



British Parachute Association skydivethemag.com August 2018

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INSIDE: BEHIND-THE-SCENES EXCLUSIVE ON MISSION: IMPOSSIBLE – FALLOUT'S HALO JUMPS
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Cover: Tom Cruise exits a C-17 Globemaster at 25,000ft while filming Mission Impossible: Fallout. By Craig O'Brien for Paramount Pictures

Welcome: Bruno Brokken in pursuit of the ultimate selfie over the Great Pyramid of Giza in Egypt



This was definitely one of the more memorable Mags that I've worked on. I'd known for some time that several skydiving friends were having a very cool time working on the new *Mission: Impossible* movie, and had hoped that we might be able to get hold of some awesome photos for some insight behind the scenes. I am very grateful to Paramount for their amazing images and to the whole *Mission: Impossible* team, but especially Allan Hewitt for their part in bringing you the special feature on page 17.

I think that most non-skydiving film audiences won't truly appreciate just how difficult the stunts were, or how impressive it is that Tom Cruise did them all himself. He only had 50 jumps when he started filming *MI:6*, and they were from nearly three decades ago. The first task was to do some recurrency jumps, and then 35 jumps later he was exiting a C-17 Globemaster from 25,000ft at night with an oxygen bottle attached; the ink was barely dry on his BPA B Licence! Don't forget that, with a run-in speed of 140 knots, the spot had to be perfect to land on the dropzone. The timing also had to be perfect because there was only a three-minute window each day to get the perfect sunset shot. Oh and there's the small matter of needing to act as well...

We can be proud of the fact that BPA Instructors and Riggers were integral to the success of this project, and that it was BPA safety management systems that ensured completion with no injuries or incidents. It's also great to hear that Tom enjoyed the skydiving so much that he has now bought his own kit and intends to continue jumping!

Liz Ashley

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Bruno Brokken experiences the ultimate dilemma: wanting to fly really close to the Great Pyramid of Giza to experience this unique view and capture this amazing photo, but also having to be sensible enough to consider the hot, turbulent air and the chance of a canopy collapse...

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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.

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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APPS

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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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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
October 2018	September 2	September 21
December 2018	November 5	November 23



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Medallists, by Martin Martinez

BPA WINGSUIT NATIONALS

After weeks of hot sun and the loss of the colour green in the grass at dropzones, the first morning of the BPA WS Nationals started with uncharacteristic cloudiness. Nevertheless, just before 4.30pm, the first load of

Performance wingsuiters was on its way to altitude. They were quickly followed by the second load of Performance wingsuiters and the Acro teams. By the end of the day, the Performance competitors had completed a round

each of Speed and Time, and the first Acro round was complete.

Saturday morning was an earlier start but, by the early evening, another four rounds of Performance and five rounds of Acro were completed, for a total

of nine wingsuit loads and 136 wingsuit jumps.

So many personal records were broken, which wasn't surprising due to the attendance of the 18 Performance competitors, and eight jumpers hadn't completed





By Martin Martinez

before in a wingsuit competition. The whole competition was completed with no reserve rides.

Congratulations to Anastasis Polykarpou, a.k.a Tasos, who travelled all the way from Cyprus to compete and won the Performance Open class with a perfect 300% score. Tutti Frutti won the Acro, with a total score of 2,041 out of a theoretical maximum of 2,100.

There was so much smiling going on during the celebrations during the Saturday evening that some people could have thought the sun had come out again.

If there was one, the Biggest Smile Award would have gone to Hannah Cooper, who completed her 30th wingsuit jump during the Nationals. Second place would have gone to Noel Purcell, the competition meet director.

Awesome thanks to Hibaldstow for holding this year's BPA WS Nationals and to all of the competitors. As Andrew (John) Gillett said, it was a "Quality event, really well organised and great vibes. The facilities at Hibaldstow are excellent."

Mike Williams, BPA WS Rep

The 18 Performance competitors, by Martin Martinez



(L-R) Henrik Raimar, Matthew Byrne and Stefano Celoria

BRITISH SPEED RECORD

Congratulations to Matthew Byrne, who set a new British Speed record of 565.37kph (351.30mph) at the ISSA Speed Skydiving World Series event at Dunkeswell in July. He comfortably won the international event ahead of Stefano Celoria of Italy, who took silver, and Henrik Raimar of Sweden, who took bronze. Brits took three of the top five placings, with Max Hurd and then Mikey Lovemore just outside the medals.

If you feel the need for Speed, you can learn from the best at the next free BPA Speed Coaching Roadshow at Langar on August 11-12. The BPA Speed Nationals are at Hibaldstow on September 1-3.

GDP-AAARGH

The BPA eNewsletter comes out in non-Mag months and it's a great way to keep in touch with what is happening in our sport. You can find out about the latest news, events, BPA Roadshows, competitions and more. However, GDPR meant that you recently needed to opt in to continue receiving it. If you haven't yet done this, you will be missing out. If you would like to stay in touch but were a bit weary of all the organisations emailing you in May and so didn't reply to us at the time, you can find the opt-in link on the BPA website.

STOLEN KIT

Anecdotally at least, there seems to be a spate of rigs being stolen at the moment. Barely a fortnight goes by without another distraught Facebook post from someone whose entire gear bag has been taken. By the time you add up the cost of replacing a complete parachute system, helmet, camera, altimeters, audibles and other gadgets, it can be a truly painful experience.

Many of the thefts have been from cars, often while parked outside the owner's house overnight. One was from a motorway service station and it is thought that the thieves managed to remotely jam the car locking system. In another case, the kit was downstairs in the owner's house and the thieves broke in and stole other goods as well before driving away with their loot in his wife's car.

We can help each other by staying vigilant when looking at online kit sales. Often, the thieves won't know the true value of kit and so the price might be suspiciously cheap or the description won't sound like they know what they are actually selling.

We can also help ourselves by avoiding the temptation to be lazy and leave kit in the boot of the car – always bring it inside. Make sure you have good quality photographs of everything you own, including the serial numbers. If you take a photo of the reserve packing docs, then the serial numbers and dates of manufacture for the container, reserve and AAD should be on there. You'll probably need to remember to snap a pic of the label on the centre panel of your main canopy next time it's unpacked too.

B P A C F G P

The first BPA CF competition of the year was held at Cark in June, and saw seven teams compete. In Senior, *Waffle Stack* beat *Veloci Wraptors* by 32 points to 21,

although the competition for best team name was arguably much closer. In Intermediate, *Crewsing for a Bruising* took the top spot ahead of *Cark Corner* and then *Cark CRW*.

Finally in Rookie, the *Crazy Crew's* 12 points beat *Cark Sliders' six*.

The BPA CF Nationals have now been confirmed as September 3-5 at Dunkeswell.



Jason Hobbsie
and Emily Sugars,
by Ming Chu

Photo: Luciano Baque



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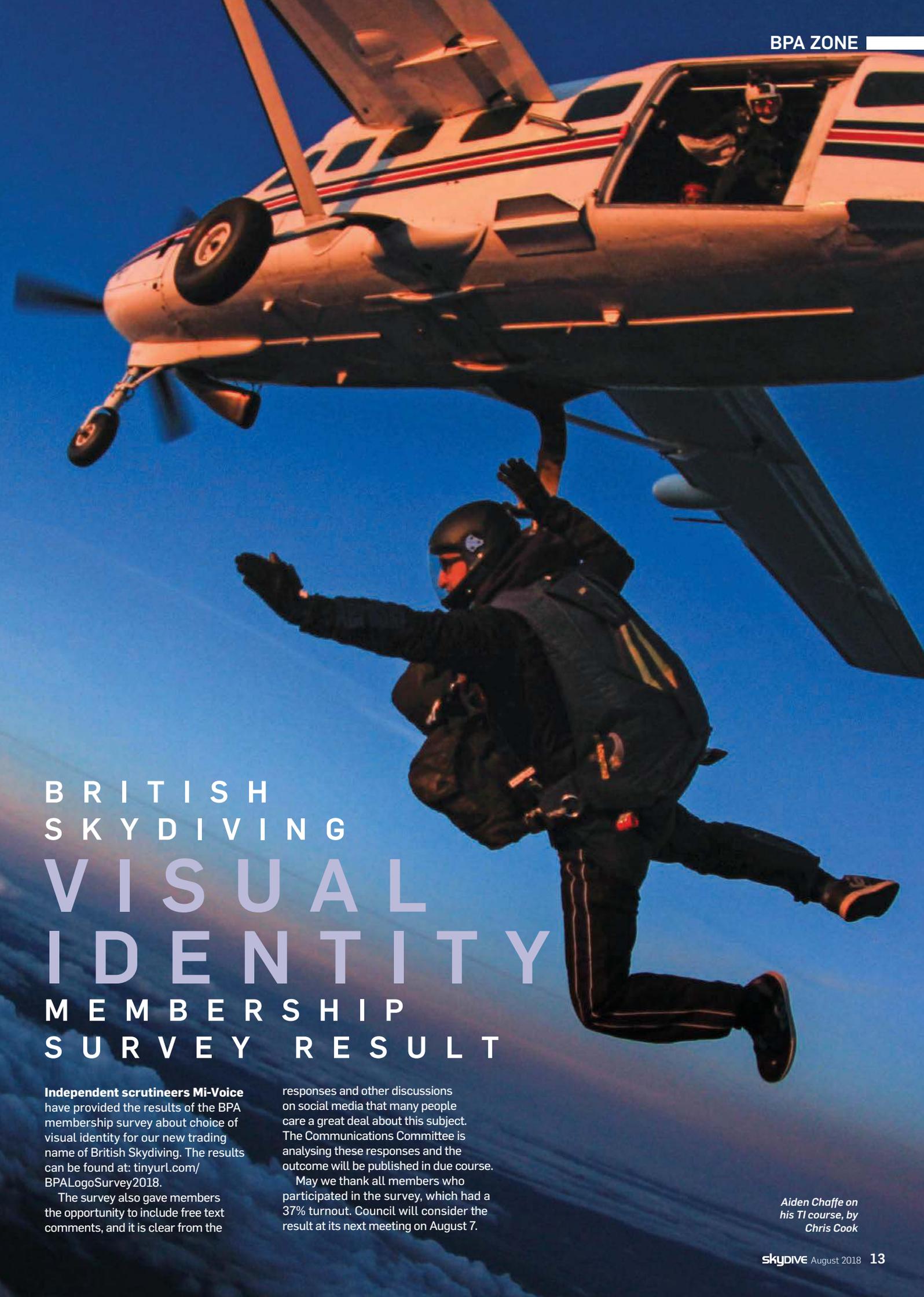
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BRITISH
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SURVEY RESULT

Independent scrutineers Mi-Voice have provided the results of the BPA membership survey about choice of visual identity for our new trading name of British Skydiving. The results can be found at: tinyurl.com/BPALogoSurvey2018.

The survey also gave members the opportunity to include free text comments, and it is clear from the

responses and other discussions on social media that many people care a great deal about this subject. The Communications Committee is analysing these responses and the outcome will be published in due course.

May we thank all members who participated in the survey, which had a 37% turnout. Council will consider the result at its next meeting on August 7.

*Aiden Chaffe on
his TI course, by
Chris Cook*

AWARDS OPEN FOR NOMINATION

Nominations are open for the following BPA awards:



BPA STAR
For great service from a member. See bpa.org.uk/star for more. Closing date: November 1 2018.



BPA SAFETY INNOVATION AWARD for Sport Parachuting, sponsored by the BPA's insurance partners Romero Sports and Leisure and XL Catlin Insurance Company SE.

£5,000 cash prize. See bpa.org.uk/staysafe/safety-innovation-award for more. Closing date: November 1 2018.

BPA TAZ CAUSER EXPERIENCED SKYDIVER OF THE YEAR AWARD 2018

Nominations are invited for this award for a UK-based skydiver whose achievements during the calendar year deserve special recognition. Please email your nominations, giving the name of your nominee with reasons in no more than 250 words, to BPA HQ at skydive@bpa.org.uk. Closing date: November 14 2018.

NEW RATINGS

CSBI

Matthew Alderice
Emily Aucutt

David Keevers
Chris Sears

Demetres Demetriou
Anthony Medicot
Alan Winkler
Pelham Georgiades
Jon McMahon

CSI

Elliot Mitchell
Alex Lilburn
Matthew Botwright
Peter Lehane

TBI

Stuart Selley
Stephen Simpson

TI

Christopher Ings
Darrell Gibson
Kate Lindsley
Roger Hughes
Iain Rutherford
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Stephen Simpson
David Tee
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Neal Fitzpatrick
Laura Bamford
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Luke Cole

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Mike Carruthers

ADVANCED PACKER

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Nick Robinson (S)
Ryan Garner (S)
Benjamin Mitchell (S)
Braden Dimmock (S)
Billy Steele (T)
Gary Chapman (T)

AFFBI

Edward King
Wayne Shorthouse
Richard Madeley
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AFFI

Freya Lees
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BAHRAIN



ATTENTION!

Everyone knows that Tom Cruise does his own stunts, so it was no surprise to see him doing his own HALO skydives from 25,000ft out of a C-17 Globemaster in the latest *Mission Impossible* movie. But did you know just how many BPA members it took to make it all happen?

WORDS: ALLAN HEWITT - SKYDIVING COORDINATOR, *MISSION: IMPOSSIBLE - FALLOUT*
PHOTOS: CHIABELLA JAMES FOR PARAMOUNT PICTURES

MISSION: IMPOSSIBLE

Tom did his first skydive in Deland in 1990, but he stopped jumping after 50 skydives. When he jumped again in 2017 to get ready for *Mission: Impossible – Fallout*, he was basically starting again after a 27-year break. Actually, this is probably a bad choice of words because Tom really did break his leg during filming in London while jumping from a building onto a lower rooftop! This didn't stop him, however, and he was determined that he would do the skydiving stunts for real. The skydiving sequence written by director Christopher McQuarrie required a 25,000ft night jump, so it was definitely time to call in some BPA Instructors.

The first step was for Tom to do some currency jumps at Weston-on-the-Green in Oxfordshire. Once he was current and had gained his BPA B Licence, he could start training for the skydiving sequence. The initial plan had been to work with the RAF and to film the skydiving sequence in the UK. However, we couldn't make the agreed dates once Tom broke his leg, so we only filmed the ground scenes in the UK, inside and outside of the RAF's C-17 Globemaster. Then we filmed the freefall scenes during a six-week winter trip to the UAE once Tom was fit enough to jump again.

The sequence was broken into three skydives. The first skydive focused on acting inside the aircraft, followed by a dive exit and swoop towards the cameraman, with a short pause to look around before diving past the camera. This sounds very simple, but it was far from it. First of all, the scenes at 25,000ft were real and Tom Cruise and Henry Cavill were pre-breathing oxygen for 30 minutes prior to take-off to get rid of all the nitrogen from their bloodstreams. At first the aircraft ride to altitude took 20-30 minutes, but only while we learned how to work with the air traffic controllers in a busy flight corridor. The C-17 can take a payload of 73,000kg but our payload for the duration of the filming was less than 1,000kg, so you can imagine how fast the climb rate was!

After almost an hour of being fully kitted up, it was now time for the acting to begin. Ethan Hunt (Tom) walked to the tail ramp to look out over the sunny desert which special effects would later turn into clouds, thunder and lightning. Ethan then walked back to August Walker (Henry) to try and stop him from jumping into the 'storm'. Meanwhile, cameraman Craig O'Brien was walking alongside them to get the shot on his helmet camera. Tom and Craig had to time everything perfectly so that Craig could film a close-up

THE SEQUENCE



3



4

‘I thought we had done it, but Tom said: “We’ll do it again, because it can be better”’



of Tom before circling around him and then running backwards out of the aircraft. In the film, Walker then releases Ethan's oxygen to distract him, leaving him at 25,000ft without a supply of oxygen. As Ethan struggles to reconnect his oxygen hose to his helmet, he turns to see Walker jumping.

While the camera was focussed on Ethan's oxygen struggles, Henry Cavill hid behind a box and Rusty Lewis was switched in as stunt double for his dive exit. Ethan ran to exit the aircraft to give chase while still connecting his oxygen, dived out straight towards the camera and then stopped to look around for Walker before diving past the camera to swoop down and catch him. If you thought all that sounded hard enough, bear in mind the aircraft was flying faster than your average skydiving aircraft – 140 knots, minimum – so the timing had to be perfect to make sure everyone landed on the DZ.

When we landed and watched the footage, it was very impressive. I thought we had done it, but Tom said: "We'll do it again, because it can be better". We did up to eight jumps a day, but only the last lift could be used for the film. Each night, we had to exit at 6.45pm plus or minus 90 seconds to get the light right as the sun set on the horizon. We then spent a week doing the same sequence and it wasn't until I saw the last one that I appreciated what Tom wanted. The other jumps were good, but this one was truly awesome. The timing had to be perfect, the flying

had to be perfect, the filming had to be perfect, the equipment had to perform perfectly, the sunset had to be in the right place and everything was about perfection – all this while Tom was doing his 35th skydive since returning to the sport.

The second skydive sequence was Ethan diving after an unconscious Walker who'd been struck by lightning and had lost his oxygen bottle. The lightning didn't happen, but the dive was real and every AFF Instructor will tell you that *anything* can happen when diving to catch an unstable skydiver in freefall. However, the dangers here were – again – not the average skydiving dangers. Tom/Ethan was wearing a metal oxygen bottle and the potential for equipment to become entangled or someone to actually be knocked unconscious was very real.

The plan was for Ethan to almost catch Walker, making him even more unstable. Ethan would then try and catch him a second time, but while grabbing him they both tumble before Ethan gets control of Walker who ended up on his back. Tom then had to do some freefall acting, checking if Walker was alive and working out how to give him enough oxygen to revive him.

While this was all going on, Tom, Rusty and Craig were all working as a team to make sure they did all this while getting the sunset on the horizon at exactly the right time. Craig had to be in the right place and move just as fast as the two unstable skydivers and then change the focus in freefall when he flew in for the

1 Filming inside the C-17 Globemaster

2 Tailgate exit at 25,000ft: what the audience see (photo credit: Craig O'Brien)

3 Tailgate exit at 25,000ft: how it's really done

4 Disconnected oxygen at 25,000ft

MISSION: IMPOSSIBLE

close-up shots. Tom wasn't just skydiving; he was acting in freefall to make the sequence work as written by the director. The whole endeavour showed how focused he really is.

The final sequence in the skydive was Ethan disconnecting his oxygen hose from his own helmet and attaching it to Walker's to revive him in freefall, and then removing his own oxygen bottle and transferring it to Walker so he would regain consciousness. Tom did this for real and it was important that he didn't drop the oxygen bottle! He/Ethan then flipped on his back to turn Walker belly to earth, looked over his shoulder to see how low they were, and then deployed Walker's parachute before rolling over to deploy his own.

All in all, Tom did a total of 110 skydives to get this sequence, which included the daytime training and the nighttime filming. He landed on the DZ on every jump, to the relief of his security team who were on standby to go looking for him in case of a DZ miss. On one skydive, Tom deployed high and

there was no sign of him for what seemed to be ages after everyone else had landed. The crew were asking where he was but, just as I was starting to get worried, he flew right over the top of me and landed on the DZ. That's when I wished we hadn't gone for black parachutes for night jumps...

Tom's sense of humour didn't fail during the six weeks of skydiving and I'm sure that, if you buy Ray Armstrong a few beers, he'll explain how Tom got one over on him and enjoyed it immensely. Ray also explained to Tom that skydivers have a tradition of buying the beers when you do something for the first time in freefall, but Tom went a step further and took us all out for a five-star meal so he didn't, technically, break with that all-important tradition.

This was a job that I will never forget and I will be eternally grateful for the opportunity to work on this film. Working with Tom and Henry as well as the many professional crew members I met along the way was a real treat. Tom was a true professional who wanted



5 Tom Cruise breathes oxygen as Siân Stokes looks on

6 Black parachutes – not the easiest to see at night!

perfection and the best sequence that we could deliver. He is, without doubt, the most focused and driven person I have ever worked with and his dedication and ability to get the same from his team is what makes Tom so good at what he does. Everyone is delighted that he has been well and truly bitten by the skydiving bug, and he has now bought his own kit to continue in the sport that we, and now Tom, love so much.

'If you buy Ray Armstrong a few beers, he'll explain how Tom got one over on him and enjoyed it immensely'

6

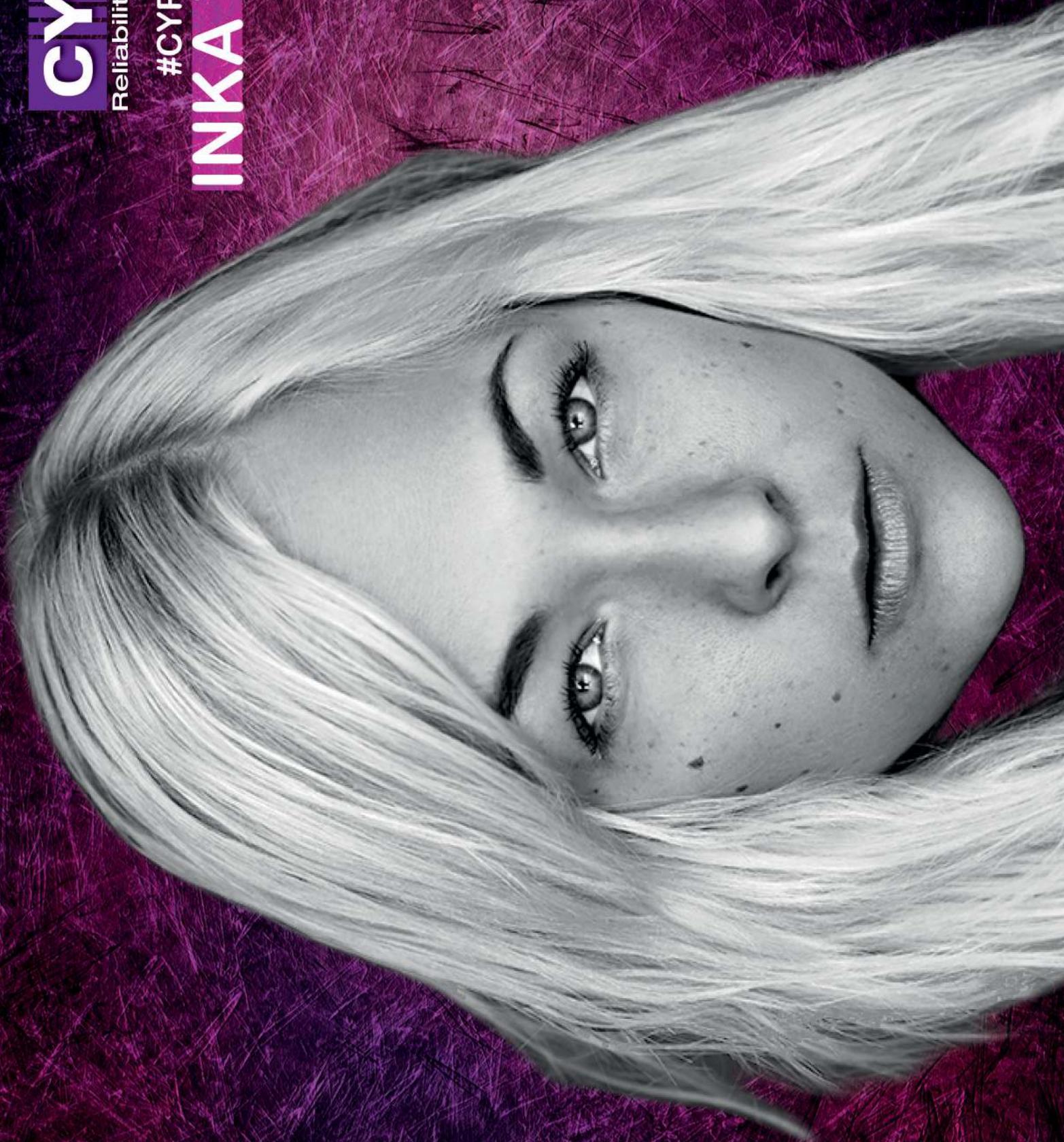


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Full-face HALO Helmet

When Prop Master Barry Gibbs told me that we needed to find a supplier for a full-face skydiving helmet that could be used at 25,000ft, I knew that this was not a standard item for sale. I contacted both helmet manufacturers and oxygen equipment manufacturers to see what they could provide, and Topout Aero 2 agreed to design and build a helmet specific to our requirements. They could also help us test the helmet in a hyperbaric test chamber to approve the helmet for 25,000ft skydives.

Tom and Christopher McQuarrie approved the look of the Bonehead Aero helmet, so we bought the standard models and then put a team together – Dan Rutter, Toby Shears and myself – with advice from Topout. Dan scanned the helmet so we could do some 3D printing of parts to match the helmet. Toby built the helmets using the printed parts from Dan and components from a standard oxygen mask. I designed and built the beanbag neck seal. When everything was combined, this gave us a helmet for testing.

The chamber testing was very successful and we took the helmet up to 30,000ft until the oxygen readings started to show problems. This was very important for Ray – he was the one wearing the helmet while cycling at 30,000ft in the hyperbaric test chamber. Dr Ryan Jackson organised the chamber testing and his report was very positive, which meant this was now a real option for filming at 25,000ft.

We built some more helmets with the original printed parts manufactured out of carbon fibre to increase the strength and make them look super cool. We then did two trips to Denmark to test all of the parachute equipment and, after some real 25,000ft skydives, we redesigned the helmets to make them perform even better.

Now the helmets were ready for use, we had to make sure they were 100% safe because we had pure oxygen and lights inside the helmet. We needed to make sure that, if one of the lights failed, it would not cause a problem. We did our own tests by filling the helmets with 100% oxygen and then deliberately making the lights fail, which were very successful, but we also sent them to Exova, a professional health and safety test laboratory, which gave us a full British Standard rating.

Equipment

Thomas Defence Systems in Bridlington agreed to supply the containers, Paratec supplied the parachutes and Airtec supplied the Cypres AADs. Chris Thomas did an amazing job of making the containers to our requirements and I was very impressed with the speed that we received everything. We also needed containers made with rubber hardware for high contact within the studio and the wind tunnel training, and we also made some with aluminium hardware to keep the weight down for the actors in the studio because they would need to wear them for long periods of time.

Wind Tunnel

We started with a standard Aerodium wind tunnel for training but, when Tom saw it, he wanted something bigger so we could practise the whole skydive sequence in full equipment and even film in it if required. Special Effects Supervisor Neil Corbould came to the rescue and he sent Dominic Mewburn-Crook to oversee the design and construction of a brand new wind tunnel. This was ready for use in only two months and worked amazingly.

Aerodium's wind tunnel instructors Eriks Osmanis and Toms Ivans were amazing throughout the training and testing of the parachute equipment in the wind tunnel. They were supported by Sergejs Luckinskis, who is Aerodium's wind tunnel engineer. Eriks did most of the work and kept control over the skydivers, but didn't stop us from having a great time in the world's largest outdoor wind tunnel.

On a serious point, Tom and Henry used the wind tunnel for training and we also did some filming in it. However, as the real filming from 25,000ft was much better, the wind tunnel footage will not be seen on film. The serious commitment from both Tom and Henry was evident and they flew at night in the middle of winter at -5° C. Factoring in windchill meant we couldn't fly for long and flying when the machine was covered in snow was just amazing. The guys flying from one end of the tunnel and across the six-metre flying area to land on a



snow-filled air bag was not really part of the training, but who could resist that?

Denmark

Due to the many design changes in both the parachute equipment and oxygen equipment, we had to test the equipment before jumping for real on film and jumping from 25,000ft was the only way to do this. We chose Dropzone Denmark because jumping from 25,000ft with no air traffic problems was more of a guarantee and Philip Østerberg and his team were amazing. The support they gave us was second to none.

Oxygen

One of the biggest surprises was the fact that there is no-one regulating jumping with oxygen in the civilian skydiving industry. This caused us quite a lot of problems, and the thought of having safety divers who couldn't do their jobs due to problems with oxygen was scary to say the least.

We finally decided to use oxygen equipment supplied by Summit Oxygen from Farnborough. When I visited their office and saw that it was basically a well-controlled laboratory-type production facility and the quality of their equipment was far superior to anything else I had ever seen, I started to relax. These guys meant business, and everything we did from 25,000ft was so much more relaxing when you have equipment you can rely on.

7 Training in the purpose-built wind tunnel

8 The helmets were customised and tested especially for the film

9 Craig O'Brien's camera helmet had been modified so the focus and the iris could be adjusted in freefall

10 Milko was initially unimpressed with these hi-tech earplugs; he could hear conversations as normal while wearing them so didn't see how they'd be any good once the wind tunnel that he was stood next to was turned on. "Milko... the tunnel IS on", came the reply!

11 The helmet and oxygen setup was bespoke for this film, and even gained a full British Standard safety rating



I was invited on to the film by the Stunt Coordinator Wade Eastwood, who's one of the top stunt coordinators in the world. I have worked for Wade many times in the past, with the biggest jobs being on *James Bond* and *Tomb Raider*, and he guided me along the tricky road of working with the main unit instead of the normal second unit stunt team. After about six months, he was happy to let me continue unsupervised while training and then filming in the UAE.

BPA Instructor Examiner and Advanced Rigger Ray Armstrong was my second-in-command on this job. Ray was the film's Chief Instructor, so he had his hands full making sure we did everything according to the rules and regulations as well as helping to design and manufacture parts of the parachute and oxygen equipment for the unique filming requirements.

Milko (Ian Hodgkinson) and Siân Stokes were brought in early on to train Tom up to the high standard that we needed in a very short period of time. During the filming, they were the safety divers and Milko doubled up as a behind the scenes cameraman. He was also Tom's stand-in while practising the sequence when Tom was not available.

Rusty Lewis was the double for Henry Cavill. His backflying skills while looking unconscious and flying relative to Tom were just awesome and he taught Tom to backfly so they could complete the sequence. He had to do his job while wearing a muscle suit so he really looked like he had the build of Superman himself – no easy task while also being fully kitted out with oxygen and modified parachute equipment!

The Walker double role was initially given to Mike McNulty, who helped to test the equipment during the high-altitude jumps in Denmark as well as training Henry Cavill to fly in the wind tunnel. This role was also given to Alan Foulkes-Williams when Rusty had to return to his real job when the filming schedule overran. Alan had very little time to adapt to the role, but he did a great job making sure we finished the filming as per the sequence.

Alex Fixen was our jumpmaster for both the Twin Otter and the C17 jumps. Thanks to him, we had a flawless record of no DZ misses – even at night. He also helped out as safety jumper and as the UAE pilot liaison officer.

Karen Saunders was our Chief Rigger and she was supported by Alex Hewitt. Between them, they packed every parachute without a single incident. Karen also took control of all the parachute equipment service and maintenance, assembly and reserve repacks as well as assisting Tom with kitting up prior to every jump. Alex spent a lot of time in the rigging room, assisting Ray with manufacturing the oxygen equipment harness and pouches as well as doing the majority of the container modification. Alex is the youngest member of the team, but he started packing for me at nine years old so he's more experienced than most would imagine.

THE TEAM
BEHIND THE
SCENES

MISSION: IMPOSSIBLE

Ian Barraclough was our DZ controller and safety officer. Ian is an ex-Red Devil who specialised in freefall photography before taking a full-time camera job in TV. Ian's focus on details and making sure everyone followed the new and ever-changing systems kept everyone in check during the busy schedule.

Dr Anna Hicks was our high-altitude specialist who took on the role of HALO doctor. Anna gave every team member a briefing on high-altitude safety and how to avoid the dangers of hypoxia, decompression sickness and the like, and made sure everyone was up to the job. She was on board during every lift, checking the skydivers and crew throughout the ascent to make sure that everyone was getting the right amount of oxygen in addition to her preparation and planning with the local medical facilities so we were ready in case an incident occurred. Anna also assisted as a safety jumper when we changed roles around for specific stunts. On the very few days she couldn't make it to the film set due to her work commitments, she handed her job over to Andrea Rieck to cover until she got back.

Mark Scobie was brought on board to assist Ray at Weston-on-the-Green, and also helped us with the equipment testing in Denmark from 25,000ft.

Kevin Massey was our oxygen equipment specialist who made sure all our personal equipment was ready and the aircraft installation was good to go at all times.

Last but definitely not least, Craig O'Brien was our freefall cameraflyer. Craig was the only person for the job and his dedication to getting results and pushing the limits beyond a normal skydive was very impressive. His camera equipment was not your average film camera either; it had been modified so the focus and the iris could be adjusted while filming. This meant that Craig had to focus the camera while flying at 120mph both on his belly and his back and during transitions. Craig's quiet and calm attitude was a perfect match to Tom's focused dedication to getting the best results possible.

My role as Skydiving Coordinator was the most complex job I have ever had. Hiring the team, organising the training, designing and testing of all the bespoke parachute equipment, working with many different departments in the film company, the RAF and UAE Air Force and sorting out budgets all had their challenges, but the job I enjoyed the most was designing and developing the full-face skydiving helmet. This is a product that I am very proud about.

However, the biggest achievement by far was setting up a new dropzone in Abu Dhabi. Anyone who's set up and managed a DZ will tell you it's full of potential problems but, with the help of the BPA, these problems were reduced by working to the many proven safety systems. I am very proud of the fact that we managed to complete the entire job without any injuries or incidents. ●

12 Skydiving Co-ordinator Allan Hewitt checks out Craig O'Brien's fantastic setup

13 BPA Advanced Rigger Karen Saunders kept all the kit on the road

14 The C17 Globemaster interior cargo area is an enormous 27m (88ft) long and 5.5m (18ft) wide



'This was a job that I will never forget and I will be eternally grateful for the opportunity to work on this film'

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MAKING AN ENTRANCE

Demo jumps: who can do them, what they're like and why it's vitally important to watch out for ducks

PHOTOS: KARIM SHOKRAEE

If you thought that demo jumping was only done by military display teams, think again! Anyone can register a display team with the BPA and CAA as long as they meet the requirements; check out section 13 of the BPA Operations Manual for more.

The *Ospreys* are a civilian display team based at beautiful Cark on the edge of the Lake District. After years of talking to the organisers of the Keswick Mountain Festival, they finally got to jump in.

Team Leader Ian Chick tells us more...

"The Keswick Mountain Festival has been running successfully for about 10 years and is one of the major outdoor sports and music festivals, with some great headline acts. World-class speakers and filmmakers preview all kinds of

extreme sports movies, and the area was recently recognised as a World Heritage site by UNESCO. The region, famed for its



stunning views, joins the likes of the Taj Mahal, the Great Wall of China and the Grand Canyon and is the first of the UK's National parks to be given this status.

"It was the outdoor sports that gave us our first contact with the organisers. Team member and CP competitor Stevie Doran also likes to compete at fell running and got talking to the organisers while collecting his medals. With the valley's steep sides, mirror-like lake and the sun setting behind the mountain throwing up amazing shadows, you just get those words coming out of your mouth spontaneously: 'WE COULD SWOOP THIS!'"

"So, after weeks of talking with the event organisers, this year they wanted to add us to their line-up together with an awesome aircraft display team. *Aerosparx* fly with pyrotechnics (fireworks) coming off every wing, wheel and flap you can imagine. The two display teams, us and *Aerosparx*, would perform on the Friday night before the big evening concert under the main event sponsor's name Blacks, who are famous for their outdoor clothing.

"Several site meetings took place over the next few weeks in late May, looking at the landing area with those who would be jumping on the display and listening to their ideas. The organisers wanted to know if our cold-burn display smoke would



DEMO JUMPS

damage or dye the grass, and stressed the environmental impact we could have if any ducks were hurt during the display.

“With the paperwork complete, all the clearances done and the manifest signed, we took off on the Friday night from the southernmost tip of the Lake District and made for its beating heart in Keswick, or ‘Little Chamonix’ as it’s known. With a super smooth flight the length of Lake Windermere, we just sat there grinning at each other and filming out of the windows. All eyes were looking out for the team cross with the smokes showing us the wind direction. We dropped a Wind Drift Indicator and enjoyed a nice slow left-hand turn by our pilot Mike

Carruthers. I looked down and could see the reflection of the PAC 750 XL in the water below. The first pass was at 5,000ft, and three team members got out right over the top and all nailed the landing area.

“Round again, and it’s both 6,000ft and our turn. Double-check the smoke brackets and ‘pull the smoke *outside* the aircraft, please lads! We get into the line we have practised for the last few years, fly to our set-up point as planned and then make a nice 270° turn before planing out across the landing area. I land, stop, turn around and I can hear the concert fans clapping. As we gather our canopies, we get asked if we could do it again on the Saturday night.

Sure we can, let me just see if the team want to do that again...

“Thank you to our cameraflyers Karim Shokraee and Ming Chu for your skill and dedication to the events. Thank you to Skydive Northwest, KMF18 and Blacks for making the event happen and to all of the team who helped out and jumped. Finally, thank you to our sponsors Jedi Airwear, Sunpath and Alti-2 Europe. You can follow us on Facebook, YouTube and Instagram.”

Oh, and no ducks were harmed in the making of this article. ●



OPS MANUAL SECTION 13: REQUIREMENTS FOR DISPLAY JUMPING

- All display teams must have a Team Leader. As well as fulfilling the requirements of a Team Member, they must also have a minimum of 300 jumps, 30 display jumps and pass a written exam on display procedures and flying operations.
- The Jumpmaster must be a Team Member with at least

a C Licence, a minimum of 300 jumps and 20 display jumps.

- C Licence Team Members are allowed to give displays into landing areas of not less than 5,000 square metres. They must have carried out at least five pre-declared simulated display jumps, landing within five metres of the centre of the target. Night displays are allowed as long as they have at least 500 jumps in total.
- B Licence Team Members must

have at least 100 jumps and may give displays into landing areas of not less than 20,000 square metres. They must have carried out at least five pre-declared simulated display jumps, landing within 10 metres of the centre of the target.

- Ancillary equipment such as cameras, flags, smokes etc is not allowed for at least the first five display descents.
- High-performance swoop

landings may only be carried out on displays by C Licence parachutists of proven CP ability (CP1) and they must be cleared to do so by the Team Leader. Conditions and landing area size must be taken into account before permission is given.

For the full rules, check out Section 13 of the BPA Operations Manual at bpa.org.uk/staysafe/operations-manual

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: move on

1

THERE IS NO HILL

...and other revelations for 4-way flyers, by *Chimera*

The season is in full swing and 4-way teams across the country are training, switching members, investing in world-class coaches and generally making every attempt to improve their averages before the pivotal August deadline and the Nationals.

While we won't be able to teach you everything you need to know in the space of one article (heck, we don't even know everything there is to know ourselves yet!), we will give you some tips which can be applied across your jumps and – if done right – contribute to more efficient, more successful skydives. Read on for more!

We repeat: there is no hill

Okay. So, technically speaking, there is a period as we leave the aircraft where the relative wind is blowing from a direction other than straight up at us. And, yes, we do need to consider the effect of that. However, we don't need to give the hill so much attention that it takes away from us flying our bodies.

As you leave the aircraft, don't think about the 'hill' but more about presenting to the relative wind. That way, you're basically just flying as you will do 'off the hill' – you're moving your body using that relative wind, and can therefore fly (pretty much) as you would normally too.

That said, gravity also plays a part. So, for everyone in the formation – whether individuals or block pieces – think smaller moves at the top of the hill, more grunt to get going at the bottom and everyone keep high.

Tunnels are not freefall simulators

The rise of the wind tunnel has done wonders for our sport. You can't deny that the facility to experience something close to freefall for extended periods is an invaluable asset and something we should certainly use.

1 As you leave the aircraft, think about presenting to the relative wind.
By Chris Cook



2



3

However, tunnels are not freefall simulators. There's no simulation in the world that can truly replicate the experience of jumping out of an aeroplane. Aside from the fact that you're falling through the sky at 120mph (and the mental consequences of that), the tunnel walls completely remove the notion of space we have at 13,000ft.

So how do we take what we learn from the tunnel into the sky? We need to recognise that the tunnel walls are not an appropriate reference point for sky teams. Instead, focus on referencing off each other. Where are you meant to be, not just in terms of your own move, but in relation to your team? Where's the centre point of the formation and where should you be positioned accordingly?

As our coach Niklas Hemlin of *Arizona Airspeed* tells us: "In the tunnel, we have walls. In the sky, we only have each other."

There are more than 16 randoms and 22 blocks

We begin our 4-way careers thinking that there are 16 randoms and 22 blocks and if we learn them all and do them faster than everyone else, we'll win. Easy, right?

Wrong! As you'll come to learn as you progress as a 4-way flyer, the nuances of the discipline mean that there are a huge number of variations on each random and block that we can call on and that the way we engineer the moves between those points has a huge impact on our scores too.

Think back to earlier this year, when top teams from across the world met for the Bodyflight World Challenge. *Arizona Airspeed*, *Hayabusa*, the legends that are *Eclipse*... some of the best teams in the world were there and, even though they'd all had some of the best coaching in the world, there were still inconsistencies in the way they engineered their dives.

That's because *there is no right answer*. When it comes to engineering a dive (i.e. deciding which variant of a formation to use and how best to move to the next one),

much of it comes down to the team's preference. Play to your strengths, choose the options that make the most sense to you and, if you're still not sure, stick with standard.

You going faster will not make your team go faster

Next time you watch your team's debrief, give this a thought: who are you looking at? If we're honest, 99% of us will be looking pretty much exclusively at ourselves.

It's perfectly natural to focus on your own flying during a debrief, and to consider how you can be faster and better along the way. But one of the nicest (and most challenging) things about 4-way is that we simply cannot progress to the top levels if we don't consider the part we're playing in the team and what we achieve as a group.

Turn the fastest in block 14 (where all four individuals spin in place) and you might feel like a hero. However, all you've done is ruined the cog that is so integral to the success of the block. Make it to the next formation before your teammates and you'll be able to brag in the bar about how you've left your mates behind, but all you've done is mess up the timing and probably cost more points than you were trying to gain.

Essentially, there is no 'I' in '4-way team' (no, really, we checked... a lot!). Knowing that 'I do this' is only valuable when you know why you do that and what your move looks like in relation to everyone else. Remember, it's a team sport. ●

Want more coaching and 4-way tips? We've been helping out with coaching at the UKSL meets and are looking forward to meeting lots of new and old teams at the Nationals. See you soon! Also, if you'd like some coaching for your team or yourself as well, give us a shout. We're at [facebook.com/chimeraskydiver](https://www.facebook.com/chimeraskydiver).



2 Turning block 11 – there's no point in one pair beating the other pair to the finish of the move; it's faster for everyone to all arrive together.
By Chris Cook

3 Meeker exit – notice how all five flyers are presenting to the relative wind, not towards the ground.
By Chris Cook

‘Focus on referencing off each other. Where are you meant to be, not just in terms of your own move, but in relation to your team? Where’s the centre point of the formation and where should you be positioned accordingly?’



OUTSIDE THE COMFORT ZONE

Taking on the Zip World Velocity zipwire

WORDS: ANDY GUEST – AUTHOR OF *TYPE T* AND BRITISH AND EUROPEAN BASE #1

In January 2018, I was approached with the idea of BASE jumping the zipwire at Zip World Velocity that has you travelling up to 90-plus mph down a quarry site and across a lake. I was given the opportunity to try out this very cool ride, and it has to be said that it's the closest I am ever likely to come to doing proximity flying. It is decided that I am to BASE jump the zipwire halfway through the Zip World Rock Concert 2018 that is raising money for charity.

It's been 37 years since the days when I had to evaluate how to tackle certain BASE sites to progress my BASE jumping. I wonder whether an idea will pop into my head, like packing slider down that changed the face of BASE jumping worldwide. Clearly this is not going to happen on this occasion, so I will have to work the problem out. But, first, I need to understand what the problems are. The height is an issue for packing with the slider up, the speed is a problem for slider down and I have no wish to

experience a hard opening that would feel like I've been hit by a double decker bus, not forgetting that freezing cold lake either. I chat to two other experienced BASE jumpers about the jump and they confirm my view; it's in that grey area.

First problem: the height of 400ft. I opt for slider down to help slow the speed down; it would be better for me to be in an upright position creating drag. The journey down the zipwire is too long to be hanging onto something while increasing in speed, so I decide to have a suspended harness made up with a cutaway system. It's important that I freefall away in a stable position, so I ask for the suspended harness to be made with the three rings located by my shoulder blades. I approach Fathom Diving, who are experts in their field, for advice on wetsuits, and luckily for me they decide to sponsor me a wetsuit and a gear bag for the BASE equipment that's perfect for the job. Lastly, I borrow my son's BASE rig. A quick call confirming the safety boat later, and everything is in place. A date is set for a test jump on a day



Zip World Velocity is closed. It was felt this would be prudent in case it all goes wrong, as some are not convinced by the idea.

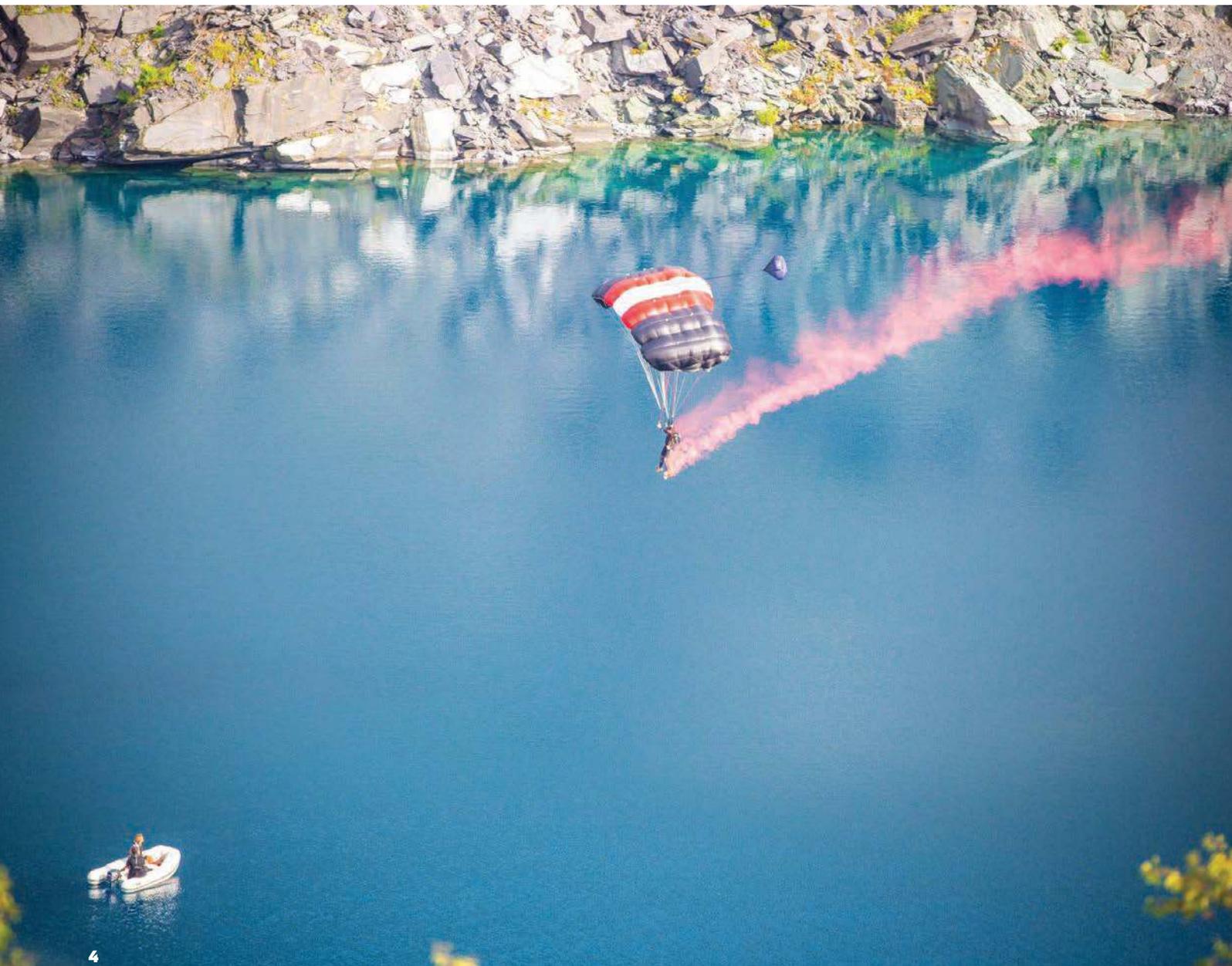
The test day arrives and my first run down the zipwire is to test the angle of the suspended harness and the speed. I'm delighted at the angle in the suspended harness as it feels right and the Garmin camera shows I was travelling at 40mph at the release point, so the upright position is working. On the second zipwire run, I decide to hold onto two small drogue chutes to create more drag and the Garmin camera records that my speed is now 30mph. I tell Zip World I am happy and it's time we put my plan to the test. I can sense that those around me are nervous because they can't get their heads around the whole idea of BASE jumping the zipwire.

I try to distance myself and my own thoughts are elsewhere, constantly evaluating everything. I climb into the wetsuit, and *blooming heck it's tight*, followed by putting the BASE rig on. I get checked out by my youngest son Daniel,

who is my second pair of eyes. The time has arrived and I am transported to the top of the quarry. The views seem to take on some sort of importance this time, and I know this time my view is going to change – especially when I go into freefall and see the lake rush up towards me.

Everything is now attached, and Daniel is at the bottom watching with some of the Zip World staff. Everything is connected and my concentration increases as I hear the radio exchanges taking place to confirm the safety boat is in place. The safety line guy tells me they are ready below. I can sense that my heart has picked up its pace in this peace and quiet, and I tell myself to trust that the boxes have been ticked. I turn to the safety line guy and say "Let's do it", and I launch myself over the edge.

My speed immediately starts accelerating as the ground rushes past me. The drogue chutes pull and tug my arms as I focus on my journey. I start to cross the lake. The release point is rushing towards me as I jettison the drogue chutes. My right hand grasps the BASE pilot chute at the



same time as my left hand grabs the cutaway handle. One last thought as I reach the release point: a voice in my head shouts “Trust your judgement!” I pull the cutaway pad and feel myself fall away in a perfect stable position. The pilot chute is thrown. As I glance at the lake rushing up to embrace me when the canopy cracks open, just that blooming cold water is laid out before me.

As I land in the freezing cold water, my breath is taken away. “Breathe” I tell myself, which is easier said than done. The safety boat picks me up and I am elated. Everything has gone textbook – the first British zipwire to be BASE jumped.

The following week, I am back at Zip World for a filming shoot and the whole exercise is repeated. We have added a smoke bomb on my foot to ensure it’s

clearer when I release from the zipwire and fall away. My eldest son Westleigh also BASE jumps the zipwire, but decides not to use the drogues to slow down. It’s clear that his parachute opens higher.

The day of the concert has arrived, and I have opted to continue to use the drogue chutes to slow down so it will be more visual as I fall further. The concert is stopped halfway through, and a drone is flying and beaming the pictures to a large screen. I am given a countdown in front of 1,500 people as I push away, and it’s all starting to feel very normal because this is my third BASE jump off this zipwire. The *James Bond* theme is playing – damn it, perhaps I should have worn an evening suit for the jump?

I love the acceleration down the landscape and then seeing the vertical

height appear. Drogue chutes dropped, BASE pilot chute grabbed. To my horror, there’s a problem grabbing hold of the cutaway handle as I start to pass the release point. I have three seconds left in the window when, at last, my thumb has managed to hook the handle. I pull and, in a split second, the BASE pilot chute is thrown. There is that small time in freefall that seems to be a long time when you’re waiting for something to happen.

The canopy opens as I steer the parachute down to the safety boat, contemplating landing in it. However, I opt not to as I approach due to the boat’s size and the two people already in it. I hit the water and that’s a very satisfying outcome. It’s been a lot of fun, and I wonder what the next project is going to be. ●

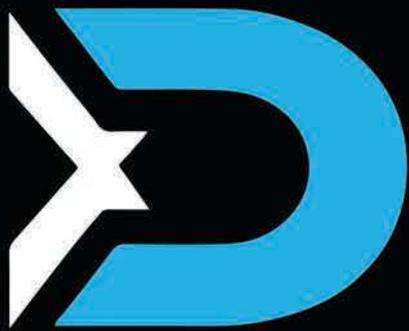
1 Deployment from a 400ft zipwire

2 Setting off at full speed down the zipwire, no drogue chutes for drag

3 Happy in the safety boat after a cold water landing

4 The closer you land to the safety boat, the less time you spend waiting in cold water!

‘The *James Bond* theme is playing – damn it, perhaps I should have worn an evening suit for the jump?’



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SWOOPING IN

The inside story from the first FAI World Canopy Piloting Freestyle Championships and seventh FAI World Canopy Piloting Championships in Wrocław

WORDS: LIZ WARNER, HEAD OF DELEGATION AND BPA JUDGE **PHOTOS:** MACIEJ PIOTROWSKI

2



“For my first international swoop comp, I had a great meet! I didn’t know what quite to expect... I learnt a lot, mainly from Wez, but I also found that all the other competitors were always happy to add advice and relative information, as we were all on different loads. I was jumping my 66 Petra and scored in all rounds, which I was pleased with and which made me much more confident flying my wing (which is new to me). I’m looking forward to my next comp and, fingers crossed, South Africa next year!” - Danny Kelly (below)

3



RESULTS FROM THE UK WERE:

**Wez Westley – 26th
Danny Kelly – 66th
Jack Bradford – 80th
Chris Good – 83rd**

At just four competitors, the BPA delegation was a small one: Wez Westley, a seasoned CP competitor; Jack Bradford, who was entering what was only his second international; Danny Kelly, who was entering his first international competition; and Chris Good, who was entering his first international competition too. Our competitors were competing in the classic CP, which consisted of three rounds of Speed Distance and Zone Accuracy. Sadly, we had no competitors in Freestyle.

Three competitors went out early for training, with the whole delegation being there from July 2 onwards. July 3 was the official practice day when all four competitors completed some training jumps and practised the different disciplines. The day also saw the Competitors’ Brief take place, and then the Opening Ceremony was held in the evening with an air display from the top Polish aerobatic team *Zelazny*.

The competition started promptly the next morning with an 8am wheels-off and a round of Zone Accuracy. There was then a round of Distance and three rounds of Speed. It’s always good to complete a round in each of the three disciplines as early as possible in case of bad weather, and in fact there was a weather hold during the last round of Speed. This meant that it was too late to do the second round of Distance as originally planned. Wez and Danny spent all day on lift one of their cycle, with Chris on lift two and Jack on lift three. I spent most of the day by the pond recording their jumps.

The second day of the competition saw another 8am start and all of the remaining rounds completed: one of Zone Accuracy, two of Distance and then the final round of Zone Accuracy in the evening after a four-hour weather hold. This completed the classic competition (three rounds in each of three disciplines), which meant that the UK delegation had finished.

The competition went to the very last round, with the top placings constantly

changing, and everything was decided on the last round. Congratulations to all of the medal winners, and the Overall results were Nick Batch (USA) taking the gold, Cedric Veiga Rios (FRA) taking the silver and Curtis Bartholomew (USA) taking the bronze.

July 6 was the practice day for the Freestyle, where we got to see the top competitors show us what they can do across the pond. Several of them also went swimming...

July 7 was the final day of competition and there was a 6am wheels-off because the winds were due to go over at lunchtime. All three rounds were completed quickly and Abdulbari Qubaisi (UAE) became the first World Champion in Freestyle, with Pablo Hernandez Moll (ESP) taking silver and Justin Price (USA) taking bronze.

This was a well-run and well-organised competition, and thanks to everyone who made it happen. ●

- 1 Wez Westley
- 2 Chris Good
- 3 Danny Kelly

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KNOW YOUR BEANS

With three UKSL meets down and just the Nationals to go, how's that FS leaderboard looking?

WORDS: CLAIRE ALLEN

What do the words 'jumping' and 'bean' have in common? If you thought 'Mexico', you'd be wrong.

The *Jersey Beans* (a.k.a. 'The Beans') are a new 4-way Formation Skydiving team consisting of myself, Hedi, Liam, Mike and cameraflyer Luke. We got together in July 2017 and, inspired by the famous dish of our home island of Jersey (Jersey Bean Crock), came up with the name – along with a desire to win. And win we have, with two gold medals and a silver medal now under our belts. The journey so far has been fast, but has also been a steep learning curve.

When we first had the idea for the team, we didn't really know how far we could go but we were determined to commit a year to it and see where that took us. We chose our own positions and headed off to the Algarve on our first training trip with visions of competing in either A or AA in the 2018 UKSL and Nationals competitions.

Hedi adds: "We were naïve in some ways, but keen to give it a good go! At first, we didn't think we needed a coach – not until we reached a decent level of competency – but, after the Algarve and a few tunnel trips, Debbie Lamsley came into the picture in January 2018 and guess what? Debs moved the positions around!"

After that, we headed to America and had a frustrating week of funnelling exits in the new slots. Then came the realisation that we should probably be more realistic and enter the Rookie category instead. We added in some more tunnel time and headed onto Dunkeswell for Round 1 of the UKSL.

Dunks was amazing, with beautiful blue skies, a super-friendly dropzone and quintessential English countryside – and it can't hurt that we came home with gold.

Round 2 for *The Beans* was Langar. While the weather didn't want to play ball until Saturday teatime, thanks to two Caravans and amazing organisation the competition ended on Sunday evening with the judges teasing everyone by not putting the results of the last jump on the board. They announced the winner at the prizegiving ceremony itself and *The Beans* came home with gold again – by one point!

Then, most recently, we jumped at Cark. The hospitality was outstanding, the skies blue, the staff uber-friendly and the Chief Instructor very entertaining, and all six rounds were completed by Sunday afternoon. This time, we took home silver but we have to admit that *Funnel the Tunnel* were worthy winners on the day.

So, what have the *Jersey Beans* gained from our experiences? The entire team have dabbled in all disciplines of freefall, but we are now training towards getting really good at one discipline to give us a greater sense of purpose. Liam explains: "Let's face it, skydivers are a competitive bunch. Having the extra goal of getting a medal in the League or the Nationals is an extra bonus... We also want to continue meeting really cool people. We have enjoyed getting to know the *Sky Monkeys* and *Funnel The Tunnel* to name just a few, and of course our coach Debs."

When we're asked what advice we would give to other teams starting out, Mike replies for the team: "Get a coach! Hindsight is golden, so we would say if anyone is thinking of moving through the categories, get a coach from day one



Jersey Beans launch a P



The Beans build a Dover Cark



Two golds and a silver for Jersey Beans

THE LATEST SCORES

Scores on the doors after three UKSLs:

LANGAR MEDALS (20 TEAMS COMPETED)

- AAA: *Pajama Pumas* (Gold), *Slot Switchers* (Silver), *Tyranno4us Rex* (Bronze)
- AA: *Nexus* (Gold), *Manticore* (Silver), *Vertigo* (Bronze) (N.B. RAF 100 equalled *Vertigo*'s score)
- A: *Cloudbusters* (Gold), *Nebula* (Silver), *RAFSPA Meteor* (Bronze)
- Rookie: *Jersey Beans* (Gold), *Funnel the Tunnel* (Silver), *RAFSPA Poseidon* (Bronze)

CARK MEDALS (19 TEAMS COMPETED)

- AAA: *Rock Go Track* (Gold), *Pajama Pumas* (Silver), *Enthusiastic Contrafibularities* (Bronze)
- AA: *Manticore* (Gold), *RAF 100* (Silver), *Nexus* (Bronze)
- A: *Cloudbusters* (Gold), *Flying Fossils* (Silver), *Volt4ge* (Bronze)
- Rookie: *Funnel the Tunnel* (Gold), *Jersey Beans* (Silver), *RAFSPA Poseidon* (Bronze)



– they are invaluable! For those who do not have the luxury of a coach, there are coaches that attend each event who can help with those interesting exits. Also, being part of a team can be challenging but it's worth it. Meeting at the airport the day of a trip and seeing five very happy faces about to go on an adventure doing the thing they all love the most? Priceless.”

What's next for the team? With the Nationals now looming, it's back to the UK for some more training but we do have just one more idea which Luke shares here: “Skydive Jersey has a beautiful dropzone with a beach landing. Launching a 5-way out of a Cessna 206? Now that would be a feat!” It seems you can't keep a jumping bean down... ●



THE TRICK IS TO KEEP JUMPING

The inside story from the brand new SOS Record

WORDS AND PHOTOS: LES COOPER – D2637

Twenty-one skydivers from all around the UK gathered at Hibaldstow in north Lincolnshire on July 7 2018. The aim was to take part in a new Skydivers Over Sixty record.

Three weeks earlier, we had broken the old UK SOS Record by building a 14-way FS Record (or Relative Work, as many of us fondly remember it!). Those skydivers plus a few more turned up on July 7 not

only hoping to break their record from June 17, but to possibly also break the European SOS Record too.

Day One

Two Dornier aircraft from Skydive Hibaldstow took off with 21 record-seeking skydivers and a cameraflyer. This was the first time that this group was going to jump together and therefore it was a jump to iron out any issues and

to check slot performance. Although the jump went quite well, there were some cobwebs that had to be aired.

Due to a slight change in the weather pattern, it was decided to fly just one aircraft at a time and so a group of 13 plus a cameraflyer boarded the first aircraft for the second skydive. By the third jump, we were back to a two-aircraft formation with the Dorniers and now had 20 skydivers. The high temperatures and the long day

1 Eighteen Skydivers Over Sixty in formation, a new UK and European Record



were an unwanted challenge for the group and so the performance slackened, meaning we didn't achieve the record. However, everyone's spirits were up for the following day.

Day Two

The formation aircraft were a Cessna Caravan (N105AN) and a Dornier (HA-HIB) with a total of 18 skydivers and me flying camera. Everyone felt great and we knew that we could do it. We had got airborne fairly early and everyone was in great shape.

We ran in at 15,000ft with the Caravan in the lead and the Dornier trailing. It went well and the formation built but, sadly, one skydiver docked in the wrong slot. Although he released his grip and tried to dock into the correct one, it was too late as the first wave broke off at 5,500ft. It was strange that, while shooting

camera, I was shouting at him to move into the correct slot on his left.

The second jump of day two was the record-breaking jump. We all knew we could do it, and we did. The formation of 18 skydivers all docked by approximately 7,500ft and the record was broken. Now they looked bored but, as no secondary plan had been made, they just twiddled their thumbs for another 2,000ft before the first wave broke off. The camera footage proved their claim. They had done it and they had broken the old UK SOS Record which some of them had set only three weeks earlier. Everyone was jubilant and high-fived each other.

"So why not try and break this new record right now?" someone suggested. The same jumpers volunteered to build the same formation but turn another point. We dirt-dived and were revved up to go, but the Big Man in the sky threw some

more clouds into the mix and we were stood down. Although we didn't get the chance to go sequential, a new UK, Commonwealth and European SOS Record had nevertheless been set.

Special thanks must also go to Skydive Hibaldstow for hosting both of the events and their help and enthusiasm were second to none. They did a great job of looking after us and certainly run a sleek operation. ●

2 The record breakers

LEAD AIRCRAFT (CESSNA CARAVAN)

Harry Saunders, Chris Shaw, Jonathan Smith, Tim Bitteston, Jeff Chandler, Scotty Milne, Ian Benzie, Chris Begley, Steve Murphy, Ken Gregory, Les Cooper (Camera)

TRAIL AIRCRAFT (DORNIER)

George Raft, Ron Wands, John Houghland, David Griffith-Jones, Caroline O'Hagan, Peter Stone, Stuart Charlton, David Stewart

JAMES BROOKE

...as remembered by Mark King



By Rob Lloyd

I first met James just over three years ago. He'd started jumping at Beccles after his girlfriend Zoe had bought him a tandem jump for his birthday and I warmed to him straight away. That was strange – shorter men nearly always have some form of issue with my height! James wasn't like that. He had a glint in his eye and a cheeky, infectious laugh and grin. We quite often shared a private joke about something someone had said or how someone had overreacted to a comment or situation. Before I even looked round at James, I'd know he was smiling and just waiting for me to make eye contact. I'd know straight away that I was going to see him giggling and then it was impossible to keep a straight face.

I coached James through his FS1 and it was clear that he was going to be a natural – something I could never claim to be. It wasn't long before his competitive spirit led him to take part in Formation Skydiving competitions. He took part in the National Championships twice in his few years in the sport. His skills in the air led him to start doing camera work as part of the camera pool at Beccles, where he formed lasting bonds with those around him. Before long, he had started to amass a large number of jumps for someone this young in the sport. He very quickly became an FS Coach and it was not long before he was imparting his knowledge of Formation Skydiving to newer skydivers. Not only was he good at what he did, but also his calm, cheeky sense of humour soothed

hundreds of nervous tandem students embarking on their first parachute jump as well as those he coached.

James, like many of us, was drawn to the thrill, camaraderie and technical excellence required to perform in this environment. It was these things that led him to start his Canopy Handling progression. James attended several flight courses and Canopy Handling courses over the last three years. More recently, he had sought top-level one-on-one coaching because he knew the dangers involved and wanted to get it right. James' determination to become extraordinary in a sport of extraordinary people pushed him to excel. His high-performance landings across the DZ were becoming commonplace

– so much so that I stopped worrying about him.

Sadly, on June 19, James misjudged the height of his approach on a 270° high-performance landing. He was unconscious at the scene and succumbed to his head injuries overnight; he did not know anything about the end, which came doing something he loved.

James was drawn to this sport by his spirit of adventure, his desire to excel, his competitive spirit and the sheer thrill of it all. In this sport, he found a family beyond his own. James leaves behind Zoe, his immediate family and his other family who will all greatly miss his cheeky, infectious humour and humility. James, you pull in place while the rest of us carry on. We'll catch up with you at the big DZ. Blue skies forever, my friend. ●

BILLY BOWDITCH

...as remembered by Lucy Smith-Willey

Ask anyone here at Netheravon about Neil (Billy) Bowditch and they'll tell you a story about him, usually with as many adjectives as they can find: funny, irreverent, a team player, a great pilot, an awesome skydiver, a great friend and someone who always turned up to help someone else. Basically, one of the best!

Billy left a great many friends and colleagues, as with most tragedies, but he was also a father, son, partner, friend, pilot and skydiver. He died doing what he loved best – flying – alongside his new little sidekick Kacper, playing taxi for his friends at the Irish Parachute Club. I was lucky enough to see how well Billy and Kacper got on, and the little and large duo were always together.

Most people who knew Billy well saw both sides of him. On the one hand, he was a guy with a positive attitude who worked hard, looked after everyone he took into the air and had flamboyant, quick-witted banter that went with everything he did. On the other hand, he had a sensitive side that would come out more at home. He wasn't ashamed to cry at films but would try to hide it as much as possible, and that was just one of the many things I adored about him.

Billy first started flying as a casual pilot for the Army Parachute Association in March 2013, and, right from the start, it was pretty clear that he had developed a passion for flying parachute aircraft. He also made a point of telling everyone that he scored an average of 96% on his Commercial Pilot exams!

He started his AFF training in the summer of 2016 and spent most of his ground school cracking awful, cringe-worthy jokes but, by the time we actually got him into the aircraft, he was lost for words and got quite sheepish! He always said that the only thing that got him out of the aircraft was knowing that, if he bottled it, he would never be able to show his face at the dropzone again.

Billy quickly fell in love with skydiving and progressed really well, becoming an absolute jump-hog and taking any opportunity to jump when he wasn't flying. Even on holiday, he was keen to get up early to get to the DZ and get as many jumps in as possible. Then he'd nag me to pack quickly for him so he could get on another load...

During the winter downtime at the DZ, we would venture down to the Algarve in the campervan. Billy was always up for trying new things; he gained his PADI SCUBA diving licence; tried kayaking in and around caves; attempted surfing and took up paddle boarding, although he spent most of his time in the water rather than on the board! Living out of the camper for two months with someone 6'3" was always going to be a challenge, but I could not have asked for a better travelling companion. He really was my best friend as well as a loving, caring and sensitive partner.

Billy will be sorely missed by a lot of people. He had this magical way of making people feel special. I look back on the time we spent together and feel honoured to have been part of his life. There was never a dull moment with Billy boy! It was a life full of adventure with someone who always had a cheesy joke ready.

Skydive Netheravon were amazing in hosting a beautiful tribute jump for all his family to watch in June. Members of the *Red Devils* display team performed an eye-pleasing and moving display while I scattered his ashes under canopy. On the ground waiting for us was Billy's canine sidekick Panzer – he had a way with people and animals. The day remembering the adrenaline-fuelled life Billy led will always remain special to us. Blue Skies, Billy boy. ●

IMPRESSIONS OF A PILOT

Flight is freedom in its purest form,
To dance with the clouds which follow a storm;
To roll and glide, to wheel and spin,
To feel the joy that swells within.

To leave the earth with its troubles and fly,
And know the warmth of a clear spring sky;
Then back to earth at the end of the day,
Released from the tensions which melted away.

Should my end come while I am in flight,
Whether brightest day or darkest night;
Spare me no pity and shrug off the pain,
Secure in the knowledge that I'd do it again.

For each of us is created to die,
And within me I know,
I was born to fly.

By Gary Claude Stoker



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PHOTO BY EWAN COWIE



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GETTING
FROM
A TO B



Ally Milne extends the range of his canopy by making himself more aerodynamic, although only very experienced canopy pilots should use such an extreme body position.
By Chris Cook

So you're the proud holder of a shiny new A Licence. Well done! No more early morning refresher training or needing to be checked out by an Instructor before you jump. But what comes next?

There is a whole world of possibility ahead of you, and a structured progression system for all of it. Want to jump with your friends? Get some FS coaching and work towards your FS1. Think that freeflying looks cool? There's a sticker for that, and FF1 starts with many of the same skills as FS1 so all of your in-air coached jumps will help. Want to jump a full-face helmet, a wingsuit or wear a camera? Not so fast, young grasshopper...

Some of the things that you may be interested in come with licence requirements. You'll need a B Licence to wear a full-face helmet and a C Licence for a wingsuit or camera. Even if you're not too fussed about a full-face helmet, lots of people want to wear a camera once they have 200 jumps. However, upgrading to a C Licence requires you to have a B Licence and a sticker such as FS1 or FF1 as well as 200 jumps. Upgrading to a B Licence requires you to learn a range of new skills anyway, so why not get on with it sooner rather than later?

B Licence requirements: A Licence, 50 jumps, CH2 and JM1.

C Licence requirements: B Licence, 200 jumps and a further Grade 1 sticker.

CH2 builds on the skills you will have already learned in CH1. The "reasonable level of canopy handling" that you will have already shown now needs to improve to include better accuracy (five of 10 pre-declared safe landings within an area of 30 metres diameter), use of front and rear risers to increase the range of the canopy, and rear riser turns as an avoidance manoeuvre.

There is also a CH2 written exam based on the Canopy Handling Manual.

JM1 teaches you the skills required to be a Jumpmaster. Although the official JM role is often given to an Instructor or staff member, it is possible that you could be on a lift where you need to step up and perform the role. It is also good for the whole load to have as many experienced pairs of eyes around as possible. As well as receiving a brief on Jumpmastering and an introduction to the BPA Operations Manual, you'll need to be able to spot, flightline check and pack before being awarded your JM1.

NEW COACHES

The DZs given are the ones where the coach achieved their rating, but they may be available to coach at other DZs. Congratulations to all.

BASIC FREEFLY COACH

Nicolas Pavlou, Cyprus
Kyle Skoyles, Sibson
Elliott Mees, Beccles
Luke Clayden, Headcorn
Lukasz Baluczynski, Sibson
James Arnold

BASIC TRACKING COACH

Christopher Foster
Colin Jenkins, Netheravon
Stuart Sneddon, Netheravon
Alan Winkler, Cyprus

CP COACH

Charles McNeil, London
Parachute School

FS COACH

Adam Dignam
Craig Anderson, Hibaldstow
Simon Dove, Hereford
Tracey Peake, Cark
James Betts,
Weston-on-the-Green
Christos Nicolaou, Cyprus
Alexander Potter, Dunkeswell
Jessica Glover, Netheravon
Gary Jones, Netheravon
Harry Doherty, Cyprus
Florin Cotofana, Sibson

FF COACH

Chris Wall, Blue Skies
Alex Clark, Netheravon
Gary Own, Peterlee

TRACKING COACH

Martin Reynolds, Langar
Alex Clark, Netheravon
Ewan Cowie, St Andrews

WS COACH

Matt Denton, Black Knights

Milko spotting, by Gary Wainwright





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SEE YOU ON THE FLIGHTLINE

Flightline checks are a BPA requirement for all skydivers.
But, more than that, they're simply a good idea

It's great to see that, at overseas boogies where the rules are less strict, it's often the Brits taking their gear safety seriously by choosing to continue with the checks.

You could argue the opposite, however. If people know that they will be checked by a second pair of eyes, they might feel that there is less personal responsibility on them to get it right in the first place. Then the person checking may be "looking for what's right" rather than "trying to find anything wrong", and a mistake could slip through.

The best state of affairs is the best of both worlds; that we only ask for a check from somebody else when we are certain that we have already done the job perfectly ourselves. Therefore, if anyone ever picks you up on flightline, then it is definitely time for a big beer fine!

An important part of checking someone out is to talk to them. You should know what licence they have and what jump they are planning as an absolute minimum. Their kit might prompt some questions from you. If they are wearing a camera, do they have a C Licence and have they had a brief? If they have an A Licence or above, have they remembered their knife? Their planned jump may also prompt you to ask more questions. If they are going tracking, how experienced are they and what is their flight plan relative to the run-in?

Anyway, meet Rachel. She has 50 jumps and has asked you for a flightline check. She's smiling and looking forward to her jump, and the plane's on the way down so there's not much time. You're not going to stop her from jumping, are you? How many reasons can you find to keep her out of the aircraft?

**CAN YOU
SPOT ALL THE
MISTAKES?**

*With thanks
to Tim Parrant
for the photos
and his interest
in keeping us
all safe*



CAN YOU SPOT ALL THE MISTAKES?

1. Large earrings

2. RSL is routed underneath the cutaway housing

3. Alti is on the wrong hand, upside down and turned

4. Chest strap not routed correctly

5. Shirt not into trousers

6. Leg strap excess is hanging out

7. No goggles

8. Loop going through middle three-ring

9. Three-ring loop not through cutaway housing grommet

10. GoPros on helmet when user only has 50 jumps

11. Chest strap wrapped around harness covering reserve handle

12. Leg strap not routed correctly



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GEAR ZONE



Cookie M3

"Yeah, but skydiving helmets don't actually offer you any protection." If I had a beer for every time someone has said that to me, I'd never be able to walk again. Just because something doesn't have a certification, it doesn't mean it won't offer a level of protection on the off chance that you bump your noggin. Anyhow, those days are behind us because, behold, Cookie have finally introduced their new helmet – the M3.

The M3, a certified helmet that has a CE mark on the back of it, is a low-volume, open-face helmet that is impact certified in accordance with the newest European skydiving helmet safety standard. It's made for Instructors, canopy pilots, military jumpers, newbies, tunnel students – pretty much anyone looking for a nice, simple, rated open-face.

Constructed with an ABS exterior

shell and an expanded poly-propylene (EPP) internal liner, the M3 also comfortably

holds two audible altimeters on the inside. The single-piece liner is moisture-wicking and, while it's durable, it's also easily replaceable.

So what exactly is this new rating? The M3 complies with the newly developed Skydiving Helmet Standard XP S 72-600, under EU regulation 2016/425. This standard requires the design of the helmet to comply with a list of technical requirements, including impact testing all areas in varying environmental conditions, snag testing to ensure a parachute line cannot be caught by the helmet, one-handed buckle release under load, chinstrap retention and coverage and roll-off for a secure fit.

At launch, the M3 is available in black, white, red and blue, with lime green and charcoal options coming later. Size-wise, you can have your choice of XS up to XXL, but I'd recommend trying one on as the sizes are slightly different to previous Cookie lids.

The most impressive bit is the price. You can pick the M3 up for just \$169, with replaceable liners costing \$29.

flycookie.com

Jedi Air Wear – Stretch Dynamic Freefly

When I first started freeflying many years ago, the suits were usually big enough to fit at least one other person in there with you. These were the old, baggier days – which seem, thankfully, to be long in the past.

To freefly now, you need a suit that can be sprayed on, and especially if the high echelons of dynamic flying or VFS are your cup of tea.

Jedi Air Wear have recently launched their new Stretch Dynamic Freefly suit to appeal to such gods of the sky and tunnel, which adds to their wide range of skydiving jumpsuits. Available in a regular- or shorty-style suit, this body-fitting design is supposed to be worn tight against the skin to reduce the impact the suit has on your flying.

Made of a stretchy nylon, it's reinforced in all the critical areas and uses a high-quality YKK zip up the front. Up top, you'll find a high collar, with a press stud to keep the zip in place, and elasticated wrists and ankles to keep everything snug.

As with all their suits, you can customise the colours to your liking. With this new suit, there's even the option to go crazy and have some super cool printed patterns, including stars, camo and weird cosmic art.

If you fancy one, hit up one of their UK dealers. Alternatively, you can order direct through jedairwear.co.uk where the full suit will set you back £270 and the shorty £240.



By James
'Macca'
Maccdonald

[Facebook.com/skydive macca](https://www.facebook.com/skydive_macca/)

Sexy Stowz

Let's face it: as skydivers we love standing out and we love customising our gear. Anything that looks different appeals to us more than something shiny appeals to a magpie. But surely we've reached the limits of gear customisation? Wrong!

Sexy Stowz from the US have decided that there's one more part of our containers that we can change up, and I absolutely love them. Available in a huge range of colours and cool patterns, Sexy Stowz replace your currently

dull and boring black stow bands on your chest and leg straps, adding a bit more style to an otherwise bland area.

They've got plenty of options for you to choose from and, if that isn't enough, they can go fully custom so you get that perfect match. Got a brand or sponsor to impress? They're also working on getting logos incorporated into their line of stows so you can be that bit more extra.

Available for the bargain price of \$10 for a pack of four, you can order them direct from sexystowz.com



Rob Colpus retires

Long-time readers of this magazine will remember that Rob

Colpus used to write these very pages alongside running Symbi Suits and the gear store at Headcorn. Rob has now decided it's time to put his feet up and has sold both businesses, ready for a life of relaxation. We'd all like to wish you a happy retirement, Rob. Enjoy all that free time!



Tile Sport

If you're anything like me, you lose or misplace everything you own. Keys, cameras, helmets, sanity, dignity – these are just some of things I spend time looking for on the DZ on any given day.

There are a few tracker options on the market, but they don't always live up to the slightly more demanding rough and tumble of DZ life. That's where the new Tile Sport comes in.

Clip it to your keys or your gear bag, stick it on the back of your GoPro or slip it in your helmet to keep track of where your stuff is. Lost something? You simply ping the Tile Sport from your phone and it'll chirp up with a user-definable tone so you can find it. Using the combined app, you can also see your proximity to it or its last known location if you're a bit further away.

Despite its small 40 x 40 x 5.9mm size, the Tile Sport has a ruggedised waterproof housing so it will survive a few knocks. It's also more powerful than its former tracking brethren with a range of 200ft. If other Tile users are in the area, it will use their phone to piggyback back to you, extending that range even further.

You never need to charge the battery and each Tile Sport should last about a year, and you can then trade it in for a discount off your next Tile purchase.

You can pick one up now for £30 from a number of online stockists, or just head to their website to buy direct.

thetileapp.com

Phizz

With any luck, it'll still be hot by the time you're reading this. With heat comes pushing a whole heap of fluids during the jumping day to stay hydrated.

Drinking water during the day is super important but, when you're sweating it all out, you also need to replenish a number of vitamins and minerals to keep yourself healthy.

Phizz is an effervescent tablet that you drop in to a glass of water to not only hydrate, but to also replenish the stuff that you're sweating out of your pores. Think of it like a cross between Berocca and Dioralyte, combining a bunch of good stuff, such as B vitamins, glucose, magnesium, copper, potassium and more into a tasty drink.

This combination allows your body to rapidly absorb water, which helps keep you hydrated and in turn supports the recovery of your muscles after a hard day's jumping.

The blend of good stuff in Phizz is also staggeringly good for a hangover. Not that skydivers ever drink alcohol or ever wake up feeling rough. Nope. Never.

Available direct, you can pick up 20 tablets for £7.99 or 10 tablets for £4.99.

phizz.co



BOOGIE

8-16 September

TWO

Will Cooke FS Load Organising (Weekends)
Parallel Freely Coaching & Organising
Zion Angle Camp 14th-16th (Registration essential)
Chimera FS Load Organising (Mid-Week)
Beach Party Saturday 15th (Hangar party!)
Pizza Van, BBQ, Live Music & Gear Raffle
Keep an eye on Facebook for the
latest announcements!

SKYDIVE
LANGAR

 /skydivelangar

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

Affiliated DZs available to BPA members – how many have you jumped at?

BPA Affiliated DZs (PTOs) in the UK

PAGE 62 **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 63 **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

PAGE 63 **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, Cambridgeshire PE15 0FB
DZ: 01354 740810
T: 0871 664 0113
info@ukskydiving.com
ukskydiving.com
Twin Otter, Nomad

PAGE 64 **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

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 67 **7 Headcorn**
Skydive Headcorn
Headcorn Airfield, Headcorn, Kent TN27 9HX
T: 01622 891670
jump@headcorn.com
headcorn.com
Cessna Caravan, Islander

PAGE 67 **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, Supervan 900 Cessna Caravan

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

PAGE 68 **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 68 **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 68 **12 Netheravon**
Army Parachute Association
Airfield Camp, Netheravon, Salisbury, Wiltshire SP4 9SF
T: 01980 628250
generalenquiries@netheravon.com
netheravon.com
Two BlackHawk 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 71 **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, Supervan 900 Cessna Caravan

PAGE 71 **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
Go Skydive Ltd
Hangar 3, Old Sarum Airfield, Old Sarum, Salisbury SP4 6DZ
T: 01722 567536
info@goskydive.com
goskydive.com
Supervan 900 Cessna Caravan

PAGE 72 **17 Skydive Shobdon**
Shobdon Aerodrome
Leominster, Hereford HR6 9NR
T: 01568 313333
info@skydiveshobdon.co.uk
skydiveshobdon.co.uk
Airvan

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

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

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

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**
Skydive Tilstock Freefall Club
Tilstock Airfield, Whitchurch, Shropshire SY13 2HA
T: 01948 841111
skydive@skydivetilstock.co.uk
skydivetilstock.co.uk
Airvan

PAGE 62 **23 Beccles Skydivers**
UK Parachuting
Beccles Airfield, Ellough, Beccles, Suffolk NR34 7TE
T: 01502 476131
jump@ukparachuting.co.uk
ukparachuting.co.uk
Cessna Caravan

PAGE 72 **24 Sibson Skydivers**
UK Parachuting
Sibson Airfield, Wansford, Peterborough PE8 6NE
T: 01832 280490
skydive@ukparachuting.co.uk
skydivesibson.co.uk
Cessna Caravan

25 Weston
RAF Weston on the Green, Biester, Oxford OX25 3TQ
Currently military only

PAGE 76 **26 Wild Geese**
Wild Geese Skydive Centre
Movenis Airfield, 116 Carrowreagh Road, Garvaghy, Coleraine, Co Londonderry, N Ireland BT51 5LQ
T: 028 2955 8609
jump@skydivewildgeese.com
wildgeeseskydive.com
Cessna 206, Cessna Caravan

BPA Overseas Affiliated DZs (PTOs)

Cyprus
Cyprus Parachute Centre
CJSATC, BFP0 58, Dhekelia Garrison, Cyprus
T: +357 2474 4114
info@skydivencyprus.org
skydivencyprus.org
Cessna Grand Caravan

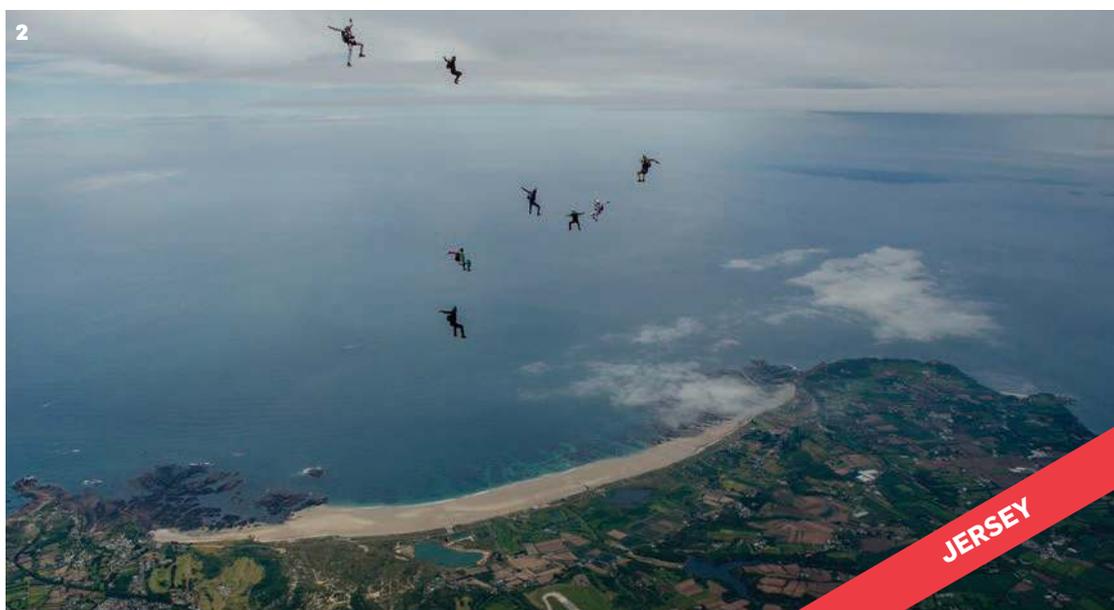
Parachuting Societies

PAGE 62 **BCPA**
British Collegiate Parachute Association
Sam Doughty, BCPA Chair
mail@bcpa.org.uk
bcpa.org.uk
A community for university skydivers

PAGE 71 **POPS**
Parachutists Over Phorty Polly Chandler, Top POP
parachutistsoverphortyUK@gmail.com
pops.org.uk

PAGE 75 **SOS**
Skydivers Over Sixty
John Houghland
13 Bowers Croft, Cambridge, CB1 8RP
johnhskydive@hotmail.co.uk





1 Rich Madeley leading a tracking dive at sunset, by Chris Cook

2 Johnny, Liam, Drew, Alun, Pete, Claire, Paul and Simon over St Ouen's Bay, by Nigel O'Brien

3 Funnel The Tunnel making a solid 'D' over the beautiful Lake District at the UKSL 4-way Cark meet, by Fiona Lee

4 Tony Lloyd, by Lee Andrews

5 Darren Glover on his HK67, by David Ruston



HEADCORN

BRIDLINGTON

NEWS

BCPA

OUT WITH A BANG

The end of the academic year and the start of the summer is always a very exciting time for the BCPA, with our Nationals being right at the end of exams season and so marking the height of both excitement and relief for university skydivers. And, of course, the BCPA tour, which was out in Poland at Olympic Skydive, where our jumpers enjoyed an onsite wind tunnel and an MI-8 helicopter!

Our Nationals were held at Dunkeswell this year, so a massive thank you goes to everyone there for having us and being host to such an awesome week – we had a fantastic time at the Beech! While the BCPA does like to party, there was also plenty of serious jumping taking place, with Mary Barratt passing on her expertise teaching CRW to many eager jumpers and Ali Woodhouse organising plenty of big-way FS jumps. Unfortunately, the weather gremlins brought the wind and cloud in for the days with helicopter and balloon jumping. Next time, eh?

Of course, with Nationals also comes the election of the new BCPA committee. Congratulations to:

Hayley Jones – Chair

Jake Morgan John – Vice Chair

Dominic Ward – Events Coordinator

Michael Holmes – Tour Coordinator

Catherine Diffey – Universities Liaison

We also saw the establishment of a shadow committee, consisting of Amber Padfield, Konrad Wysocki and Laura Sidhom, to provide a non-biased vote outside of the committee. Well done guys!

Best of luck to the new committees, and we can't wait for the next year of university skydiving. Skydivers coming to university in September: make sure to get involved with your uni club or, if your uni doesn't have a club, then please contact us and we'll be more than happy to help you set one up.

Blue skies everyone!

Dominic Ward

BECCLES

SUMMERTIME MADNESS!

It's no lie to say that it's now summertime in the UK. With the sun shining brighter and the air getting warmer, it is safe to say us Brits do not make the cut for hot weather. As every normal person would cool themselves down with an ice cream in the shade, we are getting cool with our knees in the breeze and enjoying the clear blue skies and tranquil views under canopy.

On June 18, one of our cameraflyers, Dave Tee, went to Sibson to attend his TI course and made us all proud by passing with flying colours. We are all very proud of you at seeing this great achievement and sharing your passion for skydiving with others. Just remember – No Drogue, No Main.

Beccles DZ is really heating up, with ample jumping from our passionate club jumpers and students. We also saw the return of Sam Carter, who made a comeback in May from climbing trees in the land of Oz.

I would like to give a huge thank you to the British Parachute Association for sending one of their coaches, Paul Capsey, who held a very successful Artistics Roadshow in mid-July. This helped James Romer-Ormiston achieve his FF1 and Amber Summerton achieve her FF2 – great job guys. Thank you to Paul for the

BECCLES

Sam Carter, by James Romer-Ormiston



awesome coaching, and we would love to have you back again some time!

As a great way to end this article, it gives me great pleasure to say that our beloved Master Rigger and Tandem Instructor Andy Page hit 40 years in the sport on May 24 2018. Roll on 50 years, mate!

With all great things happening this summer, Beccles is the place you want to be for an awesome time!

Callum Kennedy

ACHIEVEMENTS **CAT8/CH1** Steve Bagshaw, Jonas Bernotaitus, Rafael Galvao, James Leather, Yazmin Maskell, Maxwells-Pestell, Niklas Meyer, Ian Moncur, Peter Nemith, Peter Simmill **CH2/JM1** Erwin Haag **FS1** Shani Brooks, Spencer Groom, Niklas Meyer, Barry Woollard **FF1** Lucy Abbey, James Romer-Ormiston **FF2** Amber Summerton **WS1** Andy Picking **JUMP NUMBERS 50** Erwin Haag **100** Andrius Canis **200** Jenny Clark, Nigel Highfield **300** Niamh Kavanagh **1,000** Gary Murray **1,100** Callum Kennedy **1,300** Michael Wemyss **1,500** Maximus Meridius **23,000** Tim Porter

BLACK KNIGHTS

WANTED: INDUSTRIAL STRENGTH SUNBLOCK

Summer has finally made an appearance and we have been skydiving non-stop here at Black Knights. Although we may all be sunburnt and the temperatures are soaring, our staff have worked extremely hard over the past couple of months and we couldn't do it without you! Massive thank you!

Where to start? Well, with some big congratulations to Simon Patel, Jess Critchlow, Sam Mitchell and Chloe Pearson for all gaining their A Licences. You guys put so much effort in and made the most of the good weather. The hard work paid off in the end! A big well done to Simon Patel again for gaining his FS1 along with Paul Hesketh, Pete Foster and Jamie Clegg. Well done boys!

We have been handing out Tracking stickers left, right and centre too. Congratulations to Murray Speight, Ste Broadbent, Chris Adams and

BLACK KNIGHTS
By Dave Mellor



Ian Hayes for getting their TR1s! We also have some new freeflyers among us with Martin Jensen, Karl Goodwin and Daniel Mercer getting their FF1 stickers. After all these achievements over the past few months, the fridge in the clubhouse will be well stocked!

We have also been super busy with events over the past couple of months. Firstly, we had the BPA FS Coaching Roadshow in May, then we had 10-way FS with Jim Bradwell and Jonathan Charles for the Wingsuit event in June. In July, we also had the 15-way POPS events. Big thanks to Jim Bradwell, Jonathan Charles, Jack Felstead, Matt Denton and all those involved in the Roadshow.

Last but not least, thank you to Mark Lord for helping to organise these events and for your continued help and advice with coaching. Keep an eye out for Mark Lord's Big-way for Beginners events via our Facebook.

Lots more events are planned throughout August and September. We have Tom Shorten's Freefly and Tracking event, and the return of Will Cooke, Jim Bradwell and Ally Milne.

I know it's only August, but it is never too early to talk about Christmas. Our Christmas party will be held on November 30 at Garstang Golf and Country Club, so make sure you guys book it off work. All rooms have been reserved until two weeks before so, if you want to stay over, please contact them ASAP to book.

Please remember to keep an eye out on our Facebook page and website for updates on events and weather/opening times.

Felix

ACHIEVEMENTS **AFF GRADUATE** Jess Critchlow, Sam Mitchell, Simon Patel, Chloe Pearson **CAT8** Paul Holiday **FS1** Jamie Clegg, Pete Foster, Paul Hesketh, Simon Patel **FF1** Karl Goodwin, Martin Jensen, Dan Mercer **TR1** Chris Adams, Ste Broadbent, Ian Hayes, Murray Speight **JUMP NUMBERS 50** Jamie Clegg **500** Geoff Akien, Tyler Guerin **700** Mark Lord **1,000** Marvin Lloyd **SIX HOURS IN FREEFALL** Tyler Guerin **11 HOURS IN FREEFALL** Mark Lord

BRIDLINGTON

BLUE SKIES

The club news for Skydive GB at Bridlington is written with great sadness due to the recent loss of an inspirational man and true friend. Darren Glover was a well-respected and loved jumper at the centre, and he passed away on June 19 2018 in Hull Royal Infirmary. Skydive GB will never be quite the same without him swooping the runway on his HK67, his wealth of experience and knowledge and his dry sense of humour. His funeral was attended by many, which reflected his large friendship group. An article will be dedicated to his plentiful achievements in the next edition of the Mag. Blue skies and big love Darren.

We have been concentrating on progression for regular jumpers over the past few months and we have been seeing some positive improvements. Jess Saunders has been talking about her FS1 for as long as I can remember, and this was finally achieved recently with coaching from Colin Stevenson and Dave Lewis giving exit tips that actually work. Others have been concentrating on tracking jumps, speed stars, Accuracy and one-on-one coaching.

We were lucky enough to have a low-level flypast by the Dakota due to all the aviation activity for Armed Forces Day. This amazing aircraft flew the length of the runway for us and was well worth a watch.

We are in the heart of the busy season now and are seeing many tandems and students passing through our doors. Our 'charity of choice' this year is the Yorkshire Air Ambulance, and they completed a busy sponsored tandem skydive day at the beginning of July and raised a lot of money for a great cause. A mention must be given to 80-year-old Tom, who completed a tandem skydive in July. Tom is ex-RAF and he wanted to fly along the east coast, particularly to see the beach he and his late wife would visit. Never one to take the easy route, Tom decided to do this attached to a Tandem Instructor. Tom is now hooked and completed his second tandem only the other day.

Erik Bowie completed a special jump for his girlfriend Nikki during July. Erik wanted to raise money and awareness for a cause close to their hearts and recognised that he needed to do a skydive with a difference to make his sponsors pay up, so he opted to complete the skydive in minimal clothing. Fortunately, it was a warm day

“There were no handbags at dawn; Becky's teeth shone the way”

and we waited until there were no customers or children in the vicinity. However, the two jumpers that left the aircraft after him are still traumatised.

I must say thank you to the Instructors and regulars for their help at the centre. Everything you do is greatly appreciated, but I sometimes forget to tell you.

Sara Orton

ACHIEVEMENTS **CH2/JM1** Steve Cass, Matt Penney **FS1** Jess Saunders **JUMP NUMBERS 50** Matt Penney **100** Steve Cass, Adam Tunnicliffe **200** David Ruston **400** Erik Bowie **500** Phil Wayper **5,000** Chris Southworth

CARK

PUTTING ON A SHOW

Our first-ever BPA CRW regional competition took place on June 23-24. Seven teams registered, and there were two Senior teams, three Intermediate teams and two Rookie teams.

In Senior, *Veloci Wraptors* and *Waffle Stack* both scored four on Round 1 but consistent scoring saw *Waffle Stack* draw ahead and outscore *Veloci Wraptors* on some rounds by four points. *Waffle Stack* kept up the pressure and took gold, with *Veloci Wraptors* taking silver.

Intermediate saw both Cark teams go head to head alongside *Crewsing for a Bruising*. Round 1 saw *Cark CRW* take an early lead, scoring three to *Cark Corner's* two with *Crewsing for a Bruising* scoring nothing. As the rounds were completed, *Crewsing for a Bruising* posted scores of six, five, two and four for a total of 17. Not far behind after their second wind was *Cark Corner*, with more consistent scores of four, three and four in the last three rounds. This left *Cark CRW* with the bronze medal after a lacklustre performance from the pre-meet favourites. There were no handbags at dawn; Becky's teeth shone the way.

Cark Sliders and *Crazy Crew* in the Rookie section both performed brilliantly in their first competitions. It was *Crazy Crew* who took gold, with the *Cark Sliders* coming in second with a total of six points – only two points behind Cark's inters team.

As ever, where there is a CRW meet there is always a cutaway and – for sure – it was a Cark team. Dez and Alec thought more of docking pilot chutes and canopies, and off they went. With spare rigs, the rounds continued until completion. Thanks to all of the competitors who attended and competed, and many thanks to our judges Frank and Don.

From one competition to another, and it was a huge welcome to the third and final 2018 BPA UKSL 4-way meet. With 19 teams registered, it was to be an epic weekend with a great forecast. Friday was the practice day and, by 13:00, we had seven teams registered including one foreign team from Jersey (*Jersey Beans*)! Georgina drafted the scoreboard while Steve 'Noggin' Nolan hardwired the download area and judges' computers in preparation for Saturday's download bonanza. The end of day sunset load was a very nice four-point 14-way and, from over the horizon, Lucy our one and only judge arrived with the dive sheets and the teams got down to some twilight muck shuffling.

CARK
UKSL group shot, by
Georgina Morris



Saturday dawned and the teams were eager to get into the air as the heat began to rise. AY spun up her blades at the 8:55 call with Mike at the helm. At the stroke of 9:00, she sped into the air and Round 1 had begun. Cark's only triple-A team *Enthusiastic Contrafabularities* (easy for you to say) were slightly outpaced from the start from lack of practice and only forming the team the week before! Trailing by some seven points after Round 1, the fight began between *Pajama Pumas* and *Rock Go Track*. After four rounds, the *Pumas* were ahead by two points with our triple-A team bringing up the rear in third.

Cark's Single A team *4-foot Snake* had a little more practice with two weeks of training before the comp, and scored a credible six in Round 1. Things were looking good until the snake bit back and Round 3's double bust meant we scored *nil point* (we love Eurovision).

Manifest pressed on and on for load after load and team after team, and they also kept the sweet jar topped up – much to the competitors' delight, it was Haribo city. At 20:27, the final lift took off and Round 4 was complete. We lit the beer lights and Alpha Yankee headed to the hangar for a well-earned rest after 33 loads, one engine start, six pilot changes, 12 hours and five minutes of running time and more than two tons of fuel burned. Roll on Sunday.

Rookie team *4 Gone Conclusion* were the first team off on Sunday. With the weather great and only two rounds to complete, they would be home with the pipe and slippers on by 18:00 watching the omnibus edition of *Corrie!*

Into Round 6 and Lucy left all the scores off the board until everyone had jumped. It was a bit of a nail-biter for the triple-As as *Rock Go Track* were now two points ahead of the *Pumas*. As the final scores were written up, *Rock Go Track* scored a 14 for Round 6. The *Pumas* scored 15, but suffered a double bust which left them just one point off a gold. How exciting...

The meet came to a close with the final prizegiving at 16:00 and congratulations to all the winners. Thanks to all of the competitors for supporting the competition and for travelling from other countries to be with us. To Lucy, our one and only judge, many, many thanks for your hard work, and thanks also to Steve our download guru and to John our chief refueller. Many others behind the scenes kept us moving and we thank you all for your hard work.

Another of Cark's babies has taken to the air, with Ethan Clarke-Gauld completing his first descent. Now on turns, he is rocketing through the Category System and making the most of the weather.

Well done to Steve Simpson on gaining his Tandem Instructor rating.

Congratulations to all our achievers and we will see you all at Cark Week for the large aircraft boogie.

Stuart Morris

ACHIEVEMENTS **FIRST FREEFALLS** Angela Carson, Ethan Clarke-Gauld, Liam Kelly, Hannah Mears, Mark Nugent, Kinan Parker-Roth, Jason Zhao **CAT8/CH1** Ben Fisher, Elliot Mavers, Ben Mensah **FS1** Susan Manickum, Ferne Rawson **CF1** Alec Munro **IS1** Nick Cook **JUMP NUMBERS** **100** Susan Manickum, Carl Vanderveldon **200** Ken Yeadon, Jonathan Yeates **300** Becky Higham **500** Dez Blyth **800** Alec Hennis **8,000** Brian Shaw

CHATTERIS

HOTTING UP

The last few months have been nice and busy with good weather, many interesting jumps, high pulls and canopy flocks but, most importantly, LLOYD DID A FUN JUMP! It really happened!

Of course, we couldn't have had such great weekends of jumping without so much effort from the staff and for that we are truly grateful. Many of the regular fun jumpers are enjoying cheap tickets as per the DZ loyalty scheme, just in time for the busiest part of the season.

With great weather comes great barbecues and we have had many, with people staying after jumping and even for the weekend. We're currently planning a barbecue for the August bank holiday weekend, so please feel free to join us in drinking our way through the beer fines.

Chatterms, the local 8-way team coached by Chris Shaw, have continued their training over some weekends. We would like to say a massive thank you to Chris for all your time, effort, support and



CHATTERIS
Wingsuit Rodeo,
by James Moran

optimism during training, and many thanks for the big-way days at the DZ that introduce recently passed FS1 jumpers to larger formations.

Freely competition planning is in the works, so check the Chatteris Skydivers Facebook page for more information and to show your interest. FF1 is required.

With jump numbers racking up, we've had some special jumps: James's 500th on a 15K canopy flock, my 400th which was a successful (very rare) wingsuit rodeo and Alex's 700th on a group tracking jump. We also had some group fun in the tunnel with Ryan Arkle – thanks to Avi for organising – which turned out to be boiling hot and absolute carnage, but a tonne of fun!

Sophie Barnwell

ACHIEVEMENTS **CH2/JM1** James Baker, Sam Barfoot, Ella Holmes **FS1** Peter Berenyi, Hussain, Alex Juarez **FF1** Max Fuller, Alejandro Ibanez, Alex Matei **TR1** David Edmondson, Alejandro Ibanez, Alex Matei **JUMP NUMBERS** **50** James Baker, Sam Barfoot, Ella Holmes **100** Vlad Verdes **200** Alejandro Ibanez, Alex Matei **400** Sophie Barnwell **500** James Moran **700** Alex Kean

CORNWALL

HAIL TO THE CHIEF

The weather has been incredible over the past two months and the dropzone has been buzzing every day we have been open. The staff have worked to the maximum, yet they still turn up each day motivated and keen to keep the wheels in motion.

I'm lining myself up for a beer fine here but, for the 'first' time, the 'first' person who deserves a mention is our ever-enthusiastic and motivated Chief Pilot Chris. He has flown a record number of lifts the past few weeks, clocking up his 900 hours, along with training and qualifying new jump pilot Matt. Not only does he deserve credit for his flying, but also for the way he interacts on a personal level with all the tandem customers and experienced skydivers. Also, here's a personal thanks for allowing me to slave away all night on the BBQ on his birthday after a long day's jumping. Cheers, Chief.

The new rookie pilot has taken to parachute flying with ease, although he still can't get to grips with the fact that, during his previous 4,700-plus hours of flying, his passengers trusted his landings and didn't choose to jump out instead. Welcome to the team, Matt.

The Moorland crew of AFF students have had a good start to the summer, seeing Martin and Scott go from Level 1 to 7 in just two days. Greg chose to surrender in typical fashion and is ready for Level 3. Terry has moved away from his whirlwind jumping days and is progressing through his consols. Huge respect to Paul for achieving his A Licence, proving old dogs can learn a thing or two. Paul Clark now has the required jump numbers to make the move to the seaside.

Chris is a new member to the coastal crew and has obtained his B Licence with help from Tina/cookies/cheese straws/scones and copious amounts of beer fines.

Andy Douglas managed to tumble through the sky with an adequate

“The new rookie pilot has taken to parachute flying with ease, although he still can't get to grips with the fact that, during his previous 4,700-plus hours of flying, his passengers trusted his landings and didn't choose to jump out instead”

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CORNWALL
Popey's 200th with Ben

degree of skill to prove to coach Guy that he was worthy of his FF1, so well done big fella. Double beer fine!

It's great to have Aaron back in the skies over Cornwall again after his travels. Also back in the air again is Jan, who looks like she never had a break. Big bro Popey joined her and got Chainsaw out of the hangar to turn some points. I was lucky enough to be there for Popey's 200th. The good times are back!

The demo season is well underway, and both Guy and Olly joined us by dropping into the local golf club at the end of the day. Our annual skydive into the Paddle for Life charity event was as eventful as always and flying the five miles up coast in just a few minutes was far quicker than the 90-minute drive by the ground crew. Olly 'Tom Tom' Denham made sure the incoming tide kept the jumpers on their toes.

We all look forward to the safe return from Skydive Chicago of Ben and Lex and not so much of Justin. I'm sure you guys had a blast.

Lastly, a massive thanks not just to the staff for working so hard in the office, the hangar and the air, but also to all the club jumpers and visitors for making our little club what it is...

Stay safe this summer, everyone.

UBI

HEADCORN

BACK IN STYLE

With the glorious heatwave we have been having this year, it has been jump jump jump non-stop here at Headcorn. We have no backlog of tandems because everyone seems to jump on their first visit, which is always a good thing.



HEADCORN
Simon Soper landing at his wedding to Polly, by Jane Hopkins

In June, a successful training camp was completed by the British Accuracy team who were available for coaching all week and followed it with a BPA Roadshow at the weekend.

June also saw Simon Soper get married to the lovely Polly on a perfect summer's day. Polly arrived at the reception in a helicopter and Simon jumped in from the Islander. A good time was had by all and we'd like to say commiserations to Lee Andrews now that Polly is off the market.

July saw Brian Cumming run a successful Scrambles with six rounds completed and lots of fun and random underwear. The winning team was *Brief Encounters of the Third Kind* with Andy Dann, Tony Davies, Andrew Newby and Eddie Wearing, so well done to them.

We welcomed back some lapsed jumpers into the fold, namely John Bowles (15-year layoff), Stuart Aitchison (20-year layoff), Chris Spirit (five-year layoff) and Kevin Dubash (seven-year layoff). They all successfully completed retraining/check out jumps and are now back in sky.

There has been lots of student progression – too much to mention everyone by name here – but a particular well done goes to Ricardo. He completed his training course on a Friday in June, completed all of his AFF levels by the end of Sunday two days later and, three weeks on, he now has his A Licence!

Jane Hopkins

ACHIEVEMENTS **FIRST FREEFALL** Christina Judd **GRADUATED AFF** Bim Carnwath, Steve Joyce, Richard Latter **CAT8/CH1** William Bissell, Ricardo Salerno, Bonnie Van Rossum **CH2/JM1** Max Clinch, Paul Green, Daniel Sneider, Jack Upstone **FS1** Bejay Cutmore, Paul Green, Kleidson Smecca **FF1** Nick Price **JUMP NUMBERS 100** Bejay Cutmore, Jade Evans, Paul Green **200** Mike Southgate, Chelsea Tooley **300** James Farrell, Nick Woods **400** Jason Landgridge **600** Mike Morton **700** Tony Lloyd **1,000** Simon Soper

HIBALDSTOW
Euro big-way event, by Joe Mann



HIBALDSTOW

THE SUN HAS GOT ITS HAT ON... YOU KNOW THE REST

So summer is finally here and I hear everyone is now hoping the rain will return to cool us down. Until it does, we've been making the most of it. We now have two Dorniers and a Supervan on hand every weekend and we've been making the most of them too.

Lesley Gale arrived with Siân Stokes, Rai Ahmed, Milko, Shell Meakins and Raph to run a very successful Euro Big-way Camp. Despite the best efforts of the weather, they managed quite a few three-plane formations along with a few smaller ones. Everything was very successful and, considering some of the jump numbers of those taking part, it was a job well done. We finished off nicely with a hog roast and pizza oven for the evening meal each night. It was also great to see so many European visitors for this event and we hope to see you all again soon.

Also, since the last write-up, the SOS gang have been here looking for

a new record over two weekends. On the first weekend, they broke the British and European Record and then, on the second weekend, they broke it again! Building an 18-way, they held it long enough to claim the record. Well done, ladies and gentlemen – hats off to you.

Teams have started to train in earnest now for the UK FS Nationals and *Satori XL* have been doing week-long camps, ready to fight to retain the title. *NFTO*, *Chimera*, *MicroClim8* and *Antimatter* have all been taking advantage of our Dornier and Caravan aircraft.

Chimera threw down the gauntlet to *Antimatter* on one weekend to see who could do the most jumps. I can report that *Chimera* did, on this occasion, make an impressive 33 jumps compared to *Antimatter*'s 18, but the real test will be at the Nationals. Mind you, I think Laura scared them into submission.

Our home 4-way teams of *Alola*, *4Reigners* and *Average Joes* have also been training hard in the skies and in the tunnel with Stu cracking the whip.

There has been plenty of coaching with our new flock, gaggle, group, herd (not sure what you call them) of coaches and organising with the girls from *NFTO*, the boys from *Satori*, Cath, Kat, Jib Jab, Coby, Corrie, Dean and our newest FS coach Craig Anderson. Craig has recently passed his rating, so well done Craig. Mind you, after his first weekend, I'm not sure he'll be back. It was a baptism of fire!

On the Freefly front, Andy Godwin, Matty, Ally, Marcus, Ed and Chris have all been pushing the Freefly scene to the limits.

In early July, *Satori XL* arranged a nice big-way event for those looking for something a little bigger than a 4-way. Alongside this, Kat had a Bootie Camp running. Both were well-attended, and it was great to have the guys from Ireland over – you're always welcome.

Cath Leather, Rai Ahmed and Debs Lambsley held a 'Let's Get A Scratch Team Together' weekend for the Nationals and found themselves with three teams! The idea was to help those who haven't yet found a team, to coach and train them and to get them involved in 4-way. Each of them now has a team, with Rai coaching Adam Bohle, Kieran Midgely and Lee Shepherd for Rookie as *Under the Radar*, Cath has Patty Fox, Jason Fox and Jeni Berry for *A as Imperial Leather* and Debs has Jessica Coxall, Kim Fabian and Sandy Smart, also for Rookie, called *Silence of the Lambsleys*. They then had a great weekend of training doing 10 jumps each, with another in August before the main competition. Good luck guys.

So, as we go into the latter part of the season, it doesn't end there. The BPA Nationals are upon us soon, so get involved. Registrations are open right up until the night before.

All our events are on our events page and we post regularly on our experienced page, so join us there and come along.

Ash Kemp

JERSEY

KNEES IN THE BREEZE

Boogie One Kenobi was a week of fun at the end of May, with the French Porter F-GOAG providing the altitude and attracting the local jumpers from Samur over to our *petite île*. The sun did shine for us, even if the grey and white unmentionables also made an appearance, and the jumps we made were celebrated hard. New records were attempted for a Freefly formation and we didn't crack it this time, but we laid the foundations for future attempts and to get the opportunity to try it in our home skies was a treat. Thanks to Paul Capsey for coming over to load organise and offer coaching, and much gratitude to all who made the event possible – including Mal for organising the boogie.

We have great news to report from the *Jersey Beans* 4-way team, who enjoyed some world-class hospitality and balmy weather up in Cark for the last of the UK Skydive League competitions for 2018. They kept up their medalling run, taking home silver and finishing their rookie year in first place – a stellar performance for the first team to come out of Jersey.

Regular jumping has continued over the last few weeks. The beach is always a pleasant place to land and the current run of hot, dry weather is seeing some really getting their knees in the breeze with shorts and T-shirts. Long live the summer!

Nigel O'Brien



LANGAR
Ben Mitchell and the moon, by Chris Cook

LANGAR

SO GOOD IT RHYMES!

We're having a great summer so far, with non-stop great weather keeping everyone in the sky. Congratulations to all those who competed at the second UKSL meet at Langar, and good luck to the Langar teams heading to the Nationals in August. Do us proud!

We've hosted all kinds of jumping in recent weeks – CF coaching, FS organising from Will Cooke, FF organising with Paul Cooper and much, much more – and the summer is far from over. September 8-16 is Langar's Boogie 2, with the big party on September 15. This year sees the return of the Banger in the Hangar at Langar – a party not to be missed – with live band and DJ into the early hours. See you all there!

For a full list of upcoming events, head over to facebook.com/skydivelangar/events.

Chris Judd

ACHIEVEMENTS **FIRST FREEFALL** Thomas Dent **CAT8/CH1** Ruby Watkins **CH2/JM1** Felicity Boss, Shaun Dyer, Ed Hill, Alp Sayin **FS1** Oli Diprose, Katie Robinson, Abby Snowdon **FF2** Ed Moss **TR1** Jonny Castel, Amber Padfield, Nathan Perrell, Ian Rayner, Mina Saweres, Marvin Stanley-Jones, Olivia Wang **JUMP NUMBERS 50** Shaun Dyer **100** Felicity Boss, Sonia Holland, Amber Padfield **200** Catherine Brown, Paul Milburn **600** Paul Colman **700** Max Holmes **800** Simon Perry **900** Matt Cumming, Ryan Garner **1,000** Pete Harries, Paul Rimmington **2,000** Linley Ewing **ONE HOUR IN FREEFALL** Felicity Boss, Amber Padfield **24 HOURS IN FREEFALL** Linley Ewing **48 HOURS IN FREEFALL** Will Cooke, Dan Williams

NETHERAVON

BOOGIE WONDERLAND!

It's been an awesome summer so far for the Nethers jumpers!

We had an epic time at the Solstice Stone Age Boogie in June. More than 200 people got in the air, including students and first-time jumpers. Our teams of load organisers, presenters and DZ staff made sure that everyone had a bucket of fun in the sky and on the ground. Six teams competed in the Billy Bowditch 4-way Scrambles, with some truly memorable results and rather innovative new points. And what's a boogie without great prizes and an awesome party? The Prehistoric Party on Saturday night was an historic event, to say the least! Thank you to all the supporters of the APA for the truly wonderful prizes donated and to everyone who participated.

What a difference a year makes! Last year, not a jump was had at the Polish Boogie. This year, there were wall-to-wall blue skies and



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skydives for all! It was great to see this friendly crowd bring their boogie back to Netheravon – it's always a pleasure!

Well done to all the APA members who took part in the new SOS British Commonwealth, European and UK Record in July. What an inspiration you are – Caroline O'Hagan, Peter Stone, Stewart Charlton, Jeff Chandler, Chris Shaw (coach/organiser), John Houghland (SOS secretary), Tim Bittleston (*Team Mayhem* boss).

We were happy to welcome Ally Milne back to the DZ to run special weekend events for our Freely community – it was a great success and, along with the regular coaching and training from FSU, the standard of freeflying continues to soar.

The Armed Forces Parachute Championships are fast approaching so, if you haven't already registered, do so now! The skills level this year is set to be higher than ever as jumpers have been taking advantage of the fantastic weather to get extra training jumps in.

On a sad note, we say farewell to a much loved APA member, Rob Haggarty. We will miss you greatly and shall do our best to look after Jo. Blue skies...

Julie Cooper

ACHIEVEMENTS **CAT8/CH1** Daniel Dempster, Ben Gray, Melissa Gray, John Hanrahan, Becky Hayman, Stuart Hillson, Alistair Longworth, Hannah Williams, David Zammit **CH1** Alex Clark **CH2/JM1** Anthony Behan, Phil Bishop, Ben Gray, Melissa Gray, John Hanrahan, Annette Jane Lawson, Daniel Nicolle, Quentin Q Quinny, Tobias Shears, Matt Sturdy, Bódi Tamás, Martin Williams **FS1** Kevin Bennett, Phil Bishop, Adrian Davies, Daniel Dempster, Ben Gray, Melissa Gray, Fiona Morris, Anthony Gilham **FF1** Frank Burton, Ross O'Rourke, Quentin Q Quinny, Seiriol Wyn Hughes **FF2** Si Goodman, Stuart Sneddon **WS2** Leo Jiang **TR1** Adrian Davies, Ross O'Rourke, Quentin Q Quinny, Tobias Shears, Martin Williams **TR2** Jeremy Peter Millward **TR3** Stuart Sneddon **JUMP NUMBERS 50** Anthony Behan, Phil Bishop, Anthony Gilham, Ben Gray, Melissa Gray, John Hanrahan, Annette Jane Lawson, Daniel Nicolle, Quentin Q Quinny, Tobias Shears, Matt Sturdy, Bódi Tamás, Martin Williams **100** John Burns, Gemma Summers, Nathan Lewington **200** Lauren Barr, Robin Dolton, Will Humphreys, Brian Popkin **300** Craig Anderson **400** Leo Jiang **500** Emily Doman **600** Emma Reynolds **700** Alabama Deanna Shanker **900** Iain James **1,000** Vincent Adams, Stuart Sneddon **2,000** Simon Gearing **3,000** Rick Bishop **4,000** Phil Gibbs **24 HOURS IN FREEFALL** Jase Hughes **60 HOURS IN FREEFALL** David Curtin

PETERLEE

BRIANS OF BRITAIN

The 'once in a generation' summer we are having this year has meant our Supervan has been super busy and, with loads happening around the DZ, we are all enjoying the super weather.

Recent events have included Brian Cumming's Big-way Roadshow and Brian Vacher has returned to deliver another of his ever-popular Flight-1 canopy courses. Both were extremely well-attended and, for a change, the weather didn't limit the jumping or progression. We are looking forward to seeing both Brians back at Peterlee in the near future.

The *North Wings Parachute Display Team* did their first live demo this year into Peterlee Sunny Blunts Park for Armed Forces Day.

NETHERAVON
Head down
somewhere over
Netheravon

Well done to Jared Morris, Ian 'Geordie' Batey, Nigel Peacock, Alan O'Neil and Dan Place for an amazing display. The cheers from the crowd said it all. Thank you to our commentator David Knox and ground crew Simon Minto, Lisa Stephenson, Caiti Stewart, Trish Ford, Christina Peacock and Joe Green.

Simon Minto and Lisa Stephenson

ACHIEVEMENTS **CAT8/CH1** Alice Mitchell **CH2/JM1** Connor O'Brien **FS1** Sally Anderson **JUMP NUMBERS 200** Josh Come, Mary Sunter **400** Peter Rafferty, Mehdi Shabanzadeh **900** Janet Wilcox **5,000** Dave Taylor **ONE HOUR IN FREEFALL** Sally Anderson

POPS

SOMETHING TO LOOK FORWARD TO

Look out for our upcoming events:

August 16-19: POPS Belgium first event – Skydive Spa

October 11-14: POPS Big-way – Perris, California

April 3-7 2019: POPS SpringFest – Lake Wales, Florida

October 2-6 2019: POPS Nationals – Rosharon, Texas

Polly Chandler

READING

LUCKING HELL

How good is this summer? It's all been going crazy down at LPS with fun and games at the DZ!

The annual Jane Allen Memorial Shield (JAMS) was played out this year as a rounders match. In previous years, we have had an assault course and a Canopy Accuracy skills event. The last jump of the day was 'Armchair Accuracy', which was a close call, but our winner Chris Stone landed, got his kit off and got his backside into the chair in record time. We have been picked up on our omission of a 'tuffet' in proceedings, and we will add one in next time. Cheers to Big Al (Vance Allen) for reminding us about this with a professional training video, shared via social media, from back in the good old days of South Cerney.

We started the social side of the evening off with a wonderful BBQ and wish to thank Julie Pearson for the shopping and prep and Tim for his cooking skills. It was a lovely evening and was well-attended. The two teams were led by captains Josh and Zoe Allen, in honour and memory of their mum. They both led their teams well but Josh's team won and, as the kids didn't want their names on the shield, Josh picked a team member who had showed dexterity, style, speed and agility but then changed his mind and picked Dennis Pearson instead.

READING
SkyMonkeys in
formation over Cark,
by Jonny Castell



Julie randomly pinged the ball hard at Tim's head and we all think this has improved him mentally, so please do it again Julie! Sharron Floyd was sabotaged by a traffic cone marker that was clearly on the opposite team – it tripped her over on purpose, which caused her to fall. However, not to be defeated, she performed a para roll, completed her rounder and impressed everyone except the cheating cone! The 'hit and run' duos were a novel touch, with Marie-Anne scoring two rounders running for Gary's hitting!

The *SkyMonkeys* were still getting to grips (see what I did there) with Rookie 4-way at the recent UKSL in Cark, where the team tried hard but didn't 'bring it home'. Instead, they just 'came home', albeit with happy memories, lessons learned and tans! Better luck next time to Stef, Katie, Wendy, Roger and our Jonny on camera. As an aside, Wendy may still be mastering her sky ninja skills but has achieved her second dan black belt on the ground. The team had help from James Woods of Langar and Sharron Floyd at LPS, and the team are grateful for this.

Our Katrina has recently become a nanny to the beautiful baby Anayah, who arrived quickly on July 5 2018 and is officially our newest Tantrum Instructor. Love to Kat and her daughter Kayleigh from the team at LPS.

Terence Hughes and his dad finally got to jump together as Michael rattled through his AFF course at a rate of knots. Thanks to the good weather, the availability of coaches and airspace, he qualified! And I quote: "The pinnacle of my skydiving so far was to jump with my son!" All together now: "Awwwww... erm... Michael... beer!"

Matthew Stevens' camera decided to have its own solo 32-second freefall and survived. We've all watched the video – yes, everyone has watched it – so get in touch with Matthew for the make and model of his indestructible camera, which also carried on recording for 45 minutes after landing. Luckily, the camera was recovered from the PLA so that we could all enjoy the video, which quite cleverly also managed to pick up a shot of Matt under canopy. We tried to lip-read the video and we think he was saying "For luck's sake..." or something like that.

Congratulations to all those who have achieved new licences and huge congratulations to Freya, who has a shiny new AFF1 rating – get in! A special note about new A Licence holder and new skygod Edward Calver, who has been coached mainly by Marie-Anne Stevens. Ed has been an exceptional student and his new qualification meant a lot to all of the team, not just to Ed. Well done to all.

And finally, in case you've missed it, #MarkClayton is still currently at status awesome. Maintaining this status has been challenging, especially because he's been having to pack lately and maintain a good hairstyle at all times in the heat of the USA's sunshine while 'working'. We all wish his little girl a speedy recovery with her recent injury due to gravity – damn those pesky monkey bars!

Annie Lewis

ACHIEVEMENTS CAT8/CH1 Edward Calver, Kris Grace, Michael Hughes, Daniel Mitchison CH2/JM1 Nathan Bullingham, Debs Hughes, Gavin Mair FS1 Debs Hughes, Gavin Mair TR1 Josh Allen **JUMP NUMBERS** 50 Nathan Bullingham, Debs Hughes, Gavin Mair 100 Max Pinter 200 Geoffrey Planas, Matthew Stevens 600 Roger Davis 700 Ryan Stew **EIGHT HOURS IN FREEFALL** Ryan Stew

SHOBDON

BACK BY POPULAR DEMAND

We would like to start by saying a big thank you to all those who have been to the dropzone to have a look and take to the skies over Hereford.

We are operating on Fridays, Saturdays and Sundays, and it's C Licence and above at present.

We have started to increase the amount of activity on the dropzone and hope that this will continue as the season progresses. We have welcomed St Michael's Hospice participants here at Shobdon and everyone had a great time not only completing their tandem skydive, but by having a nosy around the rest of the activities on the airfield too. They have helicopters, gliders and aeroplanes that can all be accessed



SHOBDON
The DZ at sunset

by visiting the main reception of the aerodrome.

We had a great time at the Food and Flying Festival and this was well-attended by many locals. A big thank you goes to John Boxall (previous CI of Shobdon) for all of his continued hard work not only at spreading the word that Shobdon is back in operation after a 20+ year absence, but by continually offering his advice, support and elbow grease.

Our club members have started to grow in numbers and we look forward to welcoming old and new skydivers who want to come and see what we are all about.

Felix Jr

SIBSON

READY, SET, GO!

It was full steam ahead at Sibson as soon as the rains ended (remember those?), with lots of great jumps, achievements and some awesome sunset views with beers in hand. Pretty sure we didn't see a cloud for three weeks! Having the weather to keep the loads going up makes the family atmosphere all the better, with more and more new faces showing up too. It's great to see everyone making the most of a cracking UK summer.

Some teams have been really putting in the hours and getting plenty of training in. Meanwhile, many other jumpers have been racking up the numbers and really progressing in all disciplines. And we now have another qualified skydiver pilot; well done Del!



SIBSON
Louis 'helping' daddy Ben to get geared up, by Tess Lakin

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DEC 27 2018 - JAN 1 2019
SKYDIVE SEBASTIAN

Chris Sears achieved his lifelong dream of becoming an AFF Instructor. In an amazing (movie-worthy?) story, he was Rebecca Bradley's student when he started jumping a few years ago. Now, he joins her as secondary Instructor on student AFF jumps. Congratulations, epic stuff!

In team/comp news, *Funnel The Tunnel* (Fabrizio, Richard, Becca and Paul) have been smashing it! At the UKSL 4-way Meet 2 at Langar, they won silver in Rookie and narrowly missed out on the gold to *Jersey Beans*. And then, at Meet 3 in Cark, the rivalry continued with *FTT* coming out on top and walking away with the gold medal. Nice work! What will happen next time?

Other stuff:

- Cecilia is back in the sky!
- Craig now has his own rig.
- Jimmy and Steve are still Accuracy kings.
- Fab's caravan is no longer surrounded by dense jungle.
- Matt's not easily offended by guerrilla operation helmet sticker attacks, but tandems might be.
- Del hasn't chopped, Lea has, but Del went and fetched it (thanks Del, and thanks to Chris as well for spotting it).
- Giuseppe Damiano won Rookie gold in the Performance category at the British Wingsuit National Championships.
- There was a BPA Wingsuit Roadshow here a few weeks back.
- Everyone loves a good chinwag about logos and branding.

Sibson Scrambles and the Boogie will have come and gone by the time this issue goes out so, if you have any great shots or news of awesome jumps, send it all through at sibsonskydivers.co.uk. Send your achievements too!

Russ Horne

ACHIEVEMENTS CAT8/CH1 Delfina Nowicka TR1 Gloria Bayne, Fabrizio Colonna, Jenny Morrison, Niall Power, Katie Wilkinson FF1 Matt Allsop, Russ Horne, Andrew Jackson **JUMP NUMBERS** 50 Becca Start 100 Gloria Bayne, Niall Power 150 Lynne Upfield 200 Matt Allsop, Chris Fagg, Fabrizio Colonna 250 Russ Horne 350 Dean Smith 400 Andreas Michil, Paul Templeman 1,500 Leah Frost

SOS

UK SOS RECORD FORMATION

Success! A record 18-way formation was achieved by UK Skydivers Over Sixty on July 8 at Hibaldstow.

Two planes were involved. The lead plane was a Cessna Caravan with Chris Shaw and half the skydivers, closely followed by Ron Wands with the other half in a Dornier G92. Exiting at 15,000ft, everyone was together in a 4-way base with wackers (curved lines of skydivers) by 7,500ft. The formation stayed level, stable and symmetrical down to the initial break-off height of 5,500ft.

Much of the credit for this achievement must go to Chris Shaw, who organised the event and designed the formation with the assistance of Ron Wands. Previous practice jumps ensured that people were in the best slots for them. Thanks also to Hib for allowing us to run this event.

The French SOS and German SOS sent congratulations and will seek to improve on this UK Record from next year onwards.

Taking part were Chris Shaw, Ron Wands, Chris Begley, Ian Benzie, Tim Bittleston, Jeff Chandler, Stuart Charlton, Ken Gregory, David Griffith-Jones, John Houghland, Scotty Milne, Steve Murphy, Caroline O'Hagan, George Raft, Harry Saunders, Jonathan Smith, David Stewart and Peter Stone. Les Cooper, another member of UK SOS, was cameraflyer.

For more, see P44.

John Houghland

SWINDON
Paul Lomax,
by Brucie



SWINDON

OVERTHINK. OR DON'T. IT MIGHT HELP. OR NOT.

We may be considered by some to be a small DZ here in sunny Swindon, but the activities of the last few months have proved that does not mean we are in any way limited. We have played host to an abundance of jumpers partaking in a plethora of disciplines and all this alongside our usual programme of tandems, AFF and static line courses.

Our students have been storming through their levels, and big congratulations to those who have got their A Licences and to those static liners who have now progressed on to their first freefalls – great work guys, looking impressive.

Hats off to our home-grown FS team the *Flying Fossils* for a solid, medal-winning performance at the UKSL. May your successes continue with the season. And, while we are handing out accolades, we were very excited to see Laura and Darrell pass their Tandem Instructor courses in the last few weeks. The fun starts here, guys!

On top of all that, there have been lots of fun FS and Freefly jumps, James proving that if you stop worrying and overthinking FS1 is not actually that daunting and Brucie making new best friends with anyone that will take a good picture of him head down. There have been tracking jumps, crew practice, speed stars, wingsuit coaching, our annual canopy skills workshops with Wez and demo training by the *Silver Stars* team. Along the way, lots of shiny new stickers were earned, licences achieved and jump numbers attained.

Both Shaun and GK are taking injury timeouts – here's hoping you are both back in the skies soon. Not in any way trying to replace them, we enjoyed guest appearances to the weekend fixtures from old friends John Friel, Rob Spour and Rob Dawson. Even Dylan turned up not once but twice! In short, we have worked hard, we have played hard, the beer fridge has been drunk, refilled and drunk again and we are all heroes.

Jenny Bouquet

ACHIEVEMENTS FIRST FREEFALL Noah Brown, Ben Cope, Alex Johnson CAT8/CH1 Alex Childs, Thomas Hobson, Allan Price FS1 James Nicol FF1 Phil Akerman FF2 Paul Lomax WS1 Ross Walker TR2 Chris Wall **JUMP NUMBERS** 100 Nicky Jackson 200 James Billington 300 Sarah Cox 400 Ian Gerrish 500 Ross Walker 1,500 Jenny Bouquet

TILSTOCK

MINIONS. YES, REALLY.

Joy and celebrations! The big yellow orb hung around for long enough for us all to play and enjoy ourselves! Students were flinging themselves with great abandon, old hands were revelling in the

“Del hasn't chopped, Lea has, but Del went and fetched it (thanks Del, and thanks to Chris as well for spotting it).”



conditions and tandems were doing what they always do. Mind you, a great number of individuals did go a funny shade of pink.

Given the level of the sunshine, several of our number felt the need to escape the heat and so they went to Valencia! The Spanish excursion went very well, with Gareth, Mick, Steve, Eddie and Scoop having a lovely time – even though Gareth did try and disown them all at one point.

It was good to see a reverse trip, when Rich Scott came back from Canada for a short visit to check we hadn't broken anything. His visit coincided with the opportunity for an outing to Skydive Shobdon to jump Tiggs' AN-2. What a lovely fella and a cracking plane, and great fun was had by all.

We continued with the silliness when Rachel O'Hara made it to her 100th jump and managed to coincide it with her sister Shauna's tandem. Having put a load together, Rachel decided the only sensible thing to do was for everyone to put minion hats on which she had made herself (I kid you not). The sight of a minions lift is something that will remain in our memories (nightmares?) for a very long time, but at least Shauna now knows what her sister is going on about now.

Chris Gilmore continues to jump and jump and jump. You may have thought that there was a typing mistake in the jump numbers below – nope. Chris really has clocked up 11,000 jumps. Congratulations Chris, that really is a lot!

In addition to continuing to jump, Chris has expanded the DZ team by bringing his son Ben into the fold. Unsurprisingly, Ben is quite keen on all things aviation and so he has joined the team with gusto. Apart from being very conscientious and useful, he also has rather a good eye and, having been lent a half-decent camera, he has captured some really good photos for us. Many of them will be getting onto the club wall of fame, but we may see a number in the Mag too. A camera jumper in the making, perhaps? It would be interesting to see a father and son jumping team...

Talking of camera jumpers and tandems, our own Roger Hughes decided to give the other side of the lens a go and successfully completed his TI course recently. He decided to take his own bag with him and Dan Griffiths hung around for the week – thank you Dan, but what was Roger doing to cause the faces you pulled in those photos? Now Roger's starting to know the fun and games from both sides. Just don't get confused and use the wrong rig for the wrong jump, Roger!

Roger's partner, Sarah Drummond, has also entered the fray by moving from the manifest office to the student corner, having decided to do the static line course and try her hand on the rope. So far, so good. Perhaps another family tandem and camera team in the making?

While the sun has shone, lots of progression has been achieved with the newer students getting a fistful of jumps in and some of our older hands getting ever closer to getting their A Licences. Even some of the creaky ones have been learning new tricks, with Steve Pugh and Gary Windon getting their TR1 stickers – anybody need a relatively controlled meat rocket?

All this progression is happening just at the right time, as Dan Griffiths

TILSTOCK
The minion jump.
Tony Lightfoot and Shauna O'Hara, by Dave Titcombe

has earned his FS Coach rating under the expert tuition of Ann Fleming. Congratulations Dan (and thank you Ann) – there's lots of work coming your way in all these students!

Gary Windon

ACHIEVEMENTS TR1 Steve Pugh, Gary Windon **JUMP NUMBERS** 100 Rachel O'Hara 200 Piotr Czartolomny, Henna Niutanen 11,000 Chris Gilmore **TWO HOURS IN FREEFALL** Henna Niutanen

WILD GEESE

WHY DRIVE WHEN YOU CAN FLY?

It's doubtful that any DZ will be complaining about the lack of jumping right now, and Wild Geese is no exception. Plenty of hours are being flown and descents are being made from all involved at WG, and there are plenty of happy first-time tandem students, static line students and fun jumpers. And, while it might not be the prettiest sight ever, there have been a significant number of shorts and T-shirt descents – a real rarity for skydiving in Ireland.

While enjoying the hot, sunny weather, TBI Neal Fitzpatrick headed across to his tandem examination course where he proudly passed and now resides as Wild Geese's newest Tandem Instructor. Congratulations Neal!

On the subject of tandems, we had the pleasure of long-time pilot Alex Brand bringing with him some special guests from Logan Air. Logie Bear and Lotti Bear joined us for a tandem skydive and both thoroughly enjoyed the experience thanks to Aaron and Ralf. Come back and join us again soon.

More successes attributed to the ample jumping weather include young Ben Goddard flying through his student progression. Now off to do his static line, Ben has completed nearly all levels up to CAT8 and no doubt will have completed his CAT8 by the time this reaches you. Keep up the good work, Ben!

Along with Ben's progress, Connor Duffy also completed his first freefall, Gary Topping completed his 100th jump, Ralf completed his 200th jump, Stevie C completed jump 400 and Neal reached 900.

On top of actual jumping achievements, Johnny McAnenly finally filled in the paperwork for his C Licence, Chainsaw McGarvey bought jump tickets, Sandra joined us for a BBQ and Aaron Klewchuk wasted a tonne of cash on a swanky new car that could have been better spent on jump tickets.

Finally, we would like to wish *Team TORN* (Tom, Orla, Ralf and Neal) good luck at Nationals with their Rookie 4-way team.

Until next time, don't forget your sunscreen.

Rod McCrory

ACHIEVEMENTS **FIRST FREEFALL** Connor Duffy **JUMP NUMBERS** 100 Gary Topping 200 Ralf, Johnny McAnenly 400 Stevie C 900 Neal



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MORE INFO



Valkyrie flock over Langar, by Chris Cook

AUGUST

August 4-5

S&A BPA Accuracy Grand Prix 2

Location: **Dunkeswell** • skydive99.com

August 6-10

BPA Instructor Course (CSBI/AFFBI/TBI/Advanced)

Location: **Headcorn** • bpa.org.uk

August 7

BPA BPA Council Meeting

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

August 11-12

S BPA Speed Coaching Roadshow

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

August 13-17

BPA Instructor Course (CSI, Tandem, AFF)

Location: **Headcorn** • bpa.org.uk

August 24-27

FS BPA FS 4-way and VFS Nationals

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

August 24-31

S&A FAI World Style and Accuracy Championships

Location: **Erden, Bulgaria**

August 26-31

WS FAI World Wingsuit Championships

Location: **Prostejov, Czech Republic**

SEPTEMBER

September 1-3

FS A S BPA FS 8-way, Artistics and Speed Nationals

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

September 3-4

CP BPA CP Roadshow

Location: **Dunkeswell** • skydive99.com

September 3-5

CF BPA CF Nationals

Location: **Dunkeswell** • skydive99.com

September 7-9

CP BPA CP Nationals

Location: **Dunkeswell** • skydive99.com

September 10-14

BPA Instructor Course (Tandem/AFF/Pre-Adv/Observers)

Location: **Hibaldstow** • bpa.org.uk

September 13

BPA STC and Riggers' Meetings

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

September 20-23

FS ESL

Location: **Saarlouis** • fsz-saar.de/en

September 22-23

WS BPA Wingsuit Roadshow

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

September 25

BPA BPA Council Meeting

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

OCTOBER

October 4-12

FS A CF S FAI World FS, Artistics, Speed and CF Championships

Location: **Gold Coast, Queensland**

October 25-28

T Indoor Skydiving World Cup

Location: **Zallaq, Bahrain**

NOVEMBER

November 5-9

BPA Instructor Course (CSBI/AFFBI/TBI/Advanced)

Location: **Hibaldstow** • bpa.org.uk

November 12-16

BPA Instructor Course (CSI)

Location: **Hibaldstow** • bpa.org.uk

November 15

BPA STC and Riggers' Meetings

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

November 27

BPA BPA Council Meeting

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

2019

January 26

BPA BPA Skydive the Expo

Location: **EMCC, Nottingham** • skydivetheexpo.co.uk

KEY

- BPA** BPA EVENTS
- CP** CANOPY PILOTING
- FS** FORMATION SKYDIVING

- CF** CANOPY FORMATION
- S&A** STYLE AND ACCURACY
- T** TUNNEL

- A** ARTISTICS
- WS** WINGSUIT
- S** SPEED

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