



British Parachute Association skydivethemag.com April 2019

skyDIVE

SINCE 1964

the mag



INSIDE: JUMPING LIKE A PHAROAH OVER THE PYRAMIDS HOW TO PROGRESS IN WINGSUITING
WHAT'S IN THE NEW CF MANUAL? MEET THE NEW RIGGERS CHAIR VFS IN 2019 JIM CROCKER
PAUL DORWARD'S HARD LESSONS PLUS ALL THE LATEST NEWS, REVIEWS AND EVENTS

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Cover: The Red Devils training over Deland, by Bruno Brokken

Welcome: Tom Sanders over Costa Rica, by Bruno Brokken



WELCOME



As I write this, the skydiving season is well and truly kicking off. Photos of the new BPA membership card are being posted on social media as people renew for the next year, and UK dropzones are emerging from winter with new paint jobs, new facilities and even new aircraft. The clocks have changed, there's an extra hour of daylight and phrases like "I got six jumps in" and "It wasn't even that cold!" can be heard.

It feels like I say this every year, but there is just so much going on that you can get involved in. There's a full calendar of BPA competitions, from Grand Prix and UKSL events all the way up to National Championships. Our top competitors will be supporting the ever-popular BPA Coaching Roadshows and more dates are being added all the time. CF have a new manual, VFS have got a new competition integrated with the 4-way UKSL, and Wingsuiting have got a great article and a huge list of events starting on page 22.

Whatever floats your boat or flies your jumpship, I hope you enjoy learning new skills in 2019.

Liz Ashley



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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

DOWNLOAD THE SKYDIVE THE MAG APP:

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

DOWNLOAD THE SKYDIVE STARTER TABLET APP:

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

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

Deadlines you need to know:

Issue	Copy deadline	To reader
June 2019	May 7	June 12
August 2019	July 8	August 7
October 2019	September 2	October 2
December 2019	October 28	November 27

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Photos by Bruno Brökken

TWO CF



WORLD RECORDS

The Spring Fling event in Sebastian, Florida, saw two new World Records broken in Canopy Formation. As well as a well-attended skills camp, a core of jumpers set a new sequential two-point 37-way as well as a 36-way

night World Record! The night jump was a diamond with all 36 jumpers wearing a small light as well as seven of the people along the outside edge jumping with pyrotechnics – what a sight!



SKYDIVE TILSTOCK RAINBOW BOOGIE



Skydive Tilstock will be running the UK's first Rainbow Boogie over May 23-27 2019 in support of LGBT+ skydivers.

Tilly is a small, friendly, family-oriented DZ in North Shropshire.

They normally operate a Gipsland GA8 Airvan, a seven-seat piston aircraft, but will be bringing in a Grand Caravan for the event and will be jumping from a minimum of 13,000ft. The Airvan will also be available for Category System students and anyone who has never jumped one before and would like to experience it.

Chief Instructor Buzz says: "Unfortunately, local noise restrictions mean we are unable to have aircraft movements on Sundays. However, that doesn't stop us from parachuting so, for the boogie weekend, we will be bringing in a Bell Jet Ranger and emplaning from a neighbouring airfield. We do need a minimum of 32 jumpers to secure the helicopter and there will be a B Licence minimum for jumpers.

"Al and Pixie will be here with Cookie and UPT hotness as well as providing FF load organising, Jack and Cara will be here with XDream and Symbi bling and FS load organising, Ali Woodhouse will be along representing

Cypres and we have a few more load organisers and manufacturers to be announced soon.

"We all know skydivers like a party, so on the Saturday night there will be food and booze for all (until it runs out) as well as entertainment to enjoy after a good day or three of skydiving. Camping is available and there will be plenty of showers and toilets available for those staying on site.

"There is a £30 registration fee and you must be registered for the boogie if you want to jump the heli. For that, you get cheap jumps, food and drink on Saturday night, a boogie T-shirt and a bag of goodies when you arrive at the DZ. Flight tickets will be £23 for those that register and £25 for those that don't. Student flight tickets are £45."

You can register at skydivetilstock.co.uk/rainbow-boogie/

WATCH US ON YOUTUBE

Did you know that we have a YouTube channel? With nearly 1,500 subscribers, 145 videos and 170,000 views, it's a great source of free educational seminars. The videos from BPA Skydive the Expo 2019 and the Instructor CPD day are now online, so get together with a group of friends and have your own mini-Safety Day or stick on a playlist at the dropzone next time there's a weather hold. Search BPA Skydive the Mag and remember to hit 'subscribe'.

BPA ROADSHOWS GALORE

It's that time of year when the coaching calendar is starting to fill up fast, and free BPA Coaching Roadshows are coming to a dropzone near you soon! Check out the latest FS Roadshows that have been added to the calendar:

April 20-21: Netheravon (specifically for coaching FS Coaches – New coach qualifications and revalidations)

May 18-19: Hibaldstow (1:1, small groups and big-ways)

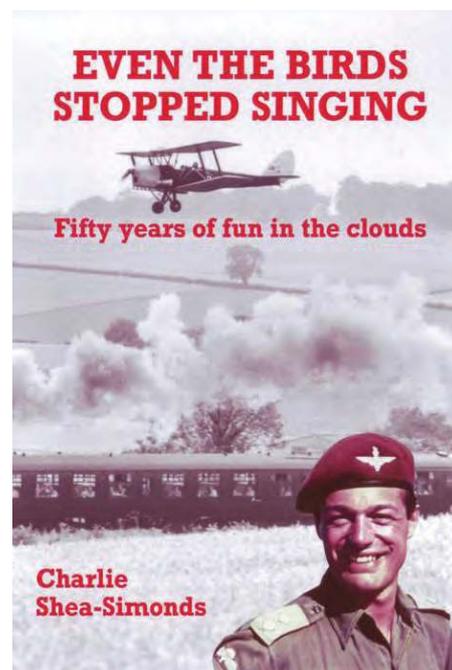
June 22-23: Cark (1:1, team coaching and small groups)

July 20-21: Langar (team coaching, small groups and big-ways)

EVEN THE BIRDS STOPPED SINGING

Charlie Shea-Simonds has enjoyed 50 years of both jumping out of aircraft and flying them. He is a former chairman of the BPA, the Royal Aero Club and the Historic Aircraft Association as well as a recipient of the Gold Parachuting Medal of the Federation Aeronautique Internationale (FAI). He formerly edited this magazine under its previous title of *Sport Parachutist*, and now he's written a book too.

Even the Birds Stopped Singing recounts a life lived less ordinarily; a lifetime of aviation, of adventure and of achievement. Described as a "splendid and unusual book" by Air Chief Marshal Sir John Allison, it is available to buy from April 2019.



By Christian Bastiansen



GO TEAM GB

As you open this Mag, the World Indoor Skydiving Championships 2019 will be about to kick off in Lille, France, from April 16-20. Thirty countries will be represented and the UK has competitors in nearly every category.

Good luck to ACM *Weembi*, who are one of 18 teams competing in 4-way Open;

current World Cup champions *NFTO* are up against eight other 4-way Female teams, and *Recruit Ice* are one of four in the 4-way Junior category. *MicroClim8* are one of six teams competing in the new indoor 8-way event, in which blocks 14 and 20 have been removed from the dive pool and a few others modified to fit in the tunnel!

Good luck also to *Omni99* who are one of six VFS teams,

MTGJ D2W who are competing in D4W against nine others, and finally both *Windoar GB* and *Sizzling Wombats* in the D2W category which is the joint most popular event with 23 registered teams.

There are also 37 Freestyle competitors: 23 in Open and 14 in Junior. The event will be live-streamed so you can keep up to date with scores as they come in.



Cuatro

Skydiving has evolved
over the years.
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Photo: Luciano Baque



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By Bruno Brokken

MEMBERSHIP RENEWAL REMINDER

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

Members aged over 18 with UK or BFPO addresses and without ratings (and who have

never previously held ratings that have now lapsed) may renew online. You can also update contact details (even if you have, or previously had, ratings). If you haven't yet activated your online BPA membership account, click on the login tab on the menu

bar on the BPA website and follow the instructions.

Coaching ratings now need to be renewed annually. This means that coaches need to use the paper renewal form to have their rating/s signed off.

A renewal form (BPA Form 101) was included with the

February issue of the Mag. You can download the form from the BPA website (enter '101' in the forms search box) or telephone HQ to ask for a form by post.

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



BPA STARS

It's time to start BPA Star-spotting again! Nominations are now open for BPA Stars 2019, the BPA's award for excellence in customer service to A Licence holders and above. You can find out how to make a new BPA Star shine at bpa.org.uk/star

REBRANDING TO BRITISH SKYDIVING

In February, the BPA issued an open invitation to tender to develop a brand personality, and from that a visual identity, for our upcoming new trading name of British Skydiving. On April 30, Council will be considering the recommendation of the Communications Committee's rebranding panel of the preferred supplier to take this project forward. We'll be living with the new brand as an exciting part of all our tomorrows in the sport, so we need to get it right. Our new brand will also play to the media and the wider public,

the source of new entrants to our sport, in a milieu of attention economics and ever-increasing competition for the leisure pound.

BPA APPOINTS NEW COMMUNICATIONS MANAGER

Angel Fernandez has been appointed to the new staff position of Communications Manager. Angel, who took up the sport in 2017, has more than 20 years' communications and marketing experience in a variety of industries including automotive, manufacturing and third sector organisations. Angel's role at the BPA will be to engage with the members and the BPA's other stakeholders, and with the media and the wider public. He will focus on communications activity to underpin implementation of the BPA's strategic plan, including rebranding to British Skydiving, expand our digital communication channels and content, and promote the sport and its successes to a wider audience.

Angel said: "I am delighted to be joining the BPA at such an important time in its development and am looking forward to working with members and other stakeholders. The five-year strategic plan presents opportunities and challenges as we work to deliver our exciting ambitions for our fantastic sport."



NEW RATINGS

CATEGORY SYSTEM BASIC INSTRUCTOR
Anthony Hyland
Ross O'Rourke
Rafal Kacprzyk

CATEGORY SYSTEM INSTRUCTOR
Matthew Alderdice
Wesley Thompson

TANDEM BASIC INSTRUCTOR
James Round

Ben Mitchell
Paul Champollion
Ryan Norris

TANDEM INSTRUCTOR
James Bruce
Ben Mitchell
Chris Stone

Arran Tilley
Florin Cotofana

AFF BASIC INSTRUCTOR
Joe Mann
George Clack
Jamie Porter
Stuart Selley

AFF INSTRUCTOR
Richard Liddle
Chris Cook
Christopher Dutton

ADVANCED INSTRUCTOR
Nick Robinson

INSTRUCTOR EXAMINER
Sara Orton

ADVANCED PACKER
Matthew Stevens (S)
Steven Powell (S)



CORRECTION: On P11 of the February issue of *Skydive the Mag*, it was stated that Sue Stanhope had been re-appointed as an independent director for three years at the AGM. In fact, Nick Bunting was re-appointed on this basis this year. We apologise for any confusion caused.



Image provided by PD Factory Team



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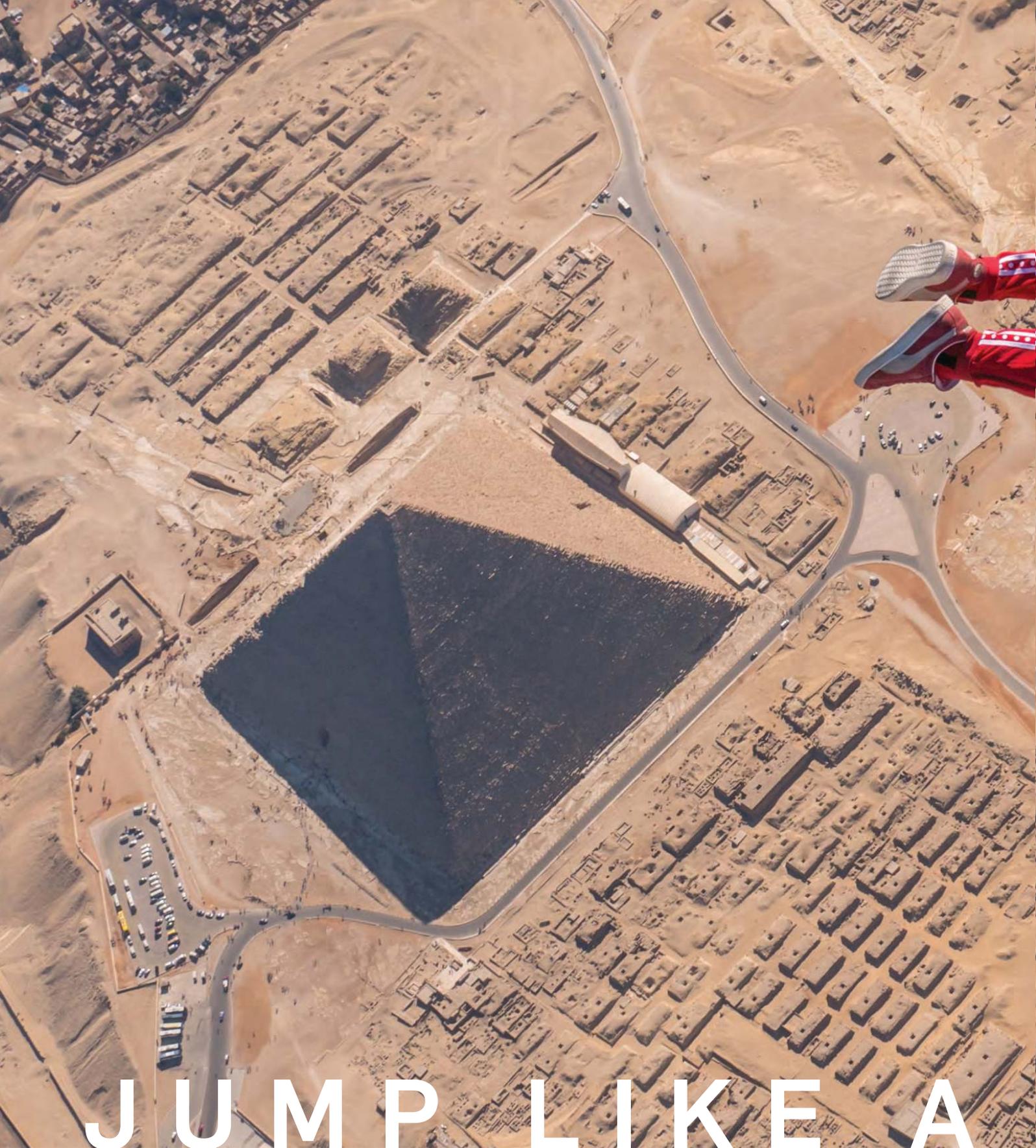
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JUMP LIKE A PHARAOH

When an opportunity arises to jump over the Great Pyramids of Giza in Egypt, you don't turn it down...

WORDS: PAUL SEYMOUR **PHOTOS:** GARY WAINWRIGHT AND EWAN COWIE



In mid-October, a bunch of people including myself got an email from one of the world's best load organisers, Milko.

"Are you interested in doing a few jumps in Egypt over the Great Pyramids of Giza, landing in front of them? It's kind of expensive and only three jumps – but did I say that *we'll be landing in front of the Pyramids?*"

To be honest, it was a quick decision to make; I'd seen pictures of Herman

Landsman flying over them last year and I'd always wanted to see the Pyramids, so I was in.

Settling in

The event was called 'Jump like a Pharaoh Volume 2' and it was being organised by Skydive Egypt. The first event was in June 2018 and was a group of about 60 people doing three jumps. This year, they planned on going bigger: two groups of about 65, with each group doing three jumps.

I figured that we'd be jumping something boring like a Caravan, but only after agreeing to the event did I learn that there are no civilian jump planes in Egypt so we'd be (forced to be) jumping from the impressive C-130 Hercules.

We were given the choice of a couple of hotels in Giza as part of the package and most of us stayed in the Mercure, which was OK with a 'sort of' view of the Pyramids (although working Wi-Fi is clearly an alien concept). Others stayed in

1 Current Freestyle World Champions Karine Joly and Greg Crozier fly together over the Pyramids, by Ewan Cowie

JUMPING THE PYRAMIDS

the slightly more expensive Marriott at the base of the Pyramids, with great views and full Wi-Fi (if anyone goes in the future, guess which one I'd recommend?).

Airport transfers were all arranged as part of the deal too, which was fortunate because car headlights were just a recommendation and the purpose of lanes on the road appeared to be a game of 'see how many cars you can fit in side by side'. We didn't like the idea of driving ourselves...

Any (stupid) questions?

The next morning turned out to be a bit miserable: cold and overcast, with a fresh wind. We went to the Pyramids to have a good look at where we would be landing and get a full safety briefing from Herman. The minimum jump number for the event was 500 and you had to take personal responsibility for yourself, your gear and your landing – although from some of the questions asked, there was a suspicion that some people may have had slightly fewer than the 500-jump requirement. The questions were:

"Will it be cold at 15,000ft?" (Yes.)

"Will someone clear the stones and rocks off the landing area?" (Otherwise known as the Sahara Desert – no.)

"How will I recognise the landing area?" (Hint: to the west is the largest hot desert in the world, to the east the second-largest city in Africa with the longest river in the world, and beneath you are three f***-off-big, 139m-high, 4,500-year-old pyramids. Land 200m to the north.)

Tourism and traffic

Following the briefing, we had a full guided tour of the Pyramids and Great Sphinx. Against the advice of our guide, who said there was nothing in there, we all opted to go into the Pyramid. Unfortunately, the weather forecast for the next day, our first jumping day, was not good either and so jumping was postponed. A group of us played tourist and headed south to Saqqara and the Red Pyramid, Bent Pyramid and Imhotep's tomb (which, if anything, is better than Giza as there are very few tourists there).

We got up early on our third day because we had to drive to the military base at Cairo Airport to board the Hercules and Cairo traffic is, shall we say, not smooth. Unfortunately, when we met at 6.15am we were told that there had been an attack in the Sinai and all flying in Egypt was stopped. Security in Egypt is high; we had armed security with us at all times and all police were in full body armour. Having said that, I never personally felt at risk and everyone we met was very friendly (although they were also trying every trick in the book to get a few extra pounds/dollars from you).

Aside from the obvious concern for those injured in the attack, there was a general feeling of apprehension that the event may not happen. Two jumping days gone and two postponements – we only had one planned jumping day and a backup day left.

The following morning, we were again up at 5am, having had the news the night before that air traffic was flying again. The plan was to jump at 9am and, although there were a few delays at the air base (well, we had to pick out which Hercules to take out of the 15 on the ramp), we were in the air around 10.30am.

Hail Hercules!

The Hercules is a big four-engined plane with a big tailgate ramp. It can take 80+ jumpers with a run-in speed of about 130 knots, but we were only loading it with 65-70 people. The plan was to run in at 15,000ft and half the load would exit on the first pass. We'd circle until they landed and then the remaining load would exit. Herman spotted every load and every spot was perfect (thanks Herman). However, as half the load would be over 15k for 10-15 minutes, it was very important to stay seated and calm until called to minimise any hypoxia issues.

I was on a group of flat flyers organised by Milko (though, as we boarded the plane, there were so many people wearing sunglasses and cameras I did briefly fear I'd accidentally walked onto a Freely load). Our first jump went 'OK'; just an easy 22-way with camera, but it was not quite at the level we'd normally get from that group. Being in the middle of winter, some people may have been a bit rusty. Some might also have been a little bit distracted by something outside of the formation (and I confess that I may have snuck a quick peek down at the ground).

We broke off high at 6,000ft and pulled by 4,000ft to stop any nerves regarding the potential offset between our take-off and landing sites. Tracking off from the first jump, I was heading straight for Cairo. I waved and pulled and, as I got line stretch, I knew I had a good canopy which is always nice (yeah, 3,500+ jumps and I still think that on every jump). As my canopy was snivelling, I looked down at the most amazing sight ever: I was looking straight down, 2,500ft beneath me, at the square cap stone on the pyramid of Khafre (that's the one in the middle that has some of the smooth veneer remaining at the top). Looking back in front of me a few hundred metres away was the edge of Giza and Cairo.

Emotions and euphoria

After clearing my airspace and sorting out my canopy, I found that it's pretty hard to set up into a landing pattern while what you really want to do is look at the most amazing views you'll ever see that are all around you. We were supposed to be doing a left-hand pattern while landing to the north in between the Khafre and Menkaure Pyramids but, by the time my canopy was sorted, I was to the east of the Khafre Pyramid so it only made sense to fly behind and around the Khafre Pyramid and use a careful right-hand pattern to come into land, giving me spectacular views as I did so.

Unfortunately, I am a scientist and not a poet, so I can't find the words to articulate the views I saw or the feelings of

2 Phil Jenks under canopy at about 400ft, with hazards at this height being a novelty! By Gary Wainwright

3 Pyramid-shaped 21-way organised by Milko, by Gary Wainwright

4 "There are no civilian jump planes in Egypt, so is it okay if you jump a Herc?" By Gary Wainwright

5 Brits at the Bent Pyramid, courtesy of Jack Davies

6 Stars over Giza, by Gary Wainwright



“Will someone clear the stones and rocks off the landing area?” (Otherwise known as the Sahara Desert – no.)





'it's pretty hard to set up into a landing pattern while what you really want to do is look at the most amazing views you'll ever see'

either myself or the people around me from that jump. After niggling doubts that the event may get scrubbed, then jumping from a Hercules, flying within 50m of the Pyramids, right on the edge of the city and then watching people coming into land in front of the Pyramids was awe-inspiring. Suffice to say that the emotions on the carpet packing area were pretty euphoric.

A few people from the first load were also on the second load. They headed off to a different airbase on the west of Cairo to meet the plane, so avoiding driving through Cairo (only one hour away rather than two hours). Unfortunately, by the time they had got there and were airborne, the cloud had come in. They ran in at 15k before Herman made the call that it was too dangerous and brought the plane down lower, with most people exiting at 6,000ft. While those jumping still had the amazing sights under canopy, it wasn't quite what we wanted so jumping stopped for the day.

The final fling

Our back-up day. Our last available day. We had two groups of people, both needing to do two jumps, with at least an hour and a half between loads due to the distance to the airport. It was going to be a long day.

Leaving the hotel at 6.20am with only our jumping gear, we made two jumps into the Pyramids each. However, it took until 5pm and the facilities in the desert are not exactly fantastic (food, drink and toilets don't exist!) so it's fair to say that, by the time buses were leaving, we were very tired, hungry, thirsty and ready to go. The organisers are aware of it and will address it for future events, though.

For jumps two and three, I moved around the exit positions – floating off the ramp and watching the Hercules disappear on one and doing a backflip on the other (well, it is a tailgate after all) – all with fantastic views of the Pyramids and Cairo to make some great pictures and memories that just don't get boring. Watching others jump the Hercules was impressive too – especially the wingsuiters, who we saw disappear above the plane due to the high run-in speed and take several seconds to come back into view – and it's fair to say that these generally went better than the group attempting to take out an inflatable camel (which they lost within five seconds of exit).

I have no idea how much longer the Egyptian authorities will continue to allow people to jump their military planes or land right in front of the Pyramids. If you get the opportunity to go and try it, these are sights and memories I will never forget. Go do it.

Thanks have to go to Skydive Egypt, Mustafa Saeed and the Egyptian military for arranging the event, Herman for ensuring everyone's safety, Milko for dragging us along and looking after a group of us and Gary Wainwright for making us look good. ●



7 *Probably the coolest photo of 2019, by Ewan Cowie*

8 *"Will someone clear the rocks off the landing area?!" By Gary Wainwright*

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WANNNA PROGRESS IN WS?

Time has flown and so have plenty of people reading this. Could you be next?





WINGSUITING



The BPA Wingsuit progression system celebrates its 10th birthday in 2019. A total of 88 WS Coach qualifications have been awarded in that time, along with countless WS1 and WS2 stickers. Wingsuiting was accepted as an official IPC discipline and the first ever Wingsuit World Cup was held in the UK at Netheravon in 2015. While having 100 wingsuit jumps made you part of an elite group 10 years ago, it's pretty normal among fun jumpers now and many people have much, much more in their logbooks.

Suits have evolved too. Doing your first wingsuit jump used to involve wriggling into something approximating

a straitjacket, but now options are much more extensive. There is a full calendar of events, including BPA Wingsuit Coaching Roadshows at Peterlee and Hibaldstow in 2019, and many flocking, organising, big-way and performance events to suit all levels.

BPA Wingsuit Rep Mike Williams says: "BPA Wingsuit Coaching Roadshows offer First Flight Courses and both WS1 and WS2 coaching – please let us know if that's what you require. However, the primary focus is competition speed experience for any experienced wingsuiter who is interested in performance competition flying. We will start with coaching on how to fly for a competition, what the rules are

and how to follow them, and then you will go and practise the skills. BPA Flysights are provided free of charge during the Roadshow and the data that's collected will be used for an after-flight review of your performance. Everyone is welcome."

One of the coaches at the BPA Roadshows will be 2016/2017 British Intermediate wingsuit champion and 2018 Advanced silver medallist Chris Berte. We asked what motivates him in the world of wingsuiting and what he is looking forward to in 2019.

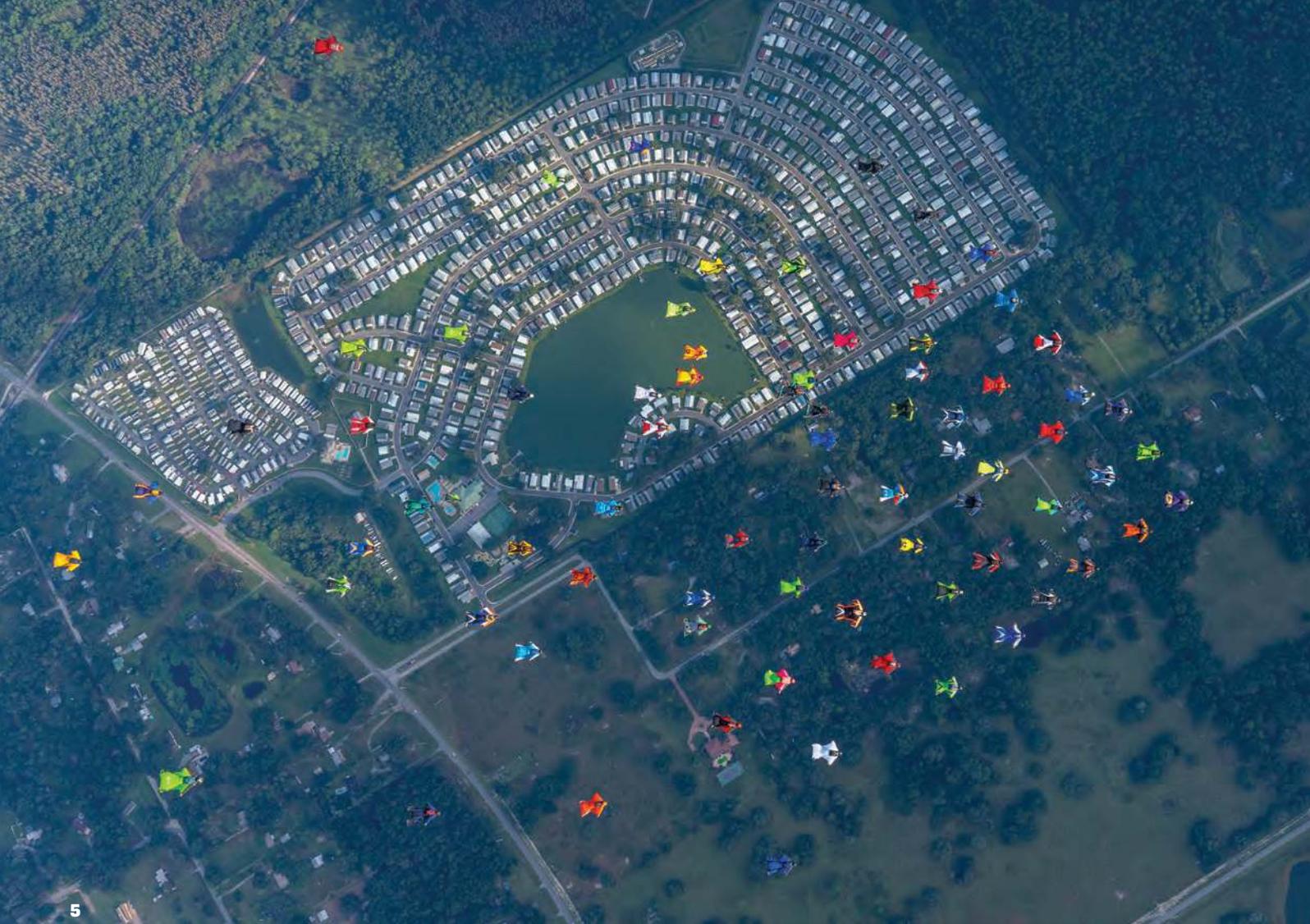
"Firstly, I love skydiving. It completes me and, whichever discipline you fly, I'm guessing it completes you too. Being a wingsuit pilot is the greatest honour on

1 World record attempt over Z-Hills, by Norman Kent

2 Geometric perfection on the ground, by Norman Kent

3 Chris Berte boarding, by Norman Kent





5

the planet and let me tell you why. In the beginning, human civilisation's biggest dream was the dream of flight. And to be able to live in an age where we can safely take full advantage of that? It's safe to say I'm gonna capture all the moments in my mind so many have dreamed of.

"2018 was my best year yet. I got my A Licence in 2013 and, having skydived in nine different countries, done 600 wingsuit jumps and just approaching my 1,000th skydive, the World Record attempt had always been on my mind from day one. I remember it being 2015 when I first started wingsuiting. I remember seeing a clip of the 61-way World Record being achieved and I was like, 'Holy f***,

will I ever be good enough to be a part of such an epic and historic event?!

"The 2018 World Record management level was high and I had to raise my bar instantly. These aren't forgiving skydives with room for error; there are bodies everywhere and 84 people are counting on you to do your job. The pressure is intense, and trying to manage the balance of getting to your slot instantly while maintaining a calm and considerate flying technique is something that has changed my mindset and has truly helped me grow. From 06:30 roll call starts to late finishes and lots of ground training in between, I felt like I was climbing a steep hill. However, along the way I've

been collecting tips and hints (and goody bags) to take back with me to the UK and show my shiny tools off on my local DZ so I can have a better understanding of big-ways in wingsuiting.

"These kinds of experiences are something every skydiver should strive for in their own discipline. The way to get there is to be consistent, be happy, be persistent in what you're doing and simply enjoy yourself safely by being honest with yourself about your own skill levels.

"It's easy to get caught up in the confusion of wanting to be good at everything, but who are we really comparing ourselves to? Red Bull athletes? Or people that skydive every day? I always

4 "Wingsuiting is about learning quietness among noise and stillness in motion as you soar horizontally across the universe". By Norman Kent

5 Record attempt growing, by Norman Kent

6 BPA Nationals 2018, by Martin Martinez

6



7



just concentrate on what's happening right in front of me all the time, constantly doing my reserve drills five years down the line and being super scared before every jump, before the beauty of flight takes hold and fulfilment rushes through your bones as the deepest of smiles naturally flourishes out of control. It's about learning quietness among noise and stillness in motion as you soar horizontally across the universe.

"My point is that when you enjoy yourself and chill, you will naturally perform at your optimum capacity. Wingsuit skydiving is therapy that you can practise safely as much as your time and money allow you to. It's something to go for and set goals while enlightening the soul.

"I plan to get involved with as much wingsuiting as possible, from international competitions to BPA Roadshows and wingsuit events all around the world. I am also highly focused on performance training to honour my BPA sponsorship and I plan to get really geeky with the science and mathematical numbers of flight. I personally fly at Hinton Airfield – a.k.a. 'The Green Triangle' – so, if anybody needs any training or wants to have a good time flying some wingsuits, then that's where I'm going to be.

"As a veteran Sunday skydiver, I feel that there are a lot of people out there who are not scared but are reluctant to

8



7 Chris Berte, by Andy Ford

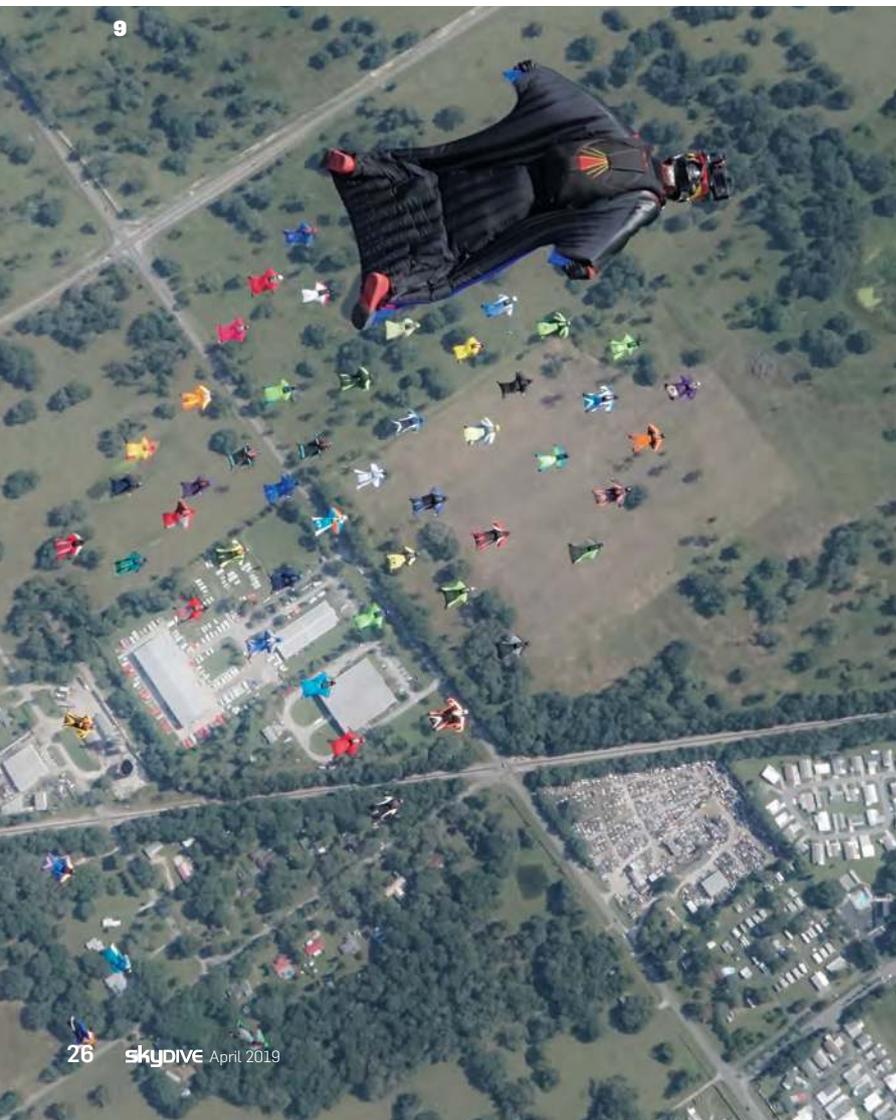
8 British WS organiser Rob Gray, by Norman Kent

9 Norman Kent getting the shot, by Mark Harris

get involved in all the commercial events for their own discipline because of the fear of failure in the back of our minds. I urge everybody to get up and make the most of this year to really get involved with the events that are on the table for 2019 so we as a collective whole can bring the UK up a step in the global perseverance of flight.

"Wingsuiting completes me. I ask you, what completes you? I hope that, as this year continues, everybody gets involved with more energy, more passion and more weight to rock the cradles and send it like absolute sky monsters. Remember: be persistent, be consistent, be safe and – most of all – be HAPPY." ●

9



UK WINGSUIT EVENTS 2019

April 18-22:
Wingsuit Organising – Sibson Boogie
Main contact:
Chris Berte

May 4:
Flock 'n' Roll Round 1 – Langar
Main contact:
Angry Birds Wingsuit Team

May 5-6:
Fly Hard – Langar
Main contact:
Angry Birds Wingsuit Team

May 15-19:
Wings of Hintonia – Hinton
Main contacts:
Kraig Evans and Chris Berte

May 25-26:
BPA Wingsuit Roadshow – Peterlee
Main contact:
Mike Williams

June 15-16:
BPA Wingsuit Roadshow – Hibaldstow
Main contact:
Mike Williams

June 15-16:
Flock 'n' Roll Round 2 – Black Knights
Main contact:
Angry Birds Wingsuit Team

June 19-23:
UK WS Record Warm-up – Dunkeswell
Main contact:
Kraig Evans

July 1-4:
Wingsuit Nationals – Dunkeswell
Main contact:
Mike Williams

July 20-21:
Stack Attack – Langar
Main contact:
Angry Birds Wingsuit Team

August 10-11:
Flock 'n' Roll – Hinton
Main contact:
Angry Birds Wingsuit Team

September 7-8:
Big Suit Big Suit – Langar
Main contact:
Angry Birds Wingsuit Team

September 13-15:
UK Wingsuit Record – Hibaldstow
Main contact:
Kraig Evans

September 28-29:
Big Suit Event – Black Knights
Main contact:
Angry Birds Wingsuit Team

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1

Changes to the CF Manual and progression system are coming into play right now

WORDS:
MARY BARRATT
PHOTOS:
MAX HOLMES

CF 2019

ARE YOU READY?



‘These changes will make a difference, of varying degrees, to those wishing to take up Canopy Formation, skydivers who already hold a CF1, CF Coaches, those running CF events and Chief Instructors’

Why have the CF Manual and progression system changed?

The previous CF Manual and progression system were launched in 2002, and things have inevitably changed since then in terms of current best practice in the discipline and skydiving coaching in general. There have also been changes to the BPA Operations Manual over the years and this has led to a lack of consistency between that and the CF Manual too.

All this means that a general update was needed, along with a bit of a rethinking of the progression system. A Panel of Inquiry set up following a CF fatality in 2017 raised some CF-related issues too, such as the need to keep track of the reconfiguration of equipment used for coaching and the question of AAD use in CF. All of this came together to shape the updated CF Manual that is now on the BPA website.

What has changed?

There are a range of relatively small changes, such as a general restructuring of the manual and adding “never attempt to catch a cutaway parachute, freebag or accessory” to the safety guidelines. Rather than list every change, this article focuses on the most significant ones – those that anyone who intends to be doing, learning or coaching CF in 2019 really needs to be aware of.

The most significant of these is probably the shift in CF grading. Previously there was only CF1, which required completion of 2-, 3- and 4-way exercises. Now, CF1 focuses entirely on the acquisition of core 2-way skills, and includes an exercise in which the student makes an offset dock (docks their outside A line on the Coach’s foot) and receives an offset dock (hooks their foot in an outside A line). A new grade, CF2, has been introduced and this focuses on 3- and 4-way skills. Both CF1 and CF2 grades also require students to be able to assess conditions, effectively pilot formations and land safely in the intended area.

There are also some changes to the requirements for CF coaches and students. For example, currency requirements for both coaches and students have been added. Previously, it was recommended that CF students have at least a B Licence and 100 jumps. This is now a requirement. The ability to pack ‘specialised equipment’ is now a requirement for obtaining a CF Coach

rating, along with a CF1 grade.

Recognising that CF jumpers use a range of different systems, ‘specialised equipment’ here means of the type being used by the Coach or the CF student, such as: ‘free-packed canopy with tail pocket, retractable bridle with floating pin and kill cone.’

Other significant changes include:

- Requiring those who are coaching CF, from casual one-to-one coaching to larger organised events, to keep a log of the packing and configuration of equipment used when coaching. While the new Manual includes templates for this, other systems can be used as long as all the required information is recorded and can be easily accessed in the event of an incident.
- Raising the recommended ‘end of working’ heights to 3,500ft AGL for docking and 3,000ft for break-off, with a minimum 3,500ft break-off height for a student’s first CF jumps.
- Lowering the number of CF students per formation to one.
- Making CF-specific emergency procedures clearer and setting them out in two separate Safety Briefings, to be given at different points in a CF student’s progression.

What does this mean for BPA members?

These changes will make a difference, of varying degrees, to those wishing to take up Canopy Formation, skydivers who already hold a CF1, CF Coaches, those running CF events and Chief Instructors.

- CF students will get a much better coaching experience and, once they have gained their CF1, they will be able to hone their 2-way skills jumping with other CF1 or CF2 holders. If they choose to, they can then move on to CF2 and larger formations. Under the ‘new’ system, CF students will receive safety briefings that are better targeted to the types of formations they are making. They will also learn to pack CF rigs for themselves, which will be an advantage if they plan to continue with CF.
- Jumpers with CF1 under the ‘old’ system will be able to continue making 2-way CF jumps with other CF1 or CF2 holders. Jumpers who gained their CF1 under the previous system can also request a CF2 sticker from a Chief Instructor, who may require some evidence of ability or currency in 4-way CF.



- CF Coaches who are renewing their Coach rating in 2019 need to familiarise themselves with the new manual and ensure that they incorporate all changes into their coaching practice. When getting their renewal paperwork signed, they should also request a CF2 sticker. Coaches must also make sure that they have their Packing Certificate endorsed with the type of CF rigs they are using for coaching and must make sure they keep a log of the packing and configuration of equipment they use for coaching.
- Anyone running a CF coaching event will need to ensure that an accessible

and comprehensive record is kept of the packing and reconfiguration of CF rigs provided for students during the event. This record may be kept by the event organiser, lead coach or other appropriately experienced person nominated by the event organiser, and any packing or reconfiguration of CF rigs during the event must be undertaken, or supervised, by those with the appropriate endorsements on their Packing Certificates (or in their logbooks).

- Chief Instructors will have received some CF2 stickers by now and are likely to get a few requests for stickers

from those with CF1s achieved under the 'old' system. There is no mandatory entitlement to CF2 for those already holding a CF1; rather, this is to be considered on a case-by-case basis. There are also some changes to the Packing Certificate and the requirements for CF Coaches that CIs should be aware of. ●

Want more details? Please see the new CF Coaching Manual on the BPA website.

Got any questions about these changes? Please contact the CF rep at: CFRep@bpa.org.uk

1 The new CF1 grade focuses entirely on the acquisition of core 2-way skills. Here, Simon Perry and Wes Guest are training on their Storms

2 2-way offset docks are now part of CF1. Jason Hobsie and Marcus Muir-Smith show how it's done on their Matrix canopies

3 A new grade, CF2, has been introduced and this focuses on 3- and 4-way skills



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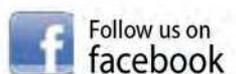
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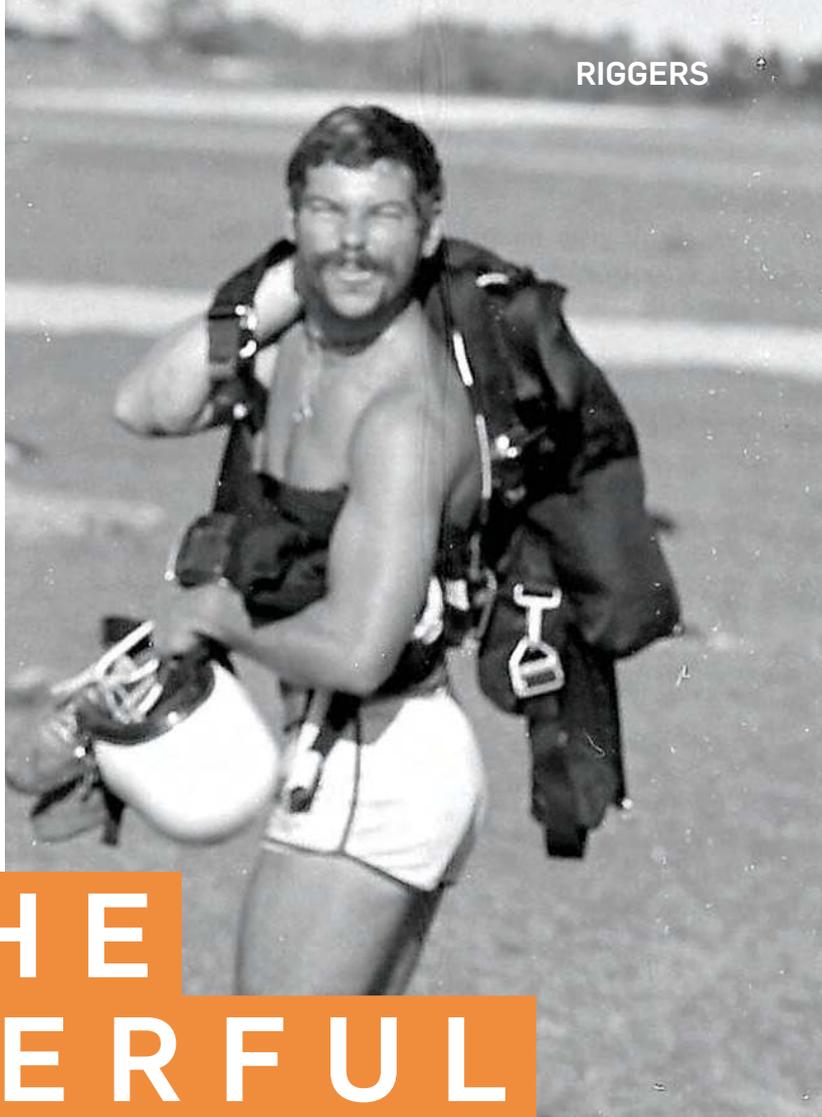
After 21 years of voluntary service, Paul Applegate has retired as Chair of the BPA Riggers' subcommittee. Riggers is a part of STC, the BPA Safety and Training Committee, and both meet six times a year. STC is made up of every Chief Instructor in the BPA, while all Riggers who have held their rating for more than two years are eligible to vote at Riggers' meetings. We spoke to Apples and to the new Chair, Pete Sizer, to find out a bit more about rigging.

APPLES

Where did it all start for you, jumping-wise?

I was working as an apprentice in a garage and had a mate who lived in the village where I worked. I was only about 18 or 19 and we used to go out together all the time. One day I asked him what he was doing at the weekend and he told me that he was booked on a parachute course! He'd been driving past Compton Abbas and stopped to look into flying lessons, then found out that they also did parachuting and ended up signing up for that weekend.

It was going to chuck it down with rain all weekend, but I went along with him anyway because he said there was a good bar. But that didn't open until the evening, so I ended up



THE WONDERFUL THING ABOUT RIGGERS



bored and sitting in on his lectures with him while waiting for the bar to open. At the end of the day, I ended up talking to my mate's Instructor in that bar, who suggested I should come back next weekend and do a jump myself. I asked what about my training and the Instructor said that I'd heard it all anyway so all I really needed was the medical! That night I slept under an old C9 round parachute at the airfield, then in the week my mate did a job for a doctor so I was able to get myself sorted with a medical. I did my first jump on April 28 1973. In fact, a few years ago at Hitch's retirement party, he had his logbooks out on the table for nostalgia and I saw that his first sport jump was only the week before!

I joined 10 Para in 1977 and then later transferred into the REME. I was already well into skydiving, doing lots of demos and some work with Pete Allum at Slipstream Adventures. Then I got posted to Netheravon and that's where I got all my ratings.

How and when did you get into rigging?

Well, I thought I might as well make it legal! Back then, everyone messed around with their kit. I already had a small business called Parafrocks, making jumpsuits, DZ bags and something we called monkey suits which were a bit like Symbi warmwear – well, there were no doors on most aircraft in those days. Jackie Smith taught me how to split my stabilisers for better Accuracy jumping, and I bought some tape from Woolworths then stitched it on to my Paracommander and hot knifed it in the kitchen.

I've always liked being able to mend stuff and having a challenge – as a mechanic, on my apprenticeship, in the REME and later at Matbro, as well as in rigging. I think my daughter's first words were "daddy mend"! I started properly rigging under Joe Reddick at Netheravon, who was a hard taskmaster but taught me a lot, and Jim Walmsley. I qualified as a Rigger in 1984, then did my Advanced in 1987.

How and when did you end up as Chair of Riggers?

(Editor: Apples' first answer was "No other bugger wanted to do it!")

John Curtis badgered me to take the role on in 1997, then to join Council later that year (John had done both jobs himself as well). I already went to all the meetings. In fact, in 21 years as Chair of Riggers, I think I only missed two meetings and one of them was when my car broke down on the way to the BPA office!

Your phone is forever going off and it's a real velvet-glove-and-iron-fist malarkey. You've got to be fair and you end up with no friends in this job. People ring you up with a problem; they've found something wrong with a piece of kit and they want the packer's ratings stripped off them. But then you get talking to understand the problem and you find out they haven't spoken to the packer, they didn't take photos, you have to slow down and be fair. It's very different if a packer holds their hands up and admits they've made a mistake compared to someone who gets angry about it.

Dealing with packing and rigging incidents isn't all that the Riggers' Committee does, though. There's a lot of approval of new kit, especially for Students (Tandem, static line and AFF). It really helps to have been around the block and to know the manufacturers. It can speed things up and make things so much simpler when you can just ring up an old mate to ask a question.

There are also new developments that I'm proud to have been a part of. The Record of Inspection book was my brainchild, and I actually already used to make my own MOT-style card

whenever I worked on someone's kit. Now that bit of paper has been around for so long that most people don't know anything different and it has been copied by other countries, but it came in originally because the Riggers' Committee decided it was a good idea.

What do you wish people knew about rigging?

Today, you'll flightline someone, they'll have put a piece of kit on their back and you'll ask them what's in it. They'll be able to tell you all about the weird and wonderful kit they've got in the bottom and how small it is. Then you'll ask them what's up top and they don't know.

Twists in brake lines wind me up. It's really easy to take them out, and people need to learn to look after their own kit and not just throw it at a packer. All it takes is to remove the twists once a day and you won't have a problem. Instead, people leave them in, then with modern microline they get burnt in and you end up needing to replace the entire LCLs (lower control lines). But first, the twisted brake lines will cause a mal and people will come in talking about the lineover they've just got off. Lineovers are practically impossible on modern squares! If you think you've had a lineover, you show me the damage to the top skin of your canopy – I bet you won't find any. Now show me your video in slow-mo and I'll show you that it wasn't a lineover, it was twisted brake lines preventing a normal deployment and you could have prevented it by looking after your kit better. People say I can see through walls to spot people who haven't taken their twists out, but it's important to educate people as to why and not just have a go at them.

Long closing loops are another one; they should be murder-tight. Yes, it's harder to close your container, but no, it's not true that your pilot chute won't be able to get the pin out – there's a golb snatch force on a pilot chute. Okay, maybe less if your kill line is worn out, and then that's another one –





people will change their kill line two-three times, but when did they last change their pilot chute?

What kind of jumping did you do and what stands out?

Filming, stunts, CRW, I was on the 8-way teams, demos, big-ways... a bit of everything, really. There wasn't one particular highlight, it was all good. One story that stands out is the time when I had to close my own reserve in the open door of a DC-3. It was on run-in for Round 9 of the World Meet too...

He's being modest because he didn't mention any of the achievements for which he was awarded a Bronze Medal of the Royal Aero Club in 2016. Here is the citation that was written by the BPA:

"Paul Applegate is a stalwart of sport parachuting, a walking encyclopaedia of a sport that has been his passion for over 40 years. 'Apples', as he is affectionately known, has been a fun jumper, Instructor, discipline representative, national and international competitor and medallist. He has made more than 1,000 jumps as an Accelerated Free Fall Instructor. Today, he is a longstanding elected volunteer BPA Council member (since 1997) and has been Chair of the BPA Riggers' Subcommittee for nearly 20 years.

"The time and effort that Apples has put into BPA affairs for the good of the sport is immeasurable. Now elevated to the status of a young-at-heart veteran, he is a source of wise counsel and advice to younger generations of skydivers whose careers in the sport he is always keen to support.

"Elected as a BPA Life Member in 1980 as a member of the exceptional British Canopy Formation Team of that period, which was awarded the Prince of Wales Cup by the Royal Aero Club, Apples has since been a constant source of stability and sagacity to so many skydivers over the years.

"Apples may truly be said to represent the bedrock of our sport, to which he continues to devote his life, to the benefit and appreciation of the whole skydiving community."

PETE SIZER

Where did it all start for you, and how did you get into rigging?

I've been jumping since 1983; I started at Headcorn and it became home. I've been instructing since 1991 and rigging since 1993. Back then you had to have three mains and two reserves on your packing certificate to become an Instructor, so reserve packing was something that many more people could do compared to today. One day, I needed some rigging doing so I asked Kev Hardwick, who was the Rigger at Headcorn at the time. He pretty much said: "There's a sewing machine over there, get on with it." So I changed the loop on my risers and he checked it. I liked learning about kit and then, when Kev moved on, there was no Rigger at Headcorn and so I moved in that direction. I've always been an Instructor who rigs rather than a Rigger who instructs, though. In 1998, I did my BPA Advanced Instructor and Advanced Rigger courses in consecutive weeks - wow, that was a hard fortnight! I've been the Chief Instructor and Chief Rigger at Headcorn since 1998. I chugged along for a bit with the rigging and used to be a Method 2 trainer too, then became a Rigger Examiner.

Why do you want to be Chair of Riggers?

In a way, I was always deputy chair, kind of next in line - I went to all the meetings and I'd always get the call if Apples was unavailable. I've always been quite happy to be given jobs by Apples over the years; it's a good feeling to be able to add something.

What do you wish people knew about rigging?

I'm disappointed in the condition that some people seem to think is okay but, having said that, there are others who fret over a single broken stitch when it's really not critical. For lifesaving equipment, people are not always that interested in it and I wish they were. But then I suppose it's comparable to having your car MOT'd. How much does the average customer understand about what actually goes on under the bonnet? I do wish people would make the effort to learn

RIGGERS

more than the minimum, though. Even just the minimum would be nice!

I grounded a riser the other week that was severed almost a third of the way across. The owner had been diligently twiddling the rings rather than actually cutting it away and flexing the material like you're supposed to.

Closing loops are another good one. No, I can't come and have a look at yours! If you think it might need changing, just change it!

What are the Riggers' Committee doing at the moment?

As usual, a bit of everything but with a few key projects underway. One is an update of all the rigging manuals and training manuals. Another is keeping abreast of changes to manufacturers' recommendations and deciding what BPA policy will be. The BPA has always been as strict or stricter than any 'recommendations', never less strict. We have an inspection policies working group, which has to make sense of a muddy pond in which several manufacturers are saying different things. For example, at the April 2019 Riggers' meeting, we will be looking at Cypres servicing, which Airtec used to say was mandatory but was then only 'highly recommended' and is now just 'voluntary'. Things change over time – the first Cypres units needed a battery change every two years, then Cypres 2 moved to four-year servicing and the most recent units are on a five-year servicing schedule. The Riggers' committee need to consider not just what the manufacturer recommends, but also weigh that up against the number of units in the field, the different models out there and the ease of understanding the system, the safety of BPA members, how to check compliance and so on.

What have been the biggest changes in the sport and in kit?

There have been massive strides forward, but kit doesn't actually look that different compared to 20 years ago – just smaller and



smarter. I started on rounds in 1983 and skydiving has been all square since 2000ish, but squares had been around for 15 years already. Since that round-square transition, kit has been tweaked but not completely overhauled in the same way. The biggest change has been that when everyone jumped seven-cell 220s, everyone did Accuracy. Now lots more people will jump specialist kit for their discipline – dedicated Accuracy or CF canopies, wingsuit rigs, Speed kit – so the downside is that it's made it harder to put your foot in another discipline. I'll walk out to the aircraft with an AFF student and Chris Lynch as the other Instructor, and the student will be on a 270 while I'm on my 295 Accuracy canopy and Chris is on a 70!

What kind of jumping do you do and what are you most proud of?

I'm still into Accuracy and I'm off to train in California in two weeks. I need something 'for me' – it's important when you work in the sport, and nice to be able to do it on the end of an AFF jump. I've been on the British Accuracy team since 2006 and been British champion twice.

Swansea have had the Nationals for the last few years and have done a great job of encouraging the inters and juniors. These are people who were previously happy with just landing in the right field and are now happy to have spent 10 jumps getting better at something while learning lifesaving skills. If you're landing off, you need to know what size field you can hit.

We host an Accuracy Grand Prix at Headcorn and we mow 25m and 5m circles in the grass for it. It's the gift that keeps giving because everyone wants to land on the mown grass for weeks afterward and their Accuracy improves as they do. We always joke that you have to be good at Accuracy at Headcorn, not just because so many Accuracy jumpers call Headcorn home, but because our DZ brief involves more than a couple of hazards! There's a river running through the landing area and The Big Cat Sanctuary off to the north of the DZ with lions and tigers!

I hear it's an open-top lion enclosure too?

Yes, open-top lions. Closed-top tigers. ●

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- 17-19** Skysaver Days

MAY

- 4-5** Freely Coaching Andy Godwin
- 4-5** Freely Head Up Record Training and Try Outs
- 4-6** Skillz School with Lesley, Sian and Billy Payn
- 16-17** B-Licence and Packing Day
- 18-19** Freely Coaching with Team Nova

JUNE

- 8-9** Freely Coaching Andy Godwin
- 8-9** Freely Load Organising with Ally Milne
- 8-9** Freely Coaching Team Nova
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Dates subject to change. Please check website and Facebook page for up to date event information and to find events not listed here.



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ON THE UP

Four skydivers are captured in mid-air against a clear blue sky. They are in various poses: one is upside down on the left, another is also upside down in the center, a third is in a more upright position to the right, and a fourth is in a dynamic pose on the far right. They are wearing colorful helmets and jumpsuits.

AND UP

You can compete in 4-way Advanced or Intermediate or 2-way Rookie, and VFS will even make a first-time appearance as a new category at the Dunkeswell UKSL!

WORDS: TIM GAINES
PHOTOS: DAN GUEST

It's a big year for changes in VFS! Last year saw the greatest number of participants at the BPA Nationals competing in VFS. With more events and coaching available this year, we are hoping to break the records again.

In 2018, new categories were introduced at the BPA Nationals to lower the barrier of entry into VFS. There are two big challenges in competing in VFS: you need five people capable of flying head down and the divepool is very daunting for a new team. The changes introduced last year sought to address both of these points. Following feedback from competitors and testing of the divepools, further changes are being made this year to make VFS an enjoyable discipline for even more people.

The 4-way Intermediate category has been retained from 2018 with no changes. The most challenging points from the full divepool have been removed, decreasing the number of formations a new team has to learn and keeping it very accessible. For a new team, competing in this category in your first year is recommended.

For teams who struggle to find five flyers, there is an option to enter the 2-way category. Following the feedback from the 2-way event last year, this has been reworked to more closely mimic the 4-way divepool. This allows an easier progression through the categories as the formations are, more or less, the 4-way points with two people missing. Although this now means both flyers need to have FF2s, this is a great category for two newly qualified FF2 flyers to enter!

A number of points in the advanced divepool have also been modified, decreasing the overall difficulty of the category and making the step from Intermediate to Advanced much easier. All of the new divepools will be available on the BPA website in the competitions area.

There will also be several VFS events happening over the year. New for 2019, the Dunkeswell UKSL on July 6-7 will feature a VFS category! This will allow teams to get some competition experience and will also be suitable for people who are looking to give VFS a go. It will be a standalone six-round competition with free coaching from *Omni 99*.

There will also be VFS Roadshow events at other DZs during the year. Dates are still to be confirmed at the time of writing, but keep an eye on the BPA website and Facebook for up-to-date information.

Finally, we say thanks to Michael Wilson-Roberts, who stepped down as VFS rep last year, for all the work he did and welcome Tim Gaines from *Omni 99* who has stepped up to the role. If you ever need any advice or would like to ask any questions, drop Tim a message on Facebook or at VFSrep@bpa.org.uk. •

1 *Omni99 in training over the South Devon coast at Dunkeswell*

2 *VFS involves building formations in both head up and head down*

3 *Building block 9 from the advanced divepool*

'Following feedback from competitors and testing of the divepools, further changes are being made this year to make VFS an enjoyable discipline for even more people'

2



3





JIM CROCKER

...as remembered by Charlie Shea-Simonds



I have been massively privileged to have known Jim as the staunchest of friends for well over 50 years and one feature of his life stands out above everything else. On facing each and every challenge during a life full of diverse accomplishments, whether it was in the law, the TAVR, skydiving, learning to fly, skipping his boat, his scuba diving, skiing, the British Parachute Association, the Royal Aero Club, his fabulous family or finally fighting his awful illness, he always gave it 110% and combined that with a tenacious determination to tackle it to the very best of his ability.

In 1965, Jim responded to an advertisement for the Territorial Army by joining 289 Parachute Battery, Royal Horse Artillery (V) where he gained his military parachute wings. But this wasn't enough. From his parachute gunner chums, he learned all about skydiving and, in 1967, managed to get himself on a course at the Army Parachute Centre at Netheravon on Salisbury Plain. He was clearly hooked and was soon spending all his spare time jumping at the British Skydiving Centre at Thruxton in Hampshire. He was clearly not spending enough time soldiering with the parachute gunners, so he transferred his TA commitment to the Royal Green Jackets – who not only encouraged skydiving but also had their own freefall parachute display team. Jim's enthusiasm quickly gained him a place on their team. He worked hard and played hard, and this became a benchmark for the rest of his life.

By the autumn of 1970, Jim's experience was such that he became a member of a Green Jackets team formed to put together the first UK skydiving star or ring of eight skydivers held for at least five seconds in freefall. I was delighted to have been asked by Jim to be the stills freefall photographer for the attempts and I was thrilled to have captured their tenth – successful – effort on camera. It was the first of a number of memorable skydiving events during the course of the next decade which many of us shared with Jim or which were organised by him. The next challenge was to put together the UK's first 10-man star and Jim formed a team to attempt just that. We finally achieved our target a year later in October 1971 on our 29th attempt. His natural, relaxed style of leadership was very much part of our success.

Meanwhile, he had qualified as a BPA Instructor and Instructor Examiner, both enabling him to help others progress in the sport. He had also been elected to the BPA Council in early 1971 and, five years later, he was appointed Chairman of the Association's Safety and Training Committee. In 1972, building a 10-man star in the shortest time became an international competitive discipline and Jim kept the team together to train for this event wherever it might be held. The European 10-man star competition at Innsbruck in the spring of 1973 was our first overseas outing and, while our performance was not too impressive, it was enough for us to come away with gold medals.

On February 20 1976, Jim married Barbara. Not only did their 43-year union produce Nick in January 1980 and Beth in January 1982, it created a tight-knit family of which Jim was justifiably and immensely proud. Did their spending the first day of their honeymoon at a dropzone alarm Barbara? Not a bit of it – she also got involved in the sport and went on to make 37 jumps herself. She was also hugely supportive to Jim when, in 1977, he formed Howell and Co to become the master of his own destiny. Indeed, he later referred to Barbara as his 'rock'. Inevitably, he had to curtail his own parachuting somewhat

during the establishment of his own company, but he continued to be involved with the BPA – especially when he gave me such valuable support and sound advice during the three years from 1975-8 when I was the association's first National Coach and Safety Officer. Thankfully, he continued in the same vein when I was elected BPA Chairman and he was elected Vice Chairman. I was delighted when, in 1983, he was elected Chairman after me – a role he fulfilled with commitment, integrity and enthusiasm for the next seven years. Having been elected a BPA Vice President thereafter, he continued to pass on the benefit of his experience and wisdom to the association ever since. I can think of no individual BPA member who has contributed more to the sport during the association's history than Jim Crocker.

On his 40th birthday, he parachuted into his party, caught a foot in a rabbit hole and unfortunately broke his leg in five places. While this effectively ended his parachuting days, Jim never severed his ties with sporting aviation. In 1987, he was appointed as the BPA's delegate on the Council of the Royal Aero Club, the UK's co-ordinating body for sport aviation. During the 32 years since then, he was elected Chairman in 1992, Vice President in 1994 and Chairman and Trustee of the Royal Aero Club Trust in 2007. He worked tirelessly for the latter and many thousands of pounds have been raised to benefit youngsters getting established in their chosen air sports.

Jim was a genuine larger than life character. He was wonderfully generous and a great family man, he was a natural leader who inspired unswerving loyalty and he had a sparkling zest for life which was always infectious. In his final months, he demonstrated extraordinary courage and gritty determination. And then there was his self-deprecating sense of humour – who else but Jim could have joked about his often-postponed "death-by date"? Few have enriched our lives in the ways that Jim has and his departure will leave a huge gap – he was, quite simply, a charismatic 'diamond geezer'! Farewell, old friend – we're going to miss you. ●

1 In an Endrust star in 1973; Jim Crocker was a pioneer of competitive 8-man and 10-man stars in the 1970s

2 Endrust in Florida in 1973. Jim is on the left and Jerry Bird is on the right

3 Jim (top right) at the World Cup in 1974

4 The first British 10-man star in 1971. Jim is kneeling, second from right





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Paul Dorward carving his sloop, by Kye Bromley



LEARNING THE HARD WAY

Way back in 1999, I had been skydiving for a year and was on my way to being about as cool as you can imagine. By now, I owned my own alti and a battered old Pro-Tec open face helmet. I was *seriously* cool.

However, I was nowhere near as cool as my Instructor Steve. Steve was the guy at a small DZ with just over 1,000 jumps, which may as well have been 10,000 – in my mind, it seemed that no-one could do that many jumps. Steve

used to fling his Stiletto 150 all over the place and, sure, it looked cool to a younger version of me.

One fateful day, there I was standing by DZ control as Steve was jumping one of the first Performance Designs Velocities

in the country. I'll never forget his last words to me the day before: "If you thought I could sloop, wait 'til you see this." Steve made an incredibly low turn on that very first jump and I watched him bounce along the ground like a rag doll.

PD's mentor, Dave Mitchell, landing at Hib



He paralysed himself from the neck down and changed my entire opinion. I felt sick.

My next experience was very different. I was introduced to a guy called Dave Mitchell, who started jumping up at Peterlee after relocating from Netheravon. This guy had around 4,000 jumps and was at God-level compared to me with about 100 jumps. Dave flew a Stiletto 120 and, wow, he could land it on a 2p piece. This guy really knew what he was doing and was inspiring to watch. I asked him a couple of times what he was doing and how he was doing it, and Dave was very cagey about passing on what he was doing because he fully understood how dangerous it was. He no doubt recognised the red-blooded young lad that I was, full of testosterone and a fool.

Watching Dave fly, I immediately recognised how consistent he was. How perfect his flight plan was and how he always landed inches from, if not on, the spot. His party piece was being thrown a football on the DZ and swooping it. This guy was inspiring to me and, I think, to many others as well.

I spent many jumps trying to emulate what Dave was doing, but without really having any experience. I was, quite frankly, putting myself in grave danger even though I thought I was doing okay. In fact, this was around the time I pulled off a swoop landing in front of a taxiing plane. I got away with it, but was humbled and still am every time I am reminded of it (thanks, Bryn).

Moving on, I found myself jumping more and more in other countries, mainly the USA. I soon found myself hanging around some of the world's best canopy pilots and pumping them for information, advice and the magic "what height do you turn" question (which, incidentally, has no single correct answer). What became very apparent very quickly to me was the need to plan! It doesn't just happen. You can't always be lucky. Looking back, I had definitely been lucky.

Back in 2006, I bought my first Velocity canopy – a 96 sq ft beast. On my first jump in Zephyr Hills, I was very happy to jump it but all I could think of was Steve and what happened to him. I landed so smoothly on a straight-in approach and was so pleased with one thing: how restrained and disciplined I had become with what I do. I did 30 straight-in approaches in three days.

I knew I was more than capable on the canopy, but I also knew what I had to do. I spent the next few

hundred jumps measuring heights, in brakes, on risers – on every jump, I recorded some information and learnt more and more. I quickly realised that it was an endless task and it's a task that is still ongoing today. I also do this with every new canopy. I spend the time and effort. There is just no shortcut.

LEARN HOW TO LEARN FIRST

The joy today is that there are so many brilliant canopy schools, coaches and seminars out there, but they still rely on one major factor: YOU. Learning how to learn is vital to your survival. I have found that you can offer the best coaching and I can now draw a path direct from start to end goal and map it out. What I have no control over is what you are thinking. That is only available to you.

When I coach canopy pilots, I like to get them to understand my learning principles. If they don't adopt them, I do not work with them; it's a simple equation. The first principle is to stop what you are doing now and slow down. This is only a pre-requisite to actually jumping, so this is not the be-all and end-all.

There is absolutely no way you can learn without gathering information. That means jumping alone, and measuring what you do and how you do it. This measurement must be to a fine degree of accuracy, which in itself takes time and discipline. Working out heights, rotations, speeds and flight planning your way around just cannot be learnt quickly. Consider Malcolm Gladwell's 10,000 hours theory: to become an expert at something can take up to 10,000 hours of practice. How many jumps would you need to do for 10,000 hours of canopy time? Consider how much time you spend under canopy on your average jump. That's two or three minutes of canopy time, so you can work out the maths and determine that we are all mostly still in the novice category even with thousands of jumps if we don't apply the learning principles as a bare minimum.

There is also a culture of thinking that it's cool to pick up injuries and earn a T-shirt. Really! If that's you, then you really should question your motivations. Have you done CPR on your friend before? It's not pleasant. It's damaging to you, your family, your DZ and the sport as a whole. If you find that no-one is telling you to go faster or downsize, or that you are constantly being pulled up for your canopy handling, maybe you need to have a look at yourself. If you refer back to the beginning of the article, the only



Paul Dorward, by Oliver Neuberger

Swooperman, by Kye Bromley



way to enhance your ability is to start from the inside, change the way you think and change the way you adopt what you do and how you do it. You have to LEARN HOW TO LEARN.

The current BPA system is now being looked at by a working group headed up by Mark Bayada. I welcome this and think that it is long overdue. The BPA may seem to be the fun police sometimes but, when your friends are out there killing themselves trying to look cool, something has to change. Sadly, as it's almost impossible to change the way that you are thinking, the next best thing is to make it more a regulated activity and quite rightly so. Remember: *this is about preventing people from dying!* It's not about being the fun police.

I think back to early me on my Sabre 135, pulling on risers and trying to get cool photos of me swooping. I was so clueless, I didn't know how much danger I was in. It turns out I was just incredibly lucky.

Paul Dorward, BPA Advanced Instructor and 8,000-jump canopy pilot



Landing at Skydive TAFT in California, by Oliver Neuberger

NEW COACHES

It's been winter and so there are only a few new coaches this time around. Congratulations to Daniel Chater, who became a Basic Tracking Coach at Langar, Dominic Chilvers of Hinton and David Eatock of LPS, who both became Wingsuit Coaches, and Chris Dutton, who became the BPA's 1,490th FS Coach since records began.

Not all of those 1,490 FS coaches are still coaching, however. Coaching qualifications are now renewed every 12 months at the same time as BPA membership renewal and any other ratings such as Instructor, Pilot or Judge. This means that there should no longer be anybody left who received their coaching qualification decades ago and hasn't used it in ages but still has it active. The total numbers of current BPA coaches in each discipline as of March 2019 are:

FORMATION SKYDIVING: 570

BASIC FREEFLY: 91

FREEFLY: 101

BASIC TRACKING: 44

TRACKING: 102

CANOPY FORMATION: 60

CANOPY HANDLING: 411 (this includes all AFF and Category System Instructors, who are also CH coaches)

CANOPY PILOTING: 62

WINGSUIT: 58

THE PD (PAUL DORWARD) LEARNING PRINCIPLES

1. Slow down

I mean everyone. SLOW DOWN! You cannot learn how to go fast until you know how to go slow, how to fly and land your canopy in half brakes, deep brakes etc.

2. Use reliable digital instrumentation (audibles, visuals and eyeballs)

2. Use reliable digital instrumentation. It is now ludicrous to attempt any form of landing by just eyeballing it. While it may have been accepted in the past, there is just no need to not use digital visual altimeters and audibles with canopy alarms. Your eyeballs also play a huge part in this process. My advice is that if any part of that chain is not working, you say NO!

3. Record what you do in detail

3. It is absolutely vital that you make notes. If you are doing high-altitude drills learning about your canopy, I'd say you can only really remember three bits of information accurately each jump. So write it down. Keep accurate

4. Pre-plan every flight using maps and technology (Google Maps etc)

notes of what you did and what the effects were in your logbook, paying attention to height loss.

4. It is now very easy to load in your DZ or landing area and work out your flight plan using the winds chart. You can easily identify a flight plan that is predictable and easy to read for other users, not just yourself.

5. Understand wing loading and its effects

5. Wing loading is not just a number. Consider this: Jumper 1 has 100 jumps, exit weight is 230lbs and they jump a PD Sabre 2 230 sq ft canopy. Wingloading is 1.0. Jumper 2 has 100 jumps, exit weight is 135lbs jumps and they jump a PD Sabre 2 135 sq ft canopy. Wing loading is 1.0. Do you know the difference? Are there very light small jumpers at your DZ jumping tiny canopies with little experience due to this lack of

6. Learn about red mist

understanding of wing loading?

6. RED MIST is the "I have to do it" problem. You can't see anything but swooping when it may not be the best course of action. RED MIST is selfish and fatal if ignored.

7. Learn to say NO

7. Learning to say no is a vital part of the training. Being up under canopy and not having all the elements lined up to make a safe approach means you have to say no and abandon your epic landing for a more traditional approach or maybe even an alternate area.

8. ALWAYS have a reputable coach. You simply do not try this alone.

8. Having a coach should go without saying. You must never attempt any high-performance landing without speaking with your Chief Instructor and without the direct supervision of a reputable canopy coach. It can be fatal and often is!

PD PRINCIPLES EXPLAINED:

1. One of the greatest pieces of information I can give to any canopy pilot, and I don't just mean swoopers or aspiring swoopers –



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WHAT'S UP

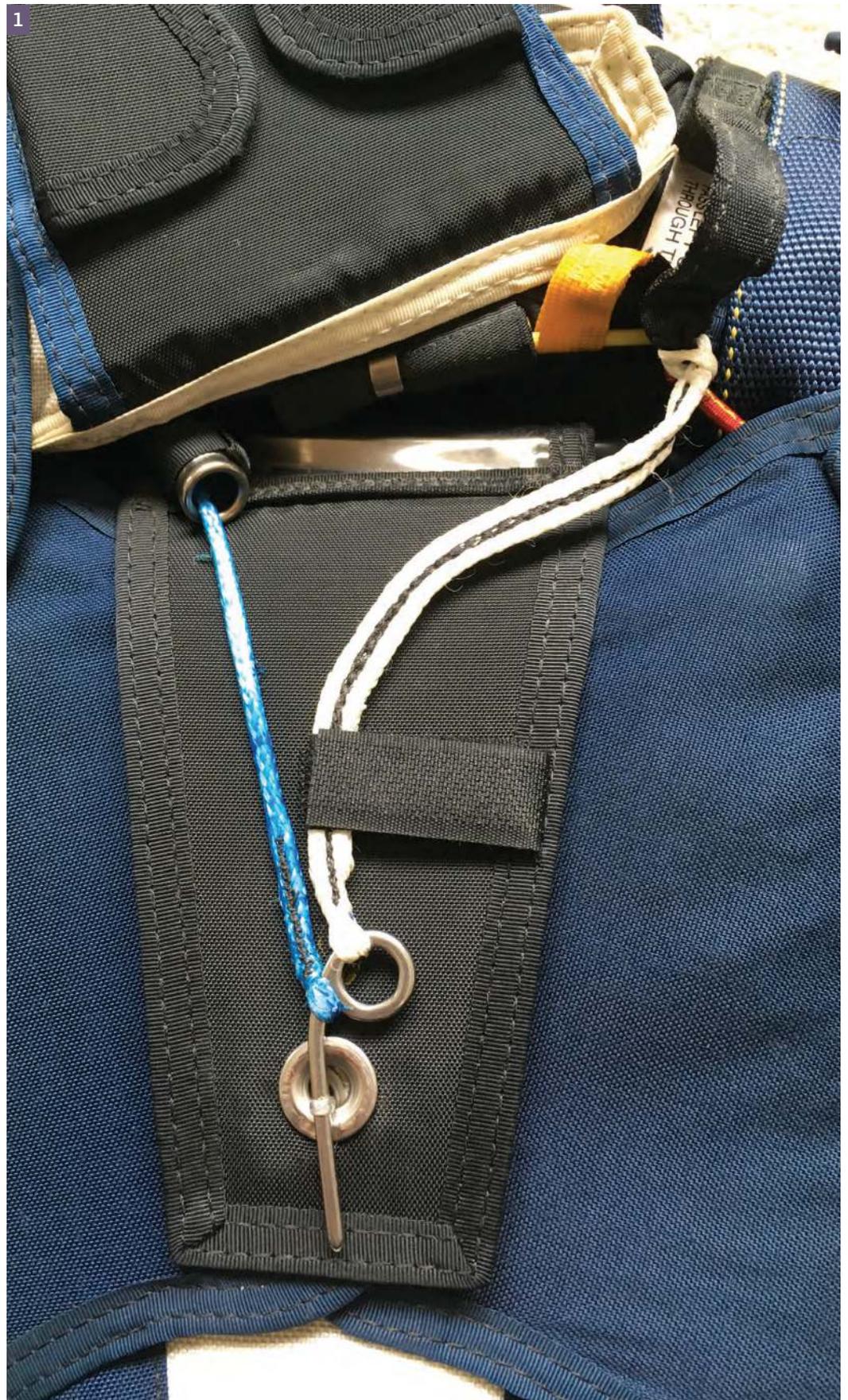
When we interviewed the retiring Chair of the BPA Riggers' Subcommittee, Paul Applegate, we asked him what wound him up about how people treat their kit. What didn't they know that he wished they did?

His answer was immediate and passionate. "Today, you'll flightline someone, they'll have put a piece of kit on their back and you'll ask them what's in it. They'll be able to tell you all about the weird and wonderful kit they've got in the bottom, and how small it is. Then you'll ask them what's up top and they don't know."

1 This is the view under a reserve flap on a Vector V3. All reserve containers have some form of ripcord and pin, but there are many different types on the market. The most common is a metal ripcord with a straight pin attached firmly ('swaged') to the end, so this blue Spectra ripcord and separate pin was a break from that tradition when it was first released. The reserve container can be opened in several ways – either by manually pulling the reserve handle which in turn pulls on the ripcord and pin, by the Reserve Static Line (RSL) pulling the pin or by the Automatic Activation Device (AAD) cutting the reserve closing loop.

In this photo, one end of the RSL can be seen as black webbing disappearing over the jumper's shoulder towards the right riser while the other end is the white cord with black stitching that is attached to the reserve pin. All RSLs work by using the departing riser to pull the reserve pin out, but this one also goes two steps further with both a Collins Lanyard and a Skyhook. The Collins Lanyard (the yellow webbing around the yellow cutaway cable) cuts away the other riser, which would be desirable in the case of a broken RSL-side riser. The Skyhook directly pulls on the reserve bridle (see the red cord that disappears into the reserve container).

When flightline checking another jumper, make sure that the reserve closing loop is in excellent condition (without touching it!), the pin is securely all the way in, the AAD is turned on and that everything looks as it should for the particular kit you are checking. If in doubt, ask.



T O P ?



2

2 Inside a reserve container. There are more similarities than differences with the main container. The reserve canopy is packed inside a bag, like the main, but the bag is not attached to the top of the reserve canopy – hence the name ‘freebag’, as it falls to earth separately after deployment. Also notice the closing loop coming through the middle of the bag, which is normal for reserves, and the long, wide bridle.

3 The mouthlock bungee is made from elasticated fabric and is known as a ‘safety stow’. Reserves can stay packed for up to six months in the UK, and rubber would perish so it is not suitable. The two mouthlock stows are held in place by opposite ends of the same continuous elasticated loop. This is so that, in the case of a problem on deployment, only one side needs to release and it will also release the tension on the other side. The rest of the lines are s-folded neatly into a pouch, similar to semi-stowless main deployment bags.

4 Open and empty reserve container, showing internal channels for the AAD and reserve closing loop in the middle.

5 With AAD removed from its pouch to show routing. AADs have a processing unit containing the electronics and power, a cable leading to the cutter and another cable leading to the control unit (the only bit you can see once the reserve is packed and container closed).

6 AAD cutter. The placement of the cutter depends on the container. Some are mounted on a flap above or below the reserve pilot chute (e.g. Vector, Icon) and some are mounted right down inside the reserve tray (e.g. Javelin, Teardrop). All work on the same principle, though: the reserve closing loop passes through the cutter so that if the speed and altitude are ever within dangerous parameters as set by the AAD manufacturer, the cutter fires and the loop is cut, initiating reserve deployment.

4



5



3



6



7 Another key difference between main and reserve deployment is the pilot chute. Except on some student kit, all main pilot chutes are 'throwaway' and fit easily in the main BOC (bottom of container) pouch. By contrast, reserve pilot chutes are 'spring-loaded' and have a very powerful piece of coiled metal stitched to their inside! This is harder to pack, but has the deployment advantage that the spring fires the pilot chute well away from the jumper and hopefully into clean air from where it can extract the reserve quickly. Reserve pilot chutes need to work in less-than-ideal conditions, such as when the jumper is low and unstable or the main canopy is entangled. Remember that extra-long, extra-wide bridle too? That's for even more drag and the idea is that, if the reserve pilot chute somehow gets entangled, the reserve canopy could still come out of the freebag because the bridle is more than twice as long as the reserve suspension lines.



8 Skyhook: the bit you don't see. The other end of the red cord attaches to the RSL (see image one). The Skyhook itself is stitched securely to the reserve

bridle, close to the freebag. The red cord is looped over the hook such that the pressure of it pulling on the bridle will transfer the full power of the departing main risers to

extract the freebag and minimise the time between cutting away the main and being at line stretch on the reserve. However, if the malfunction was a total

(e.g. could not find or pull the main pilot chute), the reserve bridle will 'win the race' instead of the Skyhook, the red cord will simply slip off the hook and a normal reserve deployment will ensue.



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GEAR ZONE

Cookie G4

It's here. It's finally here. The wait is over, as Aussie helmet legends Cookie have at last revealed their hotly anticipated new full-face helmet – the G4.

With more than four years in development and having been designed from the ground up, this latest Cookie is being billed as quiet, slick and protective, with the last perhaps being of most interest to us all. Yup, just like their recent M3 open face, the absolutely gorgeous G4 has an actual, genuine safety rating and a CE mark emblazoned on the back.

What kind of safety, I hear you ask? Well, it exceeds the requirements of the newly released Skydiving and Wind Tunnel Helmet Standard XP S 72-600. To achieve this certification, the G4 was tested against a range of engineering criteria such as impact protection, snag resistance and a whole heap of other stuff. Not only that, but the visor was also tested for optical clarity and impact performance.

Other than looking totally badass and having a safety rating, what sets the G4 apart from the G3? The G4 comes down lower at the back,



offering you better head protection. The new visor mechanism uses stainless steel springs which will last the lifetime of your helmet and, with the new seals at the top and bottom, the visor stays in place and stops the wind getting in.

The new liner system is easily replaced and, with thicker cheek padding, it seals the jawline better and means less air gets in, which in turn makes it a much quieter place to be. That all-new liner, with larger audible pockets, sits

atop the multi-impact-rated foam called EPP, which is also found in many of the top-end snowboard helmets on the market.

A new ventilation control allows you to decide how much vent air is circulated in the G4, and the snag-resistant outer shell features a buckle that can be released with one hand under a 50kg load.

The G4 has three exterior shell sizes, fitting head sizes between 53-62cm. Using an ABS Exterior shell and EPP Impact Liner, the

Aussies have achieved an average weight of just 900-950 grams – only about 80 grams more than the G3. One visor fits all of the helmet sizes and you have a choice of clear, tinted and mirrored. Available in the same 13 colours as the G3, there are also nine colour choices for the aluminium side plates.

Want one? They should be available this summer with an RRP of \$439 USD.

flycookie.com



Levity

In the same way that you never see a baby pigeon, you very rarely see what happens to old parachutes. With so many of us jumping, there are plenty that reach the ends of their lives and disappear, usually to landfill where they won't decompose. Wouldn't it be nice if that thing that regularly saved our lives could do something else when it was no longer airworthy?

Well, thanks to Levity, a small company based in the States, those old wings are finding new life and bringing joy to more people.

Their very admirable aim is to redesign the current cradle-to-grave cycle in canopy manufacturing and they have developed a line of little-to-no-waste hammocks, swinging chairs and more made entirely from donated and upcycled parachutes and gear. The best bit? They

look absolutely incredible!

By donating some old gear, you'll get a discount off some of their products and a warm feeling inside that your old canopy isn't heading off to a hole in the ground. And it's not just donations of old gear. They also have a roster of 'sustainable supporters', such as PD, who donate bulk fabric that hasn't passed muster when it arrived at their factory.

With their Kickstarter orders nearly all fulfilled, they'll soon be launching their online shop with a range of recycled goodies. Prices for smaller items will be \$10-\$15, pocket swings from \$50, swinging chairs from \$90 and hammocks from \$100, all plus shipping.

You can find out more about the company, their ethos and the products that are coming soon via their website.

levitynylon.com

Phoenix-Fly Edge 2 and Strix 2

You wait all winter for a new wingsuit and then along come two at the same time. After months and months of testing and refining, Robert Pecnik and his team have worked their magic to release new revisions of two of their most popular suits.

First up is their new entry/mid-level suit: the Phantom Edge 2. The Phantom series has long been a staple in a wingsuiter's arsenal and this new model builds on the already proven platform. The Phantom Edge 2 has a completely new arm wing design, with a fine-tuned aerodynamic shape that provides more lift and increased performance and agility.

The suit is really easy to fly in all orientations and offers a great range of flight performance. It's easy to fly at any speed and is great for flocking, solo flights and acrobatic flights. The wing profile is designed to put you, the pilot, in the right angle of attack for the best flight position, while the overall platform lends itself to predictable characteristics and, in the right hands, excellent forward speed with a very flat glide.

Alongside the profile changes, Phoenix-Fly have changed the zipper lengths to make the suit easier to get on and off. The Phantom Edge 2 now comes with performance foam, chest pocket and backfly vents as standard, with options for 5/10 BASE soles, a camera mounting hole and various internal pockets more suited to BASE jumpers.

Next up is the Strix 2, the follow-up to their popular Strix wingsuit. This new variant is similar to its predecessor in that it's an advanced suit for experienced pilots that offers high performance with agility and backflying acrobatic abilities, but with improvements in almost every area.

The Strix 2 sees the addition of a new airlock system to keep the wing's cells inflated. This is particularly noticeable in the tail wing, which stays solid irrespective of flight angle.

The internal foam on the leading edge has been revised, which helps with the airflow, while a three-degree change in the arm wing sweep gives the suit a steeper angle of attack, resulting in a higher flying speed and increased flare potential.

Offering a lot of range at the top end, the Strix 2 should let you fly fast and flat and would be ideal for cameraflyers and those who dabble in XRW.

Just like the Edge 2, Strix 2 comes standard with performance foam, chest pocket and backfly vents, with optional 5/10 BASE soles and numerous pockets.

Both suits are custom-made to your measurements and are available in a range of colours, patterns and fabric options. The Phantom Edge 2 will set you back €1,140 and the Strix 2 €1,350, both plus VAT.

phoenix-fly.com



**By James
'Macca'
Macdonald**

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Phantom Edge 2



Strix 2





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

BPA Affiliated DZs (PTOs) in the UK

PAGE 67 **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 68 **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 68 **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 68 **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

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

PAGE 71 **6 Dunkeswell**
Skydive.buzz Ltd
Dunkeswell Airfield, Dunkeswell, Devon EX14 4LG
T: 01404 890222
Mob: 07718 638000
office@skydive.buzz
skydive.buzz
Two Beech 99s

PAGE 71 **7 Headcorn**
Skydive Headcorn
Headcorn Airfield, Headcorn, Kent TN27 9HX
T: 01622 891670
jump@headcorn.com
headcorn.com
Cessna Caravan, Islander

PAGE 71 **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 72 **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 72 **11 Langar**
British Parachute Schools
Langar Airfield, Langar, Nottingham NG13 9HY
T: 01949 860878
info@skydivelangar.co.uk
skydivelangar.co.uk
Cessna Grand Caravan, Blackhawk Cessna Caravan, guest aircraft

12 Netheravon
Army Parachute Association
Airfield Camp, Netheravon, Salisbury, Wiltshire SP4 9SF
T: 01980 628250
coursesmanager@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 72 **14 Peterlee**
Peterlee Parachute Club
The Airfield, Shotton Colliery, Co Durham DH6 2NH
T: 01915 171234
info@SkydiveAcademy.org.uk
skydiveacademy.org.uk
Cessna 182, Supervan 900 Cessna Caravan

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

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

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

PAGE 75 **19 Swansea**
Skydive Swansea
Swansea Airport, Fairwood, Swansea SA2 7JU
T: 07779 019655
info@skydiveswansea.co.uk
skydiveswansea.co.uk
Cessna Caravan

PAGE 76 **20 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 76 **21 Tilstock**
Skydive Tilstock Freefall Club
Tilstock Airfield, Whitchurch, Shropshire SY13 2HA
T: 01948 841111
skydive@skydivetilstock.co.uk
skydivetilstock.co.uk
Airvan

PAGE 67 **22 Beccles Skydivers**
UK Parachuting
Beccles Airfield, Ellough, Beccles, Suffolk NR34 7TE
T: 01502 476131
jump@ukparachuting.co.uk
ukparachuting.co.uk
Blackhawk Cessna Caravan

PAGE 75 **23 Sibson Skydivers**
UK Parachuting
Sibson Airfield, Wansford, Peterborough PE8 6NE
T: 01832 280490
skydive@ukparachuting.co.uk
skydivesibson.co.uk
Two Cessna Caravans

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

25 Wild Geese
Wild Geese Skydive Centre
Movenis Airfield, 116 Carrowreagh Road, Garvagh, Coleraine, Co Londonderry, N Ireland BT51 5LQ
T: 028 2955 8609
jump@wildgeeseskydive.com
wildgeeseskydive.com
Cessna 206

BPA Overseas Affiliated DZs (PTOs)

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

Parachuting Societies

BCPA
British Collegiate Parachute Association
mail@bcpa.org.uk
bcpa.org.uk
A community for university skydivers

POPS and SOS
Parachutists Over Phorty and Skydivers Over Sixty
Polly Chandler, Top POP
parachutistsoverphortyUK@gmail.com
pops.org.uk



1 Lisa and crew
in a 4-way Bow (H),
by Duncan

2 Steve Joyce,
by Chelsea Tooley

3 Drew Moon and
Johnny Kelly, by
Nigel O'Brien

4 Paul Ennis under
canopy, by Dave Major

5 Load-organised
10-way, by Dave Mellor







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

NEWS

BECCLES

CONTAINER CAFÉS AND PACKING MATS



BECCLES
*Danny the DZ dog,
 by Yazmin Maskell*



BECCLES
*Callum Kennedy,
 Yo Lee and Antoine,
 by Rhian Hogg*

We are now a quarter of the way through the year and, with a January that felt like it lasted for months, we're now in March and slowly preparing for the summer days ahead of us.

With lots of new and exciting plans for the year ahead at UK Parachuting, we are already seeing changes around the dropzone. We have a brand new container café being built just to the side of the landing area and, yes, it will be licensed. We can all have a beer once we have polished off our 20+ loads throughout the summer days!

Another exciting addition we have already made to the dropzone is a brand new packing area complete with newer, softer and thicker packing mats. There are no excuses any more for all of our jumpers to not get down and dirty and pack their kit.

These are just a fraction of the ideas that are coming forth and being put into action. If club jumpers have any great ideas or improvements that you would like to see, be sure to drop Karl Thackeray a message.

The jumpers at Beccles are excited to see lots of new AFF students completing their course and making great new jumping friends. The staff here are also filled with joy to be teaching so many great learners and train them up to be great jumpers. With Yo doing amazing work with our students throughout their course and thereafter and coaches in all disciplines available daily, we look forward to seeing you jumping with us.

We would like to remind all of you fun jumpers to keep your eyes peeled and your calendars clear for our amazing events coming up

throughout this year. With our Scrambles quickly approaching, we urge you to get your names down and join in on the jumping fun! Once the competition is over, we will hold our annual results party to watch the footage and there will also be a chance to win some great prizes.

To finish off a great start to the year, even greater thanks are in order to Lee Jenkins for the amazing table he has carved and created by hand with our logo engraved in the centre with resin. It looks great, Lee!

Callum Kennedy

ACHIEVEMENTS **CAT8/CH1** Luke Burrell, Mark Conway, Ruslan Gumerov, Jason Moss, Joe Punder, Antoine Salzberger, Eddie Taylor, Dylan Winter, Bradley Wood **CH2/JM1** Aislinn Cooper **FS1** Sam Steadman **FF1** Georgia Everett, Brenn Proctor, Barry Woolard **TR1** James Leather **JUMP NUMBERS 50** Aislinn Cooper **300** Brenn Proctor **13,000** Andy Page **136 HOURS IN FREEFALL** Andy Page

BLACK KNIGHTS

SAFETY NEVER TAKES A DAY OFF

The start of our season has been rather busy. The weather through February has been kind and we have even managed to complete some AFF. Well done to James for getting to his consols and to Stewart for getting to Level 4 so far. Our static line courses are filling up nicely and we hope to get some new members jumping soon too.

It was good to see all of our staff blowing the winter cobwebs away and getting current for the season. Thank you to everyone for attending the staff training day.

The club member Safety Day was well-attended and here's a quick reminder for those who still need to see Lauren for their free jump ticket for attending the day. A big thank you goes to all of the club members and staff who took time out to give the lectures. If anyone has any further questions or suggestions for next time, please see the necessary staff to discuss.

Our events calendar is filling up nicely, so please have a look at the Facebook page to check for dates that are of interest to you. The bunk rooms can be booked via the office, but please remember to give plenty of notice to book one because they fill up quickly during event times.

Huge congratulations to Dan and Louise May on moving into their dream home. We are all looking forward to the barbecue invite!

We are now waiting for the weather gods to be kind enough to give us some nice weather so can get on with the job in hand. In the meantime, we are keeping busy during the not-so-good weather days with the improvements throughout the DZ, which will be obvious when you attend the centre.

Felix

BLACK KNIGHTS
By Elliot Mitchell

ACHIEVEMENTS **JUMP NUMBERS 100** Paul Hesketh **ONE HOUR IN FREEFALL** Jamie Clegg





BRIDLINGTON
Joe Orton and a member of Breast Cancer Haven, by Sara Orton

BRIDLINGTON

STARTING AS WE MEAN TO GO ON

Since the last Club News, we have been fortunate enough to have some beautiful weather. Our jump numbers have doubled and bookings are up by 11 percent compared to this time last year. The remarkable weather has definitely lulled us into false expectations for the time of year. Now, when it is cold and windy, we are struggling to understand why.

We facilitated a tandem skydive charity day for Breast Cancer Haven in February. This group are becoming regulars and are always great fun to be with. We managed to get all participants jumped over the duration of the weekend and they raised a considerable amount of money for the charity. Our very own Joe volunteered to help out for the day for his Duke of Edinburgh bronze award and looked after the group, from fetching coffees to assisting a deaf tandem student in the brief.

The new hangar is really taking shape now and will hopefully be completed soon. This will give us a lot more room in general and we aim to upgrade our facilities around this, including the classrooms, camera editing room, rigging room and a specific room for the fun jumpers which includes an old school gaming table – complete with Pac-Man and Donkey Kong!

The first static line course of the year has taken place. Unfortunately, the group did not get to complete their first jump due to the winds, but they are all ready to go and looking forward to it. We aim to hold many more courses over the year to encourage new jumpers into the sport.

It was good to see Captain James Cook back at Bridlington recently. James has progressed in his career to flying bigger aircraft with Jet 2, though he has not forgotten his routes and still enjoys the jump flying. Under the guidance of the mighty Dave Pinkney, he was checked out for jump flying and back in the driver's seat in no time.

It has been a great start to the year so far, and we hope to continue with the increased numbers and decent weather.

Sara Orton

CARK

BACK IN STYLE!

With the bad weather seeming to continue after the February heatwave, our Instructors have been very busy completing the refresher training for all our uni students after the winter break. Dave, Richard and Don completed the majority of the retrains and, with the odd expired membership and a few lost training records here and there, all are now ready to jump. Thanks guys.

Our admin team have also been very busy with the bad weather cancellations and rebookings. Cheers ladies – great job.

Mike is settling into his role as the new CI of Skydive North West, and his first day was full-on with a 24-lift February scorcher. We also have a new separate student flight line area for gearing on

and debriefing. This will allow more space when double manifesting loads and reduce the intensity on our progression students.

Our experienced skydivers all enjoyed their Alvor Portugal experience in late January/early February. Of course, you should always expect the unexpected with our club members and the tattoo parlour seemed to be a popular venue – Nathan Pope! Many people left with varying extents of their anatomy now covered (we will say no more) and no doubt we will see the full reveal at the next Christmas Party!

Don't forget that we have organised a CRW and Accuracy Scrambles over the Easter weekend. Also, on June 15-16, we have the BPA CF Grand Prix weekend for all you budding CF pilots. Of course, our strong contingent of CF jumpers are all eagerly waiting for the weather conditions to improve so they can resume their practice in preparation for the weekend competition. We will provide updates via Facebook if we are having a practice day beforehand.

Stu Morris



CHATTERIS
Alison's 800th jump, by Alison Peock

CHATTERIS

WHEN THE BALLOON GOES UP

The season is just starting to kick off at Chatteris. We are planning some coaching/load organising events that will take place throughout the spring and summer, including a CRW weekend, Freefly coaching and big-way. Keep an eye on our Facebook page for more details and dates.

The balloon has already had its maiden flight of the year with a successful couple of loads in the middle of February, and we aim to do more balloon loads throughout the year.

Congratulations to James Moran, a Chatteris regular who has now achieved his BPA FF Coach rating. He is regularly at the dropzone and is available for HU and HD Freefly coaching. Well done to Lawrence Fansa, who is excited to announce that he starts the UPT Mutant Training Program soon after having gained a place out of many applicants!

We are really looking forward to this summer, with the long nights, the regular beer and barbecues on the weekends. Come and get jumping to make the most of the jump ticket loyalty scheme and get on those £12 tickets!

Sophie Barnwell

ACHIEVEMENTS CAT8/CH1 Laurence Freeman, Ricardo de Silva
JUMP NUMBERS 200 Bejay Cutmore, Alexander
levlev 300 Max Fuller 800 Alison Peock

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DUNKESWELL

LOTS TO LOOK FORWARD TO!

Firstly, we would like to welcome all of the new jumpers who have recently joined our club. We will be holding stacks of fun events this season with something for every ability level, so make sure you get involved! The Altitude Brothers Sky Scrambles are fast approaching, along with Freely and Tracking weekends with Joe Laming. We are excited to be hosting lots of BPA events including the UK Wingsuit Nationals, the UKSL Meet 3, National Championship in Accuracy, Artistics and Speed, as well as the FAI Speed Skydiving World Cup, FAI European Championships and finally the Canopy Formation Nationals. There will be heaps to look forward to in 2019.

Have you got your FS1? Are you comfortable jumping in groups of three and four FS jumpers and want to progress your jumping, have even more fun and hopefully be invited to the 30-way FS attempt in August? Gary Powell and Adam Pemble are organising FS big-ways regularly this year. Why not join them to get guidance and build on your skills? Jumps cost just the normal jump price and you get a camera debrief if the group is bigger than six people.

We are open for jumping four days every week – Wednesdays, Fridays, Saturdays and Sundays – and we will occasionally be open for jumping 10 days in a row. Everyone is welcome to jump on these weekdays. We have free camping here, and The Aviator Coffee Bar and Restaurant near the DZ is open for good food and a pint or two!

For the latest news and updates, check out our Facebook page at Facebook.com/SkydiveUkDunkeswell. See you all soon.

Dates for your diary:

April 27-28: Altitude Brothers Sky Scrambles

May 11-12: Freely weekend with Joe Laming

May 18-19: Tracking with Joe Laming

June 19-23: Long days Jumpfest

June 19-23: British Wingsuit Record warm-up with Kraig Evans

July 1-4: UK Wingsuit Nationals 2019

July 6-7: BPA UKSL Meet 3

August 3-4: BPA National Championship in Accuracy

August 3-4: BPA National Championship in Artistics and Speed

August 13-15: The FAI Speed Skydiving World Cup and FAI European Championships

September 8-10: Canopy Formation Nationals

Roo

ACHIEVEMENTS FF1 Mark Voysey TR1 Catherine Voysey
JUMP NUMBERS 1,000 Andy Lock, Mark Voysey

HEADCORN

ANDYS APLENTY

It has been a very slow start to the season, with the first two weekends in February postponed due to weather. We finally managed to get going on February 15 with a resounding six lifts, so not bad for a weekday in February!

Steve Joyce added another sticker to his collection when Joe Laming awarded him his FF1.

It has been good to see students keeping current with their revision over the winter, and well done to Christina Judd, Dmitry Shkurin, Tom Garvin and Daphne Pezati who have actually jumped and progressed. Daphne even made Auntie Jane jump and it was only February!

We have a new face in the office who, as a non-skydiver, is finding the learning curve quite steep. Please go easy on Jess and do not assume that she comes with the knowledge of her awesome predecessors.



HEADCORN
Club members on one of the first jumping days in February, by John Bowles

We would also like to say hello to a couple of new members that we have picked up: Peter Angell and Andy Thomas. We have several Andy Thomases on our books already!

Jane Hopkins

ACHIEVEMENTS GRADUATED AFF Dmitry Shkurin CAT8/CH1 Peter Angell CH2/JM1 Chris Farthing FF1 Steve Joyce

HIBALDSTOW

THINGS CAN ONLY GET BETTER

As we start the new season, we are very pleased to announce that, over the winter, the Swallow Group-sponsored *NFTO* have been awarded the Prince of Wales Cup by the Royal Aero Club and will receive the award from Prince Andrew in May. Massive congratulations to them – it was an amazing year and we are very proud of you.

So the season has started and all the events are up. Now we just need the weather!

February was great and we made the most of every ounce of sunshine. Surprisingly, our static line and AFF students managed plenty of jumping and Nicky Risebury smashed out plenty of FS coaching jumps before getting his FS1 on a trip to our sister DZ at Skydive Algarve.

And then March arrived – oh dear. But this hasn't dampened our spirits, and we have an events list for the rest of the year which we hope has something for everyone.

Lesley, Milko, Siân and Billy Payn have teamed up to arrange four events here this year, with the first being the newly formed Skillz Skool. Designed for newbies to large formations, the guys will take groups and introduce you to all aspects of large formation flying with seminars and jumps. This first event is at the beginning of May, so don't miss out.

They then have three other events from June for the more experienced, culminating in the very popular Euro Big-way Camp in September with three-aircraft formation loads.

And, of course, all of the events will include parties and food for all to enjoy. Please make sure you register for each event, and all details will be available on our Facebook page.

Ally Milne has several events on this year for Head Up tryouts and then going for the record. There will also be an Open Freely Load Organising Weekend on June 8-9.

Team *Nova* – Ed Cracknell and Chris Mayhew – along with Andy 'Goddess' Godwin, are here for all your Freely needs.

If it's FS coaching you're looking for, then we have plenty of this



along with Load Organising every weekend and most Fridays – if you can get away from work.

For the Wingsuit floggers, we are hosting the Wingsuit Record on September 13-15.

Of course, the Nationals will be here from the end of August. Make sure you book your training with us at teams@skydiving.co.uk and get the best rates possible.

And finally, just for your diaries, the Christmas Party will return on December 7 with live entertainment and awards. Get your party frocks ready...

Ash Kemp

ACHIEVEMENTS CH2/JM1 Simon Beck FS1 Nicky Risebury TR1 Kevin Ainley JUMP NUMBERS 50 Simon Beck 400 Wendy Pugh

JERSEY

WHAT DOES THIS HANDLE DO?

The 2019 season has landed with the cobwebs blown away and reminders of which handles do what. A pleasantly mild February day saw the old bird in the sky and we dropped some meat bombs into the breeze. Tandem masters caught up with their drills and Johnny got to do his first tandem after several hundred skydives – well done, sir.

There's talk of demos and maybe two weekends of jumping onto Guernsey this year, so there will be plenty to look forward to.

It was great to see James Evans back in the pilot's seat after a good few months away. It's a different kind of aviation to his other job flying private jets, but the views from Lima Tango over Jersey must be special. Thanks for the lifts!

If you've always wanted to jump in Jersey, two opportunities for altitude over the islands with a Cessna Caravan have just been confirmed for July 22-25 and August 19-22. Visit our website for information about travel, accommodation and registration on the Experienced page. We're gonna have a ball!

Keep an eye on skydive.je for all the upcoming dates and events.

Nigel O'Brien

ACHIEVEMENTS JUMP NUMBERS 100 Matt Falloon

LANGAR

SPRING HAS SPRUNG

Spring is here (hopefully, by the time this goes to print)! Finally, it's warm and sunny and perfect jumping weather! The DZ has been busy with students, with a particularly busy start to the year for AFF.

HIBALDSTOW:
Cath Leather FS
coaching Charlie
Thacker

“Dave [Hickling] has been operating British Parachute Schools at Langar longer than most of us have been alive, so thanks from everyone involved in the centre, staff and jumpers alike”

Welcome to the sport to all those training at Langar.

Congratulations to our BPA Instructor of the Year, Emily Aucutt! Emily has been at Langar for the past year working towards Instructor and Coach ratings and recently starting work on the camera team. It's great that the BPA have recognised her talent for instructing with this award. Well done Emily!

In March, we held our annual safety day with seminars on various aspects of jumping to get everyone thinking about being safe in the year ahead. If you missed it, the videos will be online soon – check out our Facebook page for links.

We recently wished Dave Hickling a very happy birthday (I won't mention his age, I'm not ready for job hunting just yet!). Dave has been operating British Parachute Schools at Langar longer than most of us have been alive, so thanks from everyone involved in the centre, staff and jumpers alike and congratulations on the milestone!

Chris Judd

ACHIEVEMENTS FIRST FREEFALL Christoph Krenzel GRADUATED AFF David Craig Matthew Craig JM1 Tom Dent TR3 Dan Chater FS1 Shaun Dyer JUMP NUMBERS 100 Shaun Dyer 300 Hallam Knight 400 Cat Brown 500 Dan Watson

PETERLEE

IT'S GOOD UP NORTH

There have been a few changes and upgrades made over the closed season, with the most notable being the refurbishment of the Aerosports Club. Both inside and out, Jared and Karen have done a tremendous job. The whole place looks amazing and I'm sure most of the hard work has been down to Karen because so much of Jared's time is spent organising the season's events for North Wings Display Team.

It's all change at the AFF School as well. We said goodbye to Shell Meakins last month and wish her the very best of luck in her new role in Texas, and welcome Tricia Ford who has taken over as the school's bookings coordinator. Paul Anderson has taken over the exclusive running of the video concession too. We all wish them well.

The uni clubs have started well, with both DUFFC and NUPC running courses already this year. We certainly hope that, by the time this issue is published, we'll have a good number of new students on the way to their A Licences.

The annual Safety Day was a great success again this year, with contributions from Nigel Peacock, John Horne and Paul Dorward. Special thanks go to Paul for making the trip up north to deliver a superb Canopy Piloting session.

Finally, we are sending good luck messages to Nigel Peacock and Robbie Mataric, who are preparing for their AFFI courses, and to Geordie Batey, who is preparing for his Advanced Instructor course.

There are no achievements to report this issue, which is a shame. If this is because you haven't told us, then it's your own fault. But if it's because there haven't been any, then pull your fingers out – it's April already!

Lisa Stephenson and Simon Minto

POPS

CAN YOU SEE 40 FROM HERE?

The POPS website events page has been updated, so please let us know the details if you're aware of other POPS/SQS events coming up. Also, let us know of any major achievements that POPS/SQS members have gained so that we can share these too.

Please remember that we have the POPS 2020 meet at Dunkeswell in August and, if you're over 40, you qualify to be to a POPS member. Please see our website and Facebook page for membership details.

Polly Chandler – UK and World TOP POP

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There are no cool ones and newbies here; we are all sitting around the same table and we are here because it feels very nice. We are here for this amazing scenery and don't forget our motto – **"Jump over the sea"**. We are here for the vibes, the inspiration we get and the motivation we try to give. Everyone feels this atmosphere, from our students through to our sophisticated fun jumpers, and even the tandem passengers enjoy it. Maybe it's about the view and maybe it's about us, but I would rather say it's about us being in this place. There are no tandem passengers who have regretted their jump so far and every single one is amazed by the view and this experience. I usually say: **"There is a no-regret guarantee"**.



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SIBSON

OPEN FOR BUSINESS

The beginning of March saw Sibson open for the 2019 season. It seems to be all wet and windy weekends as I write this, but I'm sure it's sunny spring days as this Mag goes out. Yeah?

Safety Day was a great success, with lots of attendance and big thanks from all clubbies to everyone who took the time to talk, teach and pass on their knowledge and experience. Remember, check your closing loops! The day was completed with the first load of the season too. Awesome work from all involved.

Following Safety Day was Packing Day, with all attendees working hard and succeeding in getting the shiny, slippery thing inside the flappy, closey thing. That's a 100% pass rate!

Sibson Boogie 1 is April 18-22, and we have some great news for Boogie 2 in the summer. Heli jumps will be available on July 25-26! Please contact Gloria Bayne if you're interested in booking a slot. We also have a new, bigger and better packing hangar this season, with lots of room for all clubbies and lockers for hire too.

Sebi went on his first UK stag do and, as a truly dedicated skydiver, spent the whole time telling non-jumpers about the joys of spending your free time freefalling! Good man.

Apparently, Deano's caravan is now level. Oh, and Lynne is happy because she hasn't been grounded for more than a year. Keep up the great landings and it'll be two years soon!

We recently bade farewell to our much-loved four-legged friend, Stan. Often seen wandering the DZ and delighting in the attention of jumpers and visitors alike, he'll be missed.

Ged Parker is working hard and training before running the London Marathon this year on April 28 in memory of his father, Owen. He's raising money for the charity Headway. To find out more and donate, please visit uk.virgingiving.com/gedparker.

The World Challenge is in early April, so good luck/well done to all those competing!

Russ Horne

SOS

A CENTURY OF PARACHUTING

Not quite; it's actually two half-centuries.

Jeff Chandler and Paul French were both born in early 1947, just two months apart. Their parachuting careers both began in early 1969, just one month apart. Paul began parachuting in February 1969 and Jeff began in March 1969.

Since those far-off days, Jeff has amassed more than 10,500 jumps and Paul a mere 2,449, although he has jumped every year.

Jeff, a regular soldier in the British Army, began his parachuting career at the Army Parachute Association in Netheravon. He was hooked and later gained every parachuting qualification available at that time, including a twin-engine pilot rating. For some years, he ran an Army parachuting club in north Somerset and trained thousands of students. He also found time to compete at national and international level in about 40 World events including 13 World POPS Meets, Gulf and Asian Cup Meets.

Paul's parachuting career began with a static-line military course at RAF Brize Norton. He made his first jump from a hydrogen-filled barrage balloon at West-on-the-Green on a bitterly cold February morning. His first free-fall was at Netheravon in 1971 from a wood and canvas De Havilland Rapide biplane.

His career included service in two foreign armies as an airborne soldier and decades of jumping in southern Africa followed.

Jeff, Paul and seven friends – Wayne Collier, John Houghland, Mike Whyborn, Mike Coleman, Neill Plummer, Andy Newby and



SOS

Standing, L-R: Mike Coleman, John Houghland, Wayne Collier, Tim Bittleston, Jeff Chandler, Neill Plummer, Paul French
Kneeling, L-R: Mike Whyborn, Andy Newby

Tim Bittleston – made a 50th anniversary jump at Netheravon on March 24 2019.

"Looking back", said Jeff, "it's the friendships I've made that have been most important."

"It's been a wild ride," said Paul, "with good times and bad, but I wouldn't change it."

Paul and Jeff intend to keep on jumping as long as their knees will allow.

Paul French

SWANSEA

ONE OVER THE EIGHT?

It's been a miserable winter, with us only jumping eight days between October and March. However, hopes are high for the year ahead. In the meantime, packing courses and B Licence briefing evenings by Ricky Davies have been keeping everyone occupied.

The centre was given a complete paint facelift for a couple of weeks in January and the first AFF course of the year saw some new faces being trained on March 1. AFF courses are more or less full for the year already.

As mentioned previously, 15k jumps will soon be back at Swansea. We all need to pray hard to the weather gods for a good summer!

Finally, a big congratulations to Sara Williams on her 50th birthday which was at the end of March. You're now officially on the beer board!

Carl Williams

SWANSEA

Group shot, by Sara Williams





SWINDON

LOOK OUT, WALES!

A wet and windy February often spells down time for a skydiving club but, to the folks at Blue Skies, it means only one thing – time for a good walk in some beautiful Welsh countryside. As is tradition, Redlands went on tour and this year it was to the Gower Peninsula, taking over an unsuspecting youth hostel in order to eat, drink, walk and generally make merry.

City boy Joe Saunders volunteered his (previously and perhaps still unknown) orienteering skills to guide us to our destination of Worm's Head, an area reached by a causeway dependent on tidal times. What could possibly go wrong? With a bit of help from the signposts, a map, the fact that it was a coastal walk so the sea remained on his left and pretty much everyone else at one point or another, he managed to guide us all the way there and even further to the pub where a welcome pint was waiting. The weather may have been a mixed bag, but there were smiles all round as a big chilli feast rounded off the day and there were more beers back at the hostel.

Back at the DZ, our first day of the new season saw a good show of static line and AFF students getting refreshed ready for a progression-filled spring as well as our first tandem customers of the season taking to the skies. Joe Mann put the winter to good use and gained his AFFBI and he is now being kept busy with ground schools.

Last but not least, our beloved Airvan is freshly serviced and has been fitted with new padding for your delicate bottoms to sit on. We are ship-shape and ready for the sunshine!

Jenny Bouquet

TILSTOCK

DODGING ALLIGATORS FOR BEGINNERS

What an interesting start to the year! With the weather not looking terribly good, it wasn't a great surprise that two trips abroad were organised for club jumpers this year.

Trip one was over to Florida and Steve Smith led a group of seven of us to Deland. Six of us came from the UK and we picked the long-lost Rich Scott up en route on a trip down from Canada. Deland was a fascinating place to be and, despite its scale, we found it very friendly and an enjoyable place to jump. We were mainly using Twin Otters, with the PAC being used when numbers were low! While we were there, we took the opportunity to visit two other well-known

SWINDON
Redlands on tour,
by Babs

dropzones: Zephyr Hills and Sebastian. Again, we were pleased with the warm welcomes we received and jumped yet more Twin Otters (Zephyr Hills had four of the beasts on site while we were there!). Great fun was had by all and it was a joy to see how the Americans have caught on to brewing decent ale – but how we wished they didn't use so much sugar in everything!

One of our group had been to Skydive Algarve for the Christmas boogie and, without trying very hard, had clocked 31 jumps in January – well done Dave Gordon. He was also giving us lots of help in improving our FS, and it's always useful having someone around who knows a lot more than you do. The other Dave on the trip was delighted (not) with the DZ briefs that often included the line: "Don't land over there, it's a swamp with alligators in." Never mind, Mr Titcombe – there are no alligators around Whitchurch.

While in Deland, we took advantage of the many manufacturers and dealers in the area. The factory tours at UPT and PD were eye-openers and very enjoyable, but the prize for the most friendly and helpful welcome has to go to Merlin Suits where the delightful Ulla Berger was amazingly helpful, even going as far as modifying Rich Scott's freely trousers for him over the weekend. Steve Smith took a special interest in UPT and seemed to be there most days – we think a lot of wheeling and dealing was going on and Steve had more new toys than most on his return. All in all, a splendid trip and lots of stuff learnt.

Trip two was a little more exotic, with Gareth Wood, Micky Cox, Steve Parton and Eddie Milnes going to Morocco for a week's jumping and jollies. Yes, you read that right – Morocco! I didn't even know that there was a dropzone in Morocco! There were, of course, more than one or two magic carpet jokes and it did look like the dropzone had quite a number of rugs lying around, mainly with people sleeping on them judging by the photos. The jumping looked fun, the site-seeing looked stunning and the accommodation looked spectacular. A source tells me that they didn't overdo it at all (honest, governor) and it was such a hard time for them all!

Back home, the DZ has had a bit of a makeover over the shutdown, with improvements being made to the spectator area to make it much more self-contained and a lot tidier as well as rearranging and improving the packing hall. Progress was being made in all sorts of other ways, not least Suzie Whitehurst getting her packing certificate – she will be following this up with her A Licence some time very soon! We have a good bunch of students who are all aching to get airborne and wanting to make progress. Back to packers, we have two of our own now! Welcome to Vero and Tyler. It's a new experience for all of us and will hopefully mean a slicker operation overall.

Looking to the near future, we are getting very excited about the Tilstock Rainbow Boogie and another treat is now being added to the list – we're going to have a helicopter to play with! We expect to have a lot of fun over the late May Bank Holiday from Thursday until Monday, so come and see what we're all about!

Gary Windon

ACHIEVEMENTS JUMP NUMBERS 200 Alistair Allen
THREE HOURS IN FREEFALL Gary Windon

“The other Dave on the trip was delighted (not) with the DZ briefs that often included the line: “don't land over there, it's a swamp with alligators in”

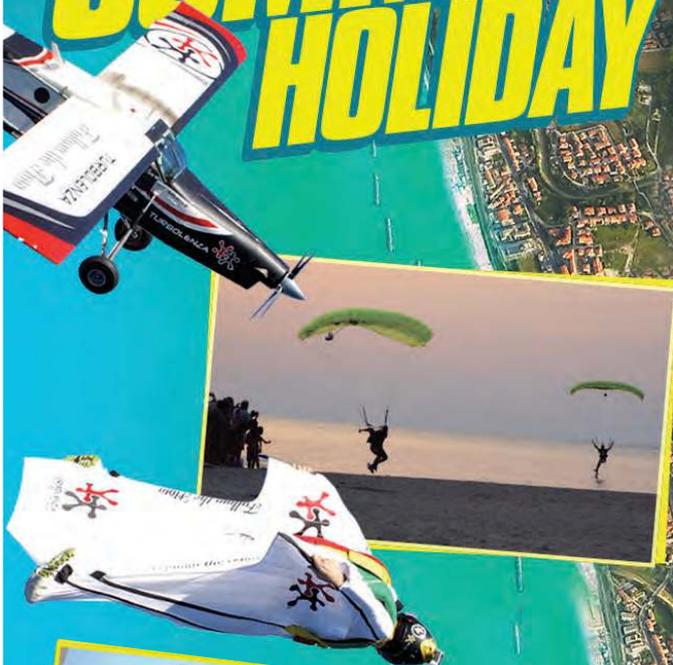


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Photos by: Ralph Wilhelm, Gustavo Cabana and Pierre Rémé.

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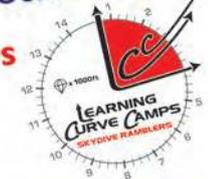


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APRIL

April 20-21

FS BPA FS Coaching RoadshowLocation: **Netheravon** • netheravon.com

MAY

May 4-5

FS BPA UKSL 4-way Meet 1Location: **Peterlee** • skydiveacademy.co.uk

May 13-17

BPA Instructor Course (CSI/CSBI/AFFBI/TBI/Advanced)Location: **Skydive Strathallan** • bpa.org.uk

May 18-19

FS BPA FS Coaching RoadshowLocation: **Hibaldstow** • bpa.org.uk

May 18-25

S&A 14th FAI World Cup of Freefall Style and Accuracy LandingLocation: **Cordoba, Argentina**

May 25-26

WS BPA Wingsuit RoadshowLocation: **Peterlee** • skydiveacademy.org.uk

May 30

BPA STC and Riggers' MeetingsLocation: **BPA HQ, Leicester** • bpa.org.uk

JUNE

June 8-9

FS BPA UKSL 4-way Meet 2Location: **Sibson** • skydivesibson.co.uk

June 8-9

S&A BPA Grand Prix in Accuracy Meet 2Location: **Headcorn** • headcorn.com

June 10-14

BPA Instructor Course (Tandem, AFF and Pre-Adv/Observers)Location: **Sibson** • bpa.org.uk

June 11

BPA BPA Council MeetingLocation: **BPA HQ, Leicester** • bpa.org.uk

June 15-16

CF BPA Grand Prix in CF Meet 1Location: **Cark** • skydivenorthwest.co.uk

June 15-16

WS BPA Wingsuit RoadshowLocation: **Hibaldstow** • skydiving.co.uk

June 22-23

FS BPA FS Coaching RoadshowLocation: **Cark** • skydivenorthwest.co.uk

JULY

July 1-4

WS BPA National Championship in Wingsuit Performance and AcrobaticsLocation: **Skydive Buzz, Dunkeswell**

July 1-5

BPA Instructor Course (Tandem, AFF and Pre-Adv/Observers)Location: **Langar** • bpa.org.uk

July 6-7

FS BPA UKSL 4-way Meet 3Location: **Dunkeswell** • skydive99.com

July 13-14

CF BPA Grand Prix in CF Meet 2Location: **Langar** • skydivelangar.co.uk

July 20-21

FS BPA FS Coaching RoadshowLocation: **Langar** • skydivelangar.co.uk

July 25

BPA STC and Riggers' MeetingsLocation: **BPA HQ, Leicester** • bpa.org.uk

July 29-August 2

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

AUGUST

August 3-4

A S S&A BPA National Championships in Artistics, Speed and AccuracyLocation: **Dunkeswell** • skydive99.com

August 5-9

BPA Instructor Course (CSI/Tandem, AFF and Pre-Adv/Observers)Location: **Headcorn** • bpa.org.uk

August 6

BPA BPA Council MeetingLocation: **BPA HQ, Leicester** • bpa.org.uk

August 13-15

S Speed Skydiving World Cup and European ChampionshipsLocation: **Skydive Buzz, Dunkeswell**

August 14-18

CP BPA National Championship in Canopy PilotingLocation: **Klatovy, Czech Republic**

August 17-20

CF 10th FAI World Cup of Canopy Formation and Eighth FAI European Canopy Formation ChampionshipsLocation: **Strejnic, Romania**

August 23-30

WS World Cup of Wingsuit FlyingLocation: **Ravenna, Italy**

August 24-27

FS BPA National Championships in FS 4-way and VFSLocation: **Hibaldstow** • skydiving.co.uk

August 31-September 2

FS BPA National Championships in FS 8-wayLocation: **Hibaldstow** • skydiving.co.uk

SEPTEMBER

September 2-6

BPA Instructor Course (Tandem/AFF/Pre-Adv/Observers)Location: **Hibaldstow** • bpa.org.uk

September 8-10

CF BPA National Championship in Canopy FormationLocation: **Skydive Buzz, Dunkeswell**

September 19

BPA STC and Riggers' MeetingsLocation: **BPA HQ, Leicester** • bpa.org.uk

September 19-21

FS ESLLocation: **Skydive Spa, Belgium**

OCTOBER

October 1

BPA BPA Council MeetingLocation: **BPA HQ, Leicester** • bpa.org.uk

Dates correct at time of printing.
Council meeting dates from August
2019 are subject to confirmation



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

BET YOU NEVER THOUGHT YOU'D BE A SPONSORED ATHLETE AT 500 JUMPS...

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