



April 2016

skydivethemag.com

British Parachute Association

skyDIVE

the mag

SINCE 1964



INSIDE: SKYDIVING TO SAVE LIVES WITH RESCUE GLOBAL HOW TO MAKE SKYDIVES AND INFLUENCE PEOPLE PUTTING A TEAM TOGETHER WEATHER TO SKYDIVE NEW TRACKING RULES SAFETY ZONE BLOCKBUSTER SPECIAL PLUS ALL THE LATEST NEWS, REVIEWS AND IDEAS

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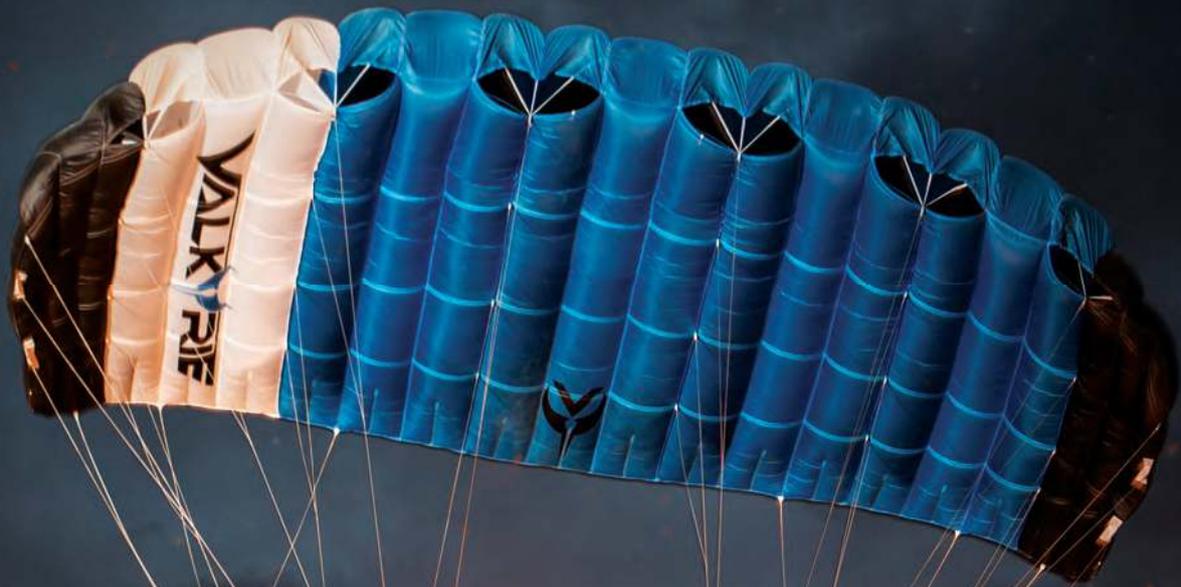
Cover: Satori XL,
by Siân Stokes

Welcome: By
Gary Wainwright



A few months ago, I was jumping at a Christmas boogie when a new arrival started walking towards our dirtdiving group. He clearly knew some of the people I was jumping with because they started greeting him with a chorus of "Aaaarrrrr"s. He returned the greeting, and soon the blue sky was thick with pirate noises. I didn't understand why, almost joined in, didn't, and then as he walked past us I finally noticed that he had a prosthetic leg! I wrongly assumed he was one of the many BLESMA skydivers who are now in the sport thanks to Dave Pacey's excellent work, only to get chatting to him later and find that I had been at Langar the day after his 'arrival' last April. "Ah, so YOU'RE the guy who left a white scratch across the tarmac with the snapped end of your tibia", I thought. *Nice*. His story is one of three in a seven-page bumper Safety Zone special. When people turn as low as Steve did, they don't always live to tell the tale. He's keen that you learn from his mistake.

Liz Ashley



VALKYRIE
PERFORMANCE DESIGNS

Nigel Thurston, by Oli Ellis



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

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

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BPA members get *Skydive the Mag* free as part of their membership. Also, if you take out a magazine subscription and subsequently join the BPA as a full member, your magazine cost is deducted from your BPA membership fee so you don't pay any extra. If you are not a full BPA member and would like to receive the printed *Skydive the Mag*, check out subscriptionsave.co.uk/skydivemag. You can also subscribe over the phone on +44 (0) 116 278 5271.

APPS

DOWNLOAD THE SKYDIVE THE MAG APP:

Apple: tinyurl.com/skydivethemagapple Android: tinyurl.com/skydivethemagandroid

BPA members can access either version of the App free of charge for tablets or smartphones; simply give the BPA members-only login details when prompted. The details can be found in the BPA eNewsletter or on the address label that came in the post with this mag!

DOWNLOAD THE SKYDIVE STARTER TABLET APP:

Apple: tinyurl.com/skydivestarterapple Android: tinyurl.com/skydivestarterandroid

Skydive Starter is the BPA's dedicated magazine for new and future skydivers and this free interactive digital edition for both Apple and Android tablets offers more than ever before. If you're a skydiver, this is the perfect answer to all those non-skydiver friends and colleagues – download it today!

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CONTRIBUTE

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

Deadlines you need to know:

Issue	Copy deadline	To reader
June	April 15	June 22
August	June 15	August 17
October	August 31	October 12
December	October 21	December 2



SWIFT 2

The SWIFT 2 is an entirely new design that brings the highest levels of efficiency and performance to the beginner-intermediate class. We think it is the most balanced and versatile beginner-intermediate design available, and represents a meaningful step forward in wingsuit design. In the same way that the FREAK has upset the intermediate class market, the SWIFT 2 offers a unique ratio of performance to ease of use. For more info, visit:

www.squirrel.ws

JÄGERMEISTER ICE COLD GIG

The first-ever continuous 'air, sea and land' music gig has taken place in Norway thanks to five BPA skydivers. Invited to reward his three best friends, Matt Tuck, the lead singer of Bullet For My Valentine, played the gig (which was sponsored by Jägermeister) skydiving from a helicopter, speeding across a stunning fjord in a speedboat and racing across the Arctic tundra on a dog sled.

Lee Crudgington, Wayne Shorthouse, Nathan Connolly and Mike French (from a well-known UK parachute team) and Ally Milne visited Tromsø, which is considered to be the world's northernmost city.

They took Matt up on a tandem where he sang and played his guitar under canopy through a wireless microphone to his three friends. The three friends were under canopy at the same time, having all done tandems too, and were wearing one-way headsets so they could listen to the gig. Once they landed, all of the guys got on a speedboat where Matt continued to play another one of his songs.

Finally, when they got to the other side of the fjord, the guys got on dog sleds pulled by huskies where Matt finished his last song and ended up at the Sami camp at the bottom of the mountain.



By Tom McShane



By Lee Crudgington

SHAMROCK SHOWDOWN

Congratulations to this issue's cover stars, our national 4-way team *Satori XL*. As well as kicking off the indoor season in style at both Windoor and Bedford, they also had a great outdoor meet in DeLand. Their 20.2 average on a slow-ish draw won them fifth place, just 0.2 behind *SDC Rhythm*, who shared their cameraflyer Rob Stevenson. *Satori XL* also won the \$500 beer money for their storming Round 10 – a great finish to the meet. They were not far off bronze medal pace all through the meet, although the bronze was eventually won by the *Qatar Tigers* team who only completed AFF in 2008 and have been training ever since!

James 'Macca' Macdonald

YOUTUBE CHANNEL

Did you know that the Mag has its own YouTube channel? You can find everything from Safety Zone videos if you're looking for two minutes of entertainment to Expo seminars if you're looking for an hour of education. We currently have 60 videos, nearly 500 subscribers and 45,000 views, and a new quick link – youtube.com/c/BPAskydivethemag



By James 'Macca' Macdonald

WORLD CHALLENGE

Eighty-three teams entered the 4-way competition at the Bodyflight World Challenge, held in Bedford in April, and the 11th year of this international competition yet again attracted the world's best teams. Belgian champions *Hayabusa* won for the sixth year in a row, with the top score in all ten of their rounds and a 32.0 average overall – the highest result in history.

The top British team were *Satori XL*, who have an exciting season ahead of them. Already the highest-scoring 4-way team the UK has ever seen, they improved on their 23.7 Windoor average in January to score a 25.8 for eighth place, and they still feel that they have more potential yet to unlock.

The next Brits were *Volition* on 23.2. Claire 'Sparky' Scott, Liz Matthews, Siân Stokes and Kate Lindsley won the female category convincingly, also winning the right to represent GB at the World Cup in Indoor Skydiving to be held in Poland in October. However, had they been competing in Open, they would have come 10th and would have been the next British team behind *Satori XL*. The scores were off the charts across the table, with nineteen teams averaging 20 or better and six of those were British teams. A further two British teams finished on a tantalising 19.9!

Congratulations also to British team *The Dynamos* – Jamie Arnold and Dan Guest – who won the Dynamic 2-way event, and to *Dark Matter* – Paul Cooper and Gary Crisp – who took bronze in the same event.



By Tom McShane

FORTY YEARS OF JUMP FLYING



This year, the legendary Bridlington-based pilot Dave Pinkney celebrates 40 years as a solo jump pilot – a milestone anniversary in the skydiving sport. Dave has spent almost his entire jump piloting career at the Grindale dropzone, which is based at East Leys Farm just north of Bridlington. As the club's Chief Pilot, his extensive experience is certainly not wasted.

With four decades in the sport, he's got endless stories to tell – and plenty of career highlights too. A few to mention include flying with WWII RAF ace James 'Ginger' Lacey, flying for the British Nationals on his home turf of Bridlington and even having a cameo role in *Coronation Street* where Samantha Failsworth (Tina Hobley) and Des Barnes (Philip Middlemiss) made their first solo skydive!

Dave says: "Jump flying requires hands-on flying and it's this challenge that brought me to the sport. You need to get the right height, right direction and, of course, the right place while constantly adjusting the controls as the skydivers move and exit the aircraft." Dave still spends most of his weekends soaring over the stunning Yorkshire coast and giving skydivers from Skydive GB their adrenaline fix of jumping from 10,000ft.

AWARD FOR FORMER BPA CHAIRMAN

Lieutenant Commander Philip Gibbs RN (Rtd), Chairman of the Royal Navy Royal Marines Sport Parachute Association, has received a Second Sea Lord Commendation for his service. He has been a voluntary member of the RNRMSPA for 37 years and has significantly influenced and enhanced policy, safety and, most importantly, the enjoyment of thousands of parachutists.

Involved in the *Royal Navy Raiders Parachute Display Team* since its inception in 1983, including many years as Team Leader, he personally organised and led the Tri-Service display jump into Horse Guards Parade for the Royal Military Tattoo in 2000, the last of its scale ever conducted.

He also served on BPA Council, including as Vice Chair and then Chair of Council in 1997-98. He is also a member of the South East Regional Sports Board of Sport England, where he assists the development of sport within that area. In addition, as a member of the Sport England Technical Officials panel, he has developed innovative training regimes that have brought countless new officials into many sports.



MEMBERSHIP RENEWAL REMINDER



To those members who have renewed, thank you!
To those who haven't, last year's subscriptions expired on March 31 and must be renewed to jump on or after April 1.

Members aged over 18 with UK or BFPO addresses and without ratings (and who have never previously held ratings that have now lapsed) may renew online. You can also update contact details even if you have, or previously had, ratings. If you haven't yet activated your online BPA membership account, click on the login tab on the menu bar on the BPA website and follow the instructions.

Also, a renewal form (BPA Form 101) was included with the February issue of the Mag. You can download the form from the BPA website – enter '101' in the forms search box – or telephone the BPA Office to ask for a form by post.

The June Mag will be sent only to those who are current on the membership database when we print the labels in mid-May.

BPA STARS



It's time to start BPA Star-spotting again! Nominations are now open for BPA Stars 2016 to celebrate excellence in customer service to A Licence holders and above.

You can find out how to make a BPA Star shine at: bpa.org.uk/star.

READ ALL ABOUT IT!

There's lots going on at Council and its Committees. You can keep up at: bpa.org.uk/minutes

ENTRIES INVITED FOR BPA SAFETY INNOVATION AWARD



Romero Sports and Leisure and Liberty Mutual, the BPA's insurance partners, are sponsoring the BPA Safety Innovation Award for Sport Parachuting 2016. Entry is open to BPA members, Affiliated PTOs and Registered Display Teams to submit the

most innovative measure to help further improve safety in our sport. The winner will hold the Award Trophy for a year, with a cash prize of £5,000 kindly donated by Romero and Liberty as part of their risk management activities in our sport. Full details are on the BPA website at: bpa.org.uk/staysafe.



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Gomez (S)
Drew Moon (S)



NOW IT IS TIME TO TAKE LONGER STRIDES

When I speak to members about the British Parachute Association, at some stage in the conversation there is always some form of negative comment – “The BPA stopped me jumping a camera”, “The BPA should have done *this or that*” and so on. This always leads me to ask the question: who do they think the BPA is? An organisation which is just there to stop members having fun or which is only able to make all the wrong decisions? This is puzzling, because **WE** are all the BPA. There is a small set of highly skilled and dedicated staff, but everyone else is a volunteer who freely gives their time, knowledge and experience to run our Association to the best of their abilities.

Having been on the inside for a long time now – my eighth year on Council and sixth as Chair – I see the decision-making processes. The blood, sweat, sometimes tears, time, energy and passion everyone

gives to make the Association what it is. The good decisions, the occasional bad decision and the pain that causes to all involved. It is easy for me to become too focused on the micro-level detail and the emotions that are involved but, when I take a step back and look at what has been achieved, I am full of pride. We have an association with an excellent safety record, flourishing Instructor training, *Skydive the Mag*, *Skydive the Expo*, a hugely active, vibrant and successful competition scene both domestically and internationally and, now, refreshed thinking on internal governance. All of this is envied by the rest of the parachuting world.

This is going to be a great year for the BPA, with massive changes happening and even more being planned. Following the vote at the AGM to fundamentally change the make up of Council, there is all the work to be done to make the transition a success and to look at the structure of a number of our committees to

accommodate these changes. Also, plans are progressing for the major refurbishment of the BPA's offices and the tender documents are being prepared for a massive upgrade of our membership database and family of websites.

If that was not enough, we can even talk about jumping! This is a World Championship year for FS, Artistics, VFS, CF, Classics, CP and Speed, with World Cups in Wingsuiting and Indoor Skydiving as well. As always, Team GB will be one of the largest delegations at each of these international events.

I think we should all have pride in our Association and should take pleasure in being part of a fantastic organisation that is so great because ALL of us, the members, give so much.

So to paraphrase a certain President Kennedy: “Ask not what your Association can do for you; ask what you can do for your Association.” If you think things should change, come forward and help make those changes.

The next time you see me on a dropzone or at the Expo, come and say hello (and maybe buy me a drink!) but please be positive and share my pride.

Martin Soulsby
Chair of Council



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Tribu Freefly at Skydive DeLand
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THE PATHFINDER

Skydiving is the ride of your life, but Tom Blakey and his team of Rescue Global Pathfinders prove it can save lives too



Tom Blakey has a service record like the protagonist of a techno-thriller and a packed roster of skydiving achievements that would keep most 4-way teams busy for a lifetime. In between serving two tours in Northern Ireland, tours in Kosovo, Macedonia and Iraq and two more tours in Afghanistan in both the Parachute Regiment and 16 Air Assault Brigade's elite Pathfinder Platoon, he's somehow managed to fit in nearly 3,800 jumps with the likes of the *Red Devils*, the *Silver Stars* and

Jump4Heroes and picked up ratings as a CSI, TI, FS Coach and CF Coach along the way. Unsurprisingly, he comes across as exactly the sort of bloke you'd want to have handy in a crisis.

Today, he can be found leading Rescue Global's Pathfinder Team right into just such a crisis. An innovative disaster risk reduction and response charity, built around reaching for the best long-term solution instead of the immediately obvious short-term one, Rescue Global combines the ability to deploy anywhere in the world at a

moment's notice in response to a humanitarian emergency with smart contingency planning to help build resilience in vulnerable areas. This has led them to some unorthodox but brilliant solutions so, when outside help is called for, Tom and the Pathfinder Team might well be skydiving their way into an active disaster area to help deliver it.

The Mag's Mike Waters spoke to Tom to find out more about his work with Rescue Global, his extensive experience as a parachutist and just what it takes to be a Pathfinder. →

1 Tom jumping a Paratec TW9 MFF rig with 5.11 Rush 72 Pack above Madrid during a training exercise in 2015



MW: How did you come across Rescue Global?

TB: I sort of tripped over it! I was talking with a friend, we didn't even know about Rescue Global, and I was saying it'd be cool if you could have the opportunity to parachute into these disaster areas, deliver some aid and really help the people on the ground. I did some research and found out, hey presto, there is an actual organisation that does this – it was amazing. I got in touch with them and got taken on in a part-time capacity. A few months later, I was lucky enough to get a full-time role and now I'm the Team Leader for their Pathfinder Team.

MW: How do Pathfinder Teams fit into what Rescue Global does?

TB: Our Pathfinder Teams are like a civilian version of military Pathfinders, so what we'll do is respond as rapidly as we can following some sort of disaster and get on the ground using whatever means we can. That doesn't always mean parachuting in – we could be driving in, we could be walking in over the hills, we could be going in by boat, anything.

The team's aim is to go in and gather information and intelligence, usually about a specific thing – whether an airfield's usable so we can land aircraft there to deliver aid, whether there's an area we can set up helicopter landing sites – or a reconnaissance of a route to check that vehicles can drive down it to deliver the aid.

Once the main agencies like the Red Cross, the UN or whoever's going to deliver the aid arrive, we'll brief their commander and give them all the information we've gathered on the ground. We also have satellite communications, so we can transmit

this right the way across the world to enable even more people to do their jobs effectively too.

MW: If getting to a disaster area means skydiving in, what does that mean from a technical perspective? What's it like as a jump?

TB: It's going to be a challenging parachute jump. Our supplies, food, water, survival equipment, sustainability kit, medical equipment, radios etc can obviously build up to quite a large load. The size of our equipment will obviously make the exit out of a smaller aircraft quite difficult, but no more difficult than doing a tandem and, since I'm a Tandem Instructor, I'm used to that sort of thing.

However, the effects of the disaster itself can make an operational jump very challenging. Extremes of weather, harsh environments, smoke, flooding and so on will all make a jump more difficult. Also, the landing area will be smaller and more complex than in a training environment, with potentially many hazards.

The aircraft could be anything at all, from a smaller aircraft right up to whatever we've got available, and we did a practice jump in the Philippines when I jumped out of a Cessna 172. Quite often, we'll be working with the host nation and possibly with their military. For example, we've got a great relationship with the 505th Search and Rescue Group of the Philippines Air Force. They operate W-3 Sokóls and old Vietnam-era Hueys, so jumping from helicopters is a possibility, and they've got C-130s out there too.

MW: What have you been involved in personally with Rescue Global?

TB: We took part in a two-week exercise in the Philippines last year where we went through a slow-time deployment

ourselves and enabled another agency to go in and do their job more effectively, giving them the information as we would in a real-time scenario. We did a couple of jumps out there as well to practise the delivery of the team by air. We also got deployed to India at the back end of last year after the floods in Chennai as well, but that was a bit more of a low-key operation and there were only two of us deployed with HQ monitoring us from the UK.

MW: What did you do out in Chennai?

TB: A major multinational corporation contacted Rescue Global with a request to assess and secure the safety of their employees based out of their Chennai facilities. We deployed to locate and account for all 700 employees and were prepared to provide emergency response and rescue where required. Once we had confirmed all of the staff were safe, we completed a hazard assessment at the corporate facilities to create a risk register and risk management recommendations list for future actions.

MW: Anything closer to home?

TB: We've also carried out training exercises in the UK. Just a couple of weeks ago, three of us were out in the wind, snow and rain in the Brecon Beacons. We were living outdoors, navigating and practising our communications in some pretty austere conditions as well – all very good for team-building and practising what we're going to be doing in real time.

We go over to Spain to train a couple of times a year as well to keep our currency and to build on skills. I'm currently in the process of developing our parachuting capability within Rescue Global, coaching the guys into doing more tactical-type jumping as



a patrol from lower levels and with equipment – when I arrived, the guys who were there who were parachute-trained had very low experience. We've also been trialling some military freefall equipment from Paratec, which is excellent.

MW: What does it take to be a Rescue Global Pathfinder?

TB: What we're looking for is people who can be resourceful, are fit, have a bit of parachuting experience and can apply themselves and use initiative. It's not necessary to have military experience, although that is preferential, but what we need most is people who can just get on with the job in difficult scenarios.

MW: Is it dangerous? I noticed everyone has their blood group on their helmets.

TB: It's got the potential to be dangerous. Obviously we try to mitigate all of the risks, but we're going to be in places where things are going wrong – that's why we're there in the first place.

MW: Let's talk about your career in the Army. When did you join up?

TB: I joined as a boy soldier in 1988 when I was 16. I didn't actually start parachuting until the following year in 1989 and I did my first parachute jump with the *Red Devils* – a static line RAPS jump – as a single sort of one-off thing. That was at Queen's Avenue in Aldershot where they used to do the one-jump static line round courses. Then I did my actual military parachute course where you jump from 800ft at night with equipment when I was seventeen. Touch wood, I got my only major parachuting injury that I've had to date when I broke my leg on my seventh jump.

MW: Best get it out of the way early, I suppose.

TB: Yeah, that was just a really unlucky one. You hit the ground at speed with those parachutes, about 20ft per second, and it was just one of those jumps where it was pitch black, there was no horizon and I just hit the ground really hard and was unfortunate. I went back and

completed the course six months later, and I joined the Pathfinders and did my HALO course in early '96. I went on to become the Pathfinders Air Representative, so I organised the training for the unit in HALO (high altitude, low opening), HAHO (high altitude, high opening), military tandem, static line low level and static line round jumping as well.

MW: What about sport parachuting?

TB: My first real experience of sport parachuting was in 1992 when I went away to Cyprus for two weeks, did a RAPS course and got bitten by the bug. Because I was still serving in Northern Ireland at the time, my first opportunity to do an AFF course after that was in 1994 when I went across to the States and I started jumping in earnest from then. I've never looked back.

The next bit after that was probably the best part because I joined the *Red Devils* for three years and had a lot of really, really, super-awesome times there – there are opportunities there that you wouldn't get anywhere else in the world. →

2 Local people and the Rescue Global team on Cuyo Island in the Philippines. Credit: Rescue Global

3 One of the Rescue Global teams in action. Credit: Rescue Global

 **VIDEO:** [VIMEO.COM/145604855](https://vimeo.com/145604855)
Rescue Global: An Introduction





4 A team briefing ahead of deployment to a disaster area. Credit: Rescue Global

5 Tom setting up a Helicopter Landing Site (HLS) for a CH53 extraction following an operation in Afghanistan, 2011

6 Tom jumping a Paratec TW9 MFF rig with 511 Rush 72 pack above Madrid during a training exercise. Credit: Rescue Global

MW: What stands out the most from your time with the Red Devils?

TB: One of the most admirable and, for me, one of the most awesome things I did was when I got to tandem an Arnhem veteran into Arnhem in the Netherlands on the anniversary into the original WWII dropzone out of a Dakota. It doesn't really get much better than that for a Parachute Regiment soldier, that's a massive honour.

MW: What happened next?

TB: I did three years in the *Red Devils* and then went back to green soldiering, back to the Pathfinders, and that's the time when I had a more senior position as a Patrol Commander. I was also the Air Representative and a Forward Air Controller. There was a lot of important stuff at that time of my life.

After my second tour in the Pathfinders, I worked at the Joint Aerial Delivery Trials and Evaluation Unit at Brize Norton for two-and-a-half years as a military test parachutist, where I did parachute trials and trials on associated parachute equipment. It's not as crazy as it sounds; it's more like developing the drills and

skills side of it than getting shot out of a cannon, but there was some interesting stuff. For example, we had to do intentional cutaways on certain types of parachutes.

MW: That must go against the grain a bit.

TB: Yeah, it does. It's very unusual jumping out of a plane knowing you are going to cutaway as opposed to 'it could happen, there's a one in a couple of thousand chance'. It was quite weird getting out and knowing you're going to do it. But, other than that, there were some great opportunities to take part in high altitude jumps at 25,000ft and above, doing stand-off parachuting from a long way off with oxygen and just gliding for miles at night onto vast areas of desert out in the States and places like that, for something like 40 minutes at a time. I'd already done stuff like that in the Pathfinders, but I was pushing the boundaries a little bit more.

MW: How has your military and skydiving experience helped with what you do with Rescue Global?

TB: I'm very fortunate to be able to find a job where I can pretty much transfer all of the skills I've learned directly to a job that has great use for those skills and experience. I've obviously got the parachuting experience itself, so I can help coach the guys with lesser jump numbers. My military experience, specifically reconnaissance and information gathering from the Pathfinders, lends itself greatly to the new job I'm doing now at Rescue Global where I'm carrying out similar tasks but obviously in an overt role as opposed to covert. We're not trying to hide in the bushes, we're standing around with red helmets on with beacons and stuff trying to attract attention rather than hide away!

MW: What's next? Do you have any skydiving aspirations or aspirations with Rescue Global?

TB: For myself, the only thing I haven't done that I want to do is become an AFF Instructor and that's basically because I haven't had the time! I've just been so busy doing everything else, so I'm hoping to crack that course this year if possible. Other than that, my main aspiration with the company is to develop that parachuting capability we've been talking about and get the guys' jumping experience up to the point where we're able to do our job more effectively.

MW: If you could go back and tell yourself something, what would it be?

TB: Just go for it. Make every minute count, take advantage of every opportunity. ●

Contact

To find out more about Rescue Global and for information on how to donate or volunteer, go to:
rescueglobal.org
facebook.com/RescueGlobal





VIDEO: [VIMEO.COM/131016433](https://vimeo.com/131016433)

Rescue Global: Who, What, Why and How

CASE STUDY: OPERATION PHOENIX

In November 2013, a Rescue Global Pathfinder Team deployed to the Philippines to provide urgent reconnaissance and multi-agency support in the aftermath of Super Typhoon Haiyan, known locally as Yolanda. The team deployed for five weeks into the aftermath of the strongest storm ever to make landfall in recorded history and the fourth largest storm ever recorded.

Cebu

Upon arrival in Cebu, the team conducted reconnaissance of unassessed areas, delivered emergency aid and provided multi-agency coordination and support to several agencies. They delivered aid to the Quinituban islands, an archipelago containing some of the most remote communities impacted by the typhoon.

Tacloban

Later in the deployment on December 6, the team shifted their efforts to the Tacloban area and then travelled by road to Pagsulhugon Elementary School. Here, immediate aid was rendered to 494 children and the team delivered food

collected from some of the departing military teams who donated their rations to Rescue Global. The charity Remote Area Medical (RAM) had joined Rescue Global's flight from Roxas, which meant the two groups could jointly provide a generator, rations and the ability to perform medical assessments and deliver emergency treatment.

The community was revisited on December 9-10 when the Pathfinders worked on essential building projects, such as making classrooms safe again with emergency repairs to dangerous structures while providing power to enable air conditioning and lighting to support the children and teachers in that area. The RAM team set up a mobile health clinic that treated 265 people over two days.

Guiuan

From December 12 onwards, the team worked with Mexican charity Cadena and the Philippines Rotary Club to distribute water filtration kits to provide safe water for up to 50,000 people for five years and training for NGOs, hospital personnel and local church and community leaders on how to use them.

OUTCOME

- Five thousand people were identified as being in need of emergency aid and HMS *Illustrious* quickly delivered food and water on the basis of the Rescue Global intelligence reports.
- Clean water was provided to up to 50,000 people for five years, through the distribution of water filters in partnership with Cadena and the Philippines Rotary Club.
- Casualties from Tacloban were evacuated to Manila at the request of the Philippine Air Force.
- Emergency aid, including food, water and medical supplies, was provided for 494 children with Remote Area Medical.
- A Memorandum of Understanding with the Philippine Air Force and Search and Rescue specialist units within the ASEAN Region to co-deploy and cooperate on future operations was put in place.
- Rescue Global was thanked "on behalf of a grateful nation" by His Excellency Enrique Manalo, the Philippines Ambassador to the United Kingdom.

HOW TO MAKE SKYDIVES

1

Ryan Mancey reveals the ins and outs of being an Instructor – and why it can be one of the most rewarding careers in skydiving

AND INFLUENCE PEOPLE

Before I get into this article, I would like to tell you something about my background. It's self-indulgent, I know, but it will help you understand why I chose this theme for my presentation at BPA Skydive the Expo 2016.

I'm originally from Brixham in Devon and I started skydiving at Dunkeswell in 1996. Since then, I have made more than 7,500 jumps and skydiving has taken me all over the world. I've worked in Australia, the USA, New Zealand and in other parts of Europe. I am a cameraflyer, CSI, AFFI and TI, as well as now being the Chief Instructor for Go Skydive in Wiltshire. I've been working full time in the sport for more than 16 years. Aside from my skydiving background, I am also a musician, long-distance swimmer, husband, father, surfer, paraglider and Ironman triathlete. I'm also the least competitive person you will ever meet and the only person I compete with is myself. Why? I believe that, as you expand as a person, so do those around you.

If you are planning on working in the sport and performing at your optimum standard, then it is not just your skydiving background that will take you to the next level. For example, my background as a musician has taught me about the importance of study, practice and the use of repetition to develop skills. My family members and friends have allowed me to develop my people skills, which are imperative in the industry nowadays and are even more important than they ever were because of the ever-broadening range of individuals coming into contact with the sport. After reading this article, I recommend that you look at your own

life, think about the things that you do outside of skydiving and how they can aid you in becoming what you wish to become in the sport.

If you are on the road to becoming an Instructor or Coach, do not underestimate what an achievement that is or the impact you have on other people's lives. My aim is to give you some tools and strategies to help you develop so that you can develop and expand your students in turn, along with everyone around you.

THE LEARNING EXPERIENCE

How do people learn?

This is a very big question with a surprisingly simple answer and, once you understand this, you will be able to learn anything. Better yet, you will also be able to teach anything. Simply put, *all learning is creating a link between the known and the unknown.*

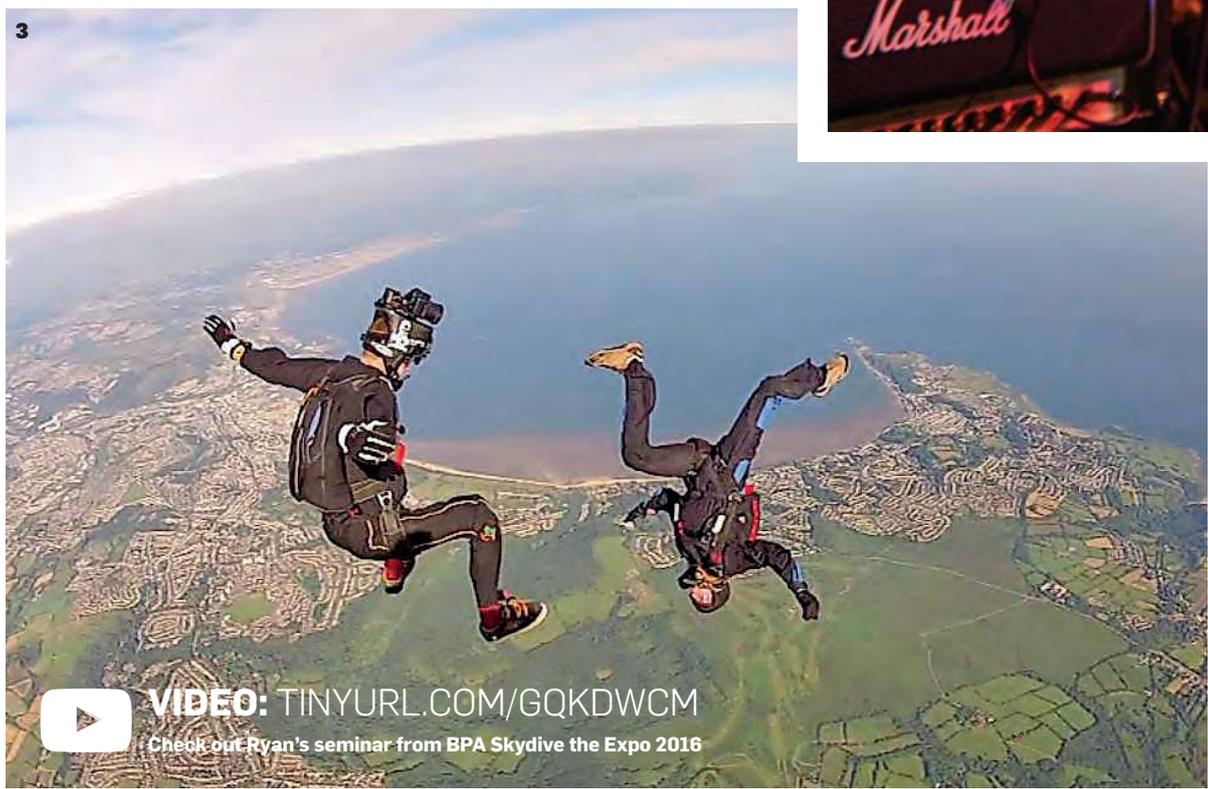
Let's take a practical example. Say you are talking to someone who is struggling with the concept of stability in freefall and you liken the arched body position to a shuttlecock. They know what it is and that it remains stable in flight, so the arched body position now makes sense. All of a sudden, the penny drops. What about someone who is struggling with the idea of wind drift under canopy? Try likening the canopy flight to a boat on a moving river. They understand how a boat on a river moves, so the concept now makes sense. You get the picture.

By creating a link between the known and the unknown, we can gain an understanding of anything. However, a person's capacity to learn something is still subject to their ability to focus on what is being taught.

2



3



1 Ryan taking a charity tandem. What may be just a normal day for you could be the most memorable day of someone else's life, so make sure it's special for them

2 Ryan freefly coaching over Swansea

3 Performing at BPA Skydive the Expo

VIDEO: [TINYURL.COM/GQKDWCM](https://tinyurl.com/gqkdwcm)
Check out Ryan's seminar from BPA Skydive the Expo 2016



your colleagues. If you can generate a good rapport with everyone around you, communication becomes easy.

Communication

There are two types of communication: communication with others and communication with yourself.

Have you ever met someone for the first time and taken an instant dislike to them, even though you had no serious reason to? From the other side, what about other people you have had an instant good feeling about? It turns out that we human beings instinctively like other human beings who are just like us or something that we want to be and dislike those who are not. Studies have found that everything from muscle tension and posture to the way people speak or gesture with their hands all make a difference. Having an awareness of this can make a big difference in how you communicate with others.

Finding a common interest is a great way to develop rapport, so find out what your students do and where they are from. It's a great starting point and, if they believe you to be a good person who takes an interest in others, they will happily trust you to teach them to skydive. They are putting their lives in your hands, after all! Sometimes you will be introduced to a student you will be working with and they come across as rude and arrogant. While it's easy to fall into the trap of believing that this is just a bad person, some people act this way as a defence mechanism for when they're scared and I think you'll agree that we are in the right industry to meet a lot of scared people. If we as Instructors are aware of this, it can make an enormous difference in communication with our students as well as helping us work well with others.

Good manners cost nothing, as the old saying goes, and being friendly and approachable are essential qualities that all Instructors should have. People come into our sport from all manner of backgrounds and for many reasons, but mainly it's to enjoy themselves. Most of the time, a simple smile is all that's needed to calm a nervous student and this then allows them to perform at their best.

Self-communication

How you communicate with yourself will have a massive impact on how you communicate with others. Improve the quality of the questions you ask yourself and you will improve your results. When you ask yourself a question, you use your conscious mind to do so and then it's your subconscious mind that responds with an answer. It's not always an answer that you want, but it will be an answer.

For example, you have a student who is finding it very hard to take in a certain piece of information. You've been over it twice now and it's still not sinking in. You are becoming frustrated that they don't understand this simple concept, so you ask yourself "Why don't they get this?" Your subconscious answers back →

How do people focus?

Try to read a book with the TV on, lots of people with you and a radio playing in the background. Now try reading the same book in a quiet room on your own with no distractions. Which situation was easiest to focus clearly in? How much could you remember afterwards? The answer is obvious. There is only one way to focus your mind on something and that is to eliminate distractions.

Throughout your day, you are bombarded with sensory information which you choose to ignore or focus upon using the conscious part of your mind. Your five senses of sight, hearing, touch, taste and smell are wired to your conscious mind, and the conscious mind is also where you think, create, reason and communicate to yourself. It is the part of the mind that you are able to control.

Being able to focus is an essential component of learning and developing any information or skill. If you choose

to focus on something without any distractions repeatedly, it eventually moves beyond your conscious mind and sinks into your subconscious mind. This is the place where we store memories and information about self-image, experience emotions and control the body (regulating temperature, blood pressure, digestion and a million other things all at the same time!). It's the auto-pilot part of a mind. Once information is in the subconscious mind, *it has been learned*. That's why focus is important to the learning experience. Without it, important information gets discarded along with most of the abundant sensory information we experience in every moment so we don't become overwhelmed.

PEOPLE SKILLS

In order to work effectively as an Instructor, good people skills are essential for working with both your students and

“Because you’re a bad Instructor” or “Because they’re a bad student”. Either answer does not put you in a good state of mind and adds to your frustration.

Let’s try that again. You could ask yourself “How can I create a link between something they already know and what I am trying to teach?” or “What resources do I have around me that could help me to explain this better?” By changing the quality of the questions you ask yourself, you can guide yourself to better answers, which lead to better results.

The same process also works if you have made an error in something. We are all going to make mistakes at some point, no matter how good we are at something – that’s human nature. It’s what you do with those mistakes that counts. By asking yourself better questions, you will be able to right those errors. Mistakes achieve results, and it’s what you do with those results that counts.

INSTRUCTING AS A PROFESSION

If you are planning on earning a living from skydiving, good for you! I can think of no better way of making money than getting paid for doing what you love. There are a few points to remember, though.

Don’t focus on the money!

Put all your efforts into giving the best service that you can possibly give to both your students and those you work with. If someone does a job for financial reward alone, they will not do anywhere near as good a job as if they do it for personal satisfaction.

Know your role!

It is of the utmost importance that every member of staff at a DZ fulfils their individual role in order for the whole team to work at its optimum, providing safety and enjoyment so that our sport can grow. There is no substitute for knowing your role inside out and performing at the best of your abilities. If you do this consistently, you will be a great influence and a role model for anyone around you.

Don’t be a one-trick pony!

You are far more useful to a PTO if you are multi-skilled – that is, if you can do more than one job. If you are a Tandem Instructor already, then why not start learning to fly camera too? Aside from it being great fun, you’ll be able to help out on the days when there’s a cameraflyer missing or when you’ve finished doing tandems for the day and a 4-way team turns up without a cameraflyer.

Remember, it’s not about earning extra but providing extra, which will in time bring you great reward. If you’re a CSI, work towards becoming an FS Coach. Then you will be able to offer even more value to your students once they’ve qualified, as well as building freefall skills and jump numbers towards an AFF rating. By building yourself a varied skill set, you will be more attractive to employ as well as becoming a more knowledgeable and skilful individual.

GOOD HEALTH FOR SKYDIVING

Fitness

All sports require some degree of strength and fitness, and we put our bodies under stress in numerous situations – from lifting heavy equipment around to dealing with opening shock. Over the years, I’ve seen a lot of Instructors (mainly Tandem Instructors) leave our sport because they felt that their bodies had taken too much of a battering and that it was better to quit while they were ahead. To cope with this stress over and over again, we should maintain a reasonable level of fitness. But, with so many different types of fitness training out there, what would be best?

Let’s look at what is required. In the UK’s summer months, you could potentially be working from 8am until last light at approximately 9pm. That’s a 13-hour working day, and that’s before you add packing and clearing up at the end of the day on top of that! Then factor in the lifting and wearing of all that equipment, not to mention moving around the aircraft with someone strapped to the front of you as a T1 and the heavy toggle pressure of some tandem canopies. All of this requires a mix of cardio, stamina, strength and flexibility.

A bit of hill walking and swimming will certainly cover all four areas. However, if you are looking to skydive full time for many years without falling apart, there are many sports and fitness programmes available that you can benefit from.

Nutrition and hydration

One thing is for certain: if you don’t feed and hydrate yourself properly on a busy day at the dropzone, you will not be able to operate at your best – physically or mentally. While chocolate bars and fizzy drinks are quick and easy in between loads, they do not fuel you properly to perform at your optimum. It’s recommended that a person drinks two to three litres of water per day to be properly hydrated and that’s not including other drinks like tea, coffee or energy drinks which actually dehydrate you further. Try to



keep a refillable water bottle that you can drink from throughout the day in an accessible place.

With regard to food, did you know that one of the biggest energy expenses in your body is digestion? One or two big meals might fill you up, but they will make you feel lethargic and tired. With that in mind, eat little and often during the day if you want ongoing energy. Try to keep healthy, energy-rich snacks like fruit, nuts and breads close by through the day.

Party time!

As Instructors, we have a duty of care to our students to give them our best standard of tuition and no one can be at their best if they are hungover from the night before. I’m not saying that we can’t join in with the celebrations – just don’t overdo it. We need to lead by example.

Above all, if you are planning on becoming a professional skydiver, you will be an ambassador for our sport. If you look like you don’t look after yourself, then why is any student going to believe that you’re going to look after them?

THE MORAL OF THE STORY

If you’re thinking of a career in the sport, I hope that it provides you with many years of happiness and achievement. It has for me! I’d like to point out that everything you’ve just read in these pages is not something that I read in a book and copied down for your entertainment, but is in fact an accumulation of experience and knowledge that I have picked up from a variety of sources over my 20 years as a skydiver. I hope it introduces you to a few concepts that maybe you haven’t yet thought of, and my intention is also to inspire you to go on a quest for never-ending improvement, goal setting and challenges that expand you as an individual so that you, in turn, can expand others. Blue skies. ●

4 Ryan delivering this seminar at BPA Skydive the Expo 2016. Watch it in full on our YouTube channel

‘If you are planning on earning a living from skydiving, good for you! I can think of no better way of making money than getting paid for doing what you love’

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Satire 3



WEATHER TO SKYDIVE

Everyone complains about the weather, but no one does anything about it. Here's how you can

WORDS: LES COOPER D2637, CAMERAFLYER AND COMMERCIAL PILOT
PHOTOS: PAUL DORWARD **DIAGRAMS:** PETER LIDDIARD



Most skydivers are keen and would jump as much as their resources allow, which sometimes upsets the balance of a good decision. How often have we heard: “Is it really turbulent?”, or “Is it really blowing that much?”, or “Now it looks OK!”?

This article has been written to allow skydivers to make a good and balanced decision. It is based not only on the weather conditions, but also on a jumper’s experience in general together with that of their canopy.

If we could colour elements like wind, turbulence, updrafts and downdrafts, it would be far easier to understand what is happening out there and thus make a well-balanced decision. The wind speed may well be within our operating limits, but are we within our own limits? Let’s consider some of the basics.

Turbulence on a hot no-wind day

When a surface is heated, it radiates heat that rises. Anyone in the Long Range Shooting community has seen mirages through their scope; this is just heated air rising. It may not always go vertically up and may be deflected to one side by the wind but, whether we can or cannot see this heated air rising, be assured that it is there. Remember that some surfaces heat up more quickly than others – for example, a tarmac or concrete surface will heat up quicker than grass. The next time you are at the DZ, look at the various surfaces (including buildings) and imagine how they heat up in relation to others.

As a column of air rises, there will be another column descending not far from it. There will also be air at the surface feeding the rising column because there

will be air a bit higher up feeding the descending column. The air in close proximity to these columns may well be slightly accelerated. The area in the vicinity of the air currents in both vertical directions will be turbulent and you can equate this to two opposing sea currents colliding.

Since different surfaces heat up at different rates, turbulence above a runway is going to be different from that above grass or buildings. The area where these two meet will further emphasise that turbulence and is certainly a point to watch when crossing runways under canopy on a calm, hot day.

Wind effect on turbulence

The turbulence may not be over the surface itself but can be downwind of it as well. The wind will try to deflect and flatten the rising column of air: the →

SKYDIVER SPEAK:

KNOTS

Many skydivers use knots and miles per hour fairly interchangeably. However, one knot is actually 1.1508mph. Therefore, 30 knots is actually close to 35mph.

WIND

No, not the type inside the aircraft! Could you explain why wind exists and where it comes from? Try this before reading on, because many skydivers do not understand this basic fact. It is created by differences in air pressure, such as where two fronts are moving towards or away from each other. Wind is simply the motion of air molecules, driven by changes in air pressure.

THERMAL

A column of vertically rising air, caused by uneven heating of the Earth's surface.

DENSITY ALTITUDE

Put simply, the altitude at which it 'feels' like the canopy is flying. So you could be 2,000ft above sea level but, on a hot day, the density altitude calculation could come out much higher than this. This means less lift and faster landings. Unlike pilots, skydivers do not usually know the density altitude of the day and of the dropzone.

stronger the wind, the greater this effect. As the column moves downwind, it may be forced over undulating ground that may cause it to rise again or fall, depending on upslope or downslope. There will be turbulence here too and the gradient of the slope will have an effect on its intensity.

Obvious examples of rising ground such as small hills are easily seen. However, smaller sections of rising ground or depressions are not. They may cast a shadow, indicating their presence, which is visible under canopy. Therefore, in addition to the various decisions you have to make under canopy, you should also study the ground and note any areas of likely turbulence.

Wind

A nice steady wind within our categorised limits is fine. However, a wind with a substantial gust factor – a large difference between minimum and maximum wind speed – is an issue. 'How many times have you seen someone insist they were knocked sideways by 'a crosswind gust' when in fact they simply flared unevenly in reaction to inconsistent winds?

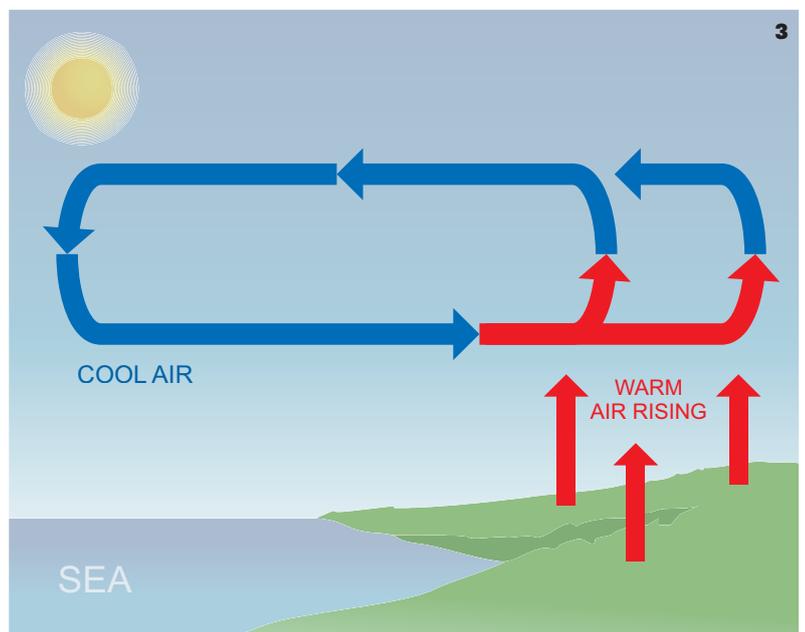
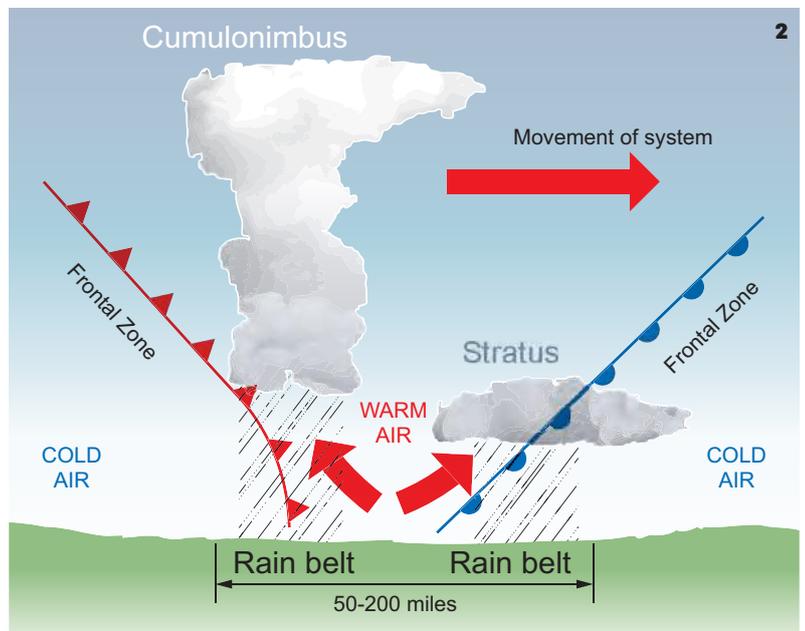
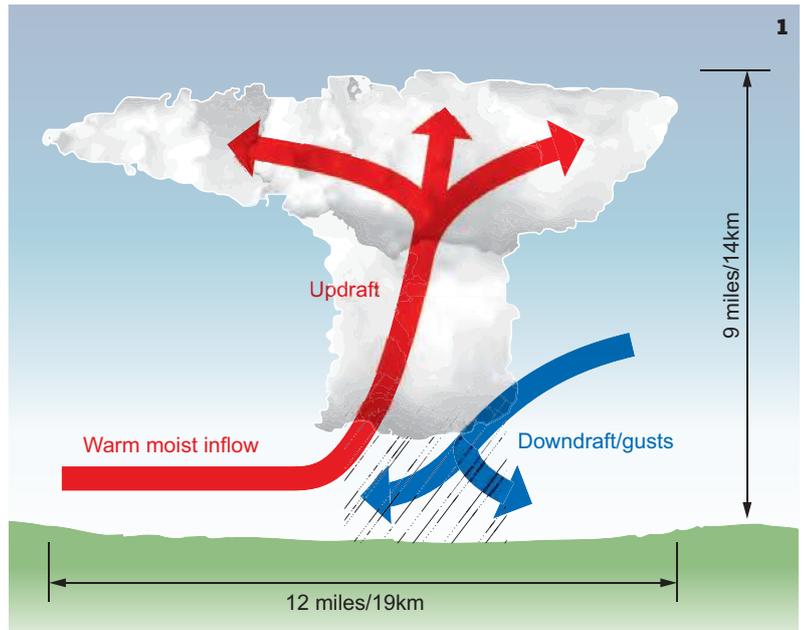
As wind blows onto obstructions in its path, it will go over and around the object. When wind is forced up and over an obstacle, it will rise beyond the height of that obstacle before the wind above flattens it. This will cause some of it to descend again and ground effect will make some of it rise once more. Think of the waves on the sea or water moving around rocks in a stream for the purposes of understanding. There are lots of time-lapse videos of cloud formation on YouTube to help your understanding too. So now we may be caught under canopy in either an updraft or a downdraft with the obvious problems associated with landing. If you are caught in a downdraft, do you know how to handle your canopy? If everything else fails, it is no good hugging your teddy – carry out a PLF.

As wind goes around a building, and especially if that building has other buildings in close proximity, the wind will accelerate between the gap (the Venturi, or bottleneck, effect). This is often the real reason behind the existence of a 'beer line' at certain DZs or a jump limit in order to land close to the hangar.

How many times have we heard someone say: "Look at that windssock and look at this one. They are both showing different, so which one do we believe?" Well, both windssocks are doing their job and showing the wind that is affecting them, so perhaps the question that should be asked is: "What is the wind doing in the landing area?" That is the bit that is going to affect you. Is the wind swirling round over there or is it maintaining a constant direction and speed? When wind is deflected, it is going to change direction and possibly speed.

Winds other than surface winds

Check the aviation forecast displayed at the dropzone, paying particular attention to winds in the lower levels.



For example, if the wind at 3,000ft is 30 knots and the surface wind is just five knots, think of the implications under canopy. Besides possible turbulence at the boundary of the two layers, test the wind under canopy and do not go too far downwind. Are there any doglegs in the boundary layer or other bands of air you will be flying your canopy through? Should you be jumping in the first place, even though the surface wind is well within limits?

If you do not know how to read an aviation met forecast, ask a pilot or someone else who does and they will likely be only too glad to explain. If you are on a weather hold, use this down time to learn. For the record, other weather-related matters such as cloud classification, vertical extent, isobars, zero degree isotherm and symbols on an aviation forecast have been deliberately omitted from this article's diagrams for simplicity's sake.

Cumulonimbus clouds (CBs)

A well-developed CB will have a distinctive 'anvil' shape at the top with warm, moist air entering at the front at a low level and rising upwards towards the rear. Behind and underneath the updraft lies a cool, dry downdraft that originates in the middle level. This cool air spreads out at considerable speed as it hits the ground and can extend for several miles in all directions, with the forward-moving part creating further uplifts. The area between the warm, moist airflow ascending into the cloud and the cool, dry air descending is not only an area of substantial turbulence, but it will also produce significant up- and downdrafts which may be outside your canopy's ability to outfly it. Although a cloud may not be over the DZ and appears to be several miles away, its effect may well include the DZ and under canopy is not the place to be when you find that out. Remember that clouds move, so take into account its possible track.

DZs near the sea or valleys

The planet's various surfaces react differently to the incoming energy from the sun and will therefore have a different effect on the air temperature above them. Air temperature affects air density and, in turn, air density affects pressure. Temperature also affects canopy flight. It is very different jumping in the thick cold air of a British winter compared to the thin air of a desert summer. This is why your landings feel faster in the heat of Dubai or Arizona, or the altitude of Johannesburg – your canopy simply has fewer air molecules in its way.

Furthermore, the effects of sea/land breeze at different times of the day or mountain/valley breeze have their own unique considerations. For those jumping in such locations, please get a comprehensive briefing on both the DZ layout and local weather/wind issues.

Also, it is not the intention of this article to cover the effects or how Anabatic/upward-moving or Katabatic/

downward-moving winds are formed. Neither is it the intention to cover Fohn/warm, Bora/cold winds or the Chinook (Rockies) which have the ability to rapidly raise the temperature of the surrounding air. Anyone skydiving in such areas is advised to get a thorough briefing in all local aspects.

Snow and desert, sunshine and temperature

Fresh snow can reflect back more than 90% of the sunlight received and very little is absorbed by its surface. It is warm air and not sunshine that causes the snow to melt, so consider the effect of this warm air on your canopy performance (rate of descent, stall speed etc).

Hot desert areas give the highest value of solar radiation. Most of the radiation is absorbed by the ground, famously producing some of the highest air temperatures found on Earth, so consider the temperature rise versus your canopy's performance again. Don't forget your own performance too! Additionally, hazards such as dust devils must also be considered. The best course is to avoid them, but sometimes Murphy's Law might strike – be aware.

Canopy performance

Do you understand your canopy's performance when it is subjected to high temperatures and altitude? As density altitude increases, do you know how this will affect the opening forces, the rate of descent or stall speed of your canopy? The stated performance of your canopy is at sea level under average temperatures and humidity, so it is not a constant under all conditions.

Cold temperature descents

For those who jump in damp conditions, in cold climates or from high altitudes where the air temperature is below zero, there is another issue. If your closure loop or three-ring circus is exposed to sufficient moisture on the ground, during the climb to altitude or perhaps even during the freefall descent, there is a possibility of the nylon loop freezing up and not allowing the container to open even though the pin has been extracted. Also, in the event of a cutaway, a frozen locking loop may not allow the risers to separate. Please consider this whenever the ambient air at altitude is below zero and conditions are damp.

Lastly, remember: if you are in doubt, there is always another day. ●

HUNGRY FOR MORE?

We can learn something from paraglider pilots. Unlike us, they have a large choice of take-off and landing areas and can cover much greater distances under canopy. If the weather on our dropzone is unsuitable, we can do little except wait until it clears. They, however, can move in search of better weather or choose to launch from the other side of the hill. Paraglider pilots sit a test which includes much more detailed knowledge of weather than most skydivers will ever learn. Try out 100 randomly generated multiple-choice questions here: wessexhggp.org.uk/info/pilot_test.htm

LIGHT AND VARIABLE

Is your PLA near a large expanse of concrete or tarmac (like, say, a runway...)? On hot, no-wind days, thermals can build in this area and cause light ground winds to swing round regularly by a significant degree. This explains how an aircraft full of skydivers can do the sensible thing and agree a landing direction before taking off based on the windssock slightly favouring one direction, only for the wind to switch on the climb to altitude and they find themselves all taking five-knot downwinders 15 minutes later. And then it can happen again on the next lift, and again on the one after that!



1 Cross-section of a cumulonimbus

2 A frontal zone

3 Coastal dropzones being affected by sea breeze, usually mid-late morning as the land heats up

‘Although a cloud may not be over the DZ and appears to be several miles away, its effect may well include the DZ and under canopy is not the place to be when you find that out’



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PARADISE IS WAITING.
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PUTTING A TEAM TOGETHER

Pete Allum of *Satori XL* explains the fundamentals of how to turn a bunch of everyday jumpers into a crack skydiving team

PHOTOS: SIÂN STOKES

So you want to put together a skydiving team. Whether you're after good old-fashioned fun or you're aiming straight for glory, there are a few vital elements when putting a team together:

- A committed team, with invested and motivated teammates
- A team goal
- Time and money
- Basic ground rules
- A training plan.

Let's break those down.

1. A COMMITTED TEAM, WITH INVESTED AND MOTIVATED TEAMMATES

Contrary to what you might think, these people do not have to be your closest friends. They do, however, have to share your love of the chosen event and agree to the same goal.

So where are you going to find these mythical beasts? The best way is to mix in the right circles. For example, go to Nationals, enter a category and compete. It doesn't matter if you don't win a medal; there will be hundreds of your tribe all roving about and talking the same language, plus it gives you

1 Block 12 on exit



an opportunity to build something for the future. Go to regional meets, tunnel camps, Scrambles and the Expo. Remember, these are all relatively low cost. Well, they are in comparison to what you will be spending when you commit to the team!

There are too many people all talking about wanting to be on the 'right' team and who are too nervous to get their feet wet so they never actually get the process started. Being in a team is being in a relationship and you will all need to have some basic social skills to help glue the mixture of personalities and characters together.

Once you have your potential teammates, work out each team member's level of commitment with regards to time and money. Look at the over-lapping area in your virtual Venn diagram of who can do what and that is your starting point.

2. A TEAM GOAL

The team goal should be realistic. If you all have something like 200 jumps, are just starting out in your first team and are planning 100 jumps and two hours of tunnel, it will be unrealistic to set the objective of winning AAA at this year's Nationals.

Team goals can range from achieving a certain average, attending your first Nationals and having a great time in the name of keeping it fun, to winning at the Nationals and coming home from the World Championships with a medal. These goals should be in line with your current ability and the amount of time and money that you intend to invest.

Once you have set your team goal, leave it on the mantelpiece and have it in the back of your mind. Don't waste time and energy talking about it to everyone and thinking about the outcome every training day, just get on with the process of achieving the goal!

It will also help to have a defined personal motivation that drives you and keeps you on track for the upcoming commitment; something that will help you get through the more challenging training days or over the little obstacles that will pop up in front of you. This is completely personal and I don't recommend that you tell anyone else about it. Instead, keep it close to your chest and let it feed your passion for skydiving.

3. TIME AND MONEY

The exact amount of time and money you will need to commit obviously depends upon how far you want to go. There are going to be many things clamouring for your attention, so I suggest that you prioritise. Once you have worked out what your objective is – Tunnel comp, a regional event, UK Nationals and so on – you should then be better equipped to calculate your spending on jumps, tunnel, competitions, travel, coaching, equipment and packing.

4. BASIC GROUND RULES

Contract

It may be worthwhile writing up some

kind of team contract: a real or virtual document that helps keep you honest during the challenges ahead. The topics could include things like the number of training days per year, the level of financial commitment and keeping a clear calendar for competitions, and you could even go right down to who buys the first beer at the end of the training day!

Honeymoon period

This is something that tends to happen in every relationship; the period when everything smells of roses, and the first jumps you have been waiting for all winter and the tunnel time are all about broad smiles and big leaps of progression. Be prepared for putting in the effort when this period wanes. Because you are training, you will start to make mistakes. That is how we learn, after all. You will be exposed to your own and your teammates' darker sides as you all learn to interact and figure out how the team functions together.

Challenges and/or obstacles

One of the most rewarding lessons from being on teams for so long has been the constant necessity of and practice in re-framing obstacles and turning them into challenges. When a teammate breaks a bone or bursts an eardrum and is no longer able to make the next camp, what do you do? What will you do when your non-skydiving partner is calling for a fair share of your leisure time? You will have →

plenty of opportunity to be creative with your solutions to appease your teammates, partners and family members while staying honest to yourself.

Roles and responsibilities

Sometimes a team member will be an obvious choice for a certain role within the team, whether that is finding sponsorship, planning the travel arrangements, organising the jumping day or planning the end of year party. You can either assign these roles to the obvious person or you can choose to improve on your weaknesses through practice. For example, I asked to be the team accountant one year because my mathematical abilities had never been my strong point.

5. A TRAINING PLAN

This is a road map to help you navigate through your training year. Consider:

Jumps

How many in total? How many of these will be in competition? How many per camp? How many per day? This last one will depend upon what you are currently capable of. For example, if you have never done more than six jumps in a day and you plan on blasting out 14 back-to-backs on your first camp of the year, you and your body might be in for a shock. If you plan on making more jumps than you have ever done before, try and ease into it a little. Start by adding a few more jumps to your previous daily record. Then, as you get used to the emotional and physical effort, you can steadily increase to an efficient number.

If your plan has you doing back-to-back jumps, make sure that you know your second rig. Try and get some jumps on it prior to your camp. Does it fit? Is the canopy a similar size? What is the reserve? Also, there is never any reason to flaunt basic safety requirements to rush on to that backup load. I have seen two people without a rig rush to a plane on a foreign DZ, convinced that they are good to go! This is an extreme example, but remember: forgetting even one small step is often how big accidents occur.

Will you be packing for yourselves? This can limit the number of jumps you can make in a day, so consider a packer. This will allow you to focus your time and energy on the task of becoming a better 4-way team.

Tunnel

How much in total? If you are training for

a freefall competition, don't assume that you can learn everything (apart from the exits) in a tunnel. Flying in freefall is considerably different. Your flexibility and mass are different, your ability to see is hampered and you can actually get pretty far from each other without walls to keep you in close proximity. If your goal is a tunnel meet, great: skip the previous section and get as much time as you can afford! If you plan on placing in the UK Nationals at any category, I strongly suggest that tunnel should be a percentage of your commitment in time, money and effort but not the majority.

The tunnel is also the best place to work on your basic personal skills, so consider adding time prior to your team training or working on solo skills as a team as a percentage of your time.

How much per camp/day? If you are already 'tunnel fit', you may be able to effectively train for one or one-and-a-half hours per day. Otherwise, like with jumping, I suggest that you steadily increase your time.

Before you transition to freefall, consider wearing a rig in the tunnel for a percentage of your time. This is rather hard work and it will make you feel like a weak muppet for the first few sessions, but it will give you a taste of what to expect in freefall. Remember to get a decent rig cover to stop the embarrassment of deploying your canopy in the tunnel!

Coaching

Just because someone is a champion doesn't mean that they can teach you. Although most champions I know are excellent coaches – they have chosen to dedicate their life to learning how to do something well – there are a number of different coaches out there with different styles. Technical information does not differ that greatly between the top coaches but personalities definitely do, so choose one that feels like they will work well with your team.

Are you going to have a coach on all of your camps or will you work by yourselves for any of them? This can have benefits if you are a strong team with clearly defined roles or you are working with a plan that your coach has set up. This can also help you grow as a team, but it may also destroy you if you prove to be dysfunctional without a coach. I have seen a few teams implode after trying and failing to work stuff out on their own.

Training venue

There are some great venues in the UK to train nowadays and, if you plan on training during the regular season, you can save money and jump in a known environment for your camps. If you plan on training during the winter season or you want to include a foreign destination, you have plenty of options. Take the following factors into account: aircraft compatibility with your target competition, exchange rate, jump cost, packing, coach availability, travel cost and accommodation.

Fitness

How fit do we need to be for skydiving? Well, I know that the better prepared I am, the easier it is to perform, the chance of injuries are reduced and the easier it is to stay focused on the last jump of the day. I break fitness down into three main sections:

Physical – This can be done as a team, but the most gains will come from personal preparation prior to your training. Strength (especially in your core), stamina and flexibility are on the list and there are many ways to approach these. I strongly recommend that you find a form of training that is accessible and becomes enjoyable. It may be tough in the beginning but hey: if all the mountains were easy, no one would bother climbing them.

Mental – Skydiving IS a mind game, so knowing what state of mind gives you your best performance in both training and in competition and how to achieve it is critical. You can read many books and watch videos of your heroes to find out what worked for them. This can help, but this journey is also an opportunity to find out what makes you tick.

Emotional – This is all about how you deal with stress. Can you see beyond your own goals and buy into the team goal? Will you bring a destructive or constructive state of mind to your team?

Learning

The goal is to improve and learn more about your chosen discipline, so make it playful to keep you engaged and help you achieve your objectives. Chart your performance and put strategies in place to make sure that you are on the right path to your long-term goal. Statistics can be helpful, especially to work out where your improvements are coming and what areas require a little more focus, but don't lose sight of the 'playful' part of the process! →

2 *Random G (cataccord) on the hill*

'Once you have set your team goal, leave it on the mantelpiece and have it in the back of your mind. Don't waste time and energy talking about it to everyone and thinking about the outcome every training day, just get on with the process of achieving the goal!'



VIDEO: [TINYURL.COM/ZOB CGQ2](https://tinyurl.com/zobcgq2)

Check out Pete Allum's seminar from BPA Skydive the Expo 2016





Basic skills

You will be doing yourself and your team a huge service if you have worked on your basic flying skills before you start training. Can you start with a solid position and progress through movement in all axes? When you start flying together, it is also useful to run through these skills in a 4-way environment.

Core skills are vital at all levels. Let's take an example: you have great in-place turns when it is you and your coach in the tunnel, but can you still keep everything in place when you put in block 15 and the team is already going pretty fast? Or, you can make that small sideways move and stop when you are on your own, but how is your body position when you are in the middle of the formation, the fall rate increases and you have to take grips?

Randoms

The starting point for 4-way. Learn them and the letters! Learn how the shapes look in the air, not how they look on paper. Know the set-ups and keys. Understand the 'long-axis' and how this makes you and your team more efficient when building each formation.

Blocks

Once you have figured out what category you are going to compete in, learn all the necessary blocks and their numbers. Learning the letters and numbers is like learning the language of 4-way. It will make it easier for you to understand each other and it is far easier remembering 'B-10-9' rather than 'Stairstep diamond, Diamond Bunyip, Cat and accordion'.

Now you can set out and learn all the shapes, keys, timing and intermediate pictures for your blocks. Generally, coaches will have you learning the relatively easier blocks first (7, 9, 14 and 15 are popular) and then build up to the more complex options.

Competition plan

This is the part where you all sit down and talk through your ideal competition day in great detail. Think through the factors that combine to make the day: how long before the first jump you plan on meeting up, the process of learning the jump, walking, creeping, the flow to the plane and the climb to altitude, after-landing procedure, debrief/or not, what to do if there are weather holds, how to react if you have a terrible jump or an outstanding one...

Write this down and run through it in your mind, then try out a competition simulation during training so you are familiar with it. Try it out at your first competition. Ideally, this should not be your target event. Debrief the plan. Did it work? Does it need changing? This also goes for your personal competition plan where you confirm to yourself how you want to be during the comp. What are you going to eat, listen to, read? Are you going to check the scoreboard or not?

Homework

You thought that you were done with this back when you left school, but why waste all that money you have spent on your

coach and in the tunnel? Write the important stuff down! Have a block/exit notebook that you keep re-working as your journey progresses and then read it before your next camp. The information seems obvious and easy to remember when you are training but you will be surprised how easy it is to forget after going back to 'normal' life. It's also a good idea to watch your previous camp's videos before your next training session.

Last training block

This is the last camp prior to your event. I recommend that you reconfirm your long-term goal and ask if it is still valid or if you need to re-frame. See as much of everything as you can in meet-type jumps rather than drills. Focus on having fun together, seeing each other in freefall and executing your competition plan in training so that it feels 'dialled in' and ready for your event.

Competition time!

OK, that's it – you really are ready. You have no more time to train or change anything, so you have to accept where you are and execute.

Don't get caught up the potential outcome. Believe me, I have tried that and it is not a very productive way to go through a competition. If something is within your control, you have worked to control it during your training and the lead-up. If it is out of your control, let it go precisely because it's out of your control and there's no point worrying about it! ●

3 Block 15, cat-cat, is stamped out totally straight in the dive pool. However, the most efficient way to build it is like a house, with almost-parallel walls and a 90° angle in the roof

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ON A (COM) MISSION



You know the rules, but who writes the rulebook? Meet the International Parachuting Commission

WORDS: TASH HIGMAN

What is the IPC?

Many air sports come under the umbrella of the Fédération Aéronautique Internationale (FAI), as you may have seen in the Mag's coverage of the World Air Games in Dubai in December 2015. Skydivers competed side by side with pilots of gliders, hot air balloons, model aircraft, gyrocopters and microlights. Each of these air sports is governed by an air sports commission and ours is the International Parachuting Commission (IPC).

What does 'governed by' mean?

Most countries have their own governing body, like the BPA in the UK, which set the rules for parachuting activities. IPC's remit is setting rules for the

international aspects of the sport, such as requirements to allow mutual recognition of proficiencies (A, B, C and D Licences or certificates, depending on country), common agreement on international records and arrangements for international competitions. IPC also considers bids for First Category Events and awards them to the bidders they believe to be the best suited to deliver a smoothly run World Championship, World Cup or European Championship. It then appoints FAI Controllers and Chief Judges and any other necessary roles to liaise with organisers.

Who is on the IPC and what do they do?

Each country affiliated to the FAI can select a Delegate to represent them at IPC and most also appoint an Alternate Delegate just in case the Delegate is

unable to carry out their duties. At the annual IPC Plenary meeting in January, the Delegates consider competition bids and changes to the rules on proficiency, records and competitions. Once they have voted on them, the rules are changed and published on the IPC website by the beginning of March. IPC also oversees the work of International Parachuting Tour and Events Association (IPETA) and appoints its directors, and 2016 should see some interesting news as IPETA makes its work more visible to jumpers in the UK and across the world.

How do things get presented for an IPC vote?

Because there is such a wide variety of activity within skydiving and parachuting, committees oversee different aspects of the sport. The following committees are in place for 2016: Style and Accuracy, Formation Skydiving, Canopy Formations, Artistic Events, Canopy Piloting, Speed, Wingsuit, Paraski, Indoor (new in 2016), Rules and Regulations, Judges and Technical and Safety. At IPC level, →

The current UK Head Down Record 37-way, by Ewan Cowie. Records wouldn't be records without IPC

MEET THE IPC

Vertical Formation Skydiving is overseen by the Formation Skydiving Committee even though VFS is represented by the same person as Artistic Events in the BPA Competitions Committee. There is also a Finance Working Group chaired by the volunteer treasurer.

Each committee considers proposals received from national governing bodies and makes a recommendation to the plenary on how to vote.

Who is on these committees?

Each committee can consist of up to nine members, two of whom (the Chair and Deputy Chair) need to be a country Delegate or Alternate Delegate. The remaining members are individuals who the Chairs consider will help them make appropriate decisions for the benefit of the discipline. They may include competitors, judges and individuals involved with scoring or measuring systems.

How is the BPA represented?

The current UK Delegate to IPC (who

does the voting on our behalf) is John Smyth MVO and our Alternate Delegate is John Hitchen. These appointments are made by Council in June each year. Across IPC, the BPA is represented on these committees:

Style and Accuracy

John Hitchen
John Smyth

Canopy Formation

Tash Higman

Speed

Kate Charters
Mike Lovemore

Wingsuit

Kate Charters
Jackie Harper
John Smyth (Deputy Chair)

Technical and Safety

John Hitchen

Why should I care?

The British competition rules for Open/Senior/AAA are based on the

rules set by IPC and they can trickle down to the other categories. Rule changes made at IPC can directly affect a range of things, including the divepool, the number of rounds or exit altitudes.

All international competitions and records are held or set using these rules and the sequential records set in recent years could only become FAI records because someone introduced them at an IPC Plenary and the Plenary agreed to recognise them. For example, the US delegation recently proposed recognition of large formation (FS and CF) records performed at night. This was approved, subject to adjusting the wording to suitably account for summer nights in Nordic countries. This means that, from now on, night records can be recognised by the FAI.

If you think the existing rules can be enhanced, please make your views known to those involved in IPC work. You can either do so by contacting those working on IPC Committees, your discipline rep on the Competitions Committee, any other Council member or by emailing the BPA office. ●

Below: IPC Plenary 2016, by Nina Kuhn



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ON THE RIGHT TRACK



The BPA's Safety and Training Committee has recently introduced three new gradings for Tracking: TR1 covers tracking dives on your belly; TR2 is for back tracking; and TR3 is all about angle flying. We talked to two leading Freestyle coaches to get their views



Joel Strickland is a full-time wind tunnel Coach, BPA Instructor and current double British National Champion in both Freestyle and Freestyle with Varial – varialfreely.com

There are entries in my logbook that are *simply not true*.

There was that time as a brand new skydiver, a decade ago and half a planet away, when I was part of a whole-aircraft tracking jump that, despite everyone getting out of the plane at more or less the same time, was never anything other than half a plan. Five or six dots kept growing ever smaller in the distance as we tried and tried. Would I have benefitted more from having someone suitably skilled round up myself and the assorted other stragglers to do a separate jump that catered for our current skill level? Probably, but I did get to tell everyone I did a 12-way tracking jump.

Then there was the time we convinced the one other guy in the plane that he should come with our big group. It was just easier that way. Never saw him after climbing out. Didn't see him cut away or land off. Never even knew his name or what he looked like without a helmet and goggles.

And then there was the time that the totality of a briefing was: "You know that bit at the end of the jump when you make yourself all pointy and

fly away from each other? Just do that for the whole thing and try to get close." *F*ck it. That'll do.*

Theory vs practice

My point is that my logbook recorded the *plan* for all of these and not the *reality*. My question is: at which point should you and do you draw the line between what you would like to have happen and what you can realistically achieve?

We should be able to police ourselves, and we mostly do. But the tracking jump is the big old social, when everyone shakes off the shackles of the day's constructive efforts. It bridges the gap between bellyflyers unable or unwilling to get stuck in to the freefly groups that have been steadily growing in ambition and getting tighter throughout the day, and the freefly types who are unable or unwilling to do, y'know, flat things. When people are being rounded up into groups, there are many things an organiser should consider – such as everyone's individual skill level (which they may or may not be lying to you about), whether or not you should bin it because there are big clouds in all the wrong places, whether or not the best time of day to scatter everyone across the British countryside is just as the sun is going down, and so on.

I have been part of jumps that grew into monsters as both an enthusiastic newbie and as someone who should have known better, but it can be hard to say no when they have that look on their face and everyone else thinks it is going

to be amazing. The little devil on one shoulder and little angel on the other being largely in agreement, with one saying "They can do it! They will all get in and it will be brilliant!" and the other saying, "F*ck it, they will be miles away and probably safe enough just getting left behind."

By the book

Does a set of guidelines that are in the actual rulebook make things better? Do we need a standardised system of progression that you can use from one place to the next?

A spate of incidents over recent months and years featuring skydivers tracking together across the spectrum of ability led to much discussion of potential restrictions on the nature of these jumps and we got as far as various dropzones imposing house rules of what is and is not acceptable. Important people talked a lot and now we have a manual that looks just like the ones you have already been using for other stuff.

I don't *need* these rules to keep doing what I do both safely and constructively, but I see their value in helping me to do so. Managing risk and successfully weighing up all the necessary considerations is vital to the success of endeavours that are inherently dangerous, and a lesson we must all continually learn. More structure in the early stages, passed on by learned others via level-headed experience or indeed a manual of some kind, would have helped me to build my skills more thoroughly and get me there quicker.

Back tracking
over Cork, by
Kev Coffey



Paul Floyd is a BPA Instructor Examiner, Freestyle Coach and keen swooper. He has led several BPA Panels of Inquiry following serious incidents

I have been a skydiver since the mid '90s and hold numerous instructional and examiner ratings. Skydiving, and moreover seeing people develop in the sport, is my passion. With more time in the sport, we are unfortunately more likely to see the bad side, the severe accidents and, the unthinkable, fatalities. While we can do little to stop stupid, we can educate. We cannot and will never prevent the unthinkable completely, but what we can do is moderate who is put in the firing line for a Darwin Award.

Common sense

Every discipline in skydiving has inherent risk but, as a Chief Instructor and experienced jumper, I see the naivety of some hurting many others. To me, and many others, Tracking is a huge factor affecting the masses. Tracking is one of the only disciplines where bellyflyers and freeflyers can combine on a playing field and mix, but it is, and has been, all too easy to accept people on a load that is beyond their ability. The fault is on not only the lead tracker, but on every other person on that dive who does not want to disappoint and put people off the sport. I clearly remember the days when we would bunch up a whole load and go track along the aircraft heading for the last load of the day with bodies everywhere, bumping into

each other or worse. No one ever maliciously tried to hurt anyone; we just didn't have the knowledge we have now on 3D-flight and all of the beauty the sport has to offer.

STC requested, through the membership as a whole, that there should be some rules for Tracking in order to regulate (*not* police – that distinction is an important one) who does what at the end of the day. As a keen Tracker and CI, this was an ideal opportunity to get the feelings of some of the most experienced Trackers, load organisers, S&TAs and CIs across the world to garner a generic, but not too limiting, feeling as to the best way forward. Adam 'Killa' Mattacola, Ally Milne, Andy Ford, Nick Davison, among others – thank you all for your contributions – and I thrashed out numerous options that were snippets from numerous successful DZs across the world and tried to place it in a generic set of guidelines that would suit the BPA DZs. The emphasis was on not stopping those who already track, but was instead on breaking down the levels so that the correct people were tracking within their level of ability.

The hard truth

Numerous comments on social media appear to be concerned about "another money-making scheme for the BPA". I couldn't disagree more. This is a set of guidelines that will allow a CI to safely judge whether the load waiting to board the aircraft are experienced enough to make the jump as safe as possible. For the few who are against change, this may seem restrictive. But how many more people must be seriously injured or killed as a result of the inexperience of that one solo jumper getting invited on the flight-line to join a group of other Trackers and being in a situation where he is so far removed from his ability level that he does something which endangers another jumper, my friend or even you? Try explaining that, and especially if there was a better – safer – way of doing it. I am not a typical 'poacher turned gamekeeper' – far from it. I'd say I am a realist and I'm fed up of seeing my friends perish due to a lack of understanding or a lack of ability when under pressure.

Tracking is a complex activity and we were keen that it should not be restricted to just a couple of 'stickers'. Should a discipline need more than one or two gradings, then this was to be the ideal opportunity to start. TR1, TR2 and TR3 have been introduced as an initial step, but this does not mean it needs to stop there and I am aware that there are views out about introducing FS2 and other options. The beauty of our sport means that these three gradings can expand but, currently, these three levels will give CIs and jumpers the tools to identify who should be doing what and when.

Read more

The Tracking Manual was approved by STC at its April meeting and is on the BPA website. Also, check out the BPA Operations Manual, Section 2, paragraph 6.2 for the full requirements for TR1, TR2 and TR3.

bpa.org.uk/staysafe

Tracking at Varial
Heli Huck 2015,
Skydive Balaton,
Hungary



Spinning: good in your washing machine, less so when experimenting at 5k with an unfamiliar Petra 62

I N A

WORDS: KIERON HAYES

For a while now, I have wanted to try one of the new generation of high-performance canopies like a Peregrine or a Petra. Recently, the opportunity presented itself when Dan Guest loaned his Petra 62 to Stevie Doran to jump at Cark because Dan would be away for a while and wasn't going to use it. As Stevie is an experienced canopy pilot and of a similar size to Dan, he figured he might want to try it out. Stevie eventually rigged it up to his container, took it up for a hop'n'pop and reported that it was both very fast and a bit twitchy. That was when I thought I would see what a Petra is like for myself.

It wasn't ideal squeezing into Stevie's rig because I am 6' tall while Stevie is about 5'3 and a few stone lighter. A 62 isn't the size I would choose either and I would have preferred a 75 or 71 nearer to the Valkyrie 75 that I jump. I wasn't concerned, though. I have a couple of thousand jumps on cross-braced canopies and I was really looking forward to jumping it.

I decided I was going to play it safe and do my final turn a lot higher than I normally would, so I exited the plane at 5,000ft and pulled after a short delay.

Best laid plans

The opening was soft and on heading, but I could instantly feel how twitchy it was and had to work to keep it on heading using harness inputs. The canopy was fitted with an RDS –

a Removable Deployment System, where the bag and pilot chute are connected to a removable slider. When you remove the slider, the rest comes with it. As I reached up to remove the RDS, the canopy dived off to the right. I quickly corrected it using the back risers and remembered some advice about loosening the chest strap first because it makes the canopy easier to control.

I loosened the chest strap as far as it would go, removed the slider and started wrapping up the slider, bag and pilot chute. It all fits into a big spandex pocket on my trouser leg. The canopy started turning to the right again – I don't know why, probably just the way I was sitting in the harness – when I was only halfway through dragging in the RDS. The pilot chute and bridle were still trailing behind me, so I had to swap the RDS from one hand to the other to free up my left hand to try and stop the turn. In the time it took to think about this and to do it, the canopy had done a couple of 360s. Then, to make matters worse, the pilot chute and bridle wrapped around my body.

It didn't want to stop spinning no matter what I did and I quickly realised that I was going to have to cut it away. My main concern was the RDS wrapped around me because I couldn't tell whether it was near my reserve and so if it was going to interfere with the opening. I stopped trying to prevent the canopy spinning and concentrated on getting the RDS off from around me. As soon as I got the pilot chute and bridle off, the slider (which is attached to the bag by a line about eight feet long) wrapped around me.



Kieron Hayes and Stevie Doran, by Ming Chu

SPIN

Caught in a corkscrew

The ground was starting to look very big by now, so I threw the RDS as far away as I could. I wasn't convinced I had got rid of it, but there wasn't time to mess around anymore. I reached in for the handles which, considering that it was a tiny harness and that I had loosened the chest strap all the way, were easy enough to find. I had done about a dozen 360° turns by now, but the g-force was like nothing I had ever experienced. Pulling the cutaway handle took all my strength.

The reserve opened on heading with no twists. My audible is set to 1,200ft, which is the height I start my 450° turn, and was beeping as the reserve opened. There was no RSL or AAD.

It was then that I realised that I *hadn't* got rid of the RDS. It was wrapped around my GoPro on my helmet and the risers of the reserve. I tried unravelling it, but it wasn't coming off. It wasn't affecting how the reserve flew, so I left it. It actually took a good 10 minutes to get the RDS off the GoPro when I was on the ground.

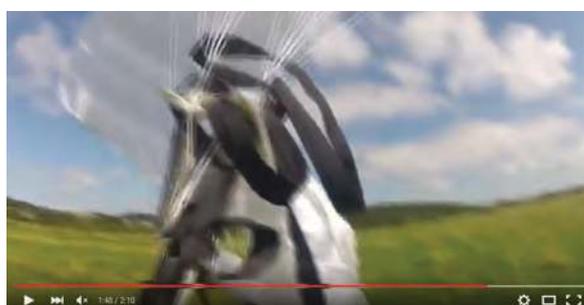
I am no stranger to cutaways, and that was in fact my 16th on spinning high-performance canopies. What surprised me was how quickly it got out of control and how much effort it took to pull the cutaway pad. In hindsight, the only thing I would do differently is attach the bag and pilot chute to the top of the canopy for the first couple of jumps until I got used to it. Then I would only have the removable slider to deal with, which would leave my hands free to deal with any issues.

The Petra had to go back the next day, so I still haven't landed one. ●

'It actually took a good 10 minutes to get the RDS off the GoPro when I was on the ground'

VIDEO: [TINYURL.COM/ZSCW6DG](https://tinyurl.com/zscw6dg)

Watch Kieron's GoPro footage here!



DON'T
TRY
THIS
AT
HOME

Low turns: we know we shouldn't. Here's why

WORDS: STEVE MURPHY

The starting point for this story is on St George's Day 2015 at Langar Boogie 1. Up to this point in my skydiving adventure, I had thought of myself a reasonably safe jumper. Yeah, I've had a downwinder in the past and got a roasting for it but, other than just the obvious bumps and bruises associated with the learning curve, I was reasonably safe.

This was the day I got away with it. The day I broke one of the cardinal rules while coming in to land, the one that's banged into you again and again: *don't turn low*. Even today, I can't believe how lucky I am as I think about it. Yes, there have been feelings of guilt and, yes, I have been and still am angry at my own stupidity, but this story, like so many before, could have ended worse. Far worse.

I'm just one example of why low turns are a bad idea. Ideally, you will learn from my experience and you will have the knowledge of what you can do if you ever find yourself in a similar situation.

The chain of events

First, I want you to understand that, when you look at how and why accidents happen, you will realise that they never just happen in isolation. Through my experience and research, I know there is always a series of events that lead to the actual point of the accident where things can and so often do go pear-shaped or worse.

There is an unwritten rule in accident investigations that roughly says: "Ask 'Why?' five times and you will get to the heart of the problem." Let's do that here.

1) It was a nil wind day

I had a few episodes of nil wind landings on my Pilot 188 – Bertha the Rig, as I affectionately call her – and generally had no real dramas to report. I did, however, decide to go for a declared landing and thought it was a good idea going for the bull's eye target on the freshly mown PLA.

2) It was my first solo tracking jump

It was my 74th jump, and it was the first time I actually managed to relax and hit a stable angle tracking position. Before then, I had always tracked with someone else. I'd relied on them for the flight plan too; I just concentrated on trying to relax and keep up with them. In honesty, I was still a pupil. However, on that day, I thought I was up to the task. I can remember how well it went initially; a good stable exit, then a right turn under the Twin Otter. I can remember how easily

I tracked left and right and how the ground moved below me as I was moving forward. It wasn't until I was under canopy that I realised that I had lost awareness of where I was in relation to the PLA.

3) I had a major loss of concentration

Instead of staying focused, I was marvelling at how well I had done to this point and how relaxed I was throughout the freefall stage of the jump. I hadn't paid much attention to my first audible at 5,500ft and, instead of ending the tracking jump at this point by altering my body position and slowing down, I went through my 4,000ft audible and hastily deployed my main.

4) I was disorientated

By the time I completed my canopy checks and orientated myself back towards the PLA, I think my actual height was around the 2,000-2,500ft mark. I was so deep I was heading towards canopies coming in to land in the opposite direction. I realised that I was going to miss my declared landing by a country mile, and that I was going to face the indignities of the beer fine and the mother of all roastings. It was here that my internal alarm bells were sounding off really loud.

5) I made a mistake when I reacted to traffic

Then I saw the other canopy. I thought I remembered being somewhere below 150ft, but a witness has told me it was

much lower. I saw the other canopy coming towards the PLA and I panicked. The reality was that if I had just continued on my landing pattern, then I may have got away with it other than getting a roasting. However, I pulled hard on my right toggle and hooked the low turn. That right toggle, that schoolboy error. Not that I'm complaining. I know how lucky I am to have got away with it.

The moment of impact

The mind plays tricks on us in high-pressure situations. I say this because I think I went into a form of intense and instantaneous shock the moment I put in a right toggle. I guess we could say it was sensory overload. I can't remember if my eyes were open or shut at this point, but I have a recollection of speed and then of my body slamming into what I later learned was concrete. I say my body because, at that moment of impact, I didn't realise or recognise which part of my body had struck first. To this day, I have no recollection of this, but I am told that numerous people around the PLA screamed "Flare!" the instant I inducted on the toggle.

I am not sure of the distance the exposed ends of my tibia and fibula were dragged through concrete, dirt and grass, but it was long enough for my body to go into what I believe was yet another level of shock.

After I came to a halt and finished screaming, I can remember initial →



whole-body numbness, gradually tightening, rather than pain. No matter how hard I try, I still can't seem to fill in the gaps in time. I do remember that my hearing went odd. I seemed to only hear voices immediately around where I lay and, I'm not proud of this, but I believe I was cracking jokes. This is an example of the shock I was going through and how those that are first to the scene of any serious accident have a vital role to play.

"I think that's a bad one. I need some help here, guys," I said. My eyes were screwed tightly shut at this point.

The next thing I remember is looking up and seeing a familiar face. "How bad is it, Gaz?" I asked. "Compound?" "Worse," he replied with raised eyebrows and a shake of his head. As I started to raise my upper body onto my elbows to see for myself, a familiar female arm came across my chest and whispered not to look.

I next remember hearing a voice say "We'd better do something about that bleeding," and I looked towards the sound of the voice to see the familiar face of Nick. "Right, Steve, I am going to lift up your leg and put my foot in your groin," said Gaz, very coolly and almost matter-of-factly. Oddly, I replied "Fill your boots." If I realised the seriousness of my situation, I'm sure I would have chosen my response more carefully.

The consequences

Fast forward to May 20 2015, 27 days later. I had been awake for about two hours. A combination of some of the anaesthetic wearing off and only four hours sleep meant that I was tired and apprehensive, but at the same time the realisation that I had *really f****d* up under canopy was beginning to sink in.

My time from the date of the accident until that Wednesday morning in May had been spent on my back in a hospital in Queen's Medical Centre, Nottingham. Although I have problems remembering a lot of my stay in those early days, I do remember numerous and frequent visits from members of the skydiving community. There were far too many people to say thanks to here, but you know who you are and I owe you a lot.

I had been through 11 operations, during which a team of consultants and surgeons valiantly tried to save my right foot. We all agreed early on that the snap was so clean that the foot was worth trying to save, although it was made

clear from the outset that, ultimately, that might not be the best course of action. One such operation involved removing a lateral muscle from the left side of my back and using it to reattach my foot to what was left of the lower leg. During this time, I went down to 81kg in weight. Before, I used to hover in the 90-93kg range.

At about 9.15am, the now-familiar face of a surgeon came round the curtain that offers the small amount of privacy you'd expect to find on an NHS ward. During the pre-op consultations with him, I remember learning that he and his wife had just completed the Marathon des Sables together as part of their honeymoon and I had learned to trust him quite quickly. After all, he was the one with the knife skills and who was involved in nearly all of my operations. As soon as I saw his face, I knew straightaway that the battle to save my foot was lost.

"Really?" I asked.

"I'm afraid so," he confirmed.

Infection, one. Steve Murphy, nil.

Looking back

Since my accident, six words I heard as I lay there on the ground have resonated deep within me: "What on earth? How on earth?"

I remember witnessing a swooping accident during the 2014 season and I know how upset I was at seeing instantaneous, uncontrolled carnage inflicted on the human body in pursuit of the sport. I can only imagine how it must have looked, through my own stupidity, to anyone who was there on the day.

What would I do differently? Well, let me ask you this. Have you ever caught yourself thinking "It'll never happen to me"? I know I did. The week before my accident, I had been flicking through this magazine and paused at the insurance ads. I actually caught myself thinking "It'll never happen to me" and ignored my inner voice.

As a 50-year-old, my bones aren't in the best of shape. That said, I think I jumped every day of the boogie and I was camping on the DZ for the duration. It had been a cheeky couple of mornings, meaning the temperature had dropped to near freezing at night. Although I am fairly fit for my age (or so I thought), my ability to bounce back from the mental strain of skydiving was not at peak level.

It was my 74th jump and I was still managing the fear at the time. Physically,



I was also tired from partying a bit too hard. I had taken sunrise pictures every morning, so lack of sleep was starting to add to the strain as well. By mid-afternoon, I had taken some calories onboard and topped them up with caffeine. I was on an afternoon load.

It was a nil wind day, but I also decided to go for a declared landing. Just before we climbed aboard the Twin Otter, I remember feeling nervous and slightly more agitated than normal. In hindsight, going for a declared landing as well was not the best of decisions.

Complacency, fatigue, ability and lack of altitude awareness – both in freefall and under canopy – all played a part in my accident, but my inner voice was ignored prior to the accident and on the day. That inner voice is our built-in risk assessment. It makes decisions based on experience, being familiar with situations, through muscle memory and ability. Sometimes we ignore it and sometimes we listen to it, but we all have it. Please listen to yours. ●

'I can't remember if my eyes were open or shut at this point, but I have a recollection of speed and then of my body slamming into what I later learned was concrete'

VORTEX MAKES HISTORY



On February 4th, 2016, Graham Field & Will Penny became the first skydivers to jump and land where the 2 oceans meet on the southern-most point of Africa, Cape Agulhas. For this historic jump, Graham chose a Vortex Container and Ventus Canopy by Parachute Systems. Congratulations!

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Parachute Systems has shared your blue skies for 32 years. We thank you and return your loyalty with a continued commitment to making history.

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Photo courtesy of Will Penny

MAL OF THE LEAP YEAR

It all started on a Sunday afternoon when my mate Dylan announced that his next jump would be his 500th, so naturally he wanted to do something exciting. So, no sh*t, there I was...

WORDS: JONATHAN CHARLES
PHOTOS: BEN MITCHELL

The weather was looking pretty good for the next day and it happened to be February 29 as well, so we got thinking: who would be around the DZ on a Monday? Who would have the skills to do something cool? It turned out that we could only reliably get four people together, so the plan for a wingsuit hybrid with Dylan hanging and two trackers chasing was born.

The details were easy: the hybrid would launch off the rail with trackers diving out afterwards, no camera for Dylan in case he tried to spear a handle on exit and nobody above the wingsuit in case of an early drop. The trackers would peel off at 6,000ft and Dylan would drop shortly after that at 5,500ft. If the exit tumbled or the flight became unmanageable, Dylan would separate and lead the trackers while I would fly solo. We announced our plans to the CI and, knowing that I had flown successful hybrids before, he gave us the green light to go ahead in the morning.

The morning came and the weather was good, as predicted – light winds and thin, well-broken cloud – so we got our gear sorted and manifested for load one. The time came, the green light was on and the visuals were good, so we climbed out.

What could possibly go wrong?

The exit flew remarkably smoothly and, with Dylan hanging in a backfly position, we started to outrun the trackers while performing a wide U-turn to head back to the DZ. Once we were cruising home, a happy Dylan switched his grip around on my chest strap and swivelled into a belly-to-earth position just as we had dirtdived. This conveniently added a bit of drag, so the trackers caught up with us quite nicely and started to close in.

The flight had been so stable up to this point that, when Dylan caught sight of Ben tracking alongside, his first instinct was to remove his right hand for an excellent camera geek. Unfortunately,



he forgot in the heat of the moment that this would suddenly shift his hanging weight off-centre and this caused me to fly an involuntary diving turn to the left. We both recognised what was going on instantly so, as I minimised the turn as much as I could, Dylan managed to regain his grip on the chest strap with his right hand to give me full control again and allow us to turn back on to heading.

Now, on any other 500th skydive you don't hear about, we would continue to fly stable, break-off as planned and all land safe ready for caterpillar cake celebrations and unicorn rides. This was not so here. The diving turn had swung Dylan out to the side and, although the recovery was pretty swift and smooth, this resulted in him swinging forwards and backwards on my chest strap. I had my head up to keep the suit flying stable, so all I knew at this



point was that there was something going on with Dylan but I didn't know exactly what and there was very little time left before our planned break-off. I had been listening to my Flysight GPS unit counting down every 1,000ft and it had already sounded off for 7,000ft a while ago, so I concentrated on flying solid to keep us stable. After all, I had flown hybrids where the hangers had buffeted around underneath before and those dives had all settled down without problems.

Reserve ride with a difference

It only took a few short seconds to recover and get the turn back to heading, and I



VIDEO:
TINYURL.
COM/
HW8SZ24

Watch the
jump here!



could feel Dylan's weight pulling and then easing on the harness a few times. But the swinging didn't settle. In fact, it got worse.

Before I had a chance to think, I felt something lift off my back. Everything went in slow motion, but it was still rapid. I felt one last pull on the harness as Dylan swung forwards, just as my reserve canopy reached line stretch and started to jerk me upright. From my perspective, Dylan got flung forwards. Relatively speaking, I was being ripped upwards and back by the reserve. The rapid deceleration ensured that my legs swung forwards and nearly up above my head, while the canopy fought the slider for domination. Then the slider gave up and, before I knew what had hit me, I was under a Smart 135. "F#%£ing hell!" was all I managed, followed by "Well, I'm not paying for *that* pack job!"



I was somewhat dazed and confused at this point, and I found out later that it had taken just two seconds to go from full flight to the canopy being completely deployed above my head. Looking down, I could see that my reserve handle was still securely in place. For a second I thought my AAD must have fired, but I was still comfortably above 5,000ft at this point so it made no sense.

My GoPro had swung down on its mount from the opening force and was staring straight at me in between my eyes, so I pushed that up out of the way and gathered my senses. I realised I had a freebag to find, so I unzipped my wingsuit and took the toggles. I circled around on deep brakes, going this way and that for what seemed like forever while drifting back towards the DZ perimeter. I passed 4,000ft, then skimmed the edge of a thin cloud at 3,000ft and could still find no sign of the freebag. Then 2,000ft came and went, still with no freebag.

At 1,000ft, I gave up searching and concentrated on my landing.

I had already chosen to land on the outskirts of the PLA so I could use as much altitude as possible looking for my kit, so I set up into wind ready to land on the end of the disused runway. There was a little less flare than I was used to with my Storm, but no real complaints. As I gathered the lines in and carefully slung the bright white fabric over my shoulder, I watched one of the red DZ pickup trucks racing over to meet me. It suddenly felt quite strange; my first reserve ride on a leap day, on my mate's 500th jump, with my main still safe in the container and I hadn't even deployed the reserve.

Lessons to be learnt

Despite what many people will tell you, chest straps are not non-structural. They are also a great way of transferring force to the rest of the harness when pulled about, which in this case was enough to deploy my reserve. We think this happened because the harness distorted a large amount in a small space where the chest strap attaches to the main lift webs. The fact that I have chest rings on my kit may have exacerbated the problem because there would have been minimal resistance to the harness distortion, and this forced the normally fairly straight reserve ripcord housing to flex into a 'U' shape around the chest ring. The extra bend took up the slack in the reserve ripcord cable and, with one end trapped inside the soft reserve handle, the only end still free to move was attached to the reserve pin. When the right amount of force was applied, the reserve pin popped. The fact that I have a soft reserve pad on my kit as opposed to a 'standard' metal handle may have been a contributing factor too – apparently there is less reserve ripcord slack encased in a soft pad in comparison with a metal handle. However, this doesn't necessarily mean that this wouldn't have happened if I had kit with no chest rings and a metal reserve handle.

So, if you're thinking about planning a hybrid of any kind (not just a wingsuit hybrid), take a closer look at your gear and bear this incident in mind. You don't always have to pull a handle, snag a ripcord or knock a pin to deploy the reserve, although you should always consider these things. Simply bending your harness could easily be enough for some unwanted expense. Hybrids are great fun when they work, but nobody wants a premature reserve deployment and especially so in a wingsuit with someone hanging off you. This could have been a lot worse than it was, and thankfully nobody got hurt. We even found the freebag!

Thanks to Ben Mitchell for the excellent footage, to Dylan for being a good sport/guiltily packing my reserve for free and to David Alatorre for clearing off back to work while the rest of us went searching through the fields. ●

1 Reserve cable pulled, freebag lifting off

2 Reserve out of the freebag

3 Reserve canopy deploying and Dylan losing his grip

4 Did someone shout "Dead Ant!"?

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Icarus Safire 3

The Safire, and later the Safire 2, from NZ Aerosports has long been a favourite among skydivers, and NZ Aerosports have spent the last five years developing its replacement: the Safire 3.

Using the technology and techniques they used to build their high performance Petra and Leia canopies, the new Safire 3 apparently flies more efficiently and more responsively than its predecessor.

For the geeks among us, the gang at NZ Aerosports have used a crossport design which reduces surface distortion and improves load bearing. Proportionally tuned air inlets allow the canopy to pressurise evenly in a more controlled way and help keep it on heading during the opening. The differences in the design translate to better, smoother openings, being more responsive to inputs in flight and a more powerful flare. The canopy is more responsive to



harness input and has an improved glide on the rear risers, giving more range too.

They're keen to emphasise that the Safire 3 isn't more high performance in terms of who it's been designed for and it's still a perfect canopy for beginners all the way up to experienced canopy pilots who want a hassle free 9-cell.

The new Safire 3 is available in any size between 99 and 240, although they

recommend loading it between 0.8 and 1.5. They really do mean any size as well. Want a 118 or 177? No problem.

You can order the canopy in a vast range of colour combinations and even add logos and graphics.

\$2,175

nzaerosports.com



Xsories Tuxedo

We skydivers are a vain bunch. We go to extreme lengths to have good-looking gear and nowhere is customisation more prevalent than with our helmets. Stickers are a given, but what else can you do to change things

up a bit? Most jumpers now have at least one GoPro mounted on their helmet and, if you want to make things look a little more colourful, check out the range of covers from Xsories.

Named 'Tuxedo', this neoprene cover fits snugly over your GoPro and offers scratch protection

to the waterproof housing as well as providing a nice splash of colour.

Available in a range of colours and styles for less than £15, these are a cool way to stand out and give your camera a little bit more protection.

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Cookie Fuel Chin Cup

If you own a purple Cookie Fuel and want a matching Chin Cup, now is the time to rejoice. In the words of Cookie's PR team, the (and I quote) "Best. Colour. Ever." is now available. No more mix and match, you can finally enjoy an entirely purple helmet. Ahem.

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flycookie.com



Maui Jim Waterman

I live and sleep in sunglasses, especially when I'm at the DZ. My brand of choice is Maui Jim because the designs are awesome, the quality is outstanding and the lenses are better than anything else on the market. I've been jumping their Peahi frames for a while now, but I know that skydiving with sunglasses

isn't everyone's cup of tea and that the security of a pair of proper goggles with a head strap is preferred by many.

Enter the Waterman. Initially designed for wakeboarders and surfers, the lightweight polycarbonate frame has a number of features that make it great for skydiving: a vented lens to prevent fogging; a thin foam liner around the inside for comfort; and an adjustable

strap to keep them firmly on your head.

As with all Maui Jim frames, the optical quality of the lenses is exceptional and features their patented, colour-infused lens technology that removes 99.99% of glare, 100% of harmful UV and boosts colours to give you a clearer view with crisper contrast. The polarised lenses in the Waterman are also given a Clearshell coating, which is a silicone-based hard coating that increases the scratch resistance.

They're available in four different frame colours – White Pearl, Titanium, Matte Rootbeer and Matte Black – and all four can be fitted with prescription lenses.

£199

mauijim.com



Parachute Systems Vortex Product Service Bulletin

Unfortunately, Parachute Systems have issued another Product Service Bulletin that needs to be read by all owners of their Vortex containers.

The initial PSB required all Vortex owners with hardware stamped with 'DSF' to immediately and indefinitely ground their container and contact Parachute Systems for a replacement, at no extra cost.

It seems there are further affected containers and all owners should check their hardware to see if there is a stamp with a Daesung logo. The full bulletin also lists a run of serial numbers that are known to be affected by the issue.

As with the initial PSB, affected containers need to be grounded indefinitely. However, as before, Parachute Systems will make you a brand new container for free. You can even pay towards new options such as a Skyhook.

If you have a Vortex container, head over to parachutesystems.com to see if it's affected ahead of your next jump. If you spot someone on the flight line with a Vortex, make sure they are aware because this PSB now affects a great number of the containers.

Alti-2 Buff

Although the weather is slowly warming up, we live in the UK. Therefore, we'll still get the odd day that blindsides you with freezing cold temperatures at altitude or that roasts you and leaves glorious pools of sweat in your wake.

Featuring a cool design based on their altis, the new genuine Buff from Alti-2 is here to help.

If you haven't used a Buff yet, you've missed out. A multi-functional garment, it can be worn in many configurations, including as a hat, scarf, bandana or even a wrist wrap if that's your thing.

Keeping your neck or noggin warm on those cold days, it's also great at wicking the sweat away from your brow on the rare hot ones. It's certainly easier to wash than the lining of your helmet.

If you have long hair, you'll also appreciate its ability to keep your hair out of the freefall or tunnel wind and so save you from taking your helmet off and being called 'Monica'.

It's available from the Alti-2 crew as they tour the UK's DZs throughout the year or direct through their website.

£12
alti-2.eu



Phoenix-Fly Hunter

Before I write any further – yes, I work for Phoenix-Fly, but I'd be saying the same even if I didn't.

The Hunter is the latest suit from Phoenix-Fly and it sits in the middle of the wingsuit range, comparable to the Havok Carve in terms of performance.

After many years of refinement and testing, the newly released Hunter replaces the Ghost 3 and

provides an all-new flying platform for advanced wingsuit pilots who want a high-performance suit for skydiving, BASE, XRW, camerawork and backflying.

Featuring a new wing profile, improved vents and new reinforcement in critical areas, the Hunter is designed for pilots looking to move into wingsuits with a bigger surface area but who want to keep the familiar agile flight characteristics and easy pull of a smaller suit.

The surface area of the Hunter has been designed to offer maximum performance without the drag of a long tail wing. The lower portion of the arm wing acts as if it's part of the tail, which creates the needed angle of attack for speed.

Taking technology used in the Venom Power and Vampire Race, the Hunter offers a great flying experience on all axes, super quick inflation and rock solid stability, giving a nice mix of lower fall rates and fast forward speeds.

Because it's aimed at experienced pilots, Phoenix-Fly recommend at least 200 wingsuit jumps before trying the Hunter. If you have the experience, are about my size and we're on the same DZ, you're more than welcome to give mine a whirl.

Options include a lightweight material, performance foam, 5/10 BASE soles, various internal storage options and an action cam belly mount hole.

£1,233
phoenix-fly.com



Zippo fire stuff

Bonfires and skydiving are as synonymous as cutaways and reserves, beer and bad decision-making and farts in planes. They are the wondrous epicentre of a dropzone come nightfall and they provide a place to share stories, drink beer and burn pretty much anything that isn't bolted down.

The lighting of the ceremonial bonfire is usually entrusted to one individual who claims to know what they're doing, but this usually ends with a small group, a bucket of stolen Jet A and the memories of eyebrows that once were. The famous lighter brand Zippo is here to change all that with two new products to help get the bonfire going in a safe, controlled manner.

The Camp Fire Starter Puck is a compressed blend of cedar sawdust and wax that breaks into quarters, giving you enough to start four bonfires. It's easy to light and the wax helps it stay lit even if the ground is a bit damp. Spark it up, throw on some kindling and you'll be telling "no sh*t, there I was..." stories before you know it.

The other product out of the Zippo camp is the Utility Lighter. This handy lighter with a flexible neck helps you reach your kindling or starter without burning off your fingertips when holding down a borrowed cigarette lighter.

Camp Fire Starter Puck: £2.40
Utility Lighter: £14.50
zippo.co.uk





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numo

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**ON TOP OF OUR USUAL FREE COACHING AND WALK UP ORGANISING,
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MAY

- 5-6 4WAY COACHING WITH 4MULA**
- 7-8 UKSL LANGAR 4WAY GRAND PRIX**
- 14-15 COACHING WEEKEND**
- 21-22 CF BIGWAY SKILLS**
- 28-29 SPEED SKYDIVING ROADSHOW**

JUNE

- 4-5 MULTIPLANE ORGANISING - FS & VFS**
- 18-19 CANOPY FORMATION GRAND PRIX**
- 18-19 SKYDIVERS OVER SIXTY WARM UP WEEKEND**
- 18-19 4WAY COACHING WITH 4MULA**

JULY

- 2-3 SKYDIVERS OVER SIXTY RECORD WEEKEND**
- 9-10 CF SKILLS WEEKEND**
- 16-17 4WAY COACHING WITH 4MULA**
- 23-24 MULTIPLANE ORGANISING - FS & VFS**
- 30-31 FLIGHT-1 WITH BRIAN VACHER**
- 30-31 FS & FF COACHING WEEKEND**

**B LICENCE WEEKENDS RUNNING THROUGHOUT THE YEAR,
ALL BRIEFS AND PRACTICAL JMI SESSIONS ARE COVERED.
CHECK FACEBOOK FOR THE LATEST DATES!**



f /skydivelangar

Check out our facebook page for more info
and a full list of events!

CLUBZONE

AFFILIATED DZS AVAILABLE TO BPA MEMBERS – HOW MANY HAVE YOU JUMPED AT?

BPA Affiliated DZs (PTOs) in the UK

PAGE 63 **1 Black Knights**
Black Knights Parachute Centre
Hillam Lane, Cockerham, Lancashire LA2 0DY
DZ: 01524 791820
Mob: 07970 764850
bkpcinfo@googlemail.com
bkpc.co.uk
Blackhawk Caravan

PAGE 64 **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
GA8 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

PAGE 64 **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

PAGE 67 **5 Cornwall**
Cornish Parachute Club
Perranporth Airfield, Higher Trevelias, St Agnes, Cornwall TR5 0XS
Mob: 07790 439653
cornishparachuteclub@hotmail.co.uk
cornishparachuteclub.co.uk
Cessna 206, guest aircraft

PAGE 67 **6 Dunkeswell**
Skydive.buzz Ltd
Dunkeswell Airfield, Dunkeswell, Devon EX14 4LG
T: 01404 890222
Mob: 07718 638000
office@skydive99.com
skydive99.com
Three Beech 99s and Caravan

PAGE 68 **7 Headcorn**
Skydive Headcorn
Headcorn Airfield, Headcorn, Kent TN27 9HX
T: 01622 891670
info@headcorn.com
headcorn.com
Cessna Caravan, Islander

PAGE 68 **8 Hibaldstow**
Target Skysports
Hibaldstow Airfield, Hibaldstow, Brigg, N Lincs DN20 9NN
DZ: 01652 648837
T: 01132 505600
info@skydiving.co.uk
skydiving.co.uk
Dornier G92 twin turbine, SMG-92 single turbine, Cessna Caravan

9 Hinton
Hinton Skydiving Centre
Hinton Airfield, Steane, Brackley, Northants NN13 5NS
T: 01295 812300
info@skydive.co.uk
skydive.co.uk
PAC 750XL

10 Jersey
Skydive Jersey Ltd
C/O Jersey Aero Club, L'Avenue de la Reine Elizabeth II, St Peter, Jersey, Channel Islands JE3 7BP
T: 01534 747410
info@skydivejersey.net
skydivejersey.net
Cessna 206, guest turbines

PAGE 71 **11 Langar**
British Parachute Schools
Langar Airfield, Langar, Nottingham NG13 9HY
T: 01949 860878
info@skydivelangar.co.uk
skydivelangar.co.uk
Two Cessna Grand Caravans, guest aircraft

PAGE 71 **12 Netheravon**
Army Parachute Association
Airfield Camp, Netheravon, Salisbury, Wiltshire SP4 9SF
T: 01980 628250
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

PAGE 72 **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

PAGE 72 **15 Reading**
London Parachute School
Chiltern Park Aerodrome, Icknield Road, Ipsden, Oxfordshire OX10 6AS
T: 0845 130 7194
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 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

18 St George
Skydive St George
Durham Tees Valley Airport, Darlington DL2 1LU
T: 01325 337929
info@skydivestgeorge.co.uk
skydivestgeorge.co.uk
Airvan

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

PAGE 75 **20 Swansea**
Skydive Swansea
Swansea Airport, Fairwood, Swansea SA2 7JU
T: 07779 019655
info@skydiveswansea.co.uk
skydiveswansea.co.uk
Cessna Caravan

PAGE 75 **21 Swindon**
Blue Skies Freefall Club
Redlands Airfield, Redlands Farm, Wanborough, Swindon SN4 0AA
T: 01793 791222
info@skydivelondon.co.uk
skydivelondon.co.uk
Airvan

PAGE 75 **22 Tilstock**
The Parachute Centre
Tilstock Airfield, Whitchurch, Shropshire SY13 2HA
T: 01948 841111
skydive@theparachutecentre.com
theparachutecentre.com
Airvan

PAGE 63 **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

PAGE 72 **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
Currently military only

PAGE 76 **26 Wild Geese**
Wild Geese Skydive Centre
Movenis Airfield, 116 Carrowreagh Road, 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 (PTOs)

PAGE 67 **Cyprus**
Cyprus Parachute Centre
CJSATC, BFPO 58, Dhekelia Garrison, Cyprus
T: 0035 724 744337
info@skydivencyprus.com.cy
skydivencyprus.com.cy
PBN Piston Islander

RAPA
Skydive Bad Lippspringe
Flugplatz 1, 33175 Bad Lippspringe, Germany
T: 0049 5254 982 2378
info@skydive-badlippspringe.com
skydive-badlippspringe.com
Cessna Caravan 208

Parachuting Societies

PAGE 63 **BCPA**
British Collegiate Parachute Association
Sam Doughty, BCPA Chair
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



GALLERY

1

DUNKESWELL



2



CHATTERIS

1 *Sunset at the Beech Boogie*

2 *MicroClim8 in action at Chatteris, by Chris Cook*

3 *Jane MacNamara's 200th jump*

4 *Mark Harris backflying, by Ozzie Dave*

5 *Handycam tandem, by Ben Wood*

6 *Chris Lynch, by Alex Leslie*

7 *Javi Gomez, by Martin Burgess*





GIRLS' BOOGIE

16-19 June 2016

Camp Coaches: Anna Hicks,
Cathy Bouette and the
Freestyle revolution Maja



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www.windoor-realfly.com

NEWS

BCPA

INVASION OF THE BODYFLYERS!

More than 50 skydivers invaded Bodyflight Bedford over Valentine's weekend and flew more than 10 hours in the windy tube. We had all levels getting involved: first-timers improving their stability for AFF and CS, FS flyers for FS1, 4-way and even 8-way, and people mastering their FF abilities in all orientations.

Coaches from *Phoenix* and *Omni* worked tirelessly to provide top-notch instruction, as well as the Bodyflight staff who bravely let us do our thing. Competition results in tunnel twister, FS 4-way and FF 2-way transformed the BCPA league, and we watched Southampton Club rack up 400 points that put them on top of the Competition and Attendance league tables. We'd like to thank everyone involved behind the scenes and all who came. Thank you to XDream and Bodyflight for the fab prizes!

BCPA Peterlee is next and our Easter Tour to Skydive Perris is looking more exciting the closer we get! A whole two weeks of jumping from planes, balloons, helicopters, diving boards, casino tables... This is what dreams are made of!

This will be followed by a weekend at a mystery dropzone on April 29, and then Dunkswell from June 1 (with helicopters!). Nationals will be held at our beloved Hibaldstow with the usual shenanigans from June 27. We'll see you there!

Also, our ignorant but dedicated Luke has his third trip this year in a Summer Tour on July 16 to the Flanders Boogie.

Blue skies,

Cara Pritchard



BECCLES

WALKER, SUFFOLK LEGEND

Holla out to all you freaky sky slippers and welcome to another club news. This year has already started out with plenty of fun jumping and AFFing even if the weather has not always been at its warmest, so well done to all you hardy jumpers for braving the chill and keeping those skills current.

The start of the year also saw a massive contingent of Beccles

BECCLES
Javi Gomez, by
Martin Burgess



jumpers descend on BPA Skydive the Expo to cause mayhem and panic within the BPA ranks. This year's speakers were excellent and, from speaking to the guys and gals who went along, everyone had a great time rocking out with the rest of our skydiving community. A 'big up ya self you crazy legend' has to go out to Mark Walker, who beat last year's record for up-all-nightness – he messaged me at half past nine (in the morning!) to inform me that he was still wobbling about and repping the Beccles carnage in the bar. I highly recommend that everyone goes to next year's Expo if you want to learn new things, buy discounted skydiving gear and generally have a good time.

I have some happy and sad news to pass on to you all. Unfortunately, packing supremo Sy has stepped down from his role as head packer at UK Para Beccles after five years of packing soft, on-heading openings to pursue other employment opportunities. Thank you Sy for all your hard work and thousands of pack jobs, as well as all the time you've taken to teach our new club jumpers essential packing skills. On the bright side, it does mean that Sy can now come fun jumping more often and we now have Javi in charge of the mat. Javi has recently gained his Advanced Packer's certificate and will no doubt be brilliant in his new role as chief packer. We look forward to his perfect packing as well as the courses he will no doubt run.

We have plenty of events organised for this year, starting with the return of the sunset dives on April 27 and then on the last Wednesday of the month up until the end of the season. This year's annual Scrambles will be held on April 30-May 1, so keep this date free; the Scrambles and after party are always heaps of fun. We'll also be having a big-way event on May 2 to round off the Bank Holiday.

Tomo has managed to bring in the legendary Brian Vacher with his epic Flight-1 canopy course on the weekend of June 18-19. This is going to be a superb event where you'll have the chance to learn essential canopy safety skills as well as how to fly your canopy to its best.

A DZ hop has also been set up for July 27, and 14 slots are available. We'll board the aircraft at Beccles, fly to Sibson to jump into their boogie and jump all day before returning to Beccles to jump into the sunset dives.

We are also going to be lucky enough to host several BPA Roadshows here at Beccles, including FS, FF and wingsuiting, as well as another of Hari's most awesome big-way camps. These dates are to be confirmed, so keep an eye on the Beccles fun jumpers Facebook page or the UK Parachuting website for more information.

What else can I say? Bring it on; this year is looking like it's going to be the best yet here on the wild east coast. Blue skies and smooth openings to you all!

James Page

ACHIEVEMENTS JM1/CH2 Ashley Bunn FS1 Sam Warburton
JUMP NUMBERS 100 Ashley Bunn, Brenn Proctor
200 James Brooke, Liam Power 1,000 Sam Carter

BLACK KNIGHTS

BACK IN BLACKHAWK

At last the 2016 season is under way! Our Blackhawk has had a makeover (new stickers) and is looking even more fantastic.

Although the weather was bad for our opening weekend, we still had plenty going on with courses including RAPS, packing and B Licence progression. The following weekend, the weather broke and →

BCPA
Southampton team
TBC with their silver
medals and archery
vouchers at BCPA
Indoors 2016 and
Chair Outside Sam.
Photo by Vice Chair
Inside Sam



allowed us to take to the skies for a whole three days in a row – a record in itself right now. This saw the freeflyers come out to play and the team did their usual great job of looking after all the tandem students. It was great to see the RAPS students return on the Sunday to make the most of the weather too, and some even got two or three jumps in – well done. Despite a lot of water in the field, everyone managed to stay reasonably clean and dry. Well, nearly everyone, but we won't drop Dave Mellor in it...

With the new season under way, we've got plenty of new events up and coming. By the time this comes out, our events calendar will be available on our new website.

A special mention goes to Mark Lord, who has been working hard at keeping people motivated and organised prior to all the FS events starting in March – thanks Mark. Also, Dan Mercer has started on the road to Advanced Packing, so good luck Dan, and Dave Simpson has just passed his CSI rating, so well done Dave.

Felix

ACHIEVEMENTS JUMP NUMBERS 700 Dave Bloomfield
10 HOURS IN FREEFALL Dave Bloomfield

BRIDLINGTON

IT'S ALL LINING UP

Skydive GB has been a hive of activity while we prepare for the season. The first static line course has already happened this year and all students managed to jump, which is remarkable considering the bizarre weather we experienced during January and February. The students did a great job and we look forward to their return. We have purchased more student equipment and plan to run courses throughout the year too.



BLACK KNIGHTS
Students, by
Phil Symons

BRIDLINGTON
Peter Bellamy doing
his first static line
jump, by Sara Orton

CHATTERIS
MicroClim8 exit
from Twin Otter,
by Chris Cook

The fun jumpers have been returning despite the weather and have helped out around the centre while we have not been operational. As always, this is greatly appreciated.

We are aiming to run a progression week during April 2016, which will offer progression to FS1, packing courses, a canopy handling course and one-to-one coaching for those that wish to further their skills. This is aimed at progression to B Licence, although everyone is welcome. We will also be open for jumping on Fridays as well as weekends from April onwards.

Now that we have an Advanced Rigger on site again, we can provide all packing and rigging needs. We are also in the process of fitting out the rigging room so that repairs can be done at the centre.

Paul 'Gibbo' Gibbs has reached his 1,000th jump and Mac finally got to his 200th jump too. We did have to take Mac to Dubai to achieve this but, after taking more than 20 years to get there, he deserves it.

Dave Pinkney is celebrating his 40th year of flying jump planes, which is a significant achievement and we are attempting to establish if he is the longest-serving jump pilot within the BPA. Dave is a great asset to Skydive GB and, although he regularly threatens to retire, we manage to keep him through bribery. For more, see News Zone on P7.

We have a new commercial pilot: James Cook. I love that we have a Captain Cook and look forward to him discovering new lands off the coast of Bridlington.

Chris Milnes has advised me that he reached a milestone in jumping last year in November. However, I forgot to write about this in the Mag and, yet again, I have forgotten what it was. Well done anyway Chris, for whatever it was!

Sara Orton

ACHIEVEMENTS JUMP NUMBERS 200 Mac 1,000 Paul Gibbs

CHATTERIS

THE BEST IS YET TO COME

We haven't had the best start to the season in terms of weather, with many Chatteris skydivers still not having jumped so far this year, but hopefully that will change by the time this is published!

However, there's plenty to look forward to. Regulars have been informed of a 4-way Members Challenge Cup, which is due to take place in 2017, with an amazing prize of £15,000 for the winning team and £5,000 for the runners-up! The qualification period for this FS competition is between now and December 17 2016 and the event should go ahead provided that 25 teams qualify and register to take part.

If any sponsors would like to add to the prize fund, please contact the club on 01354 740810 or email martin@skydivechatteris.co.uk. The competition aims to promote loyalty, fun and friendship between →



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VISUAL ALTIMETER MOUNT
FORM FIT WITH ELASTIC ARM BAND FOR N3 OR ATLAS
N3.# 11421 ATLAS.# 11430
PLEASE SPECIFY

ARES
FREEFALL COMPUTER
& VISUAL ALTIMETER
ACCESSORIES AVAILABLE
110920

ALTITRACK
FREEFALL COMPUTER
& VISUAL ALTIMETER
DIGITAL ACCURACY W/ ANALOG FACE
110510

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STEALTH BLACK FACE**

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ADVANCED
AUDIBLE ALTIMETER
PROGRAMMABLE W/ 60-WAY
ALARMS
110495

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GOPRO VISUAL
STATUS INDICATOR
#L12441

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HEADBEAR
NEW FLIP-UP DESIGN
L6733

PARASPORT Z1 SKYLIGHT
FULL-FACE HEADBEAR
NEW FLIP-UP LENS DESIGN
L5080

BH REV2
FULL-FACE HEADBEAR
FULL FACE & LENS FLIP UP
AND OUT OF THE WAY
#L5136

BH AERO
FULL-FACE HEADBEAR
FULL FACE & LENS FLIP UP
POLYCARB, THICK LENS, SLEEK DESIGN
#L5152

G3 HEADGEAR COLORS:
MATTE BLACK, DARK BLUE, RED,
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TACTICAL GREEN

COOKIE FUEL
CAMERA HEADBEAR
MULTIPLE INTERCHANGEABLE MOUNTING
SURFACES FOR CAMERAS, AUDIBLES
& ACCESSORIES.
#L 6750

COOKIE FUEL
CUTAWAY CHIN CUP
CHIN CUP ASSEMBLY
SPECIFICALLY DESIGNED FOR THE FUEL
BUT MAY WORK WITH OTHER HEADGEAR
#L6754

COOKIE G3
TUNNEL SIDE PLATES
TUNNEL-SAFE RUBBER EDGES
W/ ALUMINUM PLATE (PAIR)
L5736

NEUMANN
TACKIFIED GLOVES
THE ORIGINAL SKYDIVING GLOVES
BLACK OR WHITE W/ GRAY SYNTHETIC LEATHER
61120

KROOPS
OTTER GOGGLE
SKYDIVING GOGGLES
SMOKE, RED OR BLUE LENS
61127

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SKYDIVER'S
LOGBOOK
SAME SIZE AS ORIGINAL PRECISION
LOG BOOK WITH 600 ENTRY SPACES
61776

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L 1199

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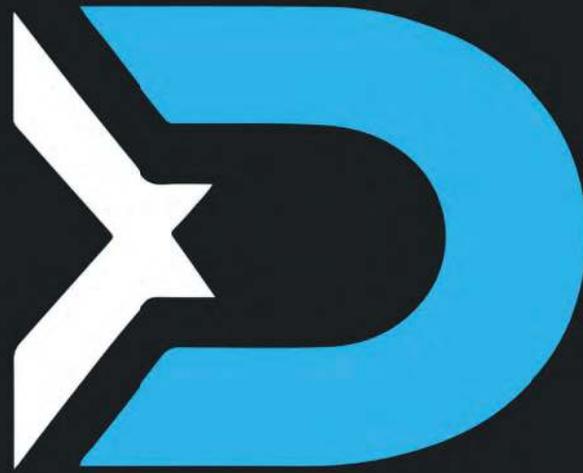
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club members as well as improve standards, and the rules, terms and conditions, dates and more information can be found at skydivechatteris.co.uk

There are plans to make further improvements and developments to the club and the members are very much looking forward to hearing more. Watch this space for more news around this and upcoming events!

Sophie Barnwell

ACHIEVEMENTS CH2/JM1 James Moran
JUMP NUMBERS 1,500 Simon Chipp

CORNWALL

DEFINITELY NOT DRY HERE

The club reopened its doors on the first weekend in March after an extended winter break complete with horrific storms and monstrous waves hitting the shores. They were, however, not big enough to penetrate our 350ft cliff walls along the DZ!

The club jumpers, led by Big Dave, escaped to the warmer weather of Portugal for a week and I'm pleased to announce that, in true CPC style, most of them managed to make sure that skydiving didn't interfere too much with their drinking holiday. For the sensible few, there was some great progression on the jumping front with plenty of opportunity to learn from the master himself. Both Ray and Aaron obtained FS1s, Lex Deeley almost got through his consols and Stumpy almost ploughed up the whole landing area ready for harvest! As a non-skydiver, Zoe held up the tradition of starting on drinking early knowing full well that it was five o'clock somewhere. Well done to all involved on a great trip and a safe return!

Work around the centre has been restricted by the poor weather, but there are some small changes afoot. Terry has put in many hours on the aircraft yet again for the benefit of all. It's a horrid job and nobody wants to do it except Terry, who loves it! Thanks for all of the hours spent in the cold hangar, Terry.

By the next time we get to write a club news, I'm sure I can fill the article with more tales of the fun and excitement from skydives over our stunning coastline. Until then, stay safe and let's look forward to the heatwaves!

UBI

ACHIEVEMENTS FS1 Aaron, Ray

CYPRUS
The Cyprus Parachute Association at ANTI FM CYPRUS

“The club jumpers, led by Big Dave, escaped to the warmer weather of Portugal for a week and I'm pleased to announce that, in true CPC style, most of them managed to make sure that skydiving didn't interfere too much with their drinking holiday”

CORNWALL
The Cornish Boys drinking holiday



CYPRUS

I'M A SKYDIVER, LET ME ON THE AIR!

Wow – what a busy start to the season! We've seen loads of new students come through the door as well as loads of tandems to keep our awesome Instructors busy. We had a pre-season meet to kick things off, getting all of our Clubbies back in date for packing and revising on all things skydiving before they hit the blue skies of Cyprus.

Students and clubbies are already taking advantage of CI Andy Duncan's wealth of knowledge, and the club is putting on a series of briefs and lessons aimed at introducing methods of coaching and essential safety advice for all skydivers. All of this will be in time for our Scrambles competition, which will be held at the DZ in March.

The guys hit the airwaves as well as the sky, with the Cyprus Parachute Association being invited on to ANTI FM CYPRUS to make and star in our very own radio and TV advert. George 'I'm a big deal' Kakkis is now waiting for his invitation to star in the next series of *I'm A Celebrity, Get Me Out Of Here...*

And, lastly, all of the achievements below show that this year really is shaping up to break all records. Big thanks again to all the staff and Instructors!

Leigh Hobson

ACHIEVEMENTS CH2/JM1 Krasias Alexandros, Lewis Phillips, Joey 'AT LAST' Powell FS1 Ungureanu Gabriel, Artem Mitsynskyy JUMP NUMBERS 50 Krasias Alexandros, Lewis Phillips, Joey 'AT LAST' Powell 100 Jeffrey Boatang, Artem Mitsynskyy, Ungureanu Goubriel 200 Andy Sphicas, Marios Tziourrou, Liza Yianni, Maria Yianni 400 Charalambous, Ryam 'PACMAN' Macaleese

DUNKESWELL

CELEBRATING 50 YEARS!

Who would have thought that we have been skydiving at Dunkeswell Airfield for 50 years?! The anniversary party will be held right here at the Aviator coffee bar and restaurant on August 13. Old and new skydivers will come together to celebrate, share memories and learn. It will also be the 30th anniversary for the Royal Marines World Record of 24 CRW stack. There have been four parachuting schools in Dunkeswell throughout the years and, looking back at the photos, we can see how the popular skydiving disciplines have changed: from Accuracy to swooping, from CRW to XRW, from building stars (Dunks' British record 34-way star remains unbeaten!) to flying in angle tracking groups. The only things that haven't changed here are the beautiful backdrop of the Devon countryside and the fact that there are always people passionate about the sport here.

Speaking of keeping up with the times, we now know people need CHEAP JUMPS so they can have more fun and more progression in a weekend. We are the cheap jump paradise this year, offering £15 or →





£16 jump tickets from 15,000ft on all Bank Holiday weekends. The next cheap jump weekend and the Beech party are coming up at the end of April and spaces are limited, so please register in advance.

There are also lots of other exciting things going on here such as balloon jumps, helicopter jumps, night jumps, angle flying weekends and FS competitions. There are always ways to improve your jump skills here at Dunks too, and World Champion swooper Nick Batsch will be coaching here from April 20-29. If you'd like to hear what his courses are like, ask around in Dunkeswell. Lots of us have done his courses in the last two years here and they are worth it! If you have any questions or would like to book, please email rachel@skydive.buzz.

Please check www.skydive.buzz or Facebook Skydive99 – Dunkeswell for the dates and latest info.

Miko

ACHIEVEMENTS **FIRST FREEFALL** Marcin Kopciuch, James Romer-Ormiston **CAT8/CH1** Martin Tenev **CH2/JM1** George Webber **FS1** George Webber **JUMP NUMBERS 50** George Webber **200** Neil Hooper **300** Simon Dove **900** Hutch **1,500** Gary Powell

HEADCORN

FROM COLD TO COOL

We have, as I write this, finally been able to get a decent run of jumping in. Let's hope that the long, dark and wet winter is now behind us.

We have lots of hardy students from Imperial College chugging their way through the category system or AFF. Notably, Lauren Jiang was not put off by the cold and was awarded her A Licence. Alesha Drury and James Sullivan also managed several static line jumps, proving that you have to be here if you want to jump. Finally, Hakon Fanes and Yathursha Mithran completed their level twos out of the Islander on one of the coldest days of winter.

All the staff have managed a winter break: Jane to France for skiing, Pete to Dubai for jumping, Clem to Finland for skiing and Northern

DUNKESWELL
Daniel Guest swooping at Dunkeswell

HEADCORN
Clem Quinn, by Alex Leslie

“The DZ came to life, bleary-eyed and heavy after a brief slumber over Christmas, but Hib is ready to go hard and fast after its nap. If only it got the chance!”

Lights-watching, David to South Africa for golfing and Georgie to Barcelona for relaxing. With everyone refreshed, we are looking forward to a busy season ahead.

The Caravan is back online after its winter maintenance and, apart from essential checks, will be operating every day from the beginning of April to the end of October (weather permitting). The Islander is going to be busy; we have lots of display bookings in the diary.

We have some events lined up for later in the year and one that is already in the diary is a Big-way for Beginners event with Brian Cumming scheduled for the first weekend in August. The Regional Accuracy Grand Prix will take place in May and demo training will run from March onwards.

Jane Hopkins

ACHIEVEMENTS **CAT8/CH1** Andrew Evans, Lauren Jiang **CH2/JM1** Jason Burgoyne, Jamie Tolan, Vitaly Zakrevsky **FS1** Jason Burgoyne **WS1** Phil Keeble **CP1** Alex Leslie **JUMP NUMBERS 50** Vitaly Zakrevsky



HIBALDSTOW

COLD DAY IN THE SUN

The DZ came to life, bleary-eyed and heavy after a brief slumber over Christmas, but Hib is ready to go hard and fast after its nap. If only it got the chance! After a hammering of storms in January, we're holding out hope for improvements soon.

Nevertheless, it's been a solid start here for the DZ and the opening mega refreshers weekend in January was well attended. It was a great opportunity to get current and get going before the season really kicks off. We were helped, of course, with our clubhouse heating being set to 'toasty' and having the most gentlemanly of all aircraft – the SMG Finist – which, while it could not be called warm, few would say it was cold. No longer must skydivers fear frostbite in January! Stay warm, stay current – it's a way of life here!

The coaching at the DZ has been madness and, with so many FS1s flying out of the office, we might need to get a new stock of stickers. Thanks to all of the coaches who ran the FS while I was away, jealously looking at the most excellent shapes and the raft of achievements, and Kane Jackson, Chris Scott, Dean Masters, Mike Leetham and Dawn Conrady all got their FS1s thanks to our committed coaching team. Steve and Mark? You're next! Congratulations to Jack Davies for his FS Coach rating. Only a few people pass each year because we take it seriously, so well done!

The AFFs have started pouring through again, with Sonny Burnside's and Jeni Berry's commitment finally paying off with A Licences and Dave Brett passing his Level 7. Not much longer as an AFF... 'student'! Congratulations are also due to Corrie Edgar, who scored her 100th jump over the cold skies of Hib in February during a cheeky 6-way to celebrate becoming a centennial skydiver. Lots more to come, we hope.

Congratulations also to Pete Mather and Liam Goddard, who passed their Instructor Ratings and who are heading fast towards being Instructors. And, of course, maximum credit to Andy Pointer who scored BPA Instructor of the Year at the AGM. The jury's out on how you did it but, however you did, well done! →

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The season's plans are out there for everyone to see, so get online whether it is at our own site at skydiving.co.uk or on Facebook. There is a wealth of information about what's going down at Hib, so don't miss out. We've got so much FS, FF and WS as well as all the other good stuff – if you're not careful, you'll miss out!

Stu Ferguson

ACHIEVEMENTS **FIRST FREEFALL** Luke Harris **CAT8/CH1** Jeni Berry, Sonny Burnside, Nick Gabbidon, Anna Paulinski **FS1** Dawn Conrady, Kane Jackson, Mike Leetham, Chris Scott **FF1** Guy Wilshaw **IS1** Paul Hollow **JUMP NUMBERS** **100** Corrie Edgar **200** Dan Gittins, Alyssa Griffiths, Kieren Tuffen

LANGAR

THE IMPROMPTU AND WE PROMPT YOU

Here we are at the start of the 2016 summer season and we've got plenty of good stuff lined up for you!

The Boogie is about to start (if you got your Mag on time!) and hopefully it's not too late to join in on April 20-24. We have *Zion Freefly's* Angle Flying Camp, flat and freefly organising (Joey Jones, Will Cooke, *Bullet Freefly*) and even Wingsuit coaching and organising. *FOXY Plane* will be joining the fleet for the duration and we'll party in the usual manner, of course!

If you're into 4-way FS, come and join us for *4mula's* regular coaching weekends every month through the season. The Langar heat of UKSL 4-way Grand Prix is on May 7-8.

June events include Multi-aircraft Load Organising for both FS and VFS, the Canopy Formation Grand Prix and the warm-up weekend for the Skydivers Over Sixty record attempt which takes place in...

...July! We've got more multi-aircraft organising and Brian Vacher's Flight One canopy course in July too, along with more coaching weekends for FS and FF.

HIBALDSTOW Sunset at Hib, by Adam George

Even if organised stuff isn't your bag, we're open seven days a week and ready to help you to do whatever sort of jumping gets you fired up. Instructors and Coaches are generally on hand, and we've got a reputation for getting you up in the air!

Dates for all events are posted at facebook/skydivelangar, so check it out to keep abreast of developments.

Tony Danbury

ACHIEVEMENTS **CAT8/CH1** Sonia Holland, Haider Salman **JUMP NUMBERS** **100** Chris Edwards, Tim Nettleship **200** Ellie Marshall, Ian Nolan **300** Charlotte Harris **500** Dylan Morris-Roberts **600** Rachel Edgson, Ian Rayner, Paul Rimmington

NETHERAVON

APRIL AND FUELLED

STARTING WITH SUNSHINE

Our first jumping weekend of 2016 started in sunshine and, on January 16, Nethers jumpers made 22 lifts in one day. There was a 'refresh' amnesty for student jumpers, so it was a busy weekend with lots of students getting back up to speed for FREE! It may have been a little chilly, but the sky never looked more beautiful.

PUSHING PROGRESSION

Our B Licence day on January 30 was exceptionally well-attended and, with all briefings and lessons out of the way and just a few jump numbers to attain, we hope to have even more qualified skydivers at the DZ this year.

WE'VE BEEN MAKING AN EXHIBITION OF OURSELVES!

Our intrepid marketing team took the APA stand up to London for the Telegraph Outdoor Adventure Show at ExCel to capture the imagination of hundreds of extreme sportsmen and women. Our goal was to reach out to a wider audience and welcome them into skydiving at Netheravon, highlighting the state-of-the-art facilities, amazing aircraft (especially our super-fast new Blackhawk) and the world-class Instructors and members of the APA. Julie Cooper was helped by Rob, Stacey and two handsome *Red Devils* (yes, Alex Perry and Joseph Palmer, that's you!)

SPIKE DOES IT AGAIN!

The first World Series Wingsuit Performance Competition of 2016 was held at Z-Hills, Florida in February and our very own Spike Harper continued his reign as top wingsuit pilot. The competition was stiff and everyone raised their game, but Spike's consistency secured him the top of the podium. He is delighted to have his name engraved onto the 'Z-Bomb' trophy, which was especially designed for the event by the very talented Paul Fletcher.

MORE MEDALS!

Vincent Adams and Madeleine Leong were both in winning teams at the Z-Hills 4-way Scrambles meet in February, with Vincent's team coming first and Maddy's third. Our Secretary Jackie has also been honoured with a Royal Aero Club bronze medal and will be accepting the award from HRH the Duke of York in May.

LOOKING FORWARD

We have a packed calendar for you this year with the Easter Boogie, the Wingsuit Nationals, UKSL, Armed Forces Parachute Championships, Flight-1 Courses, Freefly organising and FS weekends aplenty. →

LANGAR Impromptu Tuesday 8-way, by Tony Danbury



You will love 'Burbbling' yourselves on to loads from your phones too, and we hope that will be live by the time you read this.

Elana Cain

ACHIEVEMENTS CAT8/CH1 Alex Moss, Lee Peters, Tony Shore
 CH2/JM1 Craig Anderson, Jason Sturbecher
JUMP NUMBERS 50 Craig Anderson, Jason Sturbecher 100 Dan Crawford
 300 Sarah Carson



NETHERAVON
Nethers on tour, by a random passer-by

PETERLEE

BLUE SKIES AND SKY BLUE

It's finally beginning to feel as though the season has begun now. The weather gods are sending fewer clouds and less wind our way and we only need to endure the usual freezing winter/spring temperatures for a few more weeks, but at least we're back in the air.

Our static line students have returned in force, clearly determined to pick up where they left off last year, and we have already seen Oliver Saunders achieve his first freefall.

Henry Simmons achieved CAT8/CH1 on the first day of operating, which may qualify as a double beer fine – well done Henry. Jake Hough has got his FS1 on what was only his 29th jump – good going Jake, the fun starts here.

We've had some new Instructor and Coach ratings already this year as well. Simon Minto returned from a trip to Weston on the Green having finally achieved his CSI rating, Peter Hutchinson achieved his Freestyle Coach rating and Lee Sample has his Wingsuit Coach rating. Well done to all.

Congratulations to Neil Whitfield and Julia Heppell on the birth of their son Jack. Mum and Jack are doing well and everyone at the dropzone can't wait to meet him.

Hangar 1 has been greatly improved over the winter shutdown, with a team working their fingers to the bone to get finished in time. Ex-jumpers Charlie Mayo and Kev Mitchell have installed much-needed rig storage areas, among other things, and David Houghton has finished it all off with a coat of sky blue emulsion. Thanks go to our DZO Ian Roseninge for the continuing improvements – they haven't gone unnoticed.

Simon Minto and Lisa Stephenson

ACHIEVEMENTS FIRST FREEFALL Oliver Saunders CAT8/CH1
 Henry Simmons FS1 Jake Hough FF1 Emma Reynolds
 WS1 Mitchel Wallace WS2 Mitchel Wallace **JUMP NUMBERS**
 100 Emma Reynolds 200 Mitchel Wallace 400 Jordon Simcoe, Stephen Smith
 700 Lee Sample 1,400 Simon Minto

READING

GREEN MEANS GO

Short and sweet this month! By the time you read this, our 2016 season will be under way. We have a Caravan whizzing us up to 10k, jump tickets for £20 and slots to fill the plane on every lift – great for 4-way teams needing extra practice. As always, we have FS coaching available and, on most weekends, you can rub shoulders with the speedy Mikey Lovemore, who will be jumping as much as he can in preparation for even greater achievements! We are a tandem operation but not JUST a tandem operation; we do AFF too and we LOVE club jumpers!

Come and play! We're a friendly bunch. There's no membership fee, plenty of kit for hire, we're great for progression and we have lots of licence briefs. Facilities at LPS include a refreshment van, camping by prior arrangement with airfield owner Dennis Pearson (nice guy) and running hot water and sinks/loos etc. Most of all, there aren't long waits for slots!

Keep up to date with our DZ happenings via our Facebook group at LPS Club jumpers. As we are mostly an outdoor operation, we only operate when we believe the weather is going to be jumpable. As such, we will post a notification on our Facebook page to let you know if jumping is OFF. Unless you see otherwise, we're green on...

Annie Lewis

SIBSON

CANOPY, ALTI, HELMET, RESERVE, MITTENS...

The weather gods still appear to be in a mood, but that hasn't stopped us from making the most of the opportunities given to us. Although still thin on numbers, the clubbies are making full use of the chances we are getting and are bearing the cold to shake off those winter cobwebs. Those of you who think it is too cold should go and buy some thermals!

Cold or not, some of our teams have already started training for the Nationals. Home-grown team *Tempest* have started jumping and maximising the tunnel time – keep it up, guys!

Our continued progression has taken a refreshing change in direction for once and, rather than getting the AFF students jumped and qualified, we have seen our Instructor team grow instead. Four of ➔

SIBSON
Freestyle train, by Ozzie Dave





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our club jumpers attended the February BI course and have taken the first rung of their instructing ladders: Shane Wood and Mike Roberts have become AFFBIs, while Kye Bromley and Mike Hitchcock have become TBIs. Well done guys! You'll be kept busy, no doubt...

A quick mention on the summer boogie. The management is looking into having multiple planes attend, and our sister dropzone at Beccles will be bringing theirs over to join the fun. Keep up to date via the club news, our website and social media.

While on the subject of planes, ours has finally got a shiny new propeller! This means an improvement in climb rates and so getting to altitude quicker than before, as well as being able to fit in an extra lift or two in the day in the longer daylight hours.

After 15 years of being together, Paul and Joanne have agreed a date to get married. It is New Year's Eve up in the Lake District, so you two had best wrap up warm! Sam Lee and Fiona Millar finally got married as well, so early March saw some of us trade a chilly airfield here for a chilly Perth in Scotland, where there was a traditional white wedding, and the reception took place in the stunning setting of Fingask Castle. From everyone at Sibson, we wish you both a lifetime of happiness together.

From April 1, we are open from Wednesday to Sunday each week up to the end of summer. We also wish to build up the midweek operation too. If you want team training during the working week, give the office a call and they will be more than happy to work it out.

Follow us on Twitter, add us to your Facebook (UK Parachuting Sibson Airfield or Sibson Skydivers) or check out skydivesibson.co.uk/category/club-events to keep up to date with all the happenings at UK Parachuting Sibson.

Kye Bromley

ACHIEVEMENTS JUMP NUMBERS 200 Justin Funnyname



SWANSEA

LET'S START WITH CONGRATULATIONS...

Congratulations go to Ryan Mancey, who is now the Chief Instructor of some DZ somewhere in England. It's obviously somewhere that doesn't have the spectacular views that we have and certainly doesn't have the surfing that the Gower offers, but I'm sure the place will be better for him moving there. We all wish him and his family all the very best.

Jean Baptist achieved his FS Coach rating, Darren Porter got his 400th jump under his belt and Jane MacNamara completed a memorable 200th jump to gain her C Licence. Jason Sturbecher got his B Licence as well and Ben Fennell-Jones finally (and after much perseverance) got his A Licence. Well done to all. Meanwhile, Sam Green joins the packing team and Jon Davies is aspiring to become a DZ controller in preparation for the season ahead.

There's an air of expectation, with many AFF students itching to get going. From Easter onwards, Swansea will be open from Fridays again and on weekends and Bank Holidays throughout the year.

“ We'll be returning to the Marriott Hotel in Swansea for our end-of-year bash. The theme will be decided closer to the time, but one possible suggestion would be 'Dress Louder than Reg'. That would take some doing, though! ”

Our big event of the year will be the BPA Accuracy Nationals, which we will host from August 27-29 with a practice day on August 26. Anyone with a B Licence and above may enter and many more novices and intermediates have indicated that they will be competing this year. The competition is a National event and is open to anyone so, if you can land within a 50m circle, give it a go. You'll be very welcome, but you should expect some stiff competition from the locals – they want the medals to stay in Swansea! We'll task Ricky and his beer board to arrange more free beer for that weekend and we'll have a BBQ as usual, so it's one to put in your diary.

We'll be returning to the Marriott Hotel in Swansea for our end-of-year bash. The theme will be decided closer to the time, but one possible suggestion would be 'Dress Louder than Reg'. That would take some doing, though!

Finally, well done to Sophie 'Brambles' Rees for being awarded Skydiver of the Year 2015!

Have a great year, and we look forward to seeing you at Swansea.

Carl Williams

ACHIEVEMENTS CAT8/CH1 Ben Fennell-Jones CH2/JM1 Jason Sturbecher **JUMP NUMBERS** 50 Jason Sturbecher 200 Jane MacNamara 400 Darren Porter

SWINDON

IN VINO, VERITAS

At the time of writing, Redlands is still on its winter shutdown, so please excuse the shortage of skydiving news. Instead, it seems only right at this time of year to start with our annual weekend of walking...

The destination for this year's jolly was Portland. We had lots of new faces on this trip and it turned out to be a very chilled-out weekend – just what everyone needed. Dylan was going to join us on the walk but, on the day, he decided that he just couldn't be bothered to drag his 10 chins out of bed – there's always next year, Dyl. The legend that is Jon Eeles joined us this year and managed to provide all the entertainment for the weekend, even though he peaked a bit too early on the first night and was napping on the sofa by 20:10.

As is usual when the Redlands crew go for a walking weekend, the weather is a little bit pants. This weekend proved no different, and the wind and rain kept us company for the majority of the walk. Yet again, Jon provided the entertainment and his refreshment for the walk was a bottle of wine. He did have it confiscated when, only 10 minutes into the walk, he fell flat on his face and couldn't get back up. Yes, we laughed. No, we didn't help.

Last but not least, I do have some skydiving news! The most awesome Chrissy Downer has only gone and got her FF1! Amazing news; the girly Freeflyers will be outnumbering the boys at Redlands soon. Bring on the girl power! Oh, and I do believe that Jon Eeles has finally reached the magic number of 1,000 jumps! Well done Jon – about time!

Cath Thorne

ACHIEVEMENTS FF1 Chrissy Downer **JUMP NUMBERS** 1,000 Jon Eeles

TILSTOCK

JM AND SCONES? ALTI GOSHT? I'LL GET MY COAT...

Well, what can I say? PLEASE can we have some decent weather? Various suggestions have been made about how to improve the weather from bored skydivers looking up to the sky, not all of them particularly sensible, but almost any option is being considered given the circumstances!

Having said that, we have seen a slight improvement and there were a lot of happy faces around the clubhouse on the last Saturday before →

SWANSEA
Jane MacNamara's 200th jump



sending this article to press. Some students were happier than others, and Adelle Collins was rewarded for her patience over the last few months and finally got her first jump in after completing the static line course in October. We still have many students coming through the course and hope to see many of them jumping as spring develops. Gary Bradshaw is setting a high standard in getting an award at this year's Christmas Party with his second malfunction in 35 jumps (the Take Up Golf Award, most likely) and his malfunction drills are second to none. He then managed to win a free jump in the draw at the end of our recent Safety Day.

Safety Day was, once again, a great success and we enjoyed a good day together where we learned a great deal. Talks on basic safety, equipment and AADs, tracking and wingsuiting, fear management and display parachuting kept us busy and entertained all day. Well done to Rich Barron for organising it all and to our speakers for sharing with us.

Under other news, our DZ café is under new management as Vicky Thomas takes over from Ange Janke and lots of developments are now in progress – not least is a new name. We are currently holding a competition for the best new name, with Check Canapé and No Fry Zone being the front runners, but Check Canapé looks to be a firm favourite. Has any other DZ got a better name for their café?

Also coming is a range of new memorabilia, with Rachel O'Hara working hard on producing some new design ideas for us and hopefully with some 50th anniversary specials to come.

Being a club that feels more like a family was taken to a new level when Shaun Jardine took his son to Skydive Spain over the winter to take an AFF course and came back with a qualified skydiving son and FS1 under his belt. That's what we call a result!

John Poole tried to keep our humour up in these ground-based days

TILSTOCK
Above: John Poole, by Barry Jones
Above top: The new solar farm and formation from above, by Dave Major

WILD GEESE
Gavin Lucas

and many of you will have seen the balloon jump event advertised on Facebook. It took a while for the date to be noted by many: April 1! Never mind, it was a nice idea.

One real event that is coming up: we are hosting a Cessna Caravan on the late Spring Bank Holiday weekend from May 27-30. It will make an exciting alternative to our lovely Airvan, so pop down and see what we are all about.

Gary Windon

ACHIEVEMENTS CAT8/CH1 Deacon Jardine FS1 Shaun Jardine
TWO HOURS IN FREEFALL Andy Pritchard
THREE HOURS IN FREEFALL Rich Scott

WILD GEESE

IT TAKES TWO TO TANDEM

With the ridiculous weather that has been torturing us for several months now, we have very little to report...

The QUB students have been very lucky to get jumping on a couple of Wednesday afternoons under the supervision of Linley Ewing, who also completed his 600th jump – well done Linley.

Some of our regular jumpers have been heading for the sun to try and get a few jumps. Neal and Linley were in the Algarve, where Neal successfully got his WS1 – oh boy!

At the same time, Joanne Wilson successfully completed her 600th jump and she also went to Weston on the Green to do her CSBI course. She passed with flying colours, so well done Joanne! What's next on the 'to do' list?

Congratulations also go to Matt Alderdice, who completed his first tandem on his 200th jump. I think he said it was his first and his last tandem. What did he mean by that, Mick Gook?

Hopefully Wild Geese will have come through the abysmal winter by the time you are reading this and we will all have blown the cobwebs off.

Stay safe and always check your chest strap!

Rod McCrory

ACHIEVEMENTS WS1 Neal Fitzpatrick, Gavin Lucas
JUMP NUMBERS 200 Matt Alderdice,
Gavin Lucas 600 Linley Ewing, Joanne Wilson



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April 18-22

BPA Tandem/AFF/Pre-Advanced Instructor Course

Location: **Hibaldstow** • bpa.org.uk

April 19

BPA BPA Council Meeting

Location: **BPA Offices, Leicester** • bpa.org.uk

April 23-24

A BPA Speed Coaching Roadshow

Location: **Dunkeswell** • skydive99.com

May

May 7-8

FS BPA UKSL

Location: **Langar** • skydivelangar.com

May 14-15

S&A BPA Accuracy Grand Prix

Location: **Headcorn** • headcorn.com

May 16-20

BPA CSI Instructor Course

Location: **Strathallan** • bpa.org.uk

May 18

U Royal Aero Club Awards Ceremony

Location: **RAF Club, Piccadilly**

May 27-30

WS BPA Wingsuit Performance and Acrobatics Nationals

Location: **Netheravon** • netheravon.com

May 28

A BPA Speed Coaching Roadshow

Location: **Langar** • skydivelangar.co.uk

June

June 11-12

FS BPA UKSL

Location: **Netheravon** • netheravon.com

June 14

BPA BPA Council Meeting

Location: **BPA Offices, Leicester** • bpa.org.uk



June 18-19

CF BPA Canopy Formation Grand Prix

Location: **Langar** • skydivelangar.co.uk

June 18-19

CP BPA Canopy Piloting Grand Prix

Location: **Dunkeswell** • skydive99.com

July

July 9-10

A BPA VFS 2-way Grand Prix

Location: **Netheravon** • netheravon.com

July 16-17

A BPA Artistics Coaching Roadshow with *Euphoria* Freestyle and *QFX VFS*

Location: **Peterlee** • skydiveacademy.org.uk

July 16-17

FS BPA UKSL

Location: **Hibaldstow** • skydiving.co.uk

July 22-24

CP BPA Canopy Piloting Nationals

Location: **Dunkeswell** • skydive99.com

July 23-24

A Artistics Coaching with Paul Capsey of *Euphoria* and Adam Dare of *Varial*

Location: **Beccles** • ukparachuting.co.uk

July 30-31

A Artistics Coaching with *Omni* and Adam Dare of *Varial*

Location: **Netheravon** • netheravon.com

August

August 5-7

CF BPA Canopy Formation Nationals

Location: **Black Knights** • bkpc.co.uk

August 8-12

BPA CSBI/AFFBI/TBI/Advanced Instructor Course

Location: **Skydive Headcorn** • headcorn.com

August 9

BPA BPA Council Meeting

Location: **BPA Offices, Leicester** • bpa.org.uk



August 15-19

BPA CSI/Tandem/AFF Instructor Course

Location: **Skydive Headcorn** • headcorn.com

August 20-22

FS **A** BPA 4-way FS Nationals and VFS Nationals

Location: **Hibaldstow** • skydiving.co.uk

August 20-27

CP Canopy Piloting World Cup

Location: **Farnham, Canada**

August 26-29

S&A BPA Classic Accuracy Nationals

Location: **Swansea** • skydiveswansea.co.uk

August 27-29

FS Backup BPA 4-way FS Nationals

Location: **Hibaldstow** • skydiving.co.uk

August 27-29

FS **A** BPA 8-way FS, Artistic and Speed Nationals

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September

September 10-21

FS **CF** **S&A** **A** **U**

Mondial 2016

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September 17-18

CP BPA Canopy Piloting Grand Prix

Location: **Dunkeswell** • skydive99.com

September 17-18

FS BPA Speed 8 Nationals

Location: **Sibson** • skydivesibson.co.uk

October

October 4

BPA BPA Council Meeting

Location: **BPA Offices, Leicester** • bpa.org.uk

October 6-9

FS ESL Finals

Location: **Saarlouis, DE** • fsz-saar.de

October 20-24

U World Cup in Indoor Skydiving

Location: **Warsaw, Poland**

Dates correct at time of printing

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
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