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The Mag

February 2007



The British Parachute
Association Magazine



www.bpa.org.uk
www.skydivemag.com

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Well sometimes I wonder if anyone reads my drivel in this column but the huge response to my call last issue for educational articles perhaps disproves that theory. Thank you to Darren Spooner for his letter, and to all those who contributed useful articles to share knowledge about various aspects of our sport. Turn the page to see the joys we have lined up for you this issue, a positive feast with a wide range of features on virtually every aspect of skydiving. Authors vary from the 'man on the street' to such celebrated skydivers as Gary Beyer, Kate Cooper and Steve Hamilton.

We have more educative stuff in the pipeline for April's Mag, which seems to be what most members want, judging by feedback at the AGM. Something's got to go, to make room. The most likely area to cut down on seems to be boogie-type event reports, as the competitions arena is well subscribed and we only feature major comps as it is. Club News seems very popular and considered the right length.

That's the direction I think you want me to take with your magazine, let me know if I'm reading the pulse incorrectly. Otherwise, look forward to a year of informative articles – and please keep the excellent contributions flooding in.



Photo by Dave Livesey

Lesley

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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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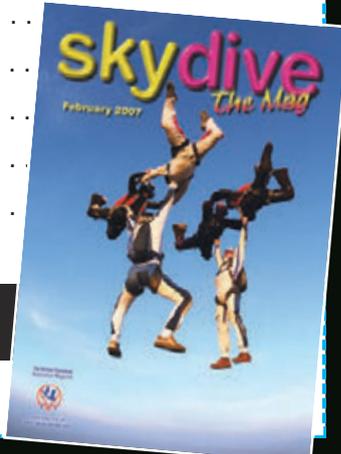
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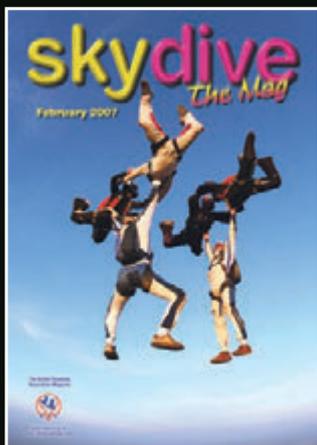
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Jay Southall, Dan Parker and Andy Ford play with a spaceball at the Skydive Spain Christmas Boogie, photo by Marcus Goodsell



Cover

Tony Keightley's 2,000th jump, a hybrid over Seville at the Skydive Spain Christmas Boogie, by Andy Ford



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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 sum information may be out of date, or superseded.

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Skydive Spain

Christmas **Boogie**

Seville Boogie in a nutshell: awesome, organised and entertaining

I flew out on Boxing Day, so I wasn't there for Christmas Day but I hear it was a night to remember involving dinner for 80 and mucho cervezas! Hardly anyone showed up to the DZ the next day cos of the state they all got in!

Atmosphere

We had a great crowd of people out there, the evenings were as entertaining as the jumping. I doubled my annual alcohol quota in just ten days! Most of us didn't get to the DZ till gone 11am but still got lots of jumping in.

Coaches

As far as the skydiving went, there was something for everyone. We had an array of coaches for all disciplines; Pat Hammond & Eugene Brennan for CF; Herman Landsman & Simon Cathrine for FS; Nils Predstrup (*Funkflyz*), Jim Harris & Mike Carpenter (*Outbreak*) for freefly; and Andy Ford teaching wingsuit flight.

Jumpfest

It was a total jumpfest and most of the time all three of Target Skysports' aircraft were flying. This was fab and ensured everyone got to jump as often as possible – to my detriment cos I spent sooo much money! The

atmosphere was excellent and the DZ was buzzing. It really was a fabulous boogie and just shows how Steve, the Swallow family and his staff have established another fine centre.

Freefly & Hybrid

There were more freeflyers than you could shake a stick at, which was cool. It gave us FS peeps a chance to practice our sit-flying and backflying and get some excellent coaching. Lots of folk took the opportunity to try hybrid dives using the talent which abounded.

Canopy Coaching

Brian Vacher ran one of his Safe Flight School canopy courses, this was excellent. Eight of us registered for it, we had a range of canopy experience between us and we learnt so much in just two and a half days. Rear riser turns; harness turns; how not to sit like a sack of potatoes in your harness; but mainly how to fly properly and get the most out of our canopies. It was amazing how many bad habits we had. And hey, we are all real canopy pilots now! No more 'la-la' and 'ding-dong' for me and Anna! In fact I am even considering giving up FS and doing just hop 'n' pops, I wanna play some more!

Brian is so passionate and runs his courses with such enthusiasm! We were amazed and a little amused by his delivery, his likeness to Eddie Izzard is uncanny. Watching him



Blair Stent



Photos: Rob Simpson





demonstrate a front riser turn whilst sitting in his chair in the training room was worth the course money all by itself! Just picture it: if you know Brian, you will know what I mean!

FS

It was great how everyone jumped with everyone regardless of their experience or discipline. The inexperienced who wanted to learn big-ways could play with the best and, wow, how they progressed! Simon C loved organising the big-ways and with the awesome Herman Landsman they made a great team. Simon was impressed at everyone's progression, he said he had an fantastic boogie and looks forward to jumping with you guys again next time.

We did some excellent skydives – even if I did lose an ear! (A fluffy suckered-on helmet ear!) We built multiple formations turning points from 6-ways to 15-ways. The notorious '2007' jump with the more experienced on the DZ was excellent fun, if a challenge. We finally managed it on the third attempt on New Year's Eve. Trying to fly four separate numbers next to each other is a task and a half, believe me, even from 15,000 feet!

Cutting-About

New disciplines emerged in the way of Cutting-About dives courtesy of Si Citra from Weston, and side-flying. If you want your SF1 have a word with me or Crabbers as we are official coaches from the Modern School of side-flying – ahem – just general hooning around!

Jump numbers

There were 7,951 skydives done at the boogie, from 638 loads. Andy Ford was the biggest jump hog with 109!! The people were as varied as the jumping, with 13 nationalities represented (American, Belgian, Danish, Dutch, English, Finnish, Irish, Norwegian, Polish, Portuguese, Scottish, South African, Spanish).

Nightly DVD

The bar DVD which Dave Pratt sorted by beer-o'clock every day (nice one Dave!) just went to prove how much fun everyone had. Tube jumps; head-up flying; hoop jumps; tracking dives; big-ways; wingsuits; CF – you name it, we did it! The sun shone for us every day too, what more could we have asked for? Buenos saltos! Viva España!

Michelle Meakins



Blair Stent



Photos: Jim Harris





Rob Simpson

Dave Pratt

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BCPA Regional Meet 17/18 March

4 way FS Grand Prix: 2/3 June

8 way FS Grand Prix: 23/24 June

CF Grand Prix: 6/7 October

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CF World Record

The next canopy formation World Record is planned to take place at Lake Wales, USA, 17-25 November. The aim is for a 100-way (current record 85). If you would like to be considered contact the planning committee directly.

cfworldrecord@yahoo.com
<http://cfworldrecord.com/2007>



CF World Record building by Norman Kent



Photo: Simon Ward

Taz Foundation

The family of Taz Causer has set up a fund which will offer financial assistance to talented up and coming skydivers who would struggle to reach their full potential without this help. Grants can be applied for at any time by emailing Hazel Causer (Taz's mum) for an application form or by visiting the website below. Funds could be granted for any possible skydiving use other than buying equipment. Priority will be given to applications for a special project such as a world record, unique idea or medal-winning team. One of the first projects to benefit is *Brit Chicks*, as the Taz Foundation is sponsoring the T-shirts in Taz's honour.

hazyphantazy@yahoo.co.uk
www.tazfoundation.org.uk

JM's Newsround

E-Fli Special Offer

Following the coverage in the last issue of the Mag, Re-Fresha have offered a special discount of 20% to all our readers on a yearly membership to their innovative website. It's an interactive learning tool, especially useful for newly qualified or student skydivers.

www.re-fresha.com

Youth Flying Bursaries

The Royal Aero Club Trust are once again offering a bursary of up to £500 to any UK citizen aged 16-21 who wants to advance their skills in airsports. Application forms can be found on the website. Closing date is 31 March 2007. BPA members were supported by several bursaries last year.

www.royalaeroclubtrust.org

Big-Way Camps

There are a selection of big-way camps happening this season. Kate Cooper & Tony Domenico are running one, 3-6 May, at Perris Valley (katejumps@earthlink.net). Hib have a big-way skills weekend planned with Simon Cathrine and Dougie McLelland on 9-10 June (info@skydiving.co.uk) and there's a camp in Gryttjom, Sweden, 29 July to 3 August which features Kate Cooper and our own Caroline Hughes and Lesley Gale (marchess@gmail.com).

Skysisters

The Skysisters Symposium will be held at Ramblers, Toogoolawah in Australia, 21-29 April. Skysisters is about encouraging, supporting, motivating and challenging experienced, up-and-coming and new female skydivers through skills camps, conventions, education and communication. Record attempts will be made for the largest formation in both FS and freefly. There is a great line-up of organisers including Lesley Gale, Fiona McEachern and Julie Nichol for FS, Gigliola Borgnis for atmonauti and Amy Chmelecki & Missy Nelson for freefly. All chicks are welcome. Boys will need to apply in writing first!

www.skysisters.com.au

German FS Record

Organised by Dieter Kirsch, Germany set a new national record, in Eloy during November, by building a 156-way. This beat their previous record 122-way.

POPS 28-way



UK POPS are looking to put a team together for the 28-way competition at Hib, 30 June to 1 July. If interested contact Pete Shew.

pete@shew.org

POPS UK Record building by Tony Danbury

World Challenge

Now in its second year, Bodyflight are holding their international money prize competition, 7-8 April, at the Bedford tunnel. There will be FS and freefly comps with two categories in each; professional and amateur. The professional teams will compete for the £20,000 prize fund, whilst the amateurs will fly for medals. *Sebastian XL* will be reforming to join teams already signed up: *Airspeed Odyssey*, *Bodyflight Havoc*, *Fusion*, *Maubeuge Aerokart*, *Golden Knights*, *Tora Tora* and others. There are still slots available.

www.worldchallenge.info



Airspeed & friends by Bodyflight

Help Save Airfields!

Airfields are at risk but you can sign an online petition to help get the decision reversed. The Government has published a policy regarding the property development of brown field sites, which omits some vital words relating to airfields. Originally, a footnote relating to the development of brown field sites indicated that an airfield, which would generally only have a small number of buildings, should not all be treated as previously developed land. However, despite all the representations made by the General Aviation Awareness Council (GAAC) and other members of the aviation community, and assurances from MPs that this was just a 'slip of the pen', the new statement does not include the vital footnote. This renders airfields in rural locations increasingly vulnerable to speculative property development. The GAAC urgently appeal that the Prime Minister requests a review of this by his ministerial colleagues. Closing date to sign the GAAC petition is 8 March '07.

<http://petitions.pm.gov.uk/airfields>



Wales DZ Open

Tom Ramsden-Here

Skydive Swansea has recently been reopened by Carl Williams. They have a Let 410 going to 15,000 feet. They will be open from Wednesday to Sunday, and once every month will have two Lets available for formation loads.

info@swanseaskydiving.co.uk

POPS

Former Top POP Ted Rose of the USA died unexpectedly earlier this year. A memorial jump will be organised, keep an eye on the website.

www.thepops.org

Brit Chicks 2007



Brit Chicks, who hold the current female UK FS record 60-way and the previous record 50-way, are aiming bigger this year. New attempts will take place in May, with warm-up events being run in April at various British DZs.

The British Red Cross are supporting the event with red jumpsuits, with the aim of building a red cross record in freefall. In the UK Red Cross volunteers are 90% female and their average age is 30 – hence the link to the women's skydiving record, the sort of adventurous yet compassionate ladies who volunteer for humanitarian aid.

britchicks@skydivemag.com



Sean Spencer

Paragliding Simulator

Northern Paragliding Ltd and the University of Hull have joined forces to develop a training simulator to help pilots learn paragliding controls, understand thermals and be able to negotiate air traffic. This may then be developed for skydiving canopies, the software has been written so it can be modified to give us a canopy piloting simulator.

Claire Mulley
01482 466 943



Canopy Piloting

Skydive Lillo will host the third Canopy Piloting Spanish Nationals, 25-29 April, open to all nationalities.

www.skydivelillo.com

Brian Vecher at Skydive Spain, Seville, by Dave Livesey

Peterlee skydivers by Mal Richardson



Peterlee's 1,000th Student in 2006

Peterlee beat their total of 855 students in 2005 by training 1,000 students in 2006. They jumped Paul Lennon, the last one, on the last Saturday of the year!

Accelerate your skills

Don't forget, all AFF students receive 2 FREE minutes at Airkix. Let us know at the time of booking if this applies to you

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On the HILL

The prevalence of tunnel training has rocketed scores but leaves a gap in understanding and experience of working on the relative wind just after exit.

Tunnel coach and competitor Steve Hamilton gives some great tips for flying on the hill

A glance at the scoreboard from the 2006 Nationals can leave us with little doubt of the impact that wind tunnels have had in raising the standard of skydiving in this country. For a rookie team to progress from an 8 point average to a 20 point average in two months would have been unimaginable in previous years and it seems that this trend for rapid improvement will continue as we now have ready access to the tunnels in the UK.

However, the technology does not yet allow us to train the exit and the sub-terminal moves 'on the hill'. This refers to the relative wind the jump where the forward movement of the aircraft in the same way that we experience wind by sticking our arm out of a car window it will fall downwards with gravity but the initial force will be felt from the fact that the car, or aircraft in our case, is moving forward through the air.

In terms of a skydiver's body or a formation we will need to present the flying surfaces into this relative wind in order to be stable and start flying. Imagine that your hand out of the car window is your palm leaving the aircraft and you will need the palm facing front of the car in order to efficiently catch the wind.

Around 10-12 seconds later, you accelerate with gravity to our 'terminal velocity', the point at which you stop accelerating and maintain a constant speed (unless you change the surface area or aerodynamics of your body). Terminal velocity is due to the inherent drag created by your surface area as you fall through the air. As you approach this point the relative wind changes in its direction until you feel it from directly beneath you, as your downward speed exceeds this forward speed you had at exit.

If we bear in mind that in a 4-way competition working time is only 35 seconds, the 12 second period on the hill is roughly a third of the time you have to score points. It then becomes obvious how important this part of the jump is. Competition rounds are often won or lost by a team's performance during the exit and first few points out of the door. The world's top teams use wind tunnels as an effective training tool plus a high volume of real skydiving. World class 4-way training jumps a year. Whilst I'm no expert, I'd imagine that the engineering needed to create an exit-simulating tunnel would be extremely difficult. If you want to be a good skydiver you have to skydive lots!





Bodyflight Page by Jonno Horne

SUCCESS ON THE HILL COMMUNICATION

Hopefully we have good communication throughout the whole skydive but it is even more vital during the exit and first moves. We can ensure a good start by picking up communication in the door. It's very common to see teams take their positions in the door and have a very narrow focus, maybe just looking at one grip or even staring out into space. This may be a good idea to try to pick up eye contact with the person opposite you in the formation. This may not always be possible depending on the formation that you're launching but at least look towards that person so you can take in the bigger picture and be aware of timing through the whole team. Once you're out of the door everyone should now already be heads-up and ready for the key.

John Molver's classic tip for making a move on the hill is "Have a good look at it!". A simple but effective piece of advice, since we're trying to stay relative to our teammates when the key comes. The only way to ensure this is by actually seeing where the rest of the team are! I know this sounds obvious but it's extremely common for there to be little or no communication between opposites on the hill and you will always see way too much separation occur as a result, particularly during block moves. John and I have probably done around 5,000 skydives opposite each other and we know that if we keep staring at each other on the hill we have the best chance of staying close and making catches happen.

Stare extra hard through the centre at your clone for best communication



Sebastian XL by Rob Stevenson

SQUEEZE THE FIRST POINT

A very common thing to see is a team having a nice solid exit with good communication... then they key the first point and all drift away from each other. This breathing is often due to the fact that the individuals' energy can be moving away from the centrepoint of the formation. To avoid this, we can squeeze the grips towards the centre slightly so that everyone's energy is now directed towards each other rather than away. Now when the key comes we should all stay much closer for the next point.

Squeeze the formation towards the centre to stay close on the break



ANTICIPATION

So now we're all looking at each other and have squeezed in to the centre, the key comes and we need to be ready to move to the next point. This all comes from our mental preparation. If the exit is E (meeker) and the next point is P (sidebody), I don't usually think about the meeker once we've had a good exit, I'm already thinking about going straight to a sidebody. This anticipation can save lots of time on the hill and ensure we don't get caught out by a quick key out of the door and have a brainlock right away. As I said before, it's very often what happens during the first few seconds that wins or loses a round so we need to be ready to go for the next point.

Keep anticipation high to move quickly to the next point





STAY PRESENTED

We need to maintain our presentation to the relative wind on the hill. Because most of our repetitions of block moves will have been made 'on the flat' in freefall or in the tunnel we need to remind ourselves not to cut in to the wind, ie, with the side or back of our bodies catching air as if we were already belly-to-earth.

Keep individuals and subgroups presented to the relative wind

SECRET STUFF

Each sub-terminal move will offer its own challenges. With each repetition make a note of what happened due to factors such as the direction of energy of pieces and the effects of gravity on the move. A block move on the hill can be completely different to one on the flat in terms of how much power you use and how hard you need to stop. For example, if you are at the bottom of the hill after exit whilst a team member at the top will need to think more about stopping the move if heading downhill. Targeting is very important here, being aware of the visual targets during the move and making sure we achieve them will definitely improve the chances of making a catch at the end. Being smooth and precise rather than aggressive and fast is the way to build consistency on the hill as most time is wasted by allowing too much separation to occur. Watching footage of top teams is a great way to visualise the dynamics of the moves and see the targets.



Build notes of the 'secret stuff' you find out about each block on the hill

Photos: Bodyflight Rage by Jonno Horne

TRAINING - GO SKYDIVE!

As with anything else, correct training is the key to improving. Skydiving is a subtle mix of science and art so we need to build a good balance of technical knowledge and personal experience to find what works best for us as individuals and teams. If I ever figure out how to build that exit-simulator I'll let you know. Until then - go jump!

Steve Hamilton
www.FlightSchoolUK.com

**For
Starters**

Spreading Your Wings

Having a regular DZ is great. You know the set-up, the people – and how to find the drop zone under canopy! But if you wish to go to another DZ, either in the UK or abroad, to broaden your horizons and meet new people, here's how to get the most out of your excursions.

Doing your homework

Ask yourself what it is you want. If better weather and more jumps are your goals, chances are you will be looking at going abroad (unless you're a complete optimist!). Find out about your intended destination. Most drop zones have informative websites, or a good old-fashioned phone call will give you a reasonable idea what a place is like. Most office staff will be more than happy to answer any questions. If unsure as to which DZ to choose, make a list of pros and cons. What are you looking for? Sheer number of skydives? A chance to jump out of different aircraft? Or maybe a location with other attractions close by? Most importantly, what is your budget? Answering these questions will narrow down your choices.



If a UK trip is on your mind, again, a phone call to check on directions, accommodation or camping facilities will be a great help. Ensure your trip gets off to a good start by taking everything you need. Go through your kit bag and make sure you can locate all your documentation. It's super embarrassing to get to a drop zone to find your docs are still at home! (Been there, done that!)

In the UK, you will be asked to produce your

- Current BPA membership card
- FAI licence
- Medical certificate
- Logbook
- Reserve repack card & inspection sheet.

The drop zone will also want to inspect your equipment to ensure it is safe. Check all the above, especially your reserve, which should be within the 6 month repack cycle. It is hugely frustrating to find yourself grounded through incorrect or out of date docs, so be prepared!

Travelling with your rig

Airlines have different baggage allowances. Check beforehand, if it is really low it may be worth paying a fixed extra for 'sports baggage'. Get the scales out and avoid paying costly fees. Weight belts can be tricky. One of my friends wears his, preferring to scan it separately with his loose change and convince the guys at the security barrier it's perfectly safe!



Wrap your alti in a sock and put it with other small clothing items inside your helmet. For extra safety, put your towel round the helmet too. Finally, pack everything in a bag with wheels. Otherwise you'll realise just how heavy your gear is! Remember the usual essentials... hat, sunscreen, shades, driving licence, local currency, etc. I could go on but – hey – I'm not your mum!

AADs and parachute equipment **are** safe to transport by air. Most security personnel know this and have seen a rig go through the scanner before. If asked about your parachute or AAD explain as best you can its workings but definitely do not mention the words 'fire', 'charge' or 'explosive'. 'Activate' is okay. The little explanatory card you got when you bought the AAD might come in handy. Bigger airports are more worldly-wise, be careful if you depart from Bognor Regis International!

For obvious reasons airport security staff take their job very seriously. Now is not the time to crack a joke about that AK47 in your rucksack – as one skydiver infamously did! When you arrive, get in line, do as the nice man says and enjoy your trip at the drop zone, not in jail!



Going to manifest

Once at your drop zone, find manifest and explain you're visiting. Manifest will explain how to pay for jumps and point you in the direction of someone who can do kit & doc checks and give you a drop zone brief. It's best to try and get this done early in the day, or even the evening before. As DZs are busy places, don't be offended if you turn up on Saturday lunchtime and don't see an instructor straight away!

The drop zone brief is very important, so listen carefully ("I will say this only once!"). It should include an orientation using an aerial map to help you navigate under canopy and stay clear of hazards. Feel free to ask the instructor questions. They are there to help and you can learn a lot from listening. The new drop zone may have different procedures from where you normally jump, especially pre-flight checks and signing back in once you are down safely, so make sure you understand what to do.



Photos:
Lee Durant
Mike Pascoe
Jana Buettmer
JC Colclasure
Rob Stevenson
Bones & Dave Livesey

Socialising

If you arrive in the evening, once you've sorted your accommodation or tent, ask where the bar or local skydiver pub is and go say hello! Socialising is a great way to make new friends and find out what's going on. If you're camping, taking a case of beer will make you popular, I guarantee it!



Planning your jumps

Manifest early (assuming you didn't overdo the socialising!) and do a simple jump, a 2-way or even a solo is perfect. It might be a good idea to break off and deploy slightly higher to give you a chance to get your bearings. Inform the jumpmaster of your intentions. They will fit you into the planned dropping sequence to make sure the rest of your load is safe.

Next, ask if there's a load organiser. Whatever your experience level or discipline, there'll be someone to skydive with. You've travelled to taste something new, so don't be shy! When taking part in jumps, just relax and take it easy. As long as you're safe, other skydivers will not have a problem with you. Ask about coaching or joining in with groups of similar ability and I'm sure you'll have lots of fun!

Be careful out there!

What is allowed in the UK may not be permitted where you are or vice-versa. It is very easy to get caught up in the holiday mood and try new things. Remember that, just because other people do it, doesn't make it right. Just ask the locals at Eloy what the Christmas Boogie is like. You see professional skydivers swooping in with incredible speed and accuracy. Then the tourists who fun jump for a few weekends a year trying the same moves but ending up in an ambulance! It really is up to you what you choose to do, but make a point of looking after yourself and your friends. Just because you're on holiday, pin checks at altitude do not all of a sudden become uncool! If in doubt ask yourself, would my CCI allow me to do this? If the answer is 'probably not', then my advice is: think twice.



Your BPA insurance is not valid at non BPA drop zones so ensure you have adequate travel insurance that specifically covers skydiving, including medical cover and repatriation.

Go for it!

Pushing yourself is what this sport is all about and, by getting out and about, you get the chance to meet new people, try different things and keep skydiving exciting. Plan ahead, be safe and keep an open mind. I'm sure you'll have lots of fun, and an even bigger collection of friends to bump into at the AGM!

Chris Hollis

hollisc@ttint.com

Checklist

- ✓ Have you seen an aerial photo?
- ✓ What hazards are there?
- ✓ Which aircraft are you in?
- ✓ When does the door get closed and opened?
- ✓ Do you have to help?
- ✓ What are the signals for the spotting?
- ✓ Are there seatbelts?
- ✓ What delay should you give the previous group?
- ✓ Do you have to wear a helmet?
- ✓ Should you wear a helmet?
- ✓ Is there anyone to give you a pin check?
- ✓ What will the exit height be?
- ✓ Is there a left or right hand circuit under canopy?
- ✓ What is the wind strength and direction?



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Birds of a Feather

A guide to getting started in the exciting area of wingsuit flight

Since the first commercially available wingsuit was sold by BirdMan back in 1999, skydivers have shown an ever-growing fascination with this new area. For some, it may be the chance to take a break and to try something new. For many, it is the realisation of why they started skydiving, the chance to actually fly.

The batwing or birdman concept and the dream of flight has existed in every society as far back as recorded history. Read about brave pioneers in:-

Birdmen, Batmen and Skyflyers by Michael Abrams

Bird Man by Léo Valentin

The Yorkshire Birdman by Harry Ward & Peter Hearn



How do I get started?

Unlike our daring forefathers, we have the luxury of having safe wingsuits, reliable equipment and qualified instructors. BirdMan Inc has implemented a standardised method for creating BirdMan Instructors (BMIs), and a standard 'First Flight Course' to teach beginners to fly a wingsuit. Other manufacturers followed suit and now have similar programmes.

The BPA Operations Manual states that, before doing a first wingsuit jump, a skydiver should have at least 500 freefall skydives, or 250 freefall skydives made within the past 18 months; receive one-on-one instruction from an experienced wingsuit jumper; and have carried out various preparatory work.



Most wingsuit manufacturers offer a first flight course for beginners

Preparation

Go on a tracking dive and become familiar with the body position you will use for flying and deployment. Most of the wingsuit manufacturers make a hybrid or tracking suit similar to a wingsuit but without the extra added material. These allow a full range of movement and make excellent training aids, for jumpers to get used to the new sensations and added responsibilities of winged flight. Before making a wingsuit jump, you should feel comfortable in freefall, especially in the tracking position; be able to concurrently observe airspace and altitude; and feel confident about your ability to perform safely.

What equipment do you need?

Container

Almost all modern skydiving rigs are suitable. Use only a BOC (base of container) throwaway pilot chute.

DO NOT USE

- a pullout pilot chute (aka pud)
- a bungee-type collapsible pilot chute
- a leg-strap mounted pilot chute.

There are wingsuit recommended modifications that can be made to reduce post-opening issues, but these are not necessary. These mods are usually done by advanced pilots who dedicate a rig specifically for wingsuiting.

Canopy

All the current canopy manufacturers make a model well suited for wingsuit flight, ie, with relatively docile handling. Do not use a canopy that you feel uncomfortable or unfamiliar with. If you currently jump a high performance canopy that requires you to fly the opening or has a tendency to spin, do not use it for at least your first several wingsuit flights.

(Note: For advanced pilots who choose to jump high performance canopies it is highly recommended to use riser inserts to prevent potential problems associated with canopy spin-up or brake fires.)

AADs and audible altis

Because it is possible to achieve very slow vertical speeds with the wingsuit (40 mph and lower) your AAD will probably not activate your reserve if you are passing through the hard deck (the Vigil in Pro mode is set up for 35 m/s about 78 mph). However, if you are incapacitated or unconscious, the speeds generated would probably be sufficient to cause the AAD to activate as designed.

Some audible altimeters may not function properly at slow vertical airspeeds; check the instruction manual to ensure yours is set up for wingsuit or slow descent rates. It is therefore very important to use a visual altimeter and open at the proper altitude. Wear your visual alti as far away from your body as possible, wrist-mounted gives the most accurate reading. The altimeter should be rotated toward the thumb for easier viewing while in flight. It is strongly recommended to use a Vigil or Cypres and audible altimeters.



Scott Campos

Wear your alti on your wrist for the most accurate reading, near the thumb for easy viewing





Helmet

The use of a helmet is mandatory in the UK, for obvious safety reasons. This is especially important when flying in a flock. A helmet is the best place to put your audible altimeters to hear them. If you jump outside the UK, wearing any type of helmet is far better than not wearing one at all.

How do you fly the wingsuit?

Body position

Body position is one of the most important skills to master. Think of your body as being the structure of an aircraft and the wingsuit the skin. If the frame is not in the optimum position, the skin cannot do its job efficiently. Most people first learn about proper body position during the first flight course, while others may have received little guidance beyond what they have read in the flight manual or learned from another pilot. Like any other skill in skydiving, those who receive proper training from a coach

will progress faster than those who attempt to learn on their own. Generally the latter will develop bad habits that are hard to break. The key is to learn the correct way from the beginning and continue to work it on every flight. Creeper work on your position allows constructive critiques and can help to build muscle memory and good habits. An efficient body position can be the difference between an average pilot and an outstanding one.

Symmetry and movement

Being symmetrical is critical, especially during movements such as closing your wings down. In a wingsuit, less is more. Large body movements are not conducive to efficient flight. Many of the control skills you already know can be used in a wingsuit, the only difference is that small inputs are all that is needed to get the same effect. Flying a wingsuit is not hard, in fact it is easy to see performance increase quickly.

Main photo: Top Gun by Mark Harris

What are the safety issues?

Emergencies

The primary concern is safety, for yourself and others. Wingsuiting is still a minor discipline and is not completely understood. It has specific safety issues. A wingsuit pilot must know what to do in certain eventualities, this goes back to proper training. A wingsuit instructor should cover all of the potential emergencies and corrective actions so the student is properly prepared. While true emergencies are rare, when they happen they happen extremely fast and must be handled properly. Knowing how to deal correctly with problems such as line twists or flat spins is imperative and why learning from an instructor is a good idea.

Wingsuits and other jumpers

As the popularity of BirdMan grows, DZOs find themselves trying to figure out how to safely incorporate wingsuits into the dive flow. Often these people have not yet experienced a wingsuit flight first hand so it is difficult to make decisions.

Exit order

One of the first issues is exit order. Where do wingsuits get out? In 99% of cases, they should get out last. Wingsuits typically fall at a slower vertical descent rate than a normal skydiver. They also cover a vast amount of ground horizontally, up to three miles is not uncommon, and have a freefall time of over two minutes. While horizontal and vertical speeds vary among pilots depending on their skills, even a first time flight student, flying inefficiently, will cover more ground than an accomplished jumper on a tracking dive.

Because of the large amounts of distance it is common for wingsuits to remain in the aircraft well beyond the normal spot. This avoids any issue with canopy formations, high pullers, tandems or students. To put them out any earlier would only cause problems as they will find themselves over the DZ and still be several thousand feet above their pull altitude. This may then cause the pilots to fly an erratic flight plan, which has the potential to cause problems.

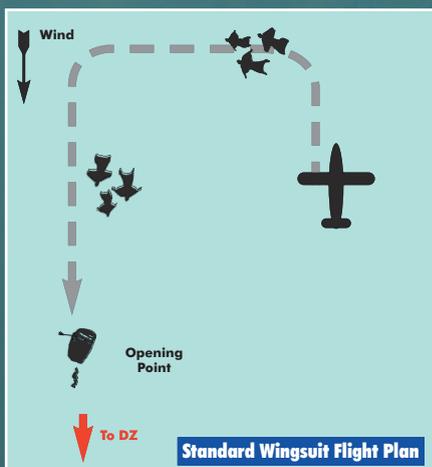
If there is a tracking dive, it is recommended that the trackers go first followed by the normal skydiver exit order with wingsuits out last.

Flight plan

To further ensure safety, once they exit, wingsuits fly on a different line of flight than the other skydivers. This is vital to avoid freefall and canopy traffic problems. It is also important that the aircraft pilot knows there is a wingsuit on board and understands its flight plan to avoid the possibility of an aircraft strike. It is the wingsuit pilot's personal responsibility to tell the aircraft pilot each time they board that there is a wingsuit on the load and its intended flight plan.

Regardless of the door location, wingsuits will exit the aircraft and fly a series of 90° turns. On exit, wingsuits continue to fly in the direction of flight with the aircraft for 2-5 seconds. They then turn 90° left and fly until they are well removed from the normal line of flight. Once clear, the wingsuit will make another 90° left turn back towards the drop zone and fly this line of flight until pull time. Typically wingsuits turn left since most doors are on the left hand side so it is easier to keep an eye on the aircraft and for its pilot to see the wingsuit.

In some cases it might be necessary for the wingsuit to turn right; they then fly the same path as normal except that the 90° turns are to the right.



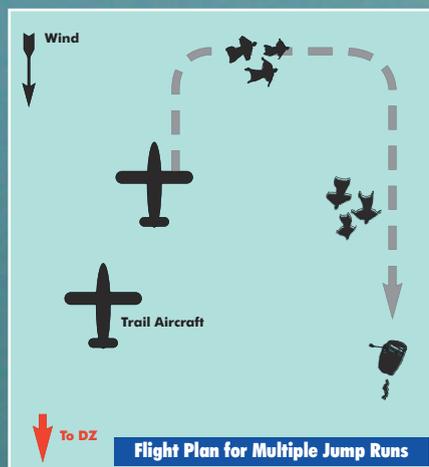
Deployment altitude

Because of the additional tasks that come with a wingsuit, the recommended deployment altitude for beginners is 5,000 feet. More experienced wingsuit flyers may take it lower but it is wise to pull higher than normal due to additional post-opening procedures and to allow sufficient altitude to correct any problems that might be encountered. This poses no concern for other skydivers since the wingsuit pilot is typically isolated in their own area of the sky while skydivers of other disciplines have already landed.

As more pilots take to the skies, safety and sound judgment must be a priority if additional tasks, environmental changes or new equipment are added.

Special circumstances

Certain situations may alter their flight plan or exit order. Large boogies with multiple jump runs and many aircraft flying simultaneously may require wingsuits to exit first. This is situation dependent and should be assessed by the DZSO, and aircraft and wingsuit pilots. Communication between everyone involved is critical for things to go smoothly. The important thing to remember, especially when there are multiple jump runs, is that wingsuits should not be put out so that their flight pattern puts them between two parallel jump runs. To do so increases the likelihood of skydivers falling through the wingsuits and/or wingsuits flying through canopy traffic. If aircraft are flying trailing each other, with short periods of time between them, it may be necessary to put the wingsuits out first.



Other (rare) issues are loads with all wingsuits or more than one large group. If the airspace permits, it is not a bad idea for different flock groups to take different flight plans, ie, the first flock flying a left hand flight plan and the second group a right hand one.

Flying with other wingsuits

Whether flying in a group as small as two people or in a large flock, it is important to fly parallel to each other and be aware of side-sliding when in close proximity. Under no circumstances should wingsuits ever fly at each other, or turn around 180° when in a flock. Always make sure you wave off (click heels three times) to let others know you are about to pull. Having understood the safety aspects, be prepared – and enjoy!

Scott Campos

bmciscott@bird-man.com



Mark Harris



For more information

www.dropzone.com

Skyflying, Wingsuits in Motion by Scott Campos

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- May 5-7 **FS 4-way Scrambles**
- May 12-13 **CF weekend** with Pat Hammond
- Jun 9-10 **BIG-WAY SKILLS WEEKEND** with Simon Cathrine and Doug McLelland
- Jun 15-17 **Jump your reserve weekend** (PD and Aerodyne attending)
- Jun 16-17 **UK Skydiver meet up**
- Jun 23-24 **POPS weekend**
- Jun 30-Jul 1 **28-way competition**
- Jul 7-8 **Grand Prix - FS 4-way**
- Jul 21-22 **Grand Prix - Canopy Formation**
- Jul 28-29 **Grand Prix - FS 8-way & Freely**
- Aug 18-20 **Nationals - FS 4-way**
- Aug 25-27 **Nationals - FS 4-way & 8-way**
- Aug 25-27 **Nationals - Artistic & Speed**
- Sep 1-3 **Nationals - FS 8-way reserve**
- Sep 1-3 **Nationals - Artistic & Speed reserve**
- Sep 1-3 **50-way weekend**
- Sep 7-9 **Birdman Tour with Rolf Brombach**
- Sep 22-23 **Nationals - 8-way Speed**
- Sep 22-24 **Nationals - Canopy Formation**
- Sep 29-30 **FS 4-way Scrambles**
- Oct 27-28 **Halloween Frostbite Friendly**
- 10-way Speed**
- Dec 8 **Christmas Party**

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Photo: Jason Snatham

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AGM

Every year in the middle of January, skydivers from all over the UK travel to Hinckley to attend the BPA AGM. It's the largest single event in terms of attendance on the skydive calendar with absolutely NO chance of jumping, so why is it so popular?

Well, this year the regular venue of the Hinckley Island Hotel buzzed with excited chatter and a million 'hellos' as people started to arrive on the Friday night and the Saturday morning. A vast array of parachuting vendors and services set up their colourful stalls in the London Suite and the Rotunda to allow people to browse and purchase everything from jumpsuits to bungees.

General Meeting

Mid morning, the acting BPA Chairman, John Smyth, kicked off the AGM itself and delivered his report to the packed main conference room. In his speech, John paid tribute to the previous Chairman, Chris Allen for all his hard work on behalf of the membership and his obvious dedication to the sport. (Chris had stepped down due to work commitments.)

Insurance

John Smyth announced that the insurers have agreed to the request of last year's AGM. They will make provision within the existing BPA insurance policy for experienced European skydivers with their own insurance cover to jump at BPA Affiliated centres without the need to take out BPA insurance. This would be at no additional cost to the BPA membership. The audience applauded. John then explained that although the overall trend for claims was down, the insurance premium might be affected by two large outstanding claims. As these things are complex, at the meeting no actual figure was available to present to the membership. Instead everyone voted for the Council to work on our behalf and get the best deal. If the actual figure turned out to be remarkably different to the current premium, an EGM would be called. Insurance is a difficult and complex issue that affects everybody who jumps and the very future of the sport. John informed the meeting that the BPA only has one insurance firm willing to underwrite the insurance policy for skydiving in this country so that's how precarious the situation is. It is always a source of much heated debate, so it was refreshing to see that people are willing to trust their elected representatives. Let's hope that the figure is not too disturbing!

Awards

The UK skydiving highlight of 2006 was arguably the girls of *Team Airkix* winning gold at the World Meet. The team has won a Royal Aero Club award for their achievement, and Claire 'Sparky' Scott was announced as the winner of a brand new BPA award, the Jim Crocker Sword for outstanding contribution to sport parachuting, which will be presented at the Royal Aero Club Awards ceremony in the spring. A completely overwhelmed Sparky thanked a lot of people whilst vowing not to blubber like Gwyneth Paltrow!





Moving Moment

The most moving moment of the AGM had to be the presentation of the Taz Causer Award. The award is named after Taz, who tragically lost her life in a skydiving accident last May in Spain. She was a well known and loved skydiver who had been part of four world record formations simultaneously in different disciplines of skydiving. The award was donated by her mum, Hazel. No surprises when Kieran Brady announced that the first recipient of the award was decided by BPA members' nomination and Council vote to be Taz herself. Hazel came up to collect the award as the whole room came to its feet with hardly a dry eye to be seen. A worthy tribute.



All photos: Simon Ward

Seminars

After the meeting, as in previous years, various seminars were on offer. Depending on your interest, you could go and learn about camera flying, the 400-way world record, canopy piloting and many more. I chose to listen to *Team Airkix* talking about their mental game plan for skydiving at the top of their game – a great insight into how much more you need, as well as technical skills, to beat the world! The women did say that their line-up has changed. In 2007 there will be two top flight teams competing at senior 4-way with Sparky joining *Bodyflight Storm*, AA winners last year, and *Team Airkix* rebranded as *Elan*, now competing with new member Tarnya Hollis. An exciting time for UK FS, that's for sure!

Dinner and Dance

Saturday evening saw posh frocks and dinner jackets, as the smarter dressed amongst us sat down to the formal dinner, whilst others tucked into the hotel curry night. Wherever you ate, most people found themselves in the bar later on, dancing the night away to rock band *Run 4 Cover* or having a boogie to the disco, with some late night revellers keeping going until breakfast.

The AGM remains popular simply because it's a great chance to socialise and catch up with some of your skydiving friends in the middle of the dull UK winter. The format has pretty much stayed the same since the AGM itself was sensibly moved to before opening time at the bar. This probably explains why the proceedings are more sedate these days too!

I think the number of people in attendance was slightly down on previous years. Talking to some skydiving friends who weren't going, they said that it was all getting a bit 'samey'. To some extent, I agree. Maybe it's time to have a revamp to get people to go. After all, the AGM is the one chance that most of us get to have our say, learn loads and have a great party. It would be a shame for apathy to ruin the winter highlight of the UK skydiving calendar!

Chris Hollis
hollisc@tint.com



Instructor of the Year
Pelham Georghiades
(Cyprus)



Anne Fielding



Dave Morris, M



Cellmates



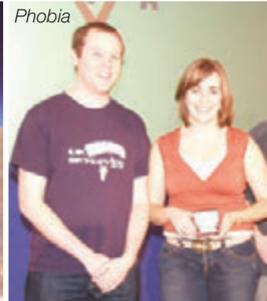
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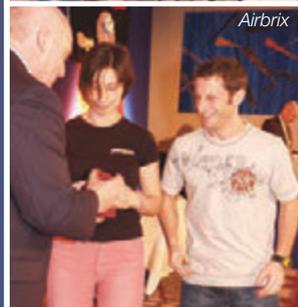
Qi



Wingnutz



Escondido



Airbrix



Team Airkix



Bodyflight Rage



s, Milko & David Hickling



Jump Numbers

- 1,000 Jumps Anne Fielding
- 3,000 Jumps Jason Snailham
- 8,000 Jumps Ian Marshall
- 10,000 Jumps Scotty Milne
- 10,000 Jumps Dave Morris
- 10,000 Jumps Milko
- 10,000 Jumps David Hickling

Certificate of Appreciation Team Airkix

Ian Marshall



Mike Forge Trophy for New Skydiver of the Year
Judy Walker (Headcorn)



Grand Prix Awards

Senior CF

- 4-way Sequential Cellmates
- 4-way Rotations CFUK
- 4-way Speed CFUK
- 2-way Sequential Outcasts
- 8-way Speed Cenobites

Intermediate CF

- 2-way Sequential Farmers R Us



Farmers R Us



Freely B
Freely A

- Avalaf
- Outbreak

Accuracy

- Junior Jon Bradley
- Intermediate Alex McMullen
- Senior Jeff Chandler

4-way FS

- Rookie
- Bronze Murphy's Law
- Silver 100%
- Gold Phobia



Avalaf



Outbreak



A Class

- Bronze Qi
- Silver Wingnutz
- Gold Escondido

AA Class

- Silver Bodyflight Storm & Vertically Challenged
- Gold Damn Zebra

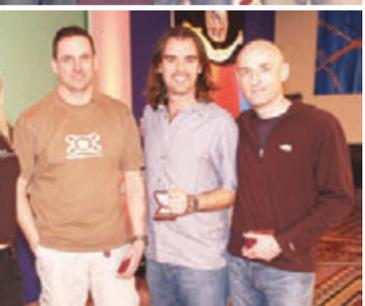


Bodyflight Storm

Vertically Challenged



Damn Zebra



AAA Class

- Bronze Airbrix
- Silver Airkix
- Gold Bodyflight Rage

8-way FS

- Intermediate
- Gold Fun Unlimited
- Silver
- Gold Vom



Fun Unlimited



Vom





Every now and again major transformations hit the sport. They usually start slowly before a few defining moments radically change the way we operate from that point onwards. Developments such as the square canopy, tandem skydiving, freeflying and the uptake of wind tunnels.

This time just under 18 months ago, the UK was about to see the first of two tunnels launch. Now they boast they have flown more first time flyers than the entire UK skydiving industry over the same period and that they have flown over 5,000 hours of time – that's the same as 300,000 altitude jumps. In short, just two tunnels have more than replicated a well established industry in less than a year. This, I believe, offers us new opportunities.

Already we are seeing a massive impact on our sport as more skydivers learn additional skills in the tunnels before practising and perfecting them in the sky. Thousands of first timers are introduced to a type of 'freefall' where they have less concerns. It's the first time we have been able to offer a stepping stone approach to making a jump.

These changes excite me on several fronts. Firstly I believe it will lead to an even bigger Nationals, I'm sure the UK could boast the largest FS Nationals of any nation. Secondly, British teams will be more prepared through freefall time and through affordable coaching at tunnels. This will lead to higher standards, more interest and more practice in the skies, leading to a healthier skydiving scene in the UK. Thirdly, we will see even greater achievements from our national teams. *Team Airkix* became 4-way female FS World Champions in 2006; they worked tirelessly, were coached expertly and spent tens of hours in wind tunnels, much of which was sponsored by the Airkix tunnel.

Finally, I firmly believe that tunnels will reverse the recent declining trend of new students into the sport in many parts of the world, if we work with these new operators. Best of all is the fact that we can catch potential skydivers, nurture them and train them before they even get to jumping age. Having seen an 8-year old girl competently sit-fly in the tunnel, we can only dream about the quality of future generations of skydivers!

Set up by skydivers for skydivers



These are the reasons why I'm so pleased to be telling you about the launch of the Airkix Fund, result of an idea by Airkix and further work by members of your Council. By donating tunnel time of up to 1,000 hours a year, Airkix proposed a mechanism that will raise funds for specific projects within skydiving. It is a simple scheme that ticks many boxes.

Airkix have offered the following:-

- ✓ Every BPA member may fly for ten minutes in the Airkix tunnel for a donation of £20+VAT (£23.50), a significant discount from the normal £110
- ✓ The money will go into the 'Airkix Fund', set up for the benefit of skydiving and administered by the BPA
- ✓ Each member takes three or four friends or family who each fly at the same time as the BPA member for a discounted rate of £29.99 each (discount 15%).

And the boxes the scheme ticks:-

- ✓ The funds raised by the nominal £20 for ten minutes of tunnel time have the potential to more than cover the grant we are about to lose from Sport England
- ✓ The recruitment potential for skydiving; many of the first time friends and family flyers will be keen to try the real thing – it's your chance to help keep the sport healthy with new blood
- ✓ It adds value to your membership as it is only available to BPA members
- ✓ It brings in younger people including some who are already expert flyers at an early age

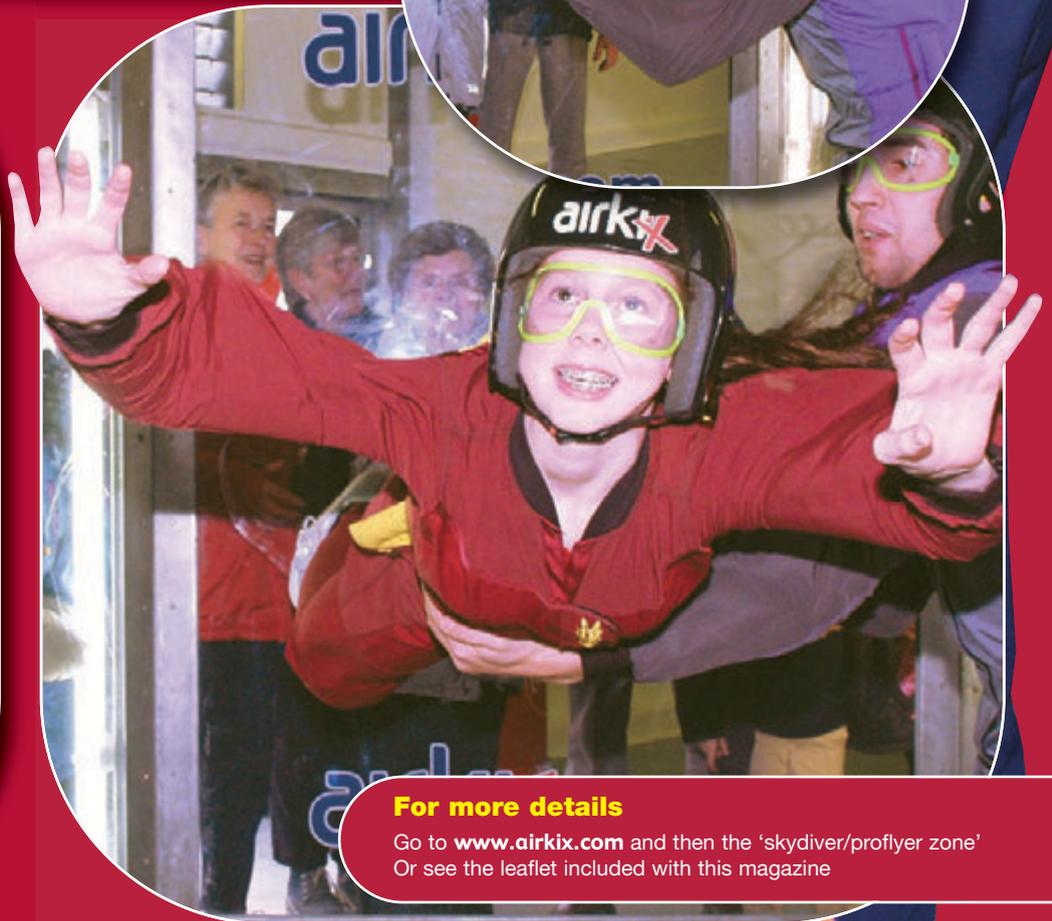
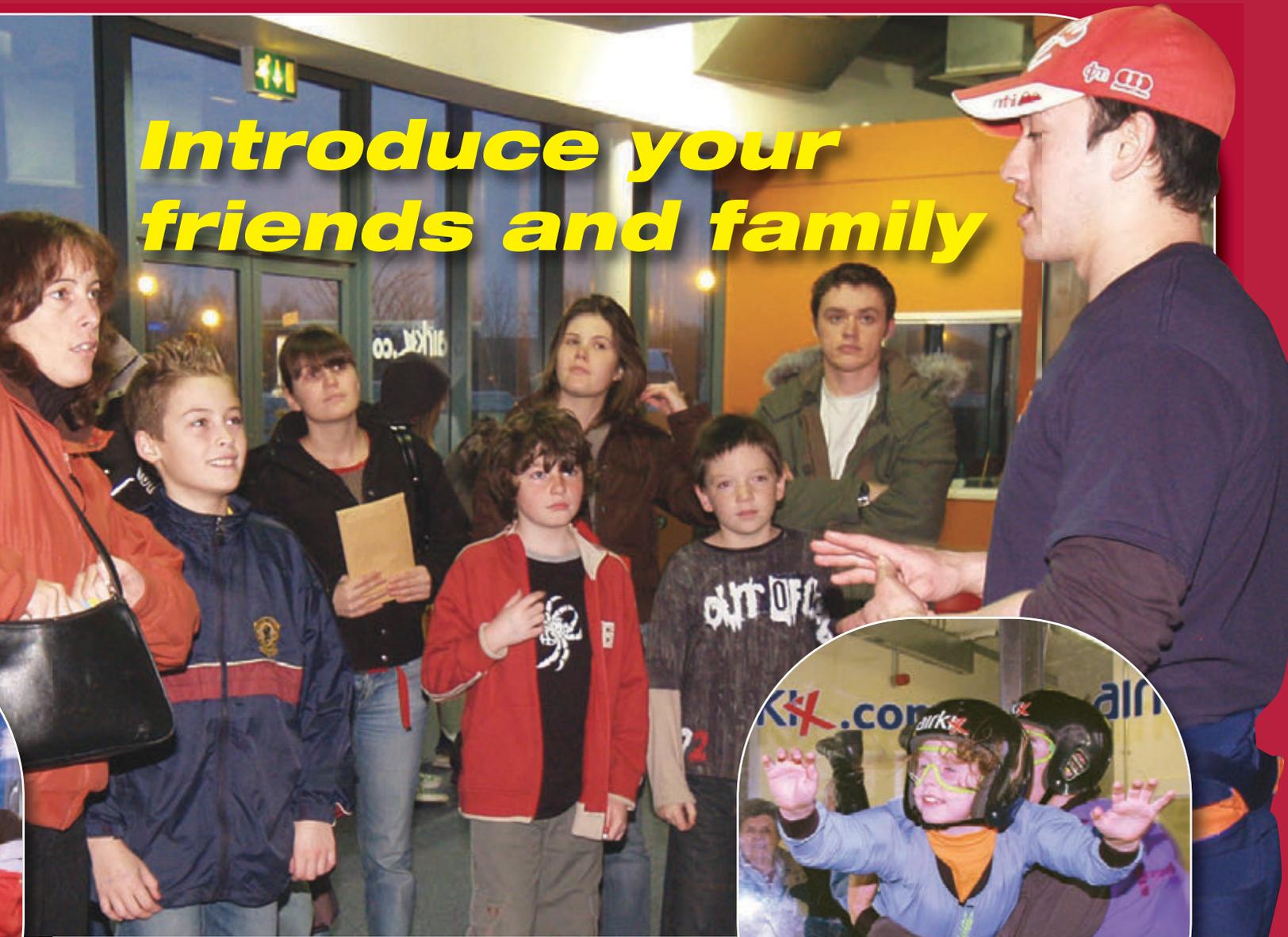
During the year we will monitor the progress of the fund. The staff at Airkix have put together other offers that can be used at the same time as you go to fly in Milton Keynes, so you all have a great day out as you introduce your friends to indoor skydiving.

This is a real opportunity and an innovative scheme. Let's have more of this kind of thinking! If just one in six of us take up this offer, we will raise £20,000! This will go to help projects such as coaching roadshows, teams, safety & training, introducing new people to the sport and even your own ventures. Everyone is welcome to apply to the fund if they have a viable skydiving project in mind.

John Smyth
smyffy@aol.com



Introduce your friends and family



For more details

Go to www.airkix.com and then the 'skydiver/proflyer zone'
Or see the leaflet included with this magazine

Kate Cooper's BIG-WAY TIPS

How to GET ON and STAY ON a Big-way
aka: How not to irritate the organiser

People often approach me with the question: "I'm good, I know I'm good but no-one knows me. How can I get invited on big-way formations and World Records?"

GETTING ON

The answer is "just add air". In order for a person to be invited to these elite loads, they need to be either known by the organisers of the event or recommended by respected jumpers. Here's how:

1 Big-way camp

Attend a big-way camp or boogie where you can spend quality time with the organiser. Big-way camps allow you to show your talents in a 'no fault' atmosphere. Regardless of the outcome of any specific skydive, each participant can demonstrate their skills to active organisers. After the event send a brief email to the organiser thanking them for their time, reminding them who you are and asking permission for future recommendations.

2 Quality street

We're looking for quality (not quantity) of recent skydives. A 4-way or 8-way team or aggressive tunnel training is worth more than hundreds of lower quality fun jumps at boogies. It's generally easy to train a good team jumper to do big-ways because they are attuned to coaching – they listen well and learn.

3 Currency counts

Someone who has made 200+ jumps in the last six months will get my attention over an equally unknown person who has 1,000 jumps in 15 years. I'll take the current low-timer over the uncurrent mid-timer in almost any case, all other things being equal.

4 Don't give up

This applies especially if you are a low experience skydiver or from a small DZ. If you are told "No" once, find out what the organiser is looking for in terms of experience, then go out and get it. When you re-apply, remind them who you are and that you've gone out of your way to accomplish their request. They'll be impressed!

5 Create a skydiving résumé

Include your name, email, snail address, phone numbers, height and weight. For skydiving experience have the year you first jumped, your total jumps, largest formation attempted and largest completed. Briefly add relevant positive factors, eg, team, tunnel or camp time. List the slot(s) that best reflect your current abilities for success: Base, early diver, early floater, long diver, long floater, or (organisers love this) **any slot is fine**.

6 Get references

Start creating a list of known organisers who will act as referees. Ask their permission, then include their names and email addresses on your resume. Knowing that respected jumpers are willing to recommend a person goes a long way in terms of making decisions for events.



100-way Stairstep at Kaleidoscope
by Gustavo Cabana

STAYING ON

You're on the big load! You followed the steps and you have the invite, what now?

1 Do paperwork promptly

Return deposits and forms quickly and with all information. Once you're at the event, introduce yourself by first name and surname to the organiser(s) when convenient. Don't be offended if they forget your name but correct them if they call you by another name.

2 Assess your slot

Look at the slot you've been assigned and decide if it reflects your current talents. If you should be moved, let your plane captain know **asap**. He or she will pass that information on to the organiser.

3 Don't be late

Never. Not once. It's really irritating to try and track down people for dirtdives or debriefs. Have access to a watch so you're on time. Pair up and have a 'buddy system' so you **always** let your buddy know where you are, no matter where it is or for how short a time.

4 Get your fall rate right

Bring all your suits and weights. You need to be in the middle of your fall rate range, wherever you are in the formation. If you need more lead or more suit, handle it. Be ready to loan stuff to others.

5 Be invisible

Organisers aren't looking for the funniest jokes or the fastest swoop. They want to see a complete formation. During a video debrief, if the organiser asks "Who's this?", answer with your complete name, "Joanna Bloggs". Hearing "That's me" is frustrating when you're dealing with a lot of people! Relax, it's often not a bad thing, just the organiser getting to know who's who on the screen. If you're asked to explain a specific action, keep it simple. "I made an error of judgement" goes a long way over a blow-by-blow account of a mistake. Don't ask the organiser questions that other people can easily answer, like "What time is breakfast?".

6 Don't argue

This makes you visible. If you really are right and the organiser is wrong, then get your facts straight and present them to your organiser or plane captain without emotion. Video backing up your point of view is good. Don't take responsibility for an error that isn't yours but don't take it personally if a mistake is made. People wear similar suits and rigs.

7 Don't get lost

It's a one point skydive. Know a minimum of five major keys on different people to navigate by. Include the base and several waves. At least one should be opposite you so, if either you or the formation is off heading, you can recognise it easily.



*Photos from Empuria
Christmas Boogie by
Gustavo Cabana*



Know who exits the plane in front of you and who docks both in front and behind you so if you are late (or early – they are equal offences) you know who's way to stay out of. The ability to dirt dive the entire skydive in your head, from both your point of view and the camera's eye, is very helpful for visualising where your slot is.

8 Don't sneak!

Do not come up to the organiser or plane captain 'volunteering' information about other participants unless it is critical to the outcome of the dive or safety. Even so, do this only if you are sure that no-one else on the dive knows this information. Time is precious.

9 Take care of yourself

Drink water during the day and at night. Sleep. Eat a lot of healthy snacks rather than large meals that will slow you down.

10 Be aware, be safe

Don't pull low. Wear an audible alti and set it to the correct altitudes for break-off and deploying. If break-off is keyed from the centre, trust them – don't go early, don't go late. Track like your life depends on it. It does! Clear your air, deploy your canopy. Have your hands on the risers during deployment, look out for other traffic **all** the time. Don't hook or make radical manoeuvres. After landing collapse your canopy quickly and turn to face oncoming traffic while picking up your canopy and moving to the side. The jump's not over until you're safely in the packing area.

11 Use the talent around

Chances are, there's someone near you who knows the answers to the questions you don't really want to ask in front of a large group. Ask them. People **love** being asked questions. Take advantage of the amazing amount of talent to be found on any large formation load.

12 Don't hurt Kate!

Enjoy your journey exploring large formation skydiving! It's a wonderful and very social aspect of the sport. The feeling of sharing success with 100, 200, or 400 people together is incredibly special and 100% recommended! I look forward to sharing air with you in the future. Blue skies, red suits!

Kate Cooper

katejumps@earthlink.net



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COLD Comfort

Keep jumping through unfriendly temperatures

I hate being cold – but I hate being on the ground more! I'm new to the sport, I want to stay current and I'm at that very excited, still-hooked phase. Weekends not skydiving are wasted!

I asked a lot of questions of many patient people and eventually I found a solution that works. The trick is many layers.

I'll start at the bottom and work my way up to the top.

Feet

- ✳ 1 x pair of thin work type socks
- ✳ 1 x pair of Hitec hiking socks
- ✳ Salomon boots (Gore-Tex)

When I arrived at Headcorn and the thermometer was registering -2°C, the extra pair of thin socks seemed like a good idea. Even when the day warmed up they were still comfortable.

With the amount of crud in the fields at the moment, the Gore-Tex on the boots is a nice feature; it keeps the water on the outside! Water seeping into the boots would mean wet socks, cold feet and uncomfortable jumps!

Legs

- ✳ Icebreaker Bodyfit 200 leggings
- ✳ Craghopper fleece lined trousers

The only thing I might change here if it gets colder is to move to Bodyfit 260 leggings.

Torso & Arms

- ✳ IceBreaker Skin 200
- ✳ IceBreaker Bodyfit 260
- ✳ Long sleeved shirt (thin material)
- ✳ Short sleeved T-shirt

I went mental on layers. Adding the short sleeved T-shirt gives more chest protection. It may be an old wives' tale but keeping the chest warm seems to help prevent colds and speed up recovery. Avoiding another long sleeved layer means not restricting arm movement.

Other

- ✳ Fleece lined leather gloves from the Kit Store
- ✳ Silk glove liners
- ✳ Buff multi-function headgear (Typhoon Buff)
- ✳ Bonehead Pimp Daddy helmet

The Bonehead is lined so it's nice and warm but any lined helmet should do just as well. For the hands, I might move the glove liners to icebreakers if I can find these anywhere but stock seems short right now.

The Buff neck warmer is just the bomb (or whatever the cool kids are saying these days). Because it is so long, you get two folds of fleece at the base of the neck, tucked into the jumpsuit. Above that, covering the exposed part of the neck and face, you have the windproof component. This really is windproof, I felt no cold during freefall or canopy. You do end up looking a bit like a brightly coloured bank robber – but at least you are a warm bank robber!

Jumpsuit

Over all that, I wore my trusty Symbiosis jumpsuit. The Salomon boots have those metal hooks which aren't ideal for skydiving, just in case something catches on the hooks. With them tucked away under my booties, I was less worried.

Toasty warm

With these layers, jumping at Hinton and Headcorn on 16-17 December was warm and comfy! While packing I was too hot but that might be because I suck at packing and my canopy is as slippery as a lubricated eel in an oil bath! Simply taking a layer off fixed this and I put it back on for my next jump.

Warmwear

Another excellent option is a warmwear suit. Symbiosis make these as well, for around £150. That's actually pretty cheap as I spent about £120 on all of the above. The upside to going for a layered approach is that, as things get warmer, you can wear just some of the layers. With a warm suit, it's all or nothing.

Stockists

Everything except the gloves were bought from Blacks. Their Lakeside store is pretty well stocked and the staff there are helpful.

Wayne Pascoe

wayne@penguinpowered.org



HOT Tips

Warm up

In the cold it is even more important to stretch before skydiving, for better performance and reduce the risk of injury.

Be prepared

Try your layers on beforehand to make sure you can fit everything under your jumpsuit. Try on your kit and do some practice pulls and reserve drills.

Snow-blind

Be aware that snow on the ground may make it hard to judge your height.

Photo by Adrian Nicholas



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COMPETITIONS

Coaching Roadshows

The BPA Competitions Committee are looking to expand their successful Coaching Roadshows, aimed at introducing members to new disciplines and increasing the skill levels of intermediate jumpers with the help of some of our top competitors and coaches, be it FS, freeflying, CF, CP, or classics. If you want a roadshow at your DZ, contact the relevant discipline reps who will be happy to help. (The FS rep had not been appointed when we went to press, so please send enquiries to the Comps Committee via the BPA office.)

The first FS Roadshow will be held at Skydive Weston, 5-6 May with Team Airkix/Elan members.

Judges Seminar

Kate Charters is planning a seminar for judges at RAPA in April, contact her for details:

charters@ingliston.fsnet.co.uk

Nationals Rules

FS and other Nationals rules will soon be or are already available on the BPA website.

IPC Update

At IPC's annual meeting in January the following is a brief summary of relevant changes and actions:

RULES

- There are no changes to the dive pool for 4-way and 8-way FS.
- There have been changes to exit altitude rules to allow raising or lowering the exit height and changes to working time.
- It was confirmed that incomplete rounds should be completed first before moving to a semi or final round.
- It was confirmed that one round only is sufficient to call a meet.
- In Skysurf, there will be no gender separation.
- In Accuracy, the disc is now 2cm.
- In CF, the 8-way speed competition has been removed.

MEETS

- The Anton Malevsky Memorial Cup in FS 4-way (open) and Accuracy will be held 2-8 July (with money prizes) at Stupino, Russia.
- The FAI World Cup of FS (4-way open, 8-way and 4-way female) was confirmed, 4-12 August 2007 at Stupino.
- John Smyth is to be one of three jury members for FS at this competition, the first year he was eligible to do so.
- John Hitchen is to be IPC FAI Controllor at the European Championships.
- An FS and Artistics World Championships will be held in August 2008, at Mauberge, France, out of seven Porters. Step or handle configuration tbc.

BPA Election

The election results for BPA Council 2007:

Elected:

	Votes
Paul Applegate	411
Elizabeth 'Weed' Stoodley	396
Grant Richards	374
John Smyth	374
Ian Marshall	368
John Horne	367
John 'Geordie' Page	364
Paul Moore	350
Robin Durie	346
Mike Rust	309
Alex Wilson	305
Eddie Jones	280
David Ibbotson	279
Adrian Bond	278
Paul Ledden	273

Not elected:

Ralph Fielding	271
Elizabeth Warner	265
Kieran Brady	264
Mark Maynard	261
Sandy Barnett	222

Voting statistics: 628/5100 = 12.3% vote (2006: 13.6%) of which 40 or 6.4% (2006: 10%) were invalid. Thank you to all the candidates who stood, and to all members who voted. The lucky winner in the AGM draw for a year's free membership was Jorg Rietz from Germany.

BPA Membership Renewals

Your BPA membership renewal form for the year from 1 April 2007 will be sent to you as soon as the subscription amount is known. At the time of going to press the insurance element was not confirmed. The renewal form will be inserted in this Mag if we can get it ready in time. If not, it will be posted to you separately. Please return your completed form before 1 April to the BPA Office with your subscription fee enclosed, in order to jump.

Safety Nights

The BPA Development Committee has set aside funding for safety evenings at BPA clubs & centres. Applications are encouraged to the BPA Office for grants of up to £100 each to cover expenses of a recognised speaker on any parachuting safety theme.

New Vice President

Chris Allen, BPA Chairman 1999-2006, has been made a Vice President and a life member of the Association. A Vice Presidency (VP) is bestowed on members who have distinguished themselves in serving the Association over an extended period of time, and whose continuing relationship will benefit the sport. VPs help ensure continuity and offer a well of wisdom, experience and specialist skills to the Association. Our other VPs are Bob Card, Jim Crocker and John Lines.

Rigging

Another successful BPA rigging course completed in the middle of December at RAPA in Germany with many new ratings. Thanks to Paul Moore for the use of RAPA's facilities and all credit to Bill 'Kiwi' Sharp the Rigging Examiner who has selflessly run these for the last four years. Bill's enthusiasm, knowledge and preparation have brought rigging courses into the 21st century. The utopian rigging facility at RAPA is at the full disposal of course candidates, making for a very productive, intensive five day course. One candidate at this year's course arrived and couldn't sew but was making airworthy pilot chutes by the last day! Over a quarter of existing BPA riggers have qualified on the new courses run at RAPA in the last four years. If you're interested in becoming a rigger, contact Bill Sharp via the BPA office or at RAPA.

Contributions by Martin Shuttleworth, Weed Stoodley, John Hitchen, Andrew Hilton & Andy Scott



BPA *matters*

By Martin Shuttleworth www.bpa.org.uk
0116 278 5271
Minutes of BPA meetings can be downloaded from the BPA website once ratified

Background photo: John Baggaley by Gary Wainwright

BPA Officers

BPA Chairman	Eddie Jones
BPA Vice Chairman	Geordie Page
STC Chairman & IPC Delegate	John Hitchen
Riggers Chairman	Paul Applegate

Club Reps

Adrian Bond	(Northern)
Paul Ledden	(Central)
Robin Durie	(Southern)

Competitions Committee

Geordie Page	Chairman & Classics Rep
Ian Marshall	CF Rep
Weed Stoodley	Artistics Rep
Grant Richards	Canopy Piloting Rep
Paul Applegate	
Alex Wilson	Asst Canopy Piloting Rep
Kate Charters	Co-opted as Judges Coordinator

Communications Committee

Adrian Bond	Chairman
Robin Durie	
Paul Applegate	
David Ibbotson	
Paul Moore	
Paul Ledden	
Mike Rust	
Julian Storey	Co-opted as Media Coordinator

Development Committee

Robin Durie	Chairman
John Horne	
Adrian Bond	
David Ibbotson	
Paul Moore	
Paul Ledden	
Mike Rust	
Grant Richards	
Weed Stoodley	
Julian Storey	Co-opted as Media Coordinator
Dave Hickling	Co-opted as Chairman of Insurance Subcommittee

New Ratings

AFF Instructor Hannah Swallow	Advanced Instructor Paul Floyd
---	--

Tandem Instructor Adrian Baldry Alf Batchelor	Instructor Examiner Ray Armstrong
--	---

Category System Basic Instructor Ed Provost-Lines George Easton Dave Vince Noel Purcell Sally Uren Garth Toner Ian Shaw Sandie Keith	Advanced Packer Stuart Smith (R) Deane Smith (R & T) Aaron Ellen (R & T) Mike Carruthers (S) Peter Connor (S) Alec Flint (S) Stephen Nolan (S) Gerry Cepelak (S) Craig Petitt (S)
---	---

Tandem Basic Instructor Tom Hartland Keith Thomson	Basic Rigger Deane Smith Stuart Smith
	Parachute Rigger George Panagopoulos

Category System Instructor Steve Candlish Richard Parker Anna Palmer Lee Read Jason Webster Aaron Ellen	Advanced Rigger Dave Ballard
--	--

Christmas

@ Empuria

For as long as I've been in the sport, UK skydivers have flocked to Empuriabrava at Christmas in search of winter sun and fun skydives. Typically, the majority of participants are British. When there are so many places in the world to visit, you have to ask why so many go back year after year.

Simple reasons and plenty of them! Empuriabrava understand what it takes to deliver a good boogie because, for them, the Christmas Boogie is where it all began. It was a chance idea for a one-off Christmas skydiving event at an airstrip in northern Spain back in 1985 that led to the start of an operation that expanded into the thriving drop zone that we know today.

These days Empuriabrava run numerous events throughout the year; wingsuit tours, CF camps, Go Vertical, canopy piloting events, competitions etc. They offer AFF training and FS progression for new skydivers and boast the resident *Babylon* team for top-notch freefly training and the Safe Flight School for canopy coaching. But it's not all about jumping; the bars, restaurants and inexpensive accommodation, plus a beach nearby for the summer, and skiing just an hour away for the winter, make it obvious why people keep coming back!

Christmas Boogie through the years

The Christmas Boogie is the event that remains closest to the hearts of the management. Rightly so! Years ago the boogie was a small, high quality event where people participated in fantastic formation skydives that you would still be proud to be on today. Over the years it grew, with over 800 participants at its peak in 1988!

"It was a real festival of aircraft in those days – the place to go to experience something new" said Santi Corella (staff). *"But we quickly saw that the scale of the event risked sacrificing quality, and subsequently took steps to revert to the 'magic' of the early years".*

2007 – best ever!

Now after 21 years the complexity and standard of dives has gone through the roof. *"We have without a doubt witnessed the best Empuriabrava Christmas Boogie ever – with pictures that really speak for themselves"* concluded Santi.

Ian 'Milko' Hodgkinson who just celebrated his 12th year as a load organiser at the boogie, witnessed first hand the rise in quality and, according to the DZ management, *"has been an key ingredient for success"*. Milko is one of Europe's best load organisers. Jumpers travel from far to be part of his group at the boogie, even trying to book their slots in advance. This level of commitment is what makes the kind of dives we saw at the recent boogie happen with style!

"But without the other organisers it wouldn't have happened either" explained Ivan Coufal (co-owner of Skydive Empuriabrava). *"Everyone has to start somewhere and there were people on Milko's group who had worked their way there over several years. It was great to see! The quality of the second and third experience level groups in the boogie has also risen dramatically. There used to be a great divide but now there are so many excellent skydivers attending".*

It was that quality across all the groups that made the 50-way sequential formation possible. *"A two point 50-way is an awesome achievement and a sign of what's to come in the future!"* commented Milko, *"but it definitely makes my job harder! With limited slots on the highest experience group there are always people who I haven't got space for. Equally though, that is what lifts the level across the whole event".*

If you missed out on the 2006 Christmas Boogie, why not pencil it in the diary for 2007? I, for one, am booking my slot right now!



Photos: Gustavo Cabana







Get the most from being **ORGANISED**

Which group is right for me?

Think about your goals. If you have the skills to do complex dives and are happy to stick to slots you do really well, a high level group is probably the best. If you want to improve, choosing a mid level group may be better as you can try different techniques in an environment where it's okay to make more mistakes. If the most important thing is having a laugh and socialising in the evenings so you might feel a bit under par in the mornings, you may be better off in a relaxed group who will appreciate your amusing antics!

Also, consider your currency. Don't throw yourself in the deep end if you know you're a bit rusty. Speak to the organiser of the group you ideally want to be in and explain that you want to warm up elsewhere first. They will appreciate your honesty!

If you're not sure, speak to the organisers, ask what is expected and watch their video debriefs. The most important thing is to be honest about your skills. Don't just go for the most experienced group because you think it's cool or the place to get the best skydives. More often than not, you learn far more in an environment where you can try different things and are not under pressure.

How do I get into the right group?

Speak to the organiser, tell them what your experience level is and what you want to achieve. If there are more experienced people there who know your skills, ask them for advice, get them to help you identify the right group and even speak to the organiser on your behalf.

I can't get into the group I want!

Don't despair. There is so much to learn every jump. Challenge yourself! Do slots you wouldn't normally do. Super-float, dive out last after an extra delay, go 'over the top' or even ask for a slot with more movement between points. Let the organiser of the group you think you should be in know that you are keen to move up, then relax and have some fun. You are guaranteed to make new friends skydiving and that's what a boogie is really all about.

What if I get axed?

It happens to everyone at some point, there is no shame in it. We all have bad days and it is healthy for our egos to realise occasionally that we aren't quite as good as we think we are! The most important thing in this situation is attitude. Cutting someone is a tough decision for a lead organiser. He or she will remember you positively if you take it on the chin, do your best to understand why it has happened and learn from it. If you make the organiser feel bad and tell everyone how unfair it is, you will not do yourself any favours and it will probably ruin your holiday.

Ask the organiser to help identify a new group for you. Ask he or she to explain what you need to work on (and how), and then use your new group to improve the skills that let you down.

How do I make it onto future events?

Every event improves your skills and may be useful for new contacts. Ask your organiser if he or she will provide a reference, swap email addresses and find out about other interesting events they are organising at. Once you have solid references you have the start of a skydiving CV – something that will help to open doors for you. See Kate Cooper's article on page 32 for how to work at that!

Caroline Hughes

www.skydivechoreography.com

Sports Massage & Self Help

**Maximise your training
with sports massage
and a little self help**

The benefits of sports and remedial massage are easy enough to find on the web. Whilst the words may make sense, the real impact on the body and mind is hard to estimate if you have never experienced it. Rather like “Porsche 911 Carrera S, 0-100mph in 4.8 seconds” – sounds great but if you’ve never taken one there, you can’t feel the buzz. So how can you, as a skydiver, use sports and remedial massage to your advantage?

History

Massage as a healing art is over 3,000 years old. The modern history of sports massage started at the 1924 Olympic Games in Paris. Paavo Nurmi from Finland credited his five gold medals in part to the important component of special massage treatment in his training programme. This ‘special’ massage treatment had been developed by the Finns, circa 1900, originating from the Swedish Massage system. Winning the 1.5k and 5k titles in one day with only a 30 minute break between them is testament to the power of sports massage in the area of recovery and performance. It is no surprise that after Paris the Russians formulated the basic concepts for Russian Sports Massage and started teaching it at the Central Institute of Physical Therapy in Moscow.

Relevance

Today, ‘Sports Massage’ is a technical and functional massage delivered by specialists, and developed to improve athletic performance, help prevent injury and rehabilitate soft tissues after injury. It benefits any level of sporting prowess and is widely sought after by non-sporting individuals to reduce lifestyle stress.

“During Round 2 of the World Meet I had a bad landing due to high winds and twisted my back quite badly. At a time when I needed to be at my best I was worried that this would affect my performance. After 30 minutes with Gemma the stiffness had almost completely gone and I continued with the meet as if nothing had happened.”



Emma Beyer, Perris Airkix,
British Women's 4-way

When is it needed?

People need sports massage when overused, overtrained or overloaded muscles fatigue. Recovery time after exercise or intense training is vital to performance improvement. Inadequate recovery could leave soft tissue structures more prone to injury or, over time, you may start to see a dip in performance despite the fact that you are training harder. You can use sports massage

as part of your training regime to ensure you get the best value from your investment of effort, time and money.

Tunnel camps

At Bodyflight last year, participants on Steve Hamilton & John McIver's FS tunnel camps were feeling fatigued towards the end of the camps. Sound familiar? Range of movement can be easily lost through muscle tension and this can put a strain on other parts of the body. Even short sessions of sports massage, between 10-20 minutes, relieved the build up of tension and increased energy levels and strength. This ensured that full value was gained from all the tunnel time.

Competition training

When assessing your needs a practitioner will think in terms of pre-, inter- and post-competition phases. Each of these requires the use of different techniques and depth of massage. Teams who are seriously training should work with their practitioner and plan treatment so that they can gain the maximum benefit. As Dan BC would say “*The competition is won in the training*”, so use massage to gain an advantage.

Pain

Niggling pain can turn into serious injury. Don't ignore pain! A sports massage can identify if the injury is just soft tissue or whether you need a referral to a physio, osteopath or chiropractor. There may be an underlying skeletal or neurological cause that requires treatment.



Photo: Simon Ward

Performance focus

In the competition phase the beneficial psychological impact of sports massage is key to individual and team performance. Take away the pain, give back full range of movement and a competitor has the reassurance that the body will perform. They can refocus on performance and not on injury.

"I had extremely sharp pain in my shoulder causing me problems on exiting and I was worried. The work on the whole shoulder and biceps area took away the pain and gave me back full movement. The location of the pain was not the source of the injury so it was good to understand where the pain was coming from. The massage helped to relax the mind as well as the body."

Fabrizio Del Giudice, Italian 8-way FS, X3mo World Meet 2006, Gera

Restricted movement

By observing individuals work one-on-one with a coach at the Bodyflight tunnel it was possible to identify areas of restriction that may have been preventing full range of motion. After a 15-20 minute session involving massage and mobilisation techniques, further observation of the individual then working with the team showed the extent of any benefit. These gains were achieved by releasing tight muscles. If you have an injury history and recurring problem of a structural nature you may not benefit as quickly. However, whilst you are working hard on building muscle memory it could be a way to speed up your skills improvement.

Advice

Overall any individual will benefit from sports massage and you can choose a regime of treatment that suits you.

A few words of advice:

- Seek out a properly trained and qualified practitioner (www.theisrm.com & www.thesma.org)
- Mention any underlying medical conditions as massage can be contraindicated
- Organise treatment sessions around your training plan to maximise the benefits.

"Having Gemma's support throughout the last two years, and especially during the World Meet, has been invaluable. We have had the peace of mind that someone is there to fix problems on the spot and keep us at our best."



Perris Airkix, British Women's 4-way FS, World Champions 2006

Garry Mainwright

Do It Yourself

A home remedy for the release of muscle tension using a tennis ball

Here are some simple exercises targeting specific areas for skydivers that can relieve superficial muscle tension. Try these at home if you are fully healthy but do not use anything harder than a tennis ball.

Lower Back

Place the tennis ball under your back as you lie on the floor facing the ceiling with your knees bent and feet flat on the floor. Make sure the ball is in the soft muscular areas on either side of the spine and above the bony edge of the pelvis. Feel it sink in.



Take the same-side knee and hold it with both hands. Now use this as a lever to press your back gently down on to the ball as you pull your knee up slowly towards your chest. Spend 5-10 minutes pressing into the whole lower back area and you should feel looser.

Back and Shoulders



Standing with your back to a wall and with your legs at a 45° angle, place the tennis ball in the soft muscular area either side of the spine. Slowly move into a squatting position and the ball will move upwards exerting pressure into the long muscles of the back.



If you come across a sore spot, exert a little more pressure and hold the ball there for approximately 30 seconds and then release.



When you reach the area between the spine and shoulder blade you are more likely to hit sore spots or trigger points. Take your arm behind your back to allow the shoulder to open up, and roll the ball closer to the shoulder blade. Again, exert a little more pressure on sore spots and hold for approximately 30 seconds and release.

Gemma Fesemeyer

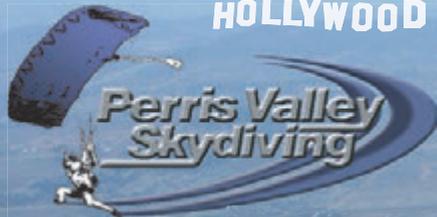
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photos by: Craig O'Brien & Niklas Daniel

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Check the website for more Perris Events

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WWW.SKYDIVEPERRIS.COM

New BirdsNest

The BirdPeople have moved into an old candy factory in the heart of Helsinki and invite skydivers to stop by any time. Their new year's resolution is to reduce the lead time for a *BirdMan* suit to just ten days. They have changed the material used for the semi-rigid wing ribs to 'mylar'. This new substance does not break, it is reinforced in such a way that it can be flexed, crushed or twisted, at any temperature you can bear, but it will not break. Just don't fly too close to the sun!

BirdMan Inc, Oy Pursimiehenkatu,
26 C 5h Floor, 00150 Helsinki – Finland

www.bird-man.com



Kit News

by Rob Colpus

Top Gun by Mark Harris

An Opening Gambit

The contemporary debate that's been raging concerning the fitting of various AADs to different harness/container systems has sparked off a widening of concerns about the 'in the field' opening efficacy of different reserve containers, in conjunction with AADs or without. Two separate organisations have recently carried out in-depth investigations into the operating performance of modern reserve containers.

The first investigation was prompted by Aviacom SA, Argus AAD manufacturer, when outsourcing the compatibility and testing of their device to the newly created European Academy of Parachute Rigging (EAPR) in Germany during May 2006. The other test programme was part of an investigation into a fatality last year by Eric Fradet, who's in charge of equipment for the French Federation (FFP) and president of the European Association for Safety Parachutes (EASP). Independently these two bodies ended up addressing the same worrying concerns, amongst which is that modern rigs have become very compact and demanding to pack. Narrow reserve container openings, small pack volume, longer repack cycles and large pilot chute caps are making pack jobs much more critical than ever before. They went on to discover that, while an AAD may completely cut the reserve loop, numerous rigs stay closed or open up in two stages with a delay which is not acceptable for a situation where the reserve is operated at a low altitude and needs to open fast.

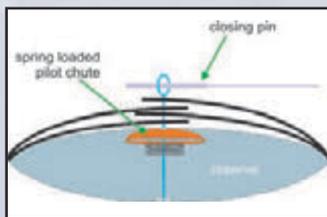


Cypres cutting a reserve loop

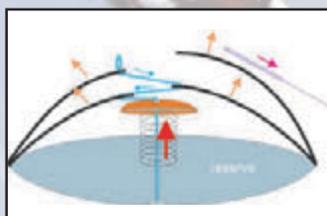
Eric Fradet stated that rigs tested from different manufacturers and in different sizes showed results which the skydiving community should no longer tolerate. He says that the sport faces two sets of problems in this area:

1. Containers which stay locked (although packed correctly with the right loop length) because there is a design problem, such as:-
 - the cap on the reserve pilot chute is too wide

- the pilot chute has to force the flaps apart in the opposite order
 - the flaps have to slide instead of flipping off the loop
 - the cap of the pilot chute is too large and doesn't punch perfectly at the centre of the reserve cover pin
 - the pinching of the reserve cover pin inside its location in the pocket.
2. Containers which stay locked under special conditions, such as when riggers make the loop much longer than the spec so it is easier to close the container. When the closing loop is too long the grommets on the flaps are no longer on top of one another but are spread out. Picture the loop S-ing through one grommet to another; when the loop is cut and tension is released, the loop binds the grommets and keeps the pilot chute from opening the flaps quickly.



Ideal loop – grommets directly in line



Longer loop – grommets not in line so the S-ing loop may delay the opening

Fradet states that when the Cypres system was first released its manufacturer, Airtec, produced printed plans and authorisations for each kind of rig on the market at that time. Since then these rigs have seen constant change; eg, the tongue of the reserve pin going inside a pocket for better protection; container getting smaller while keeping the same pilot chute; riser cover flaps covering more of the reserve container. Pursuing the goal to avoid premature openings, harness/container manufacturers went from one minor change to another

small change, ending up with a major change, without also evolving the cutter location on these new rigs.

In Fradet's opinion there are two reasons why the skydiving community is now having to face this situation:

1. Because manufacturers have not done any further testing since the original or have not been submitting their updates to an AAD manufacturer.
2. That Airtec for one has been too shy to withdraw the agreement given in the past to those manufacturers and hasn't reviewed the authorisations by carrying out new test programmes and updating their installation guides.

Fradet claims that the test results conducted by EAPR clearly show that **each AAD design needs its own set-up instructions**. Even when there are similarities between the AADs on the market there are also structural differences. Each AAD needs its own specific test and compatibility programme. His report went on to say that further enquiries revealed that some harness/container manufacturers have not been working to determine what is the best cutter location but have been following the AAD manufacturer's instructions without additional testing, or these harness/container manufacturers stay silent about the compatibility of such AAD devices in their rigs.

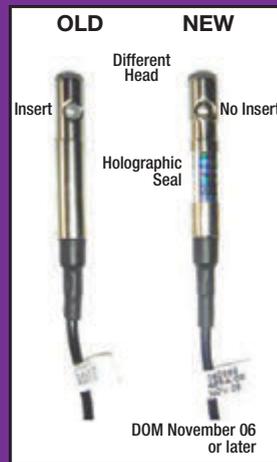
In conclusion, EAPR & EASP obtained similar results. Both bodies have publicly asked harness/container manufacturers to install the cutter on top of the reserve pilot chute for new rigs and to issue a retrofit for all existing rigs with an internal reserve pilot chute (pushing four flaps). Also, for the majority of existing reserve rigs with a pilot chute pushing only two flaps, to install the cutter on the side flap of the reserve container.

Fradet's report concludes that these investigations prove the importance of independent compatibility and functional testing by a third party in order to safeguard skydiver safety, and that most harness/container manufacturers will welcome this development.

A Cutting Remark

In December, Aviacom of Belgium, manufacturer of the Argus AAD system, issued a Service Bulletin concerning loop damage. During an evaluation program with an Argus installed in a *RTS M7 Mirage* container, the closing loop was found to be frayed around the area where it went through the cutter. The plastic insert in the cutter was apparently damaged at some point during the closing of the container.

Further investigation found that the damage was due to the set-up of the cutter on top of the concave pilot chute cap modification that the Mirage has used since May 2005. Aviacom stated that in any rig, especially those where the cutter is positioned on top of the pilot chute, and with a very small and tight (compressed) reserve container, loop damage could occur.



Because of this damage the Service Bulletin states that systems that have the Argus cutter located above the pilot chute and have the old style cutter with the plastic insert **must** have the cutter replaced with the new style cutter before the next jump. It goes on to say that, as a precaution, all other systems fitted with Argus must have the cutter replaced with the new style cutter before the next repack but no later than 30 June 2007. The full bulletin may be downloaded at:

www.argus-aad.com

180?

About Turn!

The 180° approach under canopy is the most difficult and dangerous

Whether you are a high performance or an inexperienced canopy pilot, it is vital to appreciate the risks before even thinking about attempting an intentional 180° turn before landing. It's essential to understand the potential problems, especially if you're a student or conservative jumper, so as not to fall into the 180° trap. The 180 is more dangerous and difficult than a straight-in approach, a 90° and all other degrees of rotation that do not start facing 180 degrees away from the target landing direction.



Problems

Apart from building high airspeeds, which can lead to its own series of difficulties, the 180° approach has three major problems:

Problem 1 – Poor Vision

If we take a 180° approach, landing into wind, under normal conditions the jumper flies downwind past the final stopping point. This means that it is difficult to see the final target as it will be behind you for a certain amount of time. Recently we have seen catastrophic results of such visibility problems, in the UK with two jumpers colliding on the ground, and in Germany with an in-air collision, due to looking at the ground while making a 180° turn.

Problem 2 – The 180° Trap

The 180° approach pulls people into turning low. It suckers you in. What happens is that, with a normal approach, the pilot is flying downwind to the last turn. This means that over the ground

you have both your canopy speed and the wind speed combined. If we take a conservative canopy speed of 15 kmph and a wind of 15 kmph, this means you are travelling across the ground at 30 kmph! This high ground speed makes it very difficult to be exactly in the perfect place at the correct height for your turn. We only have a split second to be in the right place at the right time.

Combined with this high ground speed, we have the human factor. What happens is that because the set-up is difficult we sometimes arrive at our last turn altitude too late without reaching our turning point over the ground. The problem is we can still see our objective in front of us and we think *'If I fly a little further, I can make it!'* We fly a little further to reach our objective but now we are too low!

An example of this is when an inexperienced canopy pilot is trying to make it back from a deep spot, especially if trying to clear an obstacle. They can see the landing area and

they think if they just continue a little further... then panic kicks in, they remember they've been told they should land into wind, so they initiate the 180° turn – sometimes too late and too low with severe consequences.

With experienced pilots this problem is usually due to trying to land somewhere specific such as by the spectators; with more advanced jumpers when trying to make a set of gates. It is this reason in particular why we at the Safe Flight School **do not** encourage 180° approaches when working with entry gates.

Problem 3 – Limited Outs

The final problem is that the options to take an early exit are limited when making this approach, particularly when turning towards an obstacle. When facing obstacles, this approach may not allow for stopping the rotation if someone is too low. The only option is to turn more quickly to lose less altitude or to make a flatter turn but, if there is an obstacle, the jumper is forced to complete the turn.



Solutions

Solution 1

Don't use the 180° Approach!

With every other type of approach, both for traditional flight plans and advanced high performance landings, these three problems do not exist. The traditional flight plan uses a crosswind section (base leg) meaning that the last turn is 90 degrees. We can always see our target when we approach; we are normally flying crosswind so that means our ground speed is lower making it easier to reach the correct set up point and altitude; and we have numerous exit options such as taking a narrower or wider turn as taught in our progression.

For students and lower experienced jumpers remember that getting back to the drop zone and turning every time to face into wind are not our ultimate landing priorities! Our first priority is to have the wing level above our head when we land. This means if you are not certain that you can make it back look for an alternative landing area, clear of obstacles and into wind if possible, without requiring an aggressive turn.

With experienced jumpers, generally someone who does a well executed safe, powerful 90° approach flies further than most people trying to turn 180°. Why? Airspeed is all too easy to achieve; the question is, what you do with that airspeed. The well executed 90° turn may not achieve as high an airspeed but a good pilot can use this speed to fly as far as possible. An imperfect 180° approach may initially achieve higher airspeed but the pilot then uses this airspeed to survive by exchanging it for lift and flaring aggressively to save an impact, ending up travelling less distance in the swoop.

Solution 2

Manage your Progression

Whilst it is important to avoid 180° approaches when possible, for the more advanced competition pilot, it's still an essential part of the progression to larger degrees of rotation and should not be skipped. However the 180 needs to be seen a progression step only so the pilot can build mental pictures and develop muscle memory for the increased rotation. It should only be carried out when the pilot understands these problems and the difficulty of the flight plan. It shouldn't be used on gates and the landing area should be open enough so that at any point the pilot can abort. Move onto this approach only when you are turning a consistently (8 from 10) high and powerful 90° turn with a good natural landing arc with minimum use of flare input. Make sure that you are familiar with a variety of different inputs to make flatter turns in case you need to use them and know how to generate lift during rotation.

Brian Vacher

info@safeflightschool.com

NB

It is advised by the BPA that no-one starts manoeuvres with any riser or turn input until they are qualified to do so, ie, they must be C licence and comply with Section 2, para 6.3.1 of the BPA Operations Manual. **Anyone with less than 200 jumps should not contemplate high performance landings of any type.**

Always remember that by increasing the speed of your canopy deliberately near the ground you must accept that you have increased the risk of your skydive considerably. High performance landings can be fun and look good but the consequences of getting it wrong can be very painful or even fatal.

Anyone wishing to learn high performance landings should get proper instruction from a recognised canopy school. Learning swooping from an article is in no way a substitute for actual tuition.

Photo: Brian Vacher by
Trond Bolstad
Background photo by
Andy Lovemore



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2007 diary

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Training **SMART!**

Using tunnel technology teams are leaping forward in FS skills at a phenomenal pace! However, expertise in getting out of the aircraft is lagging way behind.

Train smart by minimising the number of different exits for maximum performance. Here, Gary Beyer suggests a smart exit plan to fit rookie, A & AA teams doing a finite number of jumps.

Copying the methods of professional or semi-pro teams doesn't always work for teams doing fewer jumps.

Many teams now spend 5+ hours in the tunnel prior to Nationals, roughly 300 jumps – unheard of for most a few years ago. These teams are accelerating their terminal skills disproportionately to their exit skills and, although many have high point averages, they often have inaccurate views of their exit ability. Unless you have practised exits as much as freefall skills, they won't be as strong.

One way to improve your exits is to ask your drop zone for a hop 'n' pop rate and an altitude safe for 4-way, then dedicate some time to lots of jumps getting out of the plane successfully. There is no mystery – the more you practice your exits, the better you will be.

If you can't make 300 jumps this year, you need an exit plan that fits. With that in mind, here are some tips to help rookie, A and AA teams doing fewer than 200 training jumps.

Have a small pool of exits

The FS rules for rookies ask teams to do 'All randoms only – including all randoms for exit point'. This doesn't mean you have to launch them! Whatever category you compete in, your exit can be anything you're confident with. If you launch a formation other than the one in the draw, it's discarded after you gripswitch to the first point and your scores start from there.

For teams doing under 100 jumps, practising just five exits and getting really good at them increases the team's confidence. This in turn enables you to turn points on the hill faster than teams of similar experience who are attempting to launch all the different formations.

Aim for 45° off heading

Most teams attempt to exit formations like the meeker (or bunyip) with the Outside Centre throwing his or her hips right up to the wing, their chest below their hips; and Inside Centre below or on level with Outside Centre. Although this is the style of many top teams such as *Airspeed*, *Sinapsi* and *Fire*, it requires much more practice than most teams can manage in a year. Contrary to popular belief, it is also effective to launch a solid and fast meeker on a different heading!

For example, *Team Airkix* produced a 19 average at the World Meet with their meekers (and other formations such as B, D, 11, 6, etc) on a less extreme heading. The team aims for the exit to be 45° off aircraft heading, with the Outside Centre's hip lower than many other teams, and point facing slightly down instead of across (or even up!) the hill. Inside Centre follows Outside Centre rather than aiming to get below him/her. Tail still leads but his/her legs do not have to be far higher than their own head.

Make it fly

Go to your position in the door fairly quickly, then take your time. Take a deep breath. Many teams have Outside Centre lead the count with a hip swing, which is very effective. Look at your opposite in the door, or at least through the middle of the formation towards them. Once out, try and get eyes as soon as possible, which helps you fix level differences and establish communication and calm. As soon as you hit the wind, **arch!** All movements on the hill should be done with greater care, as every little mistake will be magnified.

Practise gripswitching

If you plan to gripswitch, train this skill in its own right.

1. Focus on the formation you are launching (eg, meeker/bow), not the point you are switching to.
2. Don't switch until the exit has settled and everyone is alert and ready.
3. Have the Inside or Outside Centre lead the gripswitch by letting go/moving first – let them make the decision about when to start.
4. Remember that gripswitch means just that – replace one hand with another and whenever possible 'climb' into the first point, rather than a total break.
5. Continue to fly whilst gripswitching to keep the exit on heading.

Teams often ask what to do if the exit rotates – hold on and gripswitch or let go and rebuild? Your key person will have to make that call at the time. If the exit is really spinning out of control, letting go and re-docking will be quicker than trying to fly it.

Summary

You have to walk before you can run – and gripswitch exit formations before you fly them! But having a small pool of really consistent exits will really help your confidence – and scores! Good luck and have fun!

Gary Beyer

www.onthelineskydiving.com



Bow (H)

Master just two basic exits

Teams doing less than 100 jumps can achieve great results by mastering just two basic exits, for long and for round formations.

1 Bow – Long formations

The bow (H) exit is probably one of the easiest out there and is very easy to gripswitch into for all longer formations. Use it for:

Randoms A, C, G, K, P **Blocks 1*, 4, 7*, 8, 13, 19, 22**



Meeker (E) at 45°

2 Meeker / Bunyip – Round formations

A bunyip can be more solid than the more universal meeker, and is worth trying. Both are reliable exits and work well for these round formations:

Randoms B, D, E, F, J, L, M, N, O, Q
Blocks 1*, 2, 6, 7*, 9, 11, 14, 15, 18, 20, 21



Block 7 in a sidebody configuration

Blocks 1 & 7

* Blocks 1 & 7 work well from either a bow or a meeker/bunyip. Block 7 in a sidebody (P) configuration is generally easier to launch as a bow than going from a meeker/bunyip to the regular 7; try both and see which you prefer.



Stairstep Diamond (B) at 45°

Advanced exits

Randoms: Unipod (A), Stairstep Diamond (B), Open Accordion (F), Star (M), Satellite (O), Sidebody (P)

Blocks: Stardian (6), Zircon (18), Ritz (19)

For teams who are planning more than 100 jumps or have more experience, try these additional launches. They can all be done with a good degree of consistency. For B and 6, the same heading rule applies as to the meeker/bunyip, aim for 45°.

LETTERS

Success in Saving Peterlee!

I would like to say a big thank you to all involved in preparing so well and comprehensively to successfully object to the wind turbine application which was threatening the existence of Peterlee Parachute Centre. Support came from as far afield as Australia and every little piece of the jigsaw counted. Without exception, those that were able to speak at the planning application hearing for the wind turbine made an excellent effort and the speakers' contributions were all the better for the huge support we were given on the night.

I must also acknowledge and thank the Panel Chairman and Councillors, locally elected, for allowing us the opportunity to register our objections; by their own acknowledgement this was breaking new records and boundaries for them too. I would like to acknowledge the support of our parent organizations; BPA, BMAA (British Microlight Aircraft Association), AOPA (Aircraft Owners and Pilots Association), GAAC (General Aviation Awareness Council) and Sport England. Also, to the REF (Renewable Energy Foundation) and CPRE (Campaign for Rural England) for making information freely available to us, and particularly to Jamie Weatherston, senior lecturer at Newcastle Business School, for his research and contribution. The press too have been extremely fair in their reporting of this issue.

I must also register my sympathy with AKS Precision Ball Europe Ltd (the company next to the centre) and I sincerely hope that they can find the necessary energy saving measures and economies to make their plant viable, but sadly this cannot be at the expense of another such as ourselves. Perhaps with TRW Automotive ORS they can come up with a site, perhaps to the north of the NW Industrial Estate, for a combined wind farm.

Very many thanks to you all.

Ian Rosenvinge
shottonairfield@aol.com

Slow Down to Speed Up

As an older RAPS student it's been hard to progress without feeling 'over progressed.' Naturally I'm a bit slower at 50 years old, no problem, but it might be a little more subtle. I don't seem to be able to get enough jumps at or between each stage of progression to allow things to sink in, to be 'on autopilot' with what has just been learnt, before moving on. I've felt rushed throughout. It's been difficult to explain in any depth to my instructors (who by the way are 100% brilliant guys and girls, very patient with an old wimp, I'm so impressed!).

An example: since restarting skydiving two and half years ago (previously jumped 25 years ago), despite having progressed as far as turns, I'm still struggling on deployment, I keep turning on my side. I arrive at the DZ and try to explain, "I'm still having problems with pulling, could I just jump not thinking turns yet, concentrate on essentials and practice deployment?" It must seem odd – I should be well past that stage, shouldn't I? It is the case however. How could I even contemplate turns when I've got concerns about deployment? It's like learning to steer a moving car before being able to brake properly! I need more time to consolidate earlier training throughout the progression.

Altitude awareness, heading, turns (how not to turn, more to the point!) have all been a long struggle because I haven't been able to practise at each stage before moving on. Since my first jump there's been a numbness or 'blindness', which accompanies sensory overload – and fear! Enthusiasm and continuity has suffered with only 67 jumps in two and half years...

which has no doubt exacerbated things even more.

Is it a confidence problem? I know I can qualify. However I don't have the self-assurance to do so at a pace beyond my own, a pace which the young dudes can probably hack. **Sure it's a confidence problem!**

I wonder how often other older students drop out for this very reason? Are there facilities in RAPS to enable chill-out jumps at each stage if necessary? If so, are the instructors aware? Do they realise the need exists?

With envy I've watched my (usually younger) contemporaries 'dive' past me through the progression system and I have humbly accepted that my age is a factor in how quickly I can learn. The subtle irony is: if I could learn at my own speed I would learn more quickly – and safely! I'm passionate about the sport, I've always wanted to do it and, although my return to it is late and not without some struggle, I'm not giving up!

I am now beginning to overcome this because at last I'm getting more time before moving on. Recent skydives for me have been awesome since having a bit of extra help from certain individuals (who know who they are). I have just started to 'see'! I'm aware enough to absorb the thrill at last! I want to fall at terminal velocity and **completely enjoy it**. I'm getting there at last!

I hope this might be some interest to instructors and other older or slower students, and would welcome feedback.

Ray Malcolm
C/o 6 Pelting Drive, Priddy, Wells,
Somerset BA5 3BA

Dean Fisher Invitational

If you have not yet read the interview with Dean Fisher on the Mag website, it is a 'must'. We've had the pleasure of meeting Dean on many occasions and he is an absolute gem; always keen to help, especially students, and you always get him the same way – hooting and smiling.

Dean mentions he has never jumped abroad and that all his jumps have been in England. Well Dean, we'd like to put an end to this nonsense and invite you to Scotland for an all-inclusive international extravaganza during 2007. We'll sort out the travel (Cann Cann will chauffeur you), we'll fix up accommodation (you can stay at Magzville), we'll feed you (that won't cost much) and finally we'll even pay your jump bill (it's not true what they say!). And if that's not enough, we'll guarantee a maximum exit altitude of 2,200ft on every lift (that should seal the deal).

Mag7
robert.peterson@scotland.gsi.gov.uk

Be a Guest of Andy Guest

When I attended *Brit100* I was somewhat surprised to hear people say they thought I'd given up the sport as they hadn't seen me around for years. I suppose that's the price you pay for running a drop zone full time for 20 years! Now I've moved to Spain, some may be thinking again that I have given up – not true! My son Westleigh achieved his Cat 8 at the age of 16, I take great pride in jumping with him. Now having turned 17 he's constantly pestering me to go jumping, it is only now that I appreciate what my parents had to put up with!

To celebrate having passed 30 years in the sport I am offering 10% discount on our holiday accommodation in southern Spain to any BPA member. Don't be surprised to see me on the drop zone, as the sport is too much fun to leave!

Andy Guest
aguest12@btinternet.com
www.activitiesandalucia.com

Proper Grand!

I proper love The Mag lots! Can't wait for the next one like. I loved the front cover of the December issue but why didn't you have something inside about the jump that day? Loved the PD team over the mountains, magic stuff. Way-aye man!

The NZ Skydiving School has a diploma course. I am going over to do it. What do we have in the UK? I was wondering if we have some kind of similar training schemes. I haven't jumped for a while and strongly feel like I'm missing out big time, so I'm going to throw myself in the deep end. I'm going to leave my current life behind, I want a career in skydiving, I want the rest of my life to be full of this magnificent sport. Mad for it!

Adam Sneddon
makemsnedz@yahoo.co.uk

BPA Chairman & Council Election

I am writing in the hope of uncensored publication to express how appalled I was when I attended the inaugural Council meeting, at the treatment of John Smyth by Eddie Jones. I was disappointed to hear Eddie Jones's speech to be elected Chairman of the BPA revolve around slighting the character of a man who has been not only an excellent Vice Chairman for a number of years but an excellent ambassador for the Association. I doubt a public servant of such rank and current employment would retain his position unless he was beyond reproach. I was angry that Tony Butler did not use his power as temporary chairman to stop Eddie's diatribe and instruct him to rethink and deliver a fact-based only submission.

I was also made aware on the preceding Thursday by a non BPA member that the election results were already leaked and I was made aware of one result in particular which proved correct. I am worried that this will weaken the strength of the BPA Council and its keenness to have a clear and transparent process of election to the membership. I hope this publication will lead to an apology from Eddie to John and that a more positive approach will be taken from now. Also a new approach needs to be taken before next year's election, starting with an investigation into the leaked 2007 results.

Andy Scott
andrew@ascott22.wanadoo.co.uk

As a member of the Association's employed staff, who are and must be seen to be entirely neutral in matters such as this, I was temporarily in the chair for the formal election of a Chairman. Had I sought to intervene during the personal statement of a candidate nominated for the chair, I believe I should have been open to possibly even stronger criticism than Andy is making now.

Tony Butler
BPA Technical Officer
tony@bpa.org.uk

Extract from a note dated 24 January from Tony Butler, John Hitchen and Martin Shuttleworth to the Council 2007.

2 Council 2007 election result:-

2.1 *Form 178 Guidelines to Members of Council is sent to all candidates in the Council election. The relevant extract with reference to the election to Council and inaugural meeting of the BPA Council:- If there were more than 15 nominations for the 15 seats on Council, a ballot will be held... (In the event of a ballot, please respect that it is the role of the Secretary-General to be the first to announce to the Membership at the AGM those candidates who have secured a seat on Council. If you should become party to this privileged information in advance, you should not reveal it to anyone else.)*

2.2 *Wording of this nature has appeared in successive versions of Form 178 over many years such that it has become the Association's established custom and practice.*

2.3 *The sentences above [in black text] indicate that:*
(a) *the formal announcement of the results is made at the AGM;*
(b) *before that, the status of the information is 'privileged'.*

2.4 *In (b) above, the adjective 'privileged' is used in the sense of 'confined to an exclusive group'. As Form 178 provides guidelines to members of Council, this is the exclusive group. Since Form 178 is routinely issued to all Council nominees in advance of or during the election, it is in our view reasonable that this provision may be broadly interpreted to apply to all Council nominees, whether elected or not. This is how it has been interpreted, for many years, by the BPA Office.*

2.5 *The Office therefore, again by custom and practice, informs candidates who have asked about the result, once the Office itself has been given the result by the counters. An example to illustrate this is of a candidate who asks because they may have another commitment on AGM day, and say they wish to attend the AGM only if they have been elected.*

2.6 *A further consideration is that it is not reasonable for BPA staff, as employees of the Association, to seek to withhold information from any of the directors who may request it. The result of a Council election is company information that all serving directors (members of the outgoing Council) are legally entitled to see. It appears to the Office to be unfair not to extend this privilege to all those standing for election as directors – there should not be more favourable treatment to this year's directors in an election for next year's directors.*

2.7 *Voting for Council closed at noon on Monday 15 January 2007. The count took place out of the office. No indication of the vote was given to any candidate until the final valid votes had been counted. As votes had been counted as they had come in, the vote counters were able to advise the BPA Office of the result that afternoon. The Office then informed the Chairman and Vice Chairman of Council. If other candidates contacted the Office after the votes had been counted, in relation to the vote or the inaugural Council meeting or the meetings of its associated subcommittees, they too were advised whether or not they had been elected.*

Martin Shuttleworth
BPA Secretary-General
martin@bpa.org.uk

John Smyth

I have been a member of the BPA continuously since 1976 and have represented the BPA at numerous World Championships and European competitions in Style & Accuracy, so I do honestly feel that I have a right to comment on what I witnessed at the inaugural Council meeting.

I have been married to John for nearly 21 years and have known him, through the sport, for many more years – so many of the newer members of that new Council who supported Eddie Jones after his attack on John will just say this is blind loyalty. Let me state that the words Eddie Jones uttered were the most deeply offensive possible to the man I have lived with for the last 20+ years. I have been through the most traumatic times you can imagine as he served as a Police Officer in various specialisations in the Met and then, for seven members of that Council to support those allegations by implication, is most offensive.

On the parachuting side, how memories are so short! John has been on Council for nearly 15 years and in the sport for 34. Does that count for nothing? I can remember when John first went on Council, attendance at our Nationals was at rock bottom; now, thanks to his initiatives, we have the second largest Nationals in the world. Have you all forgotten how John fought for funding for our top teams and, by promoting the coaching roadshow concept, he has brought us today to the admirable position we are in terms of our standing in the world?

About five years ago he was awarded an RAeC Bronze Medal for services to the promotion of competitive skydiving in the UK. The RAeC do not give out their medals lightly, have you all so easily forgotten that? John has served the BPA combining the roles of Head of Delegation and Team Manager at numerous multidisciplinary World Championships. This entails very large delegations. For this work the BPA Council, including Eddie Jones, awarded him a Certificate of Appreciation, how does this reconcile with the allegations made by Eddie and supported by seven members of the new Council?

Have you all also forgotten his dedication after his skydiving accident in Empuriabrava when his leg was totally immobile for six months? John was in severe pain and on serious pain killers; I still drove him up to Leicester, laid out in the back of the car, so he could attend all Council and Competitions meetings, with our son, who was too young to be left on his own. He also did the same for the RAeC meetings, where during that period and indeed every year for the past 10+ years, he has fought robustly to ensure all our sporting heroes get the recognition they deserve from the Royal Aero Club. How quickly you forgot that!

This makes it all the more shameful for those who supported Eddie Jones after he uttered the words he did. I know some of you will probably dismiss this as the ranting of a loyal wife but I am a skydiver – and you seven and Eddie Jones should be ashamed of yourselves. I know John would have taken constructive observations about his ability to be Chairman on the chin and supported anybody who won the vote against him, based on constructive comments. But that was so deeply offensive to the person I know to be a 'good man' that I feel you, and the membership, should know. Believe me he has been deeply hurt by those comments and, more poignantly, your apparent support for them.

For those that supported John, I thank you because I certainly do know that serving on Council can be a thankless task, especially if you stick at it more than five years.

Cheryl Smyth

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Other Letters

This page contained letters which the BPA Council voted by a majority should not be published. As that Council meeting was on 13 February there was no time to fill the page with other material, because this was printed the following day.

*Lesley Gale
14 February 2007*



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Instructors Academy

Dear Dive Doctor

Wannabe Instructor I want to be an instructor. What's involved and how long does it take?

As an instructor you'll be in a position that allows you to teach others about the sport that you enjoy. You can use the information and skills you have learnt to help others become good, safe skydivers. If that motivated you, then keep going. If you want a rating cos it's cool and will boost your ego then, be warned, it's hard work!

To gain a CSI (Category System Instructor) rating you can expect to have to give up a lot of your weekends for the next few years. During this time you will have to complete, and pass, two BPA courses. Being an instructor has its advantages and disadvantages. Initially you will spend a lot of time with the course. Whilst this great fun and very rewarding it will reduce the amount of time you can be skydiving.

Basic requirements: BPA Ops Manual, Section 4, Page 1, para 1.1

- An FAI 'C' Certificate (Red)
- 2 years involved in sport parachuting
- Written recommendation from a CCI
- Hold a BPA packing certificate
- Current Aeronautical Ground Radio Operators Licence

Pre-Training Phase

This starts with simply following the course. Learn what has to be taught. Take notes. Learn what falls into the **must** know, **should** know and **could** know groups. Although every instructor is different in personality, the same thing must be taught to the student.

Within 2-3 weeks you should be ready to start writing your own lecture notes. Read the BPA Instructors Manual and talk to other instructors to get an idea of where to start. You'll need to know the basics of the BPA Ops Manual and the local SOPs (Standard Operating Procedures). At the 4-5 week stage it's now time to get up there and give your first lecture to the students... something easy... stable spread! This should have already been well rehearsed. Talk to an empty room. Each lecture will be supervised by a current CSI. You will receive help and debriefs after each lecture.

Each week there is at least one new lecture to give plus the others you already know. Practical skills such as despatching and spotting for student dropping are covered. You should be already capable of good spotting and acting as the jumpmaster. You need to be capable of student flightline checks and talkdowns. You also need to learn the briefs that follow the first jump course such as DRPs, first freefall, spotting, CH1 & CH2 briefs. By week 12-15 you should be ready for your CSBI course...

The CSBI Course

It's fun! This course is about teaching you. You will sit through several lectures

covering areas such as DZ management, responsibilities of an instructor, meteorology etc. You will be asked to give two lectures and a brief. The examiners will then discuss your performance with you and give advice on how to improve. Despatching the other candidates and jumping is also included as well as an exam on the BPA Ops Manual. The amount of work you put in during the pre-training will now show. Your aim is to finish with the minimum 6 month recommendation. You can now act as a Basic Instructor at your home DZ.

CSBI Period

Use this time to teach as much as possible. Improve and modify your notes. You will have seen several new teaching techniques during your CSBI course. If you want to try these out then ask the CCI. **Do not** just change things without telling anyone. If this happens the students get different answers from different instructors, so it's unsafe. If you want to change something then every instructor has to also change. You are now a BPA instructor 24 hours a day, 7 days a week. You must see that the BPA and DZ rules are abided by. You have a responsibility for the safety of any jumper around you, regardless of experience. You get lots of opportunity to despatch and work with students. Learn the briefs and read the Ops Manual. You will be expected to do DZ control, talk down students and take care of the course tuition and student jumping programmes. Do not expect it to be easy. These six months are where the real hard work is done.

CSI Examination Course

Unlike the CSBI course this one is **not fun**. Monday morning starts with a BPA Ops Manual exam. Fail this and you are on your way home by 11am. If you pass the exam then you have two lectures and one brief to give. You get no feedback from the examiners. Your practice during your CSBI period will now count for everything. Weather permitting you will also be assessed on your ability to despatch, talkdown students and ground-to-air radio use. The pass rate on this course varies. If you don't perform you don't get a rating. If you pass - well done, you've made it!

AFF Instructor Course

To go on to be an AFF instructor you need to first have at least 1,000 jumps. You then complete an exam course where you're assessed on your ground school tuition followed by five scored jumps where an examiner will play the role of a student (normally a rather poor one!) You can skip the CSI exam course if you do not want that rating but you still have to complete the basic course (giving AFF lectures) then do the six month BI period.

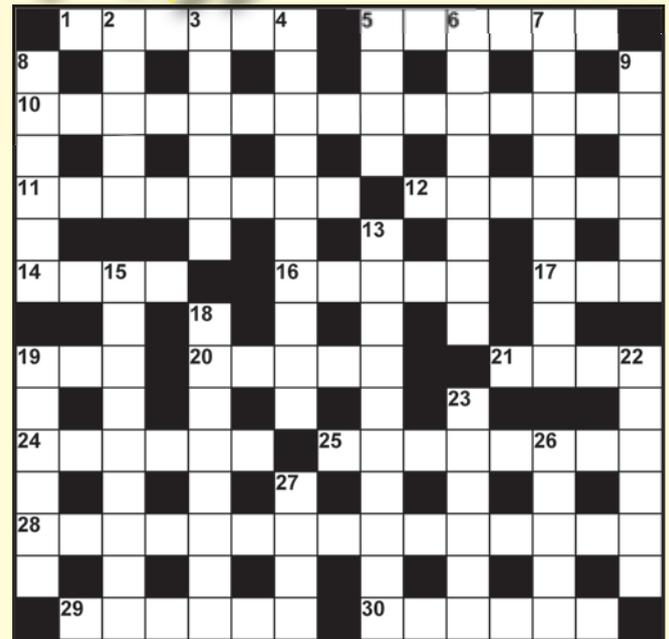
Having been an instructor for over ten years the initial hard work is still well worth it!

Dive Dr Rich

richard@ukrigging.co.uk

Puzzle

by Paul Boorer



Main (Cryptic)

Across

1. Peaches flogged off? Not good (6)
5. Hot lip's boundaries (6)
10. Not much of a water jump? (1,4,2,3,5)
11. Strips of obi tangled with dress (8)
12. Climbing group, war department conceals it (6)
14. American 'Get out of it' (4)
16. Memorise list with revision initially (5)
17. Sole inhabitant of maisonette (3)
19. Local star leads in 'Streets of Laredo' (3)
20. Boredom in European Union, one's taking notes (5)
21. More than one extractor rustles regularly (4)
24. Owning property, went first and entered (6)
25. Opener to ask for a runner when game goes off (8)
28. Directors of egg stores tingle excitedly (8,7)
29. Minced chops with unknown nuts (6)
30. Brave call after dad's cut off (6)

Down

2. Mark's replacements on the continent (5)
3. Lose the plot and activate a parachute? (6)
4. Collapsing tunnel loses opening in brief encounter (10)
5. Long jump makes me laugh and laugh (4)
6. Failing doctor precedes operation with half a game on table (8)
7. Transporting to several grain silos (9)
8. Name of a composer we hear (6)
9. Wound up nucleus of cloned germ (2,4)
13. In case steed bucked after man appeared (10)
15. They live where land rises in pieces (9)
18. Before he became a skeleton, Hamlet's friend sounded quick (8)
19. Throw water over rider turning to whip (6)
22. Pressure second lock (6)
23. River bear's friend has no time to be a kit constructor (6)
26. Stocking brawny longhorns in part of its range (5)
27. Free clothing for urban desperado (4)

Reserve

Across

1. Band Aid's instigator
5. Rows of bushes
10. Water jump?; trivial amount (1,4,2,3,5)
11. Undresses
12. To a higher level
14. Begin a skydive
16. Gain knowledge
17. Single
19. The sun
20. Tedium
21. Secondary parachute openers (4)
24. Came to ground
25. Tyro
28. Control line handles (8,7)
29. Crazy
30. Brave

Down

2. International currency
3. Open a parachute
4. Breaking a formation
5. Extended parachute jump (4)
6. Letting go
7. Lifts; control surfaces
8. Grip
9. Nervous (2,4)
13. Signed up for flight
15. Twin engined aircraft
18. Very fast and brief
19. EG 10?
22. Strain
23. Kit constructor
26. Man-made fabric
27. Release

Across
1. Geldof, 5. Hedges, 10. A drop in the ocean, 11. Disrobes, 12. Upward, 14. Exit, 16. Learn, 17. One, 19. Sol, 20. Ennui, 21. RSLs, 24. Landed, 25. Beginners, 28. Steering toggles, 29. Psycho, 30. Daring
Down
2. Euros, 3. Deploy, 4. Funnelling, 5. HAHO, 6. Dropping, 7. Elevators, 8. Handle, 9. On edge, 13. Manifested, 15. Islanders, 18. Meteor, 19. Splash, 22. Stress, 23. Rigger, 26. Nylon, 27. Undo

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Club News

Tim Aubcott



Welcome to new British drop zone Skydive Swansea, which opened recently in Wales. We wish

you well, glas ffurfafennau!

Many drop zones have been working hard over the winter and have better facilities or additional aircraft. Brid now has a Porter, Swansea has two Lets flying one weekend every month and Hib have added another Turbo Finist to their fleet.

There are many exciting events already in the diary so you can start planning for the season ahead. The most motivating for me is Brit Chicks. These female FS record-setters are meeting for the third year at the Langar Boogie in May. The event is being sponsored by the British Red Cross in the form of red jumpsuits. The plan is to build a record formation in the shape of a red cross – cool! Come along and get involved. I will and I'm a freeflyer! Paint the sky red!

Lucie

St Andrews



Louise Runciman by Graeme Mackay



Achievements

- Cat 8
- Eva Malloy
- Peter Hutchison
- FF1
- Louise Runciman
- 300 Jumps
- Alan Mackay
- 10,000 Jumps
- Scotty Milne

Richard Frame by Graeme Mackay

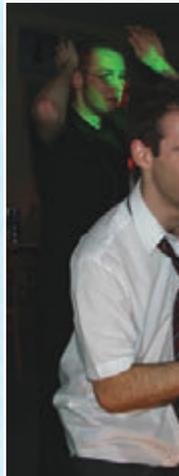
At our school disco night, Elly, our resident 'dinner lady', made some excellent food (nothing like school!) and looked the part! Alan the headmaster, complete with cane, tried to keep us in check as we enjoyed rowdy drinking games and macarenas!

Having started jumping on the same day as the lunar landing in 1969, Scotty Milne made a timely return from international travels to complete jump 10,000 here at Kingsmuir Airfield. It was no surprise that this monumental achievement was a working tandem jump, with his son Ally on camera. Jim White completed his 2,000th hour of flying on the same load. As a celebratory gesture Scotty nipped down to the local Co-op and returned with a couple of bottles of £2.98 'champagne'. It's cheaper than buying a round!

Elly cooked us an excellent four course Christmas feast, with a host of different dishes and a selection of cheeses and port to follow. Several escaped the cold going to California and Empuriabrava. The weather in Spain was excellent with a week of solid sunshine.

Early January saw a sneak preview of our new turbo-charged 206. It must be one of the best equipped examples in service with a fast climb rate, a windproof door and a float rail. We have now have two planes going to 12,000 feet, and are hoping for multi plane big-ways and tracking dives.

Graeme Mackay





Darren & 'dinner lady' Elly taken by Louise Runciman



Scotty's milestone by Simon Ward

Swansea

Santa, his elves and a few superheroes by Yo Lee



Wales has its very own drop zone once more! Swansea Skydiving was opened by CCI Carl Williams who, with Dave Howerski (former CCI of Swansea Parachute Club), created a ceremonious first load! They exited the plane together – then raced down to try to be the first to land. As a lot of firsts went on, the beer was flowing all evening.

We are operating Wednesday to Sunday (call midweek during winter) and have a Turbolet 410 to get us up to a lovely 15,000 feet (for just £15!).

The views over the Gower are tremendous and it's just about possible to check out the surf on the way down. Watch this space for big-ways when we have both Lets!

We held a charity event for Christmas with a Santa's grotto that was covered by local media and raised hundreds of pounds. Unfortunately that weekend, Heathrow wasn't the only place with flight cancellations due to the fog! We couldn't tandem Santa into the airport with Superman, Catwoman and his elves, he had to settle for a few circuits in the plane and a ride on the fire engine!

Louise Ramsden-Hare

Wild Geese

Well another year has gone and we're well into 2007! Thank you to Dave & Maggie for their hard work and investment in the club to make it one of the best facilities within the BPA. To the full time staff, Judith on manifest, Drew & Adrian our pilots, your efforts are very much appreciated. Big thanks to all those who give their own time to help out.

Santa came early, bearing gifts of plenty for *Practical Magic*, our senior 4-way team; new rigs, jumpsuits and goodies. Apparently the *Queens* 4-way team were seen in Belfast with four red sacks to hang on their beds on Christmas eve!

The flock returned to a favourite watering hole for our annual dinner and dance at the Busstown House in Coleraine. The wine was as good as the food and the crack – the Irish stuff, not the crack you get from dealers!

Alison Owen was the worthy recipient of the Student of the Year trophy (pictured). There was no Skydiver of the Year award, for the third year. We need to change this so all you up and coming skydivers, 2007 is the year to make your mark!

A trip to the Spring Boogie in the Algarve is planned with special coaching. Jim 'I don't want to sing' Hunter is managing the entertainment. John 'The bus is leaving at 7am sharp' McCourt will be looking after the keep fit programme with running to the pub a daily activity. Mike 'I don't drink' Murphy will be on hand to fill in the blanks and record the adventures for the 'Are We There Yet?' DVD. There are still places



Photo by Rod McCrory



Practical Magic's new look by John McCourt

Achievements

200 Jumps
Martin McLaughlin
Jade Allister

available for this very social event, so get off your butt, see John or me. You saw the photos from the last two trips, don't miss this one!

Mike Murphy



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Photo: Mikhail Mineev

Hib

The run up to Christmas was busy again at Hib. All the Uni clubs have had a great year recruiting, so now we have loads of new university skydivers around the DZ. The RAPS progression is really starting to get somewhere! Keep at it guys, we appreciate your efforts.

We were spoilt rotten at the Christmas party with a superb spread of free food, drinks and a DJ. It was amazing to see most of the regulars and staff all dressed up, there is even a rumour (backed up by photographic evidence) that Kaz Bain was in a dress! The annual awards were awarded to Chris Prideaux (most improved student) and *Phobia* (most improved team). Chris did not take easily to skydiving, finally achieving his A licence in December after many trials, tribulations and much effort, stubbornness and determination. Well done mate! *Phobia* took 2006 by storm, coming from almost nowhere to win the 4-way rookies in both the Grand Prix & ESL and they made a great showing at the Nationals.

Baldrick has become a dad! He's the proud father of a baby girl, Emily Faith, so responsibility has finally caught up. Kaz Bain qualified for her tandem rating, great to see! We now have one of only a couple of female – and certainly the best looking – tandem instructors in the country! Nice one chick!

Many popped across to Seville for the Skydive Spain Christmas Boogie, see page 4, doing a load of jumps in the good weather – a fact they haven't stopped mentioning since!

We're looking forward to another fantastic year! We're hosting all but

Hybrid over Seville by Rob Simpson



Hib's new Turbo Finist HA-NAH!



one of the Nationals, plus a full range of courses, roadshows, Grand Prix, B licence progression days and packing courses. Keep an eye on our NEW website.

Performance Designs will be attending the FS Nationals with their new 'Competitors Lounge'. This is a special area where competitors can

relax, have a free massage, get coaching tips and debriefs. We expect to be impressed!

The new SMG Turbo Finist (we chose the registration: HA-NAH geddit??) has finally flown and is now at sunny Skydive Spain.

Mike Colthart

Phobia by Alan Thompson



Kaz in a dress by Blair Stent

Achievements

- AFF Graduate
- Phil Rolfe
- Aidan Mitra
- Becky Waker
- Ryan Hartgan
- Jasper Ditton
- Simon Hatfield
- Karl Chambers
- Darren Buse
- FF1
- Jos Cooper
- Kaz Bain
- Craig Baines
- Adrian Wild
- Tom Corcoran
- John Ly
- FF2
- Carl Baines
- FS1
- Bill Schaeffer
- Mike Ly
- Chris Dockrill
- Nick Lord
- Sean Booth
- Allan Eastwood
- Liz Moor
- Doug Keenan
- JM1, CH2
- Gordon Menhennet
- CH1
- Gavin Bowers
- CF1
- Simon Cathrine
- Tony Keightley
- Patrick Browne
- Jump Numbers**
- 100
- Tim McGivern
- 200
- Kath Rybinski
- Scott Mackenzie
- 500
- Geetha Narayanan
- 1100
- Lee Barraclough
- 2000
- Tony Keightley
- 4000
- Jim Harris

Achievements

- Cat 8
- Simon Talbot
- John Marshall
- Zack Skerritt
- Lloyd Robinson
- Emily Forbes
- CH2, JM1
- Stephanie Snow
- CH2, JM1, 50 Jumps
- Bob Harding
- CH2, JM1, FS1
- Warren Favish
- CH2, JM1
- Steve Wickham
- 50 Jumps
- Andy Copeman
- Warren Favish
- 100 Jumps
- Tony Perkins
- 200 Jumps
- Chris Higgins
- Gavin Rixon
- Steve Brooks
- Steve Wickham
- 1 Hr Freefall
- Vikki Forrest
- Andy Copeman
- Warren Favish

Old Buck

Our challenge is to make this year even better than the last! It won't be easy when you look at 2006: record numbers of students, hosting our first Nationals, representation on the BPA Council and new instructor ratings.

A memorable Christmas party at our local Gamekeeper pub saw everyone dressed up and enjoying an excellent meal. Grant and Tomo thanked all the staff for their help and awarded Best Club Member to Chris Higgins who is there every weekend without fail. Student of the Year went to Greg Lainchbury with special mentions to Tony Knight, outgoing CCI, for his support and Dave Rugg for turning out to fly the Cherokee at short notice on numerous occasions.

Everyone let their hair down for the disco, except Stu who slept off the pre-party antics and rejoined 2 hours later! An antique bike 'borrowed' from the display provided entertainment before disappointed Aaron returned it to the worried-looking owners.

The UK Para gang at Perris



Congratulations go to Andy Page who jumped his 3,000th tandem, Aaron Ellen for his CSI and FS coach rating and to Steve Wickham for finally getting his A, B and C licences after 15 years in the sport!

This is written from Perris Valley, California where we celebrated New Year's Eve at the Bomb Shelter bar, 28 hours after leaving home and haven't looked back!

Vikki Forest

Student of the Year Greg Lainchbury



Party photos: Warren Favish

A bike for three



Headcorn

Achievements

First Freefall
 Ryan Jones
 Alan Smith-Wildey
Cat 8, CH1
 Mary Barratt
 Rory McManus
 Steve Powell
 John Jackson
 Garry Batt
JM1, CH2
 Wendy Foster
 Carl Banks
 Mark O'Reilly
FS1
 Nadine Hall
 Paul Newton

Jump Numbers

50
 John Jackson
 Garry Batt
200
 Mark O'Reilly
600
 Big Tony
3000
 George Raft

We had an unusually busy November, considering the temperature, with plenty of jumping and progression. Even Jane managed 12 jumps! In December the mulled wine and mince pies at the end of the day were much appreciated! Jim the pilot got a job and we said goodbye; Dave Evans came back to fly at weekends. Jim then came across a slight technical hitch and is back for a while!



Those who can remember the Christmas do said it was great. We danced, drank and made merry at the local golf club. Wiggy got very snap-happy, took some very interesting shots and intends to become a professional blackmailer! Judy 'Wednesday' Walker was awarded our Student of the Year trophy which she proudly showed off all night. Big big congratulations – she worked really hard. Scary Mary Barratt finally qualified after many challenges – well done!



Judy & Neil Walker

We've got another J Buckle – Jane's niece Jenny qualified recently. She completed most of her consols here and is now jumping up north as she's at Loughborough Uni. Welcome to Big Tony, Andy Ring and Gill, who are moving to Headcorn village. We're looking forward to the housewarming parties guys!!



Party shots by Wiggy

Ruth Cooper

Netheravon

Camera team aspire to Toy Story



Rudolph the red nosed Ryan



Best costume Bill & Benjamin



Party shots by Kath Salisbury

The Christmas party was celebrated to the theme of childhood characters, multiple Bo Peeps and Scooby Doo's. Sorry Jay but we still don't get where Adolf Hitler featured in your childhood! The camera dudes acted their age with a showing of Toy Story characters but Trev stole the show with Bill and Benjamin!

On his birthday the one and only Mikey Lewis treated us to an evening of strumming, accompanied by Ryan. I believe Mikey's bus pass is in the post!

As well as a new aircraft, we will also be getting refurbished accommodation. In the meantime the bunkhouse is closed, please bear with us! Keep an eye on the website for the grand reopening and all 2007 events, including more big aircraft weekends. Blue skies!

Kath Salisbury

Achievements

AFF Graduate
 John Burns
Cat 8, CH1
 Neil Cutt
FS1, CH2, JM1,
50 Jumps
 Ray Norton

200 Jumps
 Jon Milne
500 Jumps
 Liz Warner
 Ian Lyons
1 Hr Freefall
 Vince Blandford

Weston

The G92 Dornier returns again, ideal for teams training for the Nationals. Team *Elan* featuring Amanda Kemp, Julia 'Foxy' Foxwell, Emma Beyer and latest member Tarn Hollis, will be making Skydive Weston their UK home for their team training. Claire 'Sparky' Scott joins *Bodyflight Storm* with Sarah Smith, Kate Stephens and Hannah Betts, good luck to both teams!

Skydive Weston has lined up a tracking weekend, scrambles, big-ways, freefly and a lot more! Check our website www.skydiveweston.com

Nigel Holland

The Weston mob loved the Seville Boogie, see page 4. There was sun, there was freeflying, big-way load organising, sangria and beer, paella and tapas, and steaks the size of your sofa! There were birdmen, birdwomen and fledgling canopy pilots.

Everyone was trying new stuff and pushing limits. Several took Brian Vacher's Safe Flight School canopy course and learned more than we had possibly imagined there was to learn. Highly, highly recommended. Did I really wait nearly nine years before learning how to use harness turns – the shame! Several of us were on Simon Cathrine's lovely '2007' two-plane formation jumps. Fordy and Andy Lovemore made regular appearances on the nightly bar tapes with beautiful, inspiring, really cool and groovy freefly jumps with *Outbreak* and others. Don't worry Susie, we won't mention the fence-surfing! ;-)

The Cutting-About dive on our last day was the stuff of legend, with flyby loser tracking, backflyers geeking at belly flyers in a beautiful chilled out, loosely thrown together, world record 6-way Cutting-About jump. Pure magic. May this new discipline grow and prosper, see Si Citra for details.

Anna Palmer

Achievements

First Freefall
Nicholas Heywood-Wakeman
AFF Graduate, Cat 8, CH1
Nina Pedersen
Joachim Brandt
FS1
Derrick Potton
Greg Simmonds
Tim Lawson
Terry Purcell
FF1, 200 Jumps
Susie
FF2, 500 Jumps
Bev Tidman
100 Jumps
Georgie Humberstone
Terry Purcell
200 Jumps
Aaron Binks
1000 Jumps
Anna Palmer



Bev Tidman by Andy Ford



Weston staff by Paul Floyd Junior

Peterlee

Peterlee finished the year with a real flourish. For the first time we trained 1,000 students; the final one jumping on the last Saturday of the year!

We had an impromptu 3-way speed star and accuracy competition, sparking controversy as several teams were disqualified. Hanging on to a chest strap so "I didn't lose him" doesn't count as an unlinked exit! Ant Hill got a thorough pieing for his 201st jump. We weren't organised enough to get him on his 200th!

Chester le Street golf club hosted our Christmas dinner. Organised by Eric and Tina Hall and fuelled by bottles of wine for a fiver, we had a great time. The most hotly contested trophy was for Most Entertaining Landing: Jane Oakley's stunning water landing pipped Malcolm McBain to the post. We

were treated to a 2006 highlights video by Alan Thompson and the Phoenix boys.

Eric & Tina hosted a cracking new year party in the bar. Eric's countdown to the Russia trip is infuriating those jealous people who aren't going! He's also setting up a CRW weekend, exciting both the experienced and lesser so.

Alan Finlay, a Cessna pilot of legendary status, lost his battle with cancer on 22 December. He will be sadly missed by all at the club.

Adam Pencharz

Achievements

FS1, CP1, 500 Jumps
Lee Saunders
100 Jumps
Matt Dunk
200 Jumps
Ant Hill



Matt & Nick by Alan Thompson

Adam Pencharz by Paul McCormick



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Black Knights

With a record number of jumps and a whole host of new skydivers 2006 was our busiest year ever! We now have a new 10-place turbine Porter to keep the jumpers happy. The swoop pond is ready for anyone with the relevant experience and the CCI's permission.

The Christmas party, in posh attire was our biggest to date. As ever, Phil's speech was the highlight of the night. Hats off to Amelia Walters for a great year-end video. The dancing was awful, especially Chris Miller who, despite being as sober as a judge, looked like an extra from *Flashdance*!

Holly Prest has done great work with 'Meninos Do Morumbi', a youth project in Brazil working with street children. After her RAPS jump for the charity, Holly has been raising funds in all manner of ways. Another Lancaster student owes beer! Charlie Hogg graduated AFF, making a record number of qualified members at Lancaster Uni.

Chris & Karen Christou featured in *Relocation, Relocation, Relocation* while searching for a new home in Birkenhead. The show even squeezed in a bit of skydiving! Get well soon David Downham who had a bit of a spill on his bike, maybe in future he'll use stabilisers like we told him to!

Check the website for upcoming events including swooping, FS and freefly.

Rob McVey



Hannah Stock by Rob McVey



'AFF Level 2' by Tim Porter



Wingsuit dudes by Valentino Smith

Achievements

First Freefall

Laurie Gardner
Debbie Williams
Costas Andreou
Dave Tighe

Cat 8

Charlie Hogg
Dave Deane
Wayne Roberts
Dave Tighe
Steve Watkin
Scott Jones

CF1

Will Cooke

FF2

Steve Burdon

Jump Numbers

50

Frank Barlow

100

Kathryn Waterworth

200

Sam Davies

Strathallan

Providing the perfect end to a fantastic year, the fireworks display and bonfire was a huge success. Joyce's treacle bun competition was nice and messy, congratulations to Kieran Elliot who was chuffed to bits with winning.

Our AGM saw the awards presented. Stig got the Student of the Year trophy; the Albert Wheeler trophy was won by Paul Domanski for his kindness to all the students; and Bunny received the Tom Dickson memorial quaich for his dedication to the club.

The end of year video provided loads of laughs, it was a fab night and the video was truly a masterpiece, so thanks to Joyce & Julie for putting it together. A big thank you to the *Golden Lions* who supplied the beer! Good luck to Julie who is off to teach for a year in Taiwan, her leaving party was enjoyed by everyone, and we look forward to seeing her back. Christmas dinner at the India Gate saw the mock awards presented as follows:

Bum Spot

Mystery Shopper

Longest Swoop Landing

Lowest Club Member

Tannoy Announcer of the Year

Student Talkdown of the Year

Manifestor of the Year

Best Loved Instructor

I Was Second

John Finnigan

Kieran Brady

Alistair the pilot

Ray McDonald

Sweep

Vernon

Fiona Pockett

Joyce Carter

Mark Collins, Craig Carbis

& Steve Hughes

An outstanding service award should have been handed out to Chris Thomas of TSE who put Mr R's brand new rig together in less than a week! He's done a fantastic job and Mr R is over the moon with it. A bunch headed to Portugal for some sunshine and fun. Everyone had a fantastic time, especially Eddie who had his first shot at a wingsuit.

Adelle Collins

Achievements

First Freefall

Alex McConnell

Billy Elder

John Tierney

Cat 8

Steve Hughes

Pauline Domanska

Barry Hyde

Paul Davis

Paul Domanski

Peter Sharphouse

John Tierney

CH1

Barry Hyde

Steve Hughes

Pauline Domanska

Paul Domanski

CH2

Craig Maxwell

Pauline Domanska

FS1

Mark Collins

Craig Carbis

Richard Coventry

Sweep

Adelle Collins

Chris Whyte

Jump Numbers

50

Paul Domanski

Pauline Domanska

Stuart Lawson

Chris Whyte

100

Adelle Collins

Kieran Elliot

Craig Carbis

200

Mark Collins

1000

Anne Fielding

Hugh Morrison

1600

Rupert Connell

1 Hr Freefall

Mark Collins

Adelle Collins

Madeline Daley

Richard Coventry

Bonfire night by Eddie Jones



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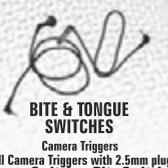
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Hinton

Matt Abram

A film crew making a documentary saw Mike Browne kitted up as a fighter pilot, with g-suit, helmet and all sorts of strange tubes! (Very *Lord of the Flies!*) He entertained everyone, drifting gently back to terra firma under a large round canopy – albeit rather like a pendulum!

The cameramen decided they would try some FS together for a change! Out came the old jumpsuits – very nice Mickey! Confusion ran high when they were told that it wouldn't work if they all climbed out for the exit! Cue arguments over rear float! Apparently they turned points but there's no camera evidence – yeah, we believe you boys!

Once again the Kenya Boogie was a huge success with high temperatures, blue skies and glorious white sands. Over 3,000 jumps were completed with AFF, tandems, load organising, FS and freefly. The fun included the now infamous 'orange jump' with two planes,

27 jumpers and a plethora of oranges! Other fun jumps included a space ball, the nobby car and the exploding raft – did you not see everyone else had let go Justine?! Congratulations to Justine for getting her feet wet – but not as wet as Robin from Netheravon, setting a fine example! Non skydiving entertainment was fantastic and varied, the finale being a gala night.

The Christmas party, courtesy of Mike and Geoff was well attended, thanks guys, a great way to finish off the season. The theme of fairies, elves and santas produced some very interesting outfits. For the staff Christmas outing we went to the dogs – yeah, we've heard all the jokes. Biggest win of the night – Sandie; biggest loser – Scottie; strangest betting technique – Maddy & Caroline, bet on every dog in the race and you're bound to pick the winner!

Sandie Keith



Hinton on tour at the Kenya Boogie



Chris, Justine, Geoff & Maddy get into the Christmas spirit

Achievements

Cat 8
 Gary McNamara
 Adam Swales
 Cat 8, CH1
 Fee Willard
 JM1, CH2
 Jason Walsh
 JM1, CH2, 50 Jumps
 Mikki Malan
 Peter Malan
 CH2
 Corinna Yap
Jump Numbers
 100
 Justine Aldwinkle
 200
 Stephen Worall
 300
 Gary Aldwinkle
 Des Meyer
 800
 Matt Abram
 1400
 Bob Miller
 2000
 Dorian Harwood
 1 Hr Freefall
 Philip Tzourov

Cornish

Cornish Club members in Seville by Chris Wood

We're looking forward to a fantastic season and hope to see many familiar faces. The airfield clubhouse has been taken over by Paul Yeoman and his partner Sharon, who will be working tirelessly to keep all the jumpers well fed. The club had a very successful trip to Seville and would like to thank all those at Skydive Spain, we'll be back! See page 4.

Lucy Wood



Achievements

Cat 8
 Tom Haigh
 Tom Venables
 FS1
 Jan Thomas
 Ross Houlston
Jump Numbers
 50
 Peter Jardine
 400
 Steve Bunce
 7000
 Dave Wood

Jersey



Happy new year to all! 2006 was a bumper year for Skydive Jersey! A big thank you to Dario & Conny Jotti, Mike Milton, Geoff and Mally for all your help. Hope to see you guys back on the rock soon! Also huge thanks to everyone that has helped out on the beach and with the boat, you make it all possible!

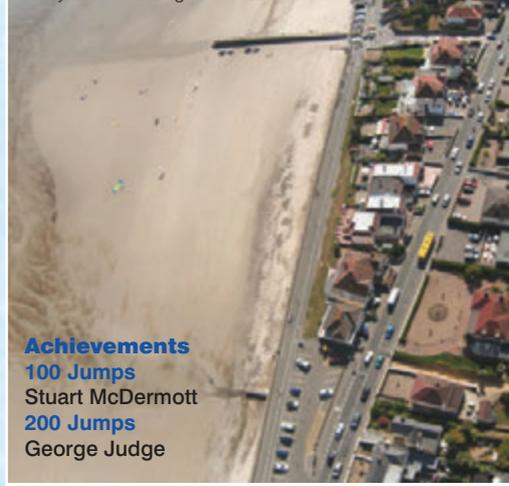
November saw an impromptu visit to Nethers for a great weekend. Nice to see Tim G up and flying again, let alone Gillian Oliver squeezed into, and out of, that jumpsuit! Well done guys! Thanks to AI for the flights there and back, Roger, Roger, Charlie, Charlie!

2007 has loads in store! We'll be welcoming back the Airvan for some speedy altitude. We'll do our first jumps into our sister isle of Guernsey. We may even see a few more qualified flying donkeys! Check out www.skydivejersey.net

Simon Griffiths

Jersey photos by Mally Richardson

Jersey beach landing area



Achievements

100 Jumps
Stuart McDermott
200 Jumps
George Judge

Tilstock

Andrea, Steve & Phil



The Christmas bash was a resounding success. As always everyone ate and drank far too much and had a great time. Thanks again to Liz R, who organised the whole event by herself. Many awards were given out, including Bum Spot to Wilko; the Take up Golf trophy to Liz B and Party Animal of the Year to Scoop – for making it to the starter this year! Dale Heskith managed to get the best and worst of it, being awarded Student of the Year and Crater of the Year – get well soon mate! The Nick Irving Memorial Plate for Club Member of the Year went to Dave Major. Other awards, which can't be named, went to Neil and Daz.

2006 was a good year with two planes, many new students, new instructors (welcome Danny!) and lots of great jumping. Sadly we say goodbye to Yankee Echo and Tiggs, thanks for your support. We should have a new nine-seater Airvan based permanently at Tilly from Easter (possibly from February – check website), more lifts and bigger formations!

Good luck to Phil and Andrea, jetting off to a new life in Canada. Blue skies!

Photos by Paul Morrison

Paul Morrison



Dale Heskith Student of the Year



Martyr's 200th jump

Cark

AI & Pixie by Neil McLaren



At the Halloween party at Cark, news filtered across from Hib that our 10-way speed team (*Kicking and Screaming*) had won gold. Nice one guys!

Congratulations to husband and wife team Adam & Alison Bellaby who achieved first freefalls within a weekend of each other.

With a new venue for our Christmas Party, we descended upon the Abbey House Hotel on the outskirts of Barrow. First stop after reception was the bar and (a few already worse for wear) we sat down to a fabulous four course meal with not a thrown brussel sprout in sight. Special thanks to Pixie & AI for making the long journey to join us. Awards and medals ceremony rocked into the early hours, Jan Fallon being the last out of the bar at 4.45am. We had an early morning call at 7.30am shivering outside in nightshirts when the hotel fire alarm activated, shame Rob Powell slept through the lot!

Congratulations to all our award winners:

Skydiver of the Year	Sarah Garrett
Little and Large Award	Neil McLaren
Commitment to the Sport	Keith Luty
Student of the Year	Katie Hayes
Outstanding Achievement	100%

Many made the jaunt to Portugal for Christmas, enjoying sunshine and blue skies. Hope you all got back safely and we look forward to seeing you.

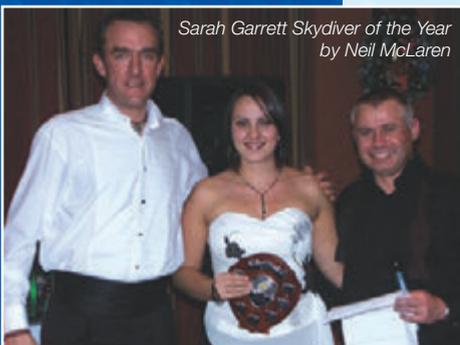
Stuart Morris

Achievements

AFF Graduate
Dot Riley
First Freefall
Alison Bellaby
Adam Bellaby
Dominic Gallagher
50 Jumps
Sarah Garrett
100 Jumps
Steve Barlow
200 Jumps
Cliff Wilson



Kicking & Screaming by Sharron Haynes



Sarah Garrett Skydiver of the Year by Neil McLaren



Peter, Kay, Katie, Sarah, Sarah & Wendy by Duncan Haynes



Langar

Gary Wainwright



Achievements

- First Freefall
- Phil Powell
- 100 Jumps
- Shelly Eppleston
- 200 Jumps
- Martyn Lloyd



Despite the 2006 weather bringing 10% fewer jumpable days than 2005, we still improved on the yearly total, over 30,000 jumps! The largest gain was made by experienced jumpers who managed an extra 1,150 jumps, totalling 27,000. That means that 90% of all jumps at Langar are made by experienced skydivers! RAPS freefall students did 68% more jumps than '06, with about the same number trained. The improvement in retention is due to the efforts of our RAPS instructors, plus Ally Milne and his Student Army. Keep it up!

Huge congratulations to Dave Hickling on his 10,000th skydive, we now have three staff with over 10,000 jumps, see page 29. The 10 full time instructors have over 70,000 jumps between them!

Milko & Tony Danbury

Achievements

- First Freefall
- Steve Smith
- AFF Graduate
- Paul Black
- Tom Ash
- Cat 8, CH1
- Kim Brown
- Hugh Smith
- Jenny Buckle
- Steve Smith
- JM1, CH2
- Sophie Cook
- Eddie Prowse
- James Barber
- CF1
- Will Cooke
- Sam Bemment
- FS1
- Kim Brown
- Sophie Cook
- Gregory Cobb
- Matt Sweeny
- Wayne Glenn
- Darren Spooner
- Kyle Price
- Rob Bradley
- FF1
- Cliff Wilson
- Jump Numbers**
- 50
- Kim Brown
- Sophie Cook
- Hugh Smith
- Lori Cepelak
- Rob Bradley
- 100
- Sam Bemment
- 200
- Liz Fletcher
- Wayne Glenn
- 300
- Graham Tew
- Chris Cook
- 400
- Paul Lewis
- 600
- Ally Milne
- 1400
- Chris Ives
- 10,000
- Dave Hickling
- 1 Hr Freefall
- Sophie Cook
- 12 Hrs Freefall
- Tango Tim

Bridlington

Fantastic news – we have a Porter!! Rumour has it that the management are going to foot the bill for everyone's first jump on the opening weekend!

'Para' Dave Walker is due to return from his holiday in Afghanistan – to find that Nicky's ebayed all his possessions and Craig's moved into his office. No doubt Chappie will have his work cut out on his tour to Afghanistan, sorting out all the stuff that Dave has caused!

Come and sign up as a Brid Supported Team for the season, it's open to all disciplines. You

get a free t-shirt too, all you need is the commitment to turn up and jump! Our next big event is the Easter Boogie, unlimited jumps from £50 a day, and a themed party every night. Check the website!

Ollie Thornton

Achievements

AFF Graduate, CH1

Ollie Thornton

Jump Numbers

50

Tim Morley

Gary Collins

Andy Harris

Clair Armstrong

Gareth Thomas

200

300

500

Brid jumpers by Craig Smart



WINTER 2006 - 2007 at Skydive City!
Green Grass, Blue Skies, Warm Weather.

Upcoming Events in March



photos by: Joao & Tony Hathaway

Skydiveratings.com Courses for this month:

- 2-4 - Coach rating course
- 6-12 - AFF pre-course and rating course
- 16-19 - Tandem rating course
- 20-26 - AFF pre-course and rating course

10-11 USPA Safety Day(s) - there will be seminars each day on many topics. Prizes for attendance, and of course, a safety meeting every day at 4:20pm....

9-10-11 Muff Brother Reunion, celebrating the 21st year of this crazy gang of skydivers. A tribute to Johnny Gates, (1938-2007).

- 10 - Sunset 60-Way Dive in memory of Johnny Gates
- 10 - Saturday Night - Frog Bell White band will be playing

25-26 Brian Germain 2-day Canopy Seminar and Course

24-31 Z-Team 2 point 200 Way World Record

New Facilities

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Sibson

Fantastic plans are afoot! The new clubhouse will be built for the start of the season and everyone is invited to the grand opening party (date tbc, check websites). Anyone who attends that weekend will receive free club membership. It's worth £25 and enables you to buy club price tickets. The bar, dayroom and restaurant will be bigger and better than before with a huge shower and toilet block.

We have FS, FF and wingsuit events organised with guest coaches, load organising/coaching will be available most weekends for all skill levels. We will have the G92 and offer team rates.

Sibson will be running a Skydive Academy for skydivers wanting more training after FS1, looking for teammates or wanting to polish up their knowledge. Chris & Tarnya Hollis are two of the coaches, have intensive sessions in the tunnel and then practise your new found



Max Venom by Sarah Hall

Achievements
 CH1, 50 Jumps
 Cat Shields
 100 Jumps
 Katya Kichigina
 200 Jumps
 Richard Haynes

skills in the sky. Seminars will be held on bad weather days.

I heard a rumour that Dean Smith filled in for an absent member of

the Swiss 4-way team in Portugal (going from strength to strength after his bronze 8-way speed medal with only just over 100 jumps!)

To join Sibson's mailing list and keep up to date contact me at skydivesibson@btconnect.com

Sarah Hall

POPS

We're putting names together for a team to compete in the Hibaldstow 28-way competition, 30 June. All the POPS who got fired up during our UK 36-way record success are keen to go bigger! Especially as the mob down under in Australia frantically put a 47-way together following our record and now claim the Commonwealth POPS big-way record! Our attempt is at Langar in September.

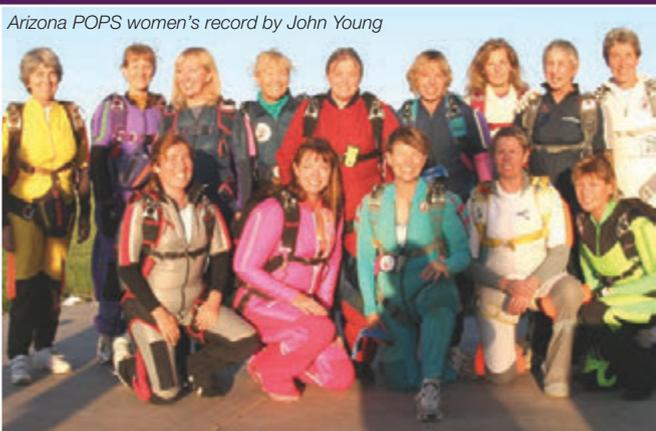


Pete & Hattie Best by John Young

POPS Germany are to host the European POPS meet at Bad Lippspringe, 5-7 May – note date change! POPS UK are holding a fun fortnight in Cyprus, 14-28 May, with a competition on 19-20 May. Our POPS national meet will be held at Hib, 23-24 June and we hope for another meeting somewhere down south in October. My thanks to the various individuals who helped with the 2006 activities.

Dick Barton

Arizona POPS women's record by John Young



BCPA

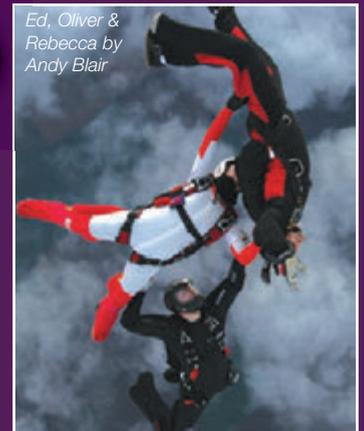
The freshers weekend was again kindly hosted by Hib and proved to be the most successful with over 130 attendants. It was graced with students' three favourite things: skydiving, alcohol and nakedness! The traditional 3-way handicap was replaced with an experimental and controversial scrambles, with each team drawn from three hats – non-FS1, FS1 and advanced FS1. Judged tracking dives were also arranged.

Teams were drawn, the dives were set, the creepers came out (did anyone else notice what shape the Hib creepers were?) – and then it blew a gale! Not a problem for BCPA of course, as the bar simply opened really, really early instead. The DJ played, the bar emptied of stock, people got naked, people forgot who they were, people may have got closer to others than they may have wanted!

On Sunday morning, lots of green faces emerged and headed skywards, including several static line loads of new club members, keen to jump at a new DZ – well done guys! Of the 8 scrambles teams put together, 6 survived their hangovers to get round 1 completed.

The declared winners, with 3 points were Pench (Newcastle), Graham Wilkins (Newcastle) and Fiona Miller (Edinburgh) also known as Via Dos. Congrats guys!

Sam Bemment & Marc Fletcher



Ed, Oliver & Rebecca by Andy Blair



Photo: Chris Reeves

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This summer we will have international FS coaches, freefly, wing suit and swoop coaching, big-way jumping and we will also host the Swedish nationals.

Check out our website for more details!

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www.skydivegoteborg.com

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Photos by Scotty Burns

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- FS Formation Skydiving
- CF Canopy Formation
- FF Freeflying
- AC Accuracy
- WP WARP
- SU Skydive U
- CP Canopy Piloting
- WI Wingsuit Instruction

BPA Affiliated Drop Zones



6
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01884 250 480

Skydive UK Ltd
 19 Lime Road, Tiverton, Devon EX16 6JB
 Tel: 01884 250 480 or 07718 638 000
 Fax: 01884 250 480
 jasonfarrant@btinternet.com
www.skydiveukltd.com
Aircraft: Cessna 206
Open: 9am-dusk, every day by arrangement.
First Jump Courses: RAPS, tandem
 For midweek operation please call the DZ first.

CF SU

7
Errol
01821 642 454

Paragon Skydiving
 Errol Airfield, Grange, Errol, Perthshire PH2 7TB
 Tel: 01821 642 454 Fax: 01821 642 656
 billy.gollan@btinternet.com
www.paragonskydiving.co.uk
Aircraft: Cessna 182
Open: 9am-6pm Saturday, 10am-6pm Sunday, all year. 9am-7pm Wed-Fri in summer for courses & tandems only.
First Jump Courses: RAPS, tandem
 Nice friendly DZ, beautiful scenery, barbecue every Saturday night so come along and chill out.

FS CF WP

8
Headcorn
01622 890 862

Headcorn Parachute Centre
 Headcorn Airfield, Headcorn, Kent TN27 9HX
 Tel: 01622 890 862 Fax: 01622 890 641
 headcorn@btconnect.com
www.headcornparachuteclub.co.uk
Aircraft: Beaver (winter), Let 410 (summer), Islander
Open: 9am-dusk, Tuesday-Sunday. 1pm-dusk on Monday in summer.
First Jump Courses: AFF, RAPS, tandem
 Come and join in the fun here at Headcorn!

LO FS CF FF AC WP

1
Black Knights
01524 791 820

Black Knights Parachute Centre
 Patty's Farm, Hillam Lane, Cockerham, Lancashire LA2 0DY
 Tel (DZ): 01524 791 820
 Tel/Fax: 01772 717 624
www.bkpc.co.uk info@bkpc.co.uk
Aircraft: Cessna 185, Turbine Porter
Open: Fri-Mon every week.
First Jump Courses: AFF, RAPS, tandem
 Always a warm welcome at the north-west's most accessible drop zone. Resident freefly school.

LO FS CF FF WP CP

2
Bridlington
01262 677 367

Skydive Brid
 East Leys Farm, Grindale Rd, Bridlington, E Yorks YO16 4YB
 Tel: 01262 677 367 or 07836 276 188
 Fax: 01262 401 871 info@skydivebrid.co.uk
www.skydivebrid.co.uk
Aircraft: Cessna 206
Open: 8am-8pm, every day.
First Jump Courses: AFF, RAPS, tandem

FS CF AC WP

4
Chatteris
01354 740 810

North London Parachute Centre
 Chatteris Airfield, Nr Stonea, March, Cambs PE15 0EA
 Tel: 0870 787 4900 Fax: 0870 787 4909
 info@ukskydiving.com www.ukskydiving.com
Aircraft: 2 Nomads, Cessna 206
Open: 8am-8pm Tuesday-Sunday in summer. 9am-dusk, Wednesday-Sunday in winter.
First Jump Courses: AFF, RAPS, rounds, tandem
 A friendly, progressive drop zone with excellent facilities that are constantly being updated.

LO FS CF FF WP SU

9
Hibaldstow
0113 250 5600

Target Skysports
 Hibaldstow Airfield, Hibaldstow, Brigg, N Lincs DN20 9NN
 Tel/Fax: 0113 250 5600 DZ: 01652 648 837
 info@skydiving.co.uk www.skydiving.co.uk
Aircraft: Dornier G92 twin turbine, SMG-92 single turbine, Cherokee 6
Open: 9am-dusk every day.
First Jump Courses: AFF, RAPS, tandem
 15,000ft on most lifts, host to the BPA FS and Artistic Nationals 2006.

LO FS FF WP SU

3
Cark
01229 889 516

North West Parachute Centre
 Cark Airfield, Flookburgh, Nr Grange-over-Sands, Cumbria LA11 7LS
 Tel: 01229 889 516 Weekends: 01539 558 672
 Fax: 01772 787 106
 skydive-northwest@totalise.co.uk
www.skydive-northwest.com
Aircraft: PAC 750XL
Open: 9am-9pm, weekends & bank hols, weekdays by arrangement.
First Jump Courses: AFF, RAPS, tandem
 Set in beautiful surroundings of the Lake District. We aim to make everyone feel welcome.

LO FS CF FF WP

5
Cornish
01872 553 352

Cornish Parachute Club
 Perranporth Airfield, Higher Trevelas, St Agnes, Cornwall TR5 0XS
 Tel: 01872 553 352 or 07790 439 653
 cornishparachuteclub@hotmail.co.uk
www.cornishparachuteclub.co.uk
Aircraft: Cessna 206, guest aircraft by arrangement
Open: 9am-dusk on Sat. 10am-dusk Wed-Fri & Sunday.
First Jump Courses: AFF, RAPS, tandem

WP FS CF

10
Hinton
01295 812 300

Hinton Skydiving Centre
 Hinton Airfield, Steane, Brackley, Northants NN13 5NS
 Tel: 01295 812 300 Fax: 01295 812 400
 info@skydive.co.uk www.skydive.co.uk
Aircraft: PAC 750XL
Open: 8am-9pm at weekends. 9am-7pm Tuesday-Friday.
First Jump Courses: AFF, tandem
 Small and friendly. Bunkhouse, camping & showers on site.

FS CF FF AC WP

11 Jersey
01534 747 410



Skydive Jersey Ltd
States Airport, St Peter, Jersey JE3 7ZR
Tel: 01534 747 410 Fax: 08708 313 107
info@skydivejersey.net www.skydivejersey.net
Aircraft: Cessna 206, occasional turbines
Open: Every day, hours vary with tide, call first before visiting.
First Jump Courses: AFF, tandem
Stunning views jumping onto the beach in St Aubin's Bay. Good deals with local hotel.

LO FS CF FF WP SU

12 Langar
01949 860 878



British Parachute Schools
Langar Airfield, Langar, Nottingham NG13 9HY
Tel: 01949 860 878 Fax: 01949 860 012
www.bpslangar.co.uk info@bpslangar.co.uk
Aircraft: Cessna 206, 2 Caravans, Skyvan occasionally
Open: 9am-8pm (or dusk) every day. 10am start on Sunday. Office open every day, 8.30am-6pm.
First Jump Courses: AFF, RAPS, tandem
Lots of aircraft, always lots of jumping, busy every day - midweek too!

LO FS CF FF WP CP

13 Lewknor
0845 130 7194



London Parachute School
The Byre, Woods Farm, Easthampstead Road, Wokingham, Berkshire RG40 3AE
Drop Zone located off Junction 6 of M40
Tel: 0845 130 7194 Fax: 0845 130 7195
info@londonparachuteschool.com
www.londonparachuteschool.com
Aircraft: Islander, Cessna 206
Open: 9am-dusk at weekends.
First Jump Courses: AFF, RAPS, tandem

LO FS CF AC WP

14 Netheravon
01980 678 250



Army Parachute Association
Airfield Camp, Netheravon, Salisbury, Wiltshire SP4 9SF
Tel: 01980 678 250 Fax: 01980 678 275
apa@netheravon.com www.netheravon.com
Aircraft: Cessna Caravan, Turbine Islander, Piston Islander
Open: Wednesday & Friday afternoons from 12pm. Saturday, Sunday and bank holidays 8pm.
First Jump Courses: AFF, RAPS, tandem
Military and civilian jumpers are very welcome at Netheravon.

LO FS FF AC CP WI

15 Old Buckenham
01953 861 030



UK Parachuting
Old Buckenham Airfield, Attleborough, Norfolk NR17 1PU
Tel: 01953 861 030 or 08456 585 544
Fax: 01953 861 031
jump@ukparachuting.co.uk
www.ukparachuting.co.uk
Aircraft: PA-32 (available for displays), Nomad
Open: Every day.
First Jump Courses: AFF, RAPS, tandem

LO FS CF FF WP CP

16 Peterlee
0191 517 1234



Peterlee Parachute Centre
The Airfield, Shotton Colliery, Co Durham DH6 2NH
Tel/Fax: 0191 517 1234 shottonairfield@aol.com
www.skydiveacademy.org.uk
Aircraft: Airvan, Cessna 182
Open: 8.30am-8.30pm weekends & bank holidays. 1pm-8.30pm Wed-Fri. Flexible hours, phone to confirm.
First Jump Courses: AFF, RAPS, tandem
15 minutes drive from Durham city, 25 minutes from Newcastle, centrally located for NE England.

FS CF WP

17 Sibson
01832 280 490



Peterborough Parachute Centre
Sibson Airfield, Wansford, Peterborough PE8 6NE
Tel: 01832 280 490 Fax: 01832 280 409
skydivesibson@btconnect.com
www.skydivesibson.com
Aircraft: Dornier G92 (summer), Turbo Finist
Open: 8am-8pm, Tue-Sun in March to November, Wed-Sun in December & February. Closed in January.
First Jump Courses: AFF, RAPS, tandem
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LO FS FF AC WP SU

18 South Cerney
01285 868 259



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Tel: 01285 868 259 Fax: 01285 861 344
info@silverstars.org.uk www.silverstars.org.uk
Aircraft: Turbolet 410, Islander, Airvan
Open: Monday-Saturday 10am-7pm, Sunday 10am-6pm.
First Jump Courses: AFF, RAPS, tandem
Civilian jumpers welcome by strict prior arrangement, call DZ for prices or check website.

LO FS CF WP CP

19 St Andrews
01334 880 678



Skydive St Andrews
Kingsmuir Airfield, Saint Andrews, Fife KY16 8QQ
Tel: 01334 880 678
skydivestandrews@mail.com
www.skydivestandrews.co.uk
Aircraft: Cessna 185, 2 Turbo Cessna 206, Turbine (for special events)
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LO FS CF FF WP SU

20 Strathallan
07774 686 161



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Strathallan Airfield, Nr Auchterarder, Perthshire PH3 1LA
Weekends: 01764 662 572
Tel: 07774 686 161 Fax: 01236 732 461
kbrady@fsbdial.co.uk
www.skydivestathallan.co.uk
Aircraft: 3 Cessna 206, Turbine (for various events)
Open: 9am-9pm weekends & bank holidays. 5pm-9pm Fridays in summer.
First Jump Courses: RAPS, rounds, tandem

LO FS CF FF AC WP

21 Swansea
01792 207 035



Swansea Skydiving
Swansea Airport, Fairwood, Swansea, SA2 7JU
Tel: 07748 246 451 DZ: 01792 207 035
info@swanseaskydiving.co.uk
Aircraft: Turbolet 410
Open: Wednesday-Sunday 9am-dusk.
First Jump Courses: AFF, tandem
One weekend a month there will be two Lets, both flying to 15,000 ft.

LO FS FF WP

22 Swindon
01793 791 222



Skydive London
Redlands Airfield, Redlands Farm, Wanborough, Swindon SN4 0AA
Tel: 01793 791 222 or 01384 351 050
Fax: 01793 791 133
info@skydivelondon.co.uk
www.skydivelondon.co.uk
Aircraft: Cessna 206, Islander
Open: 8am-7pm Mon-Sat. 9am-6pm on Sunday.
First Jump Courses: AFF, RAPS, tandem

FS CF AC WP

23 Tilstock
01948 841 111



The Parachute Centre
Tilstock Airfield, Whitchurch, Shropshire SY13 2HA
Tel: 01948 841 111 Fax: 01948 840 638
skydive@theparachutecentre.com
www.theparachutecentre.com
Aircraft: 2 Cessna 206
Open: 10am-dusk on Friday. 8am-dusk on Saturday. 9am-dusk on bank holidays. Closed on Sunday.
First Jump Courses: AFF, RAPS, tandem

LO FS WP

24 Weston
01869 343 201



Skydive Weston
RAF Weston on the Green, Bicester, Oxon OX25 3TQ
Tel: 01869 343 201 Fax: 01869 343 676
skydiveweston@fsmail.net
www.skydiveweston.com
Aircraft: G92 Dornier
Open: 12pm-8pm Fri. 9am-8pm Sat. 10am-7pm Sun.
First Jump Courses: AFF, RAPS, tandem
New civilian-run club with reduced rates for military and emergency services.

LO FS FF WP

25 Wild Geese
028 2955 8609



Wild Geese Skydive Centre
Movenis Airfield, 116 Carrowreagh Road, Garvagh, Coleraine, Co Londonderry, N Ireland BT51 5LQ
Tel: 028 2955 8609 Fax: 028 2955 7050
jump@skydivewildgeese.com
www.skydivewildgeese.com
Aircraft: Cessna 206, Cessna Caravan
Open: Dawn-dusk w'kends, 9.30am-5pm w'kdays.
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LO FS CF WP

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BPA Overseas Affiliated Drop Zones

Cyprus

0035 724 744 337



Cyprus Parachute Centre

CJSATC, BFPO 58, Dhekelia Garrison, Cyprus
Tel: 0035 724 744 337 Fax: 0035 724 744 180

Aircraft: PBN Piston Islander

Open: 7am-1pm weekends. Midweek by arrangement.

First Jump Courses: AFF, RAPS, tandem

Please contact the centre before visiting to ensure availability. Equipment available for modest hire charges.

FS FF WP SU CP

RAPA

0049 5254 982 2378



Rhine Army Parachute Association

Flugplatz, Bielefelder Strasse, 33175, Bad Lippspringe, Germany
Tel: 0049 5254 982 2378 Fax: 0049 5254 982 2740

Aircraft: Turbine Islander, Dornier G92 on call

Open: 9am-7pm (or dusk) every day, February to November.

First Jump Courses: AFF, RAPS, tandem

Lippspringe DZ is the only BPA drop zone on mainland Europe and it has a swoop pond.

LO FS CF AC WP CP

BPA Associated Organisations

UK BASED

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

Active Skydiving

Glengoynan, St Fillans,
Perthshire PH6 2ND
Tel/Fax: 01764 685 316
Mobile: 07803 041 348
scotty@activeskydiving.co.uk
www.activeskydiving.co.uk
Contact: Scotty Milne
Courses: AFF, tandem, FS coaching
Location: Spain, USA

Airwaves International Skydiving School

40 Plantation Road, Hextable,
Kent BR8 7SB
Tel: 07802 472 566
Tel (France): 00 33 619 605 997
mail@aiskydive.com
www.aiskydive.com
Contact: Rod Bartholomew
Courses: AFF, RAPS, tandem,
progression
Location: France, USA

British Collegiate Parachute Association

Long View, High Road,
Londonthorpe NG13 9RU
www.bcpa.org.uk
chairman@bcpa.org.uk
Contact: Marc Fletcher, 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.

Freefall Experience

Duke of Gloucester Barracks,
South Cerney, Cirencester,
Gloucester GL7 5RD
Tel: 07779 019 655
will@tffe.co.uk
www.tffe.co.uk
Contact: Carl Williams
Courses: AFF, RAPS, tandem
Location: UK

Parachute Training Services

11 Godwyn Close, Abingdon,
Oxon OX14 1BU
Tel/Fax: 01235 529 570
doug@paratrg.demon.co.uk
www.paratrg.demon.co.uk
Contact: Doug Peacock
Courses: RAPS, progression courses
Location: UK (Hinton Skydiving Centre)

POPS UK

Turnpike Cottage, Old Hadenhuish Lane,
Chippenham, Wilts SN14 6HH
Tel: 01249 651909
dbarton@fsmail.net
www.pops.org.uk
Contact: Dick Barton, 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

Airfield Camp, Netheravon, Wilts SP4 9SF
Tel: 01980 678 540
skydiveandski@hotmail.com
Contact: Phill Elston

Red Devils

Airfield Camp, Netheravon,
Wiltshire SP4 9SF
Tel: 01980 628 211
Fax: 01980 628 349
rd@reddevilsonline.com
www.reddevilsonline.com
Contact: Nick Vischer
Courses: Tandem
Location: UK (Netheravon)

SOS UK

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nielshnsn@yahoo.co.uk
Contact: Niels Hanson
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DELA.1

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TIWI

MIRAGE G4 MXS-1/2 completely black, fits 5'2" – 5'6" medium built person, will take 120 main and 113 reserve. DOM 10/2002. 350 jumps, stainless steel hardware. Cost: £900 (offers accepted). Contact: Kate. Email: katrinka@dropzone.com or katrinkaff@yahoo.com Tel: 07950 163024

KATE

COMPLETE RIG Javelin J3 container, PD Spectre 170 main, 200 jumps. PD160R reserve (not used) Cypres fitted. Comp with rig bag. Cost: £2,000 (offers). Contact: Andy Green. Email: andy_s_green@yahoo.co.uk Tel: 07810 896969

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