cancer care, in particular the Lavender Trust, on 20-21 August at Target Skysports, as part of their Summer Boogie. The weekend starts on Friday for those who can skive off work or studies, with fun jumps and a band plus various bra-themed events all weekend, including hopefully a BCPA big-way record, whether female or mixed. Men will be welcome to join the jumps provided they don a bra! There will be a barbecue and fashion show on the Saturday evening, with participants designing and modelling their own brassieres.

[rainbowskydiver@hotmail.com](mailto:rainbowskydiver@hotmail.com)  
[www.bcpa.org.uk](http://www.bcpa.org.uk)



Chris Reeves

## One For All

August Bank Holiday will feature the return of Weston's Summer Ball as well as load organising with hopefully another aircraft on site. The Saturday night ball has a masquerade theme so don your masks and get up to mischief! Tickets are £22.50 if bought by 4 July, £25 thereafter and £27.50 after 7 August.



[jane\\_bembridge@yahoo.com](mailto:jane_bembridge@yahoo.com)

## CF Website

The first interactive website for newcomers to canopy formation has been launched by skydiving photographer Bryan Scott. It includes full motion CREW from any angle and what's going on in competition. There are detailed descriptions of videographer technique with hints from those who've been working in this area for many years.

[www.crwphoto.com](http://www.crwphoto.com)

## Competition Software

Competition Skydiving Software (CSS), a programme designed by FAI FS judge Andrew Basset-Smith is available as a free download. CSS can be used to generate a draw randomly and will then generate a print-out of the dives for competitors and judges to use. Its main advantage over other similar programmes is that it only takes a few MB of hard drive space (and it's free!). It can also be used by teams to generate training dives, each one starting with a different formation; these can be either randomly or manually selected. There are various other options and uses, especially for judges, details on website.

<http://css.tumbleweeds.ee>

## Tunnel Vision

Bodyflight UK are doing a tour around drop zones in the UK to answer any questions about their wind tunnel facility. David Sawyer, Bev Fairhurst and Paul Mayer will visit UK Parachuting, Norfolk on 11 June; Weston, Oxfordshire on 18 June; and London Parachute School, Haslemere on 27 August.

[www.bodyflight.co.uk](http://www.bodyflight.co.uk)

## Supporting Thailand

BJ Worth and his team are delighted to report an excellent response to the appeal for skydivers to assist the victims of the tsunami. Several skydiver-funded houses have been completed and Skydivers Supporting Thailand is currently building an 11-house village in Ranong Province. If any jumpers are in Thailand in the future, the inhabitants of the 'World Skydivers Village' in Baan Suk-saamran or those working the fish farm in Koh Pra-tong would love to have you stop by for a visit.

[www.thaiskyfestival.com](http://www.thaiskyfestival.com)



Photo: Mark Calland  
by Rob Silver

## Speed Skydiving



Moroccan speed heat winners by Mark Calland

The first heat in the speed skydiving world cup was held in March at Beni Mallal in Morocco ([www.pacma.ma](http://www.pacma.ma)). After six rounds, the event was won by Marco Wiederkehr, from Lichtenstein with the fastest time of 483.07km/h ahead of Stan Snigir, from the USA in second and Arnold Hohenegger, of Austria in third. Our own Mark Calland, who won the Speed World Cup last year, came in fourth. There are five further heats this year (dates in diary). As we went to press the second event at Spa, Belgium was just beginning and the third heat is at Target Skysports, Hibaldstow, June 24-26. Mark is offering one-on-one coaching at Hibble, or will visit other drop zones and run a speed awareness weekend if there are five or more interested jumpers. He is organising a speed weekend at Black Knights, 9-10 July, out of the monster Porter, alongside a wingsuit weekend there.

[mark.calland@btinternet.com](mailto:mark.calland@btinternet.com)  
[www.speedskydiving.com](http://www.speedskydiving.com)

## Mozambique Beach Boogie

Ronnie Limborg and Patrick Passe are organising a boogie on the Bazaruto Archipelago, which has five main islands and a series of smaller ones. The Bazaruto Lodge, situated on the edge of the beach of the main island will be made into a skydivers' village to house about 60 jumpers and friends, plus manifest, video room and packing area. There is an airfield five minutes away by jeep, skydives will be from a Casa 212 and the beach will provide the landing area. There will also be a number of jumps onto neighbouring island beaches, where non-skydiving companions will be able to join in, travelling by boat. Two options are offered; 28 Oct-5 Nov or 5-13 Nov, with optional add-ons available.

[www.skydivediscovery.com](http://www.skydivediscovery.com)

## PD Team at Nethers

The world renowned PD Team are coming to Netheravon for two weekends in September (17-18 & 24-25), offering demos, coaching and advice. Netheravon also has an 8-way mini-meet (25-26 June), Icarus Team Extreme (2-3 July), AirKix coaching on 13-14 August and much more.

[www.netheravon.com](http://www.netheravon.com)

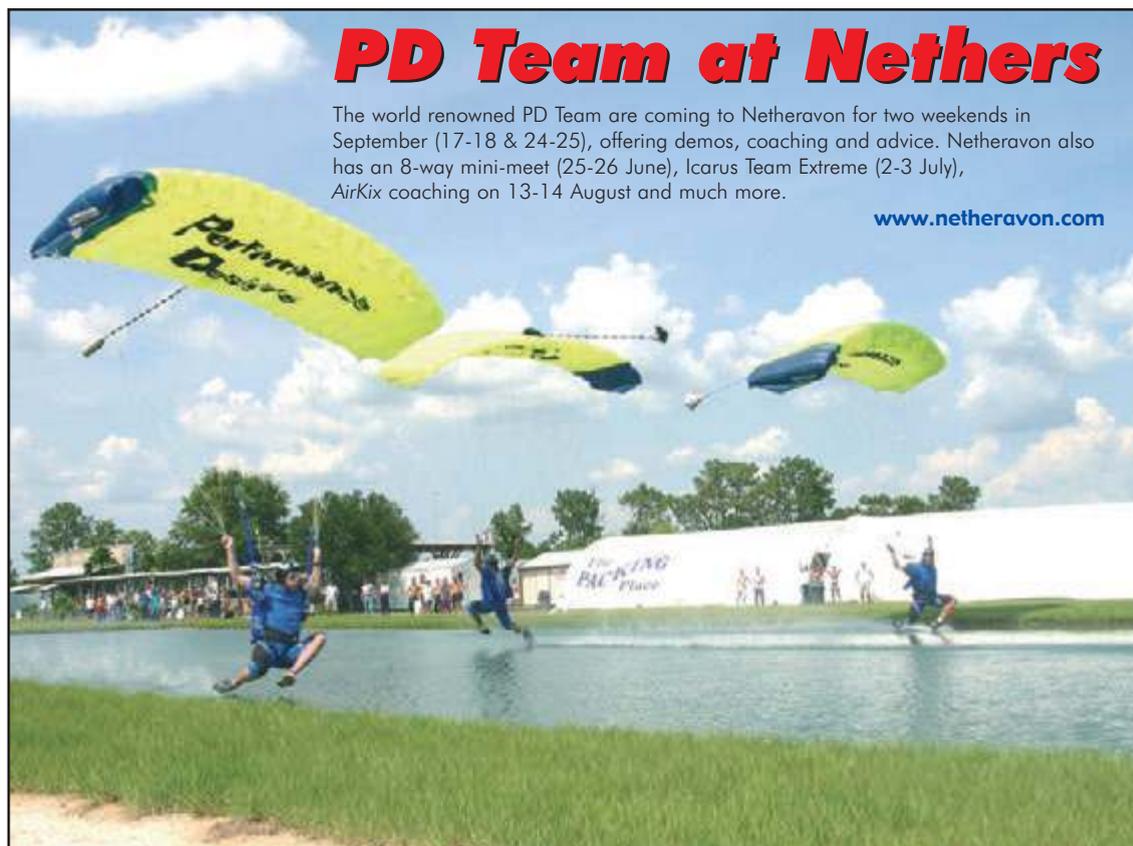


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# Skydive Spain

## Opening Boogie



The week leading up to the beginning of the Boogie was – and I'm not afraid to say it – a mad rush to get everything prepared. We knew we had groups of experienced skydivers on their way to check out Skydive Spain with a new lease of life provided by the arrival of the wonderful turbine G92 HA-VOC. It was excellent to see some Hib regulars turn up for the event and a lot of fresh new faces. The aircraft was flying every day taking nervous students quickly up to altitude and the chilled out freeflyers to an excellent 15,000 feet for well over a minute of mayhem and fun! If on the ground too long you were more often than not thrown in the swimming pool for a cool down in the gorgeous sunshine.

The boogie started out in a nice steady manner but the biggest challenge was yet to come – just over 60 university students, and 50 of them arriving on the same flight into Seville! After meeting up with a very frantic and ever so pleased to see us BCPA Chairman Tim Cooke and his students, it was clear to see it was going to be hard work, but loads of fun.

As well as catering for the experienced skydivers, many instructors had been invited to help with 20 AFF students and 25 RAPS progression students throughout the two week boogie. Skydive Spain staff had their work cut out! They were really helpful, providing paella and barbeques in the evenings and muchos cheap beers!

HA-VOC was flying well in the heat and managed a record 31 loads to 15,000 feet in one day on a couple of occasions. The student progression was fantastic; three quarters of the AFF graduated, and five completed their consols too, thanks to a great AFF instructor team. The RAPS programme flowed just as well with many of the students reaching Cat 8, again thanks to the dedication from their instructors, Tony and Nick.

For experienced jumpers looking for fun, Simon Brentford was on hand to organise big FS ways and wingsuit jumps in between his one-on-one coaching. Simon awarded a large number of FS1s during the boogie and Tim Cooke, Henry Tonnison and Romanian Sigmund did their first wingsuit jumps. There were raft jumps, space balls and tracking dives. If you were looking for more freeflying activities, Space Freefly School were more than happy to offer top class coaching, advice and organising. (Skydive Spain has become Space Freefly School's second home after Hibaldstow.) One special day was remembered affectionately by a small group of flyers as, 'Dangerous Dan's Death-Defying Demolition Dives'. Video footage definitely worth a look!

A DVD is being put together of the boogie with footage of everything (contact Hib for further info). In total the boogie completed 145 G92 loads to 15,000 feet making 2,049 descents. Developments at Skydive Spain are continually making progress, we will be having the next boogie before long and in the meantime the SMG-92 is holding the fort.

Hannah Swallow

Photos: Steve Such, Nick Little and Andy Wright





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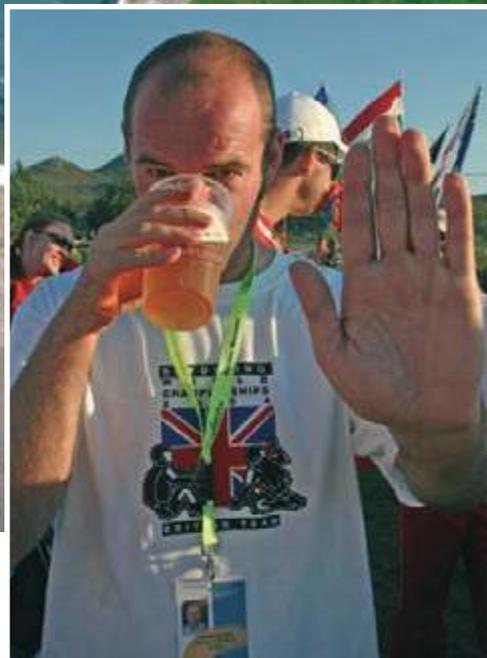
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ROB COLPUS

# BEER LINE

Photo: Tony Danbury



**Most drop zones have them in some form or other. The instructors keep their eyes peeled on them. Some jumpers swoop along them. Every now and again a skydiver crosses them. The only difference is those DZs that enforce them religiously and those that don't. I'm talking about beer lines.**

## What?

For the uninitiated the beer line is an area on the ground that skydivers are not allowed to land on the wrong side of, usually for safety reasons. Should someone touch down on the offending side they are met by jeers of "Beer!", a firm talking-to from one of the club instructors and an expensive ring of the bell in the bar that night.

## Why?

Beer lines are generally in force to define the landing area and control where skydivers can land. They usually restrict jumpers from encroaching on spectators, buildings and other hazards. They generally provide some room for error before an overshoot leaves you wrapped around a brick wall, a propeller or someone's granny.

## When

When a jumper lands on the wrong side of the beer line, unless they are a complete fool, they know that they are in the wrong. They know they shouldn't be there. If the line had been a building then they may have hurt themselves but fortunately

they have used that margin for error built into the beer line, and are thankful for it. In most cases they won't do it again – well, not for a good long while. Hopefully they will debrief their mistake and improve their piloting skills as a result.

## Don't Make It Worse

Some drop zones enforce their beer lines. They insist on seeing the beer, impose groundings or another punishment. This probably means fewer skydivers infringe the beer line. But what do these jumpers then do to ensure they don't cross the line when they have messed up their landing pattern? Do they make a low turn? Do they cut someone up? Do they land in the wrong direction? All to avoid landing in a clear area that this margin of safety was created for? Is this sensible?

## Education Not Enforcement

So, should we enforce beer lines and encourage our canopy pilots to do everything they can to avoid crossing them? Or should we educate the jumpers that stray into the abyss? Perhaps we could provide a constructive critique on their approach and train these skydivers to be safer, more consistent pilots.

## Mindset

It's all about mindset. As a canopy pilot it is your responsibility to land safely in a clear area. That means planning your approach, before you even board the plane, to provide you that room for error to avoid crossing the beer line. You should assess the weather conditions, your ability and the canopy that you fly and set your landing pattern accordingly. You don't have to crowd the landing area with everyone next to the beer line. If having to walk a tad further means you're in a clear area then is that so bad?

## If You Cross The Line

Don't wait for someone to tell you. Replay your approach in your mind. See if you can work out where you went wrong and how you could have adjusted your approach accordingly to have provided a safer and more accurate landing pattern. Did you dirt dive your canopy flight? If not this would clearly help in future. Did someone else see you land? If so then be big enough to forget your ego and ask them if they can provide any constructive comments. Be big enough to buy the beer to indicate you know you made a mistake.

## Are You A Beer Line Infringer?

Yes or no, most people would still benefit from some training. So why not get educated? Ask someone to watch your approach and see if they can provide a critique, it's all useful. The best way is to get some professional coaching, there are many canopy schools around now. At the least you'll probably cover the cost of the course by saving a large round of beers. At the most the skills you'll learn might one day save your life.

## Use Them, Don't Abuse Them

Don't force someone into a dangerous situation just to avoid crossing a line. Next time you see someone stray over that line, have another think before you start chanting for your beer because the time after that, when they make their low turn, cutting up another jumper, going crosswind, unable to pull themselves out of the corner and you hear their bones snap, all to avoid crossing the line, then perhaps you may have contributed to the decision-making process that forced them into that situation.

Al Macartney  
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# Freefly Stretches



Many freerflyers may feel that stretching is not for them, it's just for belly flyers. Louis Harwood explains why it's just as important to stretch before freeflying and gives a quick, easy routine to follow...

Freeflying is very physically demanding, just like all the other disciplines in skydiving. With any physical activity, it is easy to damage your body if you do not prepare it properly. Stretching offers the following benefits:

- Relaxes your body (always good in freeflying)
- Helps co-ordination
- Allows for easier movement
- Gives you a greater range of motion
- Increases your body awareness
- Improves circulation so if you do damage your body it will repair more quickly

A lot of freeflyers seem to think stretching takes a long time and that it isn't important. This isn't true. It is very valuable and, if you plan on skydiving for a many years, then stretching is the way to allow you to keep on jumping as you get older.

Stretching can take a long time or it can also be a quick few minutes in the morning. The following is a short, basic stretching routine to help you prepare yourself for the day. This doesn't mean you should only do this when you go jumping, try to do this every day, it only takes ten minutes.

## Guidelines

Stretching in the wrong way can damage your body just as badly as not stretching at all. Some people think that stretching should be painful, this is not so. You should feel comfortable with just a mild tension in the area that you are stretching. Never bounce, take your time, and ease into it until you feel a gentle tautness.

Breathing also plays a big part in both stretching and skydiving. Remember to breathe deeply while you are stretching, too many people tend to hold their breath. When skydiving, try to remember to breathe deeply; it has great benefits such as relaxing you.

## Stretching routine

Do this every morning to get the best effect. Make sure you are warm, your muscles will be too stiff to stretch if they are cold, a hot shower can help.

After you've finished the stretching routine make sure you wrap up warmly to get the best effect. If you do this quick routine every morning, you will see a marked improvement in your flexibility and will be much more relaxed in the air. It's also a great wake-up for your mind as well as your body.

Louis Harwood  
freefly@avalore.co.uk



1. Lie on your back, keeping your spine flat to the floor and look up at the ceiling/sky. Bend one leg at the knee and pull it towards your chest until you feel a mild tension. Hold this position for 20-30 seconds and then move onto the other leg, taking a 10 second rest inbetween.



2. Lie on your back, keeping everything straight and looking up at the ceiling/sky. Bend your legs, keeping your feet flat on the floor. Place your hands behind your head and lift it up until you feel a tension in the back of your neck, still keeping the rest of your back on the floor. Hold for 5-10 seconds and then slowly lower your head back to the floor. Repeat this three times.



3. This is a good one if you have poor landings and find you hurt your ankles every now and then. Sit with one leg flat to the floor, hold the other leg just above the ankle. Rotate your foot clockwise, providing a slight resistance with your other hand. Repeat this 20 times and then do the same but rotating your foot anti clockwise. Do not rush. Now do the same with your other leg, again making sure you do not rush.

4. Lean against a wall with your head resting on your hands. One leg should be closer to the wall and bent with the foot straight forward. The other leg should be straight behind you, foot facing the wall and the heel touching the floor. Slowly push your hips forwards keeping your back straight; stop when you feel a mild tension in your calf. Hold this position for 20-30 seconds and then slowly move your hips back and relax. Repeat with the other leg, again taking your time.



5. Stand up straight with your feet shoulder-width apart and facing straight forward. Slowly start bending from the hips keeping your knees slightly bent at the same time. Relax your neck and arms, keep bending until you get a slight stretch in the back of your legs. Hold this for 20-30 seconds and then slowly move back up.



6. Stand with the side of your body next to a wall, put the palm of your hand closest to wall against it, just a little higher than your head. Now slowly and gently turn your body away from the wall until you feel a mild tension in your shoulder. You should be 1-2 feet away from the wall at this point. Hold this position for about 20-30 seconds and then slowly turn back and relax for a few seconds. Now repeat this with the other side.



7. Sit on the floor and put the soles of your feet together, hold onto your toes. Now gently pull yourself forwards towards your feet. Make sure you are moving from your hips and not bending from your shoulders or back. To help, try resting your elbows on your knees for stability, this will make it easier. Keep moving forwards until you feel a good stretch in your groin. Hold this position for about 30 seconds and then slowly move back and relax.





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# If In **Doubt** Try It **Out**

Photos: Mark Harris

Aerodyne's Smart reserve

## Have you ever flown your reserve?

We all take one with us every jump but hopefully do not use it. If or when you need your reserve, you will probably be open lower than 2,500 feet, on an unfamiliar canopy and with more adrenaline than usual pumping round your blood. Most reserves are 7-cell canopies which handle completely differently to 9-cells. These are all factors which could hinder your safe, soft landing in a hazard-free area.

Peterborough Parachute Centre ran a reserve trial weekend, rigging up reserve canopies as mains, so jumpers could experience the flying characteristics of their reserve canopies first hand in a non-stressful situation. One day these skydivers may feel very reassured to have had this experience.

There are several reasons I benefitted from the opportunity to jump either a PD or Smart reserve at Sibson during the reserve canopy trial weekend, 23-24 April.

1. To experience how my own reserve is likely to open
2. To fly and land it under 'no stress' conditions
3. To familiarise myself with the reserve through packing and in the air
4. From a kit perspective, to get used to releasing and reassembling the 3-ring system

I chose the PD126R as that is what I have in my own container and did two jumps on it. As I was jumping from altitude and pulling at around 3,000ft, I was told to make myself 'big' with arms and legs stretched to slow myself down just before deployment. I was glad of the advice. The canopy is designed to open quickly and it does its job well. Having inspected and packed the reserve as my main, I noticed that the reserve slider has a large hole in the middle to ensure a fast deployment. That meant when I looked up on opening and saw blue sky through the slider, I didn't panic! That hole really is meant to be there!

I had a fairly deep spot on both occasions, having done a couple of tracking jumps so I didn't play too much under canopy but did have time to explore its flying characteristics. The first thing I did was find the stall point – it was very deep with arms almost all the way down. Turns were flat and gentle and I played with the front and rear risers a little to see what effect it had. Other than that I noticed it was slightly bumpier under canopy than under my usual main (Sabre 2 135).

I gained a lot of confidence in doing both jumps and through switching canopies around on my own kit. Now if I need to use my own reserve I will at least have faith in the reserve opening speed and an understanding of what to expect when it's above my head.

Many thanks to Sibson, PD and Aerodyne for this educational opportunity. Experience offered in this



Performance Designs' PD126R reserve

environment can only enhance awareness and therefore safety in our sport and should certainly be repeated. Peterborough Parachute Centre said they may run the event again if there is demand, contact them if interested. ([skydivesibson@btconnect.com](mailto:skydivesibson@btconnect.com))

Thanks are extended for the prizes donated for the raffle. Names of those who jumped a reserve over the weekend were entered into a free draw for prizes including T-shirts and 30% canopy discount from PD. The vibe on the DZ was particularly good throughout the weekend and it was excellent fun.

Caroline Allen  
[caroline.allen@tds.cendant.com](mailto:caroline.allen@tds.cendant.com)

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All Jumpers Welcome

# For Starters

## Beginning Freestyle

When UK freestyle team Tumbleweed fell into the discipline almost by accident a couple of years ago, we were immediately bitten by its infinite possibilities. Since then we've met a growing number of potential freestylers in Britain who've asked for advice on how to get started.

### What is freestyle?

Freestyle is

- Highly creative
- Aesthetically pleasing
- The freedom to fly in any position and any orientation without having to learn set moves and positions. Anything you can think of – give it a go
- A great way to improve your flying in all disciplines as it heightens your air awareness in all dimensions.
- The predecessor to freeflying; you'll find freestyle on videos produced in the late 80s, well before freefly made an appearance.
- FUN!



### Who can do it?

Everyone! It's not just a girl thing, you don't need to be super-flexible and you don't have to look good in tights! So once you have your FS1 in the bag here's another avenue of flying to explore.

### What do I wear?

A smile! You don't need to rush out and buy an expensive new suit, just ditch your FS jumpsuit or baggy freefly suit, drag out a pair of leggings and a sweatshirt and get going! You need to wear something that gives you freedom of movement, and will find many of the positions easier if you have a reasonable amount of drag on the arms, and less drag on the legs. Just make sure you tuck your top in so it can't blow up over your handles. You might like to wear footwear that is more streamlined than the average pair of trainers and allows you to point your toes nicely.

Once the bug bites you may wish to consider a custom freestyle suit, and make decisions about your rig with freestyle in mind. (see Safety section coming up) I find that the leg strap configuration makes a more noticeable difference with freestyle than with any other discipline. A fully circular and correctly positioned hip ring with a single point leg strap attachment means that the leg strap moves independently and allows the jumper far more flexibility in the air.



### How do I keep safe?

- Stretch (see article page 20). Make sure you are properly warmed up and stretch thoroughly before you jump. You will be using your muscles in new and exciting ways, and they will let you know about it afterwards!
- Make sure your rig is very freefly friendly. You need a tight closure loop in perfect condition. If you have a spandex BOC make sure it is nice and tight, and that your pilot chute is fully contained inside it with no exposed bridle. Even a tiny bit of fabric can creep out when you spin. A leg strap throwaway is a big no-no. If in doubt, get a competent freeflyer to check your rig out.
- Use at least one audible altimeter. I use two. With the positions you get into time and altitude can go very quickly, and you may not be in a position to check your visual alti easily.
- Equip your rig with a serviceable electronic AAD
- Once in the air, work perpendicular (ie, at 90°) to jump run. At high speeds and in new positions you can move across the sky very quickly without realising it. It is a good idea to hold a position for only a few seconds, then turn 180° before trying again. This will stop you from inadvertently flying into someone else's skydive, and will be in your best interests if you want to make it back to the drop zone.
- Check your altitude after each move.

### How do I start?

There is a big overlap between freestyle and freefly. Don't be put off if you're not already a freeflyer – there's plenty you can try. Here are some things everyone can have a go at...

- Exit into front or back loops

- Try tucking up into a ball, then extend your arms and legs straight out and point your toes. This feels remarkably stable and can be turned easily with a small arm movement.





- Exit with your back to the slipstream. Then, instead of arching to return to your belly, relax on your back with your arms and legs pointing up at the sky.

- Once you have mastered this position belly to earth, try bending one leg so that the upper leg is vertical with the knee pointing down into the relative wind and the lower leg parallel to the straight leg. From here it is possible to fully extend the leg so that your toes are pointing into the relative wind. Keep your hips level to avoid turning, and keep your chest down to avoid backsliding. Now repeat the above, starting on your back.

- With your legs straight and together, toes pointed, bring your arms out at 90°. Make sure your torso is straight, with no bend at the waist though a little arch is okay. Be aware that this tends to move across the sky. Once you have tried this on your belly, try it on your back. Bring an arm across your chest to barrel roll.

- Improvise. If you have an idea, try it! See what you can do with the air! The important thing is to loosen up and break out of the box. Much of freestyle is experimental.

When you have stopped giggling after these initial attempts it is probably time to get some good quality freestyle coaching to help you master a strong head-up position. Once you are solid and confident in head-up, a whole new world of freestyle moves will open up to you!



## What's Next?

Once you have mastered a basic head-up position, with your torso nicely vertical, try pushing down with your feet into a stand-up. Once you can do this, try bending one leg at the knee and bring it up in front of you or turned out to the side. Try putting the foot of the bent leg beside the knee of the straight leg. Swap legs. Play! Much of freestyle is play and experimentation. Any position is good as long as it can be controlled.

Here are some specific suggestions:



### Back layout loop

From a stand-up position (feet together, legs straight) push your hips forward and shoulders back to initiate backwards rotation.



### Front layout loop

From a stand-up, this time initiate by kicking back with your heels. Avoid the temptation to lean forward and concentrate on keeping the body straight.



### Compass

It is much easier to learn this position in two stages – first from a stand-up position bend one leg at the knee, with the thigh horizontal. Then straighten the leg and point your toes. Use your arms for balance and avoid the temptation to lean forwards. Keep your chin up and torso vertical.



### Indian seat

This is a variation on sit-flying. Try it with your legs crossed, as though sitting on the floor. If you are very flexible it can also be done in the lotus position! Use your hips for forward movement, as this can backslide if you are too passive.



### Knee flying

From a head-up position, bend your legs behind you so that the lower part of the leg is parallel to the ground. Keep your legs wide for stability, or bring them together to increase your fall rate.

## Should I jump with a cameraflyer?

As with all disciplines, jumps with video are invaluable. One jump with a camera is worth several jumps without. A word of warning – when beginning freestyle use a very competent cameraflyer. You will inevitably move across the sky and change fall rates rapidly as you go from one position to another. This makes it important to plan the skydive with the cameraflyer, so they can anticipate fall rate changes and other movements.

It's important to know where your cameraflyer is at all times. You don't want to collide with them at any point during the skydive and you should be working together. Flying with the cameraflyer, rather than having someone video what you do makes the end product much more pleasing to watch.

Please appreciate that videoing freestyle is probably the most challenging type of flying. If you can jump consistently with the same cameraflyer you will both benefit by expanding your individual flying abilities.



## Are there any British competitions?

At the moment there is no Grand Prix event for freestyle, though this could be changed if there is sufficient demand. If you want to compete in the UK it has to be at the Artistic Nationals at Hibaldstow, 6-8 August. There are two categories, A & B. Like freely, if you have FF1 you can compete in the B category, and if you have FF2, you must compete in the A category. The A category has two compulsory rounds, similar again to freely, but the compulsory moves this year have been made easier.





### Why do it?

Freestyle is amazing fun. It will challenge your flying ability and prove that you can do things you had previously thought impossible – or at least limited to the pages of the Kama Sutra!

Freestyle will also have a knock on effect on your freefly and formation skydiving skills. Your air awareness will improve and your reaction time will be faster. You will find yourself immediately attractive to the opposite sex, and everyone will be lining up to buy you a beer!

Try new things, have fun, enjoy yourselves.

*Deb Clarke and Jim Weir, Tumbleweed  
debandjim@yahoo.com*



*Tumbleweed would like to thank Bev Suits*



### READING

*The Art and Technique of Freestyle Skydiving*  
by Dale Stuart



### SEE ALSO

Fun Flying	Dale Stuart	Oct 97
Beginning Freefly	Louis Harwood	Feb 05
<a href="http://www.skydivemag.com">www.skydivemag.com</a>		

[www.winddance.com](http://www.winddance.com) Dale Stuart  
[www.funkflyz.com](http://www.funkflyz.com) Nils Predstrup/Martin Kristensen



### HOT TIPS

- Start each skydive with a plan
- Set yourself clear goals
- Make the most of your strengths
- Fly with your cameraflyer
- Make it look good
- Try new things
- Get coaching
- Have fun!





*Something Wicked This Way Comes*

William Shakespeare

## FORMATION SKYDIVING

### World Cup

The FS teams for the World Cup in Eloy, Arizona during October 05, as approved by Comps Committee are:

#### FS 4-way Open

4 Motion  
Army  
South Parc

#### FS 4-way Female

AirKix

There are no 8-way teams from the UK yet – so come on guys, you still have time to register. Email me if interested.

### Grand Prix

FS meets will have started by now with two meets in 4-way and 8-way scheduled for completion by time the Mag comes out. Grand Prix (GP) events are open to all teams, giving you the opportunity to be champion in your category with a prizegiving at the AGM 2006. Points are accumulated from each GP or Nationals you enter so if you attend lots, you have a good chance of success.

### ESL

The European Skydiving League Finals have been moved a week forward (from 9-11 Sep) to 2-4 September. All teams in senior or intermediate who are thinking of entering please contact me so I can help co-ordinate your entry. Last year Optic won gold in the A class (intermediate) event – let's see what we can do in 2005!

[www.euroskyleague.com](http://www.euroskyleague.com)

### Roadshows

An FS Roadshow is scheduled for early June (more in the diary), so make sure that, if you need to know about FS, you are on site where a host of excellent coaches will aim to raise your skills. Coaches will also be present at all GP and Nationals competitions – make use of them!

Andy Scott  
[andrew.scott@orange.co.uk](mailto:andrew.scott@orange.co.uk)

## NEW RATINGS

#### Tandem Instructor

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Ryan Jackson  
Paul Stockwell

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Adele Murray  
Simon Hughes  
Josh Burrill  
Douglas McLelland

#### Basic Rigger

Noel Purcell

#### Parachute Rigger

Jonathan Horne

#### Advanced Rigger

Ray Armstrong

#### Advanced Packer

Lloyd Quenby (S)  
Tim Denson (S)  
Jonathan Horne (R)  
Ralph Fielding (T)

## COUNCIL

### UK Sport Grant

The BPA Action Plan for 2005/6 completed earlier this year has been successful in securing funding of £25,000 from UK Sport.

### CANOPY FLYING

Free manuals have been produced to support a new system of canopy education and qualification, see overleaf for details. You'll spot the booklets around your DZ, they're available from the CCI with the compliments of the BPA.



## DEVELOPMENT

### BPA CREDIT CARD

Those of you who have a BPA Credit Card will have received a letter outlining the changes being made by movement of the programme from Bank of Scotland to MBNA. As advised you will receive a new card in June, this unfortunately will not have the current picture, but is a general card with the BPA logo. The Development Committee are reviewing the situation and are in negotiations with the new company. We'll keep you updated.



Adrian Bond  
[ajbond\\_3@hotmail.com](mailto:ajbond_3@hotmail.com)

## COMMUNICATIONS

### FREEDOM OF THE SKIES

A new, updated version of Freedom of the Skies is now available from the BPA. This attractive 4-page full colour brochure is designed to promote skydiving to members of the general public. It describes the three ways of making your first jump; tandem, RAPS and AFF (plus a note on static line rounds) with photos of each method.



Many BPA clubs, centres and associated organisations buy copies to send out with their own literature and forms. This gives them a high quality promo at a far lower cost than printing in small runs. Produced by the Communications Committee with the skills of Lesley Gale and the Skydive Mag production team, single copies can be obtained on request free of charge from the BPA Office. Bulk copies of say 50 or 100 (order the exact number you need) cost just 12p each plus postage.

Martin Shuttleworth, [martin@bpa.org.uk](mailto:martin@bpa.org.uk)

Photo of Jude Goodman & Stuart Meacock over Peterborough by Sarah Hall

# New BPA Canopy System

**Chris Allen explains the new canopy coaching and grading system – aiming to make the sport safer for us all**

The BPA has just launched new Canopy Handling and Canopy Piloting programmes, in response to demand and with the aim of eradicating, or at least lowering, the number of fatalities and serious injuries caused by low turns.

## Canopy Handling Grades CH1 and CH2

As of 1 June this year, the new Canopy Handling 1 (CH1) grade is needed to qualify for an FAI A Certificate (red). At the same time, the old IC1 grade is discontinued and is now replaced by a Canopy Handling 2 (CH2) grade and a Jumpmaster 1 (JM1) grade. CH2, JM1 and 50 jumps are needed to qualify for an FAI B certificate.

## Canopy Piloting Grades CP1 and CP2

The Canopy Piloting 1 (CP1) grade will become mandatory for those wishing to carry out high performance or swoop landings. The Canopy Piloting 2 (CP2) grade is only needed if you want to enter an official BPA Canopy Piloting event, be it national, regional or otherwise.

## To Qualify

The tables to the right show the basic practical and administrative requirements for the above grades. Each practical area of the grading system needs a thorough briefing beforehand, from an instructor (for pre FAI A Certificate); or canopy handling coach (for B Certificate); or canopy piloting coach (for CP1 & CP2).



## FREE Coaching Manuals

BPA Canopy Handling and Canopy Piloting manuals have been produced to cover the relevant grades and are available from your CCI (free of charge) or on the 'Stay Safe' section of the BPA website. The manuals are designed to support coaching and instruction, not replace them; you must get a proper brief before attempting any of the techniques described.

## Improving Canopy Education

The basic concept behind the CH and CP programmes is to formalise canopy control tuition beyond the first jump course and increase the level of canopy education for everyone. The programmes will only work if we have people to coach our skydivers through the relevant grades. Ideally we would like every BPA drop zone to have its own canopy handling/piloting school in the not too distant future.

## Coaches Wanted

If you have the relevant experience and are interested in becoming a canopy coach, please ask your CCI about applying. In terms of relevant experience, if you want to coach Canopy Handling you need an FAI C Certificate (red) or equivalent, CH2, a minimum of two years in the sport, some form of coaching experience and to be fully familiar with the BPA Canopy Handling Manual. To coach Canopy Piloting, you will need a D Certificate (red) or equivalent, CP1, two years in the sport, coaching experience and to be fully familiar with the BPA Canopy Piloting manual.

## FAQs

A number of questions have been asked already, such as:

*"I am halfway through my IC1 what do I do now?"*

*"I've been swooping my canopy for ages, will I have to stop doing it until I have a CP1 grade?"*

*"I'm just about to apply for my C certificate, will I have to do CH1, CH2 and JM1?"*

Like any new system there will inevitably be a transitional period. During this time CCIs will decide where they wish to place you within the revised structure. If you're currently halfway through IC1, the briefings and practical exercises that you've already completed will still count towards your CH1, CH2 and JM1 grades. The same applies for someone just about to apply for a C Certificate. Please understand though, after 1 June '05, anyone applying for an A, B and/or C Certificate must have the relevant CH & JM grades.



## Current Swoopers

If you're already swooping, we highly recommend that you read the Canopy Piloting manual, regardless of your current experience. The new system is not designed to stop people swooping if they are doing it competently and safely. It is up to your CCI to decide whether they wish to issue you with a CP1 grade or whether they would prefer you to go through the CP1 programme before doing so.

## Calling ALL Jumpers

Whether you are affected by the changes to the BPA qualification system or not, I would strongly urge you to read the Canopy Handling and, if appropriate, the Canopy Piloting manuals. The information they contain may save your life.

Chris Allen  
BPA Chairman

Qualification in Progress	Practical	Paperwork
<b>CATEGORY 8</b>		
CH1 Canopy Handling 1  FAI A Certificate	Increase the range of the canopy using steering toggles on at least 3 descents	Practical requirements signed for in logbook  CH1 written test successfully completed
	Complete flat turns on at least 3 descents	FAI 'A' Certificate application form completed and signed by an Advanced Instructor / CCI
	Display a reasonable level of canopy control	Written test, application form, photographs & payment sent to BPA  BPA will send FAI 'A' Certificate with endorsed CH1 stamp back to you
<b>CH1 &amp; A Certificate achieved</b>		
CH2 Canopy Handling 2	A Certificate / CH1 holder with at least 50 jumps	Grading System Record Sheet JM1 and CH2 (BPA form 247) filled in and / or practical requirements signed for in logbook
	Complete 5 out of 10 pre-declared, safe, landings within an area of 30m in diameter	
	Increase the range of the canopy using front and rear risers on at least 3 descents	CH2 written test successfully completed
	Rear riser turn as an avoidance manoeuvre on at least 3 descents	
JM1 Jump Master 1	CH2 grading sticker endorsed by Advanced Instructor / CCI and stuck into FAI Certificate	B Certificate application form completed and signed by an Advanced Instructor / CCI
	Demonstrate the ability to spot correctly from an altitude of at least 10,000 feet	
	Familiar with and able to carry out the duties and responsibilities of a jumpmaster	FAI certificate, CH2 written test, application form & payment sent to BPA
	Receive an introduction to the BPA Operations Manual	
FAI B Certificate	Be familiar with and able to carry out flight line checking on other parachutists of FAI 'A' Certificate (red) and above	BPA will send FAI 'B' Certificate back to you
	Able to undertake packing, inspection and basic fault-finding on a ram-air canopy	
	JM1 grading sticker endorsed by Advanced Instructor / CCI and stuck into FAI Certificate	
<b>JM1, CH2 &amp; B Certificate achieved</b>		
CP1 Canopy Piloting 1	C certificate / CH2 holder with at least 200 jumps	Grading System Record Sheet CP1 (BPA form 248) filled in and / or practical requirements signed for in logbook
	Proficient at conducting canopy drills (360°, 180°, 90° turns, and straight on approaches) at altitudes above 3,000 feet	
	Safe, high performance landings, using front risers during a straight on approach, on at least 5 consecutive descents	CP1 written test successfully completed
	Safe, high performance landings, using a front riser to create a final approach turn of between 45° and 90°, on at least 5 consecutive descents	CP1 grading sticker endorsed by Advanced Instructor / CCI and stuck into FAI Certificate
Safe, high performance landings, using a front riser to create a final approach turn of between 90° and 180°, on at least 5 consecutive descents		
<b>CP1 Achieved</b>		
CP2 Canopy Piloting 2	D certificate / CP1 holder with at least 1,000 jumps	CP2 grading sticker endorsed by Advanced Instructor / CCI and stuck into FAI Certificate
	Has logged 500 high performance swoop landings including 100 in the previous 12 months	
	Safe, high performance runs, over a minimum 185ft long, 30ft wide carving course, that consists of 10ft vertical markers with a defined entry and exit gate, on at least 3 pre-declared consecutive descents	
<b>CP2 Achieved</b>		

Main Photo shows Hans Van Marrewijk at ESA's Uruguay Boogie by Bruno Brokken

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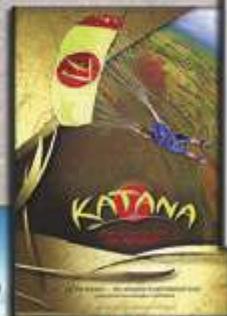
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## 2005 DIARY OF EVENTS

Check [www.bkpc.co.uk](http://www.bkpc.co.uk) for the latest updates

### June

**16th - 17th**

Canopy Formation Coaching Roadshow with Steve Saunders, British CF Team

**18th - 19th**

BPA Canopy Formation and Classics Grand Prix Competition

**18th**

DZ Party, Disco and BBQ

**18th - 26th**

Freefly Festival

**25th** DZ Party, Disco and BBQ

### July

**9th - 10th**

Wingsuit introductory weekend with Craig Poxon, free coaching, instructor slot and loan suit, registration required

**9th - 10th**

Speed Skydiving Introductory Weekend with Mark Calland, - free coaching and instructor slot - registration required

**16th - 17th**

Formation Skydiving Coaching Roadshow with Ian Matthews from Vne 8 Way Team

**18th - 22nd**

Student Progression week

### August

**29th to 2nd Sept**

Student Progression week

### September

**10th - 11th**

BPA Freefly Artistic Skills Roadshow with Tim Porter & Rob Silver

**10th - 11th**

Final Turbine Weekend & DZ Party

**12th**

F-GODZ Turbine Porter Departs

### November

**5th**

Fancy dress and DZ bonfire with Fireworks Party

### December

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[www.freeflyschool.co.uk](http://www.freeflyschool.co.uk) - BKPC Freefly School and Load organising

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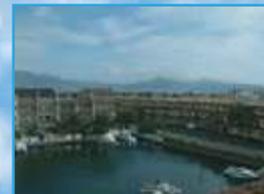
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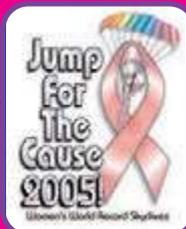


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## Tickets £1

(One free if you buy ten)

Drawn 3 Sep 05 at the MissBehaviour MiniBoogie, Langar

A team of Brit Chicks are on the Women's World Record attempt in Perris Valley, in September, organised by Kate Cooper. Jump For The Cause aims to build a 150-way - or even bigger! JFTC is in aid of breast cancer research. The British women are combining forces and running fun events, the largest ever raffle seen in the UK and a fabulous auction with prizes money just can't buy!



## MissBehaviour MiniBoogie

3-4 September 2005 Langar Airfield

The second weekend at Langar Boogie II will be in aid of Brit Chicks for the Cause. Invitational organised 40-ways by Milko, Lesley Gale and top level friends, coaching, for all, fun events, pink ribbons, giveaways, madness and mayhem. Saturday night party with raffle draw, dinner, celebration drinks and DJ Rich T. This weekend was chosen so it doesn't clash with other UK boogies, celebrate the end of the season (or nearly!) in style.

## Auction

### Two fabulous prizes to bid for

#### WINGWALK

AeroSuperBatics are offering the chance to join Europe's only professional wingwalking team The Utterly Butterlys. After the necessary training at their base in Gloucestershire, the winning bidder will participate in a wingwalking display with the team.

#### TUNNEL COACHING WITH VMAX

40 minutes in SkyVenture UK with World Champion team VMax coaching and flying with you. The prize will be tailored to suit the winning bidder's wishes.



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#### Brit Chicks Team

See any of these chicks for raffle tickets, T-shirts or donations

Ali Mayo  
Audrey Rowe  
Caroline Allen  
Caroline Hughes  
Conny Van Setten  
Fiona Birnie  
Julie Woodrow

Kate Stephens  
Lesley Gale  
Liz Crichton-Stuart  
Michelle Meakins  
Ruth Green  
Tash Higan  
Taz Causer

[www.britchicks.org](http://www.britchicks.org)

[www.jumpforthecause.com](http://www.jumpforthecause.com)

[britchicks@skydivemag.com](mailto:britchicks@skydivemag.com)



# Getting up to **SPEEED!**

This year sees the 8-way FS Speed Nationals once again run as an event in its own right, at Peterborough Parachute Centre.

**Last year's champions, Another Plan8, spill the secrets of success...**



At last year's meet, I looked at our motley crew of old n' used-to-be-holds, double the age of some of the young, fit teams and figured we'd have our work cut out to get a medal. The fact we won convincingly just shows that the same techniques still apply as in the old days! Here's what Rob Colpus taught me 15 years ago, it's still as current as the old boy himself!

## Exit

Speed is ALL about the exit. The closer you leave, the less distance you have to fly. Priorities on exit are:

1. Leave stable – a single tumble will generate an amount of vertical distance to make up and distort the natural plane of the exit.
2. Leave close together – the tighter the better.

## Rules

The Nationals will most likely be run on the same rules as last year, which were no-show, no-grips.

**No-show** means no part of a competitor's body or equipment can show out of the door (pictured top photo). The clock starts when the first part of any team member penetrates the line of the door. The bottom photo shows a clear infringement from hand and upper arm.

**No-grips** means just that; holding onto each other is not allowed. The clock stops when the last grip is taken to make an 8-way.



✓ No show



✗ Infringement

*Have attitude, target fixation and go for it!*



## Formation Design

A new rule last year is that any formation in any orientation is allowed, including mixes of FS and freely. Head-up and flat is fine; or head-down and head-up; or all head-up; or all head-down. The only thing which is not allowed is head-down with flat, for safety reasons. In the future, the best times will probably come from head-downers but right now in the UK, FS is probably quickest as these skills are

more universally advanced, and it is this approach which is described here.

Speed competitions used to be stars or specific first points but now anything goes. You have the opportunity to be imaginative and build what you like. Take full advantage of this, grab whatever is quickest and do not, for example, waste time taking two grips where one would suffice. Having said that, a certain amount of structure in closing a central

# Speed 8 National Championships 24-25 September 2005

Peterborough Parachute Centre, Sibson Airfield [www.skydivesibson.com](http://www.skydivesibson.com)

## A GOOD EXIT LINE-UP



Two people set up in the door facing the pilot, with knees bent to keep their backs straight



Add two people at 90° (knees bent, straight backs), they will set up the base 2-way



Add another two, herringbone fashion, note the foot against the aircraft to power out of the door



A final two (herringboned, braced foot) and the 8 bodies power out as one at 90° to the door

## Door Jam

The only way to create an excellent exit is to door jam in the mock-up or preferably the plane itself, with full gear. Put on your jumpsuits and rigs and take your helmets too. Door-jamming without rigs is utterly pointless, you may think you have a good line-up but everything will change when you get fully dressed to skydive. Go the full monty on the ground, put your booties on, add your helmets and then see how well you can squeeze into the available space. It's like packing to go on holiday, squash everything together filling any gaps you can see. The tighter you are just inside the door, the tighter you will leave. But, unlike squishing things into a suitcase, you need to think about how you will present to the relative wind so you will still be stable on exit.

Everyone should personally check their own position. Make sure you can leave and present your chest to the relative wind, check the edges of the door so you will not foul your pack or head on the way out, to avoid tumbling. Once you have your own position sorted, check out your buddies. From your viewpoint you may be able to spot a potential door collision, let that person know so they can adjust if needed. You need to be a team at this point. Allow your team-mates to lean on you where needed, do not push back, support them instead if they need it, while also being strong and determined about your own position in the door. Allow everyone the time to sort themselves out into a (relatively!) comfortable position which each person feels they can make work. There are no absolute rules about what will be the best line-up as skydivers do come in different shapes and sizes! Use all of the available height, a Turbolet is a tall aircraft and the more you can stand upright, the more you take bulk away from the width of your exit blob. Keep your backs vertical, bend at the knees rather than leaning over, it's more efficient. It helps if the person at the back of the door braces their hand against the roof. Divers should raise their right elbow to help present their chests on exit.

Once you have the jam more or less sussed, do a few reps all the way from sitting down to the jam and then the exit count. Now you see the point in wearing all your gear, as you notice you can't hear the count through your full-face, or you slip on the floor due to your booties. Do not ignore such problems, they are a warning of what may happen in the air. Find solutions, such as introducing hand movement to the exit count, or putting bungees around your booties, or even taking them off.

## The Exit

Choose someone to give the count who can be seen by everyone, and preferably not wearing a full-face as this deadens the sound. Whoever has the speaking part: do not rush. There will be a point of stillness where everyone's movement settles out, wait for this moment, give a beat and then initiate a clear, confident, loud signal to go, incorporating movement if possible (see photo below). We all know the timing of the exit from 'Ready', everyone leaves exactly on the 'Go' concentrating on personal presentation; a good speed exit should flow out of the door in one lump. Getting a great exit will greatly reduce your time and is a way for less experienced teams to steal a march on the more skilled but less focussed team.



Mistakes on the ground are often repeated in the air, note the hand infringement and compare with photo, bottom left

A tight exit is the secret of success

base (whether 2,3 or 4 jumpers) will help absorb the shock of any over-enthusiastic arrivals. We aimed for an 8-way zipper as it has a nice central solid 4-way base and easy slots for the other four to close. Mostly though, because the exit can go any which way, we built something different. Just fly to whatever part of the central base is closest.



Exit tight and stable – it doesn't have to be pretty



The base pair set up across line of flight



Closing the centre helps strengthen the formation



Everyone be solid to prepare for arrivals



Take the easiest grip at the time

## In the Slipstream

Everyone needs to fly very hard towards the base out of the door. If you do not do this the distance between you will increase massively. It is not the slipstream which pulls you apart, it is not adopting a flying position which will take you towards the base. Because you are sub-terminal any control inputs will have less effect than usual so you must be more radical.

## Set-ups and Slots

Roughly speaking, you want two people to set up the base in the centre, two floaters to come back up the slipstream and four divers. The base people should find each other and set up across the slipstream with an open base, ie a 2-way line with the break facing up towards the divers. (This system worked for our teams but there are various options.) The base people just focus on each other and provide a solid stable, reasonably fast falling target for incoming arrivals. They should check the first two out are not too low (if they have tumbled); if they are then the base pair should crank on the pace to allow them to get back up easily. The first diver or two divers close off the centre, aiming for a 4-way star.

## Approach and Dock

All our skydiving careers we're told to take it easy. Here's your chance, whether floater or diver, to go all out! Use your maximum full-on position to get to the base. Then use your maximum full-on brake position to stop as completely as possible before arriving at the base people. Do not simply keep going until you collide with them! This may cause a funnel. Speed means speed-go and speed-stop. Full on and then full off as George would say. You will need to brake harder and start this braking earlier than usual. The faster you drive a car the further ahead you have to read the road; the same rules apply here. Look ahead and assess where your best point of arrival is (probably straight forward will be the quickest), and if there is any incoming traffic. The exit may have put you at a different angle to the dirt dive on the ground, be ready to adjust and improvise. This is where the novelty factor of being able to make any formation helps, just take whatever suits best. I think we built our planned 8-way zipper on just one out of the four jumps last year, the others were improvisation.

## In The Formation

Be solid, look for where the arrivals are likely to be and brace yourself! Close up any areas of the formation which would help strengthen it. Have attitude about making the jump count – you can take a hard docking, absorb the momentum and grab a grip as the person would otherwise fly by – even if it's not pretty or on level, if it's a formation you'll score the point... and points mean prizes! Remember to hold the first point for 3 seconds before moving on, to comply with the rules and show the judges the formation is stable.

Be imaginative with your second point, have a laugh



## Second Point

There is often a prize for the most entertaining second point. Knowing Sibson, if you're entertaining they'll probably give you a prize anyway! Try and break out of the box, think of something imaginative and different which doesn't revolve around standard formations. Think in three dimensions not two – plan multi-level dives, verticals, bunny hops, play games! Are you surprised the dark brethren call us flat flyers? We do tend to think in two dimensions, there's another one to play with too!





## Practice Makes Perfect

The Nationals is not until September so there's plenty of time to practice. Use the suggested line-up here as a starting point and then modify if needed to suit your team. If you end up in different places relative to each other, just change the build. Ask advice. If I'm at Sibson I'd love to coach you (free!) just ask, or any other of the experienced jumpers there will be only too happy to help (won't you guys!). Just like the FS and every other Nationals, it makes sense to do at least a weekend at the real venue, so you feel comfy and relaxed there.

You'll laugh your booties off too, the things that can happen when you're on the edge can be hilarious. Speed is really good fun, when else do we go balls out when skydiving? Put yourself in a different mental state, hype yourself up, pretend it's actually the Nationals, really push yourself. Fly like a world champion! You'll probably be surprised how fast you can go and stop when you try.

The fabulous thing too about speed meets is that anything can happen. It's easy for a hot team to over-boogie leaving the shield wide open. It's not like sequential where you need loads of jumps to gain a good standard; with just a weekend or two's practice you could be leading from the starting gate all the way to a flying finish. If it's all gone Pete Tong by the last round you could always dawdle deliberately and try for the prestigious Snail Award!

Lesley Gale  
[lesley@skydivemag.com](mailto:lesley@skydivemag.com)



Speed events are such a giggle

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### **Freefall University AFF – Learn to skydive**

The Freefall University is based at Skydive Lillo and run by **Barry Maple**. They have close contacts with a growing number of UK dropzones and AFF and FS1 courses are run daily in accordance with BPA guidelines.

If you would like to learn to skydive or convert from the static line system, call Lamorna on 0207 0600 174 or check out [freefalluniversity.co.uk](http://freefalluniversity.co.uk)



### **Canopy Piloting - Be a safer canopy pilot**

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We have 1, 3 or 5 day practical workshops available to help you better understand your canopy and safe flight. The course is tailored to your experience level ensuring you get the help you need.



# The Hills are Alive With the Sound of ...

# BIG-WAYS

**There are lots of ways to enjoy big-ways, whether organising at your home DZ, attending a camp or joining invitational events. Seeing aircraft flying in formation is always a thrill. Sitting in the cockpit, watching them take off and climb to altitude in formation around you is wonderful. Being late diver swooping from the trail plane is just the best!**

Historically Guy Wright's invitational events at Zephyrhills in spring have been to break records, but this year the Z-Team was put together simply to have some fun and build multi point large sequential formations. 120 invited skydivers registered from twelve countries, with jump numbers from 225 to 10,000+. They were split into six groups of twenty, using three Otters and a Casa. Each group had a top level captain assigned; Guy Wright, Boxman, Louis Tommaso, Derek Thomas, Markku Teivainen and Lyle Presse.

## Sequential Big-ways

On day one, each group attempted similar formations (mostly 20-ways) from a single aircraft at 13,500 feet. On the second day, the groups merged to form two-plane 40-ways from 14,500 feet. By the third day, groups had grown to three-plane 60-way formations from 17,500 feet with oxygen. Many of the jumps were intricate and challenging. There were certainly highs and lows – some formations simply didn't work and caused immense frustration but that's the nature of the beast. Others were so quiet and perfect they raised the biggest smiles for hours after landing. Overall, the 20-ways turned between 4 and 12 points, the 40-ways turned 2-4 points and the 60-ways made 1-3 points. There were just two grips missing on a notoriously difficult 62-way star and an awesome four point 40-way culminated in a star which held for 4 seconds! The feel-good factor from that jump worked its way around the DZ for hours.

## Handy Hints

Sincere thanks to Skydive City and the fantastic camera team; Tony Hathaway, Phil Roberson, Rob Fortier & Laszlo Andacs. Also of course to the superb team of coaches, who gave out loads of information. I have summarised their helpful hints overleaf as they apply to all formations built in freefall, whether 10-ways or 100-ways.

## Future Stuff

Z-Team '06 is scheduled for 12-16 April and will once again be invitational. The aim will probably be high quality 20 – 60-way sequential, although the final format is yet to be decided. If you're interested to find out more, email Guy Wright on [bskyguy@aol.com](mailto:bskyguy@aol.com) or see: [www.guywright.com](http://www.guywright.com)

For those who would like to learn more about safety and practice skills for larger formations, Kate Cooper, Dan BC, Larry Henderson and Tony Domenico organise a biannual big-way skills camp in Perris, every May and October. It's well worth it! Get yourself on one to scoop the inside knowledge and lots of experience, see:

[www.perrisperformanceplus.com](http://www.perrisperformanceplus.com)





Laszlo Andacs



Laszlo Andacs



Laszlo Andacs

Main photo: Tony Hathaway

# BIG TIPS

## On The Ground

- Wear your jumpsuit to the dirt dive
- Be attentive throughout
- Work out your slot in relation to the base
- Learn your base person, quadrant and docking position
- Step back to look at the formation colours
- Choose markers – people with bright jumpsuits or rigs
- Choose markers you feel you can rely on to be there!
- Look for similar jumpsuits/rigs to your markers to avoid confusion
- Work out your approach angle in relation to your key base guy
- Work out your clone
- Understand slots, grip management and transition keys
- Ask questions if anything is unclear
- Remember who's in front, behind, right & left on the dive & in the aircraft
- Dress for success – use extra weights or baggy suit/T-shirt to suit your slot

## Pre-boarding & In The Aircraft

- Load smoothly in reverse order
- Make sure you have all your equipment
- Buddy up for your pre-flight checks
- Be quiet, be calm, trust your plane captain
- In trail aircraft, be ready early and be prepared for surprises

## In The Air

- Follow your leader until you pick up the base & your approach line
- Always stay in your own quadrant
- Formations will slow down as they build so anticipate this
- Use the red zone – stay above the formation until it is ready for you
- Use your peripheral vision to remain alert and prepared for collisions
- If you see one coming, brace yourself, pop up & avoid being taken out
- Don't take anyone else's air
- Don't wash around
- Match the formation's fall rate
- Approach quietly, on level, at your correct angle
- Stop completely in your slot just next to your grip
- Take a gentle grip with NO momentum

## In The Formation

- Be strong – shape the formation after you dock and keep skydiving
- Don't assume someone else will do the work!
- If there is a wave, be very solid to stop it going further and the potential funnel
- Use eye contact across the formation to keep on level and referencing
- If it's sequential, know who gives the key and anticipate your move

## When Breaking Off

- Be clear about when you're supposed to leave the formation
- Turn and track according to this plan – don't hesitate
- Track straight and flat without diving down
- Be aware of others tracking in your quadrant
- Keep your eyes open and your wits about you
- Have a good look around and give a big wave-off before opening
- Deploy at the planned altitude for your wave

## Under Canopy

- Completely clear other canopies before fiddling with slider or booties
- Know the landing pattern and rules and keep to them
- Don't spiral or make radical turns without good reason
- Be very alert, constantly looking around, above and below you
- If you don't know if someone has seen you, kick your legs
- If someone kicks their legs under canopy, kick back to show you're aware
- Land in your established area and watch out for others landing after you
- Check in with manifest or your plane captain if you've been briefed to do so

## Have Fun & Enjoy!

Caroline Allen  
[caroline.allen@tds.cendant.com](mailto:caroline.allen@tds.cendant.com)



Laszlo Andacs



*Brits Pete Knight, Simon Darch, Garry Willard, Gary McGuinness, Craig Bassendale, Gordon Hodgkinson, Tash Higman, Caroline Allen, Tony Bradbury, with organiser Guy Wright*



*Tony Hathaway*



*Tony Hathaway*

# Glide-Lines

## Handy guidelines from canopy coach Chris Lynch on estimating your set-up point according to the glide angle of your canopy

You may find it useful to make a point of thinking about your landing plan as soon as you arrive on the DZ – after the obligatory cuppa tea and a fag of course – but before you start dirtdiving. I find it best to work it out in reverse order from the way you'll fly it so first decide where you want to land, your target. Next look at the windsock to figure out the windline, the imaginary line that passes directly through your target and lies parallel to the wind.

The first stage of landing on target is to land somewhere along the windline. It's quite likely that you may overshoot on light wind days or undershoot on high wind days. This experience will help you get an understanding of the varying glide angles you'll get when flying facing into varying wind speeds and through that experience you'll eventually learn to land where you want to on the windline. If you are overshooting or undershooting by a lot, like onto the runway or into any hazards this is a problem that needs fixing asap but so long as you are touching down somewhere on the landing area this is okay.

To land where you want to on the windline, the trick is to know how far back along the line we need to be to start our final approach. This is where the old glide angle thing comes in. These are only guidelines but into nil wind you may get as much as 2.5 : 1 glide angle which means you'll glide 250ft forward for every 100ft of descent. As the wind increases this glide angle will become steeper to the point where you may be coming straight down if the winds get over 20 knots (23mph), which means the stronger the winds, the closer you have to be to your target when turning onto your final approach. (Of course in the UK the wind limits are 20kts but slightly higher winds may be tolerated overseas in some countries.)

It's likely that the main problem with your approach on Saturday evening was that you went too far downwind of the target before turning into wind. This is a common error and an easy mistake to make because canopies cover the ground very quickly when flying downwind in strong winds.

Okay, back to the plan... so far we've got a target and a windline, next we need to figure out where along the line we want to set up for the final approach and for this we need to have a rough idea of the wind strength. You can estimate it from looking at the windsock or get a more accurate reading from the anemometer. We can roughly convert the wind speeds into approximate into wind glide angles using the Wing Tips glide guide. These are approximate figures but enough to give you a chance of reasonable accuracy for the first jump of the day. After that you can make adjustments depending on where you land on the first jump.

**Chris Lynch**  
gottaflychris@yahoo.co.uk

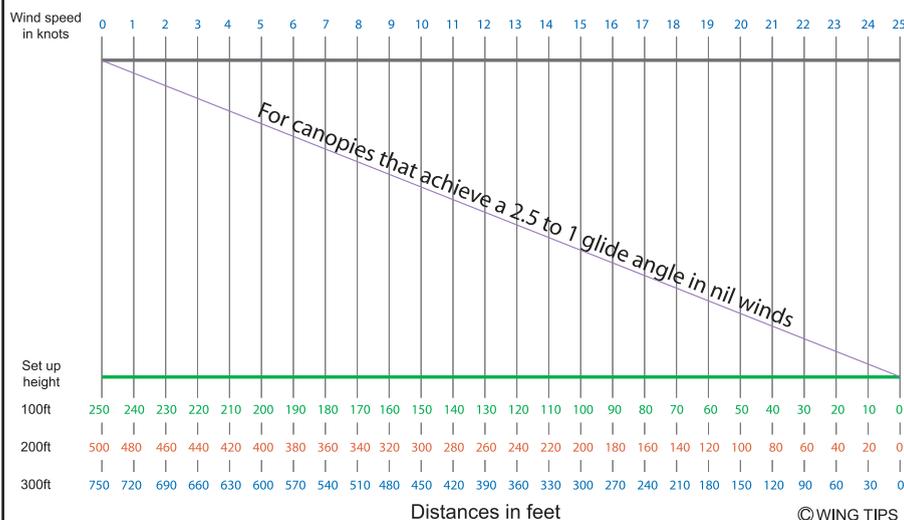
*This article is general advice and not intended to replace canopy tuition. If trying anything new, get a brief from an instructor, CCI or canopy coach who will tailor this to your experience and skill level.*

Martin Kristensen



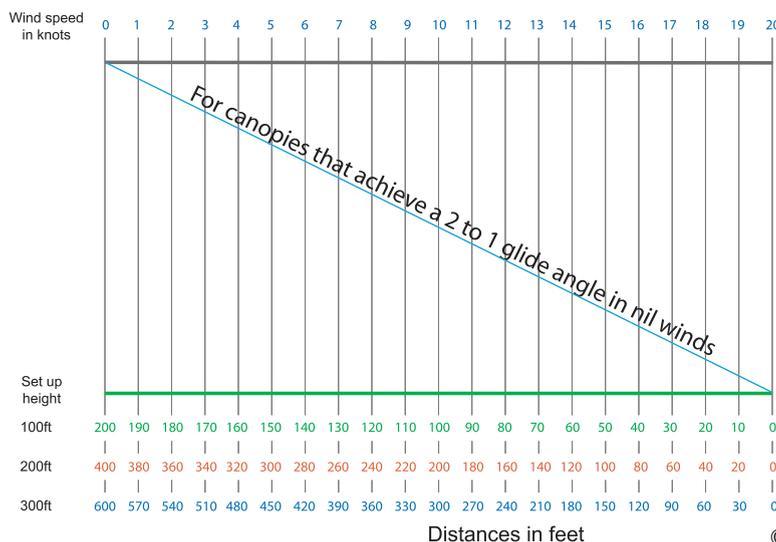
### WING TIPS GLIDE GUIDE

For estimating how far back from your target you will need to be to start your final approach



### WING TIPS GLIDE GUIDE

For estimating how far back from your target you will need to be to start your final approach





Chris Lynch checks out RAPA's swoop pond  
Photo by John Bishop, cut-out by Steve Newman

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Photo: Tony Danbury

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Photo: Sam Bailey

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# Tony Rose

**Tony 'Brummie' Rose passed away on 17 January 05, aged 58, after fighting a long battle against illness. Brummie was probably best known as the Chief Instructor at Netheravon & Cyprus. Tony was very proud to be part of the team at Netheravon around 1974 when it was right at the front of development, for example, with the introduction of the GQ aeroconical student canopy. Tony used to say it was one of the best times of his parachuting career, "They worked hard and they definitely played hard".**



Brummie was Chief Instructor of the Royal Artillery parachute display team when it amalgamated with other display teams in 1980. He spent two years there, seeing it grow from a very young group of jumpers to a full time professional display team. Those who knew him well could tell you about his wicked sense of humour – he would always try to get one over you if he could.

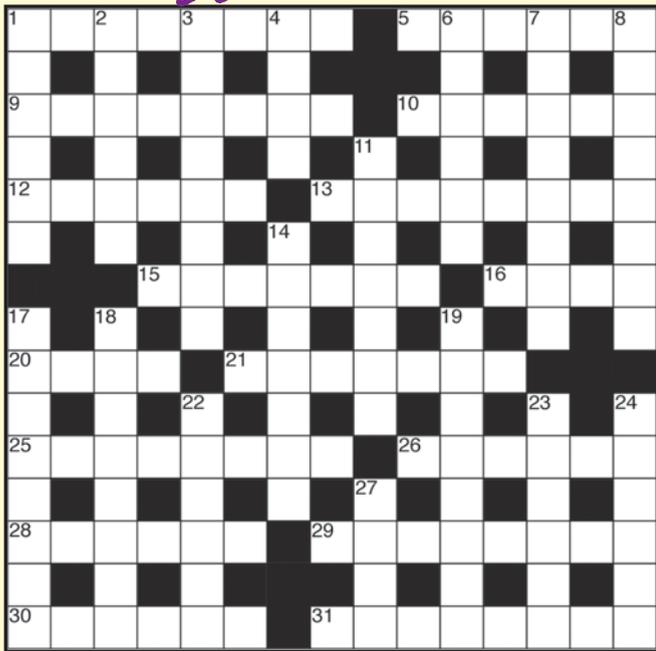
Brummie loved to enjoy himself and would always try something new at least once. Hence he had a go at parachuting in 1966 from a Cessna 172 in the Far East, his logbook reads "not enough effort in getting into position". He wasn't deterred and went on to spend every single free moment jumping out of everything that flew. His logbook and photographs read like an aviation magazine, mostly military aircraft in places that I can't even pronounce. He was a pioneer of his sport, spending half of his jumps flying upside-down or standing on his head – unintentionally of course.

That said, he spent time learning CRW [canopy formations] for the display team; he didn't particularly like it, as he spent all his life trying to avoid canopies. Brummie was very good at accuracy or so he told me, he said he had the injuries to prove it, especially on high performance round canopies, ie, para-commanders (PCs) and Papillons. He eventually made the transition to the super-duper fast canopies, jumping the Strata-cloud and finally the Fury! He drew the line at loud fluorescent jumpsuits, I'm sure he had a Krueger balloon suit somewhere. All blasts from the past I know but he'd been there and done it.

Brummie was a very proud member of the Commando Gunners serving with 95 Commando unit, and 148 Battery forward observation unit. To be a member of 148 Battery, a Special Forces unit, he had to pass both the commando and P Company selection courses. He wore his green machine with pride but boy, did he go on about it. He had a love-hate relationship with the Marines, or Royal as they are called, and was always spouting off such classic's as "He was in Baghdad, whilst they were still in their Dad's bag". He had a million of those sayings. But that was what you got; he was always straight with people – sometimes too straight. Tony was never renowned for his negotiating skills, and I think we would still be at war with Germany if he had been involved!

Brummie loved life, he loved his family, and he had a passion for the sea and anything that fired bullets. He belonged to his local gun club when he left the Army, but he always wanted to own a boat. It was something that he was seriously looking into while he was ill, but never had the opportunity to see it through. So it was a fitting end to his life that his family managed to arrange his burial at sea, which took place just off the Needles, in a small private ceremony with family and friends. Brummie finally fulfilled his dream. Our thoughts are with his family; Julie, Mandy and Jenny.

Nick Harrison



## Main (Cryptic)

### Across

- Free style red team's divided by talent (8)
- Moved smoothly and saw duke replacing MPs (6)
- Setter turned, yapped and went up the gangplank (8)
- Woolly kangaroo? (6)
- Synthetic compound of deuterium, argon, chromium, oxygen and nitrogen (6)
- Till cut out with choke (8)
- Muck about in blue lake boat (7)
- Reggae rocks inside of aircraft (4)
- Rector fed scold (4)
- Blow the bear up (7)
- All-in favours bellies (8)
- Compliant coiled springs (6)
- Tickled; caught out; walked (6)
- Formation of Long John Silver and Captain Ahab perhaps (8)
- Spots' locations in the ear (6)
- Aircraft's running noisily? Eject! (8)

### Down

- Races of germs containing phosphorus (6)
- Express regret over pen's point (6)
- They stop up one's pipes and dry out one's hair (8)
- Sees where hooks go (4)
- Eat about one and throw up (6)
- Arranged a trick in the act (8)
- Extent of the French control of supply (8)
- The Royal Marine amateur league is hot air (7)
- It's done before landing in Florida circuit (7)
- Difficulties for British lunar modules (8)
- Dragging one's feet over 14 (8)
- Lob over the base line ditch (5,3)
- Fluffy towels for the bottom (6)
- Airmen spoilt manoeuvres (6)
- Spice up the drink, boy! (6)
- Shout of approval after hospital's opening (4)

## Reserve

### Across

- Did not fully deploy
- Flew without power
- Got aboard
- Skydiver: Sweater
- US Terylene
- Part of AFF exit routine (5,3)
- Bird: Frolic
- Chocolate bar
- Speed
- Respire
- Gas bags
- Placid
- Left
- 8-way formation: One foot, and more
- Aiming guides
- Throw overboard

### Down

- Goes over the limit
- 8-way formation: Toy inventor
- Inflation aids
- Sense organs
- Take off
- Unfolded
- Temporal length
- Column of rising air
- Slowing for landing
- Difficulties
- Lacking minimum flying speed
- Type of deployment system
- Furthest down
- Flyers
- Time of year
- Perforation

**ACROSS**  
 1. Swamped, 5. Glided, 9. Embarked, 10. Jumper, 12. Dacron, 13. Check Out, 15. Skytark, 16. Aero, 20. Rate, 21. Breathe, 25. Balloons, 26. Docile, 28. Exited, 29. Monopods, 30. Sights, 31. Jetison.  
**DOWN**  
 1. Speeds, 2. Rubric, 3. Airlocks, 4. Eyes, 6. Launch, 7. Deployed, 8. Duration, 11. Thermal, 14. Flaring, 17. Problems, 18. Stalling, 19. Throwout, 22. Lowest, 23. Pilots, 24. Season, 27. Hole.

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#### **JULY**

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**4 - 8** AFF Tandem Concentration Week  
**8 - 9** **Hoxter Mini Meet Daedalus ParaClub** (4 Rds of 4-Way) Europe's biggest 4-Way Meet & great party!  
**9 - 15** JSAT Advanced Course  
**15 - 24** **41st British Forces Germany & RAPA Championship.** 4-Way, Novice to senior accuracy, Swoop competition, 8-Way  
**30 & 31** **20-Way Weekend** Organised large formation loads.

#### **AUGUST**

- 1 & 2** Weekend 1 Jump Cse  
**1 - 5** AFF & Tandem Concentration Week  
**20 - 28** **Armed Forces Championship** Netheravon (DZ open at weekends)

#### **SEPTEMBER**

- 3 & 4** Weekend 1 Jump Cse  
**10 & 11** 10-Way Speed Star Meet  
**17 & 18** **20-Way Weekend** Organised large formation loads.

#### **OCTOBER**

- 1 & 2** **20-Way Weekend** Organised large formation loads  
**1 & 2** Weekend 1 Jump Cse  
**15 & 16** 4-Way LAC Meet

#### **NOVEMBER**

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Photos: Tim Porter & Bish

**<http://sports.groups.yahoo.com/group/LippspringeDZ/>**

# Lightning Responses



by  
Rob  
Colpus  
**Kit** News



In response to the demands of canopy formation jumpers around the world, Performance Designs (PD) have updated their *Lightning* range of CF canopies. PD now offer just two versions of the Lightning:-

First, the *Competition Lightning*, which is constructed from 100% zero-p fabric and designed for competition and fun CF work and large canopy formation attempts. PD state that although the Lightning's standard configuration is geared towards all three areas, some competitors may choose a different line length which is offered on the order forms.

The second version is the *Demo Lightning*. This model may be ordered with a zero-p top skin, with low porosity ribs and bottom skin, or a 100% low porosity construction with no zero-p in sight. This Demo Lightning is designed for jumpers who like to do canopy formation display jumps. This canopy comes configured for this type of jumping and there are no line length or trim options.

[www.performancedesigns.com](http://www.performancedesigns.com)

Norman Kent

## Speed Viper

In the last issue of Kit News we reported on Thomas Sports's new Viper harness/container, the latest addition to their family of *Teardrop* rigs. In addition to all the usual options on containers today the Viper is now also available in a 'speed skydiving' role. Mark Calland, World and British Champion speed skydiver reports that he's 'in love with' the dual lateral mod that TSE have built for him on his new Viper.

In addition to the normal 'lateral' strap which connects the base of the main container to the lower part of the main lift web, the Speed Viper version also sports a second lateral which exits the container at the reserve level and attaches to the top harness ring at chest strap level, just under the wearer's armpit. Mark claims that this mod "pulls the rig tighter to your body and stops it moving around at high speeds - everyone who's tried the rig on with the two lateral straps has commented how much safer it feels when speed skydiving or freeflying."

TSE can also fit small external pockets near the base of the rig to carry Pro-tracks/Neptunes for recording the performance of the dives.

[www.thomas-sports.com](http://www.thomas-sports.com)  
TSE - 01262 678299



Mark Calland



Michel Gaienza [www.par-parachutisme-passion.fr](http://www.par-parachutisme-passion.fr)

## PF Re-Sprung!

After nearly a decade in production, Parachutes de France (PF) have finally updated their *Springo* high performance elliptical. The *Springo*, which was the successor to PF's *Blue-Track* range, has seen success mainly in Europe when competing in the same performance range as the *Stiletto* and *Crossfire*.

The *Blue-Track Pro* range which it replaced, was loved for its in-air performance but disliked for its landing capabilities. The *Springo* was launched as its replacement because most jumpers wanted an easier landing swoop with plenty of available lift that the Pro just did not provide.

This new generation *Springo*, called the *Springo NG* (New Generation) does not stray away much from the proven features of the original but makes use of new materials which achieve lighter weight, which in turn improves its airworthiness according to PF, although in what aspect they did not explain.

[www.parachutes-de-france.com](http://www.parachutes-de-france.com)

## Under New Management!

Skysystems Ltd, manufacturers of the *Factory Diver*, *Oxygen*, *Nvertigo* and many other nice toys for the discerning skydiver has changed hands after 16 years and is moving to Florida.

Troy Widgery, who founded the company with the advent of the *Tube Stoe* back in 1988, has now decided to concentrate on his *Go-Fast* sports and energy drink empire which he developed on the back of his skydiving business. The new owners, including Doug Park of *Deland Majik* fame, will be moving the company from Denver, Colorado to that metropolis of skydiving equipment manufacturers - Deland in Florida.

The move is welcomed by equipment dealers around the world who have appreciated the quality and innovation of Skysystems's products but have lamented over the years about the poor delivery times and lack of off-the-shelf replacement parts.

[www.skysystemsltd.com](http://www.skysystemsltd.com)  
[doug@skysystemsltd.com](mailto:doug@skysystemsltd.com)



PD's factory

## Less Bulk For Your Dollar

Top canopy manufacturer Performance Designs (PD) of Florida is currently in the middle of a project started two years ago to introduce a series of sport reserves with considerably lower bulk than those presently available. The company has stated that the last few decades have seen a significant drop in the volume of suspension lines with the advent of new fibres such as *Spectra* and *Vectran*, but fabric bulk has remained about the same because nylon has remained the fibre of choice for sport parachutes.

PD claim that using new low bulk fabrics, the packed volume of a 143 sq ft reserve can be reduced to that of one measuring about 106 sq ft when made of conventional nylon fabric. Perseverance Mills in the UK is one company claiming to have developed a low bulk fabric called *Blue Quantum* and, although PD did not specify with whom they are working, insiders believe that Perseverance, who already supply much of the fabric used today by top sport parachute manufacturers, is closely connected with PD's efforts. News just in though throws a storm cloud over Perseverance Mills's future as they are now in the hands of the receivers who are trying to find a buyer for the 102 year old ailing fabric mill.

*"PD's low-bulk project involves more than simply taking existing designs and building them from low-bulk fabric"* explains John LeBlanc of PD. *"Changing the fabric requires re-assessing how the reserve is shaped and reinforced. Many drop tests are required to determine how the new canopies open, fly and land"*.

In addition, PD are always concerned how their canopies age, as changes in porosity over time affect performance, so there's a long term testing programme going on. All this R&D comes at a price of course and low bulk fabrics may be twice as expensive as conventional nylon – perhaps increasing the price of a reserve by about 25%

LeBlanc could not say when PD's low-bulk reserves would make it onto the market. He was quick to add that *"it is always possible that the project could hit an unseen landmine"* – perhaps Perseverance Mills already have!

[www.performancedesigns.com](http://www.performancedesigns.com)



# Flight of the Phoenix

Perry Tombridge

In the Feb issue of your favourite column we reported Robert Pecnik's move to break away from the BirdMan company that he helped found and to strike out on his own with the creation of a new wingsuit company named Phoenix-Fly. His first product was a 'high performance' wingsuit called the *Vampire V7*. Not allowing grass to grow under his feet, Robert has now launched a beginner level wingsuit onto the market named the *Prodigy* – Twisted Flyer Starter perhaps? – ouch, sorry!

Robert claims that his new 'two piece' wing concept makes the suit very easy to assemble, wear and fly. The wings have no cables to thread and result in the suit taking about three minutes to put on, as opposed to about twenty minutes for a cable-fitted wingsuit according to Phoenix.

The shape and design of the wings, which are held rigid in flight by the jumper holding small wing-mounted grippers, allow the jumper to more easily reach their pilot chute at pull time and also to reach

the canopy's toggles with the wings still in place.

The *Prodigy* has an inflatable leg wing and back deflector which help provide lift and forward speed. Phoenix claim that their bootie-less design allows the jumper to fully wear the suit from flight line to landing without any effort. Robert claims that his arm wing design was inspired by the early hang gliders – with the arms forming the leading edge, the wing forming the top skin and the resulting airflow completing the aerofoil section. In the air Robert claims that the *Prodigy* has a glide performance approaching that of an intermediate level wingsuit. The *Prodigy* retails for around \$650 (US).

[www.Phoenix-fly.com](http://www.Phoenix-fly.com)

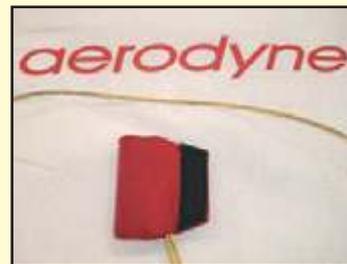


## A Clean Cut!

*"Ground testing of an Icon harness/container revealed a hard cutaway which was attributed to dirty cutaway housings and cutaway cables"* begins a Service Bulletin issued by Aerodyne International in March this year. Apparently the drop zone where the test was carried out was an excessively sandy and windy place, which according to Aerodyne necessitated frequent maintenance of 3-ring cutaway systems.

Although the maintenance of cutaway systems has been standard procedure now for at least two decades Aerodyne considered that its customers needed reminding occasionally. The company recommends in its mandatory bulletin that the cutaway cable is removed and inspected for any abnormalities.

With the cable removed they require a thin line to be passed through each metal housing and a 1" x 7" piece of clean cotton cloth soaked in silicon (food grade), be pulled through the housings, just as you would clean the barrel of a rifle. *"The yellow cutaway cable itself should also be cleaned with silicon, removing all dark marks"*, continues the bulletin. After refitting the cables, three test cutaways should be performed, completely removing the cables each time.



[www.aerodyne-int.com](http://www.aerodyne-int.com)

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24 - 27 June	Speed Skydiving World Cup Round
25 - 26 June	POPS Meet
27 - 30 June	Advanced Packing Course (tbc)
2 - 3 July	Artistics Roadshow
4 - 8 July	Freely Camp with Space Freely School Head up camp with a focus on group flying and Freely 'B' team training - open all week
9 - 10 July	8-Way FS and Artistics Grand Prix
22 July	Tandem Record Day
30 July - 1 Aug	4 -Way FS Nationals
6 - 8 August	8-Way FS, Artistics & Speed Nationals
13 - 15 August	Nationals Reserve Weekend
15 - 19 August	BPA Instructors Course - open all week
20 - 29 August	Summer Boogie - open all week
20 - 21 August	28-Way Competition
20 - 21 August	Bra Jumps sponsored by Bravissimo
22 - 26 August	BPA Instructors Course - open all week
17 - 18 September	FS 4-Way Scrambles Meet
29 - 30 October	Halloween 10-Way Speed Meet

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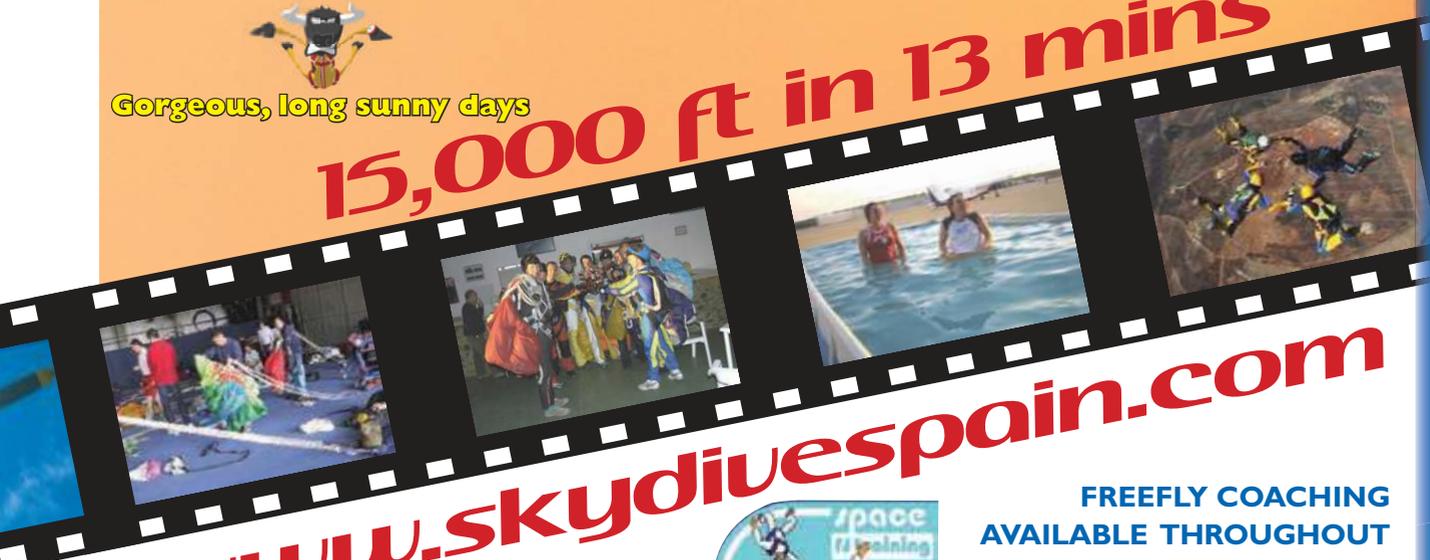
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Photos: Andy Wright & Rob Simpson

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# In Confidence



Photo: Kath Salisbury

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by Rick Boardman



## Friday the Thirteenth

"I picked this one up on my travels. It was at the end of a packing lesson. The kit in question was one of the ones where the RSL is the bit that has the reserve pin attached, and the reserve ripcord cable has a loop on the end (see photos to right).

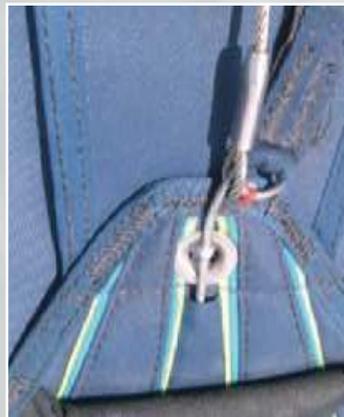
"It was only at the final check stage that the packer saw something wrong – the RSL pin was not engaged through the reserve cable loop. The rig was been used by a jumper who had disconnected the RSL.

"This was before these times of trendy AADs, and the rig didn't have one. If the main had malfunctioned, there would have been no way to deploy the reserve."

### Comment

Although an older tale (thank God!) this has got no less scary with the passage of time. There was a long sorry collection of individuals behind this discovery who ALL dropped several balls. What is unclear is how many times others had looked at the kit, and checked it as 'good to go'.

An old adage which I was taught years ago, and which I wish could be stapled to the forehead of everyone who checks gear, is "Don't check if things are alright. LOOK for what's wrong." It's a simple mantra which time and again I've seen change how people see equipment, from students through to riggers. That and expect the unexpected!



✓ **RIGHT**

This is the correct set-up for this RSL and reserve pin; the pin can be extracted by pulling the reserve handle (attached to the cable) or by the RSL which is attached to the pin



✗ **VERY WRONG**

This is the wrong set-up of the RSL, if routed in this manner it is impossible to pull the reserve manually, as the cable is not connected to the pin



## It's A Floater!

"I was on the second day of a team training camp. After we dropped the grips from exit to turn to the first point, the dive went to bits as one of the team started pointing wildly but I had no idea at what. Some people were backing off, whilst some were coming in for the next point, with others trying to dock on me (but not in the correct formation as dirtdived). I had no idea what the problem was, it just looked to me as if people were having a major brain mal.

"About now the cameraman came down to our level. Some took that to mean that he had seen the problem and was getting out of the way. Talking to him on the ground later, he said he'd got bored and thought he would do some fancy stuff! It was only as I tracked off that I felt something bumping my side [reserve handle] and realised what all the problems had been about. I elected to go for my main, and to not hold on to the reserve handle as I deployed in case a hard opening caused me to pull the reserve.

"Once everyone had calmed down, we talked about ways in which we could better communicate with each other should the situation arise again. I didn't have a gear check prior to boarding the 'plane, but I did check my pins and handles before I put the gear on. I had also checked my handles on run-in prior to climb-out, something I do every jump, and they were in place. It was a good job we did, as a few days later, on two consecutive jumps I again experienced floating reserve handles. These were 'handled' in a much calmer manner; someone came over and replaced the handle for me, and on one occasion we were still able to turn seven points!

"The gear was inspected on the ground by a rigger. The velcro was found to be in good condition and the handle was no more exposed than on the previous several hundred jumps I have done with that gear. Slow motion of the exit video appears to show the heel of the person in front of me on the rail catching my reserve handle on exit on at least one of the jumps. I am now looking into getting some other sort of reserve handle to prevent this from happening again.

"A further point to note is that I was talking to a friend who was at a boogie, and on two consecutive jumps while doing floating exits on a big-way, he experienced the same floating reserve handle, when the foot of the person in front of him on the rail caught his handle on exit. The solution of the rigger at that drop zone was to seat the handle deeper into the webbing with more velcro.

"I am not sure of the best way to prevent this situation from occurring again (the gear was in good condition at the time). However, having a contingency plan helped everyone remain calm and knowing what the problem was meant it could be dealt with quickly and efficiently."

## Comment

After all that, I hope the team got some quality training in! It's a sign of a serious team when they aren't just going after points but sit down and plan out a scenario for aborting the dive if anyone signals a problem.

Points to note. Our 'draconian' flight line check system in this country **wouldn't** have spotted this coming (although it may have revealed another problem). I find myself wondering how many more jumps would have been done with this gear, if the camera had not spotted **why** it was happening. Our friend solved his problem with a rigger modifying the reserve handle stowage. In UK, this would require an advanced rigger and probably some discussion with the manufacturer too.

Finally, this is an example of why people are falling in love with reserve pads instead of handles. But a word of caution; if you go that way, be aware that a pad can be harder to grip when it's reserve time, and there is documented evidence out there that a 'tactile memory' is created by handling a shiny handle in one hand and a fabric pad in the other. Your brain could have a momentary fart when it's hero time.



**✘ WRONG**

## And Finally...

The 3-ring scenario in this photo keeps cropping up. I originally put this in to the flight line tests at the AGM about seven years ago, thinking it was unusual. Turns out it's quite popular, so here's a picture for you checkers and packers TO STUDY SLOWLY!

The three-ring locking loop is through both baby and mummy rings. This puts a huge load on the teflon cable, making it very hard to pull.

Thanks to Point Zero for setting up and photographing these nightmare kit scenarios

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# Club News



Princess & fairy dive, by Steve Park

## Hinton

Even with loud cloud Baz, Bob M and Tally K could not be stopped and tried a static line jump to entertain the crowds (try a round one next time). Sandy K finally got her blue D licence – after how many years in the sport I cannot say as I am a gentleman. A 16-way was put together for Sandy's 200<sup>th</sup> and Georgina's 100<sup>th</sup>. Slev, feeling the financial strain of his skydiving habit, agreed to a naked bar streak for 2 jump tickets and a beer; free counselling is available for anyone emotionally affected. Bob Miller managed a new DZ record of sticking empty beer cans to his (bald) head using nothing but suction, the record now stands at 7. Last and by all means least, Caroline, watch out for that roundabout!

Mid March saw numerous birthdays (Geoff, Georgina, Elaine & Natalie) so we had a party. After several bottles of gin, Twister is a lot more interesting! The princess/fairy jump took place the following weekend: tutus, tiaras and very odd looking tights.

The Nish Memorial Scrambles had the largest turnout to date. We got 2 rounds completed plus a round of

accuracy on the Saturday. What do the forecasters know? Thanks to the boys building a fire-pit, we had somewhere warm to sit outside, so alfresco dining it was. Matt Robinson provided some fantastic entertainment with his hypnotism. It was a real eye-opener and very, very funny. Thanks to Lyndon for being a fantastic sport and doing the most awesome tribal dance around the fire-pit.

Sunday morning saw blue skies (not forecasted either!) and everyone was raring to go (after coffee and hangover cures). The overall winners were *Tits*, with *Maid Marion and her Merry Men* in second and *Point-less* in third. Three people achieved their FS1 in the competition. Thanks to Geoff and Mike for supplying the trophies, camera slots and a free bar on Sunday!

Don't miss the Wing Tips Seminar (16-17 June), Team Extreme (15-17 July), Richard Orford's birthday bash & Julie Woodrow's leaving do, with live band and space-hoppers on 11 June.

Brucie and Caroline White



Sandy & Natalie by Helen Carroll



Scrambles Winners

Tits (Joe, Mike, James & Rich) presented by Caroline White



Silver

Maid Marion & her Merry Men (Andy, Adam, Clive & Maxine)



Bronze

Point-less (Chris, Sarah, Luke & Vicky)

Steve Park



**Achievements**

**First Freefall**  
Ed Chung

**Cat 8**

Antonia Nilson  
Adam Searle  
Alex Wigg  
Rob Churchwell  
Dave Smith

**IC1**

Joe Scott  
Mark Joyner (at last)  
Georgina Wood  
Rob Franklin

**FS1**

Joe Scott  
Mike Lowe  
Nikki Malan

**Jump Numbers**

**50**

Alan Carrington  
Mark Beardsley  
Rob Franklin  
Dave Smith

**100**

Georgina Wood  
Trevor Haines  
Sarah Roberts  
Chris Kelly  
Vicky Scargill  
Andrew Astley  
Mirdseav Sestak  
Peter Lindstrand

**200**

Tony Walden  
David Joyner  
Mark Joyner  
Mark Hursey  
Andy Hingston  
Sandie Keith

**500**

Chris Steele  
Duncan Humphreys

**900**

Bob Miller

**1000**

Mike Beedon  
Elaine Park

**1300**

Yo Lee

**4000**

Dave Luke  
**1 Hr Freefall**  
Mirdseav Sestak



RAFSPA has sprung back into action. On 23-24 April at our freefly 'Have A Go' weekend with guest coach Andy Newell from *Euphoria*, many newcomers experienced the excitement of freeflying, we hope to run another one soon. We have a 4-way meet 18-19 June and also a Wing Tips and a CReW weekend very soon, check [www.rafspa.com](http://www.rafspa.com)

On 11 June we'll be doing a boxer short skydive for Everyman Male Cancer Awareness month, see [www.boxershortskydive.com](http://www.boxershortskydive.com)

I'm sad to say that G-WOTG our Turbine Islander has now gone, many of us learnt in that fantastic aircraft. We are still running the G92 so come along and play on that beast!

The bar opens on Friday at 7pm to prepare for the weekend. Get there any way you can be it by car, bike, cycle, public transport, someone even brought their Turbolet over for a quick (soft) drink!

*Nigel Holland*

*Self portrait over Lake Wales, by Alf Batchelor*

**Weston**



**Achievements**

**FF1**

Munroe Kendrick  
Pam During  
Ivan Betts  
Chris Lewis

**FS1**

Al McGregor

**200 Jumps**

Mark Harrington

**400 Jumps**

Nick Whiteley

**900 Jumps**

Chris Lewis

*5-way with Andy Lovemore backflying by Alf Batchelor*

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# Sibson

The Met Office performed with outstanding inaccuracy over Easter. They predicted it to be pants all weekend but we had great tanning weather during which some did ten jumps per day. The new Turbolet with fantastic pilots Slavic and Igor is proving to be much faster than the previous elevator to altitude, only nine minutes last week to 13,500ft, hardly time to get your gloves on! It's great to see so much student progression, both on RAPS and AFF. Matt Radford gets a special mention for his outstanding first freefall. We welcome new packer Simon and new bar person Zelda.

Andy Fordham, world darts champion visited us, his wife loved every minute of her tandem. Pete and Jake are considering changing Birdland Bar's name to Sibson Bar of World Champions!

The wacky wingsuit weekend was a huge success, 100+ wingsuit descents, some great front and back formation flying, plus an evidential skill development. Dave Bailey and Granters entertained us with the rigging up and jumping of round reserves, just for the hell of it! Fantastic accuracy from Dave who landed in the pit, Granters sacrificed accuracy for more freefall and landed somewhat short. *(He's always been short! – Ed.)*

It's been wonderful to welcome new members Dennis, Richard, Steve, Chris and others, plus the return of Tony Dean, John Wheeler, Tony Bissell and the fabulous Dave Lehane. It's great to see 4-way teams forming, plus our 8-way team training for the Speed National Championships, here on 24-25 September. Other coming events are the WARP week (13-17 June), UK Freely Festival (9-17 July), Lancaster Boogie (20-28 August), Birdman Boogie (26-29 August), and 4-way FS Grand Prix (10-11 September). More details from [skydivesibson@btconnect.com](mailto:skydivesibson@btconnect.com)

Lizzie Harris



## Achievements

### First Freefall

Matt Radford

### Cat 8

Becky Austin

### FS1

Derek Hancock

### FF1

Chris Ogilvie

Andy Gregory

### IC1

Al Mac

Shane Humphries

## Jump Numbers

### 50

Caroline Moran

Dan Allen

Dmitri Tchakev

### 100

Derek Hancock

### 200

Alison Chaplin

Ben Shepherd

### 400

Andy Gregory

Daniel Ferreira

### 500

Steve Such

### 600

Julie Barnard



Si Barnard by Sarah Hall



World Champions Sacha Chilton & Andy Fordham by Stuart Meacock

Alex, Greg and freeflying friends, by Sarah Hall

# Jersey

## Achievements

AFF Graduate

Claire Hughes

### FS1

Simon Griffiths

Matt Honeycombe

### IC1

Darren 'Flipper' Menard

Olaf Blakely

### 100 Jumps

George Judge

Matt Honeycombe

### 200 Jumps

Hedi Green

Lee Coote

At the risk of tempting fate, we think that summer might have finally arrived, we've had a few days of the perfect weather that Jersey is famous for. We've also had several with rain, low cloud and 'gale force fog', a unique meteorological phenomenon for which the Channel Islands are also famous!

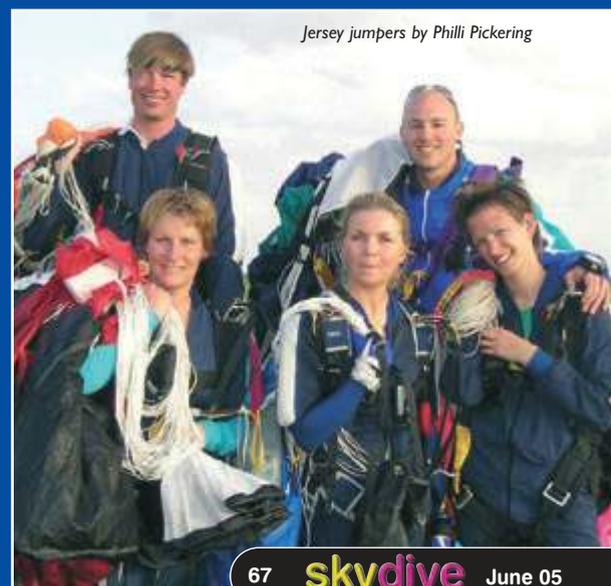
The island's indigenous jumpers are all developing their skills and seem to be pleased with the new facilities. Thanks go to Chris Taylor who helped us out, aside from his fine instructional skills, we are especially grateful to him for saving a day's jumping by fixing the engine on our

safety boat when the starter cord broke.

CCI Andy Montriou is coping well with parenthood and the nocturnal cries of little Rufus 'Safety' Montriou don't seem to be keeping him awake. This must be because little Rufus sleeps soundly and not that poor Bea gets the short straw.

The beach is lovely, the girls are pretty and the drinks are cheap so, if you're wondering where to go for your summer holiday, we look forward to seeing you!

Alun Griffiths & Julian Storey



Jersey jumpers by Philli Pickering

## Achievements

### Cat 8

Michael Oldfield

### FF1

Simon Mitchell

Nigel Page

Smitty

### FS1

Martin Bagshaw

### CF1

Mark Price

### IC1

Lee Austin

Paul Gibbs

## Jump Numbers

### 100

Al Bollingbroke

### 200

Nick Jeanes

Jade Hotson

Paul Baker

Adam O'Leary

Martin Rhodes

### 400

Chris Wood

Jeff Cook

### 500

Wayne Humphrey

### 600

Stu Carter

### 700

Stu Miller-Hall

### 1000

Adele Murray

# Silver Stars



At long last, the Let 410 has arrived and with it many new and returning faces. The year started well, team training was moved from RAPA to sunny Netheravon, where we managed around 30 jumps with many achievements, most notably a team jump for Adele's 1,000<sup>th</sup>, shown here, photo by Big Al.

Well done to Adele on her AFFI rating, Jeff & Ray on their CSBIs and to Clarky & Geordie on their CSIs. Congratulations to Clarky & Clare on their marriage on 24 April. The team did their first demo into their reception. Congratulations too, to Aron & Jude on their engagement. For info and photos, see [silverstars.org.uk](http://silverstars.org.uk). As can be seen, beware of those yielding stickers! Closed weekends are 25-26 June and 16-17 July.

Marie-Anne Stevens & Adele Murray

# Strathallan

## Achievements

First Freefall

Fiona Pocket

Craig Maxwell

### IC1

Ally Pringle

Les Dalziel

### FS1

Arthur Agnew

Alan Embleton

Rob Darge

Chris Goatley

Les Dalziel

### FF1

Alan Parker

Harry Saunders

## Jump Numbers

### 50

Ally Pringle

### 100

Ralph Davidson

Alan Embleton

Les Dalziel

### 200

Billy Williamson

There have been massive changes and a whole host of goings-on: top of the list is a new CCI and free jumping. Karen has resigned as CCI after almost 6 years, writing a letter to club members explaining her decision. Suffice to say Karen will be missed. Kieran Brady has taken over, but he's struggling to get to grips with it – if his flying is anything to go by the next few months could be a bit ropery.

Free Jumps! Yip, you read it right. Strathallan's unique status in the UK as a club meant that due to our 'healthy' financial situation it was decided that all our planes would fly for a whole day FOC. Never mind this £100 weekend nonsense at other DZs, here's the Scottish version: "Turn up, bring as many rigs and packers as you want and jump your t\*ts off. We won't moan if you get a load of jumps in and if the weather's cr\*p, we'll make it another time."

Now that's a deal! Needless to say Mag 7 got more than their fair share, which neatly brings us onto the next

item... In a nail-biting finish, young Ally Pringle secured himself top spot in the new prestigious Manifestor of the Month award. "Making sure the right people are on the right planes at the right time comes naturally to me" commented Ally. "If some people don't like that, then they need to discuss it with Josey Wales or The General". Pictured below left is Ally being presented with his prize by the Mag 7 (a case of Budweiser) next to some of the Strathallan squadron.

Beating all the good looking gals, young Jimmy McCallum from Inverkip was deemed the best tandem student. Jimmy joined the 5<sup>th</sup> Battalion Scottish Parachute Regiment back in 1946, just 6 months after the end of WWII. He did 13 jumps, the first two from barrage balloons at 800ft, and then moved on to Dakota and Halifax aircraft. Normal jump time from exit to landing was 11 seconds, to help reduce the chances of being shot in the air. After a 59 year break, Jimmy returned to parachuting enlisting for a tandem at Strathallan. He did his 14<sup>th</sup> jump in January and enjoyed it so much, he did another in February, both assisted by the charismatic, handsome John Finnigan. Jimmy has raised over £3,500 for the British Heart Foundation in memory of his wife and close family who died from

heart-related illnesses. 77 year old Jimmy has signed up for another jump and has been a bit of a regular here. We'll know he's a resident when Jean gives him 'tick' in the canteen – the true test.

On the rolling building and renovation programme, CCI and his apprentice 'Bonking Bob' have been working non-stop on the new conference and classroom suite, with adjoining Mag 7 video editing room. On the front of the building the new Mag 7 conservatory is taking shape.

3-way Speed competition information is available from Mag 7. The winners (Mag 7) will receive a year's free club membership. Roll on the sunshine, YOU BEAUTY!

Strathallan welcome jumpers from other DZs (subject to Mag 7 security clearance). We are set in some of Scotland's most beautiful scenery. On clear jumping days we can see Ben Nevis to the north as well as the west and east coasts. Student progression is encouraged; therefore we include a free instructor on WARP jumps, just another benefit of club status!

Josey Wales & The General  
The Mag 7



Manifestor of the month  
by Team Malarky



John Finnigan  
with young  
Jimmy McCallum  
by Josey Wales

Alex Stone's 1000<sup>th</sup>  
jump by Tony Danbury



St George's day was a hit with much singing, dancing and red & white! There were some very bizarre wigs, I'm not quite sure what they had to do with St George but it was all very amusing!

We're hosting various Grands Prix, FS on 25-26 June, and CF on 16-17 July. The Red Devils are visiting with lots of tandems midweek, so come down and jump. We'll now be putting the aircraft up with a minimum of 5 (paying) jumpers on board, spread the word and bring 4 mates along!

Special mentions this month, firstly to Bill Miller for 30 years in the sport, he started jumping just after he started walking! Nice one Bill. Secondly to Graham Marshment, who after over 200 DRPs has decided to go the whole hog, and do his AFF. Thirdly our very own Chris 'Can Can' McCann and his little missus Kelly Russell. On just jump 35 Kelly was awarded FS1! The next jump she was strapped to Can Can for his 1,500<sup>th</sup> tandem!

Lisa James

# Langar

## Achievements

**First Freefall**  
Rob Tillyard  
**Cat 8**  
Sarah Fletcher  
David Mees  
**IC1**  
Graham Tew  
Mick Munks  
Jesse Karadia  
Andy May  
Chris Ensor  
Paul Monaghan  
Paul Rimmington  
David Shefford  
Darren 'Spud' Logan  
Stu Falkner  
Gerry Cepelak  
**FS1**  
Alex Mewha  
Liz Fletcher  
Keith Jarvis  
Stu Falkner  
Kelly Russell  
Annie Glasius  
Chris Britton  
Al Birch  
Darren 'Spud' Logan  
Gerry Cepelak  
**FF1**  
Chris Smith  
Owen 'Shaggy' Martin  
Keith Jarvis  
**FF2**  
Al Hodgson

## Jump Numbers

**50**  
Mark Lees  
**100**  
Gerry Cepelak  
Jesse Karadia  
Tim Aucott  
Chris Scorer  
Mick Munks  
Stu Falkner  
Keith Jarvis  
Chris Britton  
**300**  
Tina Wiseman  
500  
Caroline Guest  
**600**  
Keith Thomson  
Andrea MacLeod  
**700**  
Sam Bailey  
**800**  
Sam Bailey  
Lisa James  
**1000**  
Alex Stone  
**1100**  
Stan Hopkins  
**1700**  
Al Hodgson  
**9000**  
Chris Harrison  
**1Hr Freefall**  
Gerry Cepelak  
Alex Mewha  
Stu Falkner  
Chris Britton

# Peterlee

Alan Thompson on his  
1000<sup>th</sup> jump by Bryn Chaffe

## Achievements

**First Freefall**  
Simon Nicholson  
Nick Collins  
Gareth Carson  
**Cat 8**  
Laura Battarbee  
**IC1**  
Dave Robinson  
Richie Dunk  
Ben Griffiths  
Andrew Brumby  
**FS1**  
Dave Robinson  
Richie Dunk  
Adam Potter

## Jump Numbers

**50**  
Lisa Lister  
Ash Dunn  
**100**  
Kev Mitchell  
Adam Potter  
**200**  
Wayne Wilson  
**300**  
Andrew Howe  
**1000**  
Alan Thompson  
**2000**  
Mark Willcox  
**1 Hr Freefall**  
Adam Potter  
Andrew Brumby



Farmyard party by Paul McCormick

NUPC president Stu Ferguson has been at it again, this time with the ingeniously titled 'Olde Macmillan's Farmyard Boogie' in aid of Macmillan cancer relief. There were two raffles; one for a tandem donated by Arron Electrical & Mechanical Services with instructors/packers taking no fee (thanks guys); and an equipment raffle with various prizes donated by 2K Composites, Dirdive, DZ Clothing, PD & Aerodyne. A fancy dress party had a farmyard theme and live band, plus an unplanned auction of Chris Beattie which raised a further £60 with Andy (Mandy Chowe to friends) being the unlucky winner (only joking Chris).

The big-way (well big for Peterlee) was limited to 9 with only the black Beaver available, but both attempts were scuppered by the weather. Alan Thompson celebrated his 1,000<sup>th</sup> jump as a tandem passenger with a host of friends joining in, including Glen returning after injury. The total is expected to be over £2,000. Thanks to everyone behind the scenes and to those who supported the weekend, travelling from as far as Strathallan.

The BCPA Northerns in March had a good turnout from far and wide. A 3-way creeper competition, fancy dress party and live band kept everyone amused on Saturday, and the 3-way kicked off properly on the Sunday.

Well done Eric and Tina who came a very respectable 14<sup>th</sup> in the Macmillan 4x4 challenge, raising over £1,900! Trev Dobson has moved on to other things, Ian now returns as CCI. Trev will be missed, don't forget us!

Paul McCormick

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# Headcorn

Quake, 2004's junior 4-way FS silver medallists, did a training camp at Eloy with Todd Hawkins to prepare for their move to intermediate class. The camp culminated in USA's Southern Skydiving League regional competition, which Quake entered in A class – and won! Nice one Vinny, Ian, Sicknote & Sped, wishing you a successful year.

It's great to see Andrei, Oleg and Ivan back from the Ukraine with our Let, summer is well on its way. Lots of nice news – congrats to Kate & Victor getting married on 18 June, Penny & Rich (Wiggy) on 8 July, and to Garry & Jane who are engaged. Also to Marky & Jo who are considerably providing a sibling for Frances, expected in September. Our summer ball is coming up soon, it's Pirates of the Caribbean so polish those swords, shake the dust off the parrots (better watch out Polly!) and dig out those whalebone corsets. The girls should start getting prepared too!

Ruth Cooper



Colin & Emma's wedding on Red Nose Day, by Simon Hughes

## Achievements

### First Freefall

Olaf Detering  
Ros Friend

### IC1

Alex Turner

### FS1

Tony Kirk Burgess

### IC1, FS1

Gianne Merone

### FF1

Dave Danskin

### Jump Numbers

#### 100

Drew Moon

Richard Lees

Julian Rayner

#### 200

Flying Buddha

#### 300

Richard Parkin

Richard Cole

Jon Abbott

#### 900

Andy Holland

Wiggy

#### 1000

Richard Parrott

#### 1500

#### 2000

Gary Willard

Simeon Lott

### 24 Hrs Freefall

Gary Willard

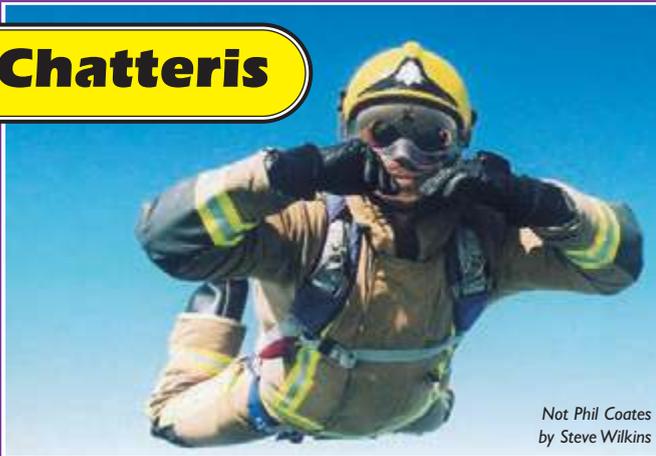
### 36 Hrs Freefall

Lee Andrews



Quake by Mike McGowan

# Chatteris



Not Phil Coates  
by Steve Wilkins

A big thank you to Thomas Sports Equipment for their very generous donation of equipment to our Serbian skydiving exchange programme. April saw a successful curry night and raffle to raise air fares for two of their club members to visit. Thanks to all who donated prizes and slaved over hot stoves. Hello and goodbye to Darko and Vlastimir, hope you had a good time!

Thanks to Martin for donating a lift to allow regulars to jump alongside Mike Rust carrying the ashes of Jo Parker. Summer should see more staff at Chatteris in the week, leading to more lifts, look out for the wonderful Sam in manifest and the jumped-out Shazza back over from Perris. We should be

seeing more of Phil Coates who is leaving the RAF where he's been in the fire service, (never seen a fire, plays a lot of snooker). In case anyone from the RAF is reading, the picture is not Phil, nor his gear!

Steve Wilkins

## Achievements

### FS1

Nigel Sexton

### CF1

Mark Price

### Jump Numbers

#### 100

Lorraine Dixcey

Sarah Neale

#### 200

Tristian Webb

#### 300

Rich Rust

#### 2000

John Stevens



Quake win gold in Eloy by Mike McGowan

Chris Hines by Nigel Rowlan



## Cyprus



Gregor McKenzie with Suzanne Davies, by Gav Tuckley

The year started slowly with the weather, unusually, taking its toll: almost a week of fine dust blown in from the North African deserts cut visibility to under 1 km at times.

Now things are warming up, so shorts are back. The Red Devils came in force, 22 of them. Dave Wood organised a rather smart Pilatus Porter. Flown all the way from Switzerland by Henri, it's been used extensively, some experiencing 15,000ft for the first time.

This year's Cyprus Boogie & Championships may be held slightly earlier than last year, details will be sent to the magazine and your DZ. A special mention for Ben

Marshall who achieved Category 8 in an amazing 21 jumps, and Stuart Murtha who has left us for pastures new, congratulations on your CSI success and all the best for the future.

Phil Bell

### Achievements

#### Cat 8

Andy Beney  
Ryan Beynon  
Daz Taylor  
Ben Marshall

#### IC1

Elias Georgiou

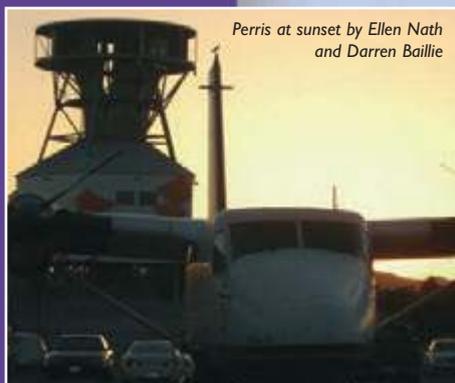
#### 50 Jumps

'Mac' MacDonnell  
Neil Beattie  
Andy Beney  
Tim Heaton-Caffin

#### 200 Jumps

Mark Bunce

## Cark



Perris at sunset by Ellen Nath and Darren Baillie



4Better4Worse by Andy Wright



Team 100% by Neil McLaren

Welcometh the summer! Many people are competing this year in 4 and 8-way. In preparation, our junior team 4Better4Worse spent Easter training with John McIver in Perris. The camp was a success for Ellen, Simon, Debs and Al. They all learnt loads in the tunnel, and said it was amazing! John was ace and they worked him hard. Ex-Cark jumper Mark Kirkby put in an appearance so they had a chance to catch up.

Easter at Cark was a bit hit and miss, we had some lifts but also spent a rainy day painting a white box on the wall in the packing shed! No we're not mad, it was all part of the new all-singing, all-dancing big screen and projector set-up. It's excellent being able to play DVDs on a massive screen. Duncan Stott spent a lot of time with his re-runs of Heartbeat (less said

about that the better) – no we will not put them on the big screen Duncan. It was good to see George McGuinness and his clan at Cark again. A lot of the 'old school' gathered and caught up. Trish has been painting and lining the floor in the hangar so we can pack in there more easily, this will be very handy.

Don't forget the FS Speed meet on 11-12 June and the BPA Artistic Roadshow with Tim Porter and Rob Silver on 18-19 June. The Safe Flight School canopy course with Brian Vacher is on for 21-23 June, registration is a must, contact the office. Pete's been keeping our website filled with photos, check it out:

[www.northwestparachutecentre.com](http://www.northwestparachutecentre.com)

Michelle Meakins

### Achievements

First Freefall  
Karen Pickering  
Mark Lloyd  
Cliff Wilson

#### Cat 8

Chris Meehan  
Gary Yerrill  
Dan Gauld

#### FS1

Marcus Barrington  
Helen Arnold  
Dave Honeybone

### Jump Numbers

50  
Helen Arnold  
100  
Dave Honeybone  
Fiona Maclaren  
5000  
Brian Shaw

## Black Knights

### Achievements

AFF Graduate  
Steve Williams  
IC1, FS1, 50 Jumps  
Anthony Mould  
IC1, FS1, 100 Jumps  
Sam Davis  
50 Jumps  
Amelia Walters  
100 Jumps  
Laura Gray  
1 Hr Freefall  
Sam Davis



Johanna Middleton by Shaan Noronha

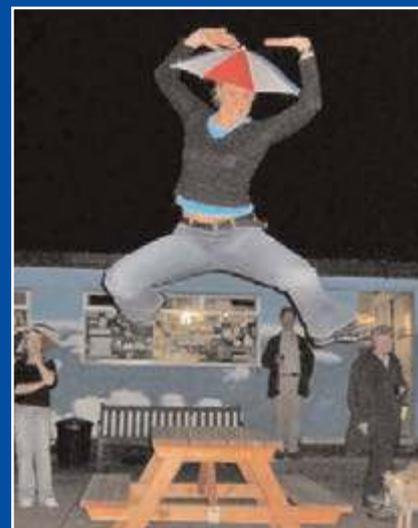
Ben's birthday bash, the first big DZ party was wild! Hilda dreamt up fantastic party games, mainly revolving around everyone wearing ladies' underwear and comedy base jumping from the picnic tables.

May heralded the long anticipated arrival of our Porter, here until September. We have a busy diary for our summer, seven days a

week operation. Lots of people have taken up the buy-ten-get-one-free jump ticket offer.

Freely team *Avalore* are training hard, with Rob also gaining valuable experience running the BKPC Freely School. Thanks to Danny, Keith and Matt we've rolled out free wireless high speed internet access at the DZ, so now you can 'work' from the DZ during the week! The BKPC web camera is now live. Check it out!

Jeff Illidge



Ben's birthday bash

# Netheravon

Successful load organising weekends have been held for all levels and the quality of FS is definitely on the up thanks to Caroline. Thanks also go to Eno Van de Post and Paul Seymour for load organising at Easter.

Nethers has two 4-way teams with big ambitions. *AirKix* is an all-star female 4-way (Claire Scott, Emma Hammersley, Amanda Kemp and Julia Foxwell with Andy Wright on camera) of experienced jumpers who've achieved outstanding results at world and national level. The team has one aim: to win gold at the World Championships in Germany in 2006. The Army 4-way team (Dave Tyler, Dane Kenny, Aaron Faith, Al Macartney with Spencer Hogg on camera), did a 130 jump training camp at Deland. They train with the *Golden Knights* in June before competing at the Nationals (July) and the World Cup in Eloy in October. Both teams will provide coaching throughout the year (see website) and will coach and compete at the Armies in August.

*Elsinore NRA* is a group of around 16 jumpers from various UK DZs that have traditionally met up once or twice a year at Elsinore for fun jumping (8 to 16-way FS) with John Hamilton, ex-AirSpeed. Last year they decided to make an 8-way team as they all enjoyed it so much and had lots in common. Their first camp was in April at Elsinore, and they're now training at Netheravon, the best DZ apart from Hib, which is too far away :-)

Nige Allen's been perched on top of a ladder, his disembodied dulcet tones echoing above the packing hall ceiling whilst installing the hardware for the new super-duper manifest system. Hassling manifest will become a thing of the past as computer screens in the packing hall and canteen will display the lifts. You must be a club member to manifest, if not then computer says 'no'!

Two Young Eagles have taken flight; 16 year old locals Ross Young and Phil 'Plank' Boardman completed their first



NRA training at Elsinore, by Nigel Rowlan

- Achievements**  
 First Freefall  
 Phil Boardman  
 Ross Young  
**FS1**  
 Dan James  
**400 Jumps**  
 Simon Bristow  
**1500 Jumps**  
 Caroline Hughes



Young Eagles Phil & Ross by Jackie Young

jump. Accuracy skills evidently don't run in the family... Ross has been exploring far-flung corners of the drop zone while mum Jackie (accuracy world record holder) anxiously waited with the camera!

Congrats to Graham and Bex Harrison on the arrival of son Josh. Tommy 'I want that one' Trindall is now out of hospital and terrorising the drop zone in his wheelchair. Helen, you deserve an award mate, but I suspect you'd prefer a holiday!

2005 is a packed year at APA, following on from the *Deland Majik* visit in May, the *Icarus Team Extreme* boys are coming in July and we're finalising details of a visit from the *PD Factory* team in September. The Autumn Ball and film festival, 1 October, is generating lots of interest. Keep an eye on [www.netheravon.com](http://www.netheravon.com)

*Kath Sailsbury  
 helped by Nigel Rowlan & Dave Tyler*



Army 4-way, by Spencer Hogg



Sam Davis & Laura Gray by Shaan Noronha



AirKix by Andy Wright

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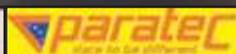
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Evolution and Airspeed do a fun 12-way, by Ash White

We have 2 spacious luxurious G92s throughout the summer. H has introduced new currency regs for our students, so there's no excuse for them not to get jumping. Wednesdays are getting really busy again due to sports afternoons at universities... and everyone else just skiving off work! When it gets a bit warmer I'll get the BBQ running again for those lovely summer evenings.

Evolution, back from a training camp in Eloy, seem hungry for a medal, as do the lovely Optic, who I shared a house with in Deland, on their training expedition. Cheers for a nice holiday! They worked very, very hard with the XL boys, John McIver and Steve Hamilton, who'll be at Hib coaching later in the summer. Exile, Optic, Chi and Gorgeous have been

training regularly at Hib, and making 14-ways most weekends at the end of the day. The weather let us down at Easter but the after-party more than made up for that. Nice one guys!

At the scrambles P Nuts and Mr & Mrs took joint first, thanks to Optic and Simon for hard work. Mark Calland and his speed seminar visited again and got a full house. We were treated to a look at his great new TSE Viper rig. H's driving hasn't improved but some fool out in Florida felt fit to give him a pilot's licence; Manchester ATC are said to be concerned!

Hannah and Gerv became basic instructors down at Nethers and have now despatched our first students. We're still not sure who was more worried in the plane, us or the newbies! We're running packing

courses for anyone interested, see our chief packer for details. H and Gerv are hard at work on our new canopy school ready for the CH1 and CH2 grades (maybe even a bit further!). Wishing a speedy recovery to Rob Harwood and his poorly leg -mate you owe me beer. Congratulations to Dan Andrews on gaining his tandem rating. Aren't tandems fun?! Well done to all the guys on the course we ran here.

Our sister drop zone, Skydive Spain will have a turbine there permanently: the Turbo Finest SMG and the Dornier G92 (15-place) for busier times. The opening boogie was a great success, see page 16. Plans are afoot to build a permanent pool, a new office, a covered packing area, and extension to the toilet & shower facilities. Space are setting up a freely school. Skydive Spain operates every day, to the highest altitude in Spain (15,000ft) with good stable weather, ideal for team training.

We're very proud of our Dan Parker for making it on the 53-way head-down World Record at Perris in May - well done!

Hannah Swallow & Gerv Henderson

'The Entertainers' Nick, Nick & Matt by Hannah Swallow



Dan, Sam & Kat by Hannah Swallow



## Achievements

### AFF Graduate

Nicholas Sicard-Asky  
Justin Van der Merwe  
Jack Johnson  
Graham Stewart  
Chris Heald  
Amy Kitson  
Lucas Wilkins  
Raman Shaman  
Johnathan Ellis  
Nial Hewitt  
Chris Carey

### Cat 8

Anna Larimer  
Lee Funnell  
Riikka Halme

### ICI

Davina Butler  
Willis Drummon

### FS1

Ian Ward  
Trevor Dodds  
Jo Burns  
Maria Allen  
Nick Crick  
Nick Turner  
Matt Pond  
Chris Britten

### FF1

Mick Hampton  
Ben Askew (finally!)  
Jason Bates

### FF2

Gerv Henderson

## Jump Numbers

### 50

Trevor Dodds

### 100

Jo Burns

### 200

Darren Bull

### 400

Andy Wesley  
David Butterell

### 500

Gerv Henderson

### 600

Stephen Rossall  
Amanda Truman

### 800

Calvin Blacker  
Simon 'Shark' Cathrine

### 12 Hrs Freefall

Simon 'Shark' Cathrine

# Wild Geese



Sean & Pete fly the flag for St Patrick's Day by John McCourt

As the year started so badly weather-wise everyone had nothing on their minds but sun. Club members made a trip to Portugal and two to Spain. Ten had a ball in Portugal, most doing 20+ jumps and a couple managing over 45. Everyone took advantage of the two Dornier G92s and great weather with coaching in sit and head-down. John did several wingsuit jumps, who said you can't teach an old dog new tricks?

Practical Magic went to Empuriabrava to chill out and plan for their trip to Deland as they're on a 50-way invitational formation skydive.

Queens' students went to Skydive Spain, Seville on a BCPA progression trip: most completed their AFF and only have to finish a few consolidation jumps, looking at the photos it's a wonder they had time to jump at all!

Congratulations and best wishes from all club members to Jillian & Stephen Kirk on their marriage.

Words & photos by John McCourt

## Achievements

### First Freefall

Conor Campbell  
Graham Stewart  
Lesley Garrett  
Niall Hewitt

### Cat 8

Mark Spence  
Martin McLaughlin

### 200 Jumps

Rod McCory



John, oldest birdman in the west



Jan Cottington's first freefall by Deb Clarke

# Dunkeswell

Our second plane now has an in-flight door! So at last we won't have to defrost students before despatching them! Lots of students jumped so far this season and some are progressing really well so hopefully we will have some Cat 8 qualifiers to celebrate soon, yeah beer! As always the weather has been temperamental but

when the sun shines we've had some really good days, even our first BBQ with the Royal Navy display team, the Raiders.

Lucy Kiff

## Achievements

### First Freefall

Jan Cottington  
Ray Malcolm

### FS1

Lucy Kiff



# UK Para

## Achievements

### First Freefall

Arron Martin

### Cat 8

Maria Culmer

Andy Taylor

Paul Bush

Stuart Smith

### 200 Jumps

John Midgley

John Midgley by Bruce Johnson

We've some major achievements! Arron Martin, resident American, became the first student on freefall in the RAPS system. Maria, Andy, Stuart and Paul finally finished their consols. The University of East Anglia (UEA) have started a skydiving club, thank you to Maria Culmer and Chris Adams for organising courses, to date we've had 21 RAPS & 5 AFF students.

CCI Tony Knight did his first birdman jump – not exactly to plan as it resulted in a mall! Tony is determined to try again. Thanks to Bruce Johnson for coaching and supplying wingsuits for Tony and Andy Page, surely the oldest two birdmen in the country!

Club membership started on 1 April, we're already up to 47, we didn't think there were that many jumpers in Norfolk! John Cullen is 001 and Gavin Rixon is the proud owner of 007.

The Islander has arrived and Ade, our pilot, is getting quite excited, he's been seen sitting in the aircraft talking to himself! The jumpers are just pleased it has a nice sliding door. Around the DZ there have been improvements with a new registration/manifest building and a fenced



Tony, oldest birdman in the east, by Grant Richards



Arron Martin's first freefall award, by Jess Day

# Tilstock

Congratulations Pam and Simon Davenport! Pam gave birth to a beautiful baby boy called Harry on 23 April, exactly nine months after their honeymoon in July. Hope you're enjoying parenthood guys.

Steve Cooper, Dave Gordon and Steve Smith came back from a hugely successful trip to Deland, Florida, a place where a wisp of cloud is apparently good reason for a weather hold! Thankfully, there was only one wispette, so the boys managed 100 great jumps (15 points 4-way with Pete Allum & 12 points with Solly

Williams, before rushing to the airport at 10am to name but two). They had a wonderful time and would like to thank Solly, Pete, Gary Smith, Steve Hamilton and the rest of Deland for making a very welcoming place, and the British Army for their kind literary gift.

Back in Blighty, we've had a great couple of months, Easter weekend being a notable highlight and not just because of the easter egg hunt. Tiggs helped out enormously by lending us his plane. Colin has been struggling to find a new DZ gopher, so welcome back Sally who's agreed to help us out for a little bit longer.

Angie finally did her static line course, she absolutely loved it!



Caroline Vaughan by Wilko

Just to make things perfectly clear, Caroline Vaughan has indeed got her Cat 8, we have a post-jump photo, above, to confirm that. Congratulations!

Ria Bremner

## Achievements

### Cat 8

Caroline Vaughan

100 Jumps, FS1

Helen Lightfoot

200 Jumps

Daz Tyrer

packing/viewing area. We welcome a few new members of the weekend staff; Angie Moore and Ellie Coleman in the office and Commando packing. Rob Silver has been jumping camera for Andy Page and Silvia Radcliffe, for an article in *Le's Talk* magazine, about over 40s doing adventurous things!

Easter weekend was a success with a good party. Nick provided great food, a local band played and Tomo helped them out with vocals. Sunday ended up with a great night at The George in New Buckenham listening to *The Chocolate Scarfish*, a really good scar band from London. The UK Parachuting snooker champion is no longer Tomo, the trophy has moved upstairs and I am the new proud owner. Hah!

Grant Richards

# ATOM

Legend  
by Mike Brooke  
(524,13 km/h)



# Vol

fall n.m. flying, flight.  
High speed penetration into the air by minimizing the drag with a body attitude which also enables to resist the power of the aerodynamic forces that are generated.



# St Andrews

We hosted yet another Hawaiian party, organised by Viki, this one in commemoration of Suzy Duffy's birthday. Suzy, who passed away in September last year, was the former secretary of Glasgow University Skydiving Club (GUSC) and is sadly missed but, in true Suzy style, sombre faces were strictly forbidden at the party. Friends from Glasgow drove up specially and the night culminated in a new club record of 16 people on a coffee table – as per the rules the formation was held for a minimum of 5 seconds (before everyone fell off!).

The next day, family members took part in their first static line jump – and Viki, Cat, Iain and Stuart decided to do a Hawaiian 4-way as a 'Jump for Suzy'. Rather than just donning flowered shirts they did a proper shorts and bikini jump – in temperatures of -20°C, raising over £100 for Comic Relief.

Lots of people went to Spain on a trip Ally Milne organised, but he couldn't go as he lost his passport on the way to the airport! Viki and Tom went to Eloy, for world class coaching from Airspeed. 4-way mostly but Tom had a shot at a wingsuit.

Andrew Hilton has been engaging in ankle-crunching nostalgia and has acquired a number of round canopies for the club. He has already taken the Starlite for a ride and plans to give jumpers a chance to experience how parachutes once were. The drive to cover the clubhouse walls with photos is taking off, with many coming in. There is still plenty of space though, please contribute!

Tom Fletcher



Andrew Hilton by Dave Gillan



Hawaiian jump, Stuart, Freddy, Iain, Cat & Viki, by Dave Gillan

Achievements	Jump Numbers
<b>First Freefall</b>	<b>50</b>
David Alcock	Billy Robertson
Senth Selvam	Martin Cressey
<b>Cat 8</b>	<b>100</b>
Mark Hobbs	Ruth Morrison
Oliver Farzin-Nia	<b>200</b>
Craig Bonnington	Ewan Cowie
Fraser McNiven	Louise Duguid
<b>FS1</b>	<b>300</b>
Dave Carr	Richard Frame
Martin Cressey	<b>500</b>
	Tom Fletcher
	<b>1 Hr Freefall</b>
	Simon Chittick

# Bridlington

**Achievements**  
First Freefall  
Steve Smith  
Andrew Clark



The blue skies of April have been a welcome sight, and many old faces have returned. Cliff Beale has been doing his trademark swan dive from Victor November and bringing his latest hoard of students. Is there anyone at your work that hasn't jumped?

Chris Watson made a long awaited return and, after a nervous jump, is back in the swing. A surge of tandems and first timers has run everyone ragged. Poor Vicki hasn't been seen for weeks, we fear she is buried under a pile of manifest sheets! Talking of Vicki we were delighted she has finally said yes to

Stuart Connell's proposal, congratulations!

Nick, Dave and Chappy had a great time in Portugal with their AFF students. Everyone managed lots of jumps, with most verging on Cat 8. New jumper Vicki Watterson has impressed us – the only girl to keep up with Dave Walker in the curry stakes and Melon in the drinking stakes. You go girl! We welcome Blair Stent who's relocated to Brid for the summer, is it for the DZ or the lovely Sadie? Either way it's nice to have another 'Spesh' at Brid.

Lara Walker

Nick Johnston by Ian Chapman

# RAPA

Paul Moore with tandem passenger by Buzz

We have seen the wind of change, bringing a new CCI, welcome to Dave Openshaw, Vicky and their kids. Cat our new pilot has started, and John, Paul and Benji join us. We said goodbye to 'Ginge' Parker who's off to Iraq, good luck. The new manifest building, system and PA allows much smoother load organising.

Chris Lynch ran his Wing Tips seminar over Easter, and the standard of canopy piloting definitely improved amongst those who attended.

Chris was impressed with the ditch, but managed to out-swoop it on a number of occasions, especially on his 11,000<sup>th</sup> jump. It will be a different story when the new 80m x 10m one is built. So you UK swoopers, come on over.

May's annual EuroPOPS meet was well attended with over 30 POPS. The Dutch were particularly well represented, the DZ sounded like the set of Goldmember! With wall to wall blue skies and 30°C we had a great event with the accuracy on Saturday and 4-way scrambles on Sunday. Jamie Fowler and our own David Robson were presented with their POPS numbers.

We've seen a reduction in the number of German jumpers since 1 April, but we have had a number of teams from the UK; the REME, Royal Signals and the Tigers who took time out to build a 7-stack with a couple of our staff.

Alex Busby

## Achievements

### Cat 8

Paul Hancock  
Colin Hands

### FS1

Justin Yeoman

### 100 Jumps

Christiana Gockel

# BCPA



Southerns winners UWE by Iain Firkins

The BCPA have been busy little bunnies with the Northerns, Southerns and the annual foreign trip, there's truly been something for everyone.

The Northerns up at Peterlee (optimistic I know for Mid-March!) was a little windy leading to the obligatory creeper competition. But – wouldn't you know it – the morning after the night before, the weather picked up! Sex, Drugs and Sausage Rolls won in the air as they did on the ground – no pickled eggs for them then! Show-offs! An awesome party, but was it really necessary to have photo evidence of men in leotards.

The Southerns at Weston was the first time of late that we completed all 3 rounds of the 3-way competition (congrats to winners UWE), and the 2 rounds of the FF competition, as well as the student accuracy (won with an outstanding distance of 17m by Plymouth's William Beaumont). We drank the bar dry of the 55p vodka – classy! Spending over 2K in there over two nights!

Skydive Spain just outside Seville greeted us with blue skies and a friendly atmosphere. The two weeks saw lots complete AFF and RAPS, only to be thrown in the pool as congratulations! Space did a fantastic job of freefly coaching. There were FS coaches, fun dives and inflatable toys joining the action.

Special mentions to Exeter for impressive efforts in attending all meets, Newcastle for training so many newbies and Plymouth for attending their first BCPA meet. Thanks to all the DZs for welcoming us, training our students and attending our parties!

Come to the BCPA Nationals at Cark, 6-10 July, check out [www.bcpa.org.uk](http://www.bcpa.org.uk)

Abi Fineberg & Tim Cooke

## Achievements

### Cat 8

Kathryn Earls  
Riikka Halme  
Justin McCall  
Ed Morley  
Lee Funnell  
Rob Churchwell  
Ian Hudson  
Amir Chaudhry  
Chris Cary  
Clara Melia  
Chris Anderson  
Johnny Ellins  
Martin McLaughlin  
Paul Williamson

### FS1

Antonia Nilsson  
Jos Cooper  
Joe Pannell  
Jenny Manin

### FF1

Chris Cook

### FF2

Henry Tonnison

### 100 Jumps

Lorraine Blacker

### 400 Jumps

Tim Cooke

EuroPOPS at RAPA, by Stu Storey



## Non BPA Affiliated centres

Photo by Lee Andrews



## Flying Tigers

Our annual training camp in Sebastian, under new team leader Dave Clarke, was hard work but benefitted all the team tremendously. Newest recruit Pete Brown emptied his pockets and bought the beers! Amazingly his first jump at Sebastian and his first jump with the team resulted in his first malfunction and cutaway. "Well it always happens in threes". The team practiced a number of routines for various altitudes, which put us in good stead for the demo year.

Pete Brown  
[www.thetigersfft.co.uk](http://www.thetigersfft.co.uk)

### Achievements

**FF1**  
Dave Danskin  
**CF1**  
Pete Brown  
**600 Jumps**  
Martin Wilson  
**800 Jumps**  
Dave Clarke  
Dave Danskin

Despite Martin Williams being whisked off to sunnier climes at short notice the first Team Pumpkin meet went ahead successfully at Netheravon in March. New and familiar faces dusted the winter cobwebs off their rigs, with refresher training available. A great start!

13 Pumpkins and friends migrated to Elsinore for April. Paul Morrison did so many hop 'n' pops that he laid a property claim on the landing spot and Vince Hone has mastered the art of tracking like an eagle / rusty spanner (depending on who is telling the tale). All sorts of combination jumps were achieved, the biggest praise goes to Vernon Metcalf for the 'mission impossible' of getting everyone in frame! The staff at Elsinore were terrific hosts.

Martin, you're missed, we wish you well in your tasks overseas and we hope to see you back safely soon as our team leader!

Pete Farrow & Ros Jinks

## Pumpkin

Elsinore 6-way by Vernon Metcalf

### Achievements

**IC1**  
Paul Morrison  
KJ Bull  
**FS1**  
KJ Bull  
Vince Hone  
**FF1**  
Clive Thomas  
**100 Jumps**  
KJ Bull  
**200 Jumps**  
Clive Thomas  
**500 Jumps**  
Ian Pocock  
Pete Farrow  
**1000 Jumps**  
Dave Fish



## POPS

I'm afraid there is no news from POPS, except one new member, no 942, Edward Carroll. A report from the meet in RAPA will be in the next issue. Some of our members have started training with a couple of pups for the Speed 8 Nationals at Sibson in September.

Niels Hansen

## Red Devils



Bouquet by Gav Tuckley

Our annual team training camp in Cyprus was one of the most successful. We all did about 100 jumps apart from the cameramen who were up and down like yo-yos getting in around 150 in 4 weeks!

The CRW teams performed particularly well. After intros on Monday some were building 9-stacks on Tuesday, and diamonds by

Friday! We attempted a bouquet, a formation we've been unable to build since 2002. Three attempts later (and one or two near wraps) we achieved our goal to a chorus of "Thank God for that!" from the 7 involved. Whilst on a roll we built the elusive quad on our first attempt, it's no black art is it!?

As always the wind conditions were unpredictable, a tough test for the jumpmasters, especially the first lift of the day which always

seemed to be JM'd by Billy 'Bum Spot' Blanchard. Thanks to all the staff at CSPCC, to the Swiss boogie for an awesome Porter and our pilot Lorenz aka 'Rocco' who completed his 4,000<sup>th</sup> hour in Porters. We wish a speedy recovery to our team Sergeant Major, remember the wind goes in the big end and out of the little end of a windsock!

Danny Wood



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Sat 18 June	RAFSPA	Weston-on-the-Green
Sat 2 July	Skydive Southwest	South Cerney
Sat 27 Aug	London Parachute School	Hazlemere

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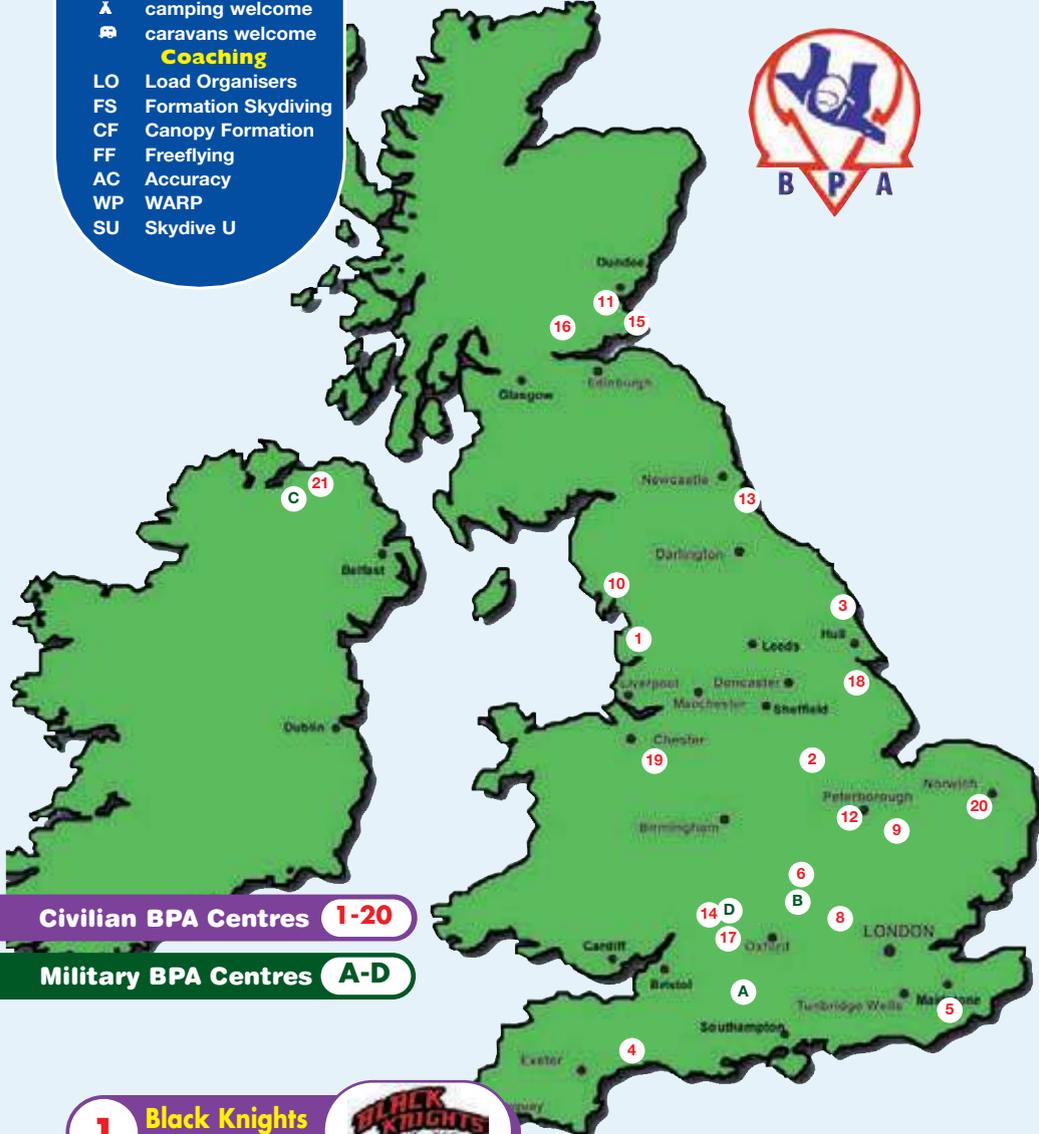
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- FS Formation Skydiving
- CF Canopy Formation
- FF Freeflying
- AC Accuracy
- WP WARP
- SU Skydive U

# BPA Affiliated Drop Zones



Civilian BPA Centres 1-20

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**Devon & Somerset Parachute School**  
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Tel: 01404 891 690 Fax: 01404 891 690  
aguest12@btinternet.com  
[www.parachuting-uk.com](http://www.parachuting-uk.com)  
**Aircraft:** Cessna 206  
**Open:** 9am – sunset Wed-Sun, midweek by arrangement  
**First Jump Courses:** RAPS, tandem

LO FS CF SU

**5 Headcorn**  
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**Headcorn Parachute Centre**  
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[www.headcornparachuteclub.co.uk](http://www.headcornparachuteclub.co.uk)  
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LO FS CF FF AC WP

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info@skydive.co.uk  
[www.skydive.co.uk](http://www.skydive.co.uk)  
**Aircraft:** Nomad/Beaver (Mar-Oct), Cessna 206  
**Open:** 8am – 9pm at weekends. 9am – 7pm, Tue-Fri  
**First Jump Courses:** RAPS, AFF, tandem  
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FS CF FF AC WP

**7 Jersey**  
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**Skydive Jersey Ltd**  
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info@skydivejersey.net  
[www.skydivejersey.net](http://www.skydivejersey.net)  
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LO FS CF FF WP SU

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info@londonparachuteschool.com  
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**Aircraft:** Islander, Cessna 206  
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LO FS CF AC WP

**1 Black Knights**  
01524 791 820



**Black Knights Parachute Centre**  
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DZ: 01524 791 820 Tel/Fax: 01772 717 624  
[www.bkpc.co.uk](http://www.bkpc.co.uk) info@bkpc.co.uk  
**Aircraft:** Cessna 185, Porter (May - Sept)  
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**Aircraft:** Cessna 206, 2 Caravans, SkyVan occasionally  
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Office open every day 8.30am – 6pm  
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LO FS CF FF WP

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[www.britishtskysports.co.uk](http://www.britishtskysports.co.uk)  
info@britishtskysports.co.uk  
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## Events throughout 2005

# BPA Associated Organisations

The following organisations are run under the BPA Operations Manual when operating at BPA Affiliated Centres. The BPA takes no responsibility for training or advice when these organisations operate at other centres.

## Active Skydiving



### Active Skydiving

Glengoynan, St Fillans, Perthshire PH6 2ND

Tel/Fax: 01764 685316

Mobile: 07803 041348

scotty@activeskydiving.com

[www.activeskydiving.com](http://www.activeskydiving.com)

Contact: Scotty Milne

Courses: AFF, tandem, FS coaching

Location: Spain, USA

## Airwaves



### Airwaves International Skydiving School

78 High Street, Bexley, Kent DA5 1LB

Tel: 01322 557375

Mobile: 07802 472 566

France: 00 33 (0) 619 605 997

mail@aiskydive.com

[www.aiskydive.com](http://www.aiskydive.com)

Contact: Rod Bartholomew

Courses: AFF, RAPS, progression, tandem

Location: France, USA

## East Coast

### East Coast Parachute Centre

8 Burns Crescent, Chelmsford, Essex CM2 OTS

Tel: 01245 268772

slattery@blueyonder.co.uk

Contact: Val Slattery

Courses: RAPS, progression, AFF, tandem

Location: UK (London Parachute School)

## BCPA



### British Collegiate Parachute Association

Top Flat, 68 Berkeley Road, Bishopston, Bristol BS7 8HG

[www.bcpa.org.uk](http://www.bcpa.org.uk)

chairman@bcpa.org.uk

Contact: Tim Cooke, BCPA Chairman

The BCPA aims to promote skydiving at collegiate level. We run regional and national events for over 40 affiliated university clubs. The BCPA provides a community where university skydivers can find like-minded people to jump and socialise with.

## COMMERCIAL

## NON COMMERCIAL

## PhD Skydiving



### PhD Skydiving

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Mobile: 07971 665815

martin@phdskydiving.co.uk

[www.phdskydiving.co.uk](http://www.phdskydiving.co.uk)

Contact: Martin Williams

Courses: AFF, Skydive U

Location: UK, Spain, USA

## Parachute Training Services



### Parachute Training Services

11 Godwyn Close, Abingdon, Oxon OX14 1BU

Tel/Fax: 01235 529570

doug@paratrg.demon.co.uk

[www.paratrg.demon.co.uk](http://www.paratrg.demon.co.uk)

Contact: Doug Peacock

Courses: RAPS, progression courses

Location: UK (Hinton Skydiving Centre)

## Red Devils



### Red Devils

Airfield Camp, Netheravon, Wiltshire SP4 9SF

Tel: 01980 678211

Fax: 01980 678349

rd@reddevilsonline.com

[www.reddevilsonline.com](http://www.reddevilsonline.com)

Contact: Captain Edward Paxton

Courses: Tandem

Location: UK (Netheravon)

## Pops UK



### Pops UK

Flat 14, 21 Victoria Square, Clifton, Bristol, BS8 4ES

Tel: 0117 973 8341

niels.hansen@thepops.org

[www.thepops.org.uk](http://www.thepops.org.uk)

Contact: Niels Hansen, Top POP

A society of skydivers over forty. We hold regular national and international meets at host parachute centres.

## Royal Navy & Royal Marines Sport Parachute Association

### RN & RM SPA

Airfield Camp, Netheravon, Wilts SP4 9SF

Tel: 07811 208 929

skydiveandski@hotmail.com

Contact: Phil Elston

## Skydive Academy

### Skydive Academy Ltd.

Peterlee Parachute Centre, Shotton Colliery, Co Durham DH6 2NH

Tel/Fax: 0191 386 5261

skydiveacademy@aol.com

<http://members.aol.com/skydiveamy>

Contact: Ian Roseninge

Courses: AFF, tandem

Location: UK (Peterlee) & abroad

## Skydive Limited



### Skydive Limited

Sibson Airfield, Wansford, Peterborough PE8 6NE

Tel: 01832 280066

Fax: 01832 280067

Mobile: 0785 000 7178

chris@skydiveltd.com

[www.skydiveltd.com](http://www.skydiveltd.com)

Contact: Chris Allen

Courses: AFF, Skydive U, tandem

Location: UK (Peterborough) & abroad

## Overseas Associated DZs

The BPA takes no responsibility for training or advice given by these drop zones as they do not necessarily operate under the BPA Operations Manual.

## SPAIN

### Skydive Empuriabrava

PO Box 194, 17487

Empuriabrava, Spain

Tel: 0034 972 450 111

Fax: 0034 972 450 749

info@skydiveempuriabrava.com

[www.skydiveempuriabrava.com](http://www.skydiveempuriabrava.com)

### Skydive Spain

La Juliana Aerodrome,

Bullolus DLM, Seville, Spain

Tel: 0034 687 726 303

info@skydivespain.com

[www.skydivespain.com](http://www.skydivespain.com)

## USA

### Freefall Adventures, Florida

400 West Airport Drive,

Sebastian, FL 32958, USA

Tel: 001 772 388 0550

Fax: 001 772 581 2694

skydivemik@aol.com

[www.ffadventures.com](http://www.ffadventures.com)

### Perris Valley Skydiving

2091 Goetz Road, Perris,

CA 92570, USA

Tel: 001 909 657 3904

Fax: 001 909 657 6178

office@skydiveperris.com

[www.skydiveperris.com](http://www.skydiveperris.com)

**COMPLETE RIG.** Javelin container, Triathlon 160 main, Tempo 150 reserve, Cypres, new batteries and five years left. 350 jumps. Parabag and alti.  
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**Contact: Jack**  
**Tel: 07879 811559**  
**Email: altijack@dropzone.com**  
(IAKO)

**PARACHUTE KIT.** 1 Pin Teardrop container, black and yellow, Sabre 135, only 150 jumps, Tempo 120 reserve, never used, with Cypres and kitbag.  
**Cost £1,400**  
**Location: North East**  
**Contact: Phillip Hewitt**  
**Tel: 01429 298541**  
**Email: pfpdhdhc@hotmail.com**  
(PHHE)

**STILETTO 120.** Approx. 500 jumps, new lines. Colours navy, light blue and white  
**Cost £350**  
**Location: NWPC or Bolton**  
**Contact: Helen Shaw**  
**Tel: 07801 858729**  
**Email: helen@tandemskydive.net**  
(HESH.2)

**COMPLETE RIG.** Chaser container, (medium), black. 220 Fury in blue/green. Maverick reserve with Cypres (never used). VGC.  
**Cost: £1,200 onco**  
**Location Basingstoke**  
**Tel: 0778 5252238**  
(MRAC)

**COMPLETE RIG.** Voodoo container, black/white tie-dye. Crossfire 119. newly relined (100 jumps ago). 126 R never used, Cypres, 8 years left.  
**Cost: £2,100**  
**Location: Swindon, Wiltshire**  
**Contact: Gary Sweeney**  
**Tel: 07802 562618**  
**Email: garysweeney\_45@hotmail.com**  
(GASW)

**COMPLETE RIG.** Wings, stainless hip rings, Safire2 149, Techno 155 (never used), BOC, Cypres. 108 jumps.  
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**Tel: 07733140218**  
**Email: m.monks@btopenworld.com**  
(WAMO.15)

**DRASTICALLY REDUCED.** Complete rig. Teardrop container, medium harness, Sabre 135, Transfair 128 reserve. Approx 400 jumps.  
**Cost: £900**  
**Location: Langar**  
**Contact :Jenny**  
**Tel: 07990 656606/01332 881018**  
(JOBR.1)

**COMPLETE RIG.** Excellent condition. Sabre 190, Raven 2 reserve in Javelin J4 container with RSL, Cypres 2, freefly friendly.  
**Cost: £2,000**  
**Location: Midlands**  
**Contact: Sean Caldwell**  
**Tel: 07815 517290**  
(SECA.2)

**COMPLETE RIG.** Javelin TJN, Spectre 135 (83 jumps),, Raven 120 reserve (0). Immaculate condition. Cypres, serviced 04 new batteries, + extras please ask.  
**Cost: £1,900 (offers accepted)**  
**Location: Lincolnshire**  
**Contact: Helen**  
**Tel: 07766 712787**  
**Email: helenesse1@aol.com**  
(MSHS)

**COMPLETE RIG.** 2003 Mirage G3, black/silver with hip rings. PD190 Silhouette, black/silver, 30 jumps. PD160 reserve, never used. Cypres, immaculate condition. Other accessories available.  
**Cost: £2,999 onco**  
**Location: Birmingham**  
**Contact: John**  
**Tel: 0795 800 9468/01827 261841**  
(JOMC.2)

**COMPLETE SYSTEM.** Sabre 135 main (rainbow stripes) (main has only 30 jumps), Phantom 145 reserve, Zerox Container (black), No Cypres, BOC  
**Cost: £950 ono**  
**Contact Sharon Leftwich**  
**Tel: 07966 563201/01243 554618**  
(SHLE)

**COMPLETE RIG.** Javelin Odyssey, Cypres 2, Techno 115 reserve, Main Sapphire 2 119. Rig has no jumps. Brand new Jan 05 (Small harness)  
**Cost: £4,000 offers**  
**Location: Netheravon**  
**Tel: 07803590275**  
**Email: teddybare55@hotmail.com**  
(TEDD.3)

**RIG FOR SALE.** Teardrop SF, 200 jumps, navy, blue, purple and white, small/med ringed harness, BOC with hacky, hook knife, Alcantara backpad and leg pads, Spectre 135 – 200 jumps – navy blue, purple and white, Tempo 120, Cypres DOM 01/03  
**Cost: £1,950**  
**Location: Headcorn**  
**Contact: Rob**  
**Tel: 01622 890967**  
(BRRA.3)

**COMPLETE RIG.** All new May 95. Javelin NJ (green/white/purple). Fully articulated harness (medium). BOC. Sabre 120 (485 jumps), PD 126 R reserve (1 jump). Cypres, unused for 3 years. Needs reserve repack, Cypres service and batteries. Exceptionally clean.  
**Cost: £1,300**  
**Location: Kent**  
**Contact: John**  
**Tel: 01304 381 013 or 07976 761 467**  
**Email: info@jungletropics.co.uk**



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**4-5 8-way Speed Plus**  
RAPA 0049 5254 982 2378  
Germany [alexbusby@t-online.de](mailto:alexbusby@t-online.de)

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**11 Boxer Shorts Jump**  
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**11-12 FS Coaching Roadshow**  
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0113 250 5600 [www.skydiving.co.uk](http://www.skydiving.co.uk)

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**13-17 WARP Week**  
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01832 280 490 [www.skydivesibson.com](http://www.skydivesibson.com)

**13-19 Euro Freely Record Attempt**  
Empuriabrava [www.babylon-freely.com.com](http://www.babylon-freely.com.com)

**14 BPA Council Meeting**  
BPA Offices, Leicester 0116 278 5271  
[www.bpa.org.uk](http://www.bpa.org.uk) [skydive@bpa.org.uk](mailto:skydive@bpa.org.uk)

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01980 678 250 [www.netheravon.com](http://www.netheravon.com)

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**19-26 Open Week**  
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**22-25 Extreme Week**  
Voss, Norway [www.ekstremспортveko.com](http://www.ekstremспортveko.com)

**22-25 European Swooping Tour**  
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**24-26 Women's Freely World Rec Att**  
Chicago [sugangliderzfreely@hotmail.com](mailto:sugangliderzfreely@hotmail.com)

**24-26 Speed World Cup Heat**  
Hibaldstow 0113 250 5600  
[www.speedskydiving.com](http://www.speedskydiving.com)

**24-26 Europa Cup**  
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**25-26 POPS Meet**  
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**25-July 3 Vector Festival**  
Gap, France [www.parachutismegap.com](http://www.parachutismegap.com)

**25-July 3 Brienne Boogie**  
Brienne le Château, France 0033 66 108 5555

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**1 Summer Ball**  
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**1-3 European Swooping Tour**  
Fehrbellin, Germany [www.euroswoop.com](http://www.euroswoop.com)

**1-4 Beach Boogie & Swoop Comp**  
Cross Keys, USA [www.freefalladventures.com](http://www.freefalladventures.com)

**2-3 Team Extreme**  
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**2-3 8-way Speed Scrambles**  
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Germany [alexbusby@t-online.de](mailto:alexbusby@t-online.de)

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0113 250 5600 [www.skydiving.co.uk](http://www.skydiving.co.uk)

**2-10 CF Spektakel**  
Teuge, Holland [www.para-teuge.nl](http://www.para-teuge.nl)

**4-8 FS Week**  
Headcorn [www.headcornparachuteclub.co.uk](http://www.headcornparachuteclub.co.uk)  
01622 890 862 [headcorn@btconnect.com](mailto:headcorn@btconnect.com)

**4-8 Space Freely Camp**  
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0113 250 5600 [www.freelyspace.com](http://www.freelyspace.com)

**4-9 Anton Malevsky Cup**  
Stupino, Russia [www.malevskycup.ru](http://www.malevskycup.ru)

**6-10 BCPA Nationals**  
Cark [www.bcpa.org.uk](http://www.bcpa.org.uk)  
0117 904 0578 [chairman@bcpa.org.uk](mailto:chairman@bcpa.org.uk)

**8 Summer Ball**  
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**8-9 Höxter 4-way Mini Meet**  
Höxter, Germany 0049 5271 7173

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**9-10 Scrambles**  
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**9-16 Parasummer Boogie**  
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**9-17 UK Freely Festival**  
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01832 280 490 [www.skydivesibson.com](http://www.skydivesibson.com)

**13-17 4-way Tunnel Camp**  
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**14-17 Atmonauti Comp**  
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**16-24 RAPA Championships**  
RAPA [alexbusby@t-online.de](mailto:alexbusby@t-online.de)

**17-24 Tyrolean Fun Week**  
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**18-22 Progression Week**  
UK Parachuting [jump@ukparachuting.co.uk](mailto:jump@ukparachuting.co.uk)  
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**18-22 Progression Week**  
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**20-23 Beach Swoop Challenge**  
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**22 Tandem Record Attempt**  
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0113 250 5600 [www.skydiving.co.uk](http://www.skydiving.co.uk)

**22-24 Speed World Cup Heat**  
Jumtoun, USA [www.speedskydiving.com](http://www.speedskydiving.com)

**22-24 Europa Cup**  
Altenstadt, Germany [europacupskydive.org](http://europacupskydive.org)

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**23-24 Tracking Derby Comp**  
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**25-29 BPA Instructor Course**  
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**28-31 Canopy Piloting Workshop**  
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**29-31 POPS European Meet**  
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**30-31 20-way Weekend**  
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01869 343 343 www.rafspa.com

**20-21 Speed World Cup Heat**  
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Stubenberg, Austria www.euroswop.com

**25-28 Atmonauti Comp**  
Brienne le Château, France www.atmonauti.com

**26-29 Birdman Boogie**  
Peterborough skydivesibson@btconnect.com  
01832 280 490 www.skydivesibson.com

**27 Night Jumps**  
UK Parachuting jump@ukparachuting.co.uk

**27-28 POPS European Meet**  
Denmark www.thepops.org

**27-29 8-way Speed Comp**  
Netheravon apa@netheravon.fsnet.co.uk  
01980 678 250 www.netheravon.com

**27-Sep 4 Langar Boogie II**  
Langar info@bpslangar.co.uk  
01949 860 878 www.bpslangar.co.uk

**28 Summer Ball**  
RAFSPA, Weston skydiveweston@aol.com

**29-Sep 2 Progression Week**  
BKPC, Cockerham info@bkpc.co.uk  
01772 717624 www.bkpc.co.uk

**30-Sept 2 FS Skills Camp**  
Langar info@bpslangar.co.uk  
01949 860 878 www.bpslangar.co.uk

## SEPTEMBER

**2-4 European Swooping Tour**  
Bussloo, The Netherlands www.euroswop.com

**2-4 ESL Finals**  
Spa, Belgium www.euroskyleague.com

**3-4 MissBehaviour MiniBoogie**  
Langar editor@skydivemag.com  
01733 380 568 www.britchicks.org

**3-4 LAC Meet**  
Headcorn www.headcornparachuteclub.co.uk  
01622 890 862 headcorn@btconnect.com

**3-4 POPS European Meet**  
Netherlands www.thepops.org

**5-9 CF and Style & Acc Nationals**  
Cark skydive-northwest@totalise.co.uk  
01539 558 672 www.skydive-northwest.com

**10-11 4-way FS Grand Prix**  
Peterborough skydivesibson@btconnect.com  
01832 280 490 www.skydivesibson.com

**10-11 10-way Speed Meet**  
RAPA 0049 5254 982 2378  
Germany alexbusby@t-online.de

**10-11 Artistics Roadshow**  
BKPC, Cockerham info@bkpc.co.uk  
01772 717624 www.bkpc.co.uk

**10-18 European Flying Convention**  
Lapalisse www.lapalisse-aero.com

**16 Night Jumps**  
Netheravon apa@netheravon.fsnet.co.uk

**17-18 20-way Weekend**  
RAPA alexbusby@t-online.de

**17-18 PD Team Coaching**  
Netheravon apa@netheravon.fsnet.co.uk  
01980 678 250 www.netheravon.com

**17-18 4-way FS Scrambles**  
Hibaldstow info@targetsky.demon.co.uk  
0113 250 5600 www.targetsky.demon.co.uk

**17-18 POPS European Meet**  
Poland www.thepops.org

**19-23 Progression Week**  
UK Parachuting jump@ukparachuting.co.uk  
01953 861 030 www.ukparachuting.co.uk

**22-25 POPS World Record Attempt**  
Perris Valley, USA www.skydiveperris.com

**23-25 Europa Cup**  
Locarno, Switzerland europacupsskydive.org

**23-26 Speed World Cup Final**  
Skydive Spain, Seville www.skydivespain.com

**23-Oct 2 MAGIA Boogie**  
Brienne le Château, France www.atmonauti.com

**24-25 8-way Speed Nationals**  
Peterborough skydivesibson@btconnect.com  
01832 280 490 www.skydivesibson.com

**24-25 PD Team Coaching**  
Netheravon apa@netheravon.fsnet.co.uk  
01980 678 250 www.netheravon.com

**24-25 Scrambles**  
RAFSPA, Weston skydiveweston@aol.com  
01869 343 343 www.rafspa.com

**26-Oct 1 Women's World Record Attempt**  
Perris Valley www.jumpforthechance.com

**30-Oct 2 SOS Meet**  
Elsinore, USA www.skydiveelsinore.com

## OCTOBER

**1 Autumn Ball/Film Festival**  
Netheravon www.netheravon.com

**1-2 20-way Weekend**  
RAPA 0049 5254 982 2378  
Germany alexbusby@t-online.de

**1-2 Freely Tunnel Camp**  
Perris Valley www.freeflymegacenter.com

**5-15 Flyboyz Film Festival**  
Perris Valley, USA www.flyboyz.com

**7-9 Chicks Rock**  
Elsinore, USA www.skydiveelsinore.com

**8-12 Spanish FS Nationals**  
Empuriabrava www.skydiveempuriabrava.com

**11 BPA Council Meeting**  
BPA Offices, Leicester 0116 278 5271  
www.bpa.org.uk skydive@bpa.org.uk

**13-16 Atmonauti Instructor Course**  
Brienne le Château, France www.atmonauti.com

**14-24 Cyprus Boogie**  
Cyprus www.skydivecyprus.com

**15-16 LAC Meet**  
RAPA alexbusby@t-online.de

**15-23 Cyprus Championships**  
Cyprus dwchainsaw@hotmail.com

**22-Nov 2 Sunset Party**  
Lapalisse www.lapalisse-aero.com

**21-29 World Cup FS, CF, Classics, Artistics**  
Eloy, USA www.skydiveaz.com

**27-30 Big-way Camp**  
Perris Valley, USA www.skydiveperris.com

**28-Nov 5 Beach Boogie**  
Mozambique www.skydivediscovery.com

**29 Halloween Fancy Dress Party**  
Langar info@bpslangar.co.uk

**29-30 Halloween Meet**  
Cark skydive-northwest@totalise.co.uk  
01539 558 672 www.skydive-northwest.com

**29-30 Halloween 10-way Speed**  
Hibaldstow info@targetsky.demon.co.uk  
0113 250 5600 www.targetsky.demon.co.uk

**29-30 Sky Rats 2-way Fun Meet**  
Empuriabrava www.skydiveempuriabrava.com

**29-Nov 12 Safari Beach Boogie**  
Kenya www.skydivekenya.com

## NOVEMBER

**5 Night Jumps**  
Cark skydive-northwest@totalise.co.uk

**5 End of Season Party**  
RAPA alexbusby@t-online.de

**5 Halloween Fancy Dress Party**  
BKPC, Cockerham info@bkpc.co.uk

**5 Bonfire Night Party**  
Langar info@bpslangar.co.uk

**9-13 Airspeed Skills/Tunnel Camp**  
Eloy, Arizona todd@airspeed.org

**11-13 Annual Wine Invitational**  
Elsinore, USA www.skydiveelsinore.com

**14-18 BPA Instructor Course**  
Headcorn 0116 278 5271  
CSI/Pre-Advanced trudy@bpa.org.uk

**18-20 FS 4-way Skills Camp**  
Empuriabrava www.skydiveempuriabrava.com

**19-20 Freely Tunnel Camp**  
Perris Valley info@freeflytunnelcamp.com

**21-25 BPA Instructor Course**  
Headcorn 0116 278 5271  
CSBI/TBI/AFFBI/Adv trudy@bpa.org.uk

**25-27 Vertical Challenge**  
Elsinore, USA www.skydiveelsinore.com

**26-27 Thanksgiving Boogie**  
Cross Keys, USA www.freefalladventures.com

## DECEMBER

**3 Christmas Party**  
BKPC, Cockerham info@bkpc.co.uk  
01772 717624 www.bkpc.co.uk

**5-XL Tunnel Camp**  
Orlando, Florida peteallum@aol.com

**6 BPA Council Meeting**  
BPA Offices, Leicester 0116 278 5271  
www.bpa.org.uk skydive@bpa.org.uk



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