

skydive

The Mag

April 2008



The British Parachute Association Magazine



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

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Our cover girls this issue, Bodyflight Storm, have made a massive contribution to this Mag with an article spilling their secret stuff on specific blocks. We've chosen 'boogie block' 21 as it's often the first one people try and block 4 as another popular choice. The intention is to run more in this series so please give us some feedback. If you like it, we'll give you more next time, if you don't we'll try to find something that you do.

The Storm chicks are also our centrefold with a pull-out step-by-step workout designed specifically for skydiving fitness by a commonwealth athlete. This reflects their attitude, treating skydiving as a full-on sport. Their intense training programme incorporates a high fitness element with gym work, running and circuits to maximise their potential and power.

Since winning the Nationals convincingly last year, the team has done 350 jumps, focussing separately on speed, power and mirroring their continuity plan for the World Meet aircraft. They plan another 450 jumps before the World Meet, throwing everything at their ambition of becoming World Champions. Even when not on training camps they work towards their goals for four hours each day with workouts, visualisation and tunnel time.

Storm have unselfishly shared their knowledge in this and other magazines, freely passing on tips they have spent a lot to learn. They are coaching at many BPA roadshows this year and each Storm team member came to Brit Chicks and reinvested their knowledge in the future generation of skydiving stars. That is why they are already champions in my book, as they give so much back to the sport.



Lesley

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

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

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

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

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

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

Chris Ives, Caroline Hughes, Ruth Green, Rhino and Simba exit a Huey helicopter at the Thai Sky Festival, photo by Willy Boeykens



Cover:

*Bodyflight Storm
over Perris by
Willy Boeykens*



SUPPORTED BY



THAI SKY HIGH!

A Boogie in the Land of Smiles

9-23 March

What an excuse to visit Thailand and get in a bit of skydiving! The event starts in the Windsor Suites four star hotel in Bangkok. Then via an elephant show on the way to Prachuap Khirikhan. You are based for the boogie in a hotel on the Bay of Prachuap where, after fantastic food and partying you fall asleep to the sound of the waves lapping the shore...

The Royal Thai Air Force Wing 5 dropzone is five minutes away by boogie bus, tuk-tuk or scooter. With the liaison between BJ & Bobbie Worth, Larry Henderson, the rest of the most fantastic and able organising committee and the Royal Thai Air Force courtesy of His Majesty the King of Thailand, we had a C130, G222, BT 67 and a Bell Huey helicopter to play with.

The organising committee and skydivers have a long relationship with the Prachuap local community and schools, so throughout the boogie were raising money with a raffle and collecting donations of books for the local library. Being someone who likes her home comforts, I was pleased to find that the DZ was indeed 'well-equipped' with satisfactory 'facilities', providing riggers and packing services, hot and cold food including exquisite chilled fruit, and never running out of large bottles of ice cold water to keep you hydrated. Plus, of course a shaded packing area for those who like to do it for themselves (why?).

The DZ itself is on a peninsula nestling between the bays of Prachuap and Manao, leading to the most incredible visuals from the air and thanks to excellent spotting (Tim), no one got their feet wet, even on the beach jumps! If you did land a little further from the landing area, there was always someone with a truck to collect you.





There is a series of islands, revealed by the tidal waters as a connecting backbone you can walk on, with the landscape's colours changing almost every jump. It's an area of unspoilt tranquility, with traditional fishing boats, sleeping in the day moored by a wide sandy beach of breathtaking beauty with no-one on it.

The load organising was world class, catering for flat and free flyers, wingsuiters and anyone who just wanted to have fun with varying sized groups. (If you need names then check out the website.) I was lucky enough to be with Patrick Passe, who had a European group including many 'roast beefs' of which I was proud to be one. I found myself totally stimulated by the complex dives, which produced the most amazing euphoria, as we completed the multi-point complicated 32-ways (or was it the exit height of 15,000 feet?!). Patrick had as usual put together a great group of people to be skydiving with, for fun and skill level.

After five days of skydiving the whole boogie had the option of spending the weekend in Hua Hin, a Royal resort since the 1920s, to languish on the beach, by the pool, or go on an adventure as we did, to the Pala-U waterfall. Then there was an option for more skydiving in the second week or you could head reluctantly home. Big thanks to Bobbie and her team for such a smooth operation, Willy Boeykens for these fantastic images and of course to Patrick for the amazing skydives!

Ruth Green
ruth.green@ucl.ac.uk

www.thaiskyfestival.com



32-way in-out



Photos: Willy Boeykens





Patrick's group, who did all the skydives shown here



Norman Kent Camera Workshop

Norman Kent is running a photography workshop for all skill levels later this year during the Summerfest boogie in Skydive Chicago. Norman will cater to your



Norman Kent
by Paul Quade

specific questions. The website which contains more information, says 'Think of it as a trip to shoot an amazing boogie along with Norman and a group of fellow photographers of all skill levels, all interested in experimenting and learning from each other.' There will be two classroom sessions each day; one in the morning to plan your day and get tips for executing your plan, and one in the evening after jumping, designed to share everyone's work from the day and get tips from Norman on improving your skills. 'The advantage of this format, is that you learn and shoot at your own pace while having Norman Kent as your personal coach'.

www.normankent.com
www.skydivechicago.com

Photo: Mike Barrett



Irish Boogie

The Irish Parachute Club, situated an hour from Dublin, has an 11-day boogie running from 25 July to 4 August. Organisers include Kate Cooper, Derek Thomas and Gordon Hodgkinson for FS big-ways who will run groups of up to 50-ways alongside the Irish Record Attempts. Sally Hathaway and Martin Skrzypczak of tunnelcoach.com fame are coaching FS and FF, with Pat Hammond for CF. A USPA Coach and AFF instructor course is also running with Bram Clement of skydiveratings.com. Aircraft are Cark's PAC, one of Tony de Bruyn's Skyvans and the Irish Parachute Club's own Porter and Turbine 206. Also promised are parties... Irish style!

www.skydive.ie/boogie2008

Nice@Nethers

Netheravon has a bunch of aircraft coming for the season, with a Skyvan booked for the second May bank holiday weekend, and jumps organised by Wingin' It and Skydive Choreography. A 12 place Russian biplane (an AN2), and a helicopter are booked for their Summer Solstice weekend, of 21-22 June. Everyone is welcome at the Armies, with two Cessna Caravans, in August. A Cametrix demo in May, an 8-way speed event over August bank holiday and the APA Autumn Ball on 11 October are among their other events.

www.nethers.info
skydivechoreography.com



Photo: Ryan Mancey

Great Warwick Jump



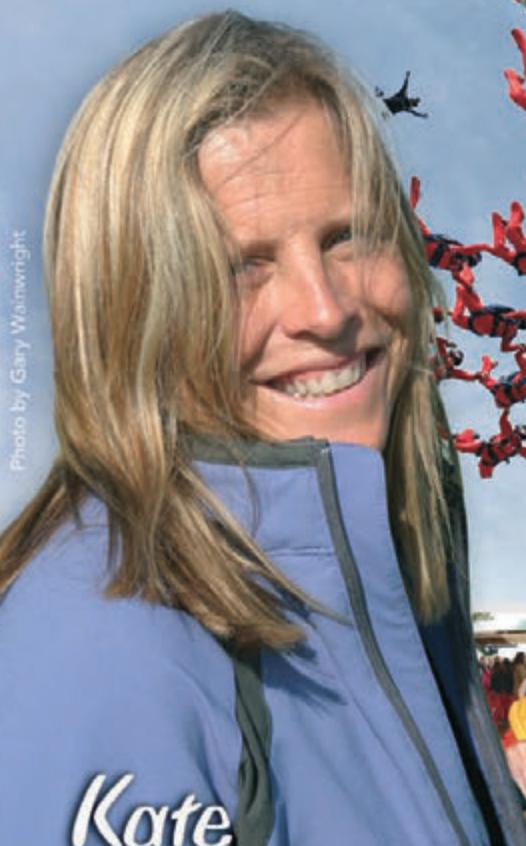
On 8 March, 110 members of the University of Warwick Skydiving Club travelled to Target Skysports, Hibaldstow in a convoy of minibuses to take part in the biggest Warwick University charity event ever. In addition to experienced jumpers, 58 people had opted to do tandem skydives and 36 others try RAPS. Bad weather on Saturday drove some away but most stayed (for a superheroes themed party!). On Sunday the weather was kind and every single person from Warwick jumped at least once. In total, 81 Warwick students did their first skydives, raising £20,274 for 80 charities worldwide. Nice one event organisers Rob Smith & Nick Ellison and, of course, our very own Hib!

www.skydivewarwick.co.uk



"My new **Icon** is as comfortable as any custom container I have ever worn. It feels great on the ground, in the plane, and in freefall. I look forward to making many jumps with it next year and onwards. Thanks AERODYNE!"

Photo by Gary Wainwright



Kate

Cooper-Jensen 8,500 JUMPS

- 12 FAI World Records in FS and 1 in FF.
- World Record Team member & organizer.
- Jump for the Cause organizer, raising \$1/2 million for breast cancer R&D.
- Member of 68 way Women's British Record, raising money for the British Red Cross.
- Founding member of Perris Performance Plus, offering world class FS coaching.
- FS competitor, BASE jumper, and Part owner of Square1, Square2 and Square3 Parachute Sales.

icon
by aerodyne

FLYAERODYNE.COM

Helicopter n Stuff at The Well



Dunkeswell, in Devonshire are offering the chance to jump a helicopter on Wednesday 16 April. Everyone with an A-licence or above is welcome but you should manifest and pay in advance (£50 to 5,000 feet). Thursday and Friday are back-up days in case of inclement weather.

The Well have a Skills weekend run by Pete Stone, 18-20 April and a Freely Festival, 2-5 May with Mikey Carpenter and Andy Newell, among other attractions in their calendar.

www.skydiveuktd.com
01404 890 222

Women's World Freely Record

News just in is that a new women's freely world record was built in Eloy over the weekend of 22 March. The formation was a 20-way and included a Brit, Laura Kenyon. Full story and photos next issue.

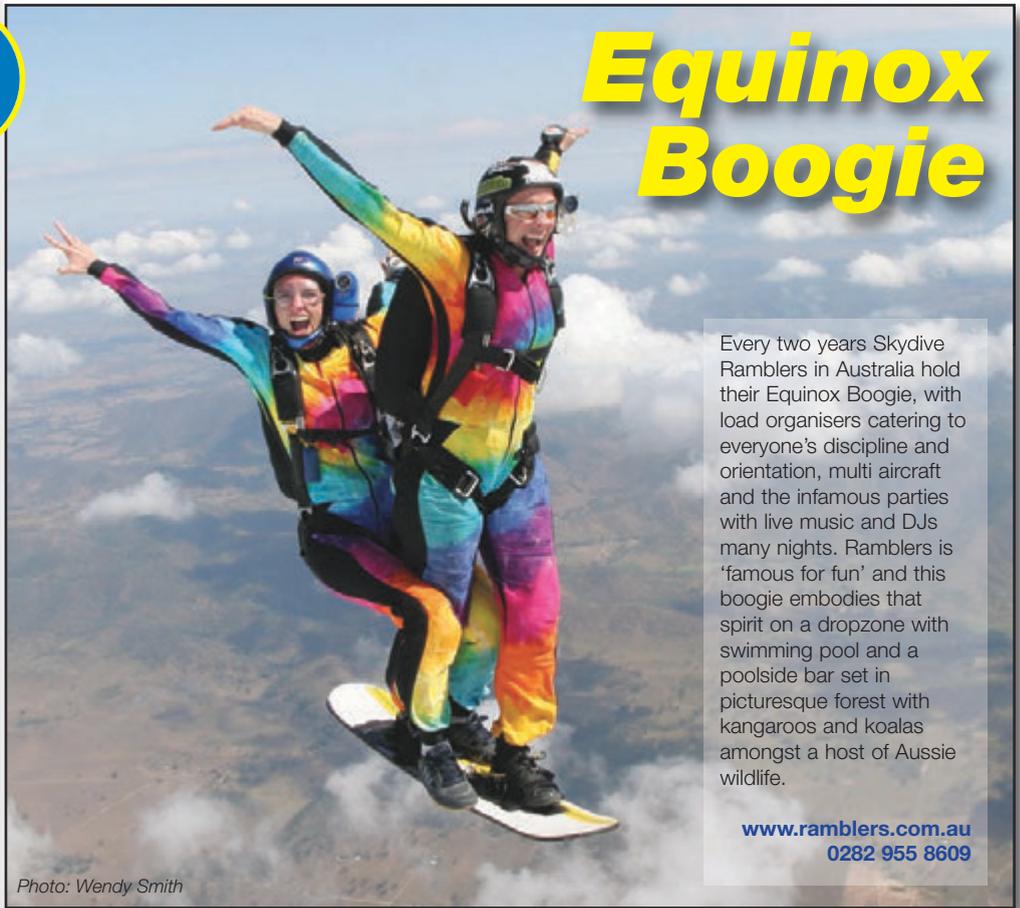
www.normankent.com
www.skydivearizona.com

UK Skydiver Boogie at Weston

Weston is hosting the UK Skydiver Boogie over the weekend of 26-27 July, with a Skyvan, Dornier, parties, prizes, organisers and the infamous Stu Ferguson. The Skyvan is booked at Weston during the week of 19-27 July, and also for the weekends of 17-18 May, 28-29 June and 12-13 July. This is in addition to the Dornier usually flying at Weston, which is 'ready for any teams to train for the Nationals'. Weston offers FS and team coaching by world champion Amanda Kemp and friends.

www.skydiveweston.com
www.ukskydiver.com

Equinox Boogie



Every two years Skydive Ramblers in Australia hold their Equinox Boogie, with load organisers catering to everyone's discipline and orientation, multi aircraft and the infamous parties with live music and DJs many nights. Ramblers is 'famous for fun' and this boogie embodies that spirit on a dropzone with swimming pool and a poolside bar set in picturesque forest with kangaroos and koalas amongst a host of Aussie wildlife.

www.ramblers.com.au
0282 955 8609

Photo: Wendy Smith

Team Future

As we went to press the World Challenge at Bodyflight, Bedford was just kicking off, with 40 teams registered for the 4-way and 38 for freely. The event is attracting some of the best talent in the world, with a clutch of international medal-winners and world champions confirming this.

One of the freely teams is particularly unusual, consisting of Kayla Tunicci aged 11 and her brother Justin aged 9. The pair, who naturally have skydiving parents, have been flying in wind tunnels nearly every week since Skyventure Colorado opened up in 2006. Their flying skills equate to thousands of jumps and they are probably the world's youngest to master the head-down position. The goal of Team Future is to gain recognition for skydiving for young flyers and to encourage other kids to try it out!

They are therefore entering a number of tunnel competitions against grown-ups (even World Champions) and hope to gain positive publicity for skydiving. They will not be the first youngsters to enter the Bodyflight Challenge; our very own Weed entered two years ago with son Charlie, aged 14 – but they are the youngest entrants to date.

www.team-future.net
www.worldchallenge.info



Kayla & Justin and above flying with coach Dan in Skyventure, Colorado

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Volairkix Tunnel Camp 21-23 April



Photo by Andy Lovemore

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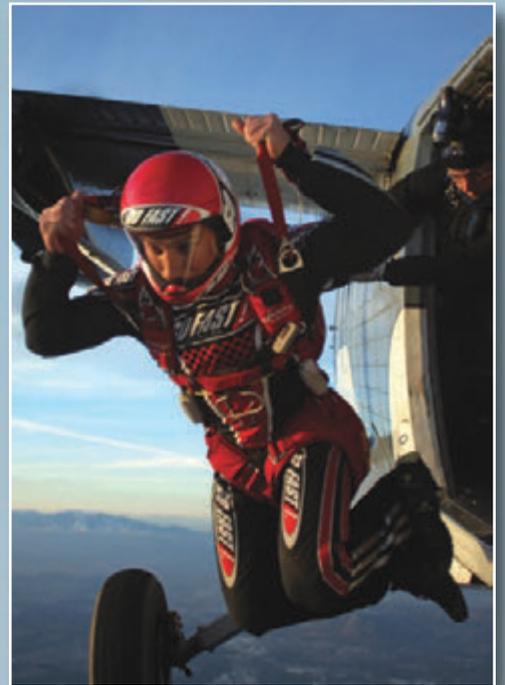
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For news and updates on Skydive Airkix, visit www.skydiveairkix.com

To learn more about coaching and other forthcoming events and offers, please visit the 'skydiver zone' at www.airkix.com
Airkix is based in Milton Keynes (M1, Junction 14). For bookings and more information:

www.airkix.com E: skydive@airkix.com T: +44 (0)1908 247772/3

Luigi Cani Lands HANDKERCHIEF!



Luigi Cani is known for pushing the limits to extremes, having set the world's fastest freefall speed record, and made the first dock between a freefaller and canopy flyer (using a wingsuit to slow down the freefall and a tiny parachute to speed up the descent rate). Luigi set the previous world record for landing the smallest parachute, a 39 square feet VX-39. On 1 February 2008 he beat his own record by flying a JVX-37 to a safe landing at Perris Valley.

Preparation

On 31 January, Luigi made numerous intentional cutaway flights on the JVX-37 and several landings under the VX-39 to prepare for his record-breaking jump the following day.

Under blue skies and no winds the tension built on Friday morning as Luigi prepared for the record-breaking stunt by landing the VX-39 one more time. The test jump went smoothly but Luigi and his team decided to move the landing area back to where the dirt was softer and he would be able to make his approach more cleanly. They nervously watched the weather as the moment approached. Any turbulence from winds or thermals could deflate the canopy or steal lift during his landing sequence. At only 37 square feet the canopy could instantly collapse or stall.

The Record Jump

The Go Fast stunt crew, friends, and fellow skydivers waited anxiously for the jump plane to climb to the exit altitude of 7,000 feet. The winds were calm as Cani deployed the tiny, prototype parachute. With not a cloud in the sky, onlookers could see Luigi via smoke cans that he was wearing around his ankles.

The hissing sound from the 37 square foot canopy could be heard over a mile away. Diving in at over 100 mph, professional stuntman Luigi Cani successfully became the man to land the smallest parachute.

The landing demonstrated Cani's skills, the lift potential of the new wing technology, and made the project a world record. Cani went on to explain that **deploying and landing a tiny parachute is a great risk every time.**

He emphasised, *"It is critically important to be in top athletic shape and ready to perform at 100%. There is little margin for error and you must be ready to handle any problems in an instant. That is all the time you have."*

He also noted that it was flying the parachute that gave him the buzz: *"Landing may be a little crazy but flying the JVX-37 around in the air is like driving a Lamborghini or flying a jet fighter. The JVX-37 is incredibly sensitive and responsive. It flies much faster and dives longer than the VX-39. It is a lot of fun!"*



Smaller than a Kite!

At 37 square feet, the NZ Aerosports JVX-37 is actually smaller than many toy-sized power kites. The lines do not even stretch out to Cani's height at 5 feet 6 inches. It is two square feet and 5% smaller than Cani's previous record on the VX-39. This may not sound like much but trimming an already tiny wing by 5% made a huge increase in flight and dive speeds.

Intimidation – Pilot Death

5% less wing also bumped up the intimidation factor. Ever since a pilot died on a 21 square foot Xaos-21, spinning malfunctions during deployment have been one of Luigi's greatest concerns. The experimental Xaos-21 was built only for flying and intentional cutaways, not for landing. But the accident underscores the dangers of deploying and releasing the brakes on miniature prototype parachutes. Luigi suggested, *"Just half a second difference in releasing the brakes could easily cause an unrecoverable spin. In seconds the g-forces would overpower the pilot and make the harness cutaway system unusable."*

On Luigi's record flight the speed was so great that the pilot chute did not collapse. Acting like a drogue chute on a tandem, the unexpected drag nearly forced him to abort. Calling on his years of experience, Cani was able to remove the slider and safely reel in the bag and pilot chute system despite the high forces involved.

He said the new JVX-37 has more performance potential than the VX-39, with a more solid flare and turns, especially at the bottom end. Unlike Luigi's two previous parachute projects, he looks forward to jumping it again saying *"I'm gonna have some fun with this new technology!"*

Sean Gunn

Don't Try This at Home!

This was a clever stunt taking months of preparation and piloting skills built up over a decade of flying tiny parachutes. Deploying and landing becomes more risky the smaller the parachute becomes. Sub 100 square feet parachutes are only suitable for very experienced and current pilots.

JVX Design

The JVX is the first in a new line from the Daedalus canopy project, designed by Jyro Martyn. It is a new version of the VX that was first marketed in 1999. The JVX has new design parameters and materials technology. The wing shape is a slimmer design to fly faster with less drag. It has no stabilisers and an improved nose section.

A new line trim was designed with a material called Technora, these lines create less drag. They also have inbuilt UV stabilisers that protect from the sun and give the lines a cool, deep-blue colour. Less drag coupled with the new trim apparently resulted in greater performance during the landing sequence.

The JVX also uses a variety of different 'sail' materials that give the canopy more shape and stability. All these technologies work together to make the wing more rigid and aerodynamic. The sail material has much greater pack volume than typical ZP fabric. This allows the JVX-37 to fit into a typical small rig built for around 70 square feet. This made for a more typical deployment and opening sequence that was much safer for the record project.



www.nzaerosports.com
Video on YouTube



Photos: Craig O'Brien & Lycurgo Querido

Renewal Reminder

To those members who have renewed – thank you! To those who haven't, last year's subscriptions expired on 31 March and must be renewed to jump on or after 1 April. A renewal form was in the February Mag. You can download it from the front page of the BPA website or phone the office. The June Mag will go only to members who are current at the end of May.

Last UK Sport Funding

UK Sport has confirmed funding of £12,500 to the BPA for the year from 1 April 2008. This is the final funding from UK Sport, reflecting UK Sport's investment policy for non-Olympic Sports. The BPA will use the funding to support safety and training and for expert coaching for our world class competitors. The Development Committee has an income streams working party seeking new revenue to make good the shortfall in UK Sport funding, which has reduced progressively over the years.

In a recent consultation by Sport England on future strategy, the BPA lobbied for better public funding of the full range of sports, so that non-Olympics were not relegated to 'crumbs from the top table'. The BPA sees an important role for Sport England, and the sports councils for the other UK nations, in helping national governing bodies such as the BPA to protect and grow the full range of bona fide sports, by promoting sporting diversity. There are many people who never warmed to sport at school and who've grown up reluctant to take part in sport, believing it to be defined by the often limited range of school activities. Yet they may come to be captivated by other sports such as skydiving which were probably never mentioned at school. Hence the need to promote choice and diversity to help achieve the Sports Councils' joint mission of creating an active nation through sport.

BPA Club Reps

Preliminary survey results suggest 60% of BPA members do not know who their regional club representatives are. There are three who cover all of the UK; Adrian Bond in the north, Paul Ledden for central and Martin Soulsby in the south. They are Council members whose role is to improve links between the BPA Council and its DZOs and Members at their clubs. They aim to visit as many clubs as possible in their area, and discuss any matters relating to the relationship with the BPA and that club. They may be able to answer you have about the BPA and, if they can't, they will find out, or raise the issue with Council. If you see Adrian, Paul or Martin around, feel free to bring up anything to do with the BPA.



Adrian Bond
Northern Rep



Paul Ledden
Central Rep



Martin Soulsby
Southern Rep

Portraits: Stuart Masecock



Photo: Canopy piloting weekend at Netheravon, by Ian Nicholson

NEW RATINGS

Basic Instructor (BI)

Sarah Bailey
Michael Outen
Alex Cartwright
Kenneth Craig
Paul Farthing
Anna Lea
Geoff McVey
Alan Westley
Jeremy Cooper
Paul Thompson

Tandem BI

Simon Larcombe
Steven Davies

AFF BI

Chris Hollis

Advanced Instructor

Chris McCann
Iain Anderson

Instructor Examiner

Gary Small
Jane Buckle

Advanced Packer

Paul Yeoman (S)
Pelham Georghiadis (S)
Ashley Hollick (S)
Chas McNeil (S)

CSI

Paul Morgan
Clair Armstrong
Anthony Kirk-Burgess
David Newton
Jeremy Denning
Niel De Wit
Andrew Harris
Mick McPhee
Dominic Hines
Duncan Murray
Paul Dordard
Lee Saunders
Chas McNeil

COMMUNICATIONS

Online Survey Results

The first online BPA Membership Survey is now complete. Thank you to all Members who shared your view, a tremendous help to your Council in developing future policy. Results will be posted on the BPA website when available.

UKSkydiver

The BPA has acknowledged the UKS website as an unofficial, independent, external online forum for skydivers in the UK. The BPA is not responsible for the content of external websites. Adrian Bond, BPA Communication Chairman, said "There is no doubt that the UKS website is an exceptional boost to communication in our sport, one which the BPA – and our Communications Committee in particular – heartily applauds." The UKS website is run by BPA Members Stu Ferguson and Paul McCormick.



DEVELOPMENT

WANTED!

BPA Media Co-ordinator

The BPA is looking for an enthusiastic volunteer who's fanatical about skydiving to help promote positive media coverage for the Association, its members and the sport. Whilst it would be advantageous to work within or have links to the media it is not a necessity, nor is having vast skydiving experience; just the desire to see our passion and achievements recognised by a wider audience to help us thrive.

Please contact the BPA Office to register your interest. Form 259 (BPA Media Co-ordinator) on the BPA Website has more information on this role.

Memo & Arts

The Development Committee is reviewing and plans to update the BPA's governing instrument, its Memorandum and Articles of Association. (The current document can be downloaded from the 'What is the BPA?' page of the BPA website.) The Companies Act 2006 provides for a new format for such documents. The update will allow for electronic communication with members on formal business, such as AGM and EGM notices. The draft of any updates would go before an AGM before taking effect.

BPA Web Update

Two potential contractors to update the look and the functionality of the BPA website are being considered by a task group led by Council Member Grant Richards (pictured). The front end of the new website will be informed by Tom Urbanski's winning design in the Communications Committee's competition last year. Discussions are also taking place about uniting the BPA and Mag websites to further strengthen the sport's online presence while making maximum use of resources.



BPA Matters
By Martin Shuttleworth

www.bpa.org.uk

0116 278 5271

Minutes of BPA meetings once ratified may be downloaded from the BPA website

The BPA is delighted to announce that sport parachuting will be amongst the beneficiaries of BingoLotto – a new TV game which will raise money for sport and the voluntary sector.

BingoLotto is a weekly game broadcast on digital TV channels Virgin1 and Challenge. Tickets are sold from outlets around the country and allow viewers to take part in the BingoLotto game from the comfort of their own homes, with a 1 in 10 chance of winning.

BingoLotto launch in Trafalgar Square, with our own Martin Soulsby. Photo CCPR



The BingoLotto game has run in Sweden since 1991, raising around £1 billion for charities and sports. At least 20% from each ticket sold in the UK will be distributed to sport and recreation projects. Profits will be distributed to the governing bodies of sport and recreation through a 'community interest company' set up by our umbrella body, the Central Council of Physical Recreation (CCPR).

The funding for sport and recreation will be spent on enhanced programmes at grass roots level and on special projects, such as infrastructure improvement and capacity building, for which funding is currently unavailable. The extra investment will be very welcome at a time when other funding is diminishing.

The game's motto is 'Real people. Real winners,' and it will offer life-enhancing, rather than life-changing prizes to winners. Prizes vary from tickets for the following week's game, cars, holidays, to a maximum cash prize of £100,000. BingoLotto is regulated by the Gambling Commission.

www.bingolotto.tv

COMPETITIONS

FS News

National Competition Rules

The IPC rule changes highlighted in the last Mag have been incorporated into BPA rules. The FS dive pools are identical, the only rule change that might come into play is the one that says the working height may be changed up as well as down. This is to allow rounds to be completed above low cloud. Of course, the jump would only take place once the ground can be seen from the aircraft as per the Ops Manual. GPS can pinpoint the spot, but it doesn't know what's between you and the ground!

International Competitions

The UK is now host to a major international 4-way event. It is, however, indoors at Bodyflight. Even if not competing, it's great to see foreign top class teams coming to the UK. It's probably the only time you get to see, close up and in real time, world class skydiving in front of your very eyes. Look out for the full report in the next magazine.

A lot of competitors have asked me about the European Skydiving League Finals so it's good to know the UK has a strong team. Skydive Spa in Belgium no longer wishes to play host. As holders of the overall champion Sword, the Dutch have first refusal as hosts. So it looks like ESL 2008 will be in Texel, Holland. Date TBA, but anticipated early September. Up to date information will be posted on the BPA website, or if my plans come about, we'll resurrect ESL's website, set up by previous ESL co-ordinator, the effervescent Belgian skydiver, Willy Boeykens.

Hope all you teams out there are training hard, getting lots of beauty sleep and hitting the gym, the UKSL is nearly upon us!

Chris Hollis
hollisc@TTint.com

Artistics

VFS Nationals

Following hot on IPC's recognition of Vertical Formation Skydiving (VFS) as a new discipline, the first British Nationals in VFS will be held, concurrently with the FS 4-way Nationals, at Target Skysports, 23-25 August. This has been scheduled ahead of the first FAI World Cup in VFS in Eloy, Arizona, USA, 26-28 October 08.

Artistics Competition Roadshows

A reminder to attend this great new style event, combining the well-known BPA Roadshow skills coaching with a competition element. They are at Hibaldstow (17-18 May) with Mike Carpenter and Andy Newell; Netheravon (7-8 June) with Mike Carpenter and James Davies; and Black Knights (19-20 July) with Jim Harris and Dan Parker.

Weed Stoodley
weed@stoodley.co.uk

Speed

The ISSA World Cup Series 2008 consists of four single meets, listed below. The best two competition results count for the overall Speed Skydiving World Cup ranking. See www.speedskydiving.com

6-8 June	Skydive Carolina, USA
13-15 June	Utti, Finland Dropzone
18-20 July	Casale Monferrato, Italy
5-7 September	Grytjom, Sweden

The British Nationals are also confirmed, this year there will be separate male and female events. Rules should be on the BPA website. I will be running 'Try Speed' events around the country, the first was at Hinton which was a great success, the next is at Hibaldstow, 24-26 May. Contact me for other Try Speed dates or if you would like advice or training.

Clare Murphy
clarevanessa@hotmail.com

IRISH BOOGIE WEEK 2008

11 days, 4 turbines, Irish Parachute Club

25 Jul - 4 Aug

www.skydive.ie

FS Big-Ways

with Kate Cooper, Derek Thomas, Gordon Hodgkinson
(16-26 ways 26-27 Jul
up to 50-ways 28-30 Jul)

USPA Coach & AFF Instructor course

(with Bram Clement of skydiveratings.com)
24 July - 4 August

FS & FF Coaching

(with Sally Hathaway
& Martin Skrzypczak
of tunnelcoach.com)

CF Roadshow

(Intros & coaching to BPA CF1
with Pat Hammond 31 Jul - 4 Aug)

Student Progression



Skyvan (22 places)
28 Jul - 4 Aug



PAC750XL (18 places)
25 Jul - 1 Aug



Turbine 206
(6 places & climbs faster than the Porter!)
- Fulltime



PC6 Porter (10 place)
Fulltime

1hr from Dublin • Multiple turbines • World class coaches • Theme nights • Pig roast • Live music • FS Big-ways
Clubhouse restaurant seats 50 • Bunkhouse for 20 • Free camping • Showers
CF Roadshow • Team rates available • Large indoor carpeted packing area • Packers available
Bar with pool table, DVD, videos, music system • We're Irish - party guaranteed!

WWW.SKYSYSTEMSUSA.COM



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Netheravon 2008



Skydive Netheravon

Your guide to the action at Nethers this Summer

3-5 May Cametrix demonstration

FS 4-Way mini-meet.

Cash Prizes. Category winner takes all. £5 registration per person. Rookie to AAA welcome. (This event is aimed at demonstrating the latest and most sophisticated competition judging system available, giving great benefit to competitors. Now used at BPA Nationals!)

23-25 May. Brian Vacher Canopy Coaching Roadshow.

Limited spaces, please pre-register with APA.

23-26 May. SKYVAN!

Fun jumping for all, Wingin'it Wingsuit jumps, Load organising with Skydive Choreography (registration required at www.skydivechoreography.com)

7-8 June. BPA FS 4-Way Grand Prix.

BPA Artistics Competition Coaching roadshow with Mike Carpenter and James Davies. (Assisted by Dave Pacey and Ben Bolton). Free coaching from amongst the UK's best, with an element of competition. Register at APA Office.

20-22 June. Nethers Solstice Boogie:

Jump the AN2 (12 Place Russian Biplane), and Helicopter!! Limited spaces, so manifesting in advance at reception, or by telephone.

15-22 Aug. Armed Forces Parachute Championships.

Civilian teams encouraged to attend. Rookie-AAA. BPA rules. 2 x Cessna Caravan. Ideal 'Preparation competition' for BPA Nationals 23-25 Aug.

23-25 Aug. 8-Way Speed competition.

All-comer 'scratch teams', through to 'Sounds Gr8888' very welcome!

11 October. APA Autumn Ball.

The biggest, grandest DZ party in the UK. Can't be missed!

For other events, see www.nethers.info

Netheravon open Wednesday afternoons, full day Friday, Saturday, Sunday.

Tel 01980 678250

Fax 01980 678275

Email: apa@netheravon.com



STORMING Blocks ¹



Top tips for executing blocks 4 and 21 by National Champions Bodyflight Storm

Following on from the article *Off the Blocks* in the last Mag, which talked about basic technique, using block 6, Stardian, Stardian as an example, we thought it would be useful to provide some top tips on other blocks. We're starting with blocks in the A category, which many teams often begin with when first learning blocks.

We have picked block 21 (zig-zag – marquis) and block 4 (monopod – monopod) and have provided a summary of what each person thinks about in terms of the exit, the build of the block and the execution of the block itself. This isn't meant to be 'War and Peace', but just some key points to focus on.

All photos by Gary Wainwright

Block 21 Zig-zag – Marquis

Block 21 Exit and hill move

You can exit block 21 a number of ways. You can take out either a meeker or a bunyip and then gripswitch to the zig-zag, both options being fairly solid and easy to launch. Alternatively you can take out the zig-zag intact (method that we use), this is a very athletic exit and ends up with the Outside and Inside Centres launching across line of flight.



Outside Centre

- Stand in the middle of the door facing the door with both hands on rail.
- On the count, be really aggressive getting away with left hip up and right side down. Think about trying to headbutt the bottom of the door with your head!
- Lever off Inside Centre's grips.
- Keep the move small on the hill.



Tail

- Positioned outside the plane, pick up arm grip on Inside Centre and drop straight down on exit.
- The leg grip will come to you.
- Go at the other piece.



Point

- Stand inside the plane with an upper arm grip on Outside Centre (similar to an F exit).
- On go, launch out keeping your right side high. Let yourself fold onto the leg grip of Inside Centre.



Inside Centre

- Inside the plane, standing 45 degrees to the door facing 'down the hill'.
- Both arm grips on Outside Centre.
- On key, really drive out of the door do everything you can to really present to the relative wind, ie, right arm up as high as possible working with Outside Centre.



Camera

- I think of exits in two ways: small or long, I find the long ones more difficult! 21 is a fairly 'small' exit and generally comes out really well and flies well. It doesn't tend to flatten off very quickly like some exits can and, as such, is a fairly easy one to film. Blocks on the hill can sometimes have more separation making them tricky out of the door but again the 21 isn't too bad in this area either.



← Block 21 Build →

Point

- Build this so that you are at a slight angle to the right ready for Outside Centre to move from the middle of the formation.

Outside Centre

- Present arms to Inside Centre and remain strong.

Inside Centre

- Take both arm grips on Outside Centre keeping arms locked and strong.

Tail

- Build this so that you are at a slight angle to the left ready for the block move.

Block 21 Move

This block can be performed both on the flat and vertically. We have described it with a vertical in mind. If you don't want to do it vertically, just have the Centres move out further on the first stage.

Point

- On the key, allow Outside Centre to move out of the middle of the formation and open the door for you to start your move.
- Drive straight at Tail, aiming to go over the top of them with just your legs crossing.
- Pick up eye contact with Tail before you cross, and identify the spot at which the block will close (look for a 'black hole' picture for those of you that remember that block!).
- Stop hard, bringing Outside Centre to the finishing point of the block, helping them to stop on a level – you will probably need to arch hard to close the level difference here.

Outside Centre

- Push off the grips and move out to the left, looking over right shoulder.
- Aim to make a bipole picture with Inside Centre, at which point let your head go neutral.
- Don't headswitch and look for the close as this will restrict your piece partner.
- Once you've made your move, try and 'chill' and let your piece partner put you where they need to!
- Arch really hard for the finish.

Inside Centre

- It's your key – push off the grips and move out to the left, looking over right shoulder.
- Aim to make a bipole picture with Outside Centre, at which point let your head go neutral.
- Don't headswitch and look for the close as this will restrict your piece partner.
- Once you've made your move, try and 'chill' and let your piece partner put you where they need to!
- De-arch when coming to the close and have strong arms for the close.

Tail

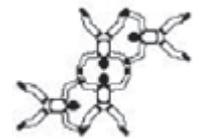
- On key move Inside Centre out of the way (or wait for your door), drive straight at Point and go underneath with just your lower legs crossing.
- The point at which your legs cross is where the close of the block will be.
- Pick up eye contact with Point and identify that spot.
- At this point the formation will be in a black hole picture.
- Anchor hard and bring Outside Centre back to the finishing spot you have identified, correcting the height difference on the way.

Camera

- Videeing this block depends on the team. With lower experienced teams, you may have to gain some height to keep it all in frame. With this team I can pretty much stay still as they stay close.



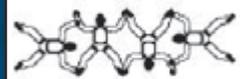
21



Zig-zag



(Inter)



Marquis

Top Tip

When you dirt dive the block, pay special attention to what the half way pictures look like. By making the halfway pictures happen, you will be able to better see where the close of the block will be.



Left Hand Continuity Plan

A 'continuity plan' is a way of minimising the distance between formations by facing them in the same direction. 'Point' is the person at the top on exit and the direction the formations face, with 'Tail' on the bottom.

Virtually all UK teams use a plan designed for an aeroplane with a door on the left hand side, ie, as the Nationals aircraft. On this standard left hand plan, 'Inside Centre' is so called because she/he is inside the plane for exit, ie, diving. 'Outside Centre' is outside the plane, ie, floating. In terms of formations, on a meeker Point and Tail take leg grips on the centres with their left hands.

Bodyflight Storm however are currently training a right hand continuity plan as the World Championships is from a Porter which has a right hand door. Hence we mirror all our formations so now on a meeker Point and Tail pick up leg grips with their right hands.

So as not to confuse the reader (!) we have written according to a left hand plan and mirrored our freefall photos to show left hand continuity – which explains why our logos are mirrored and our BOCs appear on the wrong side of the container! The exit line-ups are correct for left hand doors.

For more information see Dan BC's article *Understanding 4-way Slots*, Skydive Mag June 07, on www.skydivemag.com

Block 4 Monopod – Monopod

Block 4 Exit and hill move

Launch the first point of the block intact.



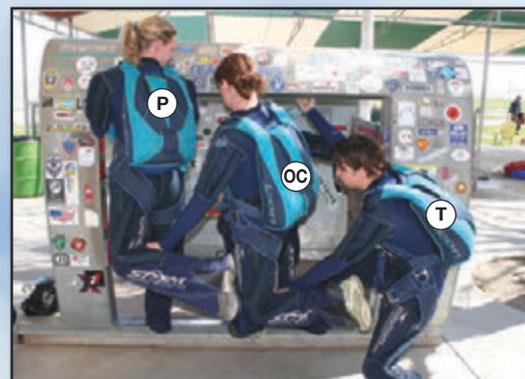
Point

- Stand outside the plane, holding onto the rail with your chest facing the slipstream.
- Trail left leg behind to allow Outside Centre to pick up grips.
- On go, power away from the plane, keep looking over right shoulder.
- Stay tight to the piece as it turns on the hill, concentrate on making the close in the correct place.



Outside Centre

- Stand in middle of door with chest facing the slipstream.
- Hold on with both hands first and trail left leg for Tail to pick up.
- When ready reach down and pick up Point's left leg (she/he is positioned in front of you).
- Be aggressive about getting away from the plane and push Point up high to show grips to judges.
- Small move to the left on hill and keep looking for Point for the close.



Tail

- Positioned outside the plane at the back of the door, hang low and when Outside Centre presents the leg to you, pick up the grip with your left hand.
- Inside Centre will have your arm.
- On the count 'hustle' out of the door, almost (but not literally) trying to drive through Outside Centre.
- Keep right arm and chest presented to the relative wind and drive your left knee down the hill a little to keep the piece on the right heading on the hill.
- Drive hard up the hill



Inside Centre

- Positioned inside the door.
- Left arm grip on Tail's arm, right arm grip on Outside Centre's leg.
- On the count 'hustle' out of the door, almost (but not literally) trying to drive through Outside Centre.
- Keep right arm and chest presented to the relative wind and drive your left knee down the hill a little to keep the piece on the right heading on the hill.



Camera

- The exit seems to come out quite steep but can flatten off very quickly, you need to be on the ball to keep all the grips in frame

Block 4 Build

Point

- Build cheated to the right with knee in front of Outside Centre's face, to allow them to pick up grips.
- Keep your grips on a level with Outside Centre, if you are too high or too low it will make it difficult to take the grips.

Outside Centre

- Arch hard into the build and reference off Inside Centre, creating a bipole picture with her/him.
- Once centre is built then (and only then) look at Point to pick up the leg grips.

Inside Centre

- Arch hard into the build ensuring that you are at 90° with Tail.
- Pick up Tail's arm grip first before taking Outside Centre's leg to help communicate readiness to Outside Centre.

Tail

- Arch into build.
- Pick up the arm grip first so that when you have the leg, Outside Centre knows the piece is complete and can key.
- You should be on the same heading as Outside Centre but slightly to the right.

Block 4 Move

Point

- Move around the piece, aiming to go straight *under* Inside Centre at first, then turn around Tail to finish, cheated to the right in front of Outside Centre.
- Save the final turn to present grips to Outside Centre until you can see exactly where they are going to finish their move, then snap the last part of the turn to finish.

Outside Centre

- Big flash (it's your key) and dig in left knee to step to the left.
- Keep looking over right shoulder and watch both Inside Centre's and Tail's legs come round before headswitching and pushing backwards.
- Try not to let your body arc around to the close as this is a longer move.
- Catch Point's legs and then a big flash on the finish.

Inside Centre

- On the key, drive forward a little and then think about snapping your shoulders 180° around to where Outside Centre was.
- Keep referencing with Point.
- Almost as soon as you've started your move, stop hard (even before Outside Centre has finished their move).
- If necessary pull Outside Centre backwards if it looks like she/he is going to crowd Point on the finish.

Tail

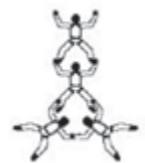
- Keep arching throughout the execution of the block.
- When Inside Centre has made their move, drive forward to take their place.
- Look for Point and pull Outside Centre straight back to their grips.
- Ensure you stop hard at the end of the block and also help Outside Centre to stop.
- The piece will be triangular-shaped at the finish.

Camera

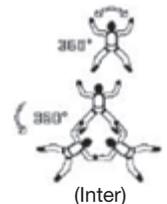
- There can be a lot of separation, particularly with lesser experienced teams. Be careful of the burble from the individual flyer and be ready to use your wings as they fly under you.



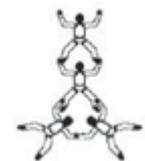
4



Monopod



(Inter)



Monopod

Top Tip

Build a good solid random at the top of the block, making sure it is completely stopped before you key the block. This will help to ensure the block move by each of the pairs is completely synchronised, therefore guaranteeing a better finish. When you first learn to execute the block, it is worth treating the top of the block as a stop drill.

PIA Symposium

The Parachute Industry Association (PIA) holds an annual exhibition, usually in the USA but this year was in Europe for the first time. Held in Barcelona, 20-23 February, this was the tenth international symposium that the PIA has organised and it was a great success.

I realise that a lot of skydivers are not aware of the PIA symposiums so the best analogy is that it's similar to the BPA AGM but on an international level with manufacturers and suppliers of related parachute equipment and services from around the world. They turn up to meet you and provide valuable information, while also showing off the latest and greatest in parachute equipment.

The symposium is a platform to educate riggers and skydivers, with new, relevant information and seminars on many varied topics. For the riggers we had the normal continued education programme, I have participated in these many times and can tell you that the information and knowledge you gain direct from the horse's mouth (the manufacturer) and other industry leaders is invaluable.

Pat Thomas was the symposium chairperson and, with the help of her team, everything went smoothly. Participants had a great time while learning, staying up to date, and making new friends. The parties are legendary too, after all we were all skydivers from around the world and we certainly had a great time.

Exhibition

The exhibition hall was attended with booths from around 40 major manufacturers. This was less than half of the usual. The low turnout is probably because this 2008 symposium was held during an 'off year', as a test event to evaluate the response before the PIA Committee would agree to an 'on year' event being held in Europe. Manufacturers simply can't afford one every year and it makes sense not to change something that is working well.

The regular PIA Symposiums are every two years, the last one was in 2007. The next one is in Reno, Nevada, February 2009 and I strongly recommend attending whether you're a rigger, instructor, dropzone owner or anyone who has an interest in equipment which, in one sense, is everyone, as we all use it.

I base the success on this event on the number of participants attending the seminars and walking around the exhibitions, they were very well attended and now it's become obvious that this can be expanded to an 'on year. I can't wait for the first real PIA Symposium to be held in Europe, hopefully in 2011.

News from Manufacturers

I'd love to start writing about each exhibitor and letting you know what they are now up to with photos of the latest equipment, etc, but there was so much I don't know where to start and it would fill the whole magazine! Therefore I have decided to do a detailed report and upload everything so you can read it online with hundreds of photos of the event and all the equipment on show within my new website: www.skydive-safety.com For this year only you too can see first hand why the PIA Symposiums are worth the visit. The theme of the website is in the domain name, it also includes a new safety notice database and an online version of the confidential reporting system. (See page 45)

Seminar Programme

The seminars were well attended and not surprisingly as the quality of speakers were second to none with those names that were all familiar with such as John LeBlanc, Bill Booth, Ted Strong, Dan Poynter and many other experts.

PIA Meetings

Anyone in the industry can join the PIA and you're welcome to take an active role in guiding the Parachute Industry Association, the common



Photos by Allan Hewitt, background image by Gary Mainwright

goal is simply to provide the best service and safest equipment to customers around the world. PIA members have many varied interests so the committees are very diverse. They work on projects that have improved safety for everyone and continue to do so. I attended the PIA Riggers Committee and Technical Committee meetings and will provide a full report online about the current projects being worked on, some of which will have far-reaching consequences on future legislation.

PIA Committees

There is an Executive Committee (like our BPA Council) then subcommittees on Awards, Museum, Government, Membership, Rigging, Risk Management, Specifications, Symposium, Technical, Communications, Parachute Certification Standards, Historical, Meetings, Bylaws. You can imagine the amount of work that is involved on an international level that not many skydivers get to see or hear about. PIA is actively pursuing many technical, safety, and promotional projects that benefit its members and the industry it serves.

The one weakness I think the PIA needs to work on is marketing. It's one organisation that helps to promote the sport in many ways but in my view has failed to promote itself in the same manner (certainly in Europe anyway). I don't think the website does them justice either but it's definitely worth a visit at www.pia.com

Allan Hewitt

www.skydive-safety.com

Symposium Seminar Topics

Wingsuit Safety
Skyhook, Magnetic Covers & Recoil Rips
Personal & Cargo Navigation Systems
Risk Management & Issues
Pull Forces on Cutaway Handles
Skydiving Gear Maintenance
Tandem (Past, Present, Future)
US DoD & Nato Precision Airdrops
JPADS Testing in the USA
Precision Guided Cargo Delivery Systems
New AADs
Ram Air Reserve & Harness Inspection
Raim Air Relining
Worldwide Safety Notice Database
Background on Cypres 2
Drop Zone Management
Strategy & Systematic Innovation
Parachute Simulation
Revenue Through Online Video
Video & Photography in Skydiving
Virtual Reality Simulation
Inventive Parachute Design

Speakers

Scott Campos
Bill Booth
Gerard Fetter
Robert Feldman
Michael Turoff
Chuck McHugh
Tom Noonan
Richard Benney
Gary McHugh
Ted Strong
Jo Smolders
Shlomo Pearl
Shlomo Pearl
Allan Hewitt
Kai Korner
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Roland Bals
Mike McGrath
Gustavo Cabana
Jeff Hogue
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Gustavo Cabana's camera seminar

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Training Camp 5th-9th July
Competition 10th-13th July
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... congratulates all members of the Aussie Canopy Piloting Team.

What Could POSSIBLY Go Wrong?!

As a rigger I find it staggering that people spend small fortunes on lovely new parachute equipment but often don't bother to learn some of the basics of using and looking after it. This is akin to buying the car of your dreams but not bothering to find out where the petrol cap is.

There are many small and basic pieces of knowledge that people can and should acquire about their parachute equipment – which is after all the very thing that saves you from oblivion on every jump you make. Yet time and again this is assumed to be the remit of the experts. Though your rigger will know a lot about your rig and a professional packer can pack much faster than you, much of this knowledge and skill set is something which YOU can readily acquire. It's not rocket science thus, yes, you can be an expert too!!

The basic knowledge I am about to outline is not covered by the tick in the box that the various BPA stickers and progression levels cover. At that initial level a lot of the knowledge is generic and you should continue to have an proactive interest in looking after your own equipment. Your gear looks after you on every jump and if you get things wrong, not only could it come bite you, you might injure your friends, or even worse, me! One of the wonderful things about our amazing sport is that we can all continue to learn, all the time. This applies to equipment and safety just as much as to freefall and canopy skills.

It's surprising just how basic a level this article has to sink to but I have seen so many demonstrations of lacking knowledge in the recent past that this stuff genuinely needs to be learnt or revised by far too many people. The 'experienced jumpers' haven't just acquired this knowledge through being in the sport a long time, they were probably taught it as part of their training back in the day. Nowadays it seems to be neglected and pushed aside by all the expensive cool stuff like tunnels and canopy courses and, of course, the very jumping that we all want to do. But a lot of this equipment information is free – all it will cost you is some time and your ignorance. Spend a little bit of time on simple knowledge and you could count as an experienced, knowing jumper. Surely that's worth the effort?!

**'Good judgement comes from experience.
Experience comes from bad judgement'**

The above adage shouldn't be put to the test in our sport. We can't afford to let bad judgment be the teacher in our sport. Take the time to look, learn and understand on the ground and it will pay dividends time and again in many different areas of your jumping career. Here are a few thoughts on some areas of your rig and its use that should be explored and fully understood...

Photo taken over Skydive Spain by Andy Ford

Kit photos by Rick Boardman and Andrew Hilton



Closing Loops

I'm starting with the simplest component of your rig that can have the most devastating consequences; your closing loop. A worn or loose closing loop can have drastic implications should it break, or otherwise release your pin, at an inopportune time. A brand new closing loop could last just one pack job with the wrong packing techniques or be ineffective if it is the wrong length. Make sure you know how to change your closing loop; carry spares to allow you to do so and know what length it ought to be for your current container and canopy combination.

Never be tempted to do just 'one more jump' on a suspect loop because you 'don't have time to change it'. The time to change it is 20 jumps before it breaks. A broken loop in freefall leading to premature deployment could severely injure you in some freefall orientations and certainly would cause issues – at the very least great distractions and fright for you and your jumping companions. A broken loop in the aircraft could cause damage to the aircraft and loss of life to the occupants should it break and allow a canopy to leave the aircraft before the jumper. This can happen and has happened over the years. Treat that little, almost cost-less, 'bit of string' with the huge respect it deserves and you will hopefully not experience such horrors.

Your loop should hold your pin firmly in place and have no wear. This is most commonly caused by friction on removing the pull-up cord, so always remove it by routing it under the pin. It should hold your pin snugly. If you aren't strong enough to close your rig with the safe, correct length of loop then maybe you just have to ask someone else to close it every time you pack. This would be preferable to jumping a dangerously long loop and loose pin on every jump that you have adjusted to allow you to be able to close your rig yourself. That said, if you have such 'issues' with strength it's more likely to be down to the technique you use and this can be taught.

The loop below is about to snap as there is just about nothing left. If you have any doubts about your loop, change it. If you need to ask, you need a new one.



Worn closing loop

Twisted Steering Lines

Have a look at your steering lines from time to time and remove the twists that build up in the lines between the toggle and the cascade. These twists are caused by turning to face your canopy on landing, whilst having let one toggle go and holding on to the other. The twists accumulate a half twist or so on each jump. After many twists have built up, the lines are more susceptible to tension knots and entangling (ie, malfunctions), more prone to wear and, if there are more on one side than the other, you will be inducing a turn due to one line actually being shorter than the other. Think what happens when you twist a piece of string many times – it will stay shrunk until you remove the twists.

Rig, Canopies & AAD Manuals

Reading and understanding the information that the manufacturers wish you to know about operating and using their products is often neglected. Any new rig will be provided with the manuals. A second-hand rig's manuals should be readily available through the Internet or your rigger.

If you have spent a lot of money on your new toys, you should embrace this information and absorb it. It's free and very important to your survival. It's not just meant for the rigger, there will be lots of user information intended just for you. By all means ask your rigger or instructor if you don't understand something, but make the effort to read and digest the manuals!

Getting Dressed

Something that I see more and more of these days is people unable to gear up properly with their parachutes. Chest straps not routed correctly, cutaway and reserve handles folded back on themselves where they would not be accessible and far too many other such issues.

By taking the time to learn just how you and your equipment should look you are increasing your ability to look after yourself and also look after your friends and fellow jumpers.

Cutaway Pads

For example, I often see cutaway pads that have a 'built in turn' such that they want to turn and hide under the harness lift web. An easy cure for this is to peel it off the velcro, and to turn it one or more full turns in the direction necessary for the cables inside the handle to force it to face the correct way. If you turn it and it hides further away, then turn it twice in the other direction. I see and fix this at least once a weekend at any busy dropzone.

An extreme case is pictured below to illustrate the point. The cutaway pad is turning back on itself. If left unchecked this would be nearly impossible to locate when you need to find it during a malfunction.



To correct the poor position of this pad, all you have to do is unpeel the velcro...



...Untwist the cutaway pad around the cables and reseat the pad back on the velcro.

The pad is now correctly located. You don't need to release the cables or the 3-ring risers. If you do have the knowledge to disconnect the 3-ring, then remove the handle completely from the housings and put the cables into the housings in a better orientation.

Chest Straps

Would you have seen the error on the chest straps below? Be observant and care for your fellow skydivers. A quick glance will find the problem and could save a life. Here a hard opening in a bad body position could cause the jumper to be ejected from the harness.



Chest straps incorrectly routed



Know How to Pack

It is often the case that jumpers choose not to pack their equipment nowadays. This often translates into some jumpers never making the effort to learn how to pack at all. It is of untold benefit to have the knowledge and confidence to pack your own equipment. I understand you might use a professional packer if you are in a training programme where you don't have the time to pack yourself. However knowing and understanding how to pack spills over into confidence and trust in your equipment and ability in many other areas – gearing up, flight line checking other jumpers, knowing what is right and wrong with gear and packing.

Know Your 3-ring Release

Know how to assemble your 3-ring release and verify the lines are in the correct sequence should you have to re-assemble it after a disconnection. 3-ring assembly is covered in your rig manual; a bit of basic tuition and time with a knowledgeable packer/rigger/instructor will teach you how to connect your main to your rig.



Incorrectly routed RSL



Incorrect 3-ring

The 3-ring was one of the greatest advances in equipment safety. It's so simple compared to what preceded it. But is it too complex for you? Make the effort to know how to assemble one. The manufacturer recommends a monthly servicing of the release – do you know what's involved?

There is more to follow next Mag in another instalment. In the meantime if I can be of any assistance please feel free to contact me at the email address below.

Andrew Hilton

andrew.hilton@yahoo.com
BPA Advanced Rigger 179

Disclaimer: Don't try this at home – the pictures of bad gear in this article were set up to illustrate what not to do!



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Daz Gardiner

25 January 1982 – 20 January 2008

It is difficult to comprehend that life can deal such a devastating blow. Darryl Gardiner, or Daz to his friends, was one of the most genuine and considerate people you could ever want to meet. Everything we did as a team that involved Daz was fun; the trips away, the displays and the competitions that he loved and was so passionate about.

Those who had the honour and pleasure to know Daz recognised that, although he was totally focussed on his military career, his real passion was for skydiving. He had a strange devotion to the sport that many have never seen before.

At the age of 25, this remarkable young man had excelled as an instructor, obtaining his category system, tandem and ultimately his AFF instructor ratings with ease, equalling the highest score ever achieved. These accomplishments came as no surprise to those who knew him, as Daz predicted that he would gain these ratings when he only had 200 jumps!

It had been seven years previously that this confident, enthusiastic 17 year old had approached the REME parachute team wanting to join. We immediately realised what a genuine sound bloke he was and our friendships developed to form a strong brotherhood.

Since he started with the team back in 2001, he stuck by us when we all realised he could achieve better elsewhere. He was always there when we needed him, both in the air and on the ground.

Daz managed to strike that fine balance between being a naturally gifted skydiver who made it look so easy in the air, but also being down to earth and approachable on the ground. He had the ability to converse with anyone he spoke to and never suffered from having an over-inflated ego but mocked those who did.

When ever Daz was around, the fun would begin. As a 4-way team, we could never take anything too seriously, always starting off with every intention of 'doing it right this time' but always ending in a fit of laughter. He loved practical jokes, both dishing them out and also being on the receiving end of many himself, which he always took in his stride. I remember him letting another team member whinge all the way to altitude about having lost his gloves on the way to the aircraft. After the exit, Daz whipped out the 'lost' gloves and started to taunt the guy with them during freefall, while turning points in a 4-way!

We have so many wonderful memories of Daz. The tributes to him through his facebook page and messages of condolences to his family are testament to a person whose loveable character and great sense of humour has touched so many.

Daz was laid to rest in his REME team jumpsuit and his ashes are to be scattered over his home drop zone, Netheravon at a private ceremony on 23 April 2008.



All those who had the honour to have known Daz will be left with some emptiness in their heart, yet a smile on their face. We will never forget him; but will celebrate his life always.

Our thoughts are with his family; his mum Sharon, dad Mark, sister Laura, brother Paul and his beloved Lucy

Blue skies always my friend, you will never be forgotten.

Shane (Cookie) Cook
REME Parachute Team



A proud moment for both, Daz takes his dad Mark on a tandem skydive last summer



Typical Daz by Ralf Jaeger

Dave Gardiner, who was an instructor at Netheravon was tragically killed on Operations in Afghanistan, Sunday 20 January 2008

A Nil Wind

Blows nobody any good!

Learning to consistently achieve comfortable stand-up landings can be particularly challenging and frustrating for many new jumpers, especially on nil wind days. Even experienced jumpers who are usually satisfied with their landings may recognise that their calm wind landing skills need improvement.

You may get plenty of information about this topic by listening to a few jumpers at the drop zone or spending some time searching on the Internet but you may not always find that advice easy to follow. While your fellow jumpers may provide some very helpful suggestions, you may also be given advice that is not ideally suited to your particular needs.

In this article we will examine some advice you may encounter while working to improve your landings, and see why it may or may not help you achieve the results you desire. Hopefully you'll find some answers here but the more important goal is to encourage you to continue asking questions.

Flaring Too High

Many jumpers believe that flaring too high is one of the worst mistakes a person can make while landing. For some the game is over at the instant they realise they have made this mistake; they expect the worst, stop flying, and start panicking.

In an effort to avoid this mistake some jumpers develop a habit of consistently flaring too low. Another common problem occurs when people reach for the ground with their feet, trying to get themselves back on earth while the parachute is still holding them a few feet above it. People who suffer from these habits are often pleasantly surprised, and see a remarkable improvement in their landings, when they learn that it is not actually necessary to level off with your feet right at ground level. Many modern canopies are actually very forgiving of a high flare.

The Stall

People often worry that their canopies might stall if they flare too high. Taking a closer look at the concept of a stall can help us understand why this is not necessarily as big of a problem as some might think.

'Stall' has a very specific meaning in aviation. It is a significant decrease in lift caused by a separation of airflow that occurs when a wing reaches its critical angle of attack. Understand? No? Okay, then imagine a car driving down the highway, heading toward a curve in the road. Most highways have gentle curves, for good reason, because cars tend to fly off the road if a curve is too sharp. Now think about the relative wind blowing in your face under canopy. Your canopy bends that relative wind to create lift. Pulling down on both toggles pulls the tail of the canopy down and bends the relative wind even more, creating even more lift. The further you pull the toggles down, the more lift is created, up to a certain point. The 'critical angle of attack' is the point where the curve becomes too sharp and the relative wind separates from the canopy like a car flying off the road. This separation results in a sudden and dramatic loss of lift. The term 'stall' refers specifically to the sudden loss of lift that occurs in this particular situation.

Photo: Darren Birkin

The Stall Frame by Frame

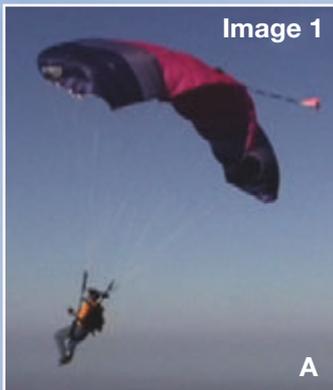


Image 1

A

In frame A the brave handsome test jumper is putting the canopy into brakes, pulling the tail down and increasing the curve that the relative wind must follow.



B

Frame B shows the canopy in very deep brakes, but not yet in a stall. The canopy is curving the relative wind sharply and creating a lot of lift. It is flying slowly with a very low descent rate.



C

In frame C the canopy has reached the critical angle of attack. The lift is rapidly decreasing as the canopy begins to stall.



D

In frame D the canopy has entered a full stall.

Canopies That are Hard to Stall

When flaring it is obviously important to have your feet on the ground before your canopy stalls. But let's think about a student parachute. Student canopies are traditionally not supposed to stall when the toggles are held all the way down in a full flare. They are either designed that way or rigged with extra slack in the brake lines.

What about a slightly smaller canopy, one for a novice or intermediate? If the brake lines are set to the correct length specified by the manufacturer, many canopies in this category also will not stall when the toggles are held all the way down in a full flare.



Image 2

They will simply maintain a slow forward speed and low rate of descent, just like we see in frame B in image 1 (above), and image 2 (left) of landing a novice canopy.

Even if they do stall, it might not occur until the toggles have been held all the way down for a number of seconds: sometimes five or six seconds, maybe even more. Jumpers who fly these types of canopies don't really need to be too concerned about an accidental stall.

You may be surprised to learn that some small, 'high-performance elliptical' canopies also will not stall with the toggles held all the way down, or at least not until they've been held there for a few seconds.

Whether a particular canopy will stall when it is held in a full flare depends on several factors such as the model and size of the canopy; the length of the brake lines; the length of the risers; and length of the jumper's arms.

Flaring Too High

When held in a full flare a significant number of canopies will simply maintain a relatively low airspeed and rate of descent, at least for several seconds. This knowledge can be very helpful when we talk about flaring high.

Look at image 3. In frame A we see a jumper reaching level flight with his toes about six feet above the ground. Tragedy? Not really. There are only three things he needs to do:

1. Wait, wait, wait
2. Keep it straight
3. FINISH!



Image 3

A

'Wait' means stop pulling the toggles down as soon as you realise you've started flaring too high. Save the rest of the flare for later. 'Keep it straight' is important. Look at a point on the ground out in front of you and keep the canopy flying straight toward that point.



B

When the canopy starts to drop you back toward the ground, just before your feet touch down, push the toggles down and FINISH your flare, as we see in frame B.



C

In most cases doing this will result in a reasonably soft, stand-up landing as we see above. Even if you don't land softly, look at frames B and C again. What body position are you in when you finish your flare properly? Looks like you're ready for a PLF, doesn't it?



D

Granted, you'll achieve softer landings on nil wind days if you level off just above the ground but that skill must be developed through practice. Learn to relax and stay focused if you do flare high, keep flying the canopy and finish the flare. This will improve your landings in all conditions.



Intentional Stall

We can see the importance of knowing whether or not your canopy will stall when held in a full flare. How can you find this out? Yep, you guessed it: under canopy! In your holding area, above 2,000 feet, after checking thoroughly for other canopies, push those toggles all the way down and see if that baby stalls. **If you've never stalled a canopy before ask some advice from an instructor or coach before trying it.**

So... Did your canopy stall? No? Makes flaring seem a bit less intimidating, doesn't it? Or was the canopy easier to stall than you expected? If so, you may want to have it checked out by a rigger. Some canopies are relatively easy to stall, even with the brake lines set to the correct length. If you are jumping one of these canopies then hopefully you've already perfected your landing technique under something more forgiving.

If you can't stall your canopy just by holding the toggles down, does that mean you won't be able to get enough stopping power at the end of your flare? Some people believe so but in reality there usually isn't anything wrong if your canopy does have a bit of extra slack in the brake lines. Even with the brake lines 'de-tuned' on a student canopy, we still expect students to learn how to stand up their landings. In fact, many popular canopies used by experienced jumpers will also slow down enough for a comfortable landing even if you cannot reach the canopy's absolute slowest flying speed. Plenty of people achieve soft stand-up landings in calm winds under canopies that will not stall when the toggles are held in a full flare. Even jumpers who have intentionally lengthened their brake lines for swooping can still achieve comfortable landings in calm winds.

Adjusting the Brake Lines

Is there anything wrong with shortening your brake lines? In some cases, yes! Especially if they are shortened so much that they pull the tail down when your toggles are in the full glide position. As an example, look closely at the tail of the canopy in image 4. It seems like the jumper is pulling the toggles down slightly, but a closer inspection reveals that his hands are all the way up. Having a canopy's brake lines set too short like this can significantly reduce the flare power on some canopies and make them noticeably more difficult to land, particularly on nil wind days. Excessively short brake lines are more common than many people realise and frequently go unnoticed. It is a common mistake for someone to shorten a canopy's brake lines because it appears that the canopy 'doesn't have enough flare at the bottom end,' when the real problem is that the brake lines are already too short!



An intentional stall of a PD Lightning, photo by Norman Kent
Other images by Gus Wing, Scott Miller, Paul McCormick,
Dean O'Flaherty & Gary Wainwright

If you're really convinced that your brake lines are too long, there are a few steps you should take before having them shortened. On your next jump, after you've released your brakes, put your toggles all the way up against the guide rings and look up at the tail of your canopy. **Don't forget to watch where you're going and look out for other canopies.** If your canopy looks like the one in image 4 then forget about having the brake lines shortened. They probably need to be lengthened instead.

If your canopy seems difficult to land you can also have a rigger measure the suspension lines and compare them to the manufacturer's specifications. It's possible that your canopy has simply gone out of trim and is due for a reline.

Once these steps have been completed then get some of your landings videotaped and see if you are finishing your flare properly. Look at the jumper in image 5, just as he is touching down. Does he need shorter brake lines to get a better flare? No, he needs to push his toggles all the way down and **finish** flaring before he touches down. Most jumpers finish their flares at least slightly better than the jumper in image 5, but not finishing completely is one of the most common flaring problems.

Image 5



If you are still absolutely convinced that you need shorter brake lines then they should only be shortened by an inch or so at a time. Make several jumps, preferably in different wind conditions, before shortening them any more. And remember that you can significantly reduce a canopy's flare power by shortening the brake lines too much.

There is usually some excess brake line left over when the toggles are tied onto a canopy, and there are front row seats in purgatory for people who cut this excess brake line off. That excess line should be finger-trapped back into the brake line or secured in a similar fashion in case the brake lines need to be lengthened later on. A qualified rigger should know how to do this correctly.

Image 6



Turning During a Flare

Banking or turning at some point during the flare is a common problem that can be exaggerated on nil wind days. A bank or turn during the flare is most commonly caused by reaching for the ground with one foot. You can usually see yourself doing this on video and might even feel yourself doing it while it's happening. This problem can easily be avoided if you focus on looking straight ahead, keeping your body straight, and flaring evenly. The jumper in Image 6 is reaching for the ground with his right foot, pulling down his right hand and inadvertently initiating a turn. He probably thinks he was caught by a side gust.

Your Feet in the Flare

Some people worry about exactly what their feet should be doing while they flare. If you feel the need to think about your feet at all, it can be helpful to just think about keeping them together as you get into level flight, and continue keeping them together while you fly the canopy in a straight line across the ground as far as possible. If everything is going smoothly then as the canopy sets you down you can just stand up as if you were getting out of a chair. Your feet know what to do



Image 7

A



B

Look at image 7. We see a jumper flaring his canopy with his feet and knees together, knees slightly bent. Looks like he's simply maintaining a good PLF position, doesn't it? As he finishes his flare and the canopy sets him down, his feet come apart slightly to accept his weight.

Harness Position

In recent years there has been much discussion about the benefits of leaning forward in the harness. Is this really a crucial part of flaring? Look at image 7 again. The nose of the canopy tilts up at the beginning of the flare, which is known as a change in pitch. This pitch change is what puts the canopy into level flight, and the pitch change is actually created by the movement of your body under the canopy. In fact, it can be extremely helpful to view your body as an integral part of the parachute system. For example, feeling your body swing in conjunction with the canopy's movement is an important part of doing effective practice flares.

If you like to lean forward in the harness and it seems to help your landings, that's fantastic. It feels nice and looks cool. But it's also not a problem if you simply sit still in the harness and let your feet swing out slightly in front of you as you flare. Your body will rock up onto your feet as your feet touch down and accept your weight. Whichever one feels more comfortable is the best technique for you.

Summary

In general, it might help to stop thinking about a 'no wind landing' as being significantly different from a 'normal' landing. The basic skills that you use to land in stronger winds will also help you land softly in calm winds. Any bad habits you develop might not hurt your landings too much when there is some wind to slow you down, but those habits are usually still present and affecting your flare to some degree and can be eliminated by practising proper techniques.

Eliminating those bad habits by keeping things simple, letting yourself relax, and focusing on good basic flaring techniques will go a long way to improving your landings in all conditions. Soon you'll be just as confident landing on calm day as you are on windier ones, and you may even start to prefer nil wind landings.

Experienced skydivers, including instructors and coaches, develop their own opinions, philosophies, and teaching methods as do the experienced in any sport. The advice you get from one person may be quite different from what someone else tells you. This can actually be a good thing sometimes, because the advice that helps one person may not be equally helpful to others. For example the original version of this article was written in response to Brian Germain's article on landings; our different approaches generated healthy discussion. (See dropzone.com)

The most basic, fundamental principles of aerodynamics can be used to describe the flight of any wing, so some of the things you learn about one canopy will certainly apply to others. However, specific performance characteristics can vary greatly from one aircraft to another; a 210 sqft canopy does not perform exactly the same way as a 107, and a Triathlon does not perform exactly like a Sabre2. A Sabre2 does not perform like a Lotus, and a Lotus is unlike a Twin Otter!

When discussing canopy performance and flying techniques the most important piece of advice I give my students is this: don't passively accept anything anyone says, including anything that I tell you. Think about it and, if it doesn't make sense, keep asking questions until it does. More importantly, experiment in the air and see for yourself if it's really true.

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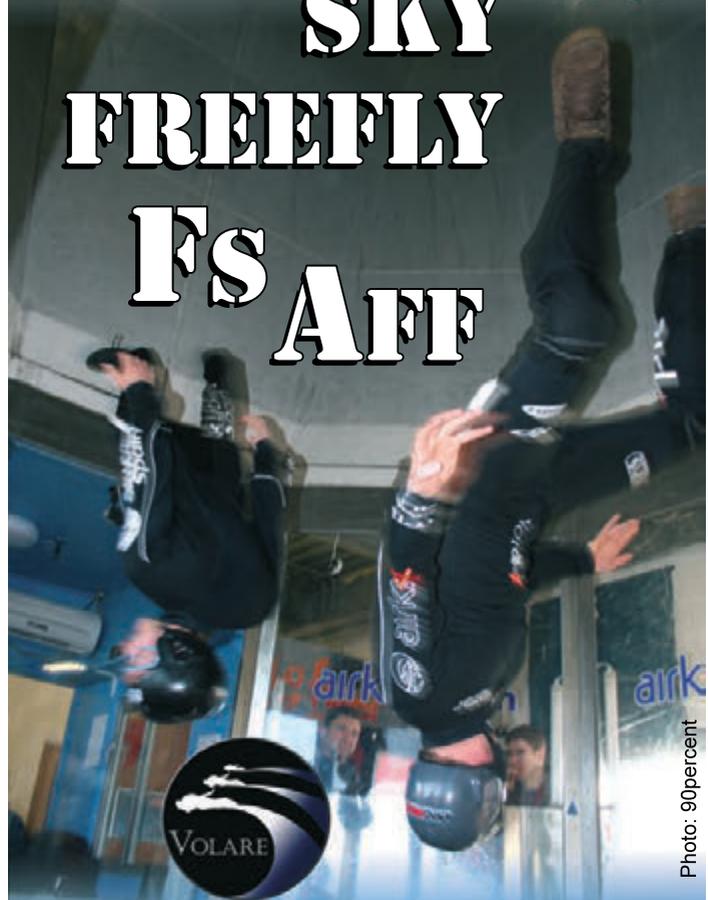


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dive Doctor

A SKYDIVING PROBLEM PAGE

Email your queries to
divedr@skydivemag.com



Photo shows Mark Finch over the Cornish Parachute Centre, photo by Ben Wood

Starting Over

At age 40, I want to get into skydiving again after ten years away. I have 37 jumps, starting with RAPS in England, then graduating AFF in Spain with consolidation jumps also. I don't have bundles of cash so maybe RAPS is the way? Also I wasn't signed off as Cat 8 as at the time there were no BPA instructors at the Spanish DZ. What's the best/cheapest way to return?

It sounds like you've answered your question yourself. RAPS will most likely be the cheapest way to reach Cat 8. It also breaks down the cash into smaller chunks; you only pay for the jumps and equipment (altimeter, jumpsuit, etc) as and when you get to each stage of progression. With AFF, you pay all in one go.

Having said that be careful of focusing on the cheapest option – you've fallen into that trap before. If you'd completed AFF in the UK then you would've gained your Cat 8. Now, ten years later you would just need a retrain and a check-out dive. Without your Cat 8 you have to start again.

RAPS can take longer so you may need to be patient and you must make a commitment in terms of time – but you have experience and that will help. I suggest you go to a centre where your later RAPS jumps (unstable exit onwards, etc) can be from 13,000 feet, ask the DZ if they do this. At these centres you can reach Cat 8 in as few as 16 jumps so it doesn't need to take any longer than AFF and consolidation jumps.

Have a look at the BPA website, pick a centre and go and see them. Take your old logbook and talk to the instructors. This is the best time of year to make full use of the summer so don't leave it too long.

Dive Dr R
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Buying Second Hand Kit

Is there any rule of thumb for working out the value of a second-hand canopy? I have no idea how fast they depreciate, nor how to tell if the stated number of jumps is accurate. Please help!

When considering buying second-hand skydiving equipment it is always advisable to both try it (try it on to make sure the harness fits, and test jump if possible to make sure you like the canopy and the harness is comfortable in the air) and also get it thoroughly checked by a rigger to make sure it is serviceable (ie, not likely to fall apart on you!).

Valuing a second-hand canopy depends on the age, usage and approx number of jumps – this can be guessed/judged by the feel of the fabric and the condition of the lines. This is why it is best to get a rigger to check it as he or she will have the experience to judge roughly how many jumps it has and what it's worth.

It is a little bit like driving a car off a garage forecourt.. a second hand canopy with one jump on it will never be worth as much as a brand new one in your chosen colours. A ten year old canopy with 100 jumps is worth less than a two year old canopy with 200 jumps. On average you could say a canopy loses a pound or two in value per jump and you can easily knock off a couple of hundred pounds off the full price once it becomes a second-hand canopy, irrelevant of jump numbers. Have all equipment checked by a qualified rigger and test jumped if possible.

Medicine Maddy
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Weather Websites

Are there any good weather websites? I can ring my DZ on the day but what about planning for the weekend?

I don't hold much faith in forecasts more than 18 hours in advance, unless there is a huge stable system over the UK. You can't really beat going to the horse's mouth at the Met Office, since this is where most other websites get their data: www.metoffice.gov.uk

I'm a great fan of the Weather Services for Aviation section, registration is required but it is free:
www.metoffice.gov.uk/aviation/ga.html

Particularly useful are the Terminal Aerodrome Forecasts (TAFs), which give information on trends for winds (strength, direction and gusts) and clouds (type, coverage and height). These forecasts are issued by local meteorologists and pilots depends on them:
<http://secure.metoffice.com/aviation/report.jsp>

They are generally forecasts for 6-18 hours. Some of the larger airports issue 'long TAFs' for up to 24 hours. They require some decoding but it's not too tricky and is a useful aviation skill:

<http://aviationweather.gov/static/help/taf-decode.shtml>

If you can't be bothered with decoding, then MetCheck lists most of the UK airfields, including many DZs, and tally the closest aviation forecast:
www.metcheck.com/V40/UK/HOBBIES/aviation.asp

Along with the TAFs, the aviation section of the Met Office website also contains METARs, aviation routine weather reports, real-time weather reports in a similar format to the TAFs. If you live reasonably close to a dropzone these can be useful.

There is a really good website popular with paragliders that provides a nice graphical representation and long range, reasonably accurate forecasts. It uses a United States Government (GFS) prediction model, so bear that in mind: www.xcweather.co.uk

Consultant Craig
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Let's Get PHYSICAL

A fitness skydiving survival guide from National Champion Kate Stephens, who confesses she'd take chocolate over the gym any day of the week

As the skiing season approaches, gyms fill up with people doing leg-strengthening exercises in preparation for the slopes. Even people who rarely exercise at least manage a few squats and lunges in front of the TV to try and ensure that their skiing legs don't ruin their dancing legs and ability to enjoy the après ski. Yet as skydivers we happily book an hour-long tunnel session at the beginning of the season with no physical preparation, and wonder why we're staring at the clock after 15 minutes of flying, wishing the time away and can barely pick up our pint in the pub afterwards!

Athlete Training

I have a much greater affinity for wine and chocolate than the gym and, when trying to spot muscles on my arms, a microscope is a useful tool – but FS is a very physical sport, so bettering our fitness and strength has been an essential part of enabling our team to improve. We have had the great fortune of working with Rob Wier who is currently Head Coach for track and field at Stanford University, was a commonwealth athlete and now designs conditioning and strength programmes for current athletes including Olympic gold medal holders. Rob came out to the dropzone, looked at what we do in skydiving, and flew in the tunnel so that he could understand where the stresses and strains are on a skydiver's body; then he designed a number of exercise programmes for us. If you want to check

them out, they are all on our website www.stormskydivingteam.co.uk

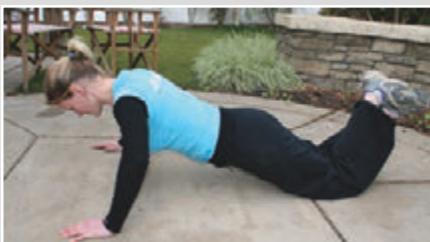
Having someone of this calibre contributing to our sport is fantastic. I am no expert on fitness – far from it – but as the season kicks off I thought it might be helpful to outline what I have done in the past – a sort of fitness skydiving survival guide from someone who would take chocolate over the gym any day of the week.

Tunnel Fitness

This is great fun but hard on your body! If you have not flown in the tunnel before it probably isn't wise to book more than 15 minutes of flying during your first session. Remember that this is the equivalent in time of at least 15 skydives – if you are not used to this volume of jumping you will definitely ache after 15 jumps in a day so imagine how it is going to feel if all of those jumps are compressed into an hour! It is better to book multiple short sessions, rather than one long one. This allows your muscles to recover a little and will ensure you get more out of your tunnel training.

Press-ups

Press-ups are one of the best exercises that you can do in preparation for flying in the wind tunnel. If you can do about 20 press-ups in a row then you are probably going to survive a reasonable tunnel training session. If you have never done a full press-up before don't worry. When I started trying to do them I couldn't even do one, so 20 seemed an impossible goal. I started doing press-ups on my knees and added in the odd full press-up when I could manage it. I could then do three, then five and within a couple of weeks reached 20. The great thing about



Photos by Gary Wainwright & Bodyflight Storm



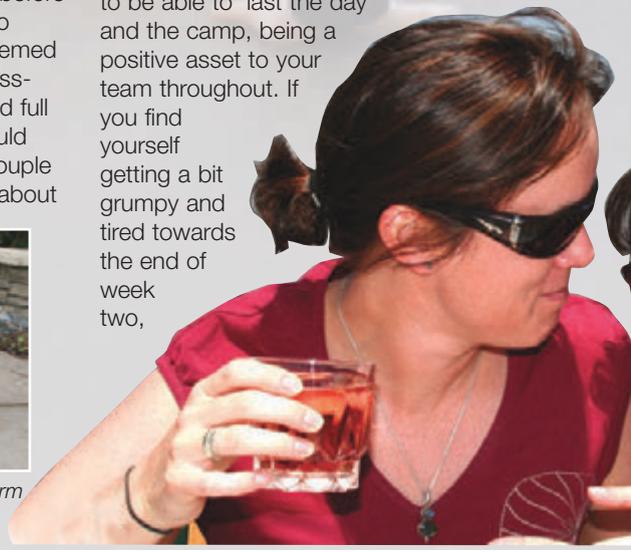
this is that it doesn't require you to spend hours in the gym being intimidated by people with huge muscles wearing slightly too much lycra. It takes just a couple of minutes so you can easily fit it into your morning or evening routine – brush your teeth for two minutes then do 20 press-ups. This small investment in time will enable you to enjoy your time at Bodyflight much more – it is amazing how much more you learn when you are not constantly looking at the clock and wondering how two minutes can last so long!

Training Camp Preparation

If you are going away on a training camp you are likely to do around ten jumps a day, probably for two weeks with just one or two days break in the middle. Giving your body a little preparation for this will soften the blow a little! There are two fitness areas that we have found it helpful to deal with:

1 Endurance

You want to learn as much as possible on your training camp, and that means being as alert on the last jump of the camp as you are on the first. When I get tired, I also get irritable and I know that I am not alone. Not only does this affect my performance but it also negatively affects the team vibe and therefore the ability of the whole team to learn in a positive environment. If you have a reasonable fitness level you are more likely to be able to 'last the day' and the camp, being a positive asset to your team throughout. If you find yourself getting a bit grumpy and tired towards the end of week two,





you know that this is an area that you could work on. Endurance is about cardiovascular fitness. We do about 30 minutes of any form of cardiovascular exercise a few times a week both when we are training and in preparation for a camp. Do what you enjoy (or in my case can tolerate!), whether it is running, swimming, cycling or any other sport but you should aim to have your heart rate raised for a full 30 minutes.

2 Strength

Skydiving uses a lot of upper body and core strength so focussing in these areas is a good place to start. There are lots of exercises you can do on an exercise ball with dumbbells that allow you to work both your core and upper body at the same time – this is good news as you get maximum effect for your time input. If you are not a member of a gym and the thought horrifies you, there is a lot of work that you can do with a chair, an exercise mat, exercise ball and some dumbbells, all of which can be bought pretty cheaply nowadays. The workout shown overleaf is designed for a gym but it can easily be amended for at home, using dumbbells and some carefully arranged furniture. This is one of the workouts put together by Rob and is designed to build strength in the upper body and core (important for skydiving) and explosive strength in the legs (important for exits, especially for the people outside the plane on exit).

A few other things that I have found to help me survive...

Stretching

Warming up and stretching in the morning before a day's jumping gets your body ready for the day ahead.

Make sure that you make time for this as it will

help to prevent injury. This is important for cameraflyers too, particularly the neck stretches. I have tried the 'standing in the DZ canteen eating a bacon sandwich stretch' many times and sadly all that happens is that I ache more at the end of the day.



Fluid – the Non-Beer Variety!

Being hydrated is important for concentration and you owe it to your teammates to be able to cope with whatever jump your coach throws at you at any time of the day. Make sure you have lots of water to hand so that you can drink between jumps, creeping sessions and during debriefs. Drinking some water or re-hydration fluid at the end of a day's jumping will make you feel much better (particularly if you are going to spend the evening drinking beer) and you will start the next day in great shape.

Decent Food

If I eat rubbish all day, my energy levels and concentration go up and down. I feel best when I eat slow release carbohydrates and munch in small amounts throughout the day. This keeps my energy fairly constant. Brown bread sandwiches, bananas and cereal bars work well for me. A little chocolate is also essential – you have to feed your soul as

well as your body after all! You burn a lot of calories on a busy training day and owe it to your teammates to keep your energy up, so crash diets and nibbling on lettuce leaves are definitely out.

Massage

If you are really aching, good sports massage between tunnel sessions or in the middle of a training camp will really save you and help you to keep going. It will also speed up your recovery afterwards and get you moving more quickly. A maintenance massage before training helps you to reduce the risk of injury and one afterwards to treat your sore bits is a huge help. There aren't many professional athletes who would spend a whole day at their sport and not have a massage afterwards.

For advice on sports massage for skydiving contact Gemma Fesemeyer: gem@wildspaces.fsnet.co.uk

Everyone has different strengths and weaknesses so figure out what yours are and focus your workout accordingly. I have poor upper body strength and, as a tail flyer, needed to be strong to push and pull pieces around the sky so this is what I have focused on. As unpleasant as the hours in the gym have been, I know that I would not be able to do my job without them. The physical work has allowed me to enjoy skydiving much more and isn't a barrier to reaching my potential for those critical 35 seconds in competition – which I guess is the point.

Kate Stephens



WARM-UP

By Rob Wier

Ten Dumbbell Cross-overs

The weight should be very light. With a dumbbell in each hand, cross the dumbbells in front of you at the elbows (the start of the exercise) and as you uncross your elbows, turn your palms up and the dumbbells back over your head, your arms at 90° at your elbows. This is a shoulder rehab exercise but it serves as part of your warm-up routine.



Ten Reverse Rows

With dumbbells or a small bar held behind your back at or just below your bum, pull the bar up to the middle of your back. Remember to breathe out as you pull up and breathe in when you are returning the bar to below your bum.



Ten Bent Over Raises

Sitting on a bench, lean slightly forward with the dumbbells at your side. Raise the dumbbells to your sides such that your arms are parallel with the ground. Lower your arms back to your sides and repeat.



Ten Incline Curls

Sit on a 45° incline bench with your dumbbells at your sides. Curl them up to your chest and back down to your sides. The 45° angle means that this exercise will strengthen your shoulders.



Repeat Three Times

This is the warm-up circuit for your shoulders. Do three sets of ten repetitions with no rest. This means that you would go from dumbbell cross-overs to reverse rows to shoulder raises to incline curls, and repeat that circuit three times before moving to the next sequence of exercises.

30 seconds rest

WORKOUT

1. Ten Step-ups with each Leg

Step on a box, bench or chair where the top of your thigh is parallel with the ground (that is the correct height box to step on). Step on the box with one leg and pull the trail leg up with the knee touching your chest. Switch legs and repeat.



2. Ten Lunges with each Leg

Hands on hips (for balance) and step forward. Lower your hips such that the top of your thigh is parallel with the ground. Do not push your knee past your toes. Your thigh is parallel with the ground and your tibia/fibula is perpendicular. Then push back to an upright/standing position, switch legs and repeat.



3. Ten Squat Jumps

Hands on head, feet shoulder-width apart, squat down so the tops of your thighs are just above parallel then jump up (feet should leave the ground). When you land immediately go into another squat and a jump.



30 seconds rest

4. Ten Press-ups

Make sure that you engage your core so that your back is straight. It is useful to do this in front of a mirror to check you have the correct position. On your knees is a great way to start press-ups if you have never done them before. Again, engage your core muscles to ensure your back is straight.



5. Ten Partially Weight-bearing Pull-ups

Use a bar in a rack at shoulder height, making sure that it cannot slip off the rack (or some friends with a broom handle). Stand holding the bar, allow your weight to be supported by your arms with your feet on the ground. The stronger you feel, the further forward you put your feet, such that your centre of gravity is directly below the bar. Pull your body up to the bar and repeat. If it becomes too hard, simply move your centre of gravity back from below the bar.



6. Thirty Toe Touches with 5k Plate

Lie on your back with your legs straight and perpendicular to the ground. Hold a 5k plate in your hand and simply touch your toes with the plate.

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7. Thirty Crunches with 5k Plate

Lie on your back with a 5k plate on your chest and your feet flat on the ground. Roll your chest forward, this will bring your back off the ground.



8. Ten Bench Presses

Lie on a flat bench with a light barbell and your feet on the ground. Start with a third of your bodyweight if you're not sure, you can adjust the weight from there. Grip the bar with equal spacing on either side, for symmetry and balance. With a 'spotter' or someone who is watching you, take the bar off the rack and lower to your chest, then push the bar up to your starting position. Breathe out when you are making the exertion. You can also do this exercise on a ball with dumbbells if not at a gym.



9

9. Ten Pull-downs

Use the longer pull-down bar. Sit on the bench with the bar above your head and equal spacing of your hands. Pull the bar down behind your head to touch your neck and return back above your head.



10. Ten Tricep Extensions

Standing at the pull-down machine using the shorter length bar and a very light weight, place your hands as close together as you can. The base of your palm should be on the bar since you are not actually gripping the bar. Your elbows are at your sides tucked in. Extend your arms down to work the triceps, return to the start. If you do not have access to a gym, use dumbbells (as pictured).



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11. Ten Bicep Curls

With either a barbell or dumbbells stand with your legs slightly bent (this will take the stress off your back) and curl the barbell or dumbbell to your chest. Lower and repeat.



12

12. Ten Box Jumps

The box is the same height as previously described and you simply jump onto the box with both feet and step down.



13. Ten Leg Presses

Adjust the machine such that your legs will be at 90° at the knee joint. When you have the right adjustment, simply extend your legs and return to the 90 degree start position.

6



Complete the above circuit three times

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In Confidence

by Rick Boardman

Kath Salisbury



If you have a contribution, report it in strict confidence:

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Back with a Vengeance!!

By popular demand, the confidential reporting system is all fired up again (actually, it never went away, it just went quiet). The big news is that we're going global!

The system has always needed a website and Allan Hewitt's newly launched website, www.skydive-safety.com, will be the resting place for the confidential reports, starting immediately. There you'll find all the old ones dating back to the original article (*It's Good to Talk*) that started the whole project in 1996, and Allan and I will keep adding to the collection... **and that's where you come in!**

This system is for **you**, the reader. You must have a lesson we can all learn from. So come on, contact me at the address or numbers at the end of the article. Everything is totally confidential. Maybe the lesson that you learned the hard way can be passed on to someone out there before they get hurt. Isn't that a nice warm feeling?

I was recently asked a very good question by a wise man (a lawyer actually). After the report is received, and turned into the magazine article, what do I do with the original document? Once the identity of the place and people have been tweaked enough to subtly disguise them, and we've gone to print, the originator's details are erased. That, combined with my notoriously rubbish memory, ensures the level of security that governments envy!

Here's a taster for the year, to whet your interest...



Photo shows Ben and Dave Wood above Skydive Spain, by Andy Lovemore

I Seem To Have Mislaid My Arm

I had heard about dislocations in freefall before but had never given them much thought until it happened to me. We were launching a 4-way base, as part of an 8-way skydive, at max. I was in a forward slot. The exit went very steep, and the centre float took a gorilla grip on my arm. For some reason, there was the most horrendous jolt across the formation. Instead of grips being released, my right arm dislocated at the shoulder.

I knew instantly what had happened, even though it had never happened to me before, and the pain was fairly severe. I moved away from the formation and tried to work out what to do next.

I reached behind my back for a practice pull but, although my muscle memory told me that my hand was in the right place, I could feel nothing. I still had full feeling in my right hand but my brain disagreed as to where exactly my hand was.

I tried reaching behind my back with my left hand and could just feel the handle but I could not get any leverage on it. I'm fairly flexible and I could probably have got it but at the risk of flicking on my back, which did not seem like a good idea at the time. At 4,500 feet, I pulled the reserve handle and that worked great. Interestingly, stability was never an issue.

My problems were not over because, although I could use my left hand to place my right hand on the rear riser, there was no power in the arm at all. I could not release the brakes, or steer with that arm. It might just as well have been amputated for all the good it was doing me. Again, the nerves and the eyes disagreed about where my hand actually was, although I could move the hand itself. It was a really bizarre sensation! It crossed my mind to release the brakes with my good arm but I was not sure how I was going to flare. I could have pulled down on both steering toggles with my good hand, but there

was no guarantee that the canopy was going to continue flying straight at this point, and I had seen people mishandle reserves close to the ground before. The canopy was flying straight with the brakes stowed, so I elected to leave them, get the canopy into wind by using the rear risers and take what came. The landing was on the firm side. Falling on to the damaged arm did not seem like a good plan, so I arrived feet and knees together, and then collapsed in an undignified heap (a normal landing really).

Looking back on it, I don't think I would have done anything differently. Even if I had managed to deploy the main, flying it could have been problematic. I will definitely try it when I get back to jumping. I relate this story so that others get a chance to think about what they would do in these circumstances. When it happens in freefall, you don't get a lot of time to consider the options!

Comment

As so often happens in these reports, you see a calm approach to a potential nightmare. It would be so easy to panic and do the wrong thing in this situation, but this heroic jumper calmly used the height available to work the problem, and landed intact enough to (hopefully) jump another day.

If you've had a history of previous dislocations, it's specifically mentioned on your medical, because it can potentially happen again 'Nuff said?

And finally, isn't it great that somebody thought to position a handle for each parachute easily available to both left and right hands? Now you know why!

Rick Boardman

MISSION: IMPOSSIBLE

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InSPIRED



Kit News

by Rob Colpus

Ground launching with PD's Spire, photo by Morten Pedersen



Some might argue that it's not skydiving. Some say it's more to do with paragliding. But whatever you call it I don't think you could argue that it's not an exciting new form of parachuting! I'm referring to the various forms of ground launching that have been catching on like wildfire around the world recently – so much so that Performance Designs (PD) has deemed it worth while developing and then releasing onto the market a canopy designed exclusively for it.

PD's new baby is called the Spire, the first model in a whole new line of ground launching products from PD. The Spire is a very high performance wing designed especially for experts in ground launching or speedriding! PD went on to say that **'pilots should have plenty of experience under a more docile wing prior to flying a Spire. This wing is not for the novice pilot'**.

Based on PD's well known, top of the range Velocity canopy the Spire utilises cross-brace technology and ultra-low drag HMA suspension line. With its light riser and toggle pressure, the Spire is fast and responsive, very challenging and yet fun to fly, according to the company. It will require the full attention of its experienced pilot at all times!

PD's manual gives some insights into the new sport, it states:

'There are three distinct launching and flying methods when using the Spire:

- 1 *Ground Launching: This method involves taking off on foot without skis or snowboard. Contact with the ground is limited to take-off and landing*
- 2 *Speedflying: This method consists of flying the wing on a pair of skis or a snowboard, but spending most of the trajectory in the air, making as little contact as possible with the ground.*
- 3 *Speedriding: This method consists of flying the wing on a pair of skis or a snowboard and spending most of the trajectory in contact with the ground.'*

www.performancedesigns.com

Speedflying with the Spire, photo by Max Haim



Iconic Bulletin

In the April 07 issue of your favourite column we reported on the work of the French Parachute Federation and the European Association for Safety Parachutes (EASP) in testing the opening speed of modern reserve containers when fired by an AAD.

EASP and the European Academy of Parachute Rigging in Germany concluded that, due to the common practice of placing AAD loop cutters under reserve bags at the bottom of some reserve containers, retardation or impingement of the reserve container's opening performance may be experienced in some circumstances when an AAD is fired. Airtec of Cyprus fame largely agreed with this.

Since then, some rig manufacturers have issued service bulletins for their rigs to be modified placing the cutter above the pilot chute. Now Aerodyne has issued a service bulletin stating that its Icon harness/container system 'was designed, tested and certified with the AAD cutter positioned below the reserve spring-loaded pilot chute and positioned on reserve flap #1. Aerodyne has also certified the AAD cutter to be positioned above the reserve spring-loaded pilot chute. Both positions of the AAD are approved and effective. This Technical Bulletin is hence classified as optional'. The bulletin goes on over the space of ten pages to give detailed instructions for riggers how to change the cutter position from flap 1 to flap 2.

dominic@flyaerodyne.com
001 813 891 6300

Aeronautical



Big Book

The Square One parachute sales company in the US is raving about its new 2008-2009 catalogue, saying with its 200 pages in full colour it is the first of its kind in our industry. In other words it's a big book with lots of pictures – so should suit most skydivers!

Square1 enthusiastically claims that not only does its new tome feature full colour, detailed product listings and manufacturer advertisements but it also includes featured articles by icons of our sport such as:

Shannon Pilcher
Priorities of Progression
For High Performance Canopy Landings

Dan BC
Visualization
An excerpt from his forthcoming book PLAYING TO WIN

Mike McGowan
The Digital Perspective
Tips & Tricks for the Aerial Photographer

Chris Irwin
Got Tunnel Time?
The Benefits of Training in a Wind Tunnel

Tony Domenico
Single Blade vs Double Blade
A discussion on Hook Knives

Square One promises us that the company is committed to producing this catalogue at least every 24 months and will include fresh featured content with each edition.

Square1 – 001 951 657 8260
www.square1.com



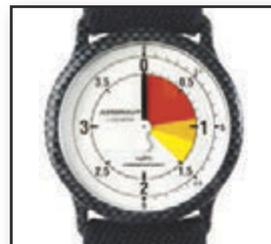
The Aeronaut Classic



Hand-mounted Classic



Wrist-mounted Aeronaut Sport



Hand-mounted Sport

Parasport Italia has updated its long-serving conventional mechanical altimeter – the Aeronaut. The new Aeronaut is now available in two versions – the Sport and the Classic. Both versions feature accurate readings up to 18,000 feet with the three colour (red, orange, yellow) sectors as per normal but the Sport version we're told has a wide diameter face with a secondary scale which goes over 12,000 feet on a shaped dial.

The Aeronaut Classic and Sport are both made from strong shock-absorbing aluminium, although each model has a different shape case. A sturdy thick polycarbonate glass provides high shock protection and a view free from distortion. Whereas the Classic is only available with a matt black case the Sport's case is available in matt black, carbon finish or aluminium grey. The Classic comes with a comfortable, foam-padded hand-mount while the Sport has the choice of the hand-mount or an elastic/velcro wrist-mount strap.

NeoXs

Another new product from those canny Italians is in the field of audible altis where their new NeoXs has taken the field. The NeoXs is a basic audible with three alarms for freefall warning altitudes, three alarms for canopy warning altitudes and a countdown timer. It does not have data storage facilities or a soft logbook so will compete with Larsen and Brusgaard's Solo, or the old Pro-Dytter.

Parasport tells us that the NeoXs has a small, slim aluminium case, which will fit any helmet pocket currently on the market. Its wide screen LCD is protected by a polycarbonate screen, which is thick enough 'to protect against impact damage'. (I think that's impact of the alti not the skydiver!) The freefall warnings are set at 100 feet increments while the canopy warnings are set at 10 feet increments.

The company tells us that the NeoXs is easily programmable on the ground or while climbing to altitude, and easy to switch between the four customisable preset user profiles, storing warning altitudes for different uses (formation skydiving, freely, tandem, AFF, and so on). Parasport says that using its intuitive user interface and ergonomic navigation switch you can easily control all the functions of the NeoXs, which is currently available in black, aluminium grey or lava red.



The NeoXs Audible

www.parasport.it

Caught in the Zip Sir?



Symbi's reversed slider zip keeps the teeth on the inside, away from harm



Over the last couple of years jumpsuit manufacturers have frequently found themselves replacing the main front zips of suits, which have been damaged by the mesh in some wind tunnels around the world. The main problem has been where the 'raised' teeth of the zip have been 'plucked out' by rough or broken strands of wire on the tunnel's wire screen.

Now Symbiosis Suits has come up with a solution to this problem by going over to a special 'reversed slider' on their zips, which allows the zip to be sewn into the suit 'back-to-front' with the teeth on the inside but the zip's slider still accessible on the outside as normal. This results in a completely smooth zip with no teeth to be plucked at. All Symbi FS suits now use this zip.

www.symbiosissuits.co.uk
01622 890967

Bird Droppings

Those Birdpeople over in Finland are now offering the choice of normal 1.9oz nylon ripstop fabric, which they've used for eight years, or a heavier weight parpack material as sometimes used on harness/container systems. Birdman said that "Some want their wingsuits thick and robust, some want them thin and lightweight".

The Parpack comes at no extra charge and you can choose from royal blue, mellow yellow, black, silver grey, purple, forest green, blood red, natural white, fluorescent orange and camo.



www.bird-man.com
info@bird-man.com

?

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- 26/5 - 6/6 Basic camp
- 9-14/6 Swoop camp
- 23-27/6 Freely camp
- 11-13/7 Nordic championship in freely
- 22-26/7 Swedish championship
- 3-8/8 Big way camp
- 5-7/9 World cup in speed skydiving



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www.skydive.se

Jeff Illidge



We continue our look at BPA dropzones, now with an interview format. Last issue was Skydive Airkix, this month Jeff Illidge of Black Knights talks to Adrian Bond...

Where does the Black Knights name come from?

The name was dreamt up by a founder member of the DZ, Jimmy Reynolds, who actually changed the colour of a well-known US army team – hence we have Black Knights.

What are the most popular disciplines at BKPC?

Freefly has been the predominant discipline, but this year we are going to be providing more FS and CF coaching. Canopy Formation coaching will be provided by team *Outcasts* who are going to be carrying out their team training at Black Knights.

How many students gain Cat 8 annually?

Around 25 but we will be increasing the numbers this year as we will open seven days a week Easter to the end of September, and include more AFF training as well.

What is your student retention rate?

Our retention rate is pretty much the average, of 6-7%. Our approach to students (and qualified skydivers) is to provide a very friendly approach focussing on the training and support as we, like all other DZs, want them to stay in the sport. This works well with RAPS in particular.

What is your attitude to student training? Any advice for first timers?

Our attitude to students is to be conscientious and safe throughout their training, our advice to those first time jumpers is to look at it as learning to drive; you take lessons, you have a test, then you practise what you have learnt and then take an advanced test later. What I am trying to say is to progress you need to do it in bite-size chunks, that way you will progress safely.

How do you feel students should gain more experience? (eg, jump at other DZs, coaching, teams, etc)

We at BKPC do realise that we all need to progress in the sport and under supervision of the instructors. Here at the centre we work with them to achieve the qualifications to progress. We also provide coaching in most disciplines. As well as *Outcasts* coaching CF, we also have Glenn Stephenson providing classics coaching and there will be other BPA Coaching Roadshows. Of course it is good for jumpers to go elsewhere to meet other skydivers, jump from other aircraft and to land at different DZs, this certainly contributes to their overall experience.

Why would Joe Jumper like to pay you a visit?

We get a good number of visiting jumpers during the year, whether for team training or fun. We believe that we have a good reputation as a DZ with a great plane; good facilities; a fun place; our friendly welcoming attitude; and with a good social aspect too. The views are second to none in the UK with the Lake District, the Isle of Man, Snowdonia, the Pennines and the whole of Lancashire all visible. This makes for spectacular photography in freefall or under canopy with incredible sunsets to boot.

Since you left work to run the DZ full time four years ago, what has changed?

A good question – a lot has changed in the last four years, we have increased the amount of jumpers, changed from a Cessna to a Turbine Porter aircraft, have put in a hard runway, a swoop pond (the only one in the UK – built to IPC standards), a large new hangar, a new café with great staff providing good, home-cooked food, new offices, computerised the day to day running of the DZ, and in the next few months will be investing in new training rooms too.

Have you enjoyed it?

Yes it has been hard work but also great fun too.



How many staff do you have? Has this changed?

When I first started full time we only had six part time. Today we have three full time staff; me, Phil Cavanagh as CCI and my wife Alison as Office Manager – plus 15 part time instructors, five cameramen and Sue as office assistant.

How has having Godzilla the Porter changed the dropzone?

The plane is absolutely ace with its distinctive colour scheme and large panoramic door. With an incredible rate of climb and descent, we have been able to increase the number of lifts and capacity per day. With the Cessna it was generally 16 lifts of five jumpers per day but now with the Porter we have achieved a personal best of 32 lifts, each carrying nine jumpers. This year with the new opening hours we will be looking to get a lot of the tandems jumped during the week, giving more time at the weekend for club members. This will also make the plane more available for team training for the World Meet too, as it is run out of Porters this year.

What would you say to teams wanting to train here?

Come on down! We expect a lot of activity because of this, so any interested teams please call us to get your time booked in. We'll be offering team rates on a sliding scale. We will also be undertaking renovation of the debriefing and video room to support the visiting teams.

Is yours currently the only Porter in the UK available for skydiving?

Yes it is.

Photos: Adrian Bond, Steve Stringer & Richard Dixon



How many minutes to altitude and how much are jump tickets?

Currently we are only going to 13k due to the regulations on oxygen, but when this is sorted we will be going to 14k – total time from take-off to landing is 14 mins!! Jump tickets have just gone up from £18 to £20 due to rising fuel costs but it's important to note that this is the first increase in six years!

You have a multitude of Grand Prix and UK Skydiving League (UKSL) events in the diary, how does it benefit you?

It brings both visitors and regulars to the centre, and we will be maximising this for the sport by running local adverts and inviting the press as well. The end of May bank holiday is looking promising, with Grand Prix events in CF and 8-way FS.

Is there anything more the BPA could do to support your club?

Now that's a leading question! Coaching Roadshows are a great benefit, but we would really like to see the BPA supporting coaches more to travel from their home DZ to visit others and share their experience.

And the Mag? Could we help at all?

The Mag is a great publication and anything you can help with will be much appreciated.

What other events are you running?

We will be organising First Aid courses, CH2 and B licence training, canopy handing courses, barbecues, summer parties, clay pigeon shooting, an August bank holiday triathlon and more to come.

What's the best weekend to visit?

Each and every one! But don't forget we will be open seven days a week!

Are you proud to see your jumpers like Ian Matthews (VNE) and Rob McVey (Avalore) gain success? Or do you wish they were still at BKPC every weekend?

Of course we are proud to see these jumpers who started here at BKPC make a success in the sport, and they do come back occasionally which is good for the club members.

How have relationships developed with the local community?

This is one area that we are very lucky compared to some DZs around the country who have had to fight planning issues, etc. We have a landowner who is totally

BKPC has the only UK swoop pond



Godzilla, the Black Knights' Porter



committed to the success of the centre. We work together and continue to develop and plan for the future. With the opening of Patty's Farm Barn a few years ago, we have 4-crown self-contained accommodation available on the centre. In the near future there will be more new accommodation built which will encourage jumpers and families to stay in comfort. The ladies in the café are local and are providing country cooking with lots of alternatives to the usual fare. One of the local pubs (The New Holly) has undergone a complete refurbishment and is a vibrant place to eat, drink and stay. Once a year we interact with the local village school when the children visit the centre.

Regulars and visitors enjoy the atmosphere





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Photo: Matt Abram

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Peter GOWENS

**The Red Devils
Free Fall Team
1964 - 1967**



24 November 1940 – 29 June 2007

Peter Gowens, or Charlie as he was known to his friends, sadly passed away very suddenly last year. Peter was a founder member of the *Red Devils*, joining the team as it was formed in early 1964. Prior to joining the *Red Devils*, Peter was skydiving and doing displays with 1 Para Parachute club, the very first parachuting club to be formed in the army.

The Cutaway King

Whilst with the *Red Devils*, Peter earned the titles of the Cutaway King or Cutaway Man. With a nickname like this, you maybe asking yourself if he needed supervision whilst packing! Quite the contrary, Peter was in fact the most experienced display cutaway parachutist in the UK. 'Cutaway parachutist?! What's that?' you may think. Nowadays the only cutaways we see are results of malfunctions or wraps. Part of an early *Red Devils* display was the cutaway jump, which was performed at most displays (weather permitting) to demonstrate to the audience what a



Charlie, the
Cutaway King
1965

Online memorial: www.loving-memory.co.uk
His stories: www.red-devils-fft.com



Peter 'Charlie' Gowens, as immortalised on the
Red Devils Action Man instructions 1967

parachutist would do if he had problems with his canopy and needed to open his reserve. The cutaway jumper wore three parachutes, the first being the cutaway parachute which would be deliberately caused to collapse and streamer, then released after 5-10 seconds and cut away to open the main canopy.

The cutaway jump was Peter's speciality. He had over 100 intentional cutaways by the time he left the team, hence the title of 'Cutaway King'.

Memories

Quite often Peter's mum and sister would go to watch him jump at displays. Pauline, his sister, said she remembered one display in particular; the Bath and West Show at Shepton Mallet. Peter was doing his cutaway performance. During his freefall, after having got rid of the cutaway canopy, a lady in the crowd (stood next to Pauline and her mum) asked out loud. "*What happens if his parachute does not open?*" To which Peter's mum replied "*Do you mind, that is my son up there*". It is truly amazing, you always get someone in the crowd who asks that obvious question at every display.

Bobby Jarrett remembers when Peter had a very interesting DZ miss. He landed straight through a canvas sunroof of a parked car! It was in the showground car park and, as he struggled to extract himself from the sunroof, the upholstery adopted a new colour of bright orange as one of his smoke canisters was still belching out thick orange smoke. Once Peter had managed to free himself from the car he gathered his parachute and shot off like a scalded cat back to the arena. However, he did go to find the owner of the car to ensure him that the team was fully covered by insurance for such events and his car would be repaired at no expense to himself. The gentleman thanked Peter for the offer but declined as he wanted to show his friends that he had had a Red Devil land in his car, it was to be some sort of status symbol. Nowt stranger than folk eh?

Before Peter passed away I had had a couple of telephone conversations with him as I wanted to get some stories and anecdotes together from the original team members for a website about the *Red Devils* history. He kindly submitted some stories from the team's very early displays which are now on the website:

www.red-devils-fft.com

At the start of the team – the barnstorming days – the guys were doing displays with less than 100 jumps and on round canopies; pretty hairy stuff! During a display into the North Wield Show in Kent, Peter was once again doing his party piece, plummeting towards the ground with his parachute streaming above his head; the crowd below were gasping, very concerned for the parachutist with a 'malfunctioning' canopy. The camera panned to Peter as he released the canopy and went to open his main. However, when he went to pull the ripcord... it was not there! The handle had come out of its pouch and was floating around his back out of reach, leaving him no choice but to open his reserve. When looking up to check the canopy, to his horror, he noticed that the second hand war surplus reserve was peppered with holes! He was lucky he had a safe landing.

Friends and Family

Peter 'Charlie' Gowens was really looking forward to the *Red Devils* reunion (October 2007), and mentioned that he would like to jump again if there was to be a skydiving programme. I was most certainly looking forward to meeting him and very sad not to do so. It was going to be his silver wedding anniversary in March this year, and he had some big plans lined up. He leaves behind his wife Elsie, stepdaughter Kathryn, his sister Pauline and other family. Peter was known to have a kind and gentle nature and would help anyone. He is deeply missed by his family and friends.

Geordie Bulman
The Red Devils 1991-1993



Home or away - we'll get you up there!

2008 Diary of Events

More events to be added please keep checking the website

Apr 12-13	<i>In Association with Skydive Choreography</i> High experienced Invitational Challenge Event	Jun 14-15	Formation loads organized by Simon Cathrine
Apr 19-20	FS Scrambles	Jun 21-22	Team Fusion FS coaching weekend
Apr 26-27	Large Formation Beginners Weekend	Jun 21-22	POPS Meet
May 3-5	Track, hoop & HyBrid + "A Day At The Races!"	Jul 5-6	Canopy Formation Grand Prix
May 10-11	CF Beginners Weekend	Jul 5-6	UKSL 8 way
May 17-18	BPA FF Coaching Competition with Mike Carpenter and Andy Newell	Jul 12-13	28-Way Competition
May 24-26	Speed Taster with Claire Murphy	Aug 1-3	Safeflight School Canopy Course
May 30-Jun 1	Safeflight School Canopy Course with Jim Harris	Aug 23-25	British Nationals 4-Way FS
		Aug 30-Sep 1	British National 8-Way FS, Artistic and Speed
		Sep 6-7	50-Way Challenge
		Sep 27-28	CF Nationals
		Sep 27-28	8-Way Speed Nationals

Photos: Blair Stent

www.skydiving.co.uk



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Photos: Andy Lovemore

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Photos: Andy Ford



Photos: Andy Lovemore

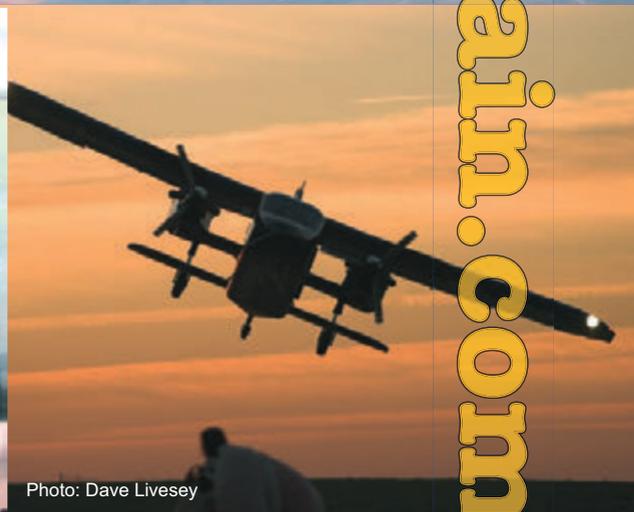


Photo: Dave Livesey

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CLUB News



Weston

Achievements
FF1 CH2 JM1
Gay Dave
72 Hours Freefall
Andy Scott

*Sian Dalloway and Samantha Softley
exit over Weston, by Andy Wright*

The season has got off to a great start being 50 lifts up on this time last year. It's great to see the regulars dusting off their rigs to suffer the icy conditions we have had so far, since reopening at the beginning of February. We already have over 100 registered club members and we hope to beat last year's record of 627. The Dornier is back for another year, ready for any teams wanting to train for the Nationals.

The club is sorting plenty of events, the biggest being the **UKS Boogie, 26-27 July**. We have the Skyvan booked to aid our Dornier, load organisers, parties, prizes, etc, are all planned. We are open the entire week before that for anyone that wants to sneak off work, the Skyvan should also be available all week. The party theme is the Wild Wild Western so get your costumes ready, we have a band to get you line dancing and a barbeque and hog roast. Check out www.skydiveweston.com & UKskydiver.com

The **Skyvan** is also booked for 5 weekends this year, **17-18 May, 28-29 June and the last 3 weekends in July**, with plenty of space for everyone to jump loads (also midweek **21-25 July**).

We have another **Brian Vacher Canopy Course on 5 September** with a few slots available, email me to book. Amanda Kemp (*Team Airkix* and *Team Elan*) is organising an FS school for FS1, skills improvement and 4-way teams. Amanda has a pool of coaches to help you reach your goals. 1-on-1 coaching is the best way to get your skills up to jump with others. Amanda can train teams at Weston and at the tunnel, contact us if you would like coaching and we can arrange weekends to suit.

Get well soon to Georgie who unfortunately broke her leg on the second weekend whilst landing, apparently a sneaky grass stump got her! We had 2 well-attended packing courses in February run by Andy Ford. We plan to hold more Friday evening packing courses, see our website for dates of these and other briefings.

by Ash Kemp, aged 40



*Lara making
eyes at
Danny, by
Ash Kemp*



*Steve Ashenden at a Coaching
Roadshow by Ash Kemp*

Swansea

Everyone would like to thank Af for his hard work getting Skydive Swansea off the ground and wish him luck for his move onwards. We also thank Tom Weston for his piloting last year and wish him well flying for Headcorn.

The Airvan is now based here full time at Swansea, meaning we're open every weekend, with much more capacity for experienced jumpers. The plane will go to 11k (carrying 5-8 jumpers) as a dedicated club load in amongst the tandem lifts.

A beer call to Brucie, for his first jump/tandem in Wales recently. If we keep collecting this 'first jump in Wales' from everyone we'll have a permanently full fridge! Beer is also due from Carl for his Barbados trip, that tandem into the racecourse was definitely a first for him, if not for anyone... ever, in the history of the planet! ... so he can't wriggle out of that one!



Tom Ramsden-Hare

Cark

There must be something in the water or we have had a very cold winter as two more skydiving chicks announced their increase in family status. We all wish Sarah and Becky the very best. (Stuart & Mike are applying for planning permission for a crèche!)

In February many regulars returned with refreshed wallets. With the grand Caravan not arriving from overhaul, we contacted James Swallow of the Dornier harem who kindly leased us HA-NAH SMG 92, keeping everyone happy.

With patience and enthusiasm as long as Morecambe Bay, Cerys Jones has finally qualified Category 8. Being Welsh she struggled with the language barrier and was heard muttering "Why don't you just all Llanfairpwllgwyngyllgogerychwyrndrob willlantysiliogogoch OFF!" Her perseverance these last nine months has paid off, as she now has the summer to enjoy her qualification. Well done Cerys!

Cark's Commandos, our home-based 4-way FS team are re-forming for our Grand Prix in June. They have a strict training plan, with bulk tunnel time. They'll visit the Channel Tunnel for 30 minutes progressing to back-to-back camps in the Wallasey and Mersey Tunnels. We wish them all the best, especially at rush hour!

It was great to see Neil McLaren back from his stint offshore, as the abundance of chocolate left in the recreation room took some hammering. As he continually states, "it fell off the back of an oil rig!"



Neil McLaren

Achievements

First Freefall

Dave Blackmore

Cat 8, CH1

Cerys Jones

Alison Bellaby

1500 Jumps

Duncan Haynes

24 Hours Freefall

Duncan Haynes



Guest aircraft Turbo Finist HA-NAH

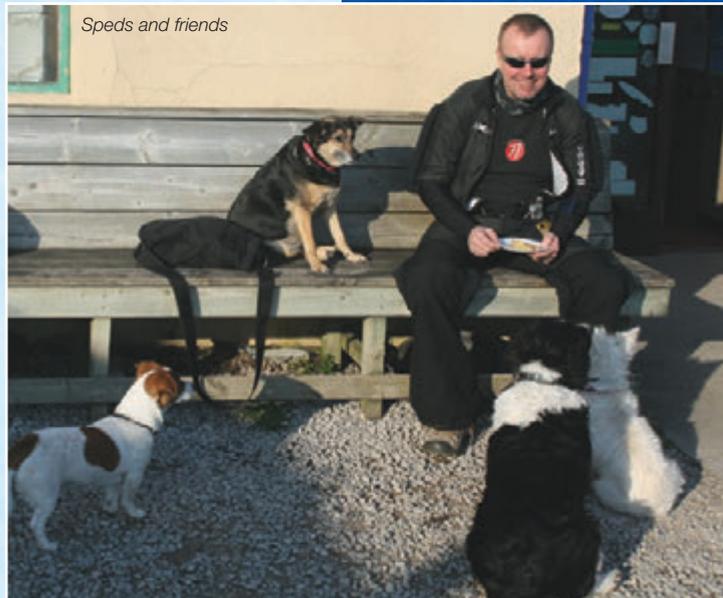
Cheers Neil and keep sending the pics.

Bonehead is making a very responsive recovery after having a vertebrae removed from his neck. John has been relegated to the canteen as the chief water fluffer until his doctor signs his medical. After that he'll be back in the stable with all the other tandem jockeys. Fingers crossed for the medical John.

With our number of reserve packers growing, ensure you maintain your paperwork. Be proactive, contact Steve, Pete, Dave, Geraldine or Simon. Guys, remember to register on our new website so we can keep you updated on great events and ticket deals on offer.

Stu Morris

Speds and friends



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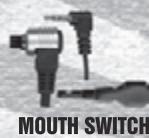


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2007-2008 Catalog #72

Chatteris

2008 began with a lot of changes. Almost all of the video squad left to do other things; Richie Parker is braving it in Iraq whilst Mike Evans is sunning it in Spain, good luck to you both. Welcome to Aaron Ellen, a new addition to our midweek camera team. A big well done to Gary 'Hatchett Hand' Small for his Examiner rating. I hear Martin has some big plans for us this year, so watch this space!

Lorraine Dixcey



Achievements

500 jumps
Phil Coates
Simon Chipp
1600 Jumps & FF2
Lorraine Dixcey
3300 Jumps
Lloyd Quenby
1000 Jumps & 12 hours freefall
Mark Price



Lorraine Dixcey in video mode by Lloyd Quenby

Black Knights

F-GODZ was a fantastic sight for sore eyes when it came back to the UK. Everyone jumped their socks off with a mammoth 18 lifts on its first day. It was a very cold weekend but with blue skies, sunshine and fast nil wind landings everyone was happy – although even big Mat felt the cold and opted for a jumper instead of his usual vest top and shorts! Plenty of students jumped, Kevin Coffey gained his Cat 8, and Chris Dale risked the nil wind landings in his sparkling new jumpsuit – needless to say it didn't come back very clean!

Dobbo cannot be missed sporting his new 'Bananaman' CRW suit – all that's missing are his Y-fronts over the top! Dobbo celebrated his 800th by joining CRW team *Outcasts* along with Chris Taylor. How did he escape the trough? Ice is no excuse!

Many have been taking advantage of the tunnel on bad weather days to brush up on their skills and have put them into practice in the sky with impressive results. Teams are forming to compete in FS, freefly and freestyle in the Nats.

Darren Graham has managed to drag himself back from LA life and return to the real world – welcome back!

Some great events are lined up, such as our **FS 8-way and CF Grand Prix, 31 May-1 June** and free coaching at the **BPA Artistics Competition Roadshow, 19 July**. The DZ is now open **FULL TIME** so make up those excuses and bunk off work early!



Chris Christow landing by Richard Dixon

Well, back to business in February after a two month Christmas lay-off and we were greeted by an almost summer's day with blue skies and all! Most of the crew returned refreshed and raring to go and we managed to do more lifts on the first day than the whole of February last year! Let's hope the rest of the year is just as busy. Brucie was back to his losing pants best so, when returning to Pikey Towers after a trip to Gatwick, a random woman claimed she still had them. We're expecting them to be framed and put up in the Black Horse!

Simon Turnham finally got his A licence on his 49th jump, which this time didn't get him into trouble with the local ladies. Thanks to Geoff Kent who has moved over to be our new Chief Pilot, many thanks to the outgoing Bob O'Hara. Steve Phoenix has also refreshed his IMC Rating so will be flying for us soon. Congratulations to Geordie for getting onto the BPA Council again.

On poor weather days we've been overseeing senior management paint the hangar, it was like watching paint dry. It was made more interesting when Mark 'I'm not dangerous' Benson gave tips on health and safety regarding scaffolding, oh the irony!

Dylan Griffith-Jones

Sam Davis



Bananaman Dobbo, by Dr Debs



Suits you sirs and madams! Photo by Amelia Walters

Photo: Lou Finch



Dunkeswell

Achievements

AFF Graduate
 Juan Jiminez
 Tom Dean
JM1
 Stefan Cocksedge
 Andrew Donovan
CH1, CH2
 Andrew Donovan
FS1
 Lou Finch
1 Hour Freefall
 Fee Willard
 Simon Guest

Jump Numbers

100
 Lou Finch
 Fee Willard
 Dominique Slaney
200
 Paul Thompson
300
 Jo Honess
500
 Leah Frost
700
 Will Thomas

What a cracking start to 2008, the weather has been glorious with February seeing blue skies and loads of jumping. This was a great boost for AFF and saw two graduates, Juan and Tom, well done boys! In January we held CH2 and JM1 progression evenings which were a real success with some going on to achieve their grading, nice one! Huge thanks to Adrian and Cousin Phil who put in time and effort to organise the evenings. If you'd like to attend future progression evenings drop us a line, you don't have to be a club member.

With so many 'firsts' the beer fine list is totting up! Those of you who have not paid up – and you know who you are – the beer police are hot on your tail!

The big-way weekend in February, run by Billy Payn and Zuz Tillner, had a good turnout. Sadly after all the hard work on the ground the weather let us down. However the shiny new King Air mock-up got its first use, thanks Cous for a sterling job!

Our new shop is opening, stocking skydiving wear, clothing and ancillaries, and with the great asset of

a new Cypres dealership. Lou Finch and Fee Willard celebrated their 100th jumps with Will Thomas on his 700th in a 3D 14-way sunset tube dive. Dom celebrated her 100th with brother John on a 6-way FS.

We have **helicopter jumps on 16 April** (balloon jumps to follow), a **Skills Weekend, 18-20 April**, and a **Freely Festival, 2-5 May** with Mike Carpenter and Andy Newell. The Well now has expert coaches in FS and FF so if you want to progress, come on down.

The Wolf

Netheravon



Sooty on the canopy piloting weekend by Ian Nicholson

Blimey – not even summer and we're well into the swing of things! The odd unseasonably sunny afternoon even saw some of us who swore February would be too cold heading skyward.

Valentine's day was declared this month's excuse for a party! Excellent efforts were made with the fancy dress – funny it's always the fellas who are the most glammed up on these occasions. Some just use it as an excuse to show off their diamanté lycra, mentioning no names... Mike Lewis!

Roving reporter (and recently qualified Advanced Rigger) Rick Boardman journeyed south to the PIA symposium in Barcelona. Inbetween tapas bars and taking in the sights, Rick found time to get his Sunpath qualification to retro-fit Skyhooks – ooooh errr! He also attended many of the excellent presentations that were given over the five days including Alan Hewitt's safety database to John le Blanc's zen and the art of canopy maintenance. Rick reports that he lost the drinking competition with the other APA representatives by consistently being the most sober!

Yes, I know I said it before, but things really are looking up for the new Nethers website – keep watching this space.

Kath Salisbury

Achievements

Cat 8
 Pete Sawyer
 Nicola Travis
 Rob Miller
 Leonie Brown
 Amanda Brown
FS1
 Stefan 'Potter' Cocksedge
500 Jumps
 Pokie
800 Jumps
 Chas Lawson
 Thea Follett



Glam rock party by Ian Nicholson



Photo: Jodie Godwin

Congratulations to our very own Freddie Huntley, BPA Instructor of the Year!



Hinton

7-way photos by Dorian Harwood



Achievements

Cat 8

Alkisti Vouvouni

JM1, CH2

Nicholas Heywood-Wakeman

Jenna Pickering

FS1

Nicholas Heywood-Wakeman

Nate Cheeseman

Jump Numbers

50

Kerstin Griep

100

Jenna Pickering

Andy Hyman

Brian Chaffin

Chris Lovelock

We've been blessed with some great weather and new faces, especially female skydivers, it's great to see so many girls at Hinton now.

The packing hangar has had a new carpet fitted and the packing area has been maximised with lockers added along the wall. They can be used during the weekend to keep all those valuables out of the way but must be emptied at the end of Sunday. They are FREE!

A big farewell to Ash Dando, who's moving to Adelaide to start his new life in the sunny Oz. We wish Ash and his partner all the best for their

new adventure and will miss you. What is Ian going to do without his freefly buddy?

Clare Murphy, the fastest woman in the world, ran her first speed competition at Hinton in February. Many thanks to Clare and Andy Fryer for organising and helping people along with their skills. Bob Miller won followed by Richard Lees with Pip Hollingworth third. Bob was presented with an L&B ProTrack which he kindly donated to the Baldrick of the winning team for the upcoming **Nish Bruce Memorial Scrambles, 19-20 April**. This will be a fun 4-way comp,

everyone from A+ Licence is welcome. Register by 9am on Sat 19 for the 2-day competition with 5 rounds and a party on Saturday. Teams will be selected randomly by experience ranges so come along and have fun.

There is a great mixture of skydiving at Hinton with 4-way teams, freeflying and tracking, anyone is welcome and will find someone to jump with. Coaches are always on hand to give valuable hints and tips to all.

The girls celebrated Sarah Robert's birthday on a great chicks night out in Banbury with a fantastic turnout. Congrats to Mark Beardsley for his FS coach rating. Many thanks to all the club members for making Hinton such an enjoyable place to jump and hang out.

One of our newest members is Steve Truglia (stuntman, action director & TV presenter). He's testing his pressure suit at Hinton for his upcoming European record attempt to jump from 52,000 feet from a hot air balloon in June. Steve started skydiving 25 years ago with the military and will also attempt a jump from 120,000ft in 2009. Good luck Steve, we're keeping our fingers crossed!

A very big thank you to Scotty and Ash at Weston for the plane share while our pilot was sick and also to James and Hib for lending us one of their Dorniers. Thank you also to Chris, good to see you back for a (literally) flying visit!



Bob Miller, fastest man at Hinton with coach Clare Murphy, by Kerstin Griep

Farewell to Ash Dando, pictured with Ian Rouse, taken by Matt Abram



Steve Truglia testing at Hinton before his European record attempt

Kerstin Griep



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Cornish



CPC Achievements
AFF Graduate
 Sally Pickles
50 Jumps
 Phil Symons

Ryan Jackson takes a tandem over the Cornish coastline, by Ben Wood

2008 started with yet another trip to Seville, Spain. Well done Sally for completing her AFF. Phil enjoyed his skydiving which has helped towards his 'B' certificate, well done and have fun at Perranporth.

February gave us a chance to go to Land's End most Sundays, everyone made the most of the good weather. We might only be a small club with a Cessna 206 but it is still amazing to see both Cornish coastlines every time we fly. Views under canopy have the 'wow factor' built into each instant.

Tammy became our second lady AFF student to achieve her B certificate, happy landings on your new kit. We'd all like to wish Mark Finch well in his attempt to run five marathons in six days, especially as it's in the Sahara! Some skydivers will do anything for a mention in the Mag!

Well done Paul in passing your Advanced Packer, as it will save Dave hours on the road, transporting kit for repacks.

Chris Wood

Langar

Night jumps were weathered out in January but in February the skies were clear, the moon shone bright and we jumped from the Skyvan! Dave Haygarth made his first night wingsuit jump, and everybody actually landed right where they should! There was one cutaway but, with unusually light winds, the main and freebag didn't go far and were retrieved at dawn by Milko. (No, it wasn't him who chopped.)

The latest hotshots in the Langar Universities Skydiving Team are now busy gaining B certificates, FS1s and moving on to freeflying, too.

Langar Boogie 1 (3-11 May) will be given over to NON-invitational organised skydives. We reckon it's time everybody got a look in, so organisers Caroline Hughes, Dave Lewis, Billy Payn, Milko and Phil Curtis will be taking on all-comers for flat-flying. Bullet Freefly will be organising head-up and tracking groups. If you want skills for bigger formations, Langar Boogie is where it's at!

Gareth Thomas



*Night jump view
 Night photos by Mike Gorman*



Tony de Bruyn at the helm

FS1 qualifier Nick Jackson-Spence by Milko



Langar Achievements

- Graduated AFF**
- Barry Smith
- Category 8, CH1**
- Nick Jackson-Spence
- Simon Goodall
- Craig Powell
- CH2**
- Martin Dunn
- FS1**
- Vinny Ware
- Ben Rhodes
- Nicole Calcraft
- Scott Calcraft
- Di Peters
- Simon Langley
- Nick Jackson-Spence
- Richard Mimms
- Ben Adamson
- Derek O'Neil
- Adriana Mila
- Ellie Lawton
- CF1**
- Clare Butcher
- Neil Butcher
- 1 Hour Freefall**
- Martin Dunn
- Olly Gibbs

Jump Numbers

- 50** Olly Gibbs
- 100** Ellie Lawton
- 300** Matt Sweeney
- Jonny Flowers
- 900** Neil Butcher
- 1100** Ally Milne
- 2200** Pixie

Wild Geese

Eddie Montieth, Photos by Mike Murphy



Wild Geese celebrates its 25th anniversary on 3 May. A special weekend is planned with a novice FS Skills camp in preparation for the Irish Record Attempt, a CF Roadshow, Accuracy competition, student progression, pig-roasting and general get-together. We would be delighted to see all faces old and new. If you haven't been to the Geese for a while you'll be more than impressed with our facilities, so come along and help to make this a memorable celebration. This is one weekend not to be missed so send the other half off to the shops or the mother in law's and get yourself here!

Queens Parachute Club are off to sunny Gap for their annual trip in June and would love any regulars to join them, contact Steph Graham.

Our regular pilots Drew Galloway and Alex Brand put the bad weather to good use to perfect the art of landing at Wild Geese before their annual type test on the Caravan 208. As you can see from the photo not everything went to plan! I'm glad to say that no real aeroplanes were damaged during this testing time for everyone.



Mike Murphy

Test pilots Drew Galloway and Alex Brand

Achievements

FS1

Finnoula McCloskey

First Freefall

Mark McAllister

Peterlee

Well despite the long Christmas break and the cold wet windy weather here up

north, Peterlee has seen a fair amount of progression. Several students made their first freefall, a great start to 2008. Lee Saunders and Paul Dorwood achieved their CSI ratings in February. Mal Richardson achieved a 'first' when he held up a sign to say happy birthday to his tandem student Joanne. There's no stopping Jade Elliot, in the Peterlee news again after doing her first camera jump. She jumped with and videoed Pench, however she forgot to switch the camera on! Another unstoppable figure is Alan Thompson who, despite the weather, knocked up 100 jumps within four weeks of us reopening. Maybe this is to show off his new canopy, watch out for him swooping! Well done to everyone and keep up the good work.

Colin Daley is in the wars again. Last time we reported that he'd broken his wrist driving the quad bike into the side of the hangar. His latest mishap happened at Empuriabrava. After less than an hour at the hotel he fell down some steps and broke his other hand!

The centre's quad bike was stolen in broad daylight in February. It had been hooked up to the Airvan near the refuelling station, when Ian noticed it taking off across the airfield and

realised some thieving b****d was off with it! Our guys gave chase, but lost it around the Northwest Industrial Estate. Security here has been stepped up as a result with certain areas strictly out of bounds to any member of the public who is not accompanied by a licenced skydiver or pilot. A new quad is on order and should be arriving soon. Ian asks that all regulars of Peterlee be extra vigilant and question anyone who looks unfamiliar hovering in restricted areas.

The latest wind turbine news, which at this rate could just about warrant a slot of its own in the Mag, is that A7 Energy has now lodged an appeal with the Inspectorate against Easington Council's decision to reject its last appeal for the wind turbine proposal at Edder Acres Farm. Although this isn't really a surprise, it is disappointing to have to continue to fight our corner. We hope that, if the inspectorate reject this appeal, E7 Energy will finally give up and perhaps this will dissuade anyone else from trying to place wind turbines in the vicinity of the parachute centre. Time will tell.

We had quite a good turnout of Peterlee jumpers attending this year's AGM. We even got a mention, CCI Ian was said to be the BPA expert at fighting wind turbine threats!

John Hillam has been in the local news. He is going around the world in 80 dives to raise money for the National Association for Colitis and Crohn's Disease. As a sufferer of colitis, which then developed to bowel cancer four years ago, this is a cause close to John's heart. His enthusiasm has had a knock-on effect; two of his colleagues will be doing tandems soon. We wish John well. You can donate at www.justgiving.com/johnhillam.

Packing lessons have resumed on a Saturday afternoon starting at 2pm, if interested, speak to Louise. Happy 16th birthday to Sam Willcox, son of Janet and Mark Willcox, and a regular face around the DZ. Congrats Sam, and thanks for the chocolate cake, it was yummy!



Mal & Joanne by Alan Thompson

Achievements

First Freefall

Paul Hardy
Adam Austin
Benjamin Chan
Lucy Eldred
Mike Lehan

1900 Jumps

Alan Thompson



Kev in the wrong seat by Alan Thompson



John Hillam, photo by The Sunderland Echo

Headcorn



Headcorn's Paradox do a cheeky 12-way with Bodyflight Storm and Perris Fury, all were supposed to be 4-way training! Anything to wind up Dan BC, photo by Gary Wainwright

Achievements

AFF Graduate
Eric Shapland
FF1
Jack Waltham
Maria Parrott
CH2 and JM1
Jack Waltham
Jackie Whyte

Jump Numbers

100
Nigel Davis
200
Jack Waltham
400
Peter Collins
500
Dean Glasgow
800
Big Tony

Start digging out your glad rags for our **Summer Ball, on 21 June**, at the local golf club. Welcome to Tom, who has joined the staff. Congrats to Pierre for a second bouncing baby girl, Sophie (ok, it was his wife Amy who HAD Sophie, but he's the proud dad!), and also to Louise Cowlin (who used to live at the airfield), now the happy mum of a baby boy in her new home in New Zealand.

Ruth Cooper



Michelle's fourth jump on her brand new rig, by Mark Lawson

Old Buck

Our 2008 season has got off to a fantastic start with some great jumping days. 4 AFF students have completed Cat 8 already, congratulations and welcome to the club! The Airvan has been kept busy with club jumpers turning out in force and it's been fun catching up with them all.

Welcome back to all last year's staff and welcome aboard to the new ones. Veronica is here for the summer and will be packing, manifesting, and helping out with DZ operations. She may be small but from the way she handles a tandem rig the boys had better look out! We've lined up a new manifest team with Natasha and Nicky, while Stu is now in charge of the camera team and will be keeping everyone on their toes.

We had a brilliant turnout for our AGM and we all enjoyed ourselves. Some slept through the formalities of the AGM having over-indulged the night before! Andy Page started the evening looking like James Bond but, in true Cinderella style, reappeared looking somewhat scruffier around midnight. Tomo decided that it was easier to go straight from the bar to breakfast, avoiding all that unnecessary bed business whilst other sleeping arrangements were interesting and I'm still not sure who ended up where or when. Oh yes, and Aaron, you do talk in your sleep!

Achievements

Cat 8, CH1
David Gowans
Cas Johnson
Mark Alman
Peter Colville
CP2
Stu Murtha
CP2

Grant has plenty to celebrate, being elected to serve a third year on Council and now a fully qualified jump pilot, regularly seen at the controls of the Airvan.

Our next social is our Caravanokee, in celebration of the arrival of our very own Caravan in May. Following on from the legendary Curryokee last year the Entertainments Committee has a lot to live up to. Rumour has it there will be a bands theme with us all dressed as famous pop stars, sounds like another excuse for the boys to get their dresses, high heels and wigs on again!

Check out our new improved website for the latest info, especially the staff profiles and to sign up for our newsletter: www.ukparachuting.co.uk

Vikki Forrest



Stu Murtha shows off his CP2 skills, by Aaron Ellen



Happily qualified jump pilot Grant Richards, by Vikki Forrest

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Jersey

Skydive Jersey closed over winter so some took the opportunity to go and bounce off the walls at Airkix and then skydive in the foothills of

the Atlas mountains in Morocco. The tunnel saw people improving in leaps and bounds, especially Gillian, working towards her FS1. Hot tip: don't try freeflying for an hour a day over 3 days, it makes your arms want to drop off! Over 20 travelled to Morocco, with rooms only booked for 18 so some new friendships were quickly formed as people doubled up! Big thanks to Andy Lovemore and Suzie who came to help our progression in the air after guiding us in the tunnel. Lots of fun was had by everyone who wasn't struck down by tunnel flu.

Clive was the biggest jump-monster with 100 jumps in 8 days, one being his 400th. Alun managed 16 jumps in one day!

The new skydive tube was christened by Decky but unfortunately blew up on the second jump, so our nice skydivejersey.net writing down the side become divejersey.net and, after a bit of unsuccessful duck tape ivejersey.net!

Welcome done to Ryan on his AFF, always nice to have a new member joining our little club. We're organising a trip to Seville for May so get in touch if you fancy it, we always like to make new friends. Skydiving in Jersey starts in April, fresh with a new Land Rover, a patched up minibus and the Cessna 206 from Dunkeswell. We open on 6 April so, if you like the sound of jumping onto St Aubin's Beach, get on the aircraft when we bring it over and save yourself a plane ticket!

Simon Griffiths

Jersey photos by Alun Griffiths



Decky's brief love affair



Achievements

AFF Graduate, CH1

Ryan Burns

FF1

George Judge

400 Jumps

Clive Standish-White

500 Jumps

Peter Dolbel

Declan Carlin

Stuart McDermott joins Declan Carlin holding the ill-fated Jersey tube

St. Andrews

The year started with a bang at St Andrews with

the best turnout ever at our Burns night. The food was excellent, thanks to our amazing canteen staff and a fab time was had with some entertaining speeches and plenty of Scottish dancing.

To escape the worst of the dour winter a large group escaped to sunny Florida, bringing back impressive tans and plenty of new toys.

It looks like we are in for a busy summer, with the **CF & Artistics Roadshows in May**. We have over 30 people signed up for a shot at canopy bashing and there will (of course) be plenty of socialising. Check the diary for details.

Graeme Mackay

Bruce and Johnny by Tam Anderson



Achievements

First Freefall

Craig Wallace

FS1

Rosie Millar

George Judge, Clive Standish-White & Pete Dolbel



Brid

Tandem party by Del Hand

Achievements

First Freefall, CH1, Cat 8

Lee Camfield

800 Jumps

Del Hand



Well we've had a good run of bad weather, probably like every other DZ in the country! Del 'Squirrel Scarer' Hand has been up to his usual antics of jumping everyone-and-anyone's kit including the student Mantas, can you believe that guy? He had a bash with the Birdman suit a few weeks ago (Stridey bottled out!) which emptied the clubhouse! He came back with a grin from ear to ear.

How easily led is Baz 'the Weaner' Copeland? He jumped in his boxer shorts in -15°C! Dori and Alli had a jolly good time with him on the way to altitude. Needless to say his 'weaner' was non-existent when he landed, to crowds of laughter.

It wasn't just rumours; Mr Johnston Senior is back on Yorkshire turf, full of enthusiasm as usual, welcome back old man! Congratulations to Lee Camfield who breezed through his AFF in no time at all, lucky for him he chose the only two decent weather weekends of the year. Congratulations to Clair on her CSI rating, well done from all of us, Ray is so proud!

Ollie Thornton

Tilstock



Rob Wilson's first freefall, by Dave Major

The first three weekends in February brought fantastic and very unseasonable weather. As Tilstock was one of the few dropzones open, everyone came out of the woodwork keeping Whisky Romeo busy from dawn to dusk and the staff maxed out with refresher training for all the students, eager to jump after the Christmas closure. By the time you read this, our new Airvan should be on line giving us the extra lift capacity we need and we're looking forward to the **Airvan Welcoming Party on 25-26 April**, give me a call at the centre for details.

Congratulations to Rob Wilson for braving his first freefall. We welcome back Hans Donner who started jumping at Tilstock and is now a qualified CSI. Hopefully he will be with us every weekend when he's not protecting Western civilisation during his military commitments. Here's to a great 2008 season and we're looking forward to seeing all the regular and visiting jumpers.

Colin Fitzmaurice



Photo: Gwyn Ackery

Skydive Airkix

Skydive Airkix membership number 1 has been presented to astronaut, Steve Truglia. As you may have seen on TV or read in the papers, Steve is to jumpmaster the highest ever lift in Europe as part of his quest to skydive from the edge of space, at 120,000ft.

Taking off in a balloon from Sibson, his descent will be made from 52,000ft giving Steve over four minutes' freefall! The aim is to land back on Sibson DZ, to the waiting news crews.

Steve, hosted by Skydive Airkix and supported by Airkix in Milton

Keynes, is beginning final training at Sibson, working out the finer details for the record attempt. The temperature at 52,000ft will be around -50°C, so it's critical that no skin is left exposed. Steve needs to wear a full 'on demand' oxygen system and a pressure suit to allow him to breathe. At this altitude, exhaling becomes impossible but the pressure suit allows him to exhale by assisting in squeezing his ribcage. See www.spacejump.co.uk

Dave Turner

Photos: Airkix



Achievements

First Freefall
 David Hassall
 Naomi Hoogesteger
 Josh Rowan
 Victoria Towers
FS1
 Stu Spark
FF1, IS1
 Chris Brook

Jump Numbers

100
 Jen Cooper
 Leanne James
 David Fairbrother
200
 Chris Brook
 Charlotte Fletcher
 Rachel Duncan
 Paul Bailey
300
 Kath Rybinski
700
 Jo Burns
900
 Blair Stent



Charlotte & Rachel's hoop jump by Blair Stent

We hosted the Woolly Jumpers Boogie, organised by the ever-enthusiastic Stu Ferguson, with help from many friends and www.studentnightout.co.uk Jumping started on Saturday morning with clear but cold skies. Simon Brentford and Simon Cathrine organised jumpers, working towards the goal of a new BCPA record, with 2 Dornier G92s and the SMG on hand. Everyone took part with 1-on-1s for those not wanting to participate in big-ways.

A brief weather hold saw Dave Honeybone running a creeper comp, keeping everyone happy and smiling, whilst learning loads. Saturday night saw Del's Disco in full swing, Del and Stu having many debates as to which Spice Girls tracks to use!

There were special offers on drinks and 'Russ the barman' serving up all manner of concoctions (often by request) which went, and stayed, down

well. The sumo wrestling was the event of the night with competing universities including York, Lancaster, Newcastle and 'The University of Life' (all those not affiliated to a current university) sending in their best wrestlers to fight for top place. Men and women competed on equal battle grounds in giant sumo suits which were so big and cumbersome that some nearly fell over on their own. The student boat race was held in style on the dance floor.

This entertainment was followed by the 'sexy dance' contest, using just one innocent-looking prop, a chair. The contest was so close it was declared a draw, with the tie-breaker – yes, you guessed it – a women's wrestling match! Well done to 'Olga' for winning. Sunday was unfortunately all blown out but with a B-Licence progression day keeping many occupied. More boogies will be organised by Stu here in the future.

HA-NAH, our lovely and warm Finist has returned (just in time) but we said goodbye to Matt & Anita, two of our packers, who've returned home to Oz, we wish them all the best. It was -26°C at altitude on their last weekend, hmmm, who will miss who the most?!

We also say goodbye to Steve Hogan, hopefully he'll be back jumping soon. Team Flux have started their training programme and took time out for a hoop jump for Charlotte & Rachel's 200th. Chris Brook once again attempted to take the hoop with him after watching Charlotte 'overtaking' Rachel at the hoop.



Jo Burns walks the hoop by Blair Stent



Kath and Chris by Noel Purcell



Chris the Sumo by Zoe Williams



Woolly jumpers boat race by Zoe Williams

Panama

boogie

**SKYDIVE
PANAMA CITY,
PANAMA**

08

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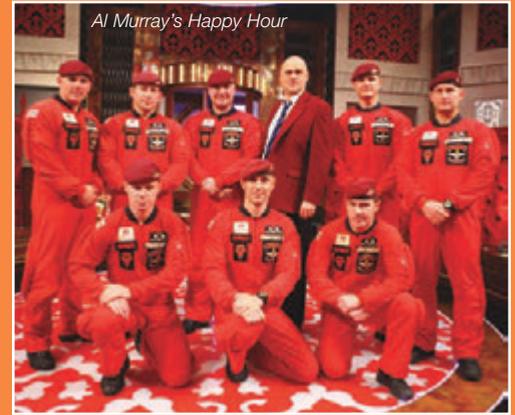


Passing on the Mantle

Jay Webster (left) new Red Devils team leader takes over from Mark Scobie (right)
Jim Scarratt, who taught both Jay and Mark to do AFF, is in the centre, photo by Pat Newman



Red Devils



A big well done to guys in the camera room for the end of year DVD. The lads visited Al Murray's Happy Hour and had a great night out in London. We have over 80 bookings and they are coming thick and fast. The guys are constantly out on reces for forthcoming events, which include F1, British super bikes and British touring cars at Silverstone, the Red Bull Air Race and Farnborough Airshow. Our tandem programme is rapidly filling up with a few celebs lined up including Kerrang radio DJ Lucie Helliwell and Soccer Am presenter Tom Oliver. The team is looking forward to team training, this year at Elsinore in California. So long Cyprus.

Duncan Murray



BCPA tunnel record – Marc Fletcher, Steve Smith, Holly Blake, Sam Bement, Jesse Karadia, Kath Rybinski, Jenny Buckle, Jonny Flowers & Graham Nicholas

BCPA

The BCPA had made a date with Bodyflight, holding a tunnel meet for this year's Valentine's Meet. Ten hours of time were flown including pre A-licence, FS1 coaching, 4-way, freeflying – and a special mention for the impromptu BCPA 9-way unofficial tunnel record! Big thanks to all the coaches and tunnel rats who helped out. Jesse won the tunnel twister competition, with an extra point for style after doing half on his back.

The usual FS 3-way comp took place with over 12 teams entering, can you believe it? A special mention to the freefly boys from Bath who showed us that jump numbers aren't everything! Flying finished late on Saturday night and the normal partying ensued. Unfortunately post-flight exhaustion plus the promise of good weather on Sunday (Skyvan, where, what?) kept it more sedate than usual. The weather was indeed lush on Sunday, and it was nice to see so many people drop in to skydive at various DZs on the way home. Oh, and it wouldn't be fair to let Ed and Marc get away without mentioning that they missed their transatlantic flight home from Florida on the Friday night and still made it!

Katherine Rybinski

POPS

The weather has been reasonably kind since the new year. I have this vision of small groups of POPS spread around the UK, dressed to face the unfriendly temperatures we

usually experience at 13 K during a Brit winter. I've seen some novel ways of wrapping up to maintain warmth – and I've also seen a few overheated, literally steaming POPS making their way back to check in after a long spot, still dressed in their 'eskimo suits'!

POPS meets are in the diary at the back of the Mag, but just in case:
25 April – 3 May, World POPS Meet Toogoolawah, Australia
20-21 June UK POPS Meet Hibaldstow
19-20 July UK POPS Meet Skydive Weston
11-12 October Sunshine meet Empuriabrava

For more details see www.pops.org.uk. If you fancy the trip to Empuriabrava let me know asap. I'm taking a roundabout route to Toogoolawah and back, leaving on 19 March and coming back on 3 June. It's my age you know, I just don't move very quickly! You can still reach me on my mobile and I'll check my email occasionally.

Thought for the day: when your regrets start to overtake your ambitions – well that's the time to double your efforts!

Dick Barton

POPS winter fashion
by Lennie Mobbs



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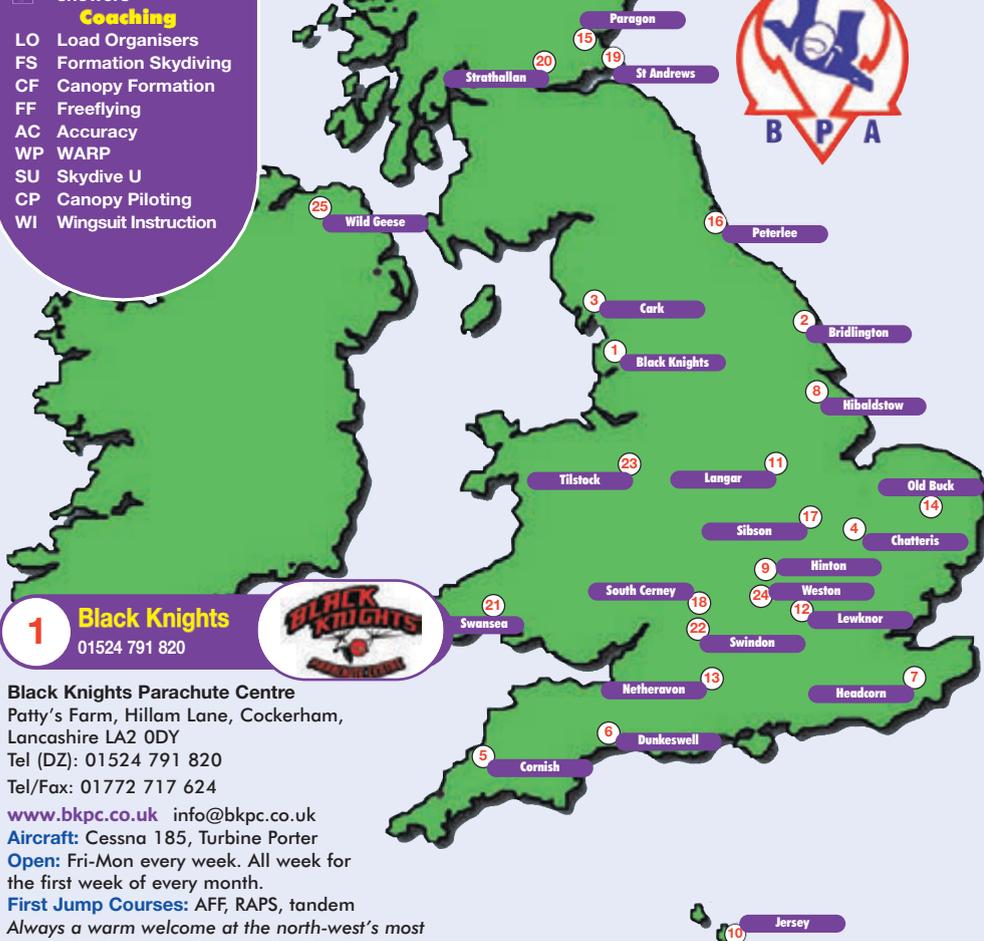
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01622 890 862



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Tel: 01622 890 862 Fax: 01622 890 641

info@headcornparachuteclub.com

www.headcornparachuteclub.com

Aircraft: Cessna Caravan, Islander

Open: 9am-dusk, Tuesday-Sunday. 1pm-dusk on Monday in summer.

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Jersey

01534 747 410



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States Airport, St Peter, Jersey JE3 7ZR

Tel: 01534 747 410 Fax: 08708 313 107

info@skydivejersey.net www.skydivejersey.net

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Tel/Fax: 01772 717 624

www.bkpc.co.uk info@bkpc.co.uk

Aircraft: Cessna 185, Turbine Porter

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E Yorks YO16 4YB

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Fax: 01262 401 871 info@skydivebrid.co.uk

www.skydivebrid.co.uk

Aircraft: Cessna 206, Turbine Porter

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First Jump Courses: AFF, RAPS, tandem

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Chatteris

01354 740 810



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Cambs PE15 0EA

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11 Langar
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www.bpslangar.co.uk info@bpslangar.co.uk
Aircraft: 2 Cessna Grand Caravans, Skyvan occasionally
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13 Netheravon
01980 678 250



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info@silverstars.org.uk www.silverstars.org.uk
Aircraft: Islander, Airvan & Cessna Caravan
Open: Wednesday-Sunday 9am-7pm
First Jump Courses: AFF, RAPS, tandem
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19 St Andrews
0845 189 5865



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skydivestandrews@mail.com
www.skydivestandrews.co.uk
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Tel: 07774 686 161 Fax: 01236 732 461
kk.bradly@btinternet.com
www.skydivesthathallan.co.uk
Aircraft: 3 Cessna 206, Turbine (for various events)
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First Jump Courses: RAPS, rounds, tandem

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21 Swansea
07779 019 655



Skydive Swansea
Swansea Airport, Fairwood, Swansea, SA2 7JU
Tel: 07779 019 655
info@skydiveswansea.co.uk
www.skydiveswansea.co.uk
Aircraft: Airvan
Open: Weekends, weekdays by appointment
First Jump Courses: AFF, tandem
The DZ is only operating on Sundays due to aircraft availability.

LO FS CF 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

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23 Tilstock
01948 841 111



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Tilstock Airfield, Whitchurch, Shropshire SY13 2HA
Tel: 01948 841 111 Fax: 01948 840 638
skydive@theparachutecentre.com
www.theparachutecentre.com
Aircraft: 2 Cessna 206, Airvan
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24 Weston
01869 343 201



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Fax: 0035 724 724 330

info@skydivecyprus.com.cy

www.skydivecyprus.com.cy

Aircraft: PBN Piston Islander

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

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RAPA

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Fax: 0049 5254 982 2740

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Aircraft: Turbine Islander,
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Open: 9am-7pm (or dusk) every day,
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Lippspringe DZ is the only BPA drop zone on mainland Europe and it has a swoop pond.

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Parachuting Societies

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.

POPS UK

9 Mansion House Mews, Pickwick Road,
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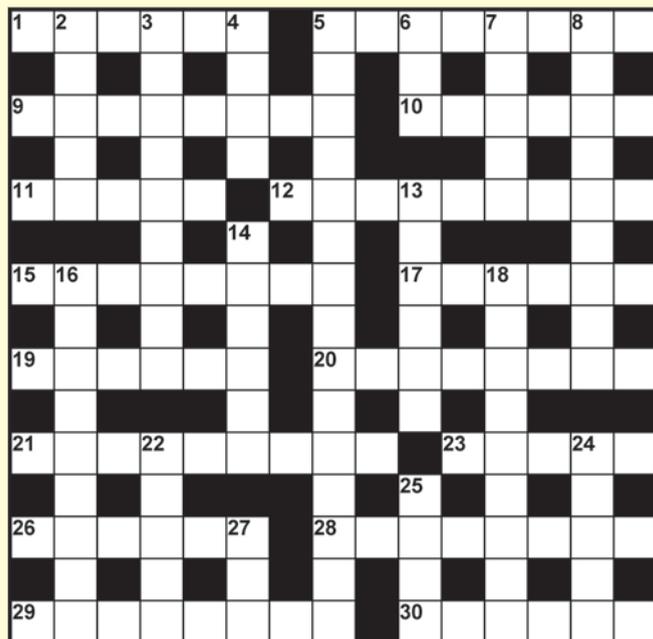
APRIL

- 5-6** **Swoopmeet**
Fehrbellin, Germany www.swooping.de
- 5-27** **Freely Adventure**
Eloy, USA www.toratora.nl
- 6** **Jersey Re-opens**
Jersey www.skydivejersey.net
- 9-18** **USPA Coach & Instructor Course**
Seville, Spain www.skydivespain.com
- 10** **BPA STC Meeting**
BPA Offices, Leicester www.bpa.org.uk
- 10-17** **Jeddah Championships**
Jeddah, Saudi Arabia www.asiania.org
- 11-14** **BPA Judges Seminar**
RAPA, Germany jspcl-comdt@atgg.mod.uk
- 15-17** **Canopy Piloting Course**
Dunkeswell www.safeflightschool.com
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- 16-18** **Canopy Piloting Course**
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- 16-20** **100-way Event**
Spaceland, USA www.skydivespaceland.com
- 18-20** **Big-way Skills**
Dunkeswell www.skydivethewell.com
- 18-21** **Mini Boogie**
Bridlington www.skydivelillo.co.uk
- 19-20** **F5 Scrambles**
Hibaldstow www.skydiving.co.uk
- 19-20** **Nish Bruce 4-way Scrambles**
Hinton www.skydive.co.uk
- 19-20** **VFS Competition**
Eloy, USA www.skydiveaz.com
- 21-23** **Volairkix Tunnel Camp**
Airkix, Milton Keynes www.volareproflight.com
- 21-23** **Canopy Piloting Course**
Empuriabrava www.safeflightschool.com
- 22** **BPA Council Meeting**
BPA Offices, Leicester www.bpa.org.uk

- 23-31** **Egyptian Championships**
Giza, Egypt www.asiania.org
- 25-26** **Airvan Welcome Party**
Tilstock www.theparachutecentre.com
- 25-May 25** **Skydive Pink Klatovy**
Czech Republic www.pinkskyvan.com
- 26-27** **Intermediate Tracking**
Langar www.bpslangar.co.uk
- 25-May 3** **POPS World Meet**
Toogoolawah, Oz www.ozworldpops2008.com
- 25-May 4** **Bridge Boogie**
Marche, Italy www.atmonauti.com
- 26-27** **Big-ways for Beginners**
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- 3-5** **25th Anniversary Weekend**
Wild Geese www.skydivewildgeese.com



Main (Cryptic)

Across

1. Old English graduate goes after American creature with a squeezable body (6)
5. Clothing's wrinkled I'm just up (8)
9. Has an extreme jump with poor Russky formation skydiving (8)
10. Cut down trees to realign dogleg (6)
11. Short barrister (5)
12. Surgeons have scars after musical drama (9)
15. Don't bag rotten pear! Feck! (4-4)
17. It's not automatic for Scarface to follow Manchester United (6)
19. Coming from Cardiff, lightning escape (6)
20. Closely follow the crowd following the train (8)
21. Coming down uncontrollably from portion of herbal list I compiled (9)
23. Small carnivore biting the head off wizard (5)
26. Confused laird eats unknown animal (6)
28. ET's urges:- gets drunk, points, waves etc (8)
29. Wag it at organisation containing stirrer (8)
30. Putin's revolutionary controls (6)

Down

2. Creator of Mafia's first rake-off (5)
3. Segregate scrambled foodstuff (6,3)
4. Fairy loses his head in the wind (4)
5. High jump record holder (6,9)
6. Front part of malleable horseshoe perhaps (3)
7. Sense the location by ear (5)
8. Intoxicating cocktail of NE Britain (9)
13. Air-arm jumping this canopy (3-3)
14. Insect's position in flight (6)
16. Topsy Algerines letting loose (9)
18. Leap in the dark (5,4)
22. Minimal dose of juvenile asthma (5)
24. Electronic release describes tournament (5)
25. Periodically cash bait inspires instructor (4)
27. Little bit of code (3)

Reserve

Across

1. Simple animal; 8-way formation
5. Skydiving overalls (8)
9. Jumps with a board (8)
10. Recorded
11. Instruct; short
12. Business owners
15. Stow a parachute without a bag (4-4)
17. Instruction book
19. Voyage in the air
20. Door at the back of a vehicle
21. Projectile
23. De Havilland aeroplane; river mammal
26. Original _____. Makers of 5 across
28. Hand signs
29. Troublemaker
30. Steering actions

Down

2. Creator
3. Spring festival chocolate (6,3)
4. Open to the wind
5. Current skydiving altitude record holder (6,9)
6. Parachute problem (abbreviation)
7. Optical sense
8. Intoxicating
13. Foil parachute (3-3)
14. Free-fall position
16. Letting go
19. Flight
17. Manual
15. Free-pack
12. Operators
11. Brief
10. Logged
9. Sky-surfs
5. Jumpsuit
1. Amroeba

SOLUTION ACROSS
 1. Amroeba
 5. Jumpsuit
 9. Sky-surfs
 10. Logged
 11. Brief
 12. Operators
 15. Free-pack
 17. Manual
 19. Flight
 20. Tailgate
 21. Ballistic
 23. Other
 26. Lizard
 28. Gestures
 29. Agitator
 30. Inputs
 SOLUTION DOWN
 2. Maker
 3. Easter egg
 4. Alty
 5. Joseph Kittingger
 6. Mal
 7. Sight
 8. Inebriant
 13. Ham-air
 14. Mantis
 16. Releasing
 18. Night jump
 22. Least
 24. Event
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22-24 Atmonauti Race
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23-25 4-way FS Nationals
Hibaldstow www.skydiving.co.uk

23-25 VFS Nationals
Hibaldstow www.skydiving.co.uk

24 Summer Ball
Dunkeswell www.skydivethewell.com

29-31 Atmonauti A-RW4 World Comp
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30-Sep 1 8-way Nationals & 4-way Reserve
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3-5 POPS World Record Attempt
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7 BPA Council Meeting
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29-Nov 2 Halloween Boogie
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7-9 Italian FF Record Attempt
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15-16 Wingsuit Big-way Invitational
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