

# SKYDIVE

THE MAG



APRIL 2011  
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The British Parachute Association Magazine

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\* The FFU does not book your flights, when you book with us, we will advise of the flight cost and our ATOL protected travel agent will call you to make the flight reservation.

# SKYDIVE THE MAG



**EDITOR**  
Liz Ashley  
editor@skydivethemag.com

**ASSISTANT EDITOR**  
Kirsty Kelly  
kirsty.kelly@archant.co.uk

**DESIGNER**  
Abigail Burroughes  
abi.burroughes@archant.co.uk

**ADVERTISING**  
Advert Sales  
Rob Crane  
01603 772539  
rob.crane@archant.co.uk

**Advert Production**  
Kay Brown  
01603 772522  
kay.brown@archant.co.uk

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Archant Dialogue Ltd,  
Prospect House,  
Rouen Road,  
Norwich NR1 1RE  
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www.archantdialogue.co.uk

*How quickly our sport evolves! Since the last edition of the Mag, Artistics rules have undergone major changes and 6-way FS has hit the UK.*

*However it left me with a bit of a dilemma, as the February Mag contained the first half of a two-part special on exiting freefly compulsories. The week after the February Mag was printed, the rules changed and so the whole article became historical – before the second half had even been published! I have decided to go ahead and print it anyway, as the information is still relevant and useful, but see page 9 for a summary of the new rule changes across the disciplines.*

*There are plenty of educational articles to get your brain in gear for the start of the season, plus a bit of well-deserved gloating from those who've been doing some awesome jumps already. As ever, it's great to see yet more new contributors to the Mag – thank you and long may it continue!*

*Liz Ashley*

*Fancy contributing to the Mag?  
The dates you need to know for 2011*

Issue	To readers	Copy deadline
June	9 June	26 April
August	4 August	21 June
October	6 October	23 August
December	1 December	25 October

### British Parachute Association

BPA Ltd, Wharf Way,  
Glen Parva,  
Leicester LE2 9TF

Tel: 0116 278 5271  
Fax: 0116 247 7662  
skydive@bpa.org.uk  
www.bpa.org.uk

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Jim Crocker  
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### Council Members

Paul Applegate	paul.applegate@tesco.net
Kieran Brady	kkbrady@btinternet.com
Alex Busby	alex@bpa.org.uk
Richard Head	tricky@bpa.org.uk
Ian Marshall	marshallcf@aol.com
Paul Moore	paul508@mac.com
John Page	geordie@skydivelondon.co.uk
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### BPA Representatives

Treasurer	Debbie Carter
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IPC Alternate Delegate	John Hitchen
STC Chairman	John Hitchen
Riggers Chairman	John@bpa.org.uk
01869 277 469	Paul Applegate
Pilots Committee Chairman	paul.applegate@tesco.net
	Kieran Brady

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Financial Administrator	Jon Grettton
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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.

### SUPPORTED BY



**Cover photo** Tim Roberts at the Belize Skyfari,  
by Bruno Brokken

### SUBSCRIPTION FORM

We have lots of overseas subscribers, non BPA members who get the Mag because they like it. If you take out a magazine subscription and subsequently join the BPA as a full member your magazine cost is deducted from your BPA membership fee so you don't pay any extra.

**1 Year/6 issues UK: £25 Overseas (air): Europe £30, USA £40, Other £40**

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BPA Ltd, Wharf Way, Glen Parva, Leicester LE2 9TF  
Tel +44 (0)116 278 5271 Fax +44 (0)116 247 7662

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**6-way has a lot going for it - it has the speed of 4-way but the power of 8-way. Two 6-way teams plus camera fits nicely into most UK aircraft. Watch this space!**

Milko, People in the sport, page 38

# CONTENTS

## IN THIS ISSUE

Welcome & subscribe	3
News Zone	7
BPA Zone	9
Gerry O'Hara	13
Belize Boogie & Skyfari	14



FS team planning	18
Frefly exits focus part 2	23
Kit and docs check	27
Fitness for skydiving	30



Airkix tunnel scrambles	33
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People in the sport - Milko	38
Are you packing?	41
Kit Zone	47
Safety Zone	51
Skydiving and the media	54
Club Zone	57
DZ feature - Peterlee	72
BPA dropzones	75
Events Zone	77
Time Zone & puzzle	82

Photo by Gary Wainwright

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For more information visit: [www.performancedesigns.com](http://www.performancedesigns.com)



[airkx.com](http://airkx.com)  
indoor skydiving

**Endless Summer**

For the latest news, visit the News Zone at [skydivethemag.com](http://skydivethemag.com)



## Accuracy Roadshow

Headcorn Parachute Centre held an Accuracy Roadshow on 12-13 March

Glenn Stephenson, by Richard Bissett

Members of the UK team gained some excellent scores, even after a long winter layoff: Glenn Stephenson scored 1cm, and Peter Sizer achieved some 3cm scores.

Jumpers were able to benefit from briefings and feedback on their jumps from GB team members Glenn, Peter, Janos Leszko and Jane Buckle.

"It was great to see jumpers making real progress with their understanding and application of the principles," Richard Bissett says. "Aspiring

and current members of the Headcorn Parachute Centre (HPC) Display Team were able to hone their skills in preparation for the coming season. Possibly the smartest score went to Janos, who on the last lift of the day diverted from the tuffet onto the Display Team's target, and scored himself a beer.

"A big thank you to Pete Sizer, Jane Buckle and all the staff at HPC. It was a great opportunity for people to learn more about this aspect of the sport."

## Access aviation archives

The Royal Aero Club Trust (RAeC) made its extensive aviation archives available to view online for the first time in March.

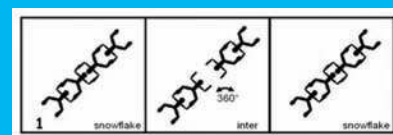
The site provides visitors with easy access to a wide range of artefacts, fine art images, memorabilia and photographs covering more than one hundred years of aviation history.

To view the Club's archive and memorabilia, visit the website.

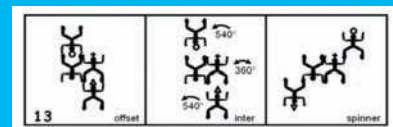
[royalaeroclubtrust.org](http://royalaeroclubtrust.org)

## New FS blocks

There have been two changes to the FS 4-way dive pool. Team *SonicNutz* give their opinion on them:



"Block 1 is so similar to the previous block. Care needs to be taken on hard closes, as it is not as robust as the offset close and could end up folding (if off level) or the centres could end up on the wrong side of each other. From Point and Tail, it was felt like more power was needed to get across the centre. For OC and IC, however, we did consider if, in time, a different direction of travel would evolve and become more rotational."



"Block 13 is great and the various options for engineering will make it interesting to see how it will evolve. We have only tried the centre piece going backwards as this seemed to allow a more familiar move. For the outside it was sometimes difficult to see where the close was or see as much as possible on the last 360° turn, although we found just spinning was sometimes easier rather than trying to see - risky. It will be interesting to see how fast the top teams can do this while ensuring consistent closes."



Steve Such, by Mark Harris

## Wicked Wingsuits

Mark Harris and the team at Wicked Wingsuits are launching a great new rental system for anyone wanting to try out wingsuiting without having to cover the expense of buying a beginner suit.

Skydivers are able to hire Tonysuit wingsuits for either a day, weekend, month or even longer. The website stocks beginner and intermediate suits, with full measurement details. Check out the website for a quote and get flocking!

[wickedwingsuits.com](http://wickedwingsuits.com)

## Big-way road trip

Ex-editor Lesley Gale has left on her grand tour of the USA, supported by a Winston Churchill Travelling Fellowship. Her road trip takes her to a plethora of US dropzones, mostly concentrating on large formation record skydiving. Follow Lesley's journey through her website, [bigwayrecord.com](http://bigwayrecord.com).

The Winston Churchill Memorial Trust offers grants to British citizens with a worthwhile travel project that brings something of value back to the UK. As far as we know, Lesley is the first skydiver supported; surely this opens the door for more skydiver applicants?

[bigwayrecord.com](http://bigwayrecord.com) [wcmt.org.uk](http://wcmt.org.uk)

Lesley, by Stikkos



## Get in the know...

Remember, if you have [skydivemag.com](http://skydivemag.com) in your favourites, you'll need to update it to [skydivethemag.com](http://skydivethemag.com) as there is no longer a redirect that will take you there automatically

## AI and Pixie on TV

Current British Freestyle Champions, *Airkix Freestyle* were featured in BBC East Midlands' *Inside Out* programme on 14 February. The piece followed AI and Pixie training for the British and World Freestyle Skydiving Championships. Although the programme is no longer available on BBC iplayer, you can read a short article about the piece at: [bbc.co.uk/programmes/b00y1r6w#clips](http://bbc.co.uk/programmes/b00y1r6w#clips)

# Smart

Aerodyne Research RESERVE



Open



Fly



Land

Photos: Stacey Carl



Smile!



ES BETTER GEAR BETTER VALUE BETTER SKYDIVES B





Martin Shuttleworth >>

For the latest news from the BPA, visit [bpa.org.uk](http://bpa.org.uk)  
BPA office phone: 0116 278 5271  
email: [skydive@bpa.org.uk](mailto:skydive@bpa.org.uk)



Kaizen, World Cup competitors 2009, by Liz Ashley



## World Cups 2011

Are you interested in competing? If the answer is yes, then please contact your discipline rep now.

Teams confirmed in FS are: *Satori*, *SonicNutz*, *Escondido* and *Unagi* for open, *Bodyflight Aerodyne* for Women and *Brit Chicks* for 8-way. Please contact Richard Head at [tricky@bpa.org.uk](mailto:tricky@bpa.org.uk) if you want to enter the women's or 8-way competition, or be put on the reserve list for the open.

[epcwc2011.com](http://epcwc2011.com)

**FS, VFS and Artistics**  
*Saarlouis-Dueren (Germany)*  
1-7 August

**Style and Accuracy**  
*Kikinda (Serbia)*  
18-28 August

**Canopy Piloting**  
*Klatovy (CZ)*  
22-27 August

### Coaching roadshows *Feedback on free coaching for BPA members*

The BPA reps have been hard at it and have a full diary of BPA coaching roadshows. With all members welcome at these fun events, you too can benefit from world-class coaching for free! Plus, what better way to get extra training for those Nationals and GPs?

The roadshows have been very successful over the years, however the Competitions Committee would like your feedback and ideas to expand on the concept or ideas to improve delivering skills to our junior competitors. Dates confirmed so far:

#### Artistics

14-15 May - Black Knights with *Volare*  
2-3 July - Cark with *Airkix Freestyle*  
3-4 September - Sibson with *The BLTs*  
Peterlee - date and coaches TBC

#### FS

4-5 June - Black Knights  
25-26 June - Chatteris  
2-3 July - Sibson (introduction to big-way with Billy Payn)

Keep an eye on the diary page for more dates

## Competitions

### Overhaul in FAI rules

Your competitions reps are currently working hard to update national rules in line with FAI changes. So before you rush off training, double check for any changes and new dive pools at [fai.org/parachuting/documents/sportingcode](http://fai.org/parachuting/documents/sportingcode).

All Nationals rules etc will be loaded to the BPA nationals web page as soon as possible on [bpa.org.uk/competition/national](http://bpa.org.uk/competition/national). Changes include:

### Artistics:

#### Freefly

- Removal of speed rounds and introduction of compulsory rounds with presentation scoring element

#### Freestyle

- Change of compulsory pool and addition of presentation scoring element
- Update of difficulty tables

#### B classes

- Mirror of rules changes and new compulsory rounds

#### VFS

- Changes to Block 3, 5 and 10
- Clarification to block 12
- New blocks 15,16 and 17
- New randoms: N and M

### FS:

#### 4-way

- Modified block 1
- New block 13

(See News Zone on page 7 for more info)

### Nationals 2011 Funding Qualification

Could you make the grade? Senior teams entering Nationals 2011 are eligible to apply to the competitions committee for consideration for funding toward World Championships Dubai Nov/Dec 2012. So make a date now!

### New anti-doping asthma instruction

There is an inclusion of a new anti-doping asthma instruction in the National and GP rules. Beta-2 Agonists taken via inhalation, Salbutamol and Salmeterol no longer require an online Declaration of Use. All other Beta-2 Agonists will still require full lung function tests and a TUE application. A Therapeutic Use Exemption Form completed by a doctor may be required for mandatory pre-notification of the use of certain medications, see [fai.org/antidoping/tue](http://fai.org/antidoping/tue). Download the FAI TUE Form from: [fai.org/system/files/fai\\_standard\\_tue\\_form.pdf](http://fai.org/system/files/fai_standard_tue_form.pdf). TUE enquiries (to FAI): [fai.org/node/323](http://fai.org/node/323)

## News in brief

### BPA membership survey 2011

It's survey time again!

This year, we have made the survey a lot shorter. It should take you no more than five minutes to complete. The survey will focus on specific issues, along with some general feedback. The data collected will be used by the various committees and will ensure that we keep in touch with you, the membership.

When the results of the survey are published, individual respondents will not be identified.

It will be available online at: <http://bit.ly/bpasurvey2011> from Friday 1 April through to Friday 13 May.

Please respond to the survey - we want to know what you think!

### BPA 50th celebrations



The BPA was founded in 1961, which means we're celebrating our 50th anniversary in 2011. A number of ideas about how to mark this special year are currently being formulated by the Communications and Development Committees, so keep an eye out over the coming months. We're already using our 50th anniversary logo. This will also appear on various electronic and paper media to celebrate our anniversary and to help to promote the sport.

### 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 issue of the Mag. You can also download the form from the BPA website or phone the BPA Office. The June Mag will be sent only to those current on the membership database when we print the labels in mid-May.

## Find a Golden Ticket in your Mag and win free BPA membership for a year!



To get the BPA's 50th anniversary celebrations off to a fantastic start, at its meeting in February, the BPA Council decided to mark this important occasion by making 50 free memberships available

In this issue of *Skydive the Mag* you could find one of 50 Golden Tickets. If you do, you are a winner, and you will receive free membership for the year!

### What do I do if I win one?

When you've stopped cheering and waving it in the air, email Sue at the BPA Office [sue.a@bpa.org.uk](mailto:sue.a@bpa.org.uk) or give them a call on 01 16 278 5271 and ask for Sue or Karey. Let them know the unique ID on your ticket, so they can validate it (of course, each ticket can only be used once).

### What if I have already paid?

No problem! Karey and Sue will be pleased to arrange a refund for you.

### And if I haven't submitted my renewal yet?

Notify the BPA Office and get your application

there before 28 April 2011. Of course, there's no need to fill out the payment section or send a cheque - just enclose your validated Golden Ticket.

### Is there a time limit?

Yes. All claims must be made by close of business on Thursday 28 April 2011, after which Golden Tickets are no longer valid, sorry! If there are any unclaimed free memberships, a prize draw will take place at the 2012 AGM.

*NB: The Golden Tickets have been randomly selected by software and inserted by the mailing house.*

*Exempts are: Mag-only subscribers, judges with free membership, non-active and active life members, DZ copies, Archant employees, file copies to Skydive the Mag editor and Archant, Council members, BPA staff*

## New Ratings

### Parachute Rigger

Helen Halliday  
Frank Millerick  
Andy Montriou  
Chris Sharman  
Judy Walker

### Basic Rigger

Mark Bayada  
Karen Saunders

### TBI

Brendan Devine  
Ben Cornick  
Robert Dawson

### AFFBI

Marcus Sutton

### CSI

Grant MacPherson  
Robert Spour

### CSBI

Alana O'Sullivan  
Daniel Gauld  
Glynn Somers  
Kerstin Griep  
Philip Thomas

### Advanced Packer

Brian Dyas (S)  
Lucy Smith-Wildey (S)

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Gerry (left) and Charlie Shea-Simonds  
interviewed by Simon Ward for Wiltshire Radio



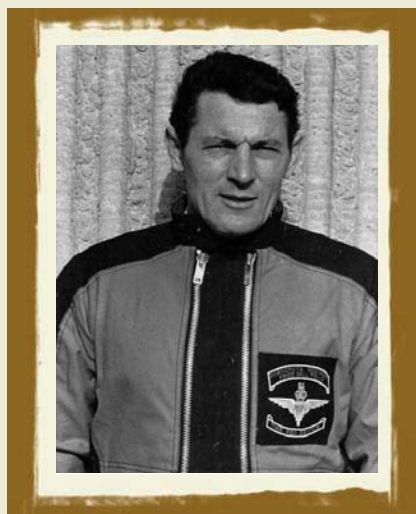
# Remembering Major G.O'Hara MBE

## Late of the Parachute Regiment

'Gerry' was a soldier, teacher, devoted husband, father, grandfather, great-grandfather and skydiver.

He was one of the youngest ever to pass the gruelling selection for the Special Air Service, subsequently soldiering in many of the world's hot spots. Following a sabbatical from service life and his acquisition of a teaching qualification, he was commissioned into the Education Corps. His first posting was to the Parachute Regiment and included a short tour in Northern Ireland; before completion of his tour he had transferred to the Regiment. In 1975 he was appointed Team Leader of the illustrious *Red Devils* and began his long and distinguished involvement with skydiving.

Gerry was a hugely intelligent, multi-talented good guy. A real thinking man's skydiver with great foresight and an ability to see where our sport was going and what was needed to make it progress in a safe but exciting manner. Gerry became Commandant of Netheravon. His Chief Instructor at the time, Geordie Laing, and his Chief Rigger, Jim Walmsley, pioneered the progression from outdated, flat, circular, C9, ex-military canopies to purpose-built GQ Aeroconical



sport parachutes, designed specifically for static-line/freefall students. The subsequent piggyback system they developed acted as a neat bridge between the round and eventual square canopies for first-time students.

He introduced AFF to Netheravon by organising a trip to the USA where he and a couple of his staff gained their USPA AFF

Instructor qualification. The skills learned were brought back to the UK, formed the basis for operations at Netheravon and, in conjunction with the BPA, eventually became our current doctrine for AFF in this country.

The picture above shows Gerry and Charlie Shea-Simonds being interviewed by Simon Ward after their famous 'Dawn to Dusk' race, during which Gerry, Charlie, Simon, Brummie Rose, Julie Hanks and Pat Long jumped into 21 different UK dropzones in one day and raised more than £10,000 for a cancer charity.

While Gerry may have belonged to a different skydiving era, and not many of our current young jumpers will remember him, he nevertheless helped to lay the foundations for what we enjoy today. Our deepest sympathies go to his wife Mal, to his three grown-up children and to his extensive family who looked upon him as a patriarch with an incredibly "*adventurous and unusual*" past. Myself and many others who knew Gerry will miss him; he was, by a long country mile, the very nicest of men and his inherent kindness served as an example to all who knew him. God bless.

**John Horne**

# unBELIZEable!



This was the far more relaxed, small 'European' boogie with about 25 participants



Bobby Goldman's article on the Belize Blue Hole Boogie in *Skydive the Mag* last June certainly caught my attention: the beautiful seas and stunning views, combined with the thought of escaping the British winter and adding another country to the 'collection' of countries in which I have skydived, made me think, "next year..."

So it was that we found ourselves landing at Philip SW Goldson International airport in Belize City at the end of February. We left Heathrow in the rain and stepped off the plane in Belize to 86 degrees. After a 15-minute flight in a Caravan (which we wanted to jump!) across to the island of Ambergris Caye, we were in the town of San Pedro. After a 20-yard walk, we were at our hotel, where we quickly found old friends and met many new ones. The previous week had been 'the big boogie' (with about 130, largely US, participants). This was the far more relaxed, small 'European' boogie with about 25 participants. It seemed, at times, a little like Empuriabrava in the Tropics, with Bruno, Gaby, Regan and several other Empuria jumpers there, ourselves included! The Belizean people were wonderfully friendly, we had amazing weather and locations, good prices and good facilities.

That afternoon we went up for our first look at the LZ, which, it transpired, was pretty small. It looked intimidating, even to those with 1,000+ jumps; quite small, power lines, a construction site and sea... the options were landing in the sea and letting the sharks get you or landing in the lagoon and letting the crocodiles get you, and so focused the mind on good canopy control! The first time we saw that view from altitude though - as Bobby said last year - we realised why we were there; the reef is the second largest in the world and only half a mile offshore; it was what we jumped out and opened over (and later scuba-dived in). After landing, we got back to the hotel in a powerful speedboat, another way to make the experience even better.

The first three days we got used to this LZ, jumping with new and old friends. We had only two non-deliberate water landings in week two (a poor spot, I am assured!). Although there had been a few the week previously, the reality was that these were great decisions, as the alternative would have been very late and low turns. Safety was highly emphasised by organiser Rich Grimm and this was one example of best practice. We lost one of these days to high winds, but with the temperature in the high 80s, we either scuba-dived, snorkelled or spent time by the pool and bar (or combined all four - in the right sequence!).

Come the Monday, the 16 jumpers flew down to the Guatemalan border and jumped into an airfield, where we met the non-jumpers and travelled the short distance to

Regan Tetlow, by Bruno Brokken



Tim Roberts (underwater) and Pamela Jones landing in the Great Blue Hole. Photo by Suzy Enoch

Brits, Pamela Jones and Regan Tetlow with organiser Rich Grimm over the reef above San Pedro



Xunatunich ('Shunatoonich'), a hugely impressive Mayan temple complex dating from between 650 and 1000 AD. The tallest temple, that we all climbed to the top of, is still the second tallest man-made structure in Belize! Inside one building, a large scorpion fell from the roof onto our guide's arm... I like to think I would have been as calm as he was in removing it (with a pocketknife)... After a wonderful al fresco lunch, we went riding in the jungle. Our guide warned: "If we see a crocodile, don't let it spook the horses." Yes, thanks, I'll bear that in mind...

On Tuesday we flew down to the next island, Caye Caulker, and jumped in, causing great amusement to 100 or so schoolchildren who came flooding out of school to greet us. We spent the late morning and early afternoon swimming from a beautiful beach and lazing by the bar before boarding a private 50-foot catamaran, which Bruno Brokken managed to charter, for a three-and-a-half hour trip back to San Pedro.

Wednesday was spent jumping back in San Pedro, with the brief for the Blue Hole jump on Thursday. Bobby's article last year described the magic of that jump. All of us who did it, from 13,500 feet in perfect conditions, will never forget it and were totally pumped on landing in the water by the boat. Unless someone tells us different, we think Pamela Jones became the first

British woman ever to do so (on her 269th jump). The Brits (Regan Tetlow, Tim Roberts, Pamela Jones and Des Enoch) jumped a 4-way into the Blue Hole... diving and snorkelling the Blue Hole afterwards.

Lunch on the quintessential desert island, 60 miles from land, was equally amazing. It was nesting season for the Red-footed Booby and, as they have no fear of people (due to seeing so few), we were able to get to within a foot of the baby chicks, and then saw a four-foot iguana! Another boat trip back to San Pedro, and we were ready for the last day's jumping.

How will I remember Belize and this boogie? Friendly, relaxed, exciting, varied and amazing! Without a doubt, my best boogie ever (and I've done a fair few) and probably my best holiday. I only made 16 jumps, but that was absolutely fine - they were all so special - from the 14,000ft hop 'n' pop over the reef, through jumps into different locations, to the stunning Blue Hole jump...

The Belize tourist board promotes the country as 'unbelizeable' and, after ten days in the country, I can see why. I am hooked.

*Special thanks to organiser Rich Grimm and to his staff.*

**Tim Roberts**

**“Without a doubt, my best boogie ever (and I've done a fair few) and probably my best holiday**





The Great Blue Hole, by Bruno Brokken



Blue Hole jumpers about to emplane, by Whitney Robinson

PART TWO OF FOUR  
TRAINING FEATURES  
BY TEAM SONICNUTZ

# So, team, what next?

Photo by Rob Frost

You've actually managed to round up what appears to be a team for 2011, or you're an existing team keen to build on experiences from last year... well done for getting to this stage of organisation and agreement. You now all need to ask yourselves several questions about what you want to do this year and how

With cost an issue to everyone in this uncertain economic climate, you need to be making all your time on the dropzone as efficient as possible.

Frightening as it may sound, you should have a plan. Don't worry, this can be as flexible as you want, provided everyone is in agreement.

So, where do you begin at the start of the main jumping season? How can you organise your team to ensure you get the most out of time spent together?

First, consider your aims and goals - what do you want to achieve this year?

- Are you just a group of friends wanting to share some fun experiences and pool some costs?
- Would you like to have some coaching to expand your own personal learning?
- Are you a new team wanting to compete for the first time?

- Have you already competed and are looking to step up a level?
- Are you looking to set new records in your chosen discipline? It's OK to aim high!

#### Talk talk

You should chat with your team and understand why everyone wants to be in a team - people's drives are different, but there is no right or wrong, and you cannot achieve without them. Some will want to experience the camaraderie and atmosphere of being in a team, others will be competitive and will choose to train hard in order to win. Once you know why everyone has committed, you will need to choose how to address the needs of each individual in order to meet your agreed team goals.

#### Goals

Goals can change but they should be short and long term and may be quite basic, eg:

#### Short term

- Improve body position by working on flexibility
- Work on using legs / arms better
- Try and be more relaxed and positive in the plane
- Learn the relevant dive pool
- Improve times on certain randoms or blocks

#### Long term

- To be able to fly with complete control at the desired speed
- To improve mental awareness across the entire skydive
- To compete and aim for a team average
- Learn different slots
- To be a reliable and respected skydiver

OK, so you're on your way to understanding what you all want to get out of being together, but how are you going to do that? You should consider a number of points:

### Anytime, anywhere, any place?

Some people can commit to this but others can't - are you all weekend jumpers or are some restricted by work or family commitments?

- Would you consider doing a camp / long weekend? These can often allow for jump numbers to be notched up in a short space of time and frees up weekends for family or other jumping events
- Are you expecting teammates to be attending competitions and a practice day beforehand?
- Is there any flexibility for bad weather?

It's too easy to expect no one to have any commitments and the team enthusiasm can get carried away with planning jumping for every available weekend. It's best to, where known, book out all the birthdays, weddings and bar mitzvahs at the beginning. For those that still have friends in the 'other' (non-skydive) world it's worth remembering when their wedding is or their special birthday that you promised this year you wouldn't miss! All skydivers will tell you that creating a balance with friends, family and work commitments is not easy - so get this out in the open as soon as you can and book out your committed events first.

### Loads of money

Generally speaking this is a limited commodity so planning your time, jumps and learning is useful. Some people don't want to discuss this as it can be quite painful to hear; however, if you are working towards a goal (a competition perhaps), you should have a fair idea of how many jumps you want to do. Sometimes you may have to decide on a figure and work your plan to fit in with this.

Don't forget to factor in:

- Travel to DZ
- Accommodation
- Packing
- Coaching costs
- Equipment costs (reserve repacks / upgrade of kit / AAD service)
- Competition fees
- Beer money, of course. Interestingly, there's always enough money for this!



## If you are working towards a goal (a competition perhaps), you should have a fair idea of how many jumps you want to do

### Quick wins:

- Buy jump tickets where possible in bulk with your chosen DZ to obtain a discount
- Travel to the DZ with others
- Borrow kit rather than buy - have you contacted all those people with second rigs out there? There is no harm in asking if you could perhaps hire it from them
- Share coaches with other teams
- Use all available knowledge from other experienced jumpers at your DZ (BPA roadshows are a great way to meet coaches and get advice for free!)
- Apply for funding
- Be brave - if you don't ask, you don't get!

### Location, location, location

Your teammates may be travelling from the four corners, therefore the dropzone that is nearest to you may not be near to them. Consider if the dropzone(s) you decide on can accommodate what you want to do - can you get the number of jumps in that you want? Are there other jumpers and staff on hand to help mentor / support you?

If you are jumping outside of our lovely British summertime, have you thought of going abroad? This can often be very productive if the weather plays ball as you can usually get more jumps in during one weekend than you could over several wet and cold ones in Blighty that will have, no doubt, incurred expense in travel, accommodation, countless cups of tea and then a full-on night in the bar sacrificing oneself to the weather gods! Oh well, I guess you can tick the 'team bonding' box for those weekends...

Always look at exchange rates / dropzone ticket prices / cost of sundries (flights and accommodation) before making a decision.

On the flip side, if you're being coached, sometimes it is cheaper to fly your coach to the UK than to take the entire team to them.

Also, don't forget that, if you do go abroad, you can always make a holiday out of it - it might be the only chance you get...

### Great expectations

Now that you have at least considered how and where you will spend your time and money, look in finer detail at how you structure your day. Understand what you are aiming for in terms of working on speed / exits / referencing / rhythm / techniques.

Assume good weather and have a plan that will take you through the duration of the day(s) with built-in flexibility for review. You can base this on jump numbers or time, whichever comes first.

Whether you decide to finish at 5pm or after eight jumps, for example, make sure you stick to this, as carrying on can often be a waste of money if some team members are fatigued or not mentally geared up to jump again. Unless you are all 'mad for it'!

Have you considered your plan if the weather turns? You may find yourself on weather holds, stopping and starting all day - it's important to keep motivated and focused during this time. Try not to be disappointed if you don't get to jump - it's something you must plan for.

Agree with the team whether to walk the dives again and creep, then decide on 'down time' and when to meet up again - all agree to the same plan.

A jumping weekend can be very rewarding if you communicate and accept that, even if you don't get the number of jumps in you want, creeping, walking, watching DVDs and talking to people on the DZ is all part of your learning and experience.

### All present and correct?

Some very small issues can often get missed when arranging to meet: will you be fed and watered? All kit checked, inspected and suits on? Or does it mean you are all ready to have a coffee and discuss the day together? Again, it does not matter what you decide as long as you all have a clear understanding of the agreement. There is nothing worse than being ready and waiting when your teammate thinks that the meeting time meant breakfast.

Don't let this frustrate you or affect your attitude, just note it down to ensure you make this clearer next time.

There are myths and legends of teammates who stay up till the wee dark hours (heaven forbid!) believing that the fifth samba will truly make them invincible. When this happens, but happens without all the team present, you should think about how this affects people. There may be an



# TEAM PLANNING

argument that people could 'lighten up' a little, it's a hobby after all! But, if you have made a plan to jump and can't because your teammate's head is engaged down a U-bend then the atmosphere can quickly deteriorate.

Have you discussed your nutrition for the day? This could be as simple as agreeing to all bring your own lunch and then snacking throughout the day. If your teammate hasn't then resolve it or agree for a designated break during the day.

## Aye aye captain

Consider appointing a captain of the team, maybe rotating this each day, to help co-ordinate any issues that may arise. Also consider how you will tackle teammates not wanting to jump in certain weather conditions. Are you going to try and persuade them that it is OK and help them to become more confident or are you going to understand that this could affect the skydive and may also compromise safety?

## What's the plan, Stan?

In an attempt to avoid confusion and general time-wasting, most teams have a preferred method of walking their dives when learning them for the first time. They do not deviate hugely from team to team and, simple as it sounds, it's useful to write it down.

If you don't do this you will hear "you weren't looking at me then", "you're supposed to take my grip", "can you walk slower please" etc. This is because the process hasn't been followed to ensure everyone is up to the same speed and all parts of the dive have been discussed.

## Dirt diving / preparation plan

- Have your dives written down and to hand during the day
- Walk through a few pages slowly, starting from the first point until everyone has it in their heads
- If any alternative builds arise, walk the alternative and make a decision. (If it's difficult to decide then lie alternatives down and creep three pages of each option to make a decision. If there is not much in it then go with the more familiar)
- For blocks, each team member should talk through their move for that point, including the hill move if the block is an exit
- Creep the dive. Creep each move three times and discuss angles etc. Where necessary, creep the block to get the angles. Any issues with angles or moves should be brought up at this point
- Discuss keys and last grips
- Take a few minutes to get the dive in your head. Everyone should visualise with eyes closed
- Creep three pages of the dive, including the blocks. Try to keep this process as efficient as possible
- Walk the dive from exit grips at pace. Discuss the pace and rhythm of the dive and remind each other to look for all the pictures you need to see and keep time on grips to a minimum. Then walk through at pace (extended walk through where appropriate)



Walking the dives

- Go to the mock-up to discuss the exit, look at grips and foot placements and get yourself into position in order. Once everyone is happy, do the exit in real time from the exit walk, then first page of the dive with the pace of the hill in mind

Once your team is used to working with the plan you can use it on each training day and also when in the tunnel.

## Competition

If you are entering a competition, more experienced teams will tell you this is very different from a training weekend. It is likely you will be doing less jumps in the day than normal (except perhaps for Rookies who sometimes end up doing more - the 2009



Discussing the pace and rhythm

Nationals completed in one day!). If you have prepared using the plan, it will help you feel comfortable with your chosen mechanics of the dive.

Helen Arnold 

## Competition plan

### Night before comp:

- Get draw
- Walk dives in reverse order
- Puzzle any options; creep if necessary to make provisional decision (if time allows)
- Fully prep first round

### Full prep

- See dirt dive / preparation plan on the left

### Morning:

- Meet time 60-90 minutes before the first possible wheels off for the team, depending on the breakfast plan (which should be agreed)
- Stretch
- Jumpsuits on
- Prep first dive. Re-creep angles from previous night and three pages if appropriate

### Each round:

- At the 25 minute call, go to 'team space'. Use time for personal visualisation, rhythm and any red flags for blocks, separation etc.
- At the 10 min call (approximately when

- the previous lift takes off), kit up. The designated person will sign for the team. Go to mock-up; exit, then exit and walk the dive. At boarding area, final walk
- On landing, high fives and smiles. No picking apart the dive
- Discuss communication, arousal levels and the effect on the dive
- The designated person checks the team in
- Pack
- Meet as soon as the last person is finished packing. Fully prep the next dive
- Agree a time for refresher walk if the weather demands it
- Free time until the 25 minute call. Free time should be managed by the individual. Always let your piece partner know where you are
- Looking at scores is an individual choice, no dwelling on them!

### End of day:

- Ensure the first jump for the following morning is fully prepped
- Agree a meet time for following morning

Above all - enjoy!

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THE SECOND  
IN A TWO-PART  
SERIES COVERING  
FREEFLY EXITS

# Freefly compulsories

with Airkix Euphoria

Last issue, we looked at the first five exits in the dive pool. This issue, we look at exits six to 10. After the first half was published, big changes were made to the dive pool so this advice is now historical...

## 6. Totem

**Front man:** Allow the other person to set up in the door first. Enter the door and get low to allow the outer foot of the other person to be placed on your shoulder.

Now slowly stand up and lean towards the other person to close the gap. Similar to a double-hand-to-feet exit, the formation will breathe when you exit so, to prevent this, get as close as possible before you exit. Get your outer leg bent 90° into the wind and, on exit, get your legs wide to aid stability. On exit, grab the inner leg and place it on to your free shoulder, then let go of both legs to build the point.

**Rear man:** Get set up in the door first. When you are happy, place your foot on to the shoulder of the other person; do not force yourself to rush this and set yourselves up in a bad position. On exit, allow the other person to grab your free leg and place it on to his free shoulder; aim to try and squeeze your feet together and trap his neck.



## 7. Brouette (back and belly)

**Back flyer:** Exit first and set up in the door, facing into the plane. You can let your body lean back to full arm extension. Allow a grip to be taken on your right arm and leg. On exit, try and come out parallel to the wing in a big, stable, slow-fall back-flying position. Try not to elongate your position as you exit as this will create a nice back track.

**Belly flyer:** Set up a head jam in the door and take a leg and arm grip on the other person. On exit, long-arm the other person. This is like an FS exit so normal rules apply - legs out, so you drive back up the hill; and loose grip, so that you do not impede the flying of the other person.



## 8. Double foot

**Head up flyer:** Allow the rear man to exit first and follow him out, getting as close to him as possible. Lean your upper body forward, almost putting your face on his chest; it is important to get as close as possible as the piece can breathe when it flies out of the door. Get your outside leg up so that the sole is flat into the wind - this will create a 90° bend in your leg and you will feel buffeting until the sole is directly flat into the wind. Take a foot grip on the outer leg of the other person, put the web of your hand into the join of the ankle and the leg and try to take a tight grip of the laces. Maintain eye contact with the other person throughout; use your outer leg to key the exit. On exit, get your legs wide to aid stability and, when comfy, take an ankle dock on the other performer.

**Head down flyer:** Exit the plane first and get yourself set up; leaning back almost 45° will help the other performer get closer and get the desired 90° bend at the knee. When the other performer takes an ankle grip, allow him to lift your leg up as high as possible - this is helped by you leaning back at 45°. When the formation exits, allow your inside ankle to be gripped by the other person. You can use your arms to help the formation maintain stability.





## 9. Cat

**Front man:** You want to dive into the wind so that you don't get blown over the top of the rear person onto your back. Have your rear outside leg back so that the rear person can pick up the grip and you can both exit together.

**Rear man:** Allow the front man to exit first and set up ready for you to take the dock on his outside leg. On exit, allow his inside leg to come up naturally on exit. You can either grab his leg for the dock or, with an open palm, slap down on his leg so the front man knows the point has been built.

## 10. Double head-up grip

**Front man:** Exit second and set up like you would for a 1 (spock). Get your body fully out into the slipstream to try and minimise the amount of sideways turn that can be caused by this exit. Take an outside monkey grip on the rear man; you can use the inside arm to grip the rail or, if you're confident enough, grip the rear man's arm and build the point on exit. On exit, try and maintain a wide-legged position to aid stability. Look past the rear man, back along the line of flight, to try and keep a stable heading.

**Rear man:** You want to be low in the door at a 45° angle with your feet into the relative wind. To aid leaving, on heading, look through the front man and try and keep on heading by looking back at the aircraft; do not roll out, as you will go head-down. Get your legs nice and wide to aid stability, as you will not have your arms to fly with.

**NB:** If you have trouble launching the point, exit with a single-hand dock, using the free arm for stability. Then, when stable on the hill, build the point by taking a dock on the free arm.

*Notice how the left-hand flyer has narrow legs and the piece has started to roll on to its side. To stop this, both flyers must have a wide base for stability*



**The exit key needs to be simple and very clear so the cameraman can see it**

### Exit keys

No matter how good the performers are, if you do not leave the aircraft as a team then the chances are you are not going to get everything on film! This was a learning curve for us; we would use a certain key for a number of jumps and then, all of a sudden, it would change in the door for whatever reason and unintentionally hose the cameraman. Being given a certain sign by the cameraman when he gets back to you can really break your concentration!

What we found really helpful was for the first man to climb out and get stable then, when he was set up, go still. This was the key for the rear man to take the hand or leg dock and make any final adjustment to his body position. When he was set up and ready, there would be a second of calmness with no movement. This would be the signal to the cameraman that the next move we would make would be the actual key to exit.

The exit key needs to be simple and very clear so the cameraman can see it. Some teams will use a nod of the head to indicate the exit key; we used a shake of our bodies to indicate the start of our key, as this is very visible to the cameraman.

On the actual exit key, it is better to use your hips to key with as this is your natural centre of gravity. Always aim to shake to the same distance from the aircraft on all exits; this allows the cameraman to get his eye in on where he needs to look to ensure he gets the point on film. This will feel slightly unnatural at first but it's worth plenty of dirt diving as it soon becomes natural.

### The future

Since this article was drafted, there has been a big change to the Artistic compulsory format. The two freely speed rounds have been scrapped and now both the freefly and freestyle have to include four compulsory sequences per round, which the team can perform in ANY order. Each move is awarded up to 20 per cent of the available points, with a further 20 per cent being given by the judges for the performance (ie: exit, moves between sequences and ending, plus how the moves are put together as a routine), within working the time.

I still believe that having a good understanding of what is now the old way of doing compulsories is important. Eventually, most people will start having a go at VFS, and understanding and being able to fly exits from the door will put you above the power curve for learning VFS.

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TOOGOOLAWAH, QUEENSLAND, AUSTRALIA

# How to survive a kit and docs check...

It's that time of year again when you have to renew your BPA membership. And, at the same time, most DZs will take the opportunity to check your kit and docs for their records

Kristian Moxnes, by Mike Lovemore

Kit and docs checks aren't just for this time of year, though. If, in the middle of the summer season, you decide to go and check out another DZ or that summer boogie that you've always wanted to go to, when you arrive at the DZ, they will also do some form of kit and docs check before they allow you to jump.

## Why do them?

Everyone jumping, packing, flying, rigging or acting as a DZ controller at a BPA dropzone must have current BPA membership - anyone participating in those activities without BPA membership may invalidate the membership (and therefore the insurance) of everyone else at the DZ. Because of that, the DZ will check that your BPA membership is in date when you arrive.

The DZ may also check that you have a valid FAI Certificate, valid medical and may inspect your logbook as well. In addition, if you have your own kit, the rig and its documentation will also be checked to ensure that the reserve is in-date and the equipment complies with any safety notices.

Essentially, the British Parachute Association, and all DZs within it, must be able to demonstrate that it has systems and procedures in place to capture and rectify any safety issues before they can occur. A kit and docs check is the first step in this safety process.

## What do I need to show?

Everyone intending to jump must at least be able to present valid BPA membership, a medical declaration and a logbook. Students may be required to show a record of initial training, whereas the experienced jumpers will be required to show

their FAI Certificate (often interchangeably called a Licence). If you also have your own equipment, the DZ will inspect the kit itself and the record of inspection and packing data card for the reserve.

## BPA Membership

If you have full membership but do not have your card with you, the DZ may be able to check that you are a full BPA member by checking on the BPA website. However, do not rely on this working - it's far safer to have your BPA membership card with you! If you are a student jumping with a provisional (P6) membership, remember that this cannot be checked online - so if you're travelling to another DZ to jump, ensure that you have your P6 card with you as proof of membership.

Without proof of your valid BPA membership, the DZ will not let you jump.

## Medical Declaration (BPA Form 114)

Within the BPA, everybody must have a medical declaration. However, if you are aged 18-39 and in good health, you can self-declare that you are fit to jump and fill in the form yourself with a witness. For those aged 16 or 17, you will require parental consent to jump, whereas those aged 40 or over (or those with any medical conditions or recurring injuries) will need a doctor to sign and stamp the medical form for them. Medical declarations are valid for 10 years, or until the doctor's validity date.

If you are self-declaring your BPA medical, you have a responsibility to read the notes on the reverse of the form. If there is a medical condition that applies to you, or any other reason that prevents you from jumping, then there is a good reason for it - your safety and the safety of those around you.

## Record of training

This is usually only required for student parachutists. This lists the details of your initial training, when it was conducted and who trained you. Usually, this record will be given to the student after your first jump or a record made in your logbook.

## FAI Certificate (Licence)

The BPA issues Certificates to qualified skydivers on behalf of the FAI via the Royal Aero Club of Great Britain. A, B, C and D Certificates are available together with a complementary grading system for disciplines within the sport (eg, FS1, FF1, FF2 etc). In order for your Certificate to be valid, you must sign it (underneath your embossed photograph on the back of the first page).

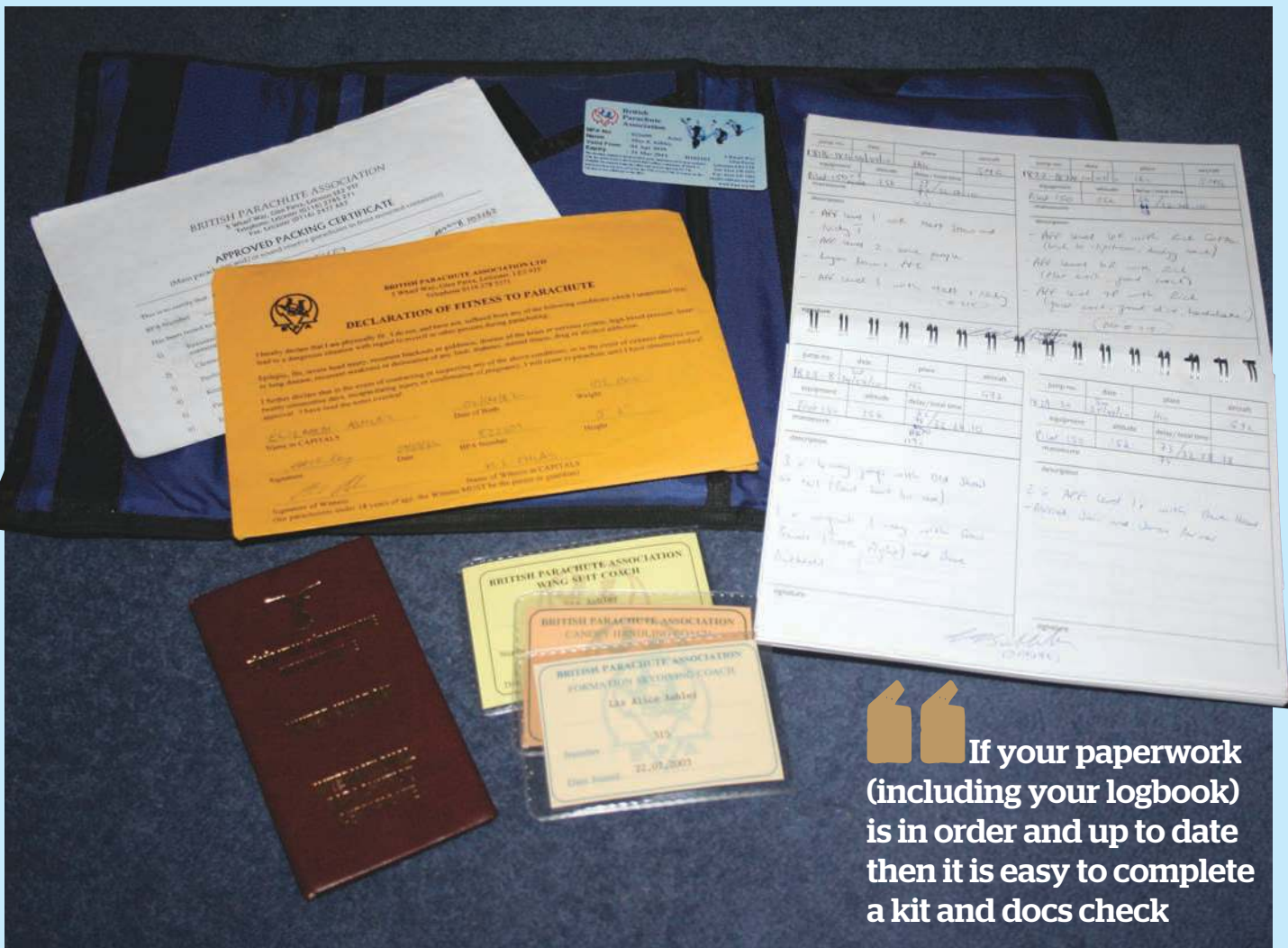
Without your FAI Certificate, you may be considered a student if your logbook does not contain suitable validations from another CCI or Senior Instructor.

## Packing data card

The packing data card lists the details of the reserve parachute (and usually also the container and AAD) along with the history of all the repacks carried out on this reserve parachute. Each new inspection and repack is listed on the packing data card.

In addition, should a safety notice be issued against the reserve canopy or the container, most mandatory safety notices require that a note be made of conformity with the safety notice - and that conformity will be recorded on the packing data card. Any AAD changes or replacements will also be recorded here.





“If your paperwork (including your logbook) is in order and up to date then it is easy to complete a kit and docs check

**Record of inspection**

The record of inspection (ROI) is the A4 sheet of paper that accompanies each and every BPA reserve pack job. The ROI details the serial numbers, dates of manufacture and types of each component of the rig (that is, the container, the reserve and the AAD). The details of the main parachute are not required on the ROI.

The ROI lists the checks made during (and any notes of) the last reserve pack job and details the reserve expiry/repack due date. When you pick your rig up from the rigger/advanced packer, always check your paperwork (that is, the dates for the reserve repack and also check that the information from the packing data card matches the information at the top of the ROI)! Riggers and advanced packers sometimes make mistakes with the paperwork - but if the paperwork is not correct then the rig is not airworthy and will be grounded.

**Logbook**

Your logbook has to be the single most important document that you possess. Every other document that we have considered can be re-issued or copies found - but your logbook is unique to you. Further, your logbook identifies your skills, capabilities and qualifications as a skydiver. The BPA Operations Manual requires ALL skydivers to keep a log of their previous jumps but, more than the BPA rules and regulations, your logbook will present you as a skydiver to any CCI or Instructor who may read it.

Consequently, your logbook sells you. If you arrive at a new DZ, you will be given the

respect and trust that your logbook deserves. So... always keep your logbook up to date! The details in your logbook record your currency and experience. Without them, a CCI who does not know you must err on the side of caution - which may mean that you don't get on the lift, formation or group that you would like to jump on.

Your last-logged jump gives the CCI an idea of your experience, while the date of that jump details your currency. The aircraft type shows what type of aircraft exit you are used to (so, do you require any further training or briefings on the type of aircraft flown at the new DZ?) while the exit altitude gives an idea of your freefall experience (for example, if you've logged 100 jumps from 15,000ft then you have plenty of freefall exposure, but if you have logged 100 jumps from 3,500ft you have less time in freefall but are probably pretty hot on stability straight out the door). Log the type and size of canopy that you have been flying - if you have logged plenty of jumps on a Sabre 170 then the CCI may well be happy for you to downsize, but if you have not logged anything then he may think twice about lending you the club's 230 hire kit.

The same is true of actually writing your jumps up - if you have logged plenty of 4-way experience, for example, then the CCI may be happy for you to jump as part of a larger formation. On the other hand, if you present a logbook full of blank pages then the CCI has no idea what you have been up to - or how good you are at it.

As far as logbook signatures are concerned, the BPA Operations Manual only requires that

student jumps be signed. However, until you have plenty of experience (maybe more than 200 jumps?) it is a good idea to have your logbook entries signed by somebody who would be willing to vouch for your experience level to anybody who cares to ask - an Instructor, staff member or the CCI.

Essentially, your logbook sells you to the CCI and he will treat you with the respect and ability that your logbook deserves. Keep your logbook written up and up to date!

**Getting in the air quicker**

And the moral to this story? Paperwork is the key to getting you into the air at any DZ. If your paperwork (including your logbook) is in order and up to date then it is easy to complete a kit and docs check. Keep your paperwork together in a logbook holder or similar, make sure you keep your logbook written up and always check the paperwork for your rig and reserve whenever you pick it up from the rigger/packer.

Please allow enough time for the DZ to finish the kit and docs check. The DZ wants you to jump as much as you do (after all, a DZ is a business), so if there is a delay it is not intentional and your patience is always appreciated.

In short... an easy kit and docs check keeps the CCI and DZ office staff happy. If they're happy, then you'll get in the air quickly and get to do the things you want to do.



**Paul 'H' Hollow**

# HAD A RESERVE REPACK RECENTLY? DID YOU GET....?

- Thorough inspection, air, repack of reserve canopy?
- Thorough inspection and air of main canopy?
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# Feeling fit?

If you're just getting back into jumping after that winter break, thinking of maybe joining a team this year or going to the Nationals, are you feeling as fit as you did at the end of last year's season? Fitness is essential to be the best you can and here's how to make it as easy as possible...

## Do skydivers do it at home... or in the gym?

Money is tight, let's face it. We see reports on the news every day about the poor state of the economy, and we all think it's a shame... especially when we're thinking as skydivers! There never seems to be quite enough for all those jump tickets and new kit, let alone the non-essentials that come way down the list, such as food, for instance. So where do gym membership costs or personal trainers come into the equation?

Regardless of the type of skydiving that we do, we all recognise the benefits of fitness training to enhance our skydiving performance. Some people are brilliant at making the time to go to the gym, others never seem to be able to. We have all spent days and days waiting for something to happen on a rainy DZ but, in all the years I've been jumping, I have only ever seen a few skydivers take advantage of their spare time by doing some exercise. These people also seem to have the spare cash for actual food and you see them eating healthy stuff and drinking water, not just eating chocolate and drinking beer.

So what should we take from that observation? Maybe that some people are better than others at prioritising what they do with their time and their money.

This article has been written with that idea in mind. Hopefully, it will give you some ideas, not only why strength training is important for enhancing your skydiving performance, but how you really can fit some training sessions into your busy schedule and tailor your training programme to your budget.

You don't necessarily need gym membership to get fit. The exercises described are specifically to increase strength in the areas where skydivers need it, no matter what the skydiving discipline might be. All of the exercises can be carried out either in the gym or at home.

The best route to seeing improvements in your general health and fitness is to follow some really simple rules: make your training specific to your sport and make it functional. As a 4-way jumper myself, my concentration levels are limited to around 35 seconds, and I honestly believe that you don't have to flog yourself around a running track or in the gym for hours in order to see progress. It's all about efficiency! All of the latest studies in sports medicine show that the greatest results are gained from short, high-intensity workouts that are specific to the type of sport that the person is training for. The most important area that you need to make sure is strong and controlled is your core. Before you embark on any training programme, you should figure out whether your core is strong enough to cope with the stresses you will be placing upon it.

The best way to do this is to spend some time with a fitness or health professional (such as Amanda and me!); don't leave it to chance.

## Core stability

Good core stability has been shown to prevent injury, improve rehabilitation post-injury and enhance performance.

Whether you want to whip in the quickest 360° turn, surf, go running or just function effectively day to day, your body requires a stable platform for controlled movement to occur. If you don't have a stable platform to perform these movements then the movement is uncontrolled and you risk injury to other joints as they become overloaded. It will also reduce your performance.

Pilates is a form of exercise that focuses on the deep core muscles to improve functional stability. Dynamic exercises are essential and sport-specific exercises should be incorporated into your programme. If you want to improve your 4-way FS skills, lying on your back on a mat is not going to do much to help!

Many people assume that doing any abdominal exercises will improve your core but this is often not the case, instead they become stiff due to bracing the outer abdominal muscles, rather than activating the deep ones. This reduced mobility may again lead to injury and, more than certainly, reduce performance. At the same time, fatigue will set in more quickly as the wrong muscles are used and movement becomes uncontrolled.

Imagine when you are trying to do a side slide or a head-down carve, the more dynamic you are the less precise you are. This is often because you are unable to maintain your core stability to perform the movement at this speed or intensity. Instead, your spine will rotate or bend to try and achieve the movement.

Core-stability exercises can be done in many different ways, which can include the use of a gym ball or balance dome, and can be incorporated while doing other exercises. It is impossible to describe specific good stability exercises as everyone has different requirements and the wrong exercises can cause injuries. Being aware of your posture and ensuring a good technique when performing your exercise programme will get you on the right track. It is worth investing time to be taught the correct exercises and how they can be done around a busy lifestyle.

Remember, your fitness is the key to preventing injuries and improving your performance. So when you find that 'spare' time for a tunnel session or training day at the DZ, don't forget how much better you would be if you had found some 'spare' time to do a fitness programme too!



1



2

1 & 2 Squat against the wall: Make sure that your shoulders and neck are relaxed and that your core is engaged. At the end of the move, your toes should be slightly in front of your knees. Make sure your knees track correctly through the move.

**Dynamic exercises are essential and sport-specific exercises should be incorporated into your programme**

**3 & 4 Press up on the ball:** You should maintain a straight line between your shoulders and your heels throughout this move.



3



4

**5 & 6 Hamstring curl on the swiss ball:** Maintain a straight line between your shoulders and your heels and keep your hips up throughout the move.

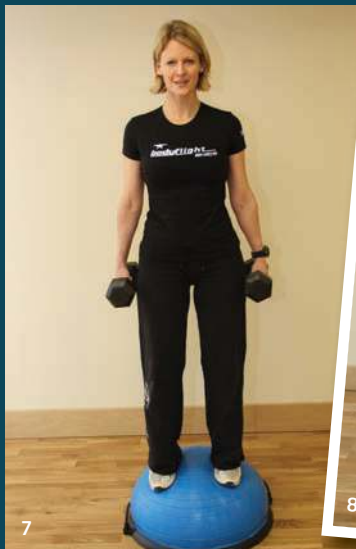


5



6

**7-10 Compound move on the Bosu ball:** Keep your knees soft and your core engaged throughout.



7



8



9



10



11



12

**11 & 12 Hammer curls seated on a Swiss ball:** Keep good posture throughout. Use a weight heavy enough to feel fatigue after 12 reps, keep good form throughout.

**Exercise tips**

The exercises featured here are examples of the types of exercise every skydiver should incorporate into their training plan. Correct form, technique and a stable controlled core are essential to achieve the right results.

Bodyfit is offering all skydivers £10 off these services (prices below include the discount). To receive your discount, quote "The Mag" when placing your order.

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Amanda Kemp  
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photo by Dmitry Yakovlev

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CP1110\_SMP\_MB\_A





Mike McNulty

“ A fun-filled meet of jumpers from as far away as Dunkeswell, to our friends from the north in Scotland and everyone in between

Mike McNulty

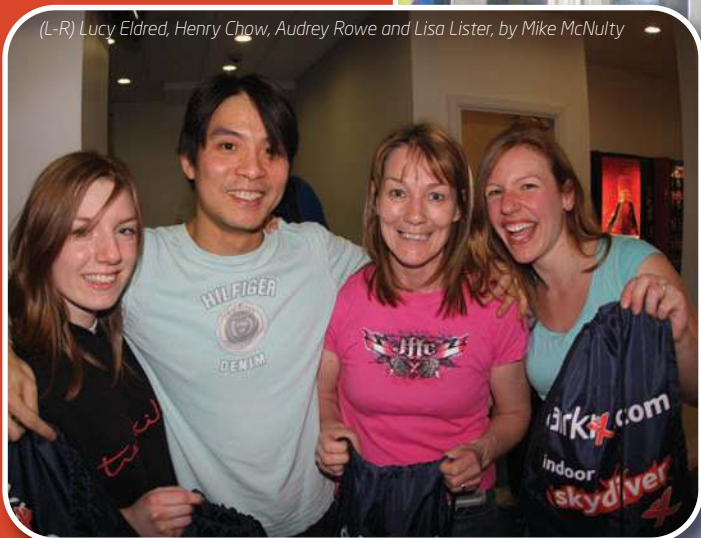


Mike McNulty

# Tunnel scrambles

As we all know, the winter has been a long, dark, overcast miserable one, which has left many jumpers across the country nursing sore necks after constantly looking skyward for any sign of blue skies. So what is a jumper to do when their favourite DZ cannot hold an organised event? Apart from sit on your laptop during the day and enjoy good times in the DZ bar at night, you can go to your nearest tunnel, of course. With the help of some of the UK's finest organisers, 4-way and freestyle coaches the Airkix Tunnel Scrambles has been born

(L-R) Lucy Eldred, Henry Chow, Audrey Rowe and Lisa Lister, by Mike McNulty



On Friday 4 March, Airkix Indoor Skydiving held the second edition of its Tunnel Scrambles competition in Manchester. The event brought together no less than 74 eager skydivers and many more spectators to the country's newest indoor skydiving facility. The competition was organised by Matt Lippert of Airkix and our very own Simon Cathrine.

With 16 FS teams and 10 freely enthusiasts, the night got off to a fantastic start and the atmosphere was buzzing from the minute everyone arrived. After the introductions, individuals were split into groups of either four or two depending on which category they wanted to compete in. Groups were then given the routines that they had to complete over the next five rounds.

Simon put together a challenging set of rounds for the FS flyers, including 'out of orbit satellites' and 'Stardian - Stardian' blocks. There was also a surprise final round called the 'relay'. This involved flying around two tunnel tubes in a figure of eight both forwards and backwards forming an epic game of tunnel tag as each flyer tagged their next team member to complete the routine. The freeflyers also had their work cut out with some demanding rounds that included grips with flips and double hand-to-hand moves.

The winners of the FS category were Henry Chow's group with a staggering score of 131. This was 32 points away from their nearest competitors!

The women wiped the tunnel walls with the men during the FF rounds and Airkix was proud to see that one of its own instructors, Cat Adam, smashed first place with a massive 146 points. In second place was Karen Bain, who achieved an impressive 131 points, with Jane Henderson nipping at her toes on 130.

Airkix would like to thank all participants and organisers involved. Keep your eyes peeled on the Airkix Facebook page or on Twitter @Airkix for updates and the date of the third Scrambles. If you are interested in taking part in future Tunnel Scrambles events or for more information, please contact Matt.



**Throughout the night there was some fantastic flying from the more experienced skydivers but also from the less experienced. It was great to see the high standard of new UK skydivers on display in the tunnel, and all UK DZs should be proud. The event was attended by many non-jumpers wanting to observe, and the skydivers also brought their families along to show them what they actually get up to in the skies!**

Matt Lippert, Airkix (0161 749 2193)

Mike McNulty

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# Scrambles III

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14TH - 15TH    **FS COACHING WITH SONICNUTZ**  
21ST - 22ND    **INTRODUCTION TO BIG WAY (FS) WITH SIMON CATHRINE & FREELY WITH FRAZER**

30TH MAY  
- 3RD JUNE    **SKYSAVER WEEK (MON-FRI)**

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# PEOPLE in the SPORT

## Milko



From milkman to renowned and much-loved skydiver - we speak to Ian Hodgkinson. And if you're wondering who that is then 'Milko' will no doubt enlighten you!

### How did you start skydiving?

I did a static-line round course in September 1991 at Langar. Although I didn't get to jump the same weekend, I'd seen Langar at its busiest. Everything about it grabbed me - the organised chaos throughout the day to the nightlife! I came back the following weekend and did four jumps. I was hooked from that point onwards; it took over my life.

### How did you pay for it?

At first I was still working as a milkman (hence the nickname!). I was averaging four to six hours sleep a night so that I had time and money to jump. I learnt to pack rounds, which helped to fund my jumping. By June '92 I was working full time at Langar, emptying bins, and fuelling the plane. I even spent four years living in a portacabin. People might spend £1,000 a month on their mortgage and bills; I decided I was going to spend it all on skydiving instead.

### What were the early days like?

I was lucky to have some great mentors: Tony Danbury, Dean Fisher, Dave Hickling. In particular, I started joining Dave Morris' load organised groups and learnt a lot. I went with him to the south of France in 1992 where I was chuffed to be doing 4-5-point 20-ways with only 100 jumps. From there we went on to the Espace Boogie where I was told I couldn't jump because I only had half the minimum 200 jump requirement. DM put in a good word for me and I was allowed to jump, but only

on the very lowest group. From there I worked my way back up again and, despite some funny looks when the 100-jump wonder rejoined the big boys' group, I survived because I didn't mess up.

Back at Langar, I started filming DM's groups. I still preferred doing FS, but enjoyed camera and it was a way of keeping my costs down but still getting to jump. I did a lot of boogies in the '90s and still do today. Having got those funny looks in Espace, I went back as a cameraman in '96/97, then as an organiser in '98-02. I've done the last 18 Empuria Christmas boogies - it's my second home.

### When did you decide to become an instructor?

It's funny, at first I had no interest in teaching static-line. Once I did the course in '96 I was surprised to find I really enjoyed it - I still do.

I did my AFF rating in '98, I nearly wasn't allowed on the course. Although you only need 10 hours freefall, I'd stopped logging at 24 hours. I had to sit and log all my freefall time on day one of the course so it was up to date. I love doing AFF, every day brings a new challenge.

I'd always said I wasn't interested in my Tandem rating, but I tagged on the back of a course in 2003. Just like static-line, once I did my first one, I loved it. Every single one is like doing your first jump again. It's even better than static-line as I get to share in the students' excitement and their adrenaline. You meet people from all walks of life; it's inspirational.

### How has the sport changed since you started?

It used to be the norm for people to stay on the dropzone all weekend to try and get one or two jumps. Now people can turn up and do more jumps in far less time.

Jump numbers matter less than ever before. Working in the sport, I'm obviously going to do a lot of jumps; I do about a thousand a year. With the explosion of tunnels in the UK I now see people with only a few hundred jumps being able to out-skydive old-timers with 15,000 jumps like myself. This shows that quality not quantity counts.

Also, access to better facilities, aircraft and coaches has played a massive part in the sport advancing to the level it has in the UK.

### How about competitive FS?

I love competing. A lot! I'm very competitive. There are two parts to it really. Firstly, I love to be at a high level for myself, and I love everything that goes with it. Secondly, I love to get involved with the next generation, to try to spot the new kids with the spark in their eye who want to learn.

**How can anyone ever be above jumping with someone else, or think they've already done it all?!**

### You've been pretty good at talent-spotting so far. Who have you coached?

I got a lot of help when I was up-and-coming, and now I like to give back. I will jump with anyone and don't charge for FS coaching.

The last two years I've been working with *Full Stop*. We won the Nationals in Rookie in 2009 and A in 2010. We're competing again this year in AA both at the Nationals and the World Challenge. Other teams over the last few years include *No Angels*, *MACH 4*, *JCB*, *Hazards*, *Seraphim*, *Chaos* and *Raykipo*. Individuals like Hannah Betts (*Storm*) and Katie Woods (*Satori*) both started off at Langar and have both gone on to do far more on a world level.

The key is that they've all had the desire to become the best they can, never too big to learn and to ask for help. You have to want to learn for the right reasons and, above all, remember it's fun. How can anyone ever be above jumping with someone else, or think they've already done it all?! With the right attitude you can do a lot. *Full Stop* went to their first Nationals with only one training jump and three hours in the tunnel. By committing to visualising for 20 minutes a day and making the most of their own time, they achieved loads.

### What about Senior teams?

My first Senior teams were *NRG* (4-way) and *Connexion* (8-way), both teams were based on

All photos by Gary Wainwright



friendship and lots of fun. Since then, I've won the 8-way Nationals six times, and hope to do so again this year. I've never won the AAA in 4-way but this year I hope to change that as I'm joining *Satori*. We're not doing a huge amount of training, but it'll be a new experience for me!

### ...and big-ways?

I've loved being on the last three world records – the 282-way in '99, the 357 in '04 and the current world record 400-way in '06. I'm now a team captain for World Team and look forward to being part of a 500-way soon.

### Any new ideas for the sport?

I've recently created a new 6-way dive pool. Made up of parts of the 4- and 8-way dive pools, 6-way has a lot going for it – it has the speed of 4-way but the power of 8-way. Two 6-way teams plus camera fits nicely into most UK aircraft. Watch this space!

### What would you change about the sport if you could?

The weather! Apart from that I don't believe in regrets, things happen for a reason.

### Who are your sponsors?

I'm a huge Aerodyne fan. The Pilot gets me back from long spots and opens soft and predictably all the time. I can lend it to almost anyone without it being unsuitable, and I'm



still happy to jump it regardless of who's packed it. I'm also a big fan of my Vigil 2, and have been well supported for a long time by Langar, Paul at Bodyflight and Empuria.

### What's your most memorable jump?

The Honda experience was simply phenomenal, and a world first. Jumping into downtown Bangkok with more than 600 people was pretty special too. Most memorable, for the wrong reasons, would be filming a tandem over a mountain in St Moritz. The spot was wrong and we were over the mountain itself instead of the valley. When the tandem deployed I kept filming on my back, then flipped over to find myself about 500 feet above the slopes. I pulled and was immediately flying down the side of the mountain. I landed OK after a 10-second canopy ride and caught a chairlift down.

### What else do you like to do when you're not jumping?

If I'm not jumping I'm normally in the tunnel. Other than that I love spending time with Sian (Mrs Milko), walking, swimming and watching films.

### Who are your heroes?

There are far too many to mention, but... Gary Smith for his technical finesse. Dan BC for his brute force, speed and power. Al Hodgson for not letting anything get in your way of your dreams. Dean Fisher and Dave Hickling for still having the enthusiasm and love for the sport well into their 70s. I hope I still have the same energy when I'm 70.

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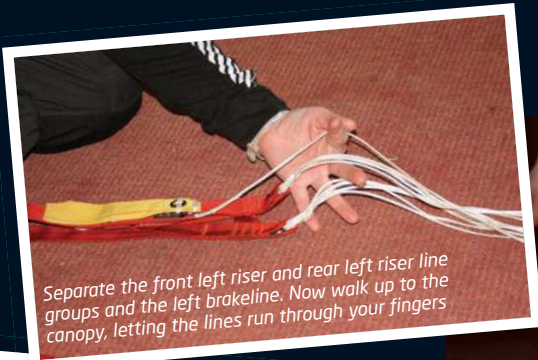
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# Are you packing?

This pullout article is not a 'teach yourself to pack' DIY guide, but is here as a reminder of the key stages, with hints and tips along the way. There is a multitude of kit out there with individual quirks, so this guide can only be general and not specific. Use it in conjunction with proper training and always ask for help when you see something new. 'Good enough' is never good enough when it comes to packing!



Separate the front left riser and rear left riser line groups and the left brakeline. Now walk up to the canopy, letting the lines run through your fingers



The front and rear groups should stay separate throughout, and the brakelines should run cleanly from the risers through the slider to the canopy without going around any other lines or canopy fabric



Here there is a complete rotation, as if the jumper has done a backflip while wearing their kit. It's easy to spot because the brakelines go round the twisted lines

## Untangled and inspected

A pack job should always include a visual inspection as you go along. A bad landing or just general wear and tear can lead to broken stitching, fuzzy closing loops and other minor damage that can have major consequences if left unchecked. Don't let your rigger be the only person to inspect your kit - look at it every time you pack, so that you're familiar with it and will notice any changes. You don't need to be an expert, you just need to notice that something might be up so that you know to ask an expert to check for you.

The best time to inspect your kit is when it's unpacked - once packed, most damage would be hidden. Give it a quick look before you start, then look at each component in more detail once you get to it in the packing sequence.

Before you rush ahead with folding, check there are no twists and tangles in the lines or canopy. You wouldn't be the first person to have to cut away from a step-through or pack rotation!

**X** Common mistake - only checking that the brakelines are clear as far as the slider. Check THROUGH the slider too, all the way to where they meet the canopy fabric.

## Top Tip

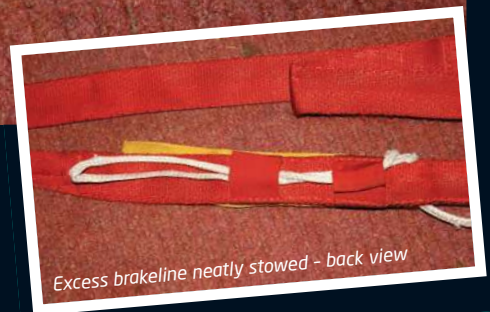
✔ Set your brakes on the landing area so there's less chance for them to get messed up whilst walking back. Watch out for other canopies landing though!



Toggle correctly set - front view

## Brakes set

The August 2010 *Skydive the Mag* had a Safety Zone feature on setting toggles, so look that up for more detail. The key points are that the setting loop should be below the guide ring and the excess brakeline should be neatly tucked away.



Excess brakeline neatly stowed - back view



Most jumpers like to flake each nose cell individually against their body to smooth them flat

**Lines straight and taut, fabric folded symmetrically**

This canopy is being PRO packed, which stands for Proper Ram-Air Orientation (not 'professional' as commonly misunderstood). This just means that it is facing the same way that it will on opening, as opposed to being laid out on its side. Later in the pack job, once it is laid on the floor, the nose and A lines will be closest to the floor with the B, C then D lines stacked neatly on top in order.

Techniques differ massively here, but there are basic principles throughout. There should be tension on the lines. Most people keep control of the fabric by squeezing the nose between their knees. The lines should be in the middle in their groups with the fabric between each line group flaked neatly outwards. The left and right side should be symmetrical - what you do to one side, you do to the other. Remember to inspect as you go.



Hold the nine nose cells in one hand. Most canopies have nine cells, and seven is the next most popular number. The nose is connected to the A lines, which have colour coded blue tabs in this picture



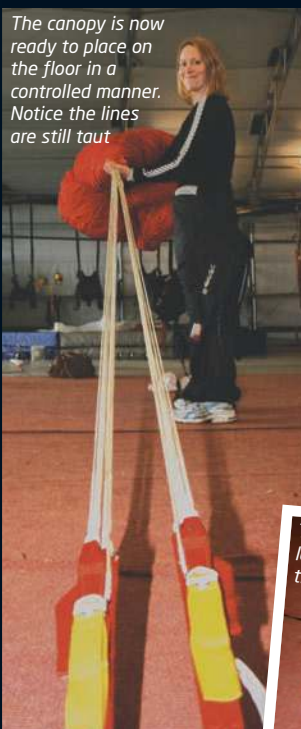
Fold the canopy fabric between each line group. As well as the blue A line tabs, this canopy has colour coded tabs on each line group, which can make packing easier to learn. Here the B lines are orange, C are yellow, D are green and brakelines are purple

**Top Tip**

✓ Find a method that works for you and stick with it - practice makes perfect



Wrapping the tail around neatly



The canopy is now ready to place on the floor in a controlled manner. Notice the lines are still taut

**Slider quartered, tail wrapped round, placed on floor**

Having folded the canopy fabric, the slider now needs to be 'quartered' - arranged so that it is neatly settled in the middle of the pack job, with about a quarter of it nestled in each of the front, rear, left and right of the pack job. Its job is to control the opening, keeping the line groups in the right places and acting as a barrier to the air rushing into the canopy too early in the sequence. The grommets of the slider need to be all the way up at the top of the lines, as far as they go.

The next task is to reach for the centre of the tail, usually marked with a warning panel, and place it at the top of the lines. Then neatly wrap the left and right sides of the tail together around the whole package, taking care not to undo all your hard work or accidentally catch other bits of fabric in the wrapping!

Having got to this point, you can step out to one side and gently lower the canopy to the ground, keeping the lines taut and the canopy under control throughout.



The canopy is laid gently on the floor

✗ Common mistake - if you have a collapsible slider, not fully re-opening it. Ouch!

✗ Common mistake - throwing the canopy onto the floor so that it spreads out

Bag prepped but pilot chute not cocked yet



Uncocked pilot chute, won't catch much air!



### Bag prepped and pilot chute cocked

A little preparation now will save time later. On deployment, bungees often curl up so now is the time to untwist them and replace any that need changing. It's much better to do it now than when you're swearing at it for not going in the bag as easily as you'd like! If you have a collapsible pilot chute, now is also a good time to cock it. Don't wait until after you've put the canopy in the bag as the kill line can loop around your top skin and rip small holes in it on deployment.

Cocking the pilot chute



Some bridles have a window which show white kill line if uncocked and green if cocked



Uncocked pilot chute, the view inside the bag of all the white excess kill line



Now the pilot chute is cocked, most of the kill line has gone back inside the bridle

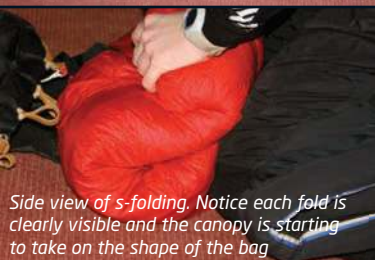
Squashing the air out and gently folding the canopy to the correct width



The 'sausage'



Side view of s-folding. Notice each fold is clearly visible and the canopy is starting to take on the shape of the bag



Keeping control using knees and hands, and pulling the bag around the canopy rather than trying to put the canopy in the bag



Canopy in the bag with the folds still visible and just pushing down into the corners. Lines still taut and central

### Canopy placed in bag and mouthlock stows on

Again, there are many different techniques to this. Pick one and practise it rather than try 10 different ways on 10 consecutive pack jobs. Start by squashing the air out of the canopy and gently shaping it to about the same width as the bag - some people call this the 'sausage'! Next, make s-folds so that this 'sausage' is stacked upwards - you're trying to make your canopy into a little parcel that's the same size and shape as your empty deployment bag. Then, keeping control of the package throughout, pull the deployment bag around it so that the canopy fills the corners of the bag and is even, with no major bulges, and still symmetrical (centre seam in the centre and taut lines coming out from the middle). Don't be too proud to re-do it at this point!

Once the canopy is pushed down tightly into the bag, put the first mouthlock stows

on. Stows should be approximately two inches long. Too short and they can fall out, causing an out-of-sequence deployment. Too long and they can loop around other line stows and cause a baglock.

#### Top Tip

✓ Think ahead about where you are going to put your hands and remember that you have two knees as well as two hands to help you control it through this stage

✓ When closing the first mouthlocks, use technique not just strength. Roll the bag so that you take the bungee to the grommet, not the grommet to the bungee. This way you can use your body weight to close the gap



Rolling the mouthlock bungee to the grommet, using technique and bodyweight over brute strength



First 2 mouthlock stows on, whole package now more box-shaped



Neat linestows that do not twist or cross over each other



Getting ready to place the bag in the container, holding it by the sides so it can't rotate

**Bag into container**

The whole pack job is basically just a deployment sequence in reverse. Just as the bag lifts off your back in freefall and ends up over your head, you now need to do the opposite - lift it into the container without over-rotating or dropping it through the risers (a pack rotation now would spoil the untangling that we started with).

Stow the risers down the sides of the reserve tray so that they run cleanly over the shoulder from the 3-ring without twisting. The toggles should face inwards. Many containers have internal riser covers to completely cover them up.

**X** Common mistake - lifting the bag by the bridle, looking round the packing hangar, then looking back to see that the bag has swung round and you're not sure which way to turn it to get back to normal!



Bungeeing technique - holding the elastic open ready to receive a folded bight of line

**Rest of linestows**

Stow to within 12-18 inches of the risers, evenly, without 'milking' the lines. There will be some mess due to cascades, but spaghetti is not

acceptable! Stow size is still vital. Bungees should hold the lines uniformly, i.e. not be a mix of different sorts that hold the lines at different tightness. Doubling is OK, even on mouthlocks - it does NOT cause a baglock and it's better than having lines stowed too loosely. However the even better option is to change the bungee for a smaller one that holds the lines at the correct tension with a single stow.



Neatly laying the excess line in the container

**Closing container**

There are lots of different containers, many with different closing sequences. All will involve threading a closing loop through the main container closing flaps before securing it with a closing pin, but the exact number and order of those flaps varies. Again, technique is more important than brute strength. Ask someone to show you the most sensible angle to be pulling at for the best leverage.



Correct amount of slack left in the bridle



Container closed but not enough slack in the bridle above the pin

**Top Tip**

✓ Focus on one flap at a time, and get the closing loop as far through as possible before moving on to the next one. Pin it in place with your knee each time you move on. Trying to close all the flaps in one go is not recommended!

**Packing the pilot chute**

Again there are many different ways to achieve this. The end result must be a neat package that will stay securely in place during freefall, but slide out easily at pull height. The bridle must be all tucked away so it can't catch air too early, and be folded neatly so that it doesn't tie knots around the pilot chute when you throw it into the 120mph slipstream. For a good educational video on packing pilot chutes, type 'Brian Germain pilot chute' into YouTube.

At the end of the pack job, do the same final check that you would do before putting your kit on. Now is the time to ensure you're happy with your kit, so you can avoid gear fear and concentrate on having a great skydive.

Liz Ashley

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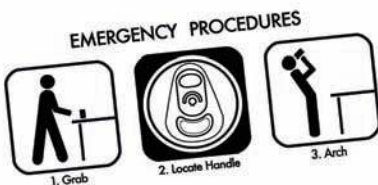


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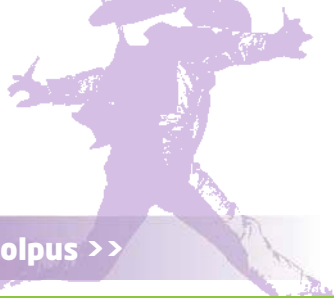


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## Sigma compatible

In an announcement from United Parachute Technologies, the company wanted to make clear that it does not endorse or approve the use of any canopy in the Sigma Tandem System other than Vector Tandem Canopies (VTC and VTCR), the EZ range of canopies and the Sigma range of canopies, manufactured by Performance Designs Inc for UPT.

It stressed that this range of canopies was tested with the Sigma Tandem System as a complete system, and that UPT has never tested any other manufacturers' canopies with regard to compatibility, quality and performance in its Sigma Tandem System, and therefore it is unable to predict compatibility, quality, performance or the safety-of-use of any other canopy. *"Any use of canopies, or components other than those specifically recommended by United Parachute Technologies for use in the Sigma Tandem System is solely at the user's risk and peril,"* it announced.

The newsletter went on to say that *"the use, in the Sigma Tandem System, of any canopy or*



*component other than those recommended by UPT, will result in the end-user assuming all responsibility for any and all consequences and damages, and in the indemnification of UPT by the end-user, as stated in UPT's end-user agreement"* – so that's telling you!

[unitedparachutetechnologies.com](http://unitedparachutetechnologies.com)



## Anniversary Odyssey

Back in August last year we reported that the US container manufacturer, Sunpath Inc, had announced that 2011 would

be the 10th anniversary of its popular Javelin Odyssey harness container system. To celebrate, it was planning to hold a contest to design a new logo as part of the promotion.

Well now Sunpath says it received close to 300 different designs, and has selected a winner – Pierre Kotze of Wisconsin, whose winning logo has won him a free Javelin Odyssey with options!

From 15 February the new 10th-anniversary logo has been available on the rig's side panel and left ring cover panel of Odysseys at no extra charge (that's big of them – no charge to advertise Javelin!).

[sunpath.com](http://sunpath.com)

## In the loop

For those who would like to know how to attach their toggles using a finger trapped loop, canopy manufacturer Performance Designs has made an easy-to-follow little film, which can be viewed at [thepdblog.com/pdblog](http://thepdblog.com/pdblog).

Finger trapping is where the end of a line is passed inside itself, leaving a loop at the end. When tension is then put on that line, the part of the line on the inside is trapped and tightly squeezed by the outside 'sheaf' – the more pressure on the line, the tighter the finger trap holds.

[thepdblog.com](http://thepdblog.com)

## Helmet stud!!

For many years now, in fact ever since the Factory Diver full-face helmet was released in the early '90s, SkySystems Inc has used a helmet-tightening system that involves the pulling out of a tab and then securing it to the helmet side by Velcro. Well now the company has, at last, updated this by the use of a press stud which is located within a sliding mechanism at the side of the helmet. The tab is still pulled out to tighten the helmet to the wearer's head but the stud is now used to secure it in place. The part of the stud on the body of the helmet may be moved to different positions along a 4" or so groove by the use of an Allen key. The result is a very clean, very adjustable and easy-to-use system.

[skysystemsusa.com](http://skysystemsusa.com)



## Beavis and Butt strap!

United Parachute Technologies, manufacturer of the popular Vector harness/container system and the Sigma Tandem rig, issued an information newsletter in January, which advised owners/operators of its Sigma Tandem system to be

aware of potential passenger harness fitting problems. The Florida company stated that it had become apparent that, on occasion, the Sigma student harness had not been fitted correctly in the initial gear set-up prior to boarding the aircraft. It is then extremely difficult, it says, to correctly fit the harness once in the aircraft, as the passenger will not be in an upright position.

It went on to point out that *"if the student is a 'wide' person, it is important that the main lift web be moved further to the sides of the passenger, because if the main lift web is too far forward then it leaves a bigger hole for their backside to slide out"*. UPT was keen to state, *"it is imperative that the harness is fitted correctly prior to boarding the aircraft"*.

Because a 'one size fits all' harness is not always feasible, the company has designed what they call a 'butt strap' that will still allow the harness to be fitted and remain comfortable for the odd-sized passengers.

The complete assembly of this 'butt strap' mod is available from UPT for \$120, or a rigger - using the instructions supplied by the company - can manufacture it.

UPT said that it highly recommends that every dropzone that uses its Tandem systems have at least one of this type of harness available for use.

[unitedparachutetechnologies.com](http://unitedparachutetechnologies.com)

## Battery powered

Aviacom, the Belgian maker of the Argus AAD, has updated its manual concerning the battery-change time period, which now requires the batteries to be changed at every reserve repack.

The latest Argus manual, section 5.1, states that *"the battery must be replaced at each repack of the reserve canopy or after each activation or 500 jumps or if the low battery error code is encountered during self-test, whichever comes first."*

[argus-aad.com](http://argus-aad.com)

Alejandro Ramos



## Skyhooked... up!

Aerodyne of Deland Florida released a service bulletin in January concerning its Icon containers when fitted with a Skyhook reserve deployment system.

The background to the bulletin is that Aerodyne became aware of some instances in which a Skyhook-equipped Icon was incorrectly packed with the main risers misrouted under the reserve tab, causing a riser cover to not release the main riser as intended when the main canopy was deployed.

This led the guys at Aerodyne to investigate, and then to update, the design to reduce the possibility of the main or the reserve risers being prevented from fully extracting upon deployment in cases where the main risers had been incorrectly stowed.

During these tests they also found that some combinations of Skyhook Icon components (rig size, reserve size, riser size, packing configuration) could potentially result in an incomplete riser deployment when deploying the reserve during a total malfunction. In a total malfunction, the main risers do not clear the riser covers and, in some combinations, it was found that the reserve riser covers could potentially lock in place during the reserve canopy deployment. The reserve canopy would deploy and inflate correctly, but the unreleased risers would cause the jumper to be suspended from the back of the shoulder rather than from the front as intended.

Following these revelations, Aerodyne modified and tested an updated riser tuck-tab design in order to prevent the above occurring again. The company has therefore decided to implement this

new design on all Icons in the future equipped with a Skyhook.

Aerodyne has imposed a 'mandatory/before next jump' status on this mod and asks all owners of Icons fitted with the Skyhook system to be returned to it for modifications. The company promises it will coordinate the shipping and the installation of the updated tabs will be carried out at no cost to the owner.

At the time of writing, the company was working hard on getting templates and instructions to riggers in the UK, Germany, the Netherlands, Belgium France and Australia, so that the mods may be carried out in those countries.

[flyaerodyne.com](http://flyaerodyne.com)







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# British Parachute Schools



Liz Ashley >>

## 'Femur' is not a verb!



### Incident 1

Photo by Fraser Corsan

I've been jumping for more than 30 years and been an instructor for over 20 years. I have completed a number of night jumps before including the Military Night Descent on a round un-steerable parachute. On a night jump in 2010 I broke my left femur on landing, snapping it in two. Recovery was estimated to be between nine and 12 months. I have had lots of time to replay the events that led up to my accident and want to share the lessons I have learnt. Before I start I hold no-one to blame and, as I hope you will see, it was a chain of events rather than one in particular. The descent was to be a 4-way FS random and I was jumping with people I knew well and trusted. I was using my own Triathlon 160, a canopy I have used more than 500 times before.

#### LESSON 1 - Get your head in the game

I must confess I didn't want to jump that night. I'd had a great day's jumping and really just wanted to sit down with a beer and some good friends. But I was persuaded and attended the brief.

#### LESSON 2 - Focus on the job in hand

The individual giving the brief decided he would use the opportunity, while we were all gathered, to discuss items that were outside the Night Jump Brief. I didn't agree with one of the subjects raised and voiced my opinion. Now, looking back, at least part of my brain was mulling over what had been discussed and I was not fully focused on the Brief. I didn't think much about it, after all, I've done night jumps here before so how hard can it be! After the Brief we went outside in the daylight to see the landing area, still not really wanting to be there and still thinking about other things. Aircrew call the focusing before a mission 'being in the bubble', this means not allowing other outside influences to cloud the task ahead; I failed to achieve this. Kitting up, the ride to altitude (the DZ put a JM on-board so I didn't even have to worry about spotting), climb out, exit, skydive and opening all passed without incident.

#### LESSON 3 - The biggest danger isn't the only danger

From opening and checking the canopy my mind

totally focused on where the other three were. Clearly the biggest danger at this stage is a canopy collision, and my mistake was focusing totally on this and not paying enough attention to all the other stuff; where am I, has the wind speed and direction changed and what's the altitude? The result was that I was way off my flight plan, and found myself too far downwind to make the illuminated landing area. As it happened, I impacted (can't really call it landed) on a slight up-slope completely in shadow with no ground definition. I had half brakes set on approach and was getting my feet and knees together when I came to a sudden stop.

#### LESSON 4 - The body is an amazing thing

I appreciated there was a problem and knew I couldn't stand so, waving my cyalume, I called out for assistance. I had a radio in the pocket on the leg of my jumpsuit but couldn't reach it. It is possible that the radio contributed to the break but, on reflection, if I'd put it inside my jumpsuit I could've broken a rib and that might have been worse.

While others came to my assistance I felt no pain and was convinced I couldn't have broken anything; I've heard stories of people carrying on after breaking bones and thought, what rubbish, now I believe it. Because I wasn't in pain there was some debate as to calling an ambulance or not. There was another injury to one of the other guys on the load and he had spine problems, so clearly an ambulance case. It was only when the guys starting taking my kit off me that they realised not everything was attached, and another ambulance was called.

Throughout, I felt no pain and thought this was purely a precaution. Once I got to A&E the medics cut off my jumpsuit and found part of my femur was sticking out through my leg; everything started accelerating at that point and I got a load of drugs. It's not a new lesson but, err on the side of caution because the body has a way of pumping adrenaline when it's needed and, although an individual can look and sound OK, there can still be a problem.

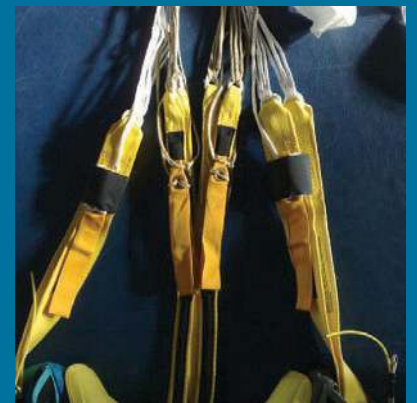
Dave Curwen

## KIT BITS

### Bright! But perhaps not very bright?

This photo was taken at a routine reserve repack. The outside risers are from the reserve - two on the left and two more on the right. The four risers in the middle are from the main. If you had both canopies out and flying at the same time, this is what you'd see. In this case, eight yellow risers and four yellow toggles! In an already stressful situation, why make your life harder by having to work out which bit is which under pressure?

Most people go for yellow main toggles and red reserve toggles to make it easy to tell them apart, and have a contrasting harness colour too. If you're not sure what you've got in your kit, find out, and if you're ordering new kit then why not think about this safety point before going for the 'everything matching' option?



## TOP TIP

If you're open high, in clear airspace and over the right area, use the time to carry out a drill like flat turns, flaring or riser turns. But stay aware while you do this

Al Macartney

# SAFETY ZONE

Tero Paukku, by Mark Harris

## Incident 2

This is a lesson about how easy it is to have a landing accident as an experienced skydiver, without swooping or doing anything intentionally radical. It shows the need to understand and be aware of your canopy's flight characteristics and the importance of ensuring it is in level flight by the time you need to flare.

I crashed in and broke my femur while taking action to avoid someone else, but should not have been in a position where that action was necessary. I jump a Safire 2, 149 sq ft loaded at 1.3. I have over 400 jumps on the canopy and more than 760 overall.

It was a simple chain of errors that led to the problem. After a wingsuit flock jump I was flying back to the DZ. I did a slow 360 off the north of the DZ to lose some height and prepare for the base leg, but ended up a bit too low, about 950ft, as I crossed the north fence. This DZ has a narrow, but long, landing area that channels the canopies together on landing, unlike the open fields at many DZs, and I wanted to get far enough down the landing area to ensure I landed short of the end fence. To give myself a good run back I flew on the rear risers, which gives a very good flat glide on the Safire. I then delayed turning in on the crosswind leg as one of the others was inside me at the same height and I didn't want to turn into him unless he was watching me. The alternative was to turn the other way and definitely land off.

As a result, I turned for the crosswind leg at about 400ft, possibly lower. As I had been on rear risers, now let up, I was also surging forward. It was looking as though I was going to have to land half crosswind anyway and I was checking that the landing area was clear. I spotted another skydiver on his correct final approach crossing in front of me and below. His speed and landing line was such that I had no way to be sure of missing either him or his canopy, so pulled my canopy round into wind at about 150-100ft I think. It just surged down and slammed in! I used the brakes but had no flare at all. My belief is that the final turn put the canopy into a diving turn and it was still diving, trying to recover level flight, when I hit the ground.

My analysis is that I was actually flying cautiously for the most part. The initial 360°

turn was not really necessary but was intended to put me at the right height to get back. It had been windier the day before and this would have been the right move then. I turned to crosswind low because I was worried about turning into another canopy, and I had turned at that height several times before without problem. In the end I had no margin to avoid the final canopy. From reading incident reports on dropzone.com I was determined to avoid a canopy collision whatever the risk to me, and still think that was correct. Unfortunately, the combination of a low turn and a canopy that was still picking up speed meant that it was not landable.

I would say I am an intermediate canopy pilot. Not a swooper, so it is not just swoopers who get caught out by these lovely responsive canopies and the ground. They need to be actively flown and there is no substitute for knowing, and implementing, how they really fly.

One thing that may be relevant is the risk that wingsuiting poses to this type of accident.

## WHAT IF?

...on the ride to altitude, your altimeter is reading 8,000 feet but all the others around you read between 8,800 and 9,200?

...you cut away after a malfunction and then lose your grip on your reserve handle?

## Common factors

- experienced jumpers using appropriate canopies
- 'conservative' flight plans intended, no swooping
- a chain of events rather than just one thing
- focusing on the perceived 'greatest danger' of avoiding a canopy collision, then getting hurt on landing instead
- getting behind on their flight plan, and afterwards being able to see points when they could have altered it safely
- the first priority in the BPA Canopy Handling Manual is to land under a flat and level canopy, which involves flaring evenly. One jumper was not flat and level, and one did not finish the flare

I have 70 wingsuit jumps. Flockers frequently open far off a DZ and need to work to fly back. I have become good at flying on rear risers for that reason. As a result, many of us also get practised at turning low, albeit slowly, on to final approach. In fact, earlier last year I had to work hard to get back from over a quarter mile out to sea at one foreign DZ. With time to think, I realise now that I was pushing the envelope, but with the purpose of getting safely back to smooth grass and not landing off on uncertain terrain. On this particular wingsuit jump, though, I opened in just the right place so that was not a contributing factor, but my experience in turning late was. Being able to land in marginal circumstances doesn't mean that should become a habit!

The healing is going well, pain starting to subside at last. It is not being able to jump for 18 months that hurts!

**Alistair Redler**

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# Want your voice heard?

Almost all of us are in touch with the various media channels in some way, and a large percentage use social media to tell the world about their skydiving passion. But how can we all get involved and really make a positive impact?

How we promote skydiving to the outside world is something that most of us have pondered at some point, either from the perspective of a competitor wanting to raise awareness of a particular competition discipline, a DZ wishing to increase new business, or the BPA aiming to raise the number of first-time jumpers and retain them. Whatever the reason, collectively, it is in our interest to positively promote the sport, either via the media, through word of mouth or other channels. It can be challenging and frustrating when we continually make the effort to achieve positive media coverage for the sport with little or no result.

**As skydivers affected by such stories, it's easy to take this personally and find it frustrating that the journalists rarely get the reporting right**

This article aims to give a few basic pointers about easy ways in which we can promote skydiving without having to relentlessly call unwilling journalists or write lengthy press releases that may be ignored.

## Traditional media

No matter how many press releases we send out to journalists announcing fantastic new world records, competition winners and amazing skydiving events, generally

speaking print-media coverage tends to focus on the sensational aspects of our sport. When these stories are picked up, the article is often wildly different from the actual event. As skydivers affected by such stories, it's easy to take this personally and find it frustrating that the journalists rarely get the reporting right; the truth is, though, they often don't know any better.

Despite not always picking up skydiving stories, the media is always looking for good stories. Local newspapers and radio stations are more likely to use a story that's relevant to them than a national media outlet is. It's always worth calling first and pitching an idea for a story, or giving a brief overview of an event to see if it might be of interest. It also gives journalists the heads up that they might be receiving a press release.

The question is, what can we do to increase widespread knowledge and understanding? Without commercial sponsorship interest in our sport, like that seen in Formula One or football, it's difficult to achieve regular mainstream media coverage.

## Tweet like a canary!

There are tools available to us, though, which can make sharing news a whole lot easier. Everyone's using social media now, even politicians are tweeting. Big global brands use Facebook, Twitter, LinkedIn, YouTube and FourSquare etc, as well as working with online 'influencers' and writing blogs, sending out social media press releases to promote their work, news and to engage with their target audience. The great thing about these tools is their immediacy. The BPA's Facebook fan page has over 2,000 followers. Search Facebook for 'British Parachute Association' and 'Skydive the Mag'. If you have a personal Facebook or Twitter profile, linking to skydiving articles, pictures, videos etc, is a great way to promote the





BBC RADIO



BBC RADIO



“ If we all work together to raise awareness of the sport in its various forms, we may eventually increase positive media interest in skydiving

### Get in the know...

Did you realise there is a digital version of *Skydive Starter* online at [skydivethemag.com](http://skydivethemag.com)? Why not send the link to friends and family who may want an introduction to the sport?

sport among your personal network and beyond. Making updates short, snappy, topical and entertaining will encourage others to follow your links and come back to you as a credible source of information on our sport. The more buzz there is online about skydiving, the more likely journalists are to find this information.

Also check out [www.bit.ly](http://www.bit.ly). It provides a great way of shortening URLs for your Twitter or Facebook updates; it also lets you to track how many people are looking at the content you are linking to.

[Skydivethemag.com](http://Skydivethemag.com) has a Facebook 'like' button for every photo album and individual image. Just clicking the 'like' button will display that image or album on your Facebook page and may persuade friends and family to take a look. Don't forget that [skydivethemag.com](http://skydivethemag.com) is YOUR website, where your DZ's club rep can add your news, pictures, events and comments whenever you like. Why not email them with anything that you want on the website?

#### Blog your way to victory

Blogs aren't really anything new, but they are effective if used in the right way. They are also fun to write! How often do you meet people in a bar or at work who want to know what it's like to skydive?

Have you ever wanted to articulate what it's like to compete. Why not use a blog to talk about the passion you have for the sport? A few basic blogging tips:

1. Give your blog a personality, allow your voice and views to shine through
2. Keep it simple - think about the audience, will they understand it?
3. Update it regularly to encourage people to come back.

Setting up a blog is really easy, you can set up a free blog with Word Press: [wordpress.com](http://wordpress.com)

#### Bookmarks

Digg! and Delicious are social bookmarking sites. There are lots of them, but these two are possibly the best known mainstream sites and basically act as a way of telling other people looking for content online that an article has been read and is recommended by another user.

It's easy to set up an account and you can easily submit recommended pages to their database under a range of categories, so why not try 'Digging' the next positive skydiving article you read. Go to: [digg.com](http://digg.com) and/or [delicious.com](http://delicious.com)

#### Quick and dirty media mentions

Have you ever sent a text or email to a radio station and had your mention read out? It's a

great and simple way to raise awareness of an event without having to put in lots of effort. In 2008, when *Storm* won the world meet, the best broadcast coverage was from BPA members sending messages to radio stations. I managed to get Steve Wright to read out a message on Radio 2 and Jo Whiley on Radio 1. Radio stations, more than most media outlets, have the most limited time to read press releases and are usually under resourced, so texts, short emails and phone calls are often the most effective ways of promoting an event or achievement.

#### Be proactive

If we all work together to raise awareness of the sport in its various forms, we may eventually increase positive media interest in skydiving. There is also every chance that the people who read blogs, Facebook and Twitter updates are the people who read newspapers and watch TV, so we don't necessarily need to get a story printed in *The Times*.

If you're looking to promote an event or have a skydiving announcement, please feel free to contact me too, I'm always happy to help where I can.

[rich.rust@gmail.com](mailto:rich.rust@gmail.com)

For an example of easy promotion for our sport, check out page 35 in the May issue of *Runner's World* to see Jo Hawley of Kaizen

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# CLUB ZONE

For more news from all UK clubs, visit the Club Zone at [skydivethemag.com](http://skydivethemag.com)



## HINTON

[skydive.co.uk](http://skydive.co.uk)

*Žaneta Vojtková over Hinton,  
by Lee Bennett*



### DON'T MISS!

- 23-24 April – Nish Memorial Scrambles
- 20-26 June – Tent City Boogie
- 9-10 July – Closed due to Silverstone weekend

## Nish Memorial Scrambles

The winter months have seemed long but, at last, there is light at the end of the tunnel – the season begins! We have said goodbye to Jake who flew the PAC in 2010 and have welcomed Liam all the way from New Zealand – thanks to Liam we now know there are no badgers in NZ...

With the arrival of April, it means it is time for the annual Nish Memorial Scrambles competition – all skydivers who have at least an A Certificate are welcome. The competition is for two days on 23-24 April. As long as the weather plays nicely it will be a great weekend, so come on down!

Also, save the date for this year's TCB (Tent City Boogie) from 20-26 June – and, yes, we are open on the Monday! There will be lots of jumping, plus many other evening events TBC. Not to be missed is the party on the Saturday night – a circus theme is confirmed, with live music and food, so get your best fancy dress planned and see you there!

### Tally Ann Keith

**ACHIEVEMENTS FS1** Scot Kirlew, Juls Klemp **Graduated AFF** Sarah-Jane Peart  
**Graduated AFF, Cat 8 & CH1** Kiran Chandra, Julian Wakefield

## UK PARA BECCLES [ukparachuting.co.uk](http://ukparachuting.co.uk)

*Tracking over the sunrise coast by Barrie Bremner*



**ACHIEVEMENTS Cat 8** Ian Whayman, James Page **JUMP NUMBERS 200** Steve Niemiec  
**400** Dave Neary **500** Russ Shearman

## Back in full swing

The weather these last two months has been chilly to say the least, with very few breaks in the cloud, so opportunities to get in the air have been limited. We have managed a few club lifts but, hopefully, by the time you are reading this, spring will be upon us and we will be back in full swing.

It's been busy in the hangar with Mike Jones, our newly-qualified advanced packer, teaching some of the Cat 8 and more experienced jumpers to pack. Well done to Amanda Bradfield who got signed off to pack her rig and gain her B Certificate, about time too! We have a coaching week planned for 2-6 May, so put it in your diary; all disciplines will be catered for: FS, FF, CH and CP.

If there is anyone interested in working at the Jump Shop this year please contact Damo. I have been reliably informed that, after 25 years of jumping the same rigs, Mike and Mo have both purchased brand new kit so if there are any museums out there looking for exhibits of very early skydiving equipment, give us a call as they could be in luck.

Finally, on a sad note, I have to report to those who may not have heard that we lost one of our longest serving club jumpers, John Gullen, who passed away at home at the end of last year. A good friend who will be greatly missed by all.

**Mike Wemyss**

**CARK** [skydivenorthwest.co.uk](http://skydivenorthwest.co.uk)



*James Brownhill 'mooning', by Stuart Morris*

## A royal opening...

It's great to see Duncan back after his mercy flying missions collecting passengers from Egypt and Tripoli. Who says you can't fly a 757 at 150ft!

March saw Dan Gauld achieve his CSBI status, after an intensive week of cramming the Ops Manual thinking it was open book! Congratulations and we look forward to your interaction with all our students. No pressure then Tippex and Gary...

Big thanks to Helen Shaw for her interactive development work on updating our lecture programme. This is a great assist to our budding CSBIs and the new lecture rooms will soon be in situ.

As we missed out on the FS GP this year, Speds and Stevey D will be available for load organising and FS coaching. Both are very keen to assist and pass on their years of experience. Speak to them at the weekends or keep your eyes on the website for regular updates.

George and Mildred left us in early March for the misty coastal attraction known as Bridlington. George, not happy having one CCI job, has now taken on another back at their old haunt. Good luck with the new/old job!

Don't forget we are open all Easter. With a public holiday for the Royal Wedding on 28 April, in traditional skydiving manner, we will be operational. Why not join us in celebrating our future king and queen and take advantage of the exclusive one-day discounted experienced jump tickets? We will be having a field party afterwards, so bring your picnic hampers and don your best union jack attire as the best dressed will win some delightful Royal-wedding memorabilia, kindly donated by the Royal family...

**Stu Morris**

**ACHIEVEMENTS** Graduated AFF Stuart Kay FS1 Simon Widdup, Cez Krzylciowski Cat 8 Don Tomkinson **JUMP NUMBERS** 50 Sarah Todd 100 Helen Brookes

**BCPA** [bcpa.org.uk](http://bcpa.org.uk)

## Tunnel twister

January saw the BCPA travel en-masse to the BPA AGM in Coventry. The BCPA have had their own seminar for the last two years and this year's was all about who the BCPA are and what we do. Some were surprised to find that, rather than just being a load of inebriated soap-dodging students, we actually have a competition calendar with more meets in it than UKSL!

February saw the eagerly anticipated 2011 BCPA National Indoor Championships hosted by Bodyflight Bedford. Last year was the first National Indoor Championships and it was going to be hard to beat but I'm pleased to say that this year's did! It truly was an awesome event with 4-way FS, 2-way FF and individual skill 'tunnel twister' competitions all taking place.

The individual to score the most 'man points' had to be Sam Lee of Warwick who, despite dislocating his shoulder during the tunnel twister event, carried on in the tunnel until he had finished his round, and still took silver! Third went to Warwick with 68 points over the competition, runners up were Durham with 88 points and the 2011 National Indoor champions are now Southampton with 164 points! Well done to Southampton, Durham, Warwick and everyone who took part in the competition.

Congratulations are also due to Warwick skydivers Tony Lock and Antonia Nilsson who were married in Sweden on Saturday 5 February.

**Ailwyn McGeoch**

- BCPA LEAGUE TABLES AS OF FEB 2011:**
- |                                |  |
|--------------------------------|--|
| <b>NATIONAL ACHIEVEMENT</b>    | <b>NATIONAL COMPETITION</b>  |
| 1. SOUTHAMPTON 192             | 1. SOUTHAMPTON 284   |
| 2. STRATHCLYDE 129             | 2. WARWICK 180   |
| 3. WARWICK 113                 | =3. KINGSTON 96  |
|                                | =3. LOUGHBOROUGH 96  |
| <b>NATIONAL INDIVIDUAL</b>     | FULL, UP-TO-DATE LEAGUE RESULTS INCLUDING REGIONAL COMPETITIONS CAN BE FOUND AT <a href="http://WWW.BCPA.ORG.UK">WWW.BCPA.ORG.UK</a> |
| 1. JAMES LEE (SOUTHAMPTON) 102 |  |
| 2. SAM CADY (SOUTHAMPTON) 59   |  |
| 3. SAM LEE (WARWICK) 58        |  |



## New Nethers teams



*Euphoria team training at Nethers, by Andy Godwin*

There are a couple of new names for FS 4-way team *Army Nemesis* – Anna Hicks (nee Lea) has tied the knot with hubby Gareth who first introduced Anna to the sport – well done both! Claire ‘Sparky’ Scott has joined as player-coach, and it was lovely to see proud dad Andy babysitting new daughter Tilly while mum jumped.

Multi-national team *Sioifur* (Niels Hansen, Freddy de Man, Jeff Chandler and Chris Shaw) have been hard at it in preparation for the SOS (Skydivers Over Sixty) World Meet in 2012. Team *Euphoria* have also started their competition team training and it was good to see the legendary Gary Sweeney making an appearance at the DZ!

Keep an eye on [netheravon.com](http://netheravon.com) for details of all the events we have planned for 2011, including FF and FS coaching weekends by *Nemesis* and *Euphoria* as well as load organised weekends.

Adam Jones decided that skydiving was just too safe and went horse riding instead... one air ambulance ride, two fractured vertebrae, two weeks in hospital and three months in a back brace later, he’s probably revising that decision! Best wishes for a speedy recovery.

Congratulations to Anna and Gareth Hicks who got hitched in South Africa, and to Andy Myers and Kim Mason, Dave Pacey and Alana O’Sullivan, and Pete Alexander and Thelma Goddard who are all engaged. I think these might appear under ‘achievements’ in future as there are so many!

**Kath Salisbury**

## NETHERAVON

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

*Nethers-based team Sioifur are in training for the SOS 2012 World Meet*



*Adam Jones after falling off a horse*

### ACHIEVEMENTS

**Cat 8** Lucy Packwood  
**FS1** James Bradford, Emily Chinn, Emile Cilliers, Chris Jones, Louise Spiers  
**FF1** Chris Shields **JUMP NUMBERS 50** Lucy Packwood, Emile Cilliers  
**100** James Bradford, Emily Chinn **200** Nicola Travis, George Scrivener, Chris Shields **400** Lord Woolf **900** Mark Baker

## CHATTERIS

[ukskydiving.com](http://ukskydiving.com)

## Let’s break the record!

Last year was a record for us, in terms of jump numbers. Let’s hope this year brings even more good weather and we break our record again!

Our Christmas party was a success, despite only half the guests being able to make it due to the adverse weather conditions. Adam and Adrian showed the most commitment with their 10-hour car journey from London! Adrian also won the title of Student of the Year, so well done. Congratulations Tim Hanlon for being awarded the Instructor of the Year trophy at the AGM and well done to our instructors with new ratings: Bryn Chaffe AI, Tim Hanlon CSI and Glen Staley CSI.

We have a few exciting events coming up this year. We are planning on having some more 4-way scrambles weekends too, the first is on 21-22 May, the others are yet to be arranged so please keep an eye out for them. For those of you who didn’t get to watch our *Bargain Hunt* episode, don’t worry, I have it on DVD and will happily play it in the video room for you. We like reminding the boys of their defeat!

**Lorraine Dixcey**

**ACHIEVEMENTS Cat 8** Sarah Ashworth, Gary Weatherley **JUMP NUMBERS 100** Dave Wickes **500** Tony Labbz **2,000** Glen Staley **5,000** Chris Beattie

### DON'T MISS!

25-26 June – BPA FS Roadshow  
 3-4 Sept – 8-way Speed Nationals

*Chatteris does Bargain Hunt, by Lloyd Quenby*



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Andy Hart, by Ben Wood



## Beach jumps

The new season is now underway and it has been great to see so many people in the new clubhouse – all are welcome. We have not spent all our time inside in the warm though; jumping is also in full swing at Perranporth, with our student programme at Bodmin starting in March. It has not taken us long to top up the beer-fine board, thanks to 'Percy' and 'Brambles'!



Oscar, by Ben Wood

# CLUB ZONE

For more news from all UK clubs, visit the Club Zone at [skydivethemag.com](http://skydivethemag.com)



## CORNISH

[cornishparachuteclub.co.uk](http://cornishparachuteclub.co.uk)



Ben Wood, by Brambles

February saw some of the club members head across the border to Milton Keynes for a great tunnel session at Aikix. Well done to Jan, Phil, Matt (Percy), Tim and Jo – we even managed to get Dave in there (no room for 3-way with him and Matt). Chrissy came to see what it was all about and to look after our newest club member little Oscar Wood. At three weeks, he is maybe a bit young to fly! Thanks to all the staff at Airkix.

Keep your eyes posted for future events – a trip to Spain is in the pipeline, along with canopy piloting coaching (some need it more than others). Beach jumps outside the watering hole are also being planned; contact us for details.

**Ben Wood**

## SWINDON

[skydivelondon.co.uk](http://skydivelondon.co.uk)

## Climbing Cadair Idris

Well not a lot has happened at Skydive London since November when we shut slightly earlier than planned.

Crazy has been improving everyone's skills by organising tunnel time every month. A big thank you to him as it's not easy organising skydivers especially Luke, Lewis and Halliday! But the highlight of the year is that Brucie has finally stopped his 'first out the taxi last to the bar' antics and got his hands in his pockets to buy us a new plane. Our Turbo Airvan will be with us in early June and the fund to have it painted pink has reached £2.50. Beer fines were thick and fast at the end of 2010 in order to pay for the 'real Christmas party' in February. Last time, we climbed Snowdon but, this year, decided to climb Cadair Idris, which has five peaks at more than 3,000ft. Em organised the whole weekend and Brucie tried to intervene, so big thanks, as the 29 people who attended had a fun weekend. We split into three groups, one being led by Crazy Legs himself. One argument on a mountain top in cloud later, Team A (Crazy, Benson, Lisa, myself and the machine Simon Neil) got lost and ended up walking another three or four miles further than the rest.

Buncey has now officially bored all and sundry with his 'underfloor heating', which isn't as good as skirting board heating... So it's been back to normal every weekend since March with Geordie at the helm.

**Dylan Griffith-Jones**

SDL – four peaks! By Pit Pony



SDL group at youth hostel, by Howard DZ Photos

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Photos by Mark Harris

## UK PARA SIBSON

[skydivesibson.co.uk](http://skydivesibson.co.uk)

There was a fairly good turn out of Sibson crew at the AGM this year. The food may have been disappointing, but we made up for that with drink and had a great weekend. We have to say huge congratulations to Gerard Casale and Anthea Harrison, AKA 'Volcanicity', who won the film festival again, with the hilarious take off of *The Holy Grail*. It won the clapometer

by a mile and was well deserved. If you've not yet seen it go to YouTube and search 'Flyvolcanicity'. Well done guys – we are already looking forward to next year's entry to see if you can get a hat trick!



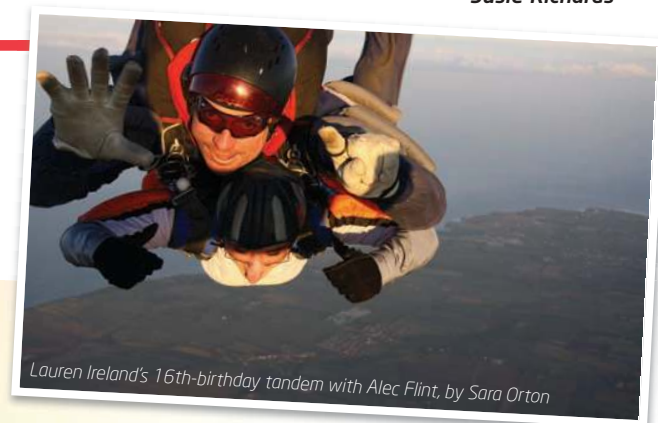
We welcome two new pilots this year – Joan and Rod – which is great news, as we will have two aircraft every weekend from May to September. We also welcome Ashes and Becky to the manifest team. Damo is also looking for some weekend staff to help out in the Jump Shop, which is now permanently based at Sibson. Anyone interested please email Damo at [sales@thejumpshop.co.uk](mailto:sales@thejumpshop.co.uk).

This year, Sibson will be running a wingsuit coaching programme for those who want to get wingsuiting. Whether you're a novice and require a First Flight Course or want to obtain your WS1 or WS2, Mark Harris and the team can guide you through the theoretical and practical training. As well as this, there will be wingsuit weekends ranging from flocking to small fun testing dives. See the News Zone on page 7 for all details on Wicked Wingsuit rentals.

We are very sorry to have said goodbye to one of our much-loved instructors Trevor Dixon over the winter. After going out to New Zealand in October last year to help out at a friend's DZ, he has decided to stay there. Trev was not only a brilliant instructor, hard worker and generally great guy, but was also very popular with the female punters! We all wish him the best for his future and hope he comes back to visit.

Check out [skydivesibson.co.uk/events](http://skydivesibson.co.uk/events) or follow us on facebook.

Susie Richards



## Wingsuiting mania!

Happy 40th birthday year, Sibson! Life begins at 40, so we are hoping to have the best and busiest year. For starters, we are now open Thursday to Sunday plus one full week every month for coaching, BPA courses and packing courses, etc. Please get in touch if you require coaching in any discipline, or theoretical training to obtain your B Certificate and we will do our best to help you out. We will be celebrating our 40th with a Boogie from 23-31 July. The boogie will finish with a 70s Fancy Dress weekend in aid of Help for Heroes. Check out the events page for more information.

## Bridlington

[skydivegb.com](http://skydivegb.com)

## Two birthday tandems

The season didn't get off to the best of starts this year. The weather was so awful on the official re-opening weekend, the 206 couldn't even fly back from its annual service! Things improved for the next weekend and we were all glad to see G-ATLT coming back. There were a few apprehensive bodies on board for the first lift after the winter layoff but everyone soon got back into the swing of things.

We had two birthday tandems planned – one of our pilots, Bill Tiplady, held his 50th birthday bash at the DZ but, unfortunately, couldn't jump due to the shocking weather – which he always seems to bring with him... But I'm sure by the time you read this we will have thrown him at the planet so he can see what all the fuss is about.

Lauren Ireland, the eldest daughter of our resident packer Brendan, carried out her long-awaited tandem only a few days after her 16th birthday.

And finally, a big congratulations to Steve and Rachel on the news they are both going to be parents later in the summer!

Alec Flint





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# CLUB ZONE

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Andy Harris and Andy Clark, freefly exit over Empuria

## Sunshine and warmth

After a heavy, snow-filled winter, RAPA has re-opened once more with the prospect of another fun-filled season. Although the centre has not officially opened for our weekend jumpers, two successful JSAT static-line courses have already taken place. Our students braved the cold weather to be the first jumpers of 2011. Stu Storey is now an Advanced Instructor, while I have achieved my Category System Instructor rating.

2010 ended with our staff expedition to Empuriabrava, Spain, in November. Departing a cold, wet Bad Lippspringe in our centre minibus, we set out in search of sunshine and warmth. After a long 18-hour journey we arrived amid blue skies and calm conditions. The calm did not, however, remain for long with high winds and cloud closing in the following day, typically just in time for our first jumps! Thankfully, our prayers to the weather gods were answered the following day. The trip was a huge success with several big-ways organised by Regan Tetlow, and some freefly and wingsuit jumps thrown in for good measure.

## RAPA [jspcl-comdt@atgg.mod.uk](mailto:jspcl-comdt@atgg.mod.uk)



Andy Harris wingsuiting over Empuria

We look forward to the upcoming season and hopefully another glorious German summer. As always, we invite any visiting parachutists to our DZ to take advantage of our facilities, including our championship swoop pond. Until next issue, enjoy your jumps, stay safe and blue skies to all.

**Dougie Macpherson**

## HIBALDSTOW [skydiving.co.uk](http://skydiving.co.uk)

### Big events this year



Ben undergoing a flightline check, by Stubert Ferglstein

Well after a cold, dull start to the year, there has been some jumping with the York Uni students and fun jumpers. We even managed to get our Kiwi pilot Rika out of his seat via the door on his AFF level 1 - nice one bro! We also held a successful safety day the last weekend of February, which was well attended

and brought up some good discussions. There has also been some good action in the bar in the evenings, with Stu's PJ party madness and safety quiz providing some very dubious photos!

Congratulations to all our students who are fighting the cold to jump and progress on RAPS and AFF. Well done to Cat Lees for making it on to freefall and all the other RAPS students who are hot on her heels.

Thanks to all those who came and spoke with us at the AGM stand, we look forward to seeing you all for team training and wish you all the best with your progression towards the Nationals, which is, once again, being held at Hibaldstow in August. It was also good to see so many of our jumpers getting their knees up at the AGM, supporting Mike McNulty's entry into this year's Filmfest. Even our new CCI Noel Purcell hardly needed persuading on to the dancefloor!



Photo by Stubert Ferglstein

Look out for all our big events this year, from our Skysaver weeks with £17 jump tickets to 15,000ft goodness in our Dorniers, big-ways and Scrambles both in flatfly and freefly, and coaching weekends in all disciplines.

**Mike McNulty**



The blind pack-off, by Jo Burns

**ACHIEVEMENTS** First freefall Cat Lees, Zak Tallis, Henry Searle **Graduated AFF, Cat 8 & CH1** Em Kely, Matt Lancaster **FS1** Guri Melcher **JUMP NUMBERS 200** Tim McGivern **3,000** Dave Head



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Simon Hughes, by Alex Turner

## Swapping skydiving for snow

We now have a new tandem briefing room on the concrete area as part of the Headcorn re-development programme. The centre is starting to look really smart! We also have a new table-tennis table so the ping pong championships will be starting in earnest if this weather doesn't improve...

In February, Bernie and Lynn organised a belated Christmas dinner in Wings. Their December date had to be postponed owing to the bad weather. The evening was well worth the wait and, although it seemed a bit strange to be pulling crackers and eating turkey in February, a good time was had by all. Dennis 'Snake Hips' McTaggart showed he was no shrinking violet with his impromptu speech. And, amazingly, Nadeen managed to get through the

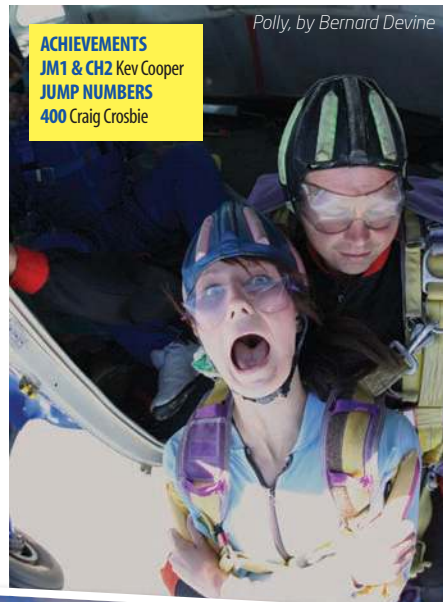
## HEADCORN

[headcornparachuteclub.co.uk](http://headcornparachuteclub.co.uk)

event without breaking anything, although she did try a bit of mud wrestling.

11 members of Headcorn went to Les Arcs in February and had a really good time. Particular mention to Fleur Jones who, despite the fact she had only taken a couple of lessons before the trip, was not cut any slack. She managed to keep up with the group, who skied most of both Les Arcs and La Plagne.

**Ruth Cooper**



Polly, by Bernard Devine

**ACHIEVEMENTS**  
JM1 & CH2 Key Cooper  
**JUMP NUMBERS**  
400 Craig Crosbie



Headcorn ski trip, by Jane Buckle

## BLACK KNIGHTS

[bkpc.co.uk](http://bkpc.co.uk)

### All your coaching needs

The first day of our season was great, with clear but chilly blue skies and plenty of students, tandems and regular jumpers. We hope that the enthusiasm continues throughout the year.

Calendars are being given to students and qualified skydivers – they give the dates that we are open for the season and include our extended opening



The club room

dates. Please see the office staff if you would like one. Also check out our diary of events on the website, which gives confirmed dates for courses throughout the year, as well as BPA Roadshows.

Sue and Emma, the new cafe owners, continue to offer good homemade food and have been awarded the highest hygiene standard possible by the Environment Agency. They will be providing evening meals during the spring and summer so you can guarantee a good meal without leaving the DZ.

Danny and Liz have continued to coach FS students and are available for advice and support every weekend. Team *Outcasts* are also available for all of your CF needs, as well as Adam Morris and friends for FF, so come and see us if you want to develop your skills in any of these disciplines. The first static-line course of the year has already taken place. Dave Simpson had to look on and watch as Claire completed her course and could be hooked already. Watch out Dave, you have competition!

The Safe Flight School canopy handling course on the last weekend of July is very nearly fully booked so it looks like we will be running two courses to accommodate the numbers. Get registered ASAP.

**Sharon Beeson & Megan Bee**

**ACHIEVEMENTS** Graduated AFF Dan Hale, Iain Morrison, Rachel Koktava Cat 8 Matthew Enright FS1 Clint Bacon, Ben Smith, Dan Armer WS1 Steve Searle **JUMP NUMBERS** 50 Helen O'Boyle, Dan Armer 100 Jayne Girdham 200 Steve Searle, Dave Bloomfield 300 Kevin Coffey 800 Nigel Hodgkinson 1,000 Ewan Cowie 5,000 John Reid

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## LANGAR

skydivelangar.co.uk

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**ACHIEVEMENTS** Cat 8 Andy Pritchard, Dave Bees  
**CH1** Andy Pritchard, Dave Bees **FS1** Juliana Ramos, Jay Webster, John Foulkes-Williams, Gavin Holderness **FF1** Neil Davies, Nick Robinson **FF2** Ryan Briddon **JUMP NUMBERS** 50 Juliana Ramos, Matthew Flint, Grace Gimson **100** Dean Catterson, Georgie Marsh **200** Ben White, Liam Byrne **400** Charlie Smart **1,400** Chris Smith

6-way competition at Langar – Maddy Heath-Kelly on her back! Photo by John Baggaley



## Boogie season begins

Top news in the first part of the year was our very own AI and Pixie MacLeod appearing in BBC East Midlands *Inside Out* magazine programme on 14 February. In a long piece revolving around AI and Pixie training for both the British and World Freestyle Skydiving Championships, Aunty Beeb produced one of the best bits of television about skydiving we've ever seen broadcast. The guys came across really positively and did a grand job promoting our sport.

Our University RAPS students have got back in the swing of things, and we've started the AFF training season early. Will Cooke is our mainstay flatfly organiser and has been getting our sausage-grabbers in the air as often as they'll let him! We've had lots of mid-week freefly coaching by Ally Milne, while weekend freefly organising (Ally again, along with Scott Calcraft) has been picking up. The Valentine's party drank Shaggy's Bar dry...

The annual maintenance has been completed on both our Caravans, so we've got uninterrupted use for the summer. The Boogie season gets going at Easter with Dave Lewis' Kickstart Boogie, plus Dave does pre-booked organised groups on the first weekend of every month here. Check out all his stuff at strollerweb.co.uk. Ally and Scott will be running some hot freefly stuff during Easter too!

For the Langar Boogie (7-15 May) we've got the Beech 99 throughout, and a Twin Otter for the second weekend, as well as the two Grand Caravans. Brian Vacher is running his Safe Flight School from Monday to Wednesday during the Boogie, and Go Vertical will run from the Beech from Thursday to Sunday, so it's going to be a good week all round.

We're hosting the UK Skydiving League 4-way competition 11-12 June, and we've already got even more Langar teams in training than ever before! Check out all our events at skydivelangar.co.uk.

**Tony Danbury**

Photo by Gary Wainwright



## WESTON

skydiveweston.com

## In the bar!

The lifts are now plentiful and the jumpers numerous, just the way we like it. A healthy (or unhealthy) number of us can also be found at the bar, regularly up until the early hours of Sunday morning!



Photo by Edmund Murphy

**ACHIEVEMENTS** Graduated **AFF** Oli Sheppard, Hugo Volk, Steve Donaghy **Cat 8** Beck Stevens, Ben Cadge **FS1** Daniel Richards **JUMP NUMBERS** 200 Martin Roberson

There has been a slight change in the staffing. Steve Scott has now stepped down as CCI and Martin has taken over. You have done an incredible job, Steve. Thank you very much for your endless hard work.

Progression is already at a high level, with at least four students obtaining their A Certificates in one weekend! There are many others close behind doing very well with RAPS and AFF.

The FS coaches are as busy as ever and are in constant demand. Sam Lee and Fiona Millar have both gained their coach rating. A huge well done to you both! They are not going to be kept idle for long. On the day of receiving them, they were both put to use, with Sam awarding his first ever FS1 to Daniel Richards. I think that may well be a double beer fine, Sam.

To coincide with the progression we're having, the pilots have got in on the act too. We have changed the Dornier for a Caravan now and have a nice collection of pilots to fly it. Steve Scott and Ash Kemp have both gained their wings on type. With the season still fresh, the signs of a very productive and successful one are good. We are on the internet and facebook and will mention future events on them, so keep a lookout.

**Kye Bromley**

For more news from all UK clubs, visit the Club Zone at [skydivethemag.com](http://skydivethemag.com)

## STRATHALLAN [skydivestrathallan.co.uk](http://skydivestrathallan.co.uk)



### Packing together

Photo by Mark Collins

Well, Strathallan started 2011 looking much like Ice Station Zebra, but happily has moved on to tropical climes lately, with planes taking off and everything! The winds have been a bit touch and go and the students have suffered. But as is always the case in the skydiving world, the tenacious are rewarded and we've seen two new A-Certificates added to the ranks. Michael and Olwyn, we salute you! Same goes to Phil and Katarina for soldiering onto unstable exits and turns respectively.

The new rules for club kit mean that students cannot progress beyond freefall unless they can pack and, thus, keep the jumping running smoothly for themselves and others. So a big thanks is due to the club members who give up their time to teach packing to our newer recruits. Your patience and willingness to stand in the cold are greatly appreciated.

A look to the months ahead – Strathallan shall be hosting BCPA Scots again on Saturday 28-30 May. Further details can be found through the usual student channels but all the BCPA needs to know right now is that there will be the usual patchwork of parachutes, hard liquor, serviceable airframes, tarts and vicars!

Oh, and Grant Thomson wanted me to mention that he's a big boy now because he jumped from 3,000ft for the first time – he'll let us all know when he manages to nail doing the breaststroke in freefall.

**Jonny Danks**

**ACHIEVEMENTS** Cat 8 & CH1 Michael Lee, Olwyn Burns

## TILSTOCK [theparachutecentre.com](http://theparachutecentre.com)



### Second plane

2011 at Tilstock looks to be shaping up to be a cracking year.. Our autumn batch of students is nearly all qualified. We've only had two jumpable weekends in the last month, which has been frustrating for our Isle of Man contingent, whose visits have coincided with the non-jumpable ones! But spirits were kept high with our weekly curry night and the arrival of a large yellow JCB digger to a DZ full of bored skydivers! If only we'd had two..

We are running a two-day canopy course for all levels and abilities on Friday 8-9 April, run by Spencer Hogg from *Team Heat*. Contact the office on 01948 841111 as spaces are limited. There is likely to be a big party on the Saturday evening, details TBC.



Lyn, Harry, Louise and the new turbo C206, by Simon Wilkinson

Our second plane is sitting in the hangar, just awaiting a few modifications to make her jumpable and, with the recent announcement of Tilstock open on Thursdays in the summer, both planes will be getting plenty of use. Now is a great time to make the journey to Tilstock. We have free camping all year round, a warm, spacious bunkhouse, as and a friendly and efficient manifest. The clubhouse has also just been refurbished – thank you to Eddie Milnes, Steve Parton and Dave Schofield.

**Hannah Davies**

Laura Cooke, granddaughter of skydiver Mick Cox with Danny Smith on her 16th birthday tandem, by Simon Wilkinson

# CLUB ZONE

For more news from all UK clubs, visit the Club Zone at [skydiveinthemag.com](http://skydiveinthemag.com)

## PETERLEE

[skydiveacademy.org.uk](http://skydiveacademy.org.uk)

efforts to meet our needs, and even braved a tandem jump, which I'm sure she would rather forget! Ian and Paul have decided that Peterlee Parachute Centre will take over the management and day-to-day running of it. There have already been some volunteers to be on the other side of the counter serving drinks and food. Anyone interested, contact Paul Moore.

Please note that Ian will soon be tightening up the rules on access to certain areas. This isn't him just being crabby, it's for health and safety reasons. So please make yourself aware of and respect the new regs when they come. Please also note that, while the bar is serving food and drink, only food and drink purchased on site is allowed to be consumed in the bar and beer garden.

We now have a new entrance to the bar via the new extension, which comprises a disabled toilet/baby-changing facility, ladies' and lads' toilets and showers, and bunkhouses. The new extension is all tiled and heated and about as different as you could possibly get from the old ones!

**ACHIEVEMENTS FS1** Nigel Peacock **JUMP NUMBERS 200** Nigel Peacock **800** Andy Brumby

**Sue Scott**



Peterlee skies, by Blair Stent

## Fancy volunteering?

The New Year has started on a high here at Peterlee. We had a good turn out of folk attending this year's BPA AGM. Of course the highlight of the AGM for our centre was when Alan Thompson won the Taz Causer Skydiver of the Year Award 2010.

We've also had packing classes from Louise, an Aircraft Refuelling safety course in February and a first-aid course in March. Coming up on the weekend of 16 April, we'll be having an FS Skills Weekend. With all this action going on the centre has also joined Facebook. You'll find it as Peterlee Parachute Centre, so get yourselves linked up.

We are sorry to see the departure of Sue O'Connor as proprietor of the Aero Sports Club Bar. Sue has been with us a few years now and has made big

## DUNKESWELL

[skydive99.com](http://skydive99.com)

## Raring to go!

As we closed for the season over Christmas there hasn't been too much going on but, behind the scenes, we've been busy getting the dropzone ready for the new season and the Beech is raring to go!

We'd like to welcome our new Chief Pilot, Tom Weston, to the club. He's slowly adjusting to the colder climes of the UK and we're happy to have him on-board - literally.

We will also be running reduced jump ticket days throughout the year. To be kept up to date with our special days and offers (boogies, parties and coaching events), please register at [skydive99.com](http://skydive99.com) to receive our text updates.

See our Facebook page for latest news, events and pictures: 'Skydive the Well'. For competitive team rates, please contact [jason@skydiveukltd.com](mailto:jason@skydiveukltd.com).

**Miko**

**ACHIEVEMENTS Cat 8 & CH1** Simon Leadley, Neil Empringham, Edward Crabtree, Harry Smith  
**JUMP NUMBERS 100** Josh Clarke

**Don't miss!**

17-22 May - Twin Beech Boogie 1

13-18 September - Twin Beech Boogie 2



Tom Weston, new Chief Pilot, with a snowy Beech!

## WILD GEESE

[skydivewildgeese.com](http://skydivewildgeese.com)

## Students galore



Julie Scrimgeour and Francis Mullian

Kieran McKlintock and Owen Doherty



John Lawlor's first freefall certificate presented by Chaz Lawson

With the longer days, a good number of students have been rolling through the Wild Geese Centre, taking full advantage of the milder weather and brighter evenings. The first course of the new year all got jumped on the day and numerous other students enjoyed the clear skies. Well done to those who achieved their first freefall recently, namely John Lawlor, Julie Scrimgeour, Kieran McKlintock and Owen Doherty.

Hopefully, with successful wind tunnel visits, Dr Eimear, Brian and Graham will get to pass on some of the knowledge and skills learned to the rest of the flock at Wild Geese.

Just in case anyone forgets, a first jump on a new canopy resulting in a first cutaway definitely deserves a beer fine (unpaid at time of writing). You know who you are (rhymes with Sick Pillar).

**Rod McCrory**

## We speak to Ian Rosenvinge, CCI at Peterlee Parachute Centre



Ian Rosenvinge jumps with Judith Atherton.  
Photo by Dave Storey



Chief Pilot, Paul Moore. Photo by John Bishop

**Peterlee Parachute Centre**  
The Airfield  
Shotton Colliery  
Co Durham  
DH6 2NH

0191 517 1234  
enquiries@skydiveacademy.org.uk  
skydiveacademy.org.uk

### How did Peterlee come into being?

It was when Sunderland Parachute Centre had to relocate from Sunderland Airfield when Nissan built the car plant there. My predecessor Jim Barnes spent three years looking for, and securing, a new site here at Shotton which, at the time, had recently been reclaimed as a former Colliery Pit Slag Heap site and it is where we have been operating for 25 years. Peterlee is the nearest marked location on the Aeronautical chart.

### What facilities do you have?

Jim Barnes constructed a grass runway, hangarage and a full indoor training complex with canteen and toilets. He began operating with a Cessna 182, G-PLÉE, which, despite the comings and goings of a number of other parachute aircraft, is still serving us well today. We have since enhanced the facilities adding a tarmac runway, underground fuel installation and a second hangar, which has enabled us to create a large indoor packing area in the original one. We also have a licensed bar and brand new shower, toilet and bunkhouse facilities. We tend to operate on weekends from late January through to late December as well as Wednesday and Friday afternoons during British summertime; that said, given good weather, you are likely to find us open Wednesday and Friday afternoons in February, March and November.

### What do your key staff members do?

I am the Chief Instructor and Paul Moore has just taken over as Chief Pilot. We also rely on a multitude of quasi staff members without whom we could not possibly run the centre. I regularly roster in 25 staff every weekend, not including canteen staff or those regulars who do whatever is required to make things happen; too many to mention but over the last few years, Nick Brown and Roy Howarth in particular.

### What aircraft do you use?

Our Cessna 182 G-PLÉE will carry four jumpers to 10,000ft and back down in about 28 minutes and our new Cessna Caravan will carry 18 jumpers to 13,000ft in about 25 minutes but, realistically,

three loads of 14-ish jumpers can go to 13,000ft in 66 minutes (three 22-minute cycles).

### What kind of DZ do you try make it into?

My impression of most UK dropzones, my own included until recently, is that you drive up a potholed track to cabins or converted hangars. While there might be plenty of signage, there is very little real-time information as to what is going on. I have strived to change that at Peterlee. We now have a smooth tarmac access road, an excellent turbine parachuting aircraft and most of the stuff you would expect to find in between were you not already a seasoned UK parachutist. I am immensely proud of our Aero Sports Club, with its new table layout, recently put in by Paul and, if Carlsberg were to have DZ showers, toilets and dormitories, they would be pushed to beat those built for us by Kevin Mitchell. I also endeavour to provide the customer, be it the regular jumper or the first-time tandem, with real-time information about the weather, the jump order and how long they might have to wait to get in the air. My hope is that this will cause people to create a good vibe.

### How do your jumpers develop once off student status?

Peterlee, and Sunderland before it, have had good reputations for maintaining a steady production-line of jumpers through to Category 8, many going on to become significant figures in the sport. Traditionally, once off student status many of them travelled south to the larger (in recent times) turbine DZs in order to develop their skills. While this trend was stemmed during the period of 2003-2006 when we hired in turbine aircraft, our facilities stagnated and fell into disrepair as most of the money, and sometimes more besides, went into hiring in such aircraft. Purchasing and operating our own Gippsland Airvan for the past five years has enabled us to develop and improve our DZ facilities, and build up some equity to enable us to move on and purchase our own turbine parachuting aircraft. We now have the lift capacity once again to facilitate progression and it is our hope that we can retain and develop our



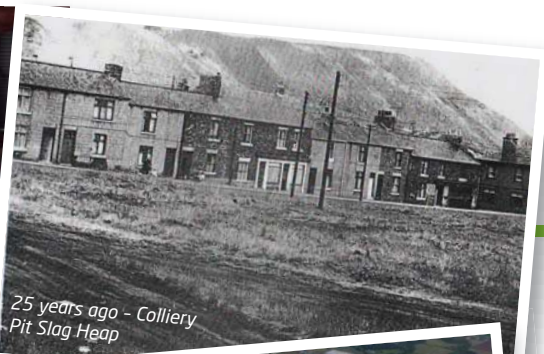
The new Cessna Grand Caravan, by Mal Smith



# Parachute Centre



Packing area, by Mal Smith



25 years ago - Colliery Pit Slag Heap



The airfield today, by 607 Group



own jumpers post-Cat 8. To such end Paul Moore and I intend to fund two coaching slots on every Caravan lift and, in the short-term, we acknowledge a need to attract additional capable coaches as well as running coaching weekends and progression weeks.

## In what areas do you offer coaching?

This year we intend to offer both FS and FF coaching. FS is the most popular but given the lack of lift capacity in recent years, FF has grown in popularity.

## What events do you run?

We have run collegiate, regional and national events, as well as coaching/roadshow periods.



Photo by Paul Moore

We are to host the Collegiate Northerns 1-3 July and the National Classic Championships 17-20 June 2011. We also have the XPO 2011 Boogie, progression and AFF week on 10-20 June, as well as progression and AFF weeks on 8-17 July and 19-28 August. Also, the first lift on Thursday 26 May will be free.

## Do you feel part of the BPA?

Very much so. We have run BPA roadshows and are keen to host more. The USPA have an expression "The USPA is US" and I very much relate to that. The BPA isn't 'them', the BPA is us.

## Do you have university clubs?

We have some excellent well-run university clubs, currently Durham, Newcastle, Northumbria, Teesside and, in recent years, Sunderland, and without them we would be on our knees. They form a very big part of our community and I encourage their continued participation.

## Do you sponsor, or have any teams that jump at your DZ?

We have sponsored teams in the past and hope to again this year. I must acknowledge the achievements of *Spanish Fly* and *Phobia* who, in their own right, were very successful.

## How do you feel running a UK skydiving business has changed?

For a long time the skydiving Industry has been financially underpinned by the first-time parachutist. A few years ago there were thriving club parachute programmes at every DZ, be that at a little or large operation, while concurrently the first timers (then Solo SLs) were trained in sizeable numbers often out of sight in a ground training area. At some stage during the weekend, often on a Sunday afternoon, these first-time solo SL jumpers were brought out and 'jumped off', with many of the centre's regular jumpers turning to help in order to facilitate this. Tandems now form the bulk of those first timers, and cannot be simply jumped off in a few lifts after training - they take up a sizeable proportion of our lift capacity. This is such that, at a small DZ, there is little room for a regular jump programme any more, with the main effort

being to get the tandems jumped off. The other noticeable change is the financial aspect. Like it or not, full-time parachute staff, be they the DZ Operator, his CCI or BPA staff members, are funded by the income from that first-timer. However, in order to get that first-timer through, the skydiving industry now has to fund a well-paid part-time staff: Tandem Instructors, packers and cameraflyers, many of whom earn more part-time than the key DZ staff do full-time. At Peterlee, I now strive to maintain two operations in tandem (pun!) - the tandems, executed by subcontractors to financially underpin my operation, and a progressing parachute programme, with the assistance of many willing volunteers; some necessarily appropriately qualified as Category System Instructors and FS/FF coaches, but also many unqualified pushers and pullers whom I could not do without.

## Does the club have a good social scene?

We feel we have an excellent social scene with a licensed bar and great bunkhouse facilities. There is free camping and caravanning on the DZ and Paul Moore now has the bar open every Friday and Saturday evening fronted by the lovely Lisa Stephenson, our own Bet Lynch; he's also planning several events, including a regular quiz night. Also, Lesley Moore and Lisa have put major effort into turning around the canteen.

## What's the best thing about Peterlee DZ?

Many tell me it's the warm welcome from the approachable, friendly, helpful regulars who, I have to say, I am very fortunate to have.

## What about the local area?

We are right in the middle of the north east; there is the great north east coastline, Durham city is 15 minutes drive away with its cathedral, castle, cobbled streets, pavement cafés, bars and restaurants. Newcastle, with its big market and Quayside nightlife, is just 25 minutes away!

## What are your plans for the future?

It has been a huge effort developing the facilities to what we have now. In the short term, we have some post-build tidying up and landscaping to do, but I would like to develop a comprehensive coaching staff and encourage jumpers to make use of our facilities. I also, importantly, want to make some more time for my family.

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# DROP ZONES



## BPA Affiliated DZs in the UK

### 1 Black Knights

**Black Knights Parachute Centre**  
Hillam Lane, Cockerham,  
Lancashire LA2 0DY  
DZ: 01524 791820  
T: 01772 717624  
Mob: 07501 223151/2  
info@bkpc.co.uk  
bkpc.co.uk  
Turbine Porter

### 2 Bridlington

**Skydive GB**  
East Leys Farm, Grindale Road,  
Bridlington, E Yorkshire YO16 4YB  
01262 228 033 / 07595 952 802  
info@skydivegb.com  
skydivegb.com  
Cessna 206

### 3 Cark

**North West Parachute Centre**  
Cark Airfield, Flookburgh,  
Nr Grange-over-Sands,  
Cumbria LA11 7LS  
DZ: 01539 558 672  
T: 01229 889 516  
skydive-northwest@totalise.co.uk  
skydivenorthwest.co.uk  
PAC 750XL

### 4 Chatteris

**North London Skydiving Centre**  
Chatteris Airfield, Nr Stonea,  
March, Cambs PE15 0EA  
DZ: 01354 740 810  
T: 0871 664 0113  
info@ukskydiving.com  
ukskydiving.com  
Twin Otter, Nomad

### 5 Cornish

**Cornish Parachute Club**  
Perranporth Airfield,  
Higher Trevellas, St Agnes,  
Cornwall TR5 0XS  
01872 553 352 / 07790 439 653  
cornishparachuteclub@hotmail.co.uk  
cornishparachuteclub.co.uk  
Cessna 206, guest aircraft

### 6 Dunkeswell

**Skydive UK Ltd**  
Dunkeswell Airfield, Dunkeswell,  
Devon EX14 4LG  
01404 890 222 / 07718 638 000  
info@skydiveukltd.com  
skydive99.com  
Beech 99

### 7 Headcorn

**Headcorn Parachute Centre**  
Headcorn Airfield, Headcorn,  
Kent TN27 9HX  
01622 890 862  
info@headcornparachuteclub.co.uk  
headcornparachuteclub.co.uk  
Cessna Caravan, Islander

### 8 Hibaldstow

**Target Skysports**  
Hibaldstow Airfield, Hibaldstow,  
Brigg, N Lincs DN20 9NN  
DZ: 01652 648 837  
T: 0113 250 5600  
info@skydiving.co.uk  
skydiving.co.uk  
Dornier G92 twin turbine, SMG-  
92 single turbine, Cherokee 6

### 9 Hinton

**Hinton Skydiving Centre**  
Hinton Airfield, Steane, Brackley,  
Northants NN13 5NS  
01295 812 300  
info@skydive.co.uk  
skydive.co.uk  
PAC 750XL

### 10 Jersey

**Skydive Jersey Ltd**  
States Airport, St Peter,  
Jersey JE3 7ZR  
01534 747 410  
info@skydivejersey.net  
skydivejersey.net  
Airvan, guest Turbines

### 11 Langar

**British Parachute Schools**  
Langar Airfield, Langar,  
Nottingham NG13 9HY  
01949 860 878  
info@skydivelangar.co.uk  
skydivelangar.co.uk  
2 Cessna Grand Caravans,  
guest aircraft

### 12 Lewknor

**London Parachute School**  
The Byre, Woods Farm,  
Easthamstead Rd, Wokingham,  
Berks RG40 3AE  
0845 130 7194  
info@londonparachuteschool.com  
londonparachuteschool.com  
Islander, Cessna Grand Caravan

### 13 Netheravon

**Army Parachute Association**  
Airfield Camp, Netheravon,  
Salisbury, Wiltshire SP4 9SF  
01980 628 250  
generalenquiries@netheravon.com  
netheravon.com  
2 Cessna Caravans, guest aircraft

### 14 Paragon

**Paragon Skydiving**  
Errol Airfield, Grange, Errol,  
Perthshire PH2 7TB  
01821 642 454  
billy.gollan@btinternet.com  
paragonskydiving.co.uk  
Cessna 182

### 15 Peterlee

**Peterlee Parachute Centre**  
The Airfield, Shotton Colliery,  
Co Durham DH6 2NH  
0191 517 1234  
enquiries@skydiveacademy.org.uk  
skydiveacademy.org.uk  
Cessna 182  
Cessna Grand Caravan

### 16 Salisbury

**Skydive Southcoast Ltd**  
Hangar 3, Old Sarum Airfield,  
Old Sarum, Salisbury SP4 6DZ  
01722 323 628  
info@skydivesouthcoast.co.uk  
skydivesouthcoast.co.uk  
Cessna 206

### 17 The Silver Stars

**Silver Stars**  
29 Regt, Duke of Gloucester  
Barracks, South Cerney, Cirencester  
Gloucestershire GL7 5RD  
DZ: 01285 868111  
T: 07716 792942  
info@silverstars.me.uk  
silverstars.me.uk  
Finist SMG

### 18 St Andrews

**Skydive St Andrews**  
Osprey Road, Fife Airport,  
Glenrothes KY6 2SL  
0845 189 5865  
skydivestandrews@mail.com  
skydivestandrews.co.uk  
Cessna 185, Turbo  
Cessna 206

### 19 Strathallan

**Skydive Strathallan**  
Strathallan Airfield,  
Nr Auchterarder,  
Perthshire PH3 1LA  
DZ: 01764 662 572  
T: 07836 201953  
kbrady@btinternet.com  
skydivesthathallan.co.uk  
3 Cessna 206, guest Turbine

### 20 Swansea

**Skydive Swansea**  
Swansea Airport, Fairwood,  
Swansea SA2 7JU  
07779 019 655  
info@skydiveswansea.co.uk  
skydiveswansea.co.uk  
Turbine Islander

### 21 Swindon

**Skydive London**  
Redlands Airfield, Redlands Farm,  
Wanborough, Swindon SN4 0AA  
01793 791 222  
info@skydivelondon.co.uk  
skydivelondon.co.uk  
Airvan

### 22 Tilstock

**The Parachute Centre**  
Tilstock Airfield, Whitchurch,  
Shropshire SY13 2HA  
01948 841 111  
skydive@theparachutecentre.com  
theparachutecentre.com  
Airvan

### 23 UK Para Beccles

**UK Parachuting**  
Beccles Airfield, Ellough,  
Beccles, Suffolk NR34 7TE  
01502 476 131  
jump@ukparachuting.co.uk  
ukparachuting.co.uk  
Cessna Caravan

### 24 UK Para Sibson

**UK Parachuting**  
Sibson Airfield, Wansford,  
Peterborough PE8 6NE  
01832 280 490  
skydive@ukparachuting.co.uk  
skydivesibson.co.uk  
Cessna Caravan

### 25 Weston

**Skydive Weston**  
RAF Weston on the Green,  
Bicester, Oxon OX25 3TQ  
01869 343 201  
skydiveweston@fsmail.net  
skydiveweston.com  
Cessna Caravan, guest aircraft

### 26 Wild Geese

**Wild Geese Skydive Centre**  
Movenis Airfield, 116 Carrowreagh  
Rd, Garvagh, Coleraine,  
Co Londonderry, N Ireland BT51 5LQ  
028 2955 8609  
jump@skydivewildgeese.com  
skydivewildgeese.com  
Cessna 206, Cessna Caravan

## BPA Overseas Affiliated DZs

### Cyprus

**Cyprus Parachute Centre**  
CJSATC, BFPO 58,  
Dhekelia Garrison, Cyprus,  
0035 724 744337  
info@skydivecyprus.com.cy  
skydivecyprus.com.cy  
PBN Piston Islander

### RAPA

**Rhine Army Parachute Assoc.**  
Flugplatz, Bielefelder Strasse,  
33175, Bad Lippspringe, Germany  
0049 5254 982 2378  
jspl-comdt@atgg.mod.uk  
Turbine Islander, Quest Kodiak,  
Dornier G92 on call

## Parachuting Societies

### BCPA

**British Collegiate  
Parachute Association**  
Ailwyn McGeoch, BCPA Chairman  
07969 484801  
mail@bcpa.org.uk  
bcpa.org.uk  
A community for university  
skydivers

### POPS

**Parachutists Over Phorty**  
Dick Barton, Top POP  
9 Mansion House Mews, Pickwick  
Road, Corsham, Wilts SN13 9BB  
01249 701805 / 07860 559112  
dbarton@fsmail.net  
pops.org.uk

### SOS

**Skydivers Over Sixty**  
Contact: Niels Hansen  
Flat 14, 21 Victoria Sq, Clifton,  
Bristol BS8 4ES  
nielsnhsn@yahoo.co.uk



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# EVENTS ZONE

For more event details, visit the  
Events Zone at [skydivethemag.com](http://skydivethemag.com)



## 30-40 ways



Dive organised by Gordon Hodgkinson and Mike Lewis, by Dave Lewis

The 2011 Summer Solstice Boogie will see an attempt to build the biggest formation ever to be seen over Netheravon dropzone since it opened in 1962. With organisers Dave Lewis, Caroline Allen and Doug McLelland, the plan is for nine jumps from 15,000ft to be done over the weekend of 18-19 June. The initial goal is to build a single-point 60-way, and then look to add a sequential move and/or create complex challenging single formation.

Although participation is by invitation only, there will be other events preceding the attempt for everyone to get involved with. The 30- to 40-way event on 28-30 May will be a great opportunity if you think you might have what it takes to show off your stuff and maybe step up to the 60-way. The event will use three Caravans.

See the 40-way page on Netheravon's website for more information and a slot request form.

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

## Happy birthday Sibson!

Life begins at 40, so now that UK Parachuting is into its second year at Sibson, they are hoping to have the best and busiest year yet.

The DZ will be celebrating Sibson's 40th birthday with a boogie from 23-31 July. The week-long boogie will finish with a Fancy Dress weekend in aid of Help for Heroes.

Skydivers, make sure you stay in your costume all weekend for fun jumps followed by the hangar bash on the Saturday night. The theme is fashion 40 years ago - AKA the '70s!

Sibson has bunkhouse accommodation and camping facilities so why not go along and help them celebrate.

[skydivesibson.co.uk](http://skydivesibson.co.uk)

### KEY

**BPA EVENTS**  
**CANOPY PILOTING**  
**FORMATION SKYDIVING**  
**CANOPY FORMATION**  
**STYLE & ACCURACY**  
**BOOGIES/FUN**  
**FREEFLY & SKYSURF**  
**WINGSUIT**  
**UNCLASSIFIED (inc POPS)**

### APRIL

**7 STC & Riggers Meetings**  
BPA Offices, Leicester • [bpa.org.uk](http://bpa.org.uk)

**8-9 Canopy Course**  
Tilstock • [theparachutecentre.com](http://theparachutecentre.com)

**8-10 Safe Flight School**  
Empuria, Spain • [safeflightschool.com](http://safeflightschool.com)

**8-10 FS Scrambles**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**9-10 Hot Weekender**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**13-17 SOS World Record Attempt**  
Elsinore, California • [rudolf-albrecht.at/SOS](http://rudolf-albrecht.at/SOS)

**14-15 Wingsuit Course**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**14-17 Flight of the Phoenix Big-way Seq**  
DeLand, Florida • [theworldteam.com](http://theworldteam.com)

**14-17 Euro FF Record Preselection Camp**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**15-17 Safe Flight School**  
Empuria, Spain • [safeflightschool.com](http://safeflightschool.com)

**15-24 Easter Boogie**  
Z Hills, USA • [skydivecity.com](http://skydivecity.com)

**16-17 Big-way Camp**  
UK Para (Beccles) • [ukparachuting.co.uk](http://ukparachuting.co.uk)

**16-17 FS Skills Weekend**  
Peterlee • [skydiveacademy.org.uk](http://skydiveacademy.org.uk)

**18-22 Instructor Course (AFFI/TI/Pre-adv)**  
Hibaldstow • [bpa.org.uk](http://bpa.org.uk)

**18-22 SkySaver Week**  
Seville, Spain • [skydivespain.com](http://skydivespain.com)

**18-25 Nordic Big-ways**  
Seville, Spain • [skydivespain.com](http://skydivespain.com)

**19 BPA Council Meeting**  
BPA Offices, Leicester • [bpa.org.uk](http://bpa.org.uk)

**22-25 Kickstart Easter Boogie**  
Langar • [skydivelangar.co.uk](http://skydivelangar.co.uk)

**22-24 Easter Boogie**  
Eloy, USA • [skydiveaz.com](http://skydiveaz.com)

**22-30 Skysisters 3 & CYPRES Anniversary**  
Toogoolawah, Aus • [skysisters.com.au](http://skysisters.com.au)

**22-25 Easter Boogie**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**23-24 FF Scrambles & Safe Flight School**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**23-24 Nish Memorial Scrambles**  
Hinton • [skydive.co.uk](http://skydive.co.uk)

**25-29 Skysavers**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**29-May 2 Pinch Jump**  
Langar • [skydivelangar.co.uk](http://skydivelangar.co.uk)

**29-May 1 BCPA Southern**  
Netheravon • [bcpa.org.uk](http://bcpa.org.uk)

### MAY

**2-6 May Coaching Week**  
UK Para (Beccles) • [ukparachuting.co.uk](http://ukparachuting.co.uk)

**6-8 Safe Flight School**  
Empuria, Spain • [safeflightschool.com](http://safeflightschool.com)

**7-8 UKSL FS 4-way**  
Netheravon • [netheravon.com](http://netheravon.com)

**7-8 Accuracy Grand Prix**  
Headcorn • [headcornparachuteclub.co.uk](http://headcornparachuteclub.co.uk)

**7-15 Langar Boogie 1**  
Langar • [skydivelangar.co.uk](http://skydivelangar.co.uk)

**9-11 Safe Flight School**  
Langar • [skydivelangar.co.uk](http://skydivelangar.co.uk)

**9-10 Hot Weekender**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**11 RAeC Awards Ceremony**  
RAF Club, London • [royalaeroclub.org](http://royalaeroclub.org)

**14-15 BPA FF Roadshow**  
BKPC, Cockerham • [bkpc.co.uk](http://bkpc.co.uk)

**16-20 Instrc. Course (CSI/CSBI/TBI/AFFBI/Adv)**  
Strathallan • [bpa.org.uk](http://bpa.org.uk)

**16-20 SkySaver Week**  
Seville, Spain • [skydivespain.com](http://skydivespain.com)

**17-22 Twin Beech Boogie I**  
Dunkeswell • [skydive99.com](http://skydive99.com)

**19-20 Wingsuit Course**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**19-22 Eurosequentials Skills Camp**  
The Zoo, Rome • [eurosequentials@hotmail.com](mailto:eurosequentials@hotmail.com)

**20-22 Safe Flight School**  
Empuria, Spain • [safeflightschool.com](http://safeflightschool.com)

**21-22 FS 4-way Scrambles**  
Chatteris • [ukskydiving.com](http://ukskydiving.com)

**21-22 Hypoxic Birds (wingsuiting)**  
Seville, Spain • [skydivespain.com](http://skydivespain.com)

**21-22 Introduction to Big-way FS**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

# CYPRES 2

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# EVENTS ZONE

For more event details, visit the  
Events Zone at [skydivethemag.com](http://skydivethemag.com)

## 2011 European freefly record attempt

The fourth European freefly record will be held at Skydive Empuriabrava from 21-25 of September 2011.

Babylon are running the event and, if any freeflyers would like to participate, they can register now on the Babylon website. Jump ticket prices will be €33.

Anyone who feels they need more practice before registering can sign up for one of the many preselection camps running from April to August, or Babylon tunnel coaching events.

[babylon-freefly.com](http://babylon-freefly.com)

**26-29 Euro FF Record Preselection Camp**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**28-30 BCPA Scots**  
Strathallan • [bcpa.org.uk](http://bcpa.org.uk)

**28-29 FS Scrambles**  
UK Para (Sibson) • [skydivesibson.co.uk](http://skydivesibson.co.uk)

**28-30 30/40-way Weekend**  
Netheravon • [strollerweb.co.uk](http://strollerweb.co.uk)

**30-June 6 Nordic Record Boogie**  
Seville, Spain • [skydivespain.com](http://skydivespain.com)

**30-June 6 Skysavers**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**31-June 5 CYPRES Anniversary Boogie**  
Carolina Fest, USA • [carolinafestboogie.com](http://carolinafestboogie.com)

**21-26 Vector Festival**  
Prostejov, Czech Repub' • [vectorfestival.com](http://vectorfestival.com)

**24-26 Safe Flight School**  
Empuria, Spain • [safeflightschool.com](http://safeflightschool.com)

**24-26 Safe Flight School**  
UK Para (Sibson) • [safeflightschool.com](http://safeflightschool.com)

**25-26 28-way comp & HD Rec Warm-up**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**25-26 BPA FS Roadshow**  
Chatteris • [bpa.org.uk](http://bpa.org.uk)

**27-29 Safe Flight School**  
Empuria, Spain • [safeflightschool.com](http://safeflightschool.com)

**27-July 1 Instructor Course (AFF/ITI/Pre-adv)**  
UK Para (Sibson) • [bpa.org.uk](http://bpa.org.uk)

**27-July 1 East-West Kaleidoscope Dives**  
Kolomna, Russia • [theworldteam.com](http://theworldteam.com)

## JUNE

**4-5 FF Coaching & Intro to Speed**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**4-5 BPA FS Roadshow**  
BKPC, Cockerham • [bkpc.co.uk](http://bkpc.co.uk)

**4-5 28-way Warm-up Weekend**  
Langar • [strollerweb.co.uk](http://strollerweb.co.uk)

**9 STC & Riggers Meetings**  
BPA Offices, Leicester • [bpa.org.uk](http://bpa.org.uk)

**10-20 XPO Boogie & Progression week**  
Peterlee • [skydiveacademy.org.uk](http://skydiveacademy.org.uk)

**11-12 UKSL FS 4-way**  
Langar • [skydivelangar.co.uk](http://skydivelangar.co.uk)

**16-17 Wingsuit Course**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**17-19 Classics Nationals**  
Peterlee • [skydiveacademy.org.uk](http://skydiveacademy.org.uk)

**18-19 60-way & Solstice Boogie**  
Netheravon • [netheravon.com](http://netheravon.com)

**18-19 Hot Weekender**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**18-19 Brit Dicks 40-way FS**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**20-24 Skysavers**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**20-26 Tent City Boogie**  
Hinton • [skydive.co.uk](http://skydive.co.uk)

**21 BPA Council Meeting**  
BPA Offices, Leicester • [bpa.org.uk](http://bpa.org.uk)

## JULY

**1-3 BCPA Northerns**  
Peterlee • [bcpa.org.uk](http://bcpa.org.uk)

**2-3 BPA FS Roadshow**  
UK Para (Sibson) • [bpa.org.uk](http://bpa.org.uk)

**2-3 BPA Freefly Roadshow**  
Cark • [bpa.org.uk](http://bpa.org.uk)

**7-9 CP Nationals**  
RAPA, Germany • [jspcpl-comdt@atgg.mod.uk](mailto:jspcpl-comdt@atgg.mod.uk)

**9-10 Hot Weekender**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**11-15 Skysavers**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**14-15 Wingsuit Course**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**14-17 Euro FF Record Preselection Camp**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**16-17 UKSL FS 4-way**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**16-22 Army Parachute Championships**  
Netheravon • [netheravon.com](http://netheravon.com)

**17-24 CISM Military World Games**  
Rio de Janeiro, Brazil • [rio2011.com.br](http://rio2011.com.br)

**20-24 BCPA Nationals**  
Cark • [bcpa.org.uk](http://bcpa.org.uk)

**23-24 Head-down Record Warm-up**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**23-24 BPA Freefly Roadshow**  
UK Para (Sibson) • [bpa.org.uk](http://bpa.org.uk)

**23-31 40th Anniversary Boogie**  
UK Para (Sibson) • [skydivesibson.co.uk](http://skydivesibson.co.uk)

**25-31 CYPRES Anniversary Boogie**  
Prostejov, Czech Republic • [falconair.cz](http://falconair.cz)

**29-31 Safe Flight School**  
BKPC, Cockerham • [bkpc.co.uk](http://bkpc.co.uk)

## AUGUST

**1-3 Safe Flight School**  
Strathallan • [safeflightschool.com](http://safeflightschool.com)

**1-5 Skysavers**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**1-7 FS/Artistics World Cup**  
Saarlouis, Germany • [fai.org/parachuting](http://fai.org/parachuting)

**4 STC & Riggers Meetings**  
BPA Offices, Leicester • [bpa.org.uk](http://bpa.org.uk)

**6-7 8-way Speed Competition**  
Netheravon • [netheravon.com](http://netheravon.com)

**6-7 CF Grand Prix**  
Langar • [skydivelangar.co.uk](http://skydivelangar.co.uk)

**13-15 FS 4-way & VFS Nationals**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**15-19 Instructor Course (CSBI/TBI/AFFBI/Adv)**  
Langar • [bpa.org.uk](http://bpa.org.uk)

**16 BPA Council Meeting**  
BPA Offices, Leicester • [bpa.org.uk](http://bpa.org.uk)

**18-19 Wingsuit Course**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**18-28 Style & Accuracy World Cup**  
Kikinda, Serbia • [events.fai.org](http://events.fai.org)

**20-22 FS 4-way & VFS Nationals reserve**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**20-22 FS 8-way & Artistics Nationals**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**22-26 BPA Instructor Course (CSI)**  
Langar • [bpa.org.uk](http://bpa.org.uk)

**22-27 CP World Cup**  
Klatovy, Czech Rep • [pinkskyvan.com](http://pinkskyvan.com)

**25-28 Euro FF Record Preselection Camp**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**27-28 Hot Weekender**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**27-29 FS 8-way & Artistics Nationals res**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**27-29 Fly Hard & Brit Head-down rec att**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

## SEPTEMBER

**3-4 8-way Speed Nationals**  
Chatteris • [ukskydiving.com](http://ukskydiving.com)

**3-4 BPA Freefly Roadshow**  
UK Para (Sibson) • [bpa.org.uk](http://bpa.org.uk)

**3-11 Langar Boogie 2**  
Langar • [skydivelangar.co.uk](http://skydivelangar.co.uk)

**5-7 Safe Flight School**  
Langar • [skydivelangar.co.uk](http://skydivelangar.co.uk)

**13-18 Twin Beech Boogie II**  
Dunkeswell • [skydive99.com](http://skydive99.com)

**16-18 ESL Finals**  
Texel, Holland • [euro-skyleague.com](http://euro-skyleague.com)

**21-25 Euro FF Record Attempt**  
Empuria, Spain • [skydiveempuriabrava.com](http://skydiveempuriabrava.com)

**24-25 First Time Formation Loads (FS)**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**24-25 FS Scrambles**  
Netheravon • [netheravon.com](http://netheravon.com)

**24-26 CF Nationals**  
Netheravon • [netheravon.com](http://netheravon.com)

**29 STC & Riggers Meetings**  
BPA Offices, Leicester • [bpa.org.uk](http://bpa.org.uk)

**30-Oct 2 CF Nationals reserve**  
Netheravon • [netheravon.com](http://netheravon.com)

## OCTOBER

**8-9 FS Scrambles**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

**11 BPA Council Meeting**  
BPA Offices, Leicester • [bpa.org.uk](http://bpa.org.uk)

**20-28 Equinox Boogie**  
Toogoolawah, Aus • [ramblers.com.au](http://ramblers.com.au)

**29-30 10-way Speed Frostbite Friendly**  
Hibaldstow • [skydiving.co.uk](http://skydiving.co.uk)

### Top Tip

When things go wrong in skydiving,  
you don't have time to make a plan.  
You have to already HAVE a plan.

Andy Montriou

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AIRKIX	+44 (0)1908 247772	airkix.com	35
AIRSPORTS INSURANCE	+44 (0)1983 298480	airsports@bhpa.co.uk	60
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BLACK KNIGHTS PARA CENTRE	+44 (0)1772 717624	bkpc.co.uk	26
BRITISH PARACHUTE SCHOOLS (LANGAR)	+44 (0)1949 860878	skydivelangar.co.uk	50
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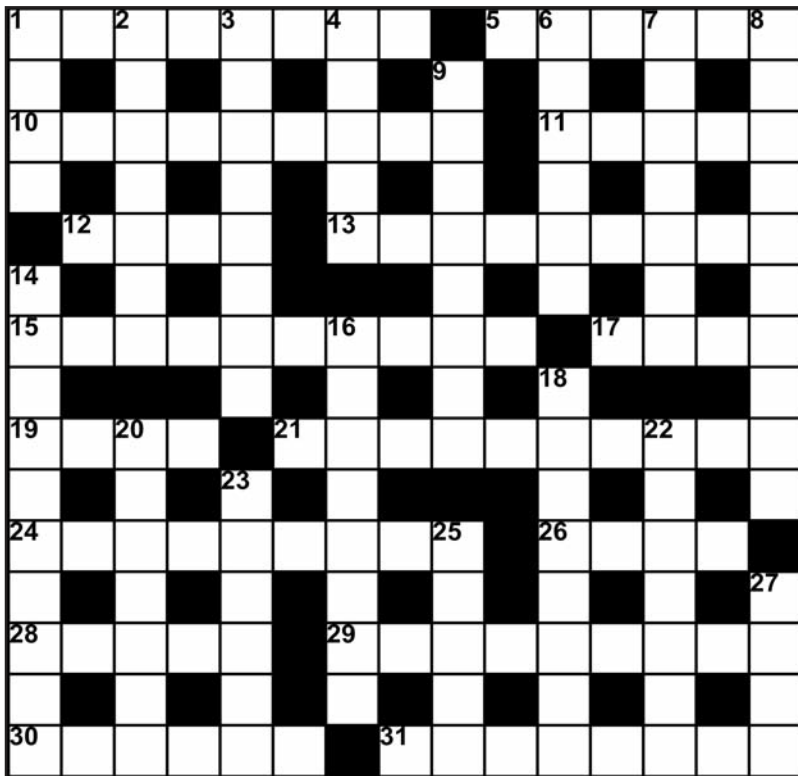
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# PUZZLE



Paul Boorer >>



## MAIN Cryptic

### Across

1. Diverted dense Dad into blind alleys (4,4)
5. Sit backwards behind male in this position (6)
10. Ribbentrop's sorceries hold back inflation trigger (9)
11. He wrote requiem of drunk diver (5)
12. Indication of good in amoral act (4)
13. Move from one team to another around fourth in table (4,5)
15. Does it measure digestion of nutriments? (10)
17. Where to be locked up either side of 10 (4)
19. Oscillation (in the main) is a reversal of change (4)
21. Catch and grip tightly to hold large leg (7,3)
24. Checked in before dispatch takes scan (9)
26. Horse-racing game in paper going west (4)
28. The night before National Trust bash (5)
29. Rioting Algerines letting loose (9)
30. Agree to put last bits of great deal aside (6)
31. 70's duet drops grit in this drop zone (8)

### Down

1. Cut short weed (4)
2. A number eleven without an opener has problems with gas (7)
3. Jump facilitator held up by aileron is legendary (8)
4. Ancient computer system absorbs or entrances (5)
6. Coach transporting Sid and Eva (6)
7. Deposed tribune is source of power (7)
8. Whinging and crying about upset French wine (10)
9. Tranche of stupidity injures pupils (8)
14. Grounded parachutists? (4,6)
16. I set off in irregular army of soldiers (8)
18. Begin to knot it in a tie (8)
20. Escape into hollow climbdown (7)
22. Dad's rustling trial is biased (7)
23. Crazy man let loose (6)
25. Go deep inside model vehicle (5)
27. Turn back both ends of evolute curve (4)

## RESERVE Quick

### Across

1. Cul-de-sacs (4,4)
5. Skydiving position
10. Internal canopy vent
11. Classical composer
12. Gesture
13. Free-fly lateral move (4,5)
15. Music maker: Indicating device
17. Canopy segment
19. Sea movement
21. Container latch (7,3)
24. Examined
26. Sod
28. Contest
29. Cutting away
30. Come to rest
31. Durham DZ

### Down

1. Join formation
2. Oxygen shortages
3. California DZ
4. Exits
6. Mentor
7. Rotary motor
8. Opening slowly
9. Learners
14. Those practising formation flying (4,6)
16. Not civilian
18. Start
20. Plunge
22. Incomplete
23. In the mind
25. Dig
27. S-curve

# TIME ZONE



Jackie Smith >>

Skydiving legend Jackie Smith brings you stories from yesteryear

## 50 years ago

### Where it all began

Although the BPA is 50 this year as it was officially formed in 1961, the foundations of the BPA as we know it were developed in the winter of 1955. A small group of jumpers operating at Denham airfield decided that what parachutists needed was their own Association and went on to form the first British club, called, not surprisingly, the British Parachute Club. In February 1959, the first ever meeting of the British Parachute Committee took place. This Committee was the result of the hard work of a few dedicated and passionate skydivers and led to the official formation of the BPA in 1961.

## 25 years ago



Photo by Simon Ward

## 1986 European record 16-way night jump

On the evening of Saturday 15 November 1986 a 'Night' 16-way European record was achieved at the London Skydiving Centre at Cranfield. Although Simon Ward took the picture, to achieve the best film quality, the 16 people in the formation were supported by a further eight skydivers, each aiming a hand-held, high-intensity light which illuminated the formation at night. The lights weren't the easiest of equipment to 'fly'. Although the record was only 16 people, the Skyliner aircraft actually took 26 skydivers up on the dive, to 12,000ft.

**Participants:** Neil Anderson, Karina Andrews, Jill Arundell, Badger, Sarah Brearley, Rob Colpus, Paul Dixon, Pam Duncan, Colin Fitzmaurice, Lyn George, Chris Gilmore, Gary Gnapp, Anna Goulding, Kevin Harwick, Con Homer, Brian Hucker, Jakey, Amanda Kenny, Steve Mikos, Dave Morris, Pete Reynolds, Geoff Sanders, Dave Stevens, Pierre de Teutre, Derek Thomas, Bob Thompson, Simon Ward and Andy Woodmansey.

# Skydiving *in* **ZEPHYRHILLS** *of* Skydive City

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## Contact:

**Physical Address:** Skydive City Inc. • 4241 Sky Dive Lane • Zephyrhills, FL 33542

**Phone Numbers:** (813) 783-9399 • (800) 888-JUMP nationwide

**Email:** David 'TK' Hayes • General Manager • [tk@skydivecity.com](mailto:tk@skydivecity.com)



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