



British Parachute Association [skydivethemag.com](http://skydivethemag.com)

August 2013

# skyDIVE

the mag



**INSIDE:** NEW FS MANUALS EXPLAINED CF ROADSHOW FF BIG-WAY CAMP HIGHLIGHTS NEW COMP ZONE ARIZONA CHALLENGE TUNNEL CAMERA COACHING WITH DAVE HEAD KIT ZONE RETURNS TRIBUTE TO PAUL BURNS PLUS ALL THE LATEST NEWS, IDEAS AND EVENTS

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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.

Another two months have whizzed by and Mag time has come around again. As I write this, dropzones have been enjoying heatwaves lasting a couple of weeks so far – long may the jump-jump-jumping continue!



We have lots of new stuff for you this issue. Firstly, everybody should check out the article on the new FS manuals on page 16. Whether you're an FS student, FS1 jumper or FS coach, the new manuals are relevant to you. You can download them from the Training and Progression section of the BPA website.

STC, the BPA's Safety and Training Committee, have also brought in new rules concerning A and B licence jumpers, breakoff and opening altitudes and RSLs. Everyone should be aware of these as they also affect jumpmastering and flightline checks, so take a look at page 47.

We have a new Zone this issue – Comp Zone – where you can enter a caption competition to win Sun Path goodies. We are also running a new survey, as we would like to find out your views on the best and worst bits of your Mag. If the feedback is good enough, we hope to enter the Mag for a publishing industry award – so, if you love the Mag, then please help us out and speak up!

*Liz Ashley*

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SOME OF THE PHOTOS IN THIS MAGAZINE MAY SHOW  
SKYDIVERS WITHOUT HELMETS OR ALTIMETERS, OR  
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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 CCT.

Cover: 4-way FS team Vision99 launch a Cataccord, by Rich Orford. Turn to page 42 for Exit Zone, where you can learn to do the same

Welcome: Charlie Smart, by Milko

Contents: 28-way team Chasing Tails exits from two Dorniers, by Matthew Byrne

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Anyone can contribute to Skydive the Mag and we welcome news,  
articles and photos from everyone, regardless of experience.

**If you'd like to get involved, email  
editor@skydivethemag.com**

Deadlines you need to know for 2013 are:

**Issue**  
October  
December

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**To reader**  
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November 28

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Joanne Dawson,  
by Paul Dorward

## HERC JUMPS

A buzz of excitement filled the skies over Cambridgeshire as this Mag went to press, with the first UK civilian jumps from a Hercules for at least a decade. This rare jumpship, which holds 80 skydivers on a single lift and has an enormous tailgate, had people falling over for slots despite the £195 price tag. This included

bus transport to East Midlands Airport, where the tarmac runway is long enough for the C-130 to take off, then a short flight back to altitude at Sibson. Despite the large load capacity and fast run-in speed, the excellent organisation ensured that everybody landed safely back on the dropzone with beaming smiles.



Hibnosis, by James Stevenson

## Thrashed!

The bar was raised at this year's annual 28-way competition at Hibaldstow. US load organiser Guy Wright turned up with his *Team Elite*, a mix of Americans and various Europeans, and managed to score a staggering 28 points of 28-way over the six-round competition. Regular teams *Herding Cats*, *Chasing Tails* and *Hibnosis* were beaten into second, third and fourth place respectively. *Team Elite* had arrived earlier in the week and did a couple of days of training – which, it would appear, is the way forward!

## Skysurfing is back

Fifteen years ago, skysurf was the cool new thing to be doing and a real buzz went with this exciting discipline. However, it lost its novelty throughout the noughties and, as wingsuiting took over as the latest thing to try, skysurf dropped off the competition circuit and headed towards obscurity. Now Tim Porter, videoflyer for the 1999 UK National Champion skysurf team, has got in touch to say that he wants to promote the discipline and encourage a bit of a revival. Tim is available for coaching both in the UK and abroad.

porterabove@hotmail.com



## Tandem record

Congratulations to the *Pilgrim Bandits*, who have been awarded a Guinness World Record for the most tandem parachute jumps within 24 hours at a single site. One hundred and seventy seven tandems were jumped at Netheravon by 4pm on June 8 – nice one, Nethers!

## UK HD record

The UK head down record still stands at the 28-way set in 2011, after bad weather prevented 2012's 42-way attempts from being successful. There is definitely the talent to improve on 28 at this year's event, and (of course) it would be rather nice to beat the current French National record 41-way! If you've got the skills, make sure you get yourself to Hibaldstow ready for the record attempts on September 7-8.

## Speed comp

Speed Skydiving is continuing to go from strength to strength in the UK, with Sibson recently hosting the second event in the 2013 World Series. The competition was won by Switzerland's Marco Widi Wiederkehr, who also achieved the fastest jump speed ever recorded in the UK at 515.09km/h. BPA Judges Co-ordinator Kate Charters is now looking to the future and aiming to create a BPA Speed Skydiving judge's rating.

## Female Finnish HD record

Following coaching from current Freely World Champion Domitille Kiger of *Kristal*, eight Finnish ladies set a new head down record for their country on July 8. What is more impressive is that they managed it on the very first attempt! Along with the recently achieved UK female head down record of 10, the stage is set for many countries to send a strong talent pool to the Women's Vertical World Record in Arizona later this year, where a 60-way is in the planning stages.

## Nationals registration

The FS and Artistics Nationals, held at Hibaldstow, is a gigantic event and something that has to be experienced to be believed – four fast turbine aircraft, 60 or 70 teams and an impressive array of large-scale organisation. This year, you can pre-register electronically and are strongly encouraged to do so, as it will help to reduce the queues of teams who turn up the night before. There is also a small discount for early registration. Check out 'how to enter' at the Nationals website (and don't worry about the '2009' in the web address!).

[skydivingchampionships.com/2009nationals.htm](http://skydivingchampionships.com/2009nationals.htm)

## Sequential World Record attempt

The 333-way US record planned for Eloy in early December has been changed and will now be a 200+-way sequential formation. If achieved, this would be a new world record rather than 'just' a US record. It also makes the event cheaper to organise as well as opening it up to more international jumpers, including Brits!

[p3skydiving.com](http://p3skydiving.com)

## WCMT 2014

Applications are now open for Travelling Fellowships from the Winston Churchill Memorial Trust. Previous *Skydive* Editor Lesley Gale was successful in her 2010 application, following which she spent the summer travelling across America and attending many big-way events. Having already masterminded the *Brit Chicks* UK female big-way records in 2002 (50-way), 2004 (60-way) and 2007 (68-way), the fund allowed her to develop her big-way organising knowledge with a view to breaking the record again in 2013.

There are a multitude of categories available, and the deadline for applications is September 24.

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

# Love to fly



By Nik Daniel



By Nik Daniel

**Todd Love** is a 23-year-old US Marine who stepped on an IED in Afghanistan in 2010, losing both legs and his left arm below the elbow. Despite the life-changing nature of his injuries, Todd started AFF training at Skydive Arizona in 2013. He flew in their wind tunnel, where he learnt to control his body and where his instructors

developed their knowledge of how they would need to adapt his training. As Nik Daniel of AXIS Flight School remarked, "one of the first questions that had to be answered is where his centre of gravity is located and how that would affect his flying surfaces". After two hours, he was not only able to fly stable and practise reaching for handles, but was doing barrel rolls, front flips and verticals.

A specially designed rig was made by UPT, incorporating a harness with a wrap-around enclosure instead of leg straps and a container which can be operated with only one hand. This was put to

the test on Todd's eighth jump when he cut away! The flare point of his Spectre 170 was adjusted to suit his landings and Todd's concerns were put to rest when he spoke to multiple UK National Freestyle Champion, World medallist and double amputee Al Hodgson. Todd said, "I knew I could fly but I wasn't confident on how I would land, but Al reassured me that I would be good. I would be landing the same way he does. I knew that if he could do it, then I could do it too."

In late June, Todd achieved his A licence – a remarkable feat. Who knows what he is capable of next?



By Nik Daniel



By Luciano Bacque

# BRAZILIAN 103-WAY

A new **Brazilian** National record was set in May... in California! More than 100 Brazilians travelled to Perris, famous for its capacity for big-way records, and flew home a week later with a new 103-way record under their belts.

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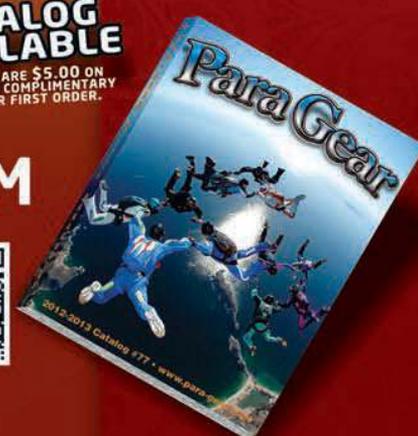
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## YOUR MAG, YOUR SAY

**We want to know** what you think about *Skydive The Mag*! Tell us what you think about your Mag and you could win a set of Gatorz Magnum shades – with your choice of lens colour!

All you have to do is go to the link below, complete the survey and that's it. It'll only take five minutes, so you'll still have plenty of time to go skydiving!

If the feedback is good enough, we'd like to put the Mag forward for a publishing industry award, so don't be shy if you love reading it – please help us out. Equally, if there's something you don't like or would change then let us know that too – the best way for us to improve is to listen to our critics!

Everyone who completes the survey can enter into the prize draw for the Gatorz Magnum shades (with thanks to The Jump Shop) and the winner will be informed within one week of close of entries.

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## Retirement dinner

Council is planning a dinner this autumn to mark the retirement of John Hitchen as National Coach and Safety Officer after an outstanding 31 years' service to the BPA. Keep an eye on the BPA website and Facebook page for announcement of the date and other details.

## Arbitration update

As reported on page 9 of the April issue, certain parachuting pilots in dispute over a BPA safety rule on pilot upper age and the BPA have referred the new BPA rule to binding arbitration through the independent sports dispute resolution service, Sport Resolutions UK. Extensive paperwork has been compiled by the 12 applicant pilots to state their case, and the BPA has responded in equal detail. The arbitration hearing date has been fixed for July 29-30. The Arbitrator will then set out their decision in writing to the parties, with reasons, normally within two to three weeks of the hearing.

## Office refurb plans

Council has considered the option of moving the BPA Office to premises more fit for purpose, but has decided that the most cost-effective and efficient solution is to stay put and refurbish what we have got already. The 1970s detached, flat-roofed brick building on an industrial estate in Glen Parva, just south of Leicester, is owned freehold and as such it is the BPA's biggest fixed asset. It was originally a builders' merchants with residential accommodation on the first floor. It was converted to offices and has served pretty well since the BPA moved in during the 1980s. However, it is something of a warren inside and is now past its prime. The opportunity to refurbish it as a purpose-designed BPA meetings, administration and digital communications hub for the 21st century is on the cards, subject to costed proposals being recommended by Council to an AGM. Members will benefit from improved meeting facilities, and staff from a more efficient working environment.



## AGM DAY 2014

**AGM Day** will be on Saturday January 25 2014 at the East Midlands Conference Centre, University of Nottingham, NG7 2RJ. Next door to the Conference Centre is its new companion – the 202-bed eco-friendly Orchard Hotel. For an astounding offer on accommodation and devilish deals on drinks, look out for details on the BPA website from early autumn and in the October Mag. In the evening, there will be the popular BPA Annual Dinner and entertainment – and, who knows, from a greenwood not far away we may encounter Robin Hood, Maid Marian, Friar Tuck and the rest of the merry band. The afternoon programme of educational seminars is now being planned and there will be a commercial exhibition too – if you'd like to suggest a seminar (no sales talks, please), kindly email the BPA Office.

## BPA partnership with Archant Dialogue to continue

The BPA's partnership with contract publishers Archant Dialogue is set to continue for a further three years, building on the constructive relationship that the two have established. Archant Dialogue is part of the Archant media group that grew from the *Eastern Daily Press* and still has a substantial presence in Norwich, where Archant Dialogue is based.

BPA Council and its Communications Committee have been impressed with the quality and professionalism of Archant Dialogue's publishing service under the editorship of Liz Ashley, who is contracted to Archant Dialogue specifically for her editorship of *Skydive the Mag* and its associated publications. BPA has also welcomed the growth in advertising revenue which has enabled a £19K reduction in the net annual cost of the Mag to the BPA since Archant Dialogue were engaged as advertising agents.

A milestone has been achieved in that the *Starter Mag* and annual BPA skydiving calendar – issued free-of-charge to members each December – both

now return a small surplus to the BPA. In the next contract period, the Archant Dialogue team will continue to assist the BPA with public relations to spread the word about our wonderful sport, including repurposing certain articles from issues of this Mag for publication to a general readership in other titles from the Archant stable such as its regional county *Life* titles. *Skydive the Mag* will become available on commercial digital magazine platforms, with access free-of-charge to BPA members. Adrian Bond, BPA Communications Chair, said "It is good for our sport to be plugged in to the added value and media expertise that Archant Dialogue bring, and I look forward during the next contract period to together enhancing and spreading the range of communications about our sport still further – for one thing that BPA and Archant Dialogue have in common is that we never rest on our laurels."

**ARCHANT } DIALOGUE**



# HAVE YOU SPOTTED A STAR?

**Nominations are now** being received for BPA Star Awards 2013. This recognises members who go the extra mile to deliver exceptional customer service to A licence holders and above. For the nomination procedure, and to read about some of last year's winners, see [bpa.org.uk/star](http://bpa.org.uk/star)



By Milko

## New ratings

### CSBI

George Kakkis  
Scott Cordery  
Nigel Hodgkinson

### AFFBI

Nathan Connolly  
Daniel Kelly  
Rebecca Bradley  
Victoria Bradley

### TBI

James McGroarty  
John Woods  
Michael French  
Wayne Shorthouse

### CSI

Calum Grant  
Rudy McClenaghan  
Michael Lee  
Kelly Thomson  
Kris Cavill

### Advanced Instructor

Jonno Horne

### Advanced Packer

Marcus Muir-Smith (S)  
Alex Busby-Hicks (S)  
Gary Stevens (T)  
Ruth Jordinson (T)  
'Wez' Westley (T)  
Nick Spiller (T)

## Skydive the App!

**Skydive has gone** digital and we now have our very own App! Access is absolutely free to BPA members, so all your favourite back issues of *Skydive* are just a click away. You can download whole mags, individual pages or anything in between and you can also search for your favourite articles, authors or subjects – perfect for the skydiver on the go...

The App is compatible with iPhones, iPod touches and iPads and is optimised for the iPhone 5 (through Apple Newsstand) or for all Android devices (through Google Play). All you need to do is search for 'Skydive the Mag' in Newsstand in the App Store or in Android Apps, find the *Skydive the Mag* App version you want and give the BPA members-only login details. Simply enter 'app@skydivethemag.com' as the email address and 'skydive2013' as the password, and that's it!



## Do you have video processing skills?

**A number of** rare historical films have already been preserved by the BPA Archive project. It has become apparent, however, that commercial conversion of the remaining footage would use a disproportionate amount of the residual project budget.

The Archivists would like to hear from any members with specialist video processing skills and equipment who would be willing to provide voluntary assistance to the project. We have video material in a number of formats, including VHS, Betamax, 16mm open reel, Hi-8 and MiniDV, which we would like to convert to

MP4 or another suitable format for web viewing.

We appreciate that anyone who responds is unlikely to be able to devote time to this on an open-ended basis, so please see this as a series of discrete tasks where perhaps a small batch of tapes in one specific format will be processed at a time. The video archive is not huge but it does contain some very historical footage, and we believe it is essential that this is preserved for future generations of skydivers.

**If you can help, please contact** [graham@bpa.org.uk](mailto:graham@bpa.org.uk)

## WINGSUIT

NOAH BAHNSON  
MIKE SWANSON  
JULIAN BOULLE  
GREG SHELTON

## FREEFLY

MAKLOUM  
DUBAI NEXUS

# DUBAI WINTER FESTIVAL

## SPECIAL GUESTS

MARCO CIEZZI  
ANNA HOWERSKI  
KRISTIAN MOXNES  
MIKE CARPENTER

## RW

CRAIG GIRARD  
ELIANA RODRIGUEZ  
TEAM ASAAR

FILM FESTIVAL COMPETITIONS PRIZES

DEC<sup>27<sup>CH</sup></sup> 2013 - JAN<sup>05<sup>CH</sup></sup> 2014



DID YOU KNOW THAT THERE ARE NEW FORMATION SKYDIVING MANUALS? BOTH THE STUDENT MANUAL AND THE COACHES MANUAL HAVE BEEN UPDATED AND SOME SIGNIFICANT CHANGES HAVE BEEN MADE TO THE FS1 QUALIFYING SKYDIVE

WORDS GEORGIE ROLES

# Flatly better

## JUST GOT YOUR A LICENCE?

Newly-qualified skydivers often ask themselves: "...so, what's next?" You might have no interest in becoming a full-time flat-flyer; perhaps you've decided that freeflying or wingsuiting is your goal. Attaining your FS1 is still a great place to start. It counts as one of the 'other grade one' options that you need to gain your C licence (which you will need before you can wear a camera) and it is designed to give you a strong base of knowledge on the principles of jumping safely with others. It is also a great step to take in being able to understand how to feel the air and fly your body, on your belly or not. As you get to know more people at the dropzone who you'd like to jump with,

you may wish you'd started working on your FS1 a bit earlier. Go to the BPA website and give the revised FS Progression Manual a read. It is designed to answer as many questions as possible about how FS progression works, what's expected of you and what you should expect from your coaches.

## JUST BEEN AWARDED YOUR FS1?

Even if you have just been awarded your FS1, the new manuals are designed to offer not just information about the formation skydiving skills that you have recently proven you are able to master, but practical tips on how to get the best out of your skydiving progression – especially when being coached.

1 Ged Parker, by Milko

2 The new manuals have diagrams showing body position for each of the skills necessary for FS1. Here, the movement will be led by the left elbow and right knee, resulting in a left turn around the centre point

## CONSIDERING BECOMING A FORMATION SKYDIVING COACH?

Where do you start? What do you need to become a good coach? Aside from covering the requirements as laid down by the BPA to become an FS coach, the new manual offers guidance on how to do the best job possible once you are one. If this is one of your long-term goals, give the manual a read and see what you should do to get yourself closer to achieving that goal.

## ALREADY A FORMATION SKYDIVING COACH?

Please download and read the new manuals. Both the student and the coaching manuals are relevant to you. This is important, whether you are a Nationals medallist and coach formation



skydiving at every level, have just started coaching or only coach others infrequently.

Bear in mind that the person you are coaching is likely to have already read the FS Progression Manual and therefore it is important you know what they are expecting of you as a coach. The new manual does not focus on specific techniques to teach; that is the coach's domain. The focus is now more on the process as a whole and you should find that the new FS Progression Manual will answer many of the questions your student will have about how to progress – so you don't have to. If your student has just started their FS progression, let them know where they can find the manual or give them a printed copy and

then you both know what they are expecting from this phase of their skydiving progression.

Please remember that the number of points expected on the FS1 qualifying skydive and the formations used for the jump have changed. It is no longer simply a requirement for a student to score four points on a 4-way skydive from any altitude. Prescribed skydives to work through are gone. The new manuals are designed to be informative rather than prescriptive and this should allow greater flexibility, which is an advantage for students and coaches alike.

**Log on to [bpa.org.uk/training-and-progression/training-manuals](http://bpa.org.uk/training-and-progression/training-manuals) for full details.**

2



I would never underestimate the power of experience in the sport of skydiving but, as a recently qualified jumper progressing through my first experiences of FS work, I would also expect anyone coaching me to be up to date and familiar with the Operations and FS-specific Manuals. Knowledge is power and they couple with experience; these are a unique force to be reckoned with in such a progressive and exhilarating environment.

**Lynne Mattingley – FS Student**

As a new formation skydiving student looking to obtain the FS1 qualification, I found reading through the FS Progression Manual was extremely helpful because it gave me an understanding of the series of skills I need to be able to demonstrate. It also helped me understand what my coach will be expecting from me and what I should expect from them.

**Sean Field – FS student**

As an FS coach who has very recently gotten my rating, the new FS coaching manual was invaluable in supporting my learning. I see it as providing a BPA-wide expected standard of coaching and it is really useful as an ongoing reference for me when I take students through their skills. It means that students and coaches alike have the same expectations of not only 'ticking off' their FS1 qualification but of introducing safe and competent skydivers into formation skydiving disciplines.

**Carol Beaumont – FS coach →**

## Expected Points for FS1 Qualifying Skydive

| Altitude | Min Points Expected Using Linked Exit | Min Points Expected Exit Not Linked |
|----------|---------------------------------------|-------------------------------------|
| 10,000ft | 5                                     | 4                                   |
| 11,000ft | 6                                     | 5                                   |
| 12,000ft | 7                                     | 6                                   |
| 13,000ft | 8                                     | 7                                   |
| 14,000ft | 9                                     | 8                                   |
| 15,000ft | 10                                    | 9                                   |

The expected points above do not overwrite the requirements as described in 6.4.1 (f) of the BPA Operations Manual. However, they offer the CCI guidance when taking into account all factors on any given FS1 skydive, based on freefall altitude (and, therefore, time) available.

**A**s a recent FS1 skydiver, I have demonstrated the necessary skills to jump safely with others. The new manuals were used extensively before my qualifying 4-way. However, I find myself dipping into them now and again to remind myself how to fly my body better, tweak an exit or hone a particular skill. The new manuals make FS progression much easier. They will save you jump tickets. You will funnel fewer exits. It should be in everyone's gear bag.

**Tom Sain – FS1 skydiver**

**A**s an established coach, I find myself constantly looking for ways to improve my skills and teaching methods so as to give my students the most rewarding experience possible. Reading through the new manual was great as it helped refresh my knowledge and bring me up to date. This can only serve to give our students a consistent and structured learning programme throughout their FS stage.

**Lucy Maycock – FS coach**

**T**he updated FS Manuals will assist CCIs and Coaches in determining how many points a potential FS candidate should expect to turn from a given height. Candidates are encouraged to pass the FS1 dive well above the minimum standard if longer freefall time is available.

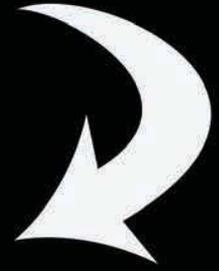
**Stuart Meacock – CCI and Advanced Instructor ●**



Equal Pay 4 Women launch a 19, by Matthew Byrne



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*Skydivers*  
**Objects can be closer  
than they appear !**

Photo: Willy Boeykens



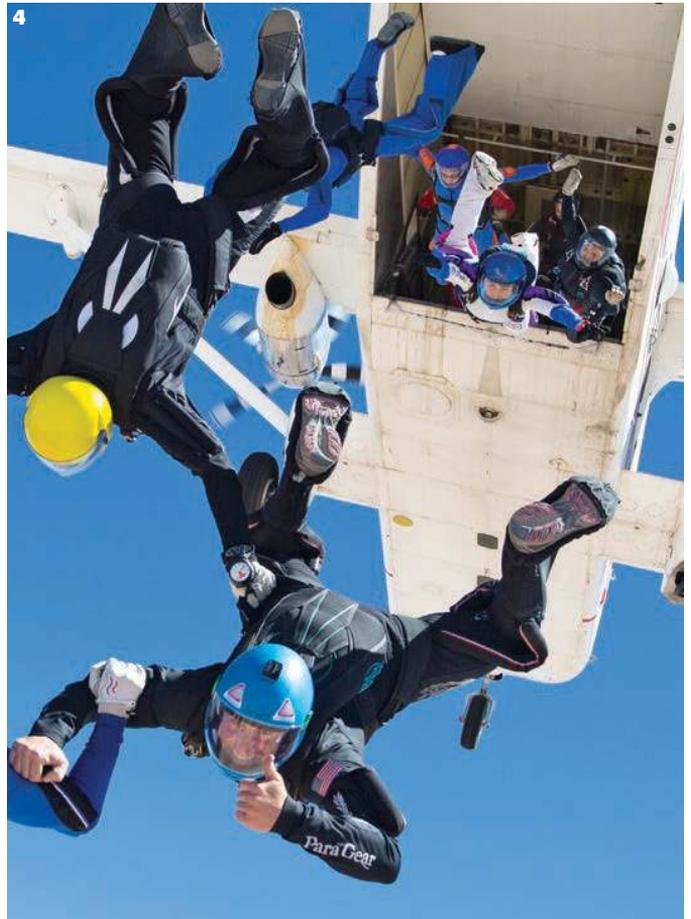
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# Arizona CHALLENGE

I HAVE HEARD MANY A GOOD STORY ABOUT THE CHALLENGE, SO THIS YEAR I THOUGHT I WOULD FINALLY MAKE THE EFFORT TO FLY OUT TO ARIZONA AND SEE WHAT ALL THE FUSS WAS ABOUT!

WORDS RAI AHMED (AKA 'MARIA RUSSELL'S TEAMMATE') PHOTOS WILLY BOEYKENS



**T**he format of the four days was complex 20-ways for the first two days, one day of 40-ways and the last day dedicated to the 88-way challenge formation or formations... depending on how awesome we all were.

Participants were split into four groups of 20 on day one, each with an *Airspeed* organiser. I had the pleasure of being on Thomas'

group for the first day. Even now, with some of the dives that Thomas had planned, I am convinced that he thinks that the rest of us can fly as well as he can! It was tough from the outset, with some very funky but incredibly fun formations. My favourite memory from that day was watching Thomas try unsuccessfully to launch a 4-way base from the Skyvan... doesn't he do this for a living!? The beauty of

the organisation of the 20-way groups was that we were split into two planeloads, so everyone could experience multiple planeloads early on. Two 20-ways out on one pass from two aircraft was not something I had experienced before! The fact that Eloy have two landing areas perpendicular to each other lent very well to this strategy. That evening, a celebration dinner was laid on to celebrate →

**1** Challenge participants

**2** The signature mark of the Challenge is that it consists of intricate formations that are hard to build and hard to fly

**3** Rai grinning at the view of three other aircraft containing the rest of her formation load

**4** Airspeed's Thomas Hughes – not a bad day job!

**5** A cacophony of challenging compressed builds





*Airspeed's* success at the World Meet and Mark's innumerable successes with various *Airspeed* lineups. Chromy's famous sausages went down a storm!

On day two, groups were mixed up a little and we each had a new *Airspeed* member to guide us. I had Mark, and over five jumps went from front float to rear float and from being on the base to rear diving, with plenty of outfacing moves and anchor slots along the way. It was on day two that I realised that, in the main, the majority of participants had been on several challenge events (the variety of challenge T-shirts gave it away). It was exciting for me, as a 'Challenge Virgin', to prove that I could fly and was safe before being accepted – understandable, really!

Day three was 40-way day. For me, that meant being led by Mark and Chris, with another fabulous day of various exit and formation slots from different aircraft. I got some amazing visuals from the trail aircraft. One of these was watching the base funnel in spectacular fashion, so much so that Mark and Chris' green and yellow helmets looked like they were merging into orange! Larger formations, by their nature, take longer to build, but we got there as a group... eventually. The set-up at Eloy was pretty good: the lead aircraft would land on one landing area and trail on the other. I had several excursions into the desert under canopy and gave up cleaning the dust off myself on day one!

Day four was 88-way challenge day! Slots were decided the night before, and the pictures were revealed. I let out a small groan when I discovered that I was front float on the rear trail plane, but then realised that someone's got to do it – may as well be me. Looking at the picture, it looked like close to 70 per cent of the formation had outfacing slots – pretty tricky! On the fourth attempt, following a minor injury (sorry Russ Blackman – I'm sure the other 87 members of the formation put a wave through it so that you dislocated your shoulder and I got your slot!), I was moved to a rear float slot on another plane with a very funky outfacing slot... and we had a completion – job done!

The *Airspeed* Challenge was very well run and the enthusiasm from participants and *Airspeed* members was there to see. I made many new skydiving friends, although I do believe I'm still known as 'Maria's teammate' to most! My lasting memory is of the free beer fridge – every dropzone should have one... surely? Here's hoping I get an invite next year! ●

1



CAMERA

# COACHING



*Dave Head of Satori describes a programme of tunnel coaching for FS cameraflyers*



**E**ver see an FS cameraflyer in the wind tunnel? Tunnels have made a huge difference to freefall flying skills across the sport, but FS cameraflyers are not really tapping in to what they have to offer. As team skills accelerate, the cameraflyer may actually get less opportunity to train with the team as they divide their time and money between sky and tunnel. This makes it all the more important for cameraflyers

to find other ways to help develop their own skills. With very few cameraflyers taking their camerasuits into the tunnel, there are also few coaches with experience of this discipline. The aim of this article is to give an example set of drills cameraflyers can do in the tunnel to illustrate what this training environment has to offer and to help coaches plan tunnel sessions for cameraflyers.

For an FS cameraflyer, a solid foundation of good solo flat-flying skills is important.

**1** *Dave Head films an FS1 dive, by James Stevenson*

These can be worked on alongside FS students without a camerasuit. Beyond that, there are four reasons to take a camera suit in the tunnel:

#### **1: HOW DOES THE SUIT FLY?**

Different brands and models of camerasuit have different wing sizes and cuts, and this can be further modified by where the cameraflyer positions the bottom clips on their thighs after purchase. A cameraflyer never sees themselves on video, and so →

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jumper would. Drill using your hips, shoulders, legs etc for slow-fall. Stay in the centre of the tunnel and use other parts of your body to go up and down, not just the wings. Or, using the wings, add the other bits and see the difference. The other parts of your body, used well, can add a lot more lift than the wings alone. An alternative would be to have the tunnel staff progressively slow the air down to see how slow you can go and still rise upwards.

### 3: FLYING SKILLS

Camera means lots of active flying. Turns are rarely needed, but there is a great deal of side-sliding, forwards/back and up/down – often at the same time. Work on all of these – one dimension only, then combinations. These are mostly the same drills as a coach would do with an FS student – for example, fly side-by-side with the coach and mirror them. The only real difference for a cameraflyer is to avoid too much flying with head up or looking over a shoulder at the coach, as cameraflyers should fly looking down with minimal head movement. The cameraflyer should look straight down at the net as much as possible during these drills to get used to the position they should fly in the sky. Looking at a shallow angle is a common cause of not flying steep enough. While the coach is there to improve the flying skills of the cameraflyer, they should recognise that the cameraflyer may need to fly in a different body position to traditional FS students and not all common FS corrections will suit all individuals. →

never gets to see how effective their wings are. They can only go by how they feel. You may not be putting your arms in the optimum position for the suit, or it may be that the wings are getting blown back, aren't as effective as they could be and need adjustment. You may even be able to put maximum tension on the wings and still out-arch them.

So, first, see how effective the wings are and how to get the most out of them. Start with a two-minute flight alone, just exploring how the suit flies and get it on video/watched by the coach. Stay in the centre of the tunnel and experiment with the wings. Look at the best way to position the arms/forearms to get maximum lift from the wings. You could also look at the best way to take all that lift away when a quick drop is needed. This may be different for different suit designs and user adjustments. This is also an ideal opportunity to do some practice pulls.

### 2: WORK ON SLOW-FALL

Wings alone will not save you if you get bumbled badly over most of your body for long enough. If you can't ride out a transient sweep-under by the team or move just enough into cleaner air, you will start to drop. Wings can make you lazy and it is easy to start using the wings for small/quick adjustments and lose the habit of also using the rest of your body as an FS



### 4: BURBLE DRILLS

The way to find your limits is to push them until they break, but cameraflyers are often too scared to try this in the sky on a team jump or are rarely doing a team jump where they can experiment with this, as they are too busy concentrating on what is happening in front of them. Most novice cameraflyers fly nowhere near the burble, but already feel uncomfortable or scared to get nearer and steeper. The tunnel can show what you can really get away with – especially if you fly your body rather than just stick your wings out. You will surprise yourself and this can be a massive confidence boost.

You need to build up to this incrementally, both for the cameraflyer and for the coach if it's new to either – this can get extreme. The first few stages are common to FS students:

#### **The cameraflyer holds their ground in the centre of the tunnel and the coach burbles them a little**

E.g. The coach walks under them or wafts an arm or leg under a corner of them – especially their upper body, where they are most likely to encounter the burble.

#### **The coach does verticals with the cameraflyer**

Side-slide back and forth over each other with the coach as the lower flyer.

#### **Full burble**

Expose the cameraflyer to a full burble. The cameraflyer holds their ground about six-ten feet up with the coach staying close to the mesh. Build up the size and duration of the burble progressively to where the cameraflyer remains continuously burbled across their upper body and torso while flying directly over the coach. The cameraflyer should remember to try using other body inputs as well as the wings for maximum lift.

If the cameraflyer maintains a good body position, they should be able to hold their ground or even back off upwards despite being exposed to a severe burble. Eventually they may not be able to get upwards, but any drop towards the coach should be slow and soft rather than a crash. Reaching out with the hands to deflect the contact will reduce lift and increase any collision, so the cameraflyer must remain disciplined and keep their nerve. This is the same in the sky, where you should always try and fly your way out of contact with a team.

Once you've worked on burbling the upper body, work on whole body or unusual angles and sweep directions while the cameraflyer holds their ground. These are less common in the sky, as the cameraflyer is normally facing the formation. However, it is possible to have your lower body burbled if you end up flying over the top of the centre of the formation. Be careful when fully burbling the lower body only, as the cameraflyer may be much less able to counter this without wings on their

4



lower body and it may cause them to pitch legs down.

Finally, you could combine flying skills with burble drills and practise techniques for escaping the burble once fully exposed – e.g. short backwards moves, side-slide and turn or turns around your head.

It should be remembered that the aim of these drills is to show the cameraflyer just what they can tolerate and give them confidence to fly nearer and steeper. It is not to try to teach them to fly in a severe burble all of the time and, while it can be tolerated for short periods, it is still

**2 Satori camera flyer Dave Head does tunnel time with teammate John McIver**

**3 Mike McNulty using his body as well as his wings to fly steeper over the formation. By James Stevenson**

**4 Adam Pencharz films Blitz Pigs, by James Stevenson**

unpleasant. In the sky, a good cameraflyer aims to fly with their head and shoulders in the edge of the burble, riding out people sliding under them momentarily during block moves. They should be able to do this without being at the maximum slow fall that their suit and body position can give them so that they still have some fall-rate range left to still go slower or back off if needed. It should also be remembered that these drills are being done at 'terminal' airspeeds and a severe burble immediately after exit can be difficult to counter.



It is not necessary to try flying in the tunnel above a 4-way team. This requires high skill from both team and cameraflyer and the friction of placing your feet against the tunnel wall can have an unrealistic effect.

#### **EXTRA CONSIDERATIONS:**

- ▶ Use an open-face helmet so you can hear the burble and feel it on your face – these are the same cues you have in the sky.
- ▶ Talk to the tunnel staff about getting in and out of the tunnel before you fly. Start

initially with the air turned down until you know better. Getting in is easy as you can just dive in with the wings collapsed – however, don't put them fully out once in until you know you won't bounce off the ceiling. Getting out is harder. You need to be careful that reaching for the door frame doesn't inflate your wings and smack you into the top of the door. This can take practice. Try keeping your elbows in as you reach. You may need to brief the tunnel staff to turn the air down and help support your upper body as you get out of the air until you get used to it.

- ▶ The cameraflyer should look at how the bottom of the wing attaches to their thighs before they fly. This will vary from suit to suit depending on how the cameraflyer has configured it after purchase. If there is an inch or two of tape between the thigh and a snap-clip/release, this may flutter against your legs. You may not notice this on a couple of skydives, but this can start to sting after several minutes in the tunnel and will leave you with nice big bruises. The simplest fix for this is to put something under your suit – e.g. some extra padding in your trouser pockets. ●



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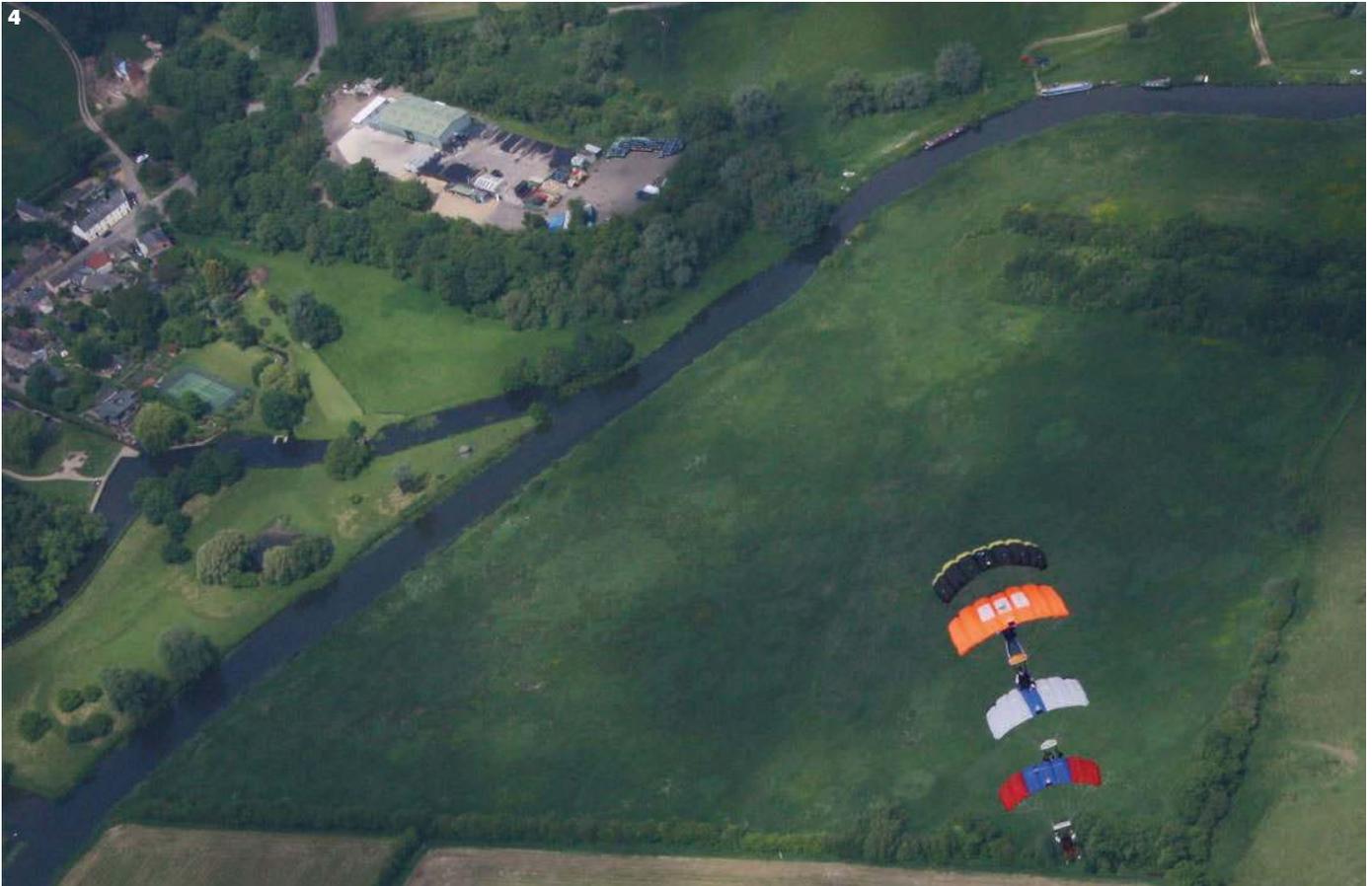




# CReW DOGS

PRECISION COLLISIONS AND SAFETY WITH A SMILE AT SIBSON'S BPA CF COACHING ROADSHOW  
WORDS GAVIN MCLEOD





**G**iven the number of jumpers who say Canopy Formation (or just being within screaming distance of another canopy in flight) scares them, the BPA CF roadshows are well attended – so much so that we have had to ask people to pre-register this year in order to keep a balance between students and coaches. So, quite a few of you are curious.

What is it all about? What on earth is the attraction of doing something that you are told all through training to avoid? Well, the unintentional meeting of two or more canopies in flight is bad. No doubt about that. But an intentional meeting with pre-planning is a different matter...

CF is not mad. We are not mad. We don't eat raw meat, gnaw on bones, worship Satan, scare children or frighten small animals. We are normal(ish), like you. We just prefer the canopy flight. Many of you are tainted by the "no sh\*t, there I was..." stories and/or bad weather bar videos, where the only CF that is on display tends to be wraps, entanglements, balls of collapsed canopies and a hailstorm of free-bags. Very rarely is reality on show.

The reality is much more sedate. We don't cutaway every weekend. Most of us have no more than a couple of reserve rides in many hundreds of jumps – typically when doing team competition training, where we are pushing ourselves and canopies to find the limit, or big-ways, which can funnel just as FS big-ways do if

the formation design isn't right. I've made slightly more than 2,000 jumps in 25 years, of which about 1,200 are CF – including 2-way intros, many team competitions, large formations, multi-point 16-ways and the 100-way world record. I haven't had a reserve ride in all that time. I've been in various wraps, but always managed to get out unscathed and with an intact main. Lost a few trainers, though!

#### WHY DO A CF INTRO?

Many reasons. You want to try something different. Maybe you've flown close to a friend or bumped end cells after FS and want to try the next step. Or you are into bigger FS formations and want confidence when surrounded by other canopies. You probably wouldn't think twice about getting a coach to improve your freefall skills; surely it is worth one or two jumps with a CF coach to improve your skills and awareness after you deploy? Irrespective of your preferred discipline, we all have to return to earth under a canopy (Gary Connery excepted).

#### WHAT HAPPENS ON AN INTRO?

We find out about you: what you want to get from the intro, your experience level and type of canopies and sizes you have flown, and we also weigh you to calculate exit weight so we can give you an appropriate CF canopy (PD Lightning).

There is also a safety briefing, which explains the differences and characteristics of our canopies, the potential problems

#### 1 Gavin McLeod on deployment

**2 CF jumpers deploy straight out of the door and their kit is adapted for their discipline. Here you can see an open-faced helmet, a thin bridle line which will retract after use, a pilot chute with a large handle and riser covers that are already open and showing off extra chunky riser wraps**

**3 The white and blue canopy has just docked on the two-stack above it. They will now close the gap so all three people are feet-to-shoulders**

**4 4-stack over Sibson**

**5 Landing a 7-cell CF Lightning canopy**

**6 CF jumpers do dirt-dive, but it doesn't look like freefall dirt-dives! Here, Martin Robiette is briefing a 2-way CF dive with Hibaldstow instructor Cobi Cockburn**

that can happen in CF and how to deal with them.

Also included is a basic dive plan, so you understand what we intend to do with you. Your actual coach will then take you through a dirt-dive, emphasising any commands or signals they may want to use.

In addition, we have recently started introducing two-way radios which have vastly improved the experience for both coach and student, and can accelerate the learning by allowing normal communication from exit.

Depending on DZ and weather conditions, we exit anywhere from 7,000ft to 13,000ft. From the top, we get about 12 minutes under canopy; we will make safe contact, several times – personally, if we don't do at least two points with a few linked spirals thrown in for fun, I feel cheated! For safety, we break above 2,000ft but stay in close proximity, experimenting with the canopy prior to landing.

Enough of me telling you how great and useful it is – I've been doing it for more than 10 years, haven't done any freefall for the last three years and I'm a proper convert. Read what some of our students from our last few roadshows thought. Remember, it's not just for low experienced jumpers – even Brian Vacher learnt some CF a few years ago. →

**Find us on Facebook in the 'Canopy Formation Coaching' group.**

5



## 66 SARAH NEALE

Having done some CReW a few years ago and not having yet achieved my CF1 (I struggle to focus on only one discipline!), I'm known to the CF coaches in the UK and like getting together with them for some nylon-grabbing when they're doing roadshows. I jumped with them at the recent roadshow at Sibson and have to say that the two-way radio system that they have set up is a real complement to the coaching skills they provide. I did two fantastic jumps from 10k and just learnt so much about flying canopies in that time.

**Flying canopies relative to each other is NOT as scary as most people think. It really is a huge amount of information about your transport system from freefall to the ground that you're missing out on learning about if you don't try this discipline. Apart from that, the people who do it and provide coaching are a really genuine bunch of skydivers who will do whatever they can to help newbies to progress.**

## JASON HOBBS

Doing the first CF jump brought back that queasy stomach feeling while in the plane which I haven't had for quite a while! Doing a CF jump dispels all the myths that circle the discipline – that everyone's a maniac with a death wish and you're going to wrap up horribly and have loads of cutaways etc. Instead, everyone is super knowledgeable about the gear and they all do everything to make it safe as can be, and it's incredibly refreshing and relaxing sitting in the harness from the top!

I'm now putting together a CF kit so that it can become my 'normal' jumping!

## ALEXANDER IEVLEV

I recently attended a BPA CF Roadshow, my first CF experience. Although the weather was not great that weekend, I truly enjoyed this event. Prior to the CReW training, I was fairly uncomfortable flying with other canopies – even those that were quite a way from me. Now I am not just comfortable to fly next to one in close proximity, but even to dock on one. I definitely improved my canopy piloting skills, although there is still a lot of room for improvement. I believe that CF training should be done by every skydiver irrespective of whether they will pursue this discipline or not. I thank the CReW Dogs for the great weekend and the great CF coaching, and look forward to the next CF training.



## 66 ELLIE SOUTHWORTH

Having been absolutely petrified of canopy flight since making some very poor judgement calls as a very new skydiver and becoming intimate with a tree, there's been one thing and one thing only that's truly frightened me about skydiving and that was those awkward few minutes from my canopy opening to landing on the very safe and solid ground. So, obviously with a big fear of canopies as a whole, the logical choice was to do a CF roadshow.

With some amazing coaching from Martin and a lot of cajoling, I've done some (very few, but some) CF jumps and – honestly? – I'm frankly amazed at the battering a canopy can take, enthralled by the ability they have to bounce back from situations that would have had me blubbing before, and I'm very grateful to have a true love and appreciation of canopy flight now instead of feeling it is simply a means to an end after a skydive.

## BRIAN VACHER

**What is easy to miss is that the average CF jumper is more knowledgeable and conscientious than the average skydiver, with a great deal of experience. The sub-group reminds me a great deal of high-performance canopy pilots. Like swoopers, the average CF jumper is so obsessed with his discipline he already has a high level of understanding of how the canopy works, the range of inputs available, the canopy environment and the dangers associated with the discipline and skydiving in general. Both disciplines provide focus in the area where jumpers have traditionally been lacking or have chosen to ignore due to fear or the "it won't happen to me" attitude.**

**It's a little scary but compelling, and offers a fast track to canopy techniques and knowledge to make everyone a safer, better jumper. Best of all, you don't have to dress or drink like the traditional CREW Dogs – so, even if you give it a go, you can still maintain a relatively normal life afterwards.**

## 99



## BIG-WAY CAMP

IF CARLSBERG DID BIG-WAY CAMPS, THEY STILL WOULDN'T BE AS GOOD AS SKYDIVE SPAIN'S BIG-WAY EXPERIENCE CAMP

WORDS WILL WALLS

PHOTOS WILL PENNY, BABYLON



# THE Big-Way

## EXPERIENCE CAMP

**T**he organisers were Mike Carpenter (*Volare*), Matt Hill (*Kristal*) and Jim Harris (*Bad Lieutenants*). The camera flyers were Will Penny (*Babylon*) and Alex Aimard (*Skywalkers*). The lift capacity was two Dorniers and one Caravan with an exit altitude of 15,000ft.

When I saw that line-up announced, I registered and paid the deposit in February because I knew the 60 slots would sell out quickly (and they did). However, what I didn't count on was seeing how many Euro and World record holders had registered as participants,

not to mention some seriously talented flyers looking to secure a slot for their first Euro record. For the rest of us, this was not a tryout but just a chance to learn some big-way skills with an eye to perhaps doing our various national records. What we hadn't counted on was just how much fun this camp would be.

Before the camp even started, we were doing 14-way complete formation jumps ably organised by Paul Cooper; this was a great warm-up.

On the first day of the actual camp, we got split into three groups of 20 with one organiser per group. We started with angle flying to get everyone warmed up and used to flying in close proximity at high speeds. This meant we were doing two plane formation loads straight away. In fact, by the end of the camp, I'd done 23 multi-plane formation jumps, getting the chance to jump from lead and trail.

On the second day, we were doing vertical 20-ways with the emphasis being on levels and

**1** *Fast-building base from the Dornier*

**2** *Smooth formation with all heads level*

**3** *In the base*

**4** *Docking on loops and lines*

a good, controlled breakoff. Nobody ever got cut on this camp but, if you flew off level, you'd get moved to a different slot – possibly on a different group. Mikey's mantra was "Be Fonzie – stay cool, stay on level."

On day three, things really started getting tasty; we were split into two 30-way groups. Now we had to contend not only with the extra numbers, but also with the formation getting more complex – trying to build second pods, lines, whackers. The breakoffs became even more challenging, with every pod being examined in the debrief to make sure they broke off tight and then subsequently split safely from their leader.

On days four and five, we split into a 40-way and 20-way group. I was in shock on the Saturday morning because I thought I'd be in the 20-way group, but was instead a first stinger on a pod on the 40-way. I'd made mistakes before and did quite a few jumps in the base, but I think a big part of my progression on this camp



**“**I'd made mistakes before and did quite a few jumps in the base, but I think a big part of my progression on this camp wasn't just the excellent organisation but also the quality of the flyers I was surrounded by**”**



5

wasn't just the excellent organisation but also the quality of the flyers I was surrounded by. Ahmed Sferi helped me greatly throughout with tips and feedback. My pod 'pilot' on every 40-way was Ode Siivonen. I was docking on Magali and Steve Braff. All of them were very experienced and willing to share information – you couldn't help but improve.

Safety was emphasised throughout; in fact, the weekend before the event, I'd overheard two of

the organisers discussing the event. They weren't talking about formations, but only how they could make this event as safe as possible. The only injury was a sprained ankle. We'd been continuously told by Mikey to expect the unexpected on a big-way and got a very real example

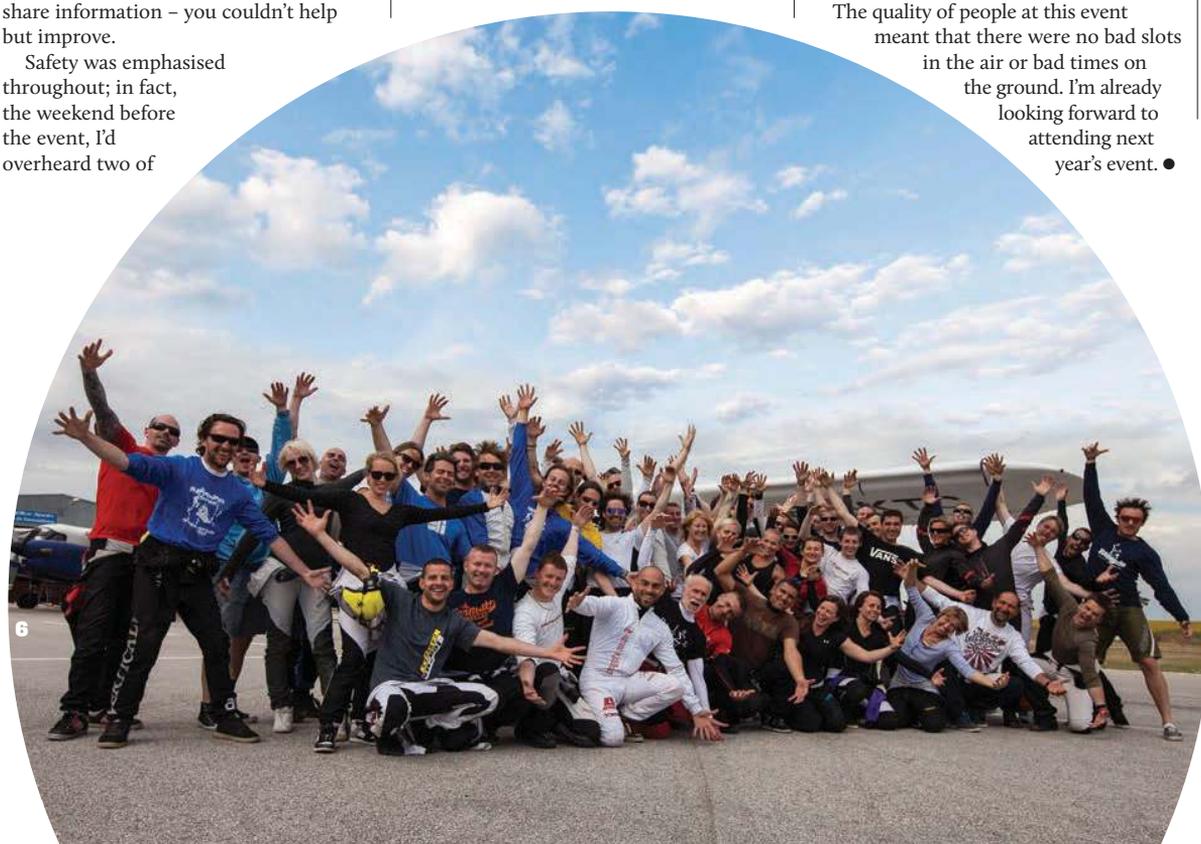
of this with a premature deployment at terminal.

I was trying to explain to someone why this camp was so good and came up with: "I had the freedom to fly without the fear of failing. As long as I stayed safe and flew on level, the worst that could happen is that I would get to fly a different slot."

The quality of people at this event meant that there were no bad slots in the air or bad times on the ground. I'm already looking forward to attending next year's event. ●

**5** *The 40-way group, with Mikey Carpenter wearing a red streamer in the base to aid with navigation*

**6** *Happy campers!*



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# John Knight

JOHN KNIGHT IS A SKYDIVER WELL KNOWN TO MANY PEOPLE. SADLY, JOHN SUFFERED A SEVERE FALL IN HIS HOME ON SUNDAY JUNE 16 2013 AND HAS BEEN IN HOSPITAL SINCE THEN

WORDS PAUL FRENCH – POPS 585

**A**s of July 22, John is now able to breathe unaided but has severe brain damage and a long recovery ahead. It is unlikely that he'll be able to skydive solo again.

John was a true pioneer of sport parachuting in the UK from the early 1960s.

He was born in 1937 and did his National Service in the late 1950s as a medic in 16 Parachute Field Ambulance, where he saw service in the UK, Germany and Cyprus. His first parachute descent was in 1958. After National Service, he joined the Territorial Army and served in the 10th Battalion, The Parachute Regiment.

On finishing National Service, where he completed more than 10 military static line parachute jumps, he became a fireman in Brighton. With 10 jumps 'under his belt' and as an experienced parachutist, John paid 10 shillings for

a General Permit To Parachute and started his own parachuting operation on the South Downs behind Brighton. He trained students to make static line descents from 800ft above ground. They occasionally went much higher, sometimes as high as 1,500ft, for five-second delays. With no retardation device available in the early 1960s, the canopy openings were very hard and five seconds was the maximum delay. The cost in the early 1960s for a lift in an Auster (a single engine two-seat light aircraft) to 1,500ft was £2.50. A fireman in 1962 earned £11 a week.

John's first parachute system was ex-military surplus. The round main canopy cost him £12 and the round reserve cost £8. He modified his own parachutes with scissors and thread, and was truly breaking the boundaries and venturing into unknown territory with every modification.

**1 John at Netheravon in 2013, by Alex Rotas**

**2 SOS at Netheravon in 2013 – (L-R) John Knight, Ed McBride, Jeff Chandler, Dick Barton, John Flower. By Alex Rotas**

**3 John (second from left) in Dubai in 2013**

**4 John (far left) jumping in Dubai in 2012**

John has been a stalwart of the Parachutists Over Phorty Society (POPS), which is a worldwide organisation. His POPS number is 53 and his BPA number is 218. With the POPS, John has enjoyed parachuting onto a glacier in Switzerland, from a WW2 Catalina flying boat in New Zealand and in many other countries and from many exotic aircraft.

John participated in the UK POPS Big-way Record, a 36-way, in 2006 and the UK Jumpers Over Seventy Record in 2012. John was a team member in *Team Mayhem* when they scored second place in the National 8-way Speed Competition in 2001. More recently, John enjoyed trips with The Boogie Club to Dubai in 2012 and 2013.

I know all POPS members, and many other skydivers, will join me in wishing and praying for John's recovery. Our thoughts are with him. ●



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Photo courtesy of KOS



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DEALER FOR ALL MANUFACTURERS





# Paul Burns

## 1961-2013

WORDS IAN BARRACLOUGH

“It’s nice to be nice” – that was the philosophy of a very special man. Paul’s infectious sense of humour and capacity for silly antics meant he had an army of friends, all of whom are left with a para-bag full of happy memories. Where to begin? How can you capture the essence of a man who filled all of his “unforgiving minutes with sixty seconds’ worth of distance run?”

### THE PARAS

Private Paul Burns from Nottingham was first and foremost a soldier – a proud member of the Parachute Regiment, which he joined before his 18th birthday. Posted to West Berlin for six happy months, Paul lived in the path of the Soviet armies and kept guard over the Nazi war criminal Rudolph Hess. Then on to Northern Ireland. Most of us know that it was standing up to terrorists 34 years ago that led to Paul losing his legs, but not everyone knows that it was losing his friends in that disaster at Warrenpoint that would shape his future path. Paul was determined to live his life to the fullest extent to make up for all the years his muckers had lost. He made a promise to himself to live a full life for them to the best of his ability, and he succeeded in spades – despite his grievous injuries.

### SKYDIVING

After a punishing year in hospital and faced with the sensible choices of a medical discharge or a desk job, Paul made his way to JSPC Netheravon to rig parachutes and to blag his way onto water jumps! A 360 square foot canopy from GQ Parachutes enabled Paul to jump safely onto land and two years’ jumping at the JSAT centre in Cyprus soon followed. Next came an invitation from the *Red Devils* in Aldershot, leading to Paul taking part in the toughest of military and public displays for six years. He loved skydiving, took his skill-set up to Advanced Parachute Rigger and even jumped camera on occasion during almost 1,000 skydives. Paul also marked each anniversary of Warrenpoint in a positive way, organising tandem parachute jumps for limbless servicemen as a tribute to those in 2 PARA who lost their lives.

### SPORT

Next, Paul conquered sailing. Nothing too understated – how about sailing around the world, becoming a yacht-master and taking novices out on the open seas? Or the skibobbing courses – not just taking part, but driving the kit across Europe and instructing the new guys? The sub-aqua, the horse riding? How about archery? On horseback, of course. Epic motorbike travels on his Harley-Davidson, the wheelchair basketball, the swimming, cycling and canoeing – no challenge would be left unmet. Paul’s promise would be kept.

### MENTORING

Another quality we all admired in Paul was his empathy with fellow sufferers. He knew all the dark patches on the road to recovery, so he used his experience to help others cope with their altered lives. Paul showed there’s a life beyond injury by example. He knew what to say and how to say it, and he was generous with his time. A wonderful man, then, before we mention the endless charity work for BLESMA (British Limbless Ex-Service Men’s

Association) and The Not Forgotten Association to name just two – not only raising money, but as an ambassador for charities, talking about their work and spreading the word. In March this year, Paul was presented with the Bowman Award for those who have helped others to overcome serious injuries. At the time, Paul said: “I don’t do the work to gain recognition, I am not asking for anything. I do what I do because I want to.”

### FILM AND TV WORK

Paul re-enacted his trauma for Stephen Spielberg’s *Band of Brothers*, flying limbless through the air as a casualty of WW2. Paul being Paul, of course, he had to unnerve the crew by yelling in ‘pain’ every time the special effects guys nailed his false leg to the ground to make sure it stayed behind! A full list would be too long, but Paul was chuffed-to-NAAFI-breaks to have worked on *Gladiator*, and appeared in productions as varied as *Longitude*, *Tipping The Velvet*, *Severance* and even the big ‘X’ on the Halifax advert! He did some ‘acting’ for the real Army too, during battlefield exercises training medics for tours in Afghanistan. Paul injected a dose of realism with much wailing, fake blood and a fabulously gory special effects limb!

Fitting so much activity into his life, you would be forgiven for thinking Paul was at it every day (damn, I was determined not to mention all his lady friends). But, in reality, Paul had to schedule in recovery days between commitments to give the skin on his stumps time to recover – an issue that he mostly kept to himself.

Thankfully, Paul went out on a high. His autobiography *A Fighting Spirit* was recently published following an appearance on the BBC’s *My Story*. He kayaked along the Thames in the Queen’s Diamond Jubilee flotilla and took part in the opening ceremony of the Paralympics, flying through the air Mary Poppins-style under a colourful umbrella.

Paul’s second life came to an end after taking part in the 52 mile ‘Three Counties Bike Ride’ with friends of BLESMA. Paul collided with a telegraph pole, breaking his femur, and was taken to the Royal Berkshire Hospital in Reading, where he died of a heart attack a week later on June 7.

At least 800 mourners attended the service for Paul at the Garrison Church in Aldershot, with standard bearers, a military bugler to play *The Last Post* and, from Netheravon, a *Red Devils* low fly-past with trailing smoke – a fitting mark of respect.

Our thoughts are with all of Paul’s family, including three wonderful kids in Gina, who provided Paul with his ever-smiling granddaughter Ruby, and skydivers Ben and John. Paul had so many friends that he always left us wanting more of him.

Well, he’s done it again. ●



1 Paul in the Red Devils’ rigging room at Aldershot

2 A still from *Gladiator* (1999)

3 Paul geeking an exit

4 The Red Devils doing a ‘Horny Gorilla’. The whole idea is to hold on with your legs, which of course Paul couldn’t do for long! He still had great fun trying it and this photo always had pride of place on his wall at home



With 16 single-point 'random' formations labelled A-Q and 22 numbered double-point 'block' formations when doing 4-way FS, you can literally stand in the aircraft door already holding on to the right combination of arms and legs, jump out all together and let it unfold and fly. Exit Zone brings you tips from National Champion team *Satori* on how to successfully manage each exit. This edition is brought to you by the letters P and G...

**WORDS** JULIA FOXWELL (FS) AND DAVE HEAD (CAMERA)

By Dave Head



# P: Sidebody

**You want to** aim to position the P exit at 45 degrees off line of flight to help ensure that the piece does not rotate when on the slipstream.

## OUTSIDE CENTRE

Stand to the front of the door to ensure that Inside Centre has plenty of room. You want to be head jamming so you can hold on to both of Point's grips. Stand on your right leg with your left leg out in the slipstream. If you are finding this a bit wobbly, secure your elbow on the side of the door and you will find that this will help you regain your balance. Look over your right shoulder to Inside Centre and wait until they

give you the nod before giving the count. When everyone is ready, start the count. On the count, swing your hips up. Then, on the 'down', unhook your head and your elbow and push off your right leg to get away from the aircraft. Really work hard to get your left hip up to get to the 45 degree angle to the wing of the plane, as this really helps Inside Centre to get to their space in the air.

## INSIDE CENTRE

Take both grips on Outside Centre and position yourself as close to the door as possible. Make sure you have plenty of room. Once you feel Tail

picking up their grip on you, give Outside Centre a nod to say you are ready. Have your right leg back and your left leg forward to work your presentation when leaving. On Outside Centre's count, mirror their movement, push off your back leg to fire through the door, and arch hard to get underneath Outside Centre in the slipstream. You want to aim to be at a 45 degree angle to the wing of the plane.

## POINT

When positioning yourself in the door, put yourself in front of Outside Centre so they can comfortably take your grips. You may feel



By James Stevenson

quite a bit inside the door compared to other exits you have tried. When standing in the door, look towards the corner of the door where Tail is, as that is exactly where you will be travelling towards when the team exits the aircraft. When leaving the aircraft, you want to aim to get up and over the rest of the team. It's important to work your presentation with your right shoulder up and looking over your left shoulder. Put your left knee down to help stop any potential rotation.

### TAIL

Stand in the door with your left leg trailing in the slipstream and your right leg slightly bent. Hold on to the rail with your right hand and take Inside Centre's left arm grip with your left hand. On Outside Centre's count, leave slightly ahead of Inside Centre, pushing off your right leg and bringing your left hip up to the same 45 degree angle as Outside Centre. When leaving, drop onto Inside Centre's left leg grip with your right hand and continue to help to anchor Inside Centre down and

underneath Outside Centre. You can head jam and take both grips, but it leaves Inside Centre less space in the door, so it is recommended to be out on the rail and dropping onto the grip.

### CAMERA

Ps generally present well, giving camera a choice. As with most exits, peeling (going after the team) is safest, but leading (going before) is better for debriefing. Going with the team exactly as they leave may be best for clean judging if they key quickly out of the door and will keep you closest to the team. However, this carries greater risk as it needs the team to kick away from the plane enough to give you clean air.

To peel, go as soon as you see Inside Centre's rig moving through the doorframe. The two divers will have passed clear of the door before you can come into contact with them. Make sure you present and be ready to track down the hill if needed. This should put you in the one to two o'clock position relative to line of flight.

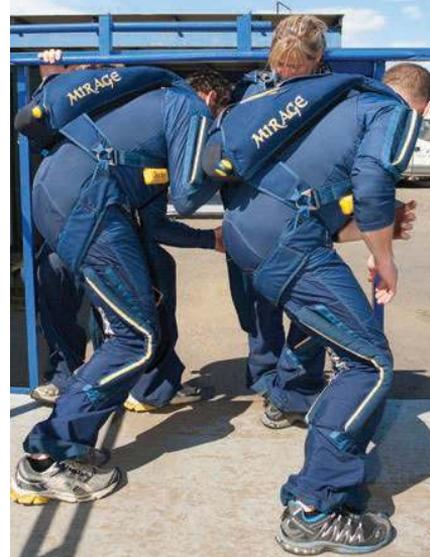
By Dave Head



To go with the team, you are aiming to end up in the three to four o'clock position. Imagine you are doing a 2-way with Inside Centre as they pass through the door, so that you end up flying behind them looking across the hill. Letting go at the bottom of the pulse in-swing would be a good place to try first.

To lead, you need to let go slightly earlier – perhaps during the pulse in-swing. Fractions of a second of difference in your timing can make a big difference to your position relative to the team on exit. Each team and exit may be different. Spend time at the mock-up with the team to find a good cue to use, then review your footage afterwards to adjust as needed.

By James Stevenson



Exit rating 

By Dave Head



**This formation is** fun to do and, when it launches well, you can get great visuals. As it is such a long formation, the accuracy of the timing when everyone leaves is crucial – which makes it a slightly trickier formation to launch. If a G exit came up in competition and you weren't confident enough to give it a go, you could launch an H and gripswitch.

**OUTSIDE CENTRE**

Stand in the door head jamming, holding onto Point's leg grip and presenting your arm grip for Inside Centre. It's important that Inside Centre has plenty of room in the door. It's not so critical for Point to have lots of room, so have Point move up the door to give more space for Inside Centre if necessary. It's really important to have Inside Centre ahead of you when leaving the door so, on the count, watch them starting to move and slightly delay your exit – aiming to get up and above them. Really work your presentation by dropping your right side down and left side up when leaving the door. You should be able to watch Tail dropping onto Inside Centre's right leg grip.

**INSIDE CENTRE**

Take both grips on Outside Centre and stand upright to ensure your pack doesn't clip the edge of the door. You will feel slightly cramped and uncomfortable, but make sure you are given as much room as possible. On the exit, Outside Centre is going to delay their exit so, on the count, continue to move, aim to fire your hips through the door and work a hard arch to ensure you get underneath Outside Centre. Wait to feel Tail drop onto your right leg grip before giving the key.

**POINT**

Stand in the door and position your left leg in a place where it's easy for Outside Centre to get your grip. It's not so essential for you to be completely in the door as you will be leaving late but, if there is enough space and you are not compromising Inside Centre's position, you can put yourself fully in the door. On the count, aim to leave a hair later than Outside Centre and work to lift the right side of your body to work the presentation. This will help to ensure the formation is fairly steep on the slipstream.

**TAIL**

Stand really low in the door with your right arm fully extended. With your left hand, take Inside Centre's left leg grip. Take a fairly low grip, as this will give you more range to be able to reach onto Inside Centre's right leg grip with your right hand. On the count, leave really early so you are helping to anchor the formation. It's really important to work your own presentation and allow Inside Centre's leg grip to come towards you instead of being in a rush to pick up the grip. Aim to be cheated

**G: Cataccord**

By James Stevenson



By James Stevenson

behind Inside Centre so you are still able to see when the key is coming. Your grip will be the last on the formation, so have the anticipation that the key will be coming shortly after you picking up the grip.

**CAMERA**

G is one of the more challenging random exits for camera. It is the longest random in the

dive-pool and can have a tendency to not kick out away from the plane. Camera needs to get all grips in frame without getting burbled in the process.

We are essentially using the timing of a P, but the framing technique of a 1. Aim to go with the team and place yourself in their three o'clock position relative to line of flight, with your body

at 90 degrees to the long axis of the formation where you can use the orientation of the camera widescreen to get all grips in frame. Look at Inside Centre's head or shoulders as the pulse comes and imagine you are doing a 2-way with them as they pass through the door so that you end up flying at 90 degrees to them looking across the hill. As you let go, drop straight down and try to keep facing up the hill initially until you have dropped below the aircraft fuselage before completing the rotation to your left to be 90 degrees to the formation, keeping your sight on Inside Centre's head throughout. This should keep you away from the worst of the burble until you have more space.

If the team does not kick away from the aircraft at all or the above technique is a little advanced for you, then lead (go early) aiming to put yourself in the five o'clock position relative to the team – side-slipping to your right under the aircraft tail if needed. Leading will put you further away from the team, making framing less of an issue. Leading is better than peeling (going after), as long and thin formations tend to be steep and a peel may give you a shallow angle on the team which does not show the grips clearly.





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# WHAT IF...?

The scenarios in this regular 'what if?' column are deliberately vague. There could be a number of different 'correct' answers depending on your experience and other information not contained within the question. However, following feedback, it has been decided to reproduce some previously printed scenarios along with 'answers'... or at least things you might want to consider.

**What if...** one of your toggles on your main is jammed on?

**Once you've had a think, see below for more ideas...**

**Got any good ones? Send them in!**

## Ops Manual updates

The **BPA Operations Manual** is a constantly evolving document, containing all the rules governing parachuting at BPA DZs. It is updated to meet the changing demands of the sport, and this is done through the Safety and Training Committee, which meets every two months and consists of all the CCIs.

These bi-monthly meetings often result in minor tweaks, which is why it is a good idea for all jumpers to re-read the manual periodically and stay up to date. However, the June 2013 meeting resulted in some more major changes which are worth highlighting here.

It is now mandatory that all student jumpers must receive a brief, before being awarded their A licence, which highlights pertinent considerations such as jumping in higher winds, the use of a knife, being responsible for themselves in the aircraft and making informed decisions about the actions to take in an aircraft emergency. Many centres were already performing this brief anyway, but it is now formalised.

A licence jumpers must now use equipment fitted with an RSL. This rule becomes mandatory from

January 1 2014, to allow time for people to arrange for any necessary rigging to be done. AADs were already mandatory up to B licence, and remain so.

The minimum opening height for A and B licence jumpers has changed. It used to be 2,000ft and is now 3,000ft. Students must still be open by 3,000ft, as before, and there is also no change to the 2,000ft opening height for C and D licence holders. This rule reflects the nature of modern rectangular canopies, which are more prone to fast malfunctions than the rounds which were common when the opening height was first set at 2,000ft.

To allow for this new opening height, the minimum breakoff height has been raised from 3,000ft to 4,000ft for A and B licence jumpers. It is still 3,000ft for C licence and above, although most people break off much higher than this!

There have also been amendments to CP training under section 2 paragraph 6, and about wind turbines under section 7.

[bpa.org.uk/staysafe/operations-manual](http://bpa.org.uk/staysafe/operations-manual)

## Want more Safety?

If this column just isn't enough to get your safety fix, check out Dan BC's recent blogs. As well as the motivational themes that he usually writes on, Dan has recently written some excellent advice on topics such as the use of RSLs, when to cut away, canopy choice, and complacency.

Dan's first safety rule? – "don't screw up"!

[danbrodsky-chenfeld.com](http://danbrodsky-chenfeld.com)

Paul Bailey, by Milko



**Consider...**

- 1) Have you ever tried flaring on rear risers?
- 2) Have you already released the other brake? If so, you'll be flying unevenly with either your hands off level or the canopy off level!
- 3) Could you cut the brakeline to release the canopy onto full drive?
- Do you know instinctively where your knife is or would you have to look for it – chest strap, leg strap, mud flap?
- 4) How long are you spending making this decision and should you have cut away already?
- 5) Why did the toggle jam in the first place? Is there wear and tear or an issue on your kit that you hadn't noticed, or did you pack it incorrectly?



# THE BACK BREAKER



It was March 5 2012 and there was a big group of very excited skydivers gathering at Gatwick Airport. We were all about to swap England's cloudy weather for the sunny climes of DeLand, Florida to have a holiday of a lifetime!

The next day we woke early and slightly jetlagged, but nothing was going to stop us. The skies were blue first thing but, when we finally got to the DZ, the weather gods had decided that we were not allowed to jump today. Day two dawned and the weather gods had decided to test us for one more day to see how excited and steadily-becoming-frustrated skydivers will cope! English skydivers are well seasoned at entertaining themselves on bad weather days, so all the usual games came out and we all had just got our new Go-Pros, so lots of stupidity was caught on camera!

Day three came and the weather had changed, slightly. It wasn't great and the winds were borderline, but we were allowed to jump.

I saw there was a lift going very shortly, so I quickly put my name up for the spare slot, threw my kit on, got checked quickly and boarded the lift. A few of my friends were on that lift, but I was doing a solo because I got on late. When we were going up, I had a weird sensation that something wasn't right, but I couldn't put my finger on it so I just put it down to pre-jump nerves. I was the last one out on the second pass and the green light was still on, so I jumped. The freefall was good. Then, at about 3,500ft, I deployed my canopy and she opened fine. I started to get my bearings; when I finally worked out where the DZ was, I found that I was incredibly deep! The winds were incredibly strong and I started

to head for the PLA very fast. I thought about alternative landing areas, but there were a lot of trees below me and I felt that, with the wind behind me, I would make it back. I pulled on my rear risers and flew back at great speed. I was getting near and still had enough height to get back, but I knew I had to land downwind. With the strong wind behind me, I knew my landing would be hard and fast – I would have to PLF.

Now, this is where it all went wrong! I quickly contemplated the downwinder and thought I could slow myself down by going crosswind, so I flew over some trees and, at about 25-30ft before landing, I looked round and thought I was well enough away from the trees to initiate a slight 45 degree turn. But my calculation was wrong and it felt like my canopy just collapsed. I hurtled to the ground in an instant and the impact knocked me clean out.

When I came to, I had a complete memory loss to the point I didn't even know my name. Through my 'little' indiscretion, I had sustained four fractured vertebrae, one fractured neck bone, a fractured sternum and multiple rib fractures. I have received better news!

After three days in intensive care, I was moved to my own room and I stayed there for 11 days before being flown back. When I got to the UK, the decision was made to put titanium rods in my back to keep me upright.

The pain I have been through has been incredible and it's still uncomfortable more than a year on, but is now more manageable. But I am lucky. The accident could have been a fatality, or maybe worse – I could have been paralysed from the chest down.

The reason I am sharing this story is I have a fair number of jumps (185) under my belt without any real serious issue. I honestly feel that I got to a point of complacency in my jumping. Because of the severity of my injuries, I have had a lot of time on my own for reflection. I have gone through the jump in my head time and time again and I am still bloody annoyed at myself. There were a few decisions that I should have made that day that would have saved me from this accident:

- Firstly, the weather was bad – jumpable, but bad. I was there for two weeks, so would another day not jumping make that much difference?
- This was a new DZ to me; did I really know the alternative landing areas, considering there was a good chance I would land off because of the bad weather?
- Just because the green light was on didn't mean I had to jump like a lemming. I should have looked out, checked the spot and indicated to go round if I was not happy.
- Finally, the obvious one: not to initiate a low turn crosswind relatively close to trees on a very windy day.

I ignored all these things because Mr Complacent will be alright!

I am finally jumping again and it's amazing to be back. It's strange how something that could potentially have killed me makes me feel so alive. I love this sport. My confidence has obviously been knocked, but I will hopefully rebuild it over time – but without the complacency that I once had.

Skydiving is a very safe sport, and what makes it unsafe is human error. Please be aware every time you jump. Always have a plan, never be afraid to speak if you are unhappy with anything, always ask if you don't understand something and never think "it won't happen to me."

Well, that's about it from me. I hope that if this can strike a chord with just one person, it will be worth my while sharing my experience with you.

Finally, I would like to thank my wife, my boys, my family and all my friends for all the support through a hugely difficult time in my life.

Blue skies – the bluer the better!

**Lee Blackledge – B107016**



Lee Blackledge, by Tom Ireland

SKYDIVE  
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## OPS MANUAL QUIZ

An introduction to the BPA Operations Manual forms part of the requirements for JM1. Each issue, we'll ask relevant questions and answer them in the wording of the Ops Manual.

**Q1** Does there have to be a green light before you leave the aircraft? What about aircraft without lights?

**Q2** For how long do you have to keep logging your jumps? Can you stop once you're past a certain number?

## NEW COACHES

This Mag sees new coach ratings issued in every discipline possible, so if you want to progress then there is no excuse not to! The DZs given are the ones where the coach achieved their rating; they may be available to coach at other DZs. Congratulations to all.

### FS COACH

Nicholas Hynes, Weston  
Samuel Bonsall, Weston  
Vikki Sutton, Cark  
Hari Ganapathy, Beccles  
James Freeman, Headcorn  
Jim Scott, Cark  
Kenneth Price, Netheravon  
Jamie Lawrence, Netheravon  
Wayne Bell, Netheravon  
Rob Franklin, Dunkeswell  
Carol Beaumont, Hinton  
Courtney Roberts, RAPA

### FF COACH

Michael Phillips, Swansea

### CF COACH

David McMinn, Cark

### WS COACH

Steve Searle, Black Knights

### CP COACH

Gary Davidson, Langar



Satori Yellow

# SINGLE A TO B

*Louise Shaw* describes the learning experience of being coached on a new 4-way team

I had two definite jumping requirements for 2013. Firstly, I wanted to do a 4-way team and secondly, I wanted to do a proper training camp to make sure that we actually got to jump together as a team. I found the last (Rookie) team I did really frustrating as every weekend we'd arranged to meet to jump, the weather was 'typically British' and so by Nationals we'd only done six jumps together and were unable to launch an exit!

Sat on the DZ on a bad weather day, I saw a poster for the *Satori Academy* and thought that it would be the perfect solution for me. In my usual style, I didn't do anything about it as I worried that I wasn't good enough to get on a team. After another month or so getting jealous listening to other people's team plans for the year, I decided to bite the bullet and contact *Satori*. I was invited along to a tunnel session with three others who were being considered for the team. I had a fantastic time and, although that team didn't happen, I was even more sure that the Academy was something I wanted to do.

Anyone who knows me knows that I'm a really well-organised person – so, for that reason, the academy is perfect for me. From day one, you know exactly what you're committing to and the plan for the year is made early on, so you're not struggling to sort out times and dates ad-hoc throughout the year.

My initial contact with the team was by email and fortunately they all sounded fun and really up for a good year. The first time I got to meet them was at our first tunnel session. I was ridiculously nervous on the drive there, but I was relieved when I met them and found out that they were all really nice and that most of them were as nervous as I was! The tunnel session was great fun and made me even more excited about the year to come.

The idea of the training camp was daunting and exciting in equal measure. Daunting, as I'd never done one before, so didn't really know what to expect and the idea of spending a full week with people that I didn't know that well was also slightly nerve-wracking. Exciting, as I was going to get to jump for a

whole week and hopefully see lots of progression. I needn't have worried about anything, as the camp was fantastic. Don't get me wrong, it had plenty of ups and downs, but the good stuff totally outweighed the not-so-good. There were two teams on the camp and we quickly got into a routine of meeting at the DZ at 8am for a mini-workout (which we all pretended to hate, but secretly loved), followed by prepping our first jump ready to be on the first lift of the day. When you could get into a routine of land, debrief, dirt-dive, jump, it was easy to keep your energy levels up and keep going. If you had to have a lay off for a couple of hours, it was really hard to make yourself get going again – particularly as it was so hot. The promise of a nice cold beer at the end of the day was usually enough to keep you going, though!

The highlights of the camp for me were that we managed to get a couple of exits that we can launch. Once we had got one nailed, our coach Julia Foxwell would give us another to have a go at – some of which were more successful than others. After several unsuccessful attempts, Jules had to admit that 19 was not an exit for *Satori Yellow*, although I have a sneaky feeling she may try and get us to have another go at our next training camp!

The other highlight was the friendships that were made, not only within the team but also with members of the other team. Eating out together, having a few drinks and a laugh was the perfect way to end each day.

One of my other slight concerns about joining the Academy was how I would get on with having a different coach. From starting my FS coaching after I'd got my A licence, I'd had the same coach (who was fantastic), so I worried that I wouldn't like being coached by



*Satori Yellow don't yet have any freefall photos of themselves, so here are Vision99 showing what they could look like in the future if they keep training! By Rich Orford*

someone else. It turns out that it's actually a good thing, as each coach has different techniques that they teach and you find that some things work for you and some things don't. You can use the advice given by both to find something that works for you.

Jules is an awesome coach; she explains things really well, is really approachable, very patient and makes the training fun and enjoyable. She will come in and fly each of our slots as we're learning the blocks to get a feel for what each person is doing. Doing this enables you to feel how it should feel between you and your piece partner and enables her to feel what you are doing and give you advice if there's anything that needs to change. I find this really helpful because you have no idea how it's supposed to feel when you're learning something new.

Our briefs/debriefs tend to follow the same pattern. Jules tells us to try something or gives us advice as to how to make something better or easier, we give her a sceptical look and tell her we don't believe a word she's saying and she just smiles and tells us to try it anyway. When we've tried it, we generally have to admit that she was right all along!

Joining the *Satori Academy* has made me realise how much I love 4-way and how much I love being in a team. I feel like I have learnt so much since we started in March and every time one of our sessions finishes, I'm counting the days until the next.

My main problem has always been my confidence in my abilities and joining a 4-way team has really helped me with this. I even agreed to participate in the Hib 28-way competition (although I did have to double check that the invite hadn't been sent to me in error first). Three months ago, there is no way I would have dared to join in with something like this.

If you're looking for something that's really well-organised, great fun, lots of progression and a chance to meet fab new people, then give the Academy a go! I definitely want to do it again next year!

**Louise Shaw – Satori Yellow**



*Satori Academy teams 2012, by Dave Head*



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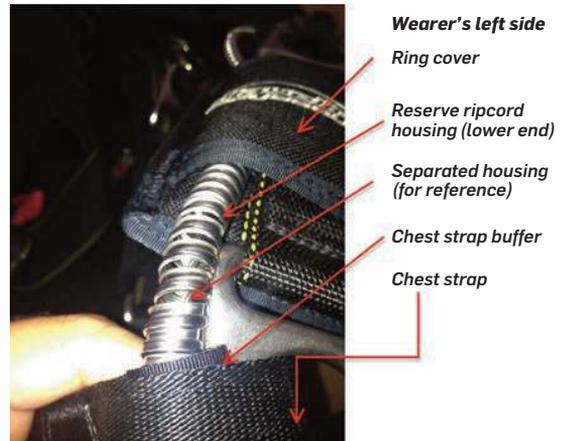


Manufacturers around the world constantly do research and development on both existing kit and new products. They also respond to issues or unexpected malfunctions of their kit by issuing Service Bulletins and Safety Notices, which can vary from advisory through recommended to mandatory. Here are the highlights from 2013's notices so far...



## Riser locking loops

**Velocity Sports Equipment**, manufacturers of the Infinity, released a notice in June warning of the dangers of undue wear and tear on the white loop that goes through the smallest ring on your riser. Although this was a VSE notice, all jumpers should look out for this kind of damage as part of their standard kit checks. The loop is small yet vital, and damage could be caused by sharp edges on either the grommet, the housing end or from being dragged across the floor during packing.



## Cutaway!

**Sun Path**, manufacturers of the Javelin harness-container system, have released two notices concerning the same area of the rig. Both issues could apply to containers from other manufacturers, so it is worth taking a closer look regardless of what you jump. In February, a notice went out about cutaway cable lengths, explaining that it is vital that they are accurate to ensure proper release of the riser and function of the RSL if one is present. This is nothing new, and it has always been important for all manufacturers to ensure that their specifications allow the risers to release evenly and with good timing. However, in somewhat comic wording, Sun Path determined that they "have had a quality escape" which led to some cutaway handles being shipped to customers with incorrectly trimmed cables. Riggers and Advanced Packers can check that your cables are the right length, whatever your rig, but it is worth noting that you can't just chop and change cutaway pads from rig to rig as they may not have the same length cables.

In May, Sun Path published a bulletin concerning a batch of metal cable housings that have had issues with separation of the coils. Due to strict batch control, they know the serial numbers of the 124 rigs affected and there is a full list on their website – all numbered between 38159 and 39527. However, again, all jumpers could learn from this issue by adding housings to their list of periodic kit checks.

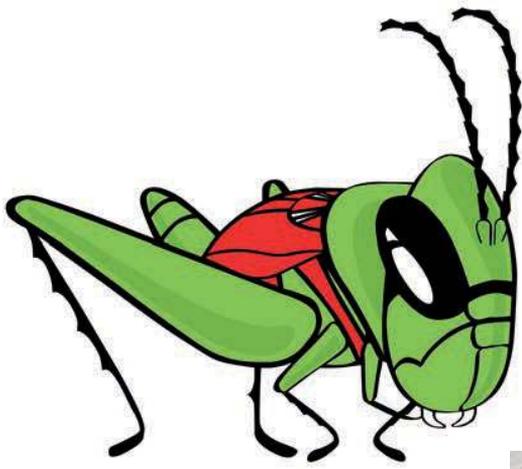
## AAD AWARE

**Airtec**, who make the Cypres automatic activation device, published a notice in January which stated that, on certain Cypres 2s, the unit could appear to be switched on and showing '0' but actually be non-responsive. The good news is that it only affects units manufactured between February 2009 and December 2012, but the bad news is that the remedy is an inconvenient one: to press the button before EVERY jump. If the red light flashes, then all is good. However, if there is no response, then the unit is not working and will not function properly. There was understandably quite an outcry in response

to this notice, but six months on all affected units should still be getting checked before every jump unless they have had a service in the meantime.

**Advanced Aerospace Designs**, who make the Vigil automatic activation device, sent out one mandatory and one advisory notice in June. The mandatory one is that, although Vigils are waterproof, they must now be sent back to AAD for inspection after water submersion. This is a precautionary measure in case moisture penetrates the seal of the unit, as high humidity has been found inside the main box unit in some cases. The

advisory notice concerns a software update that was introduced from serial number 26172 and which means that the unit will always switch off automatically 14 hours after it was switched on. Jumpers are reminded to be aware of this, and to turn their unit off and back on if they are approaching a jumping day in excess of 14 hours. Vigils with serial numbers below 26172 do not have this software update, so users must be aware of the implications and remember to turn their units off and back on if changing airfields. It is also possible to get the software updated to the new 14-hour version on these older models.



# halihop.com

## About Halihop:

**Halihop e.U, a leading company based in Austria, offers professional tunnel flight training at different wind tunnel locations in Europe.** The company is working on hour bookings and organises camps with tunnel pros.

Halihop was established in 2001 with its headquarters office in Vienna, Austria, and is managed by a small team of co-founders Stefan Stockinger and Stephan Koudelka and chief instructor Inka Tiitto.

The company works on providing professional wind tunnel training for newbies and experienced flyers. Halihop always provides great prices and offers coaching packages as well as wind tunnel camps executed by professional flyers and coaches.

Halihop provides different products for wind tunnel newbies so they can learn skills starting from the very basic ones. They have two specifically designed products, Become a Pro 1 and Become a Pro 2, which train starters in tunnel flying and skydiving with a flight time of 18 minutes each. The aim of Become a Pro 1 is to learn the body positions at 190 km/h, while Become a Pro 2 has a higher flying speed of 260 km/h.



The aim of Halihop is to bring new flyers to a level so they can fly independently, and book professional camps and further training time.

Our achievements at Halihop include sponsoring various flight competitions such as the Bodyflight World Challenge 2013 and the Canopy Piloting Open 2013 in Klatovy (CZ).

Halihop is working closely with Skydive Arena in Prague, Vossvind in Norway, Windoor in Empuriabrava and Superfly in Tatrlandia. Furthermore,

the company is looking forward to working together with other wind tunnels in the near future.

For more information, please send us an email through [bookings@halihop.com](mailto:bookings@halihop.com)

Please visit our website for detailed information at [www.halihop.com](http://www.halihop.com)

# CLUBZONE

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Mob: 07970 764850  
bkpcinfo@googlemail.com  
**bkpc.co.uk**  
*Blackhawk Caravan*

### 2 Bridlington

**Skydive GB**  
East Leys Farm, Grindale Road,  
Bridlington, E Yorkshire YO16 4YB  
T: 01262 228033  
Mob: 07522 335713  
info@skydivegb.com  
**skydivegb.com**  
*GAB Airvan*

### 3 Cark

**Skydive North West Club**  
Cark Airfield, Flookburgh,  
Nr Grange-over-Sands,  
Cumbria LA11 7LS  
DZ: 01539 558672  
T: 01229 889516  
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 740810  
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  
Mob: 07790 439653  
cornishparachuteclub@hotmail.co.uk  
**cornishparachuteclub.co.uk**  
*Cessna 206, guest aircraft*

### 6 Dunkeswell

**Skydive UK Ltd**  
Dunkeswell Airfield, Dunkeswell,  
Devon EX14 4LG  
T: 01404 890222  
Mob: 07718 638000  
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*Beech 99*

### 7 Headcorn

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### 8 Hibaldstow

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### 9 Hinton

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### 10 Jersey

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### 11 Langar

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### 12 Netheravon

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generalenquiries@netheravon.com  
**netheravon.com**  
*Three Cessna Caravans, guest  
aircraft*

### 13 Paragon

**Paragon Skydiving**  
Errol Airfield, Grange, Errol,  
Perthshire PH2 7TB  
T: 01821 642454  
billy.gollan@btinternet.com  
**paragonskydiving.co.uk**  
*Cessna 182*

### 14 Peterlee

**Peterlee Parachute Club**  
The Airfield, Shotton Colliery,  
Co Durham DH6 2NH  
T: 01915 171234  
enquiries@skydiveacademy.org.uk  
**skydiveacademy.org.uk**  
*Cessna 182, Cessna Grand Caravan*

### 15 Reading

**London Parachute School**  
Chiltern Park Aerodrome, Icknield  
Road, Ipsden, Oxfordshire OX10 6AS  
T: 0845 1307 194  
info@londonparachuteschool.com  
**londonparachuteschool.com**  
*Islander, Cessna Grand Caravan*

### 16 Salisbury

**Skydive Southcoast Ltd**  
Hangar 3, Old Sarum Airfield,  
Old Sarum, Salisbury SP4 6DZ  
T: 01722 323628  
info@skydivesouthcoast.co.uk  
**skydivesouthcoast.co.uk**  
*Airvan, Cessna 206 and 172*

### 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**  
*Cessna Caravan*

### 18 St Andrews

**Skydive St Andrews**  
Osprey Road, Fife Airport,  
Glenrothes KY6 2SL  
T: 01592 882400  
skydivestandrews@mail.com  
**skydivestandrews.co.uk**  
*Cessna 185, Turbo Cessna 206*

### 19 Strathallan

**Skydive Strathallan**  
Strathallan Airfield, Nr Auchterarder,  
Perthshire PH3 1LA  
DZ: 01764 662572  
T: 07836 201953  
kkbrady@btinternet.com  
**skydivestrathallan.co.uk**  
*Three Cessna 206s, guest Turbine*

### 20 Swansea

**Skydive Swansea**  
Swansea Airport, Fairwood,  
Swansea SA2 7JU  
T: 07779 019655  
info@skydiveswansea.co.uk  
**skydiveswansea.co.uk**  
*Cessna Caravan*

### 21 Swindon

**Blue Skies Freerfall Club**  
Redlands Airfield, Redlands Farm,  
Wanborough, Swindon SN4 0AA  
T: 01793 791222  
info@skydivelondon.co.uk  
**skydivelondon.co.uk**  
*Airvan*

### 22 Tilstock

**The Parachute Centre**  
Tilstock Airfield, Whitchurch,  
Shropshire SY13 2HA  
T: 01948 841111  
skydive@theparachutecentre.com  
**theparachutecentre.com**  
*Airvan*

### 23 UK Para Beccles

**UK Parachuting**  
Beccles Airfield, Ellough,  
Beccles, Suffolk NR34 7TE  
T: 01502 476131  
jump@ukparachuting.co.uk  
**ukparachuting.co.uk**  
*Cessna Caravan*

### 24 UK Para Sibson

**UK Parachuting**  
Sibson Airfield, Wansford,  
Peterborough PE8 6NE  
T: 01832 280490  
skydive@ukparachuting.co.uk  
**skydivesibson.co.uk**  
*Cessna Caravan*

### 25 Weston

**RAF 22 Training Group**  
Availability TBC

### 26 Wild Geese

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

## BPA Overseas Affiliated DZs

### Cyprus

**Cyprus Parachute Centre**  
CJUSATC, BFPO 58,  
Dhekelia Garrison, Cyprus  
T: 0035 724 744337  
info@skydivencyprus.com.cy  
**skydivencyprus.com.cy**  
*PBN Piston Islander*

### RAPA

**Rhine Army Parachute  
Association**  
Flugplatz, Bielefelder Strasse,  
33175, Bad Lippspringe, Germany  
T: 0049 5254 982 2378  
atgg-jspclcc@mod.uk  
**skydive-badlippspringe.com**  
*Cessna Caravan*

## Parachuting Societies

### BCPA

**British Collegiate Parachute  
Association**  
Jack Bradford, BCPA Chairman  
mail@bcpa.org.uk  
**bcpa.org.uk**  
*A community for university  
skydivers*

### POPS

**Parachutists Over Phorty**  
Jeff Chandler, Top POP  
1 Beaulieu Road, Boscombe Down,  
Amesbury, Wiltshire SP4 7PD  
T: 07779 580399  
jeffchandler@hotmail.com  
**pops.org.uk**

### SOS

**Skydivers Over Sixty**  
John Houghland  
13 Bowers Croft,  
Cambridge, CB1 8RP  
johnhskydive@hotmail.co.uk

Competition standard swoop pond at Dunkeswell, by Chris Griffin



**DUNKESWELL**

skydive99.com

# Sunrise jumps!

**What could be** better than watching a sunrise and sunset from two Beech 99s at 15,000ft? We have been busy – real busy. We have had Spring Scrambles, with seven teams competing. They tried super hard, recording their music videos and jumping in stockings, big white rabbit outfits and G-strings. Our freeflyers borrowed the club's FS suits and demonstrated some interesting flying. Team *Fairlea Close* with Mark Kurylo, Georgina Woof, Jenny Latham, 'sky god' Simon Guest from *Vision 99* and cameraman Joe Matthews got the gold medal as they made us laugh the most (and were good flyers too). Due to the popularity and super, super fun times, there will be another Scrambles held here at Dunkeswell in autumn.

At the end of June, we had the Birthday Boogie (everyone has a birthday, so why not celebrate it together?) with two Beech 99s taking to the sky at sunrise (4.43am) and helicopter jumps, while there was also live music by Ryan Mancey, The Diet Coke Man competition and rodeo bull riding in the evening...

On a more serious note, we are pleased to announce that our resident AAA 4-way team *Vision 99* have started *Vision 99* Flight School to train 4-ways and 8-ways from fun to pro level. Gary Powell is organising big-way weekends for those who just like a bit of big-way fun, while Pete Stone is having a little break due to his shoulder injury. We also have regular tracking weekends organised by Wiggy. He likes to fill the whole plane (up to 20 slots) and they sometimes even make it back to the DZ!

The date for our main Twin Beech Boogie has been changed to August 7-11, as we have helped Jan out by loaning one of the Beech 99s for his last European Boogie trip. The Twin Beech Boogie will be great, with our new bunkhouse in place, Dave Morris organising big-ways and Chris Lynch organising freeflying. We are very excited to be the hosts for the 2013 British Open Nationals for canopy piloting in September. This part of the Nationals can be held in the UK in our world-class swoop pond! It has been good to see so many swoopers coming to try it already. Dan Guest has been playing in the pond and has been the first to successfully land on a blow-up whale doll...

Finally, we are happy to see so many new AFF students this season. It is super to see many of you flying through your levels, consols and getting A licences with us. Welcome to the world of skydiving! Also – wicked to see so many new skydivers at our dropzone. We have so much capacity, so let's fly those Beeches!



Dan Guest landing on the whale

**Dates for your diary:**

- Girls' Lingerie Big-way for Charity – August, date TBC
- Boys' Boxer Shorts Big-way for Charity – August, date TBC
- Canopy Course – August 2-4
- BPA CF Roadshow – August 3-4
- FS Big-way Weekend – August 9-11
- FS1 Progression Weekend – August 23-25
- Twin Beech Boogie – August 28-September 1
- FS Big-way Weekend – September 6-8
- FS1 Progression Weekend – September 20-22
- BPA British Open Nationals: Canopy Piloting – September 20-22
- Canopy Course – September 27-29

**Miko**

**ACHIEVEMENTS CAT8/CH1** Gary Broom, Elliott Fry, Gary Townsend, Ben Wilkins **CH2/JMI** Sam Earl, Michael Perks, Rachele Selby **FS1** Laurence Hamill **FF1** David Hyde **WSI** Richie Taylor **JUMP NUMBERS 100** Rick Foti, Ali List, Justin Underwood **200** Richie Taylor **300** Michelle Larsen **500** Paul Daley **700** Joe Matthews **6,000** Ryan Mancey

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

**ACHIEVEMENTS CAT8/CHI** Dan Giltrap, Shahad Khawaja, Bhavin Lamba, Matthew Lo, Kwunita Man, Jai Patel **CH2/JMI** Salvoo Biegluk **FS1** Clive Ayling, Matthew Garrard, Stefan Shipp **FFI** Spencer Bailey **WS1** Rob Camps, Simon Donnelly, Eoin Kerr, Brendan McGourty, Richie Taylor, Pieter Witevrongel **WS2** Chris Mizzi **JUMP NUMBERS 50** John Munday **200** Spencer Bailey, Kevin Edgell, Brian Oz Gardner, Anthony Smith, Matt Starmer **700** Polly Chandler, Peter Coville **1,000** Steve Dove, Dave Lee **2,000** Howard Robson **ONE HOUR IN FREEFALL** Rebecca Angharad, John Munday, Matt Parslow

On June 8, 177 tandem skydives were completed in one day to set a new world record and the Army Parachute Association has gone into the *Guinness Book of World Records* as the location of the *Pilgrim Bandits* Tandem Skydive Record. *Pilgrim Bandits* is a charity whose aim is to help and inspire wounded soldiers to live life to the full and the APA is honoured to have been able to help this great organisation. Thank you to everyone who helped on the day, including all the club jumpers who graciously stood aside and allowed the tandem event to take priority.

Although Netheravon has a large group of wingsuiters regularly flying flocks in excess of 10, it has never actually gone out with the aim of setting a dropzone record. We are happy to say this has now been rectified. After a very short notice period on May 26, a new dropzone standard was set as a flock of 23 took to the skies and exited out of two Cessna Caravans. The day started with a very respectable 9-way, with new flyers being added in after each successful jump. The organisation, formation planning, briefing and filming were down to Spike Harper, with Jackie Harper flying base on her back. Thanks to all the Netheravon Flockers!

Serious training has started for the next Military Freefall record. Training was held in May, with the desired effect of a steep but steady increase in skills and success. Dates are yet to be confirmed for the actual record attempt, but training continues under the watchful eyes of Simon Guest and Glen Lowerson. The next camp will probably have taken place by the time the Mag goes to print and further events are planned for September.

Mike Lewis' Novice Load Organising events have been going from strength to strength and are now an established and successful way for less-experienced FS jumpers to gain experience and licences. The events in May and June were a runaway success (many of the jumpers are listed in our achievers' section) and the anticipation is growing for his next event.

APA-sponsored team *Bodyflight Isis* have been very busy collecting medals! Starting with bronze at the Bedford Indoor Championships, the team moved on to gold at the Langer and Sibson UKSLs. The team have not only proved themselves to be one of top teams in the UK, but they are also great coaches and mentors through their FS weekends at Netheravon. The next one is an FS Team Training event on July 25-26.

Royal Navy team *SeaFury* took the Rookie gold at the Sibson UKSL and look set to continue collecting medals, with plans for the UKSL in Cark and the Armed Forces Parachute Competition at Netheravon in August. The team was formed less than a year ago and have been training regularly since. Congratulations to David Day, Robin Fisher, Sean Peters and Charlie Hart.

## Elana Cain



# HEADCORN [headcorn.com](http://headcorn.com)

## Wanted: Decent weather

We have very slowly wended our way into summer with stop/start weather. That we appear to have our own 'negative' microclimate here in the southeast corner of England is slightly annoying and we have been experiencing lots of cold, windy and damp weather. However, looking on the bright side, there have been good weekends with lots of progression.

The accuracy Grand Prix at the beginning of May was, sadly, a bit of a washout, with only one round being completed. Well done to Janos, who won the Seniors, and to Charlie Wakeham, who won the Intermediates.

Over the late May Bank Holiday weekend, Jose Videira managed to gain his FS1 by completing levels two to 10 with the lovely Fleur Jones coaching him. He finished with a superb eight-point 4-way. On the same weekend, the first display of the season took place at the local grasstrack race. Well done Marcus on your first demo – and he got the beers in!

The weather was kind for the Epsom Derby Display. This was a girls-only event (how sexist!) and Jane had to source girls from other clubs. A big thank you to Maxine, Thea, Zoe and Sian for making this a resounding success – not forgetting Mary, who did a splendid job on the commentary, and David, the 'token bloke' (well, we needed a ground crew)! After the jump, all the girls were then taken to Harvey Nics for a complete makeover!

Holly has gotten her C licence after only one year in the sport and has now joined the camera team. James Murphy finally got his A licence after four years of plugging away through the category system. Simon Soper got sandwiched between Lee and Frank on his intro to CF and Sam Laming now has 300 wingsuit jumps. On the staff side, Del has managed 1,000 tandems in two years, Clem has clocked up another 100 jumps since the last Mag but been told that he can appear in Achievements every issue and Peter now has 30 years in the sport. Drew Moon, pilot extraordinaire, also dusted off his rig and got back in the air after six months of being chained to the cockpit. He has also been working hard towards his Advanced Packer rating, with Peter whipping him into shape.

We now have a swoop course set up on the landing area. Chris Lynch is in strict control of who is able to try it out and Lee Andrews wasted no time in gaining his CP2.

Skid Row is improving again as Lee is renovating another of the rooms prior to moving in and the car parks have been 'resurfaced', so hopefully we have seen the last of the potholes! Now we have the place looking decent, we just need summer to arrive...

## Jane Hopkins

**ACHIEVEMENTS CAT8/CHI** Mufian Li, James Murphy, Ben Oliver, Jose Videira **JMI/CH2** Dean Macintyre, Craig Weller **FS1** Jose Videira **CP2** Lee Andrews **JUMP NUMBERS 200** Holly Goodfield, Marcus Muir Smith, Simon Soper, Luke Warren **400** Michael Cambridge **800** Joe Laming **96 HOURS IN FREEFALL** Clem Quinn

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*George Judge (Jersey) and Mickaël Parmain (France), by Alun Griffiths*



**JERSEY**

[skydivejersey.net](http://skydivejersey.net)

# Liberation Boogie!

If you didn't already know, Jersey was occupied by the Germans during WW2 and so, to celebrate their surrender in 1945, May 9 is Liberation Day in Jersey – hence the Liberation Boogie! It was also 10 years since the formation of Skydive Jersey, so spirits were high.

The Boogie provided a few days of glorious jumping over our beautiful island. The Bank Holiday weather lit up the sky and put a smile on everyone's faces. Even though the weather prevented a full week of jumping, we still managed to get 70 fun jumps for experienced skydivers and enjoy the Cessna 208B Grand Caravan turbo-prop, which usually flies at its base of Le Havre in France.

There were a couple of competitions run during the event to add another dimension to proceedings. An Accuracy competition was set up, aiming for a defined target on the beach at the Gunsite. Handicaps were allocated based on jump numbers and our club chairman Joe Kennedy literally stepped up to the plate to take gold with a landing right on the money. Mally Richardson scooped second and Michelle Traynor took a close third.

The Crapaud Flip (a crapaud is the name of a local species of toad, also used as slang for local people) was the name given to a timed sequence involving a team of three jumpers, with a cameraflyer to capture the action for the timing and ensure successful completion. Starting from a three-person star formation, the timer started when jumpers released their grips. They all simultaneously threw a back-flip and then raced to reform the original 3-way star when the clock stopped. Pete Dolbel, Kirstyne and Nigel O'Brien scored gold with a slick 7.1 seconds, while Richard Hamilton, Matt Attridge and Mickaël Parmain claimed silver with an adjusted time for the jump numbers of 13.3 and Alun Griffiths, Michelle and Mally took bronze with 15.1 seconds. Congratulations to all those who took part and entered into the fun.

We hoped to build a 10-way formation to celebrate the anniversary of Skydive Jersey's operation but, unfortunately, the high winds didn't allow for jumping on Liberation Day itself when it was planned – so the record 8-way formation still stands. Plans are afoot for another Boogie later in the season, so we'll be aiming to set a new benchmark for the club and crack the record then. We hope to bring you some dates for your diary soon and will welcome locals and visitors for some fun in the sky.

It was a pleasure to see some of the original jumpers from a decade ago and to welcome some newly-qualified skydivers into the fold. Let's hope we're still burning up the sky in another 10 years from now! There were visiting jumpers from France and England along with the islanders, so thanks to all who hopped across the water to enjoy the stunning views and beach DZ.

There are various people to thank for the Boogie. In no particular order, Pierre from Abeille Parachutisme for bringing his speedy Cessna, Brewin Dolphin for their support of the club, Mally and Alun for organising the Boogie and all the club members who put in a lot of effort to make the club the success it is by helping out with the operations.

We'd like to congratulate our newest fun jumpers, Michelle Traynor and Richard Hamilton, on completing their AFF courses – well done to you both. They've been giving lots of their time to help out with the club and are great ambassadors for the sport.

There are also plans for jumping over a couple of our sister islands this season, so the smaller Guernsey and Alderney may get a few jumpers dropping in on them.

We've moved into the summer schedule with more openings planned mid-week, and we're all in agreement that it's time for the poor weather to foxtrot off and let the summer commence!

**Nigel O'Brien**



*Nigel O'Brien, Kirstyne O'Brien and Peter Dolbel, by Alun Griffiths*

**ACHIEVEMENTS AFF GRADUATE** Richard Hamilton, Michelle Traynor

Mary Carbutt, Ellie Southworth, Tony Lightfoot and Simon Wilkinson launching a B on Mary's FS1 jump, by Alex Busby-Hicks



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

## A busy little place...

**Tilstock has made** it very easy for me to write my first club news after taking over from the lovely Ann. So much has been happening this year and the kind weather has meant loads of progression and achievements.

The static line students are all making awesome progress; we have so many nearing their Cat 8, which is fantastic. We also have some of our club jumpers who are very close to reaching their FS1 with help from the Tilstock coaches, just in time for summer (if we have one this year...).

Johnny Galbraith has definitely had the most eventful day at the DZ so far this year. He was the first person to complete a smoke jump over Tilstock and made his 500th jump, as well as managing to fall down a ladder, dislocate his fingers and end up in A&E. A full recovery will be made and he will be able to jump again.

Jamie Flynn and Martin Robiette put on a very successful CRW/CF Roadshow Weekend, which was popular with our club jumpers and some new/old faces. Hopefully they will be back to do some more crazy canopy work during the summer and over the next few months with us at Tilstock.

Four hundred and thirty jumps later, John Poole decided it was about time to get strapped to a Tandem Instructor. John did his first tandem with Lee Rhodes in nothing but their underwear; definitely a memorable jump for both of them, especially because John now owes beer for his first love bite from another man. Adam Roberts also persuaded his mum Trisha to come along and give her first tandem a go; she enjoyed it so much that I think Adam will be signing her up for a static line course in summer... watch out Trisha!

Buzz is still organising the Tilly tunnel trips, which are very popular and beneficial to the static line and FS students. We also have the HEAT canopy course lined up, so fingers crossed for good weather. Also, because Christmas is only six months away, our party tickets are on sale now. You can pick them up at the DZ or call Colin on 01948 841111. It's never too early when it comes to Christmas!

### Mary Carbutt

**ACHIEVEMENTS FIRST FREEFALL** Pete Dickens, Lewis Phillips **CAT8/CHI** David Greenwood, Dan Griffiths, JJ **CH2/JMI** Mary Carbutt, Steven Cooper (Big Scoop), Lauren Mann, Rich Scott **FS1** Mary Carbutt **JUMP NUMBERS 50** Mary Carbutt, Steven Cooper (Big Scoop), Lauren Mann **100** Lyndsay Berry Morris, Rich Scott **200** Ellie Southworth **500** Johnny Galbraith **5,000** Tony Lightfoot **8,000** Chris Gilmore **ONE HOUR IN FREEFALL** Andy Pritchard **48 HOURS IN FREEFALL** Buzz

**BCPA**

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

## Going out in style

**In May, the BCPA** took an event to Chatteris for the first time in a decade to take advantage of their Twin Otter, cheap jump tickets and brand new clubhouse. It's safe to say that the high expectations we had for the event were met, with the dropzone even putting on a free BBQ for us on Saturday night. We look forward to returning in the coming years with a bigger event!

We returned to Cark the following weekend, where the favourable weather continued and allowed some fantastic progression, including an A licence, three FS1s, a WS1 and WS2, and a 15-way tracking dive for a combined 800th/300th/100th jump celebration!

The end of June saw 50 big-way jumpers descend on Hibaldstow with our sights set on a new record. With our current record set at 22 out in Perris in 2011, we were looking at multi-planeloads. Despite best efforts from the DZ to get us in the air after a few successful warm-up jumps on Friday and Saturday, the weather didn't quite clear enough on Sunday to allow multiplane for a record attempt. We have now rescheduled to try again in July.

By the time you read this, the BCPA year will have come to a close with our Nationals, a seven-day event which is held at Sibson this year. We are expecting a turnout of more than 150 people, with competitions in Accuracy, FS and FF, along with various epic parties. Look out for the full write-up in the next Mag!

### Jack Bradford



Big-way exit at Chatteris, by Jason Kelleher



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## Onward and upward

The BCPA contingent were blessed with some great weather but, with higher than forecast winds, we had to leave all of our progression students on the ground for most of the week. However, it was stickers galore as FS1s, FF1s and WS1s were achieved. Jack Bradford organised the big-ways and track dives, and completed his 800th jump to boot.

The Saturday night party has never failed to deliver, with many varying dream outfits, while Sunday was a more sober affair for some as they struggled out of their tents and into gleaming Sunday sunshine. Thanks for a great few days to all those who came to see us. We look forward to seeing you all again!

Jim Scott has been providing some great wingsuit coaching to our WS fledglings. Ming Chu completed his initial suit jumps and achieved WS1 and WS2 over the weekend – top show, fella! Congratulations also to Jim on his 2,000th jump award. To celebrate, Jim covered all of the slots on the aircraft – to everyone's amazement, for a Scot! We can't wait for your 3,000th jump, Jim – Mike has ordered a C130 to celebrate!

Dave McMinn has been organising our CF Coaching – in particular, chasing Don Tomkinson around the sky. We are not sure if Don is deaf or works via a satellite, because Dave lost his voice over one weekend. Big up to Don, who is now no longer rotating around the sky but has managed to rotate in the stack. Dave has a few demo Triathlons so, if you wish to experience some close canopy contact, come and have a chat with Dave.

Karen and Scott, our latest FS coaches, are busy providing the specifics for our budding FS1 achievers – Dave Roe and George Neate being two of our up-and-coming hopefuls. Manifest now has a dedicated coaching section to assist with gaining WS, FF and FS credentials, which is a great place to build up your core skills and progress.

We have seen a few FS teams forming and training with us in preparation for this year's meets. *Magic V* completed 12 training jumps over a weekend in blue skies and warm conditions and Dave H provided some expert coaching while honing his CP skills with Kieron and Stevey D on grassy swoop lane. Great to have you guys about, and good luck in your forthcoming comps.

It's a farewell to John, Lynn, Kate and Th'Adam for the canteen service provided over the last few years, and good luck with your kids' new venture. A warm welcome goes to Christine and Polly, our new canteen crew. Called the Drop Inn Café, both Christine and Polly are ready to provide tasty treats and evening meals. Pop in, see the girls and sample their goodies...

**Stu Morris**

**ACHIEVEMENTS FIRST FREEFALL** Rick Boton, Dan Jones, Kathryn Oldham **CAT8/CHI** Mo Asghar, Michael Corbin, Tracey Miffilin **FS1** Sam Doughty, Joe Mann, Alec Munro, Tom Shorten **FF2** Cez **WS1 and WS2** Ming Chu **JUMP NUMBERS** 200 Scott Alexander, Ming Chu 300 Ali Woodhouse 800 Jack Bradford 2,000 Jim Scott

**HIBALDSTOW**

skydiving.co.uk

**ACHIEVEMENTS CAT8/CHI** Kerry Bell, Seb Chandler, Carmen Sumadina **FS1** James Burrow, Dan Gittins, Nik Murphy, Lacey Williams **FF1** Jamie Gray, Ant Kinsey **JUMP NUMBERS** 50 Lacey Williams 100 Max Navarro, Andy Pointer 200 Hannah Broughton, Richard Dunn, Evan Grant, Matt Lancaster, Kevin McNab, Louise Shaw 300 Claire Atley, Sam Cavendish 600 Sam Davis, Darren Graham 900 Kris Cavill 1,000 Nick Spiller, Jordan Wilcox 1,300 Rob Spour 2,000 Jo Burns

## Crazy season is back!

With the temperature starting to rocket, it feels like the season is in full swing and with it some great weekends on the DZ – ranging from fun competitions to huge party weekends!

Intermediates with Stubert opened the season with challenging jumps to push hardened jumpers – hot skydives for sure, but we can't win them all. We'll get that 14-way hope diamond soon! In the meantime, jumpers with only 100 jumps were enjoying a new lease of life in formation loads on the dropzone with plenty of 18-ways and 20-ways building and moving. It's becoming a regular feature so, if you want FS formation loads, get yourself down to Hib!

Simon Cathrine's ever-popular Introduction to Big-way FS continues to draw jumpers from all around the country for his primer in large group flying, with some jumpers travelling a 10-hour round trip to make it. There's something in the event for everyone and it's clearly worth the travel, so keep an eye out for the next one.

The freely scene continues to grow on the dropzone, with the *BLTs*, Amy Chmelecki and Jake all driving freely from grassroots all the way to group sequential flight. It's great to see the FF revolution taking off again and the FF1 stickers rolling out. To put the cherry on top, we're very pleased to be the host of the 2013 UK Head Down Record on September 7-8 – a great target for the end of the season.

Lastly, let's not forget our new coaches and instructors! Congratulations to Jordan Wilcox (TI), Kris Cavill (CSI) and Kathryn Campbell (FS Coach). All three are putting their ratings to good use already.

It's crazy season, so don't miss out on any of our events – check them out on our website skydiving.co.uk or be square!

Summer is here – don't waste it!

**Stubert Ferglstein**



Over the top, by Kris Cavill

## BLACK KNIGHTS

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

# More than just winging it



There's been so much going on over the last couple of months with all the events here at the centre. The weather has been kind on occasions and we have achieved a lot: superb freefly coaching from Tron (Mark Cooper), FS 4-way weekends with Kyle and Laura (with outstanding results in progression), ITBW with Dave West, Wingsuit Workshop with Ross Lambert and, coming up this year, the first BKPC Phoenix Fly Wingsuit Skills Camp with Jarno Cordia. This is not to be missed! Well done to all of the students who have progressed and qualified despite the normal British weather! You've all worked very hard and should be proud of yourselves.

We've had a great open week with glorious sunshine. We certainly made the most of it and the Blackhawk was tearing up the skies above Cockerham for 10 days straight. A big thank you to our pilots Ash Kemp and Matt Cunningham for all their hard work – you did a great job. Wingsuiting is starting to become very popular at the centre, with some great progression towards flocking and Artistics. We're sure the superb views at 15,000ft are part of that attraction so, as you can imagine, it's been a busy few months for our two new wingsuit coaches. Steve Searle and Marvin Lloyd have been running numerous first flight courses both at weekends and during our open weeks since May, with WS1 and WS2 taking up a lot of space on the achievements board (don't forget your beer fines, people – we know who you are!). We've had both regulars and visitors from all over the country trying this great discipline for the first time – even Paul Yeoman, our CCI, dusted off his wingsuit and took to the skies during the May Bank Holiday weekend. We even have Brian Berry and Roger Hughes focusing on Artistics for the Nationals next year.

The FS and freefly groups have been having a great time organising everything from head up

and head down groups to 4-ways and up to 16-ways with very fast turnarounds. A big thank you to Dave West, who carried out the introduction to big-way – everyone learned a lot and it was great to see some big FS groups in the skies over Cockerham. Big thanks to the Manifest and the girls in the office, you are doing a great job – keep it up.

A big thank you to Claire and Dave (well, Claire really!) for arranging a great BBQ for all of us who were left hungry following a busy but great Saturday. Dave did a great job of turning the sausages! We all know who to come to next time.

We are all looking forward to a great summer and welcome old and new skydivers alike.

**Sharon Beeson**



**ACHIEVEMENTS** CH2/JMI Calum Fleming, Claire Simpson JMI Sean Mercer FSI Elliot Brown, Dave Flood, Matthew Flood, Aliaa Khaja, Tracy Rosy, AJ Taylor, P Waterhouse  
**FFI** Matt Peerless, Liam Power **WS1** Dan Dixon, Mark Finch, Andy Gleeson, Sean Mercer, Dave Simpson, Phil Symons **WS2** Roger Hughes, Marvin Lloyd, Steven Searle  
**JUMP NUMBERS** 100 Elliot Brown, Claire Simpson 200 Sean Mercer, Lee O'Connell 500 Roger Hughes 1,000 Phil Symons

## CORNISH

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

# Hello, goodbye and thanks

There seemed to be a real buzz in the air over sunny Cornwall for a few weeks, or was it the drone of our 206? Glorious sunshine and light winds seemed to coincide nicely with our busy charity tandem days, which saw bouncy castles, live music, Superman and pirates! Andy M and Andy H were here to help (they weren't the pirates) and I think we all spent at least seven hours sat in the plane. The canteen has never been so busy – fantastic effort by Ed and Tamar, with Jon running between cooking and editing! Cheers guys!

The great weather also brought out some new faces in the skies over Perranporth, with people finding time in their busy working week to get a couple of jumps in and a great sunset 4-way with Michael, Neil and Maddy. We have had a couple of busy days at Bodmin jumping our new AFF students, who have all jumped now, and the rare static line course too. Also, James has returned to the skies – great to have you on board. Pete Sutton returns to us from sunnier climes as a newly-qualified skydiver – welcome to the Cornish Weather Watching Club!

After nearly seven years at the helm as chief pilot, Steve has decided it is time to hang up his headset at the young age of 64. A massive thanks from all at the club, and we wish you well in your future ventures.

With the unexpected news of Steve's retirement, we have now enlisted the ever-ruthless hand of Stefan as our new chief pilot. Stefan was the chief pilot some years back at the old Cornwall Parachute Club. We also have two new BPA pilots in Simon Canning, who first flew a 206 in the Congo, and our resident doctor and TI Ryan (get a job) Jackson. Here's to some great fun flying with ya!

Dave has hit the 1,000 tandem mark and it worked out that I filmed him as he did mine! Not sure he is keen on doing another 1,000, though.

Plans are still in progress for beach jumps later this summer. Please contact us for further details.

**Ben Wood**



Dave Wood's 1,000th tandem, by Ben Wood

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# Beni Mellal

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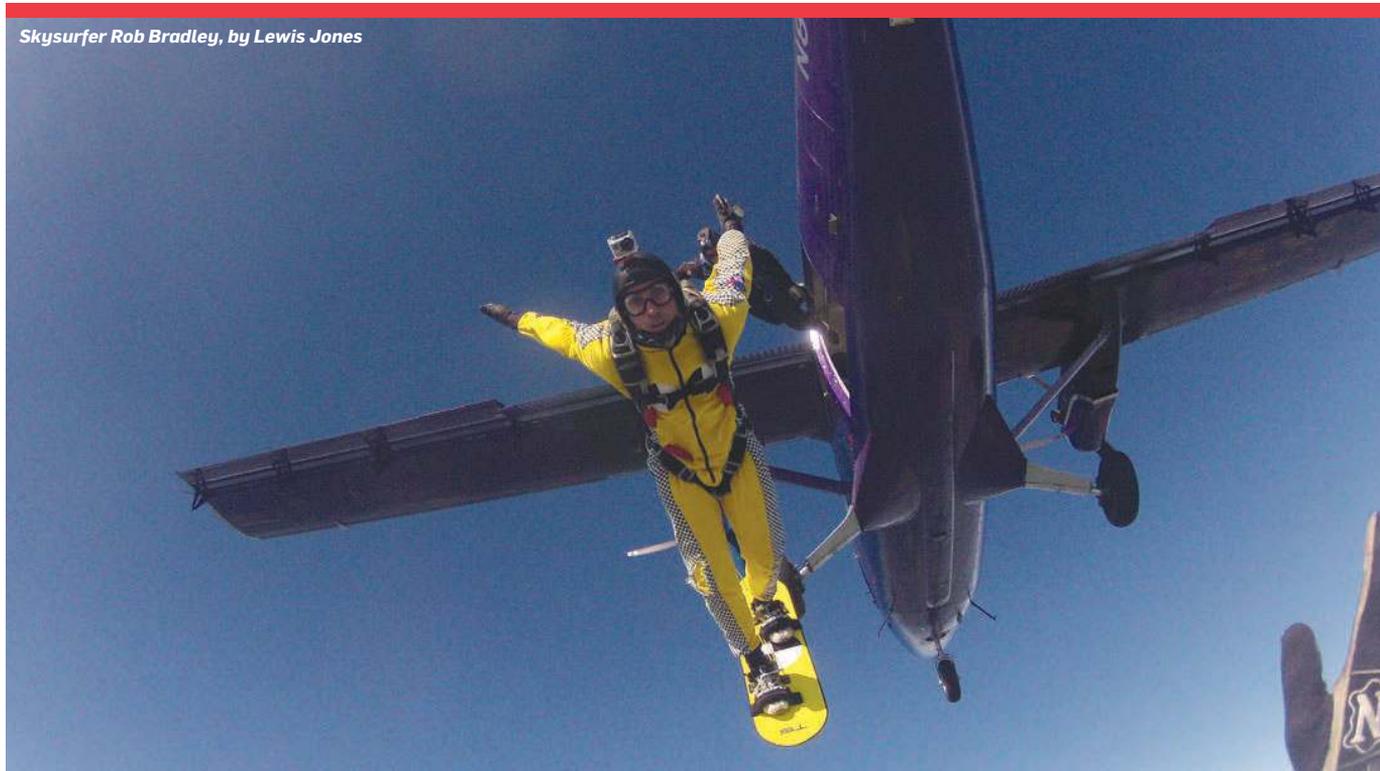
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Skysurfer Rob Bradley, by Lewis Jones



**CHATTERIS**

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# Summer? Finally!

Something very unusual has been happening at Skydive Chatteris. Every now and then, the grey sky has turned a sort of pastel blue colour and we've been graced with this luminous burning white ball in the sky. Not sure what it is, but we don't mind – just take one look at our achievements list and you'll see we've been jumping like mad.

At the end of May, we hosted a BCPA weekend as part of their dropzone tour. Mother Nature was kind and the airfield was full of fun jumpers from all backgrounds. This also included the first skysurfer we've seen in a while – Rob Bradley. With the great weather and a big range of disciplines available, the weekend proved to be a great success and we're hoping that the BCPA will be back next year – possibly with even more people.

Skydive Chatteris is quickly becoming a very popular dropzone for fun jumpers. With an increasing amount of interest and a high level of students qualifying, there is always someone here waiting to jump with you. We still have plenty of FS coaches available for those who are just off student status or who want more experience and to improve their relative work skills. Freefly is becoming increasingly popular too and FF big-ways are now a regular occurrence here. Also, we still have coaches available to provide one-on-one training if you're not quite ready yet.

Wingsuiting is another discipline which has really taken off at Skydive Chatteris. If you

take a look at our achievements list, you will see that tracking jumps just aren't quite enough for some. So, if you too have reached the 200 jump mark and have thought about it, then come and pay us a visit. If you are interested in visiting Chatteris for any of the above, please do not hesitate to find us on Facebook and ask who is around when you plan to visit. We don't bite!

Going back to the flat stuff, our all-girl formation team *ChatterChicks* entered their first competition in May – UKSL1 at BPS Langar. Although the competition was cut short after only three rounds due to the weather, the girls won Rookie gold with

an average of 7.7 – amazing results for their first competition. Well done! Tanya, Vikki and Sarah from the team also put together a scratch team with DZ regular Rich Rust for the UKSL events at Sibson and Cark, where they competed in the single A category for a bit of fun and experience.

And finally, since we've all had a taste of summer here at Chatteris, we've prepared ourselves for more of that sunshine. Remember us telling you about our new clubhouse? Well, we now have an open decking area with plenty of loungers and the guys have been working hard and installed a state-of-the-art BBQ. The free beer and BBQ on Saturday nights is still going to continue – only 10 times better!

**Robynne Haynes**



Robyn Clayton on a sunset jump, by Gary Johnson

**ACHIEVEMENTS CAT8/CHI** Hannah Birch, John Stopford-Pickering **CH2/JMI** Robynne Haynes, Jon Williams **FS!** Robyn Clayton, Garrick Taylor **FF!** Linas Karaveckas, Conor O'Brien **WS!** Linas Karaveckas, Rob Tigger Bradley **JUMP NUMBERS 50** Jeralee Cullen **200** Tim Freegard, Lewis Jones, Linas Karaveckas **1,200** Adam Gooch **12 HOURS IN FREEFALL** Adam Gooch

**LANGAR**

skydivelangar.co.uk

# Plenty of momentum (and speed!)

The start-of-summer Boogie season went pretty well, with continuous events starting with *Skydive Choreography's* Big-way Beginners (last weekend in April) all the way through to the end of the UKSL competition on May 12. The day after *Skydive Choreography* finished, Siân Stokes and Phil Curtis ran their mid-week FS Progression camp alongside Brian Vacher's Flight-1 canopy course, both with great success. That then ran straight into the Langar Boogie, which ran right into UKSL!

Langar 4-way teams are doing well in the UK Skydiving League. *Bodyflight Isis* won gold in the AAA Class at both the Langar and Sibson meets, as did *Anti Gravity Ninja Swans* in AA. *Funnel Vision* got silver at Langar and bronze at Sibson in A Class, and *Phwoarrsme* took Rookie bronze at both meets. At the Langar meet, *4mula* added to the list with a silver in AA, while *Hyrrokkin* took the AAA bronze at Sibson. Great performance all round, people!

Attendance at Ally Milne's organised head down weekend (as seems to be this year's theme) impeded by the weather, but everyone who did make it was put to good use. Some even achieved their biggest formation to date, with dives up to 14-way and a biggest completed formation of 12. Ally is planning more later in the year, so watch this space if you want to join in.

With coaching by Mike Lovemore, our Speed Skydiving event attracted a small cadre of participants and everybody achieved speeds in excess of 200mph. That's quite quick, that is...

Student Progression Week was again plagued by the weather, but we still got some good jumping done over the initial weekend with Billy Payn and Raph St. Barbier organising, plus plenty of student progression – check out our Achievements list. Weather holds allowed for big-way briefings from Billy and Keiron O'Rourke, and loads of CH briefings.

We have a new CP coach! Gary Davidson is now available for hot tips and training to get your canopy piloting skills up to speed. Catch Gary at the DZ and take advantage of his skills.

Welcome back to John Davis, FAI D2827, who has returned to skydiving after an absence of 32 years. You just can't keep them away!

We're deep in the final stages of preparation for Langar Boogie 2 and the *Brit Chicks* Women's Formation Record, running concurrently from September 7-15 – details are at facebook.com/skydivelangar.

**Tony Danbury**

**ACHIEVEMENTS FIRST FREEFALL** Nikita Ny, Jack Parton **CAT8/CHI** Darren Davis, Paul Dougall, Chris France, Joel Hindson, Luke Hudson, Toby Nofal, Steve Padmore, Tom Ravet, Jay Richardson, Dave Slatter, Karol Sokolowski, Eric Wozny **JM1** Tom Busby, Matt Bryant, Hannah Parker, Tom Shorten **CH2** Tom Busby, Hannah Parker, James Sherwood-Jones, Tom Shorten **FS1** Rowan Border, Ed Cawte, Paul Dougall, Ben Mitchell, Dylan Morris-Roberts, Steve Padmore, Tom Shorten, James White **FF2** Ricardo Quail **CPI** James Woods **JUMP NUMBERS 50** Trevor Allport, Anna Davis, Dylan Morris-Roberts, Hannah Parker, Andrew Wilkinson **100** James Sherwood-Jones **200** Tony Thomas **300** Ian Benzie, Stef Daunt **400** Paul Rimmington **600** Cheryl Farnden **800** Viki Bingham, Ruth Jordinson **900** Lee Attenborough **1,000** Ryan Briddon, Nick Robinson **1,200** Des Meyer **1,900** Fiona Birnie, Siân Stokes **3,000** Chris Carroll **ONE HOUR IN FREEFALL** Neil Denbow **36 HOURS IN FREEFALL** Fiona Birnie

**First place Scrambles team:**  
(L-R) John Dippnall, Sam Carter, Lewis Young and Liz Moor



**ACHIEVEMENTS CAT8/CHI** Emlyn Cornwall, Ben Gentle, Lee Justice, Chris Lumbard, Frederick Mowforth, Matt Trevillion, Duncan Watson **CHI** Mark Wilson **CH2** Steve Brown, Sam Carter, Andy Cobb, Blane Kinge, Dan Semper, Toby Williams, Mark Wilson **JM1** Steve Brown, Sam Carter, Andy Cobb, Blane Kinge, Dan Semper, Toby Williams, Mark Wilson **FS1** Steve Brown, Andy Cobb, John Dippnall, Leanna Lewis, Andy McMillan, Toby Williams, Ian Whayman **CPI** Rob Bellman **JUMP NUMBERS 50** Steve Brown, Sam Carter, Dan Semper, Toby Williams, Mark Wilson **200** Andy Cobb **1,000** Rob Bellman **1,200** Barrie Bremner **10,000** Andy Page **100 HOURS IN FREEFALL** Andy Page

**BECCLLES**

ukparachuting.co.uk

# Magnificent milestones!

What an epic time we've been having here at Beccles over the past couple of months! May kicked off with our annual Scrambles event, which was run by the superb *Raykipo*. We had record attendance this year, with nine different teams competing. Well done to all those who came along – it was a brilliant weekend, with plenty of safe skydives and awesome skills. The results were as follows: in first place were *Tomo's three morons and a hot chick*, in second place were *Tomo loves cake* and in third were *Tomo, move your car*. Thank you go out to: Tomo, for hosting the event and providing the BBQ and booze for the party on Sunday night; the brilliant manifesters, who worked so hard over the weekend organising loads and keeping us in the skies; the packers, whose tireless work helped keep the programme running and, finally; to all of the cameramen who managed to keep us mostly in shot – even when things went a bit wrong!

A progression course was also run in May for all the newly-qualified clubbies and plenty of people participated. Thanks go to Nader for running the JM1 and CH2 side of the course and to Simon for passing on all of his packing skills and secrets.

Massive congratulations go to Andy Page for achieving his 10,000th jump, 100 hours of freefall and 6,000 tandems. We're so lucky to have such a legend with more than 35 years in the sport jumping here, especially as he still always has time for a fun jump or two at the end of the day. Geoff Tucker has also accomplished 6,000 tandems – he's one of the best Tandem Instructors around and has always done a brilliant job of showing people the sport we love.

Looking towards the future, we'll be hosting Brian Cummings for a big-way event over the weekend of September 21-22. Here's hoping that, with Brian's help and tuition, we'll be able to beat the Beccles big-way record over the weekend. We'll also be seeing *Raykipo* again for an FS progression weekend on October 11-13. Make sure you keep an eye on our Facebook page for more details about our upcoming events and how to book your place.

**James Page**

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**SWANSEA**

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# It's AFF-able!

**What fantastic weather** we have been enjoying here at Skydive Swansea! We have been very busy with the arrival of lots of new AFF students who want to come and play in the skies – always nice to see new faces. Congratulations to Christopher Pinkham, Nick Watts, Lou Greenwood, Dan Tobin and Catherine Owen on achieving their A licences! An absolutely MASSIVE congratulations to Mariam Bonyadi for achieving her A licence more than a year after first attending ground school – time for a happy dance, Mariam! We hope to give congratulations to many more by the next issue. Well done Chris Dutton, who managed to get a lift up just for him at the end of the day so he could get his B licence.

There's also been a lot of fun jumping going on, with club members taking full advantage of the awesome weather! Well done to Darren Porter for the carnage that was his 100th jump – great fun! Tom R-Hare celebrated his 400th with a high hop'n'pop, enjoying the sunset views over the Gower. But we should not forget the legend that is Dave Howerski, who recently did his 12,000th jump – giving him a grand total of more than 120 hours in freefall! It's been great to have his smiling face at the DZ and, even after all those jumps, he's always excited for the next!

We also welcome back a familiar face and member of the Skydive Swansea family, Mikey Phillips, as our new freefly coach and future cameraman. Great to have you back, Mikey! The great weather has also brought the arrival of another familiar face bearing ice cream – how we have missed the ice cream van! And, of course, how could we forget? Drum roll please... huge congratulations to our cameraman Ben Jenkins on getting his tandem rating, and to Teej Quigley, who played the role of tandem student for her 500th jump.

We also welcomed the team from Heroes Challenge UK, which included regular club jumper Bill Beynon. After cycling a total of 1,206 miles, rowing across the Irish Sea (there and back) and climbing the four highest peaks in the UK (totalling 13,787ft!), the team rendezvoused at Skydive Swansea where six members completed a tandem skydive to raise £100,000 for Help for Heroes. An absolutely amazing achievement – well done guys!



Tom R-Hare's 400th hop'n'pop

**ACHIEVEMENTS CAT8/CHI** Mariam Bonyadi, Lou Greenwood, Catherine Owen, Christopher Pinkham, Dan Tobin, Nick Watts **CH2/JMI** Chris Dutton, Laura Turner **JUMP NUMBERS 100** Darren Porter **400** Tom R-Hare **500** Teej Quigley **700** Anthony Andrews **12,000** Dave Howerski

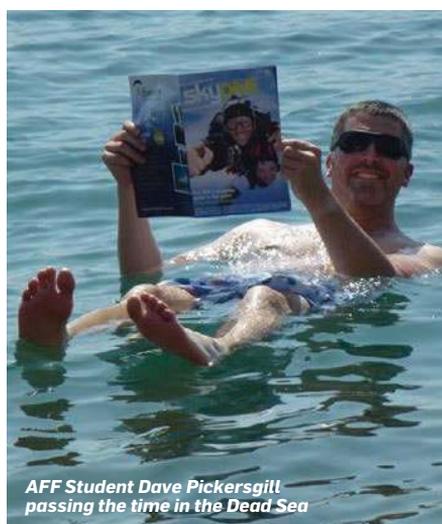
Think you've got great canopy skills? Why not join us for our Accuracy competition on Sunday evenings? It all started with a bet – who could land nearest the cross? – but has now become a regular feature here at Swansea. It's only £5 for all our club jumpers, with a cash prize and a rollover prize at the end of the year.

**Laura Turner**

**CYPRUS**

skydivecyprus.com.cy

# Students, students and more students!



AFF Student Dave Pickersgill passing the time in the Dead Sea

**Clear blue skies** and hot sun can only mean one thing – non-stop jumping! Picking up where we left off, we're now at full speed. With a steady influx of tandems and AFF, the DZ has also been littered with static line students – the DZ has never been so busy!

A big thank you must go out to one of our military jumpers, Andy Allen, who organised a huge charity tandem event over the island with more than 25 people to raise money for the charity Hire a Hero.

In addition to that, we've done a few more displays and also held the Annual National Skydiving Competition. A fiercely fought-out event took place over three days, with five teams competing over four rounds. The eventual winners *Team Anonymous* earned the right to represent their country in the next World Championships. The results were:

1. *Anonymous*
2. *Sky Nefos*
3. *MNMS*
4. *Sax*
5. *Blue Force*

Finally, we must also give a huge 'well done' to our very own George Kakkis, who managed to break the language barrier and become a CSBI with a six month recommendation.

A busy few months approach us yet again, but watch this space for (no doubt) a lot more fun in the sun...

**Dylan Bartle**

**ACHIEVEMENTS FIRST FREEFALL** Varnavas Artemiou **CH2/JMI** Michail Antonis **JUMP NUMBERS 100** Michail Antonis **1,000** Elias Georgiou

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## Crazy and magnificent

**The summer is here** – woo hoo! Well, at least in a fashion. Okay, so we have had some poor weather days but, when the sun has shone, we have pushed the big red button and swung into action.

We saw a record turnout at our annual UK Parachuting Sibson 4-way Scrambles, with a record number of FS1s awarded at the end of the competition. Our resident 4-way team *Raykipo* did a grand job organising the competition and were also on hand for coaching.

We held the 4-way UKSL meet in June, which was hit with bad weather on the Saturday. This meant one thing... Met roulette. There was, therefore, the most awesome party held in the Phoenix Bar on the Saturday night – with so many shenanigans I couldn't list them all. Needless to say, the highlights were Grant and Emily stage-diving off the bar, Fletcher trying to stage-dive from the bar in his undies and headbutting the light fittings, Justin's human pyramid attempts that needed scaffolding to support it – as well as his human pyramid creeper racing! Justin has now been affectionately named the oldest teenager on the dropzone! The Sunday saw a poor start with the weather, so hangovers were nursed by all, but then blue skies appeared all of a sudden, the big red button was pushed and we managed three rounds before the weather closed in again and the comp was called.

We had a great turnout for the CF Roadshow, with lots of new faces around the place checking us out. The CF GP the following week was a no go due to weather – but I'm sure they will be back.

I'd like to welcome our new packers, Adam and James from Peterlee, and Song, who is staying with us for a few months on his travels around the world.

By the time you read this, we should have completed a Sibson first – a C130 Hercules was with us on July 11-12. Check out the photos on page 7. We also have the BCPA Boogie coming up in the first week of July and then our own Sibson Boogie from July 18-28.

We now have a complete calendar full of events and competitions throughout the whole season. Keep an eye on our Facebook groups and Twitter feeds.

As usual, I'm still looking for good photos and achievements to go into club news, so get in touch with all your craziness.

Why not follow us on Twitter, add us to your Facebook (UK Parachuting – Sibson Airfield) or check out our website [skydivesibson.co.uk/events](http://skydivesibson.co.uk/events) to keep up to speed with all the happenings at UK Parachuting Sibson.

**Paul Dorward**



*The Scrambles presentation, by Paul Dorward*



*A military static line course in June*

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## Style on the wing

**Skydive GB** has been a hive of activity lately. We warmly welcome the military static line courses facilitated by Mr Paul 'Gibbo' Gibbs, which will be happening on a monthly basis.

There's been an uptake on wingsuiting lately, with Andie and Ninja regularly seen flocking over the skies of Bridlington. Many more seem keen to join in the fun and we're hoping this becomes a regular discipline – the beautiful east coast is certainly the place to do it.

Vince Docherty has finally undertaken his first jump with a camera on his head (which has only taken 10 years), and it's a shame he didn't manage to film the malfunction he had due to his lens cover being closed! John Halton also completed his first camera jump after many years of chasing his C licence.

We welcome Eddie Monteith and Darren Glover. They are busy teaching the masses the art of freeflying and canopy control. We also welcome the arrival of Ray Armstrong's new tandem rig – we're all too scared to touch it, but it looks pretty.

The Hull University students have formed their own skydiving club and we've had an influx of enthusiasm from this group.

Skydive GB's demo team made their debut this year by jumping into John and Annette Hitchen's wedding in Sheffield. This proved to be a successful event, despite the inclement weather earlier in the day.

Overall, a good and interesting few months, with many people achieving various goals in skydiving. We aim to achieve many more over the summer.

**Sara Orton**

**ACHIEVEMENTS** FIRST FREEFALL Mikey McCulloch-Holmes, Eddie O'Brien CH2/JMI Steve 'Fat Pants' Kilvington FS1 James Birchall FFI Sara Orton WSI Andie Harrison, Steve 'Ninja' Perkins **JUMP NUMBERS** 50 Steve 'Fat Pants' Kilvington

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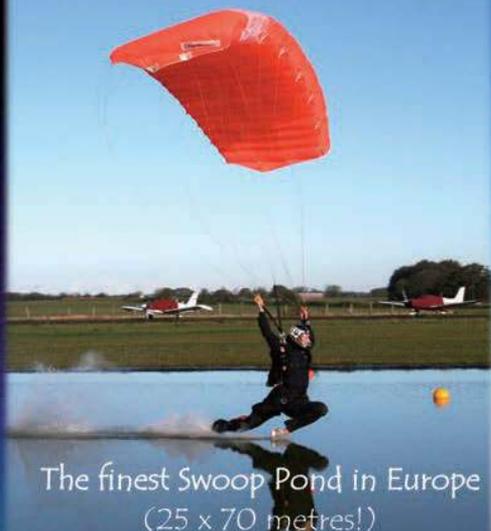
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20th-22nd Sept

CP Nationals





Piers' round jump, by Alan Thompson

## PETERLEE

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

# Round and around

**Bad weather isn't** going to stop us! Despite having terrible weather during our first progression week in June and it staying with us throughout the whole of the month, we have seen record progression from students and regular club jumpers – including a 1,000th jump from John Hillam.

One of our regulars, Piers Kittel, is doing some astounding challenges for The Pahar Trust Nepal, which helps to support deaf schools in Nepal. He has set himself three challenges of doing the Yorkshire Three Peaks Challenge, cycling the C2C route in just two days and jumping an ancient round parachute (a GQ aeroconical 28ft, if anyone wanted to know) with front-mounted reserve. Thanks to a single good weather day, the latter and most important challenge of jumping a round parachute has been completed. He landed on the drop zone – just...

Special thanks go to Andy Gibson for hand-delivering the rig all the way from Scotland for the jump and to Andrew Hilton, David Goodwin,

Ian Roseninge, Alan Thompson and Mark Willcox for their hard work and making the jump happen. Piers has already raised £1,500 of his £2,000 target for the charity; if anyone wishes to help him achieve his target of £2,000 (don't worry, we're not asking you to donate the whole amount), please visit [justgiving.com/piers-kittel-nepal-2013](http://justgiving.com/piers-kittel-nepal-2013)

As a bonus, if anyone wants any bang for their buck, they can see the video at: [vimeo.com/68012206](http://vimeo.com/68012206)

We have another Superman at Peterlee – going by the name of Tom Crow – who is cycling from Newcastle to London for Diabetes UK. It is a 300-mile, 24-hour endurance bike ride across the majority of the UK, starting in Gateshead close to the Metrocentre at 12pm on Saturday August 24 and finishing at a target time of 12pm near the Olympic Park in London Sunday August 25. Tom has raised £355 of his £500 target. If anyone wishes to donate or just wants to wish him good luck with his cause, head to [justgiving.com/tomcrow](http://justgiving.com/tomcrow)

Lisa Stephenson has returned after a long time off and has been overheard saying how her fear turned into excitement as soon as she got in the door. Not only has Lisa returned, but she

has dived into it with renewed passion and sprit, achieving her B licence and completing the majority of her FS coached jumps – meaning FS1 and even more beer soon...

We have a large number of AFF jumps and we also have lots of new AFF students coming through, thanks to Brian Dyas taking over the AFF School. We have switched our Category System programme over from our Cessna 182 to our Cessna Caravan, and the introduction of static lines is so far proving to be a success – even taking into consideration the time one of our first-time jumpers decided to land in the highest tree available (70-80ft) and had to be rescued by firefighters...

We welcome the arrival of our new Cessna Caravan pilot Dave Ibbotson and also say 'hello' to three new manifest staff – Emil Bachvarov, Andy Laws and Simon Dickinson. The bar has had more work put into it thanks to Paul Moore, and the camping and caravanning area has been raised and regraded. Finally, our manifest and reception has been repainted and we have future plans for a porch, a second aircraft dispersal and concreting the floor to Hangar 2.

**Oli Hudson**

**ACHIEVEMENTS** FIRST FREEFALL Emil Bachvarov, Gabe Thomson CAT8/CHI Catherine Bennetts-Cash, Chris Granger, Henry Heuck, David Houghton, Andy Laws CH2/JMI Janjilla Chirnside, Andrew Findlay, Evelina Overlingaite, Lisa Stephenson FS1 Adam Boxall, Janjilla Chirnside, Evelina Overlingaite, James Perry, Christina Wright WSI Simon Minto CFI Darren Strafford **JUMP NUMBERS** 100 Ant Carrow, James Perry 200 Jonny Baines 300 Piers Kittel 500 Simon Minto 800 Trev G 1,000 John Hillam

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## August

August 1

**BPA** Riggers' and STC meetingsLocation: **BPA Offices** · bpa.org.uk

August 1-2

**A** Summerfest Boogie (WVWR qualifier)Location: **Skydive Chicago** · melissairheart@yahoo.com

August 2-4

**CP** Canopy CourseLocation: **Dunkeswell** · skydive99.com

August 3-4

**FS** 4-way CupLocation: **Hibaldstow** · skydiving.co.uk

August 3-11

**B/F** Summer BoogieLocation: **Cark** · skydivenorthwest.co.uk

August 7-11

**B/F** Twin Beech BoogieLocation: **Dunkeswell** · skydive99.com

August 10-11

**BPA** BPA Speed Coaching RoadshowLocation: **Hibaldstow** · speedskydiving@hotmail.co.uk

August 12-16

**BPA** Instructor Course (CSI)Location: **Headcorn** · bpa.org.uk

August 13

**BPA** BPA Council MeetingLocation: **BPA Offices** · bpa.org.uk

August 13-18

**B/F** AN28 Boogie with Dave LewisLocation: **Magdeburg, Germany** · mdskydive.de

August 13-19

**World Cup and European Championships in** **FS** FS and **A** ArtisticsLocation: **Banja Luka, Bosnia and Herzegovina** · epc2013banjaluka.org

August 17-18

**BPA** FS Coaching Roadshow with Brian Cumming and Viki BinghamLocation: **Chatteris** · bpa.org.uk

August 17-18

**WS** Phoenix Fly 3D FlyingLocation: **Sibson** · skydivesibson.co.uk

August 20-27

**S&A** World Cup and European Championships in Style and AccuracyLocation: **Cheboksary, Russia** · bpa.org.uk

August 24-26

**FS** FS 4-way and **A** VFS NationalsLocation: **Hibaldstow** · skydiving.co.ukCYPRES 2  
model change for free

August 25-September 1

**CP** World Cup and European Championships in Canopy PilotingLocation: **Kolomna, Russia** · bpa.org.uk

August 27-28

**FS** Billy Payn Load OrganisingLocation: **Sibson** · skydivesibson.co.uk

August 29-September 1

**FS** P3 Big-way CampLocation: **Perris, CA** · p3skydiving.com

August 31-September 2

**FS** FS 8-way, **A** Artistics and Speed Skydiving Nationals, **FS** FS 4-way and **A** VFS Nationals ReserveLocation: **Hibaldstow** · skydiving.co.uk

## September

September 5-8

**FS** P3 100-way CampLocation: **Perris, CA** · p3skydiving.com

September 6-7

**FS** ESLLocation: **Moorsele, Belgium** · tinyurl.com/ESL-Moorsele

September 7-8

**A** UK Head Down RecordLocation: **Hibaldstow** · skydiving.co.uk

September 7-8

**FS** Speed 8 CompetitionLocation: **Netheravon** · netheravon.com

September 7-8

**FS** Brit Chicks Warm-up JumpsLocation: **Langar** · skydivelangar.co.uk

September 7-9

**FS** FS 8-way and **A** Artistics Nationals ReserveLocation: **Hibaldstow** · skydiving.co.uk

September 7-15

**B/F** Langar Boogie 2Location: **Langar** · skydivelangar.co.uk

September 12-15

**FS** Brit Chicks Record JumpsLocation: **Langar** · skydivelangar.co.uk

September 13-15

**BPA** Nationals in Canopy Formation, Classics and 8-way SpeedLocation: **Sibson** · skydivesibson.co.ukCYPRES 2  
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September 14-22

**A** European Head Down RecordLocation: **Empuriabrava, Spain** · babylon-freely.com

September 16-20

**BPA** Tandem and AFF Instructor CourseLocation: **Hibaldstow** · bpa.org.uk

September 20-22

**CP** CP NationalsLocation: **Dunkeswell** · skydive99.com

September 21-22

**FS** Scrambles Weekend with IsisLocation: **Netheravon** · netheravon.com

September 26

**BPA** Riggers' and STC MeetingsLocation: **BPA Offices** · bpa.org.uk

September 27-29

**CP** Canopy CourseLocation: **Dunkeswell** · skydive99.com

## October

October 5-6

**CF** CF Grand PrixLocation: **Netheravon** · netheravon.com

October 8

**BPA** BPA Council MeetingLocation: **BPA Offices** · bpa.org.uk

October 19-20

**FS** First-time FS Formation LoadsLocation: **Hibaldstow** · skydiving.co.uk

October 24-26

**A** Halloween Boogie (WVWR qualifier)Location: **Eloy, Arizona** · amychmelecki@hotmail.com

## November

November 4-8

**BPA** Instructor Course (CSBI/AFFBI/TBI/Advanced)Location: **Hibaldstow** · bpa.org.uk

November 11-15

**BPA** Instructor Course (CSI)Location: **Hibaldstow** · bpa.org.uk

November 21

**BPA** Riggers' and STC meetingsLocation: **BPA Offices** · bpa.org.uk

November 26-December 1

**A** WVWR – Women's Vertical World Record attemptLocation: **Eloy, Arizona**

KEY

**BPA** BPA EVENTS  
**CP** CANOPY PILOTING  
**FS** FORMATION SKYDIVING**CF** CANOPY FORMATION  
**S&A** STYLE AND ACCURACY  
**B/F** BOOGIES/FUN**A** ARTISTICS  
**WS** WINGSUIT  
**U** UNCLASSIFIED (inc POPS)

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## 8-way event: Block sequences

|                                    |  |                                       |                                       |                                   |   |   |                                       |
|------------------------------------|--|---------------------------------------|---------------------------------------|-----------------------------------|---|---|---------------------------------------|
| <b>1</b><br><br><i>Star</i>        | <b>2</b><br><br><i>Double Snowflakes</i> | <b>3</b><br><br><i>Double Donuts</i>  | <b>4</b><br><br><i>Donut</i>          | <b>5</b><br><br><i>Zipper</i>     | <b>6</b><br><br><i>Donut Cross</i>      | <b>7</b><br><br><i>In-Out</i>               | <b>8</b><br><br><i>Frisbee</i>        |
| <br><i>Inter</i>                   | <br><i>Inter</i>                         | <br><i>Inter</i>                      | <br><i>Inter</i>                      | <br><i>Inter</i>                  | <br><i>Inter</i>                        | <br><i>Inter</i>                            | <br><i>Inter</i>                      |
| <br><i>Donut Flake</i>             | <br><i>"Stereo" Bipole</i>               | <br><i>Double Chinese Tees</i>        | <br><i>Double Offsets</i>             | <br><i>Double Diamonds</i>        | <br><i>Lock Ness Monster</i>            | <br><i>Bipole Donuts</i>                    | <br><i>Triple Donuts</i>              |
| <b>9</b><br><br><i>Donut Flake</i> | <b>10</b><br><br><i>Bear Trap</i>        | <b>11</b><br><br><i>Snowflake</i>     | <b>12</b><br><br><i>Star</i>          | <b>13</b><br><br><i>Snowflake</i> | <b>14</b><br><br><i>Double Diamonds</i> | <b>15</b><br><br><i>Star and Snowflake</i>  | <b>16</b><br><br><i>Canadian Tees</i> |
| <br><i>Inter</i>                   | <br><i>Inter</i>                         | <br><i>Inter</i>                      | <br><i>Inter</i>                      | <br><i>Inter</i>                  | <br><i>Inter</i>                        | <br><i>Inter</i>                            | <br><i>Inter</i>                      |
| <br><i>Donut</i>                   | <br><i>Trapped Bear</i>                  | <br><i>Bipole Flake</i>               | <br><i>"Stereo" Bipole</i>            | <br><i>In-Out</i>                 | <br><i>Phalanx</i>                      | <br><i>Zipper and Caterpillar</i>           | <br><i>Monopods</i>                   |
| <b>17</b><br><br><i>"Old" Bone</i> | <b>18</b><br><br><i>Sidebody Donut</i>   | <b>19</b><br><br><i>Bipole Donuts</i> | <b>20</b><br><br><i>Double Donuts</i> | <b>21</b><br><br><i>Butterfly</i> | <b>22</b><br><br><i>Double Opals</i>    | <b>23</b><br><br><i>Compressed Diamonds</i> | <b>24</b><br><br><i>Dickie Bow</i>    |
| <br><i>Inter</i>                   | <br><i>Inter</i>                         | <br><i>Inter</i>                      | <br><i>Inter</i>                      | <br><i>Inter</i>                  | <br><i>Inter</i>                        | <br><i>Inter</i>                            | <br><i>Inter</i>                      |
| <br><i>Emerald</i>                 | <br><i>Sidebody Donut</i>                | <br><i>Springbok</i>                  | <br><i>"Cat" Diamond</i>              | <br><i>Dumbbell</i>               | <br><i>Zipper</i>                       | <br><i>Compressed Diamonds</i>              | <br><i>Donut Cross</i>                |

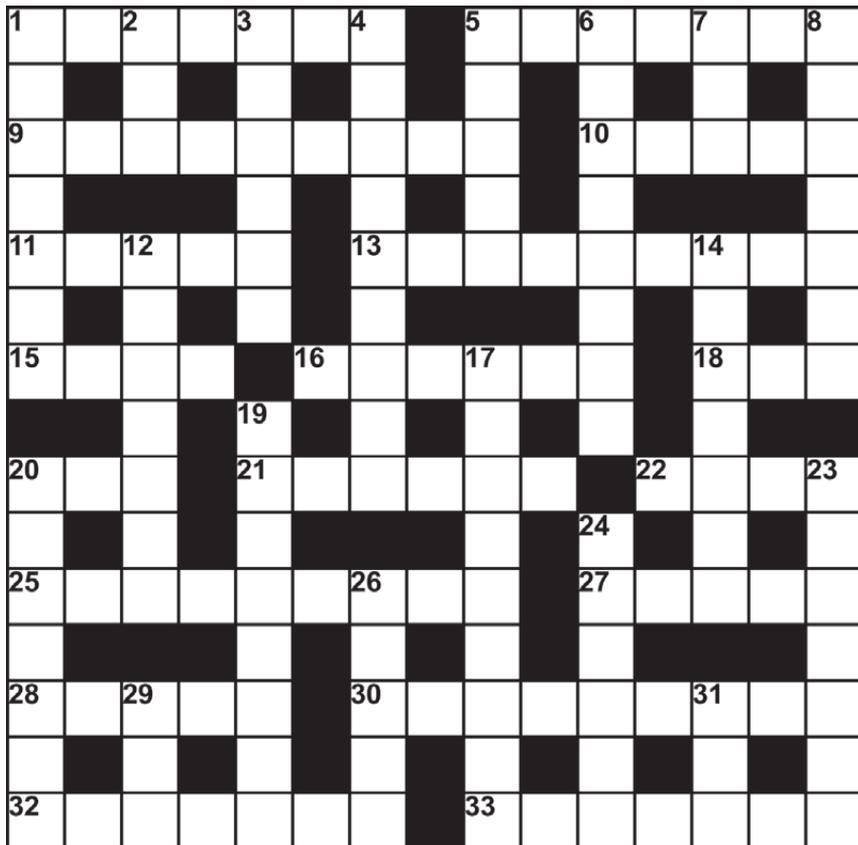
## 8-way event: Random formations

|   |                                     |   |                                      |                                     |                                      |                                  |                                |
|---|-------------------------------------|---|--------------------------------------|-------------------------------------|--------------------------------------|----------------------------------|--------------------------------|
| <b>A</b><br><br><i>Phoenix</i>            | <b>B</b><br><br><i>Stairstep</i>    | <b>C</b><br><br><i>Compressed Accordion</i> | <b>D</b><br><br><i>Hope Diamond</i>  | <b>E</b><br><br><i>Rubick</i>       | <b>F</b><br><br><i>Diamond Flake</i> | <b>G</b><br><br><i>Arrowhead</i> | <b>H</b><br><br><i>Buzzard</i> |
| <b>J</b><br><br><i>Bipole Flake Flake</i> | <b>K</b><br><br><i>Long Diamond</i> | <b>L</b><br><br><i>Open Facing Diamond</i>  | <b>M</b><br><br><i>Double Bipole</i> | <b>N</b><br><br><i>Zipper Flake</i> | <b>O</b><br><br><i>Caterpillar</i>   | <b>P</b><br><br><i>Dogbone</i>   | <b>Q</b><br><br><i>Crank</i>   |

Last issue, we stepped back in time 30 years and looked at the 4-way dive pool as it used to be. This time, it's the turn of 8-way – which has similarly reduced from 24 blocks to 22. At one stage, there were even a few three-point blocks in the 8-way pool! The blocks are almost totally different today, although an 8-way jumper would recognise many of the points that they consist of. Block 3 is now 'Tees-Nuts' instead of 'Nuts-Tees', 13 is now 4, 16 and 18 have

stood the test of time, and 23 is now 19. In the random pool, much less has changed. Nearly half the points are still the same and most of those even have the same letter as three decades ago.

**The 8-way FS Nationals are just weeks away – why not enter a team and give this fantastic discipline a bash? Just don't use this page as your guide to the dive pool!**



### Across

- 1. "\_\_\_\_\_, I've had a few" – Ol' Blue Eyes
- 5. Bifurcation of suspension lines
- 9. Variability of wind
- 10. Middle Eastern country
- 11. Picture
- 13. Person not in control of a vehicle
- 15. Spinning navigation aid
- 16. Brave
- 18. Not very clever
- 20. FAA performance certification (initials)
- 21. Most frequent *Mastermind* answers
- 22. Happy cat's noise
- 25. Heights
- 27. Passage between seats
- 28. Musical structure, flight from reality
- 30. Icarus canopy
- 32. Golf playing facilities
- 33. Flew quickly from a formation

### Down

- 1. Assembling parachute kit
- 2. Digital navigation aid (initials)
- 3. Went out the door
- 4. Proximity to vertical
- 5. Spanish parachuting aircraft
- 6. Series of things in order
- 7. Towards the rear
- 8. Tympanic membrane
- 12. Flying centre
- 14. Ingenious devices
- 17. Go past the target
- 19. Observers
- 20. Other moving vehicles (or non-moving)
- 23. Saturday and Sunday
- 24. Military parachuting club (initials)
- 26. Joins a formation
- 29. Wildebeest
- 31. Sort of thing

# CARTOON



BAZ

Down  
 1. Rigging 2. GPS 3. Exited 4. Steepness 5. Casas 6. Sequence 7. Aft 8. Ear drum 12. Airport  
 14. Gadgets 17. Overshoot 19. Spotters 20. Traffic 23. Weekend 24. RAFSPA 26. Docks  
 29. Gnu 31. Iik

Across  
 1. Regrets 5. Cascade 9. Gustiness 10. Gater 11. Image 13. Passenger 15. Gyro 16. Heroic  
 18. Dim 20. TSO 21. Passes 22. Meow 25. Altitudes 27. Aisle 28. Fugue 30. Crossfire  
 32. Courses 33. Tracked



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