



SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

Features:
Madagascar Boogie
Invitational 40-way
Coping with Competition
Ampuriabrava Easter Boogie
So you wannabe . . . a Skysurfer?

Regulars:
Dive Dr
Kit News
Dive of the Month

June/July 1997

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Journal of the British Parachute Association

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SPORT PARACHUTIST

JUNE 1997

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Cover Photo: Gaby Meis took this shot at the Madagascar Boogie; it shows Bruno Brokken filming a load organisers' skydive. More stunning photos from Madagascar on the centre pages.

NOTE: Some of the photos contained in this magazine may show skydivers without helmets, in which case they were jumping abroad. In the UK it is mandatory to wear a helmet for obvious safety reasons.

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Write to anyone listed below at the BPA address; BPA staff can also be contacted by telephone



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SUPPORTED BY



Ed Speak



Hello Reader!

Now that the summer's finally arrived, I'd like to encourage you all to send in your news and events so we can feature them in the mag over the coming season. If you've been asking why your drop zone isn't featured in the mag, it's probably because no-one has sent us anything about it!

We have printed, on the page facing, the copy dates for the next year's magazines, to help you send contributions on time. In our continued efforts to make the mag more up to date, there are now three deadlines for each mag as follows:

Copy deadline – for articles with photographs

News and Snippets deadline – for newsy items and contributions to snippets

Stop Press and Diary deadline – for the latest news (which could not be sent earlier) and last minute diary details. These dates are just two days before we go to press, to make the mag as up to date as possible!

Please try to respect the deadlines. Do ring me about anything you would like to contribute which cannot get to my office by the due date. We will try to work with you on dates wherever possible. The best way to make your contribution used is to provide it in a format suitable for publication and fitting in with the current style of the mag.

You should get your copy of SP on the first Saturday of every other month this year; June, August, October, December. February's mag will be with you *slightly* later to allow coverage of the AGM and for the timing of BPA membership renewal forms.

Sunny skies,

Lesley

Diary



Date	Event	Location	Contact
June			
4-9	4th POPS World Meet	Aqaba, Jordan	01394 460887
7-8	Speed 8 meet	Headcorn	01622 890 862
7-14	Skydive U Course	TBA	01252 331326
13-16	Baldrick's Bandanna Boogie	Hibaldstow	0113 250 5600
14-15	POPS Meet	Meisendorf, Germany	00 49 241 163 675
14-22	The K C Freely Week	Skydive Sibson	01832 280490
14-22	Russian Helicopter & Jet Boogie	St Petersburg, Russia	0181 941 9212
19	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
21-23	FS and Freestyle training camp	Ampuriabrava, Spain	00 34 72 45 01 11
21-29	Large Aircraft Boogie	Langar	01949 860878
24	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
28-29	20-way meet	Langar	01949 860878
28- Jul 5	RAPA meet	Bad Lippspringe	00 49 05254 98 2378
28- Jul 6	Collegiate Nationals	Hibaldstow	0161 707 0583
30- Jul 6	4-way Skills Week with Toby Stafford	Skydive Sibson	01832 280490
July			
4-6	Independence Day Celebrations	Lake Wales, USA	00 1 941 678 1003
5-6	Central Regionals - FS, CF, Classics	Hibaldstow	0113 250 5600
5-13	Moscow Boogie	Moscow	0385 352 306
11-13	POPS/SOS Midwestern Championships	Vandalia, USA	00 1 618 283 4978
19-26**	Women's World Record Attempt	Vichy	0033 71 09 03 79
19-25	Pre-Vichy seminar (Dave Morris)	Ampuriabrava, Spain	00 34 72 45 01 11
19-27	FS Nationals	Hibaldstow	0113 250 5600
26-Aug 2	Espace Boogie	Vichy	00 33 478756050 (fax)
August			
4-8	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
4-8	BI/Advanced Instructor course	Strathallan	01832 280490
5	Student Progression Week	Skydive Sibson	01832 280490
7-11	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
11-15	British Record Attempt	Netheravon	01604 711497
15-17	Exam/pre-Advanced Instructor course	Strathallan	BPA 01162 785 271
16-25	FS and Freestyle training camp	Ampuriabrava, Spain	00 34 72 45 01 11
16-26	Classics and CF Nationals	Netheravon	01980 633 371
19-24	Army Championships	Netheravon	01980 633 371
23-25	Bank Holiday Jump Week - £12/jump	Skydive Sibson	01832 280490
23-31	POPS meet	Border	Sue Hill 01253 713 841
30-31	5th Annual Czech Boogie	Karlovy Vary	0181 941 9212
September			
4	POPS Meet	North Sealand, Denmark	00 45 75 58 3737
6-7	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
6-7	POPS Meet	Holland (check for DZ)	00 31 486 473 044
6-7	LAC meet	Headcorn	01622 890 862
6-7	Halfpenny Green reunion weekend	Langar	01949 860878
12-21	World Air Games	Efes, Izmir, Turkey	00 90 312 3104456
12-21	World Cup - Classics	Efes, Izmir, Turkey	00 90 312 3104456
12-21	World Championships - FS	Efes, Izmir, Turkey	00 90 312 3104456
12-21	World Championships - Freestyle, Skysurfing	Efes, Izmir, Turkey	00 90 312 3104456
13-14	Annual Woodmouse 4-way meet	Skydive Sibson	01832 280490
16	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
17-21	POPS Nationals USA	Raeftord, USA	00 1 910 875 3261
27-28	Northern Regionals - FS, CF and Classics	Topcliffe	01274 631 044
October			
3-5	FS/Freestyle Training	Ampuriabrava	00 34 72 450111
5-6	8-way Speed	Sibson	01832 280490
20- Nov 2	Tropical Boogie, Cuba	Cuba	01622 890967
23	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
28	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
24- Nov 2	Halloween Boogie	Skydive Arizona	00 1520 466 3753
November			
3-8	Cyprus Championships	Cyprus	00 357 4744337
10-14	Riggers BR & Exam course	Netheravon	BPA 01162 785 271
10-14	BI/Advanced Instructor course	Silver Stars	BPA 01162 785 271
10-16	Freely Festival	Skydive Arizona	00 1520 466 3753
11-17	FS/Freestyle Training	Ampuriabrava	00 34 72 450111
17-21	Exam/pre-Advanced Instructor course	Silver Stars	BPA 01162 785 271

** = Date and/or venue change

Did you know . . .

. . . the BPA is now on e-mail, address is skydive@bpa.org.uk



This Events page will cover forthcoming events in brief, this information used to be found in the News page

WOMEN'S' WORLD RECORD UPDATE

The dates for the attempt to break the current FAI record of 100 have been changed to 19-26 July, shortening the time required by three days. The event will be held in Vichy just before the Espace Boogie. A British team of 17 ladies has been chosen. Lesley Gale is the UK co-ordinator for this event, available on 01733 755 860.

What's On

BRITISH RECORD

The dates for the 100-way attempt, 7-11 August this year, have been confirmed and the attempt will be Netheravon. The change will cut down on aircraft positioning fees and be easier with air traffic control. Team members have been chosen, for the success of the record it is vital that they bring current BPA membership, FAI sporting licence, medical and reserve packing details. There will be a registration fee of £20 as sponsorship searches have so far proved fruitless. Jumps will be usual Netheravon prices. The organiser, Pete Carroll has invited those who are not on a team but who are capable to send details to Pete, the BPA will give you his address. Jumpers on the load who don't have a *Time Out!!*, Cool 'n' Groovy will loan you one for the duration of this event, please contact George on 01788 860882.

MOSCOW BOOGIE

The Moscow Boogie will be held 5-13 July with an Ilyushin 76 jet aircraft and an Mi-26 helicopter (takes 130 skydivers) plus many smaller aircraft and helicopters. Tim Moran is organising the UK participants, contact him on 100344.1155@compuserve.com or 0385 352 306.

CUBA BOOGIE

Exotic Sky Adventures are organising another of their Tropical Boogies, this time in Cuba. There are only 60 slots on this mini-boogie as it is designed to be a small, intimate event. The package price includes 10 jumps, video, load organising, full board at a 4 star hotel and basic transport. The cost is significantly less than usual at \$1,300 (no air fare) or \$1,795 flight inclusive (departure from Amsterdam). You can see the flavour of the tropical boogies on the centre pages of this mag, locations are always stunning with the aim of having a Caribbean type holiday as well as jumping. Exotic Sky Adventures promise 'sun, sea, beaches, great skydives

and a holiday you won't forget'. For more information see their website on www.euronet.nl/users/skydive or call UK organiser Rob Colpus on 01622 890 967.

RAPA CHAMPIONSHIPS

These will be held at RAPA, Bad Lippe Springs, Germany during 28 June to July 5. Events will be accuracy, style, 4 and 16-way. Call RAPA for details on 00 49 05254 98 2378.

COLLEGIATE NATIONALS

The Collegiate Nationals will be held at Hibaldestow, June 28 to 6 July. This year there will be a hypnotist and a rodeo bull as extra entertainment. They are hoping to organise balloon jumps but this had not been confirmed when this mag went to press. Call Jason on 0161 707 0583 or e-mail: jason@bcpa.u-net.com.

Did you know ...

... that the disc used for accuracy has been reduced from 5cm to 3cm

SPORT PARACHUTIST

Copy Deadlines

	Copy Deadline	News and Snippets	Stop Press and Latest Diary	To Reader
<i>For:</i>	<i>Long articles & photos Dive Dr questions Dive of the Month</i>	<i>News items and Snippets information with photographs</i>	<i>Late news and dates, WoTS info</i>	
AUGUST	Tues 10 June	Mon 30 June	Thurs 3 July	Sat 2 August
OCTOBER	Tues 12 August	Mon 1 September	Thurs 4 September	Sat 4 October
DECEMBER	Tues 14 October	Mon 3 November	Thurs 6 November	Sat 6 December
FEBRUARY	Tues 16 December	Mon 12 January	Thurs 15 January	Sat 10 February
APRIL	Tues 17 February	Mon 2 March	Thurs 5 March	Sat 4 April

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NEWS



RAFSPA WEB SITE

Another British drop zone has opened a web site. Check out details of RAFSPA on www.sky-dive.demon.co.uk

CALLING ALL MAC USERS

Well known skydiver and PD representative Bushman would like to hear from any Mac users out there who would like to obtain Mac versions of any skydiving software. Bushman reckons most of the current stuff is only available for PC users but, with enough response, he can prove that there is a market for Mac versions. Contact him at the following address: Edward 'Bushman' Anderson, Fyrskoppsv 17, 121 51 Johannesov, Sweden. Tel: 0046 70 542 0046, fax 0046 8 648 1002, e-mail edwardanderson@compuserve.com

VIDEO MAGAZINE

Kevin Hughes has put together what he calls a 'Video Magazine', entitled *Visions*. The idea is to release videos every two months with up to date footage of the summer's sky-

diving events. Issue 3 is available for the introductory price of £5 inclusive and will be released on July 10. This will feature the opening of North London Parachute Centre and the Freestyle Nationals, amongst other skydiving footage. Kevin is looking for regular club contributors, advertising will be carried free for *Visions* 3, 4 and 5. If any readers are interested in contributing to *Visions*, the first issue, *Visions* 1, is available free of charge. For more information call Kevin on 01652 653 770 or write to Flat 1, Manton House, Bridge Street, Brigg, N Lincs, DN20 8NQ.

XL AT THE NATIONALS

Current British 4-way team *Sebastian XL* will be teaming up with a range of junior and intermediate skydivers for the Nationals. As well as entering the Senior 4-way as themselves, John McIver will compete with Ian Cohen, Terry Wright, Andy Hubertson in the Junior category as *How Bizarre* and Toby Stafford joins Mark Scott, Josh Burrill, Tony

Silman to form *Nip & Tuck XS*, also a Junior team. Chris Lynch is teaming up with Julia Foxwell, Tony Orme and Chris Shiner to do the Intermediates as *Time Flies*. *Sebastian XL* will be training at Hibaldstow the week before the Nationals as well as entering the event. They recently scored an 18 point average at the Trans America Cup.

UNDER NEW MANAGEMENT

Peterlee Parachute Centre is now under new management. Ian Rosenvinge, who has also recently established Skydive Academy Ltd, has bought the centre from Jim Barnes. The are currently building new classrooms, video facilities and debriefing rooms and will only be using ram-air canopies. Trev Dobson will be joining the full time staff as an Advanced Instructor. The centre will be open seven days a week from 8.30am to 8.30 pm to suit demand; the main operating periods will be Wednesday through Sunday. Skydive Academy Ltd is co-located at Peterlee, offering tandem, AFF, video and FS coaching and will also run AFF courses in Florida and southern Europe during the chilly winter months. For more information call Ian on 0191 386 5261, mobile 0860 156 779, e-mail skydiveamy@aol.com.

STRONG WEBSITE

Strong Enterprises now has a site of their products on the web at www.strongparachutes.com.

Their new e-mail address is webmaster@strongparachutes.com.

FREE FIRST AID

An EC funded initiative will provide free first aid courses run by the Health and Safety Executive to parachute centres until 31 July. This is provided you have a minimum of 12 people per course, can provide a suitable training room (no broom cupboards!) and can arrange a mutually convenient date for a one day course (9.30am – 4pm).

The courses are carried out by a skydiver, are practically based and cover the type of injuries which skydivers are likely to suffer. The content of the courses can be tailored if required but as a broad outline include:

- Airway management
- Resuscitation
- CPR
- Control of bleeding
- Recognition of the causes of unconsciousness
- Examination of an unconscious casualty
- Recovery position
- Management of spinal injuries, shocks, fractures
- Choking
- Treatment of burns, dislocations, sprains
- Management of kit, eg helmets / harnesses

A course was recently run at Langar with excellent feedback from participants. Anyone interested should call Craig Kelsall on 01744 850 766.



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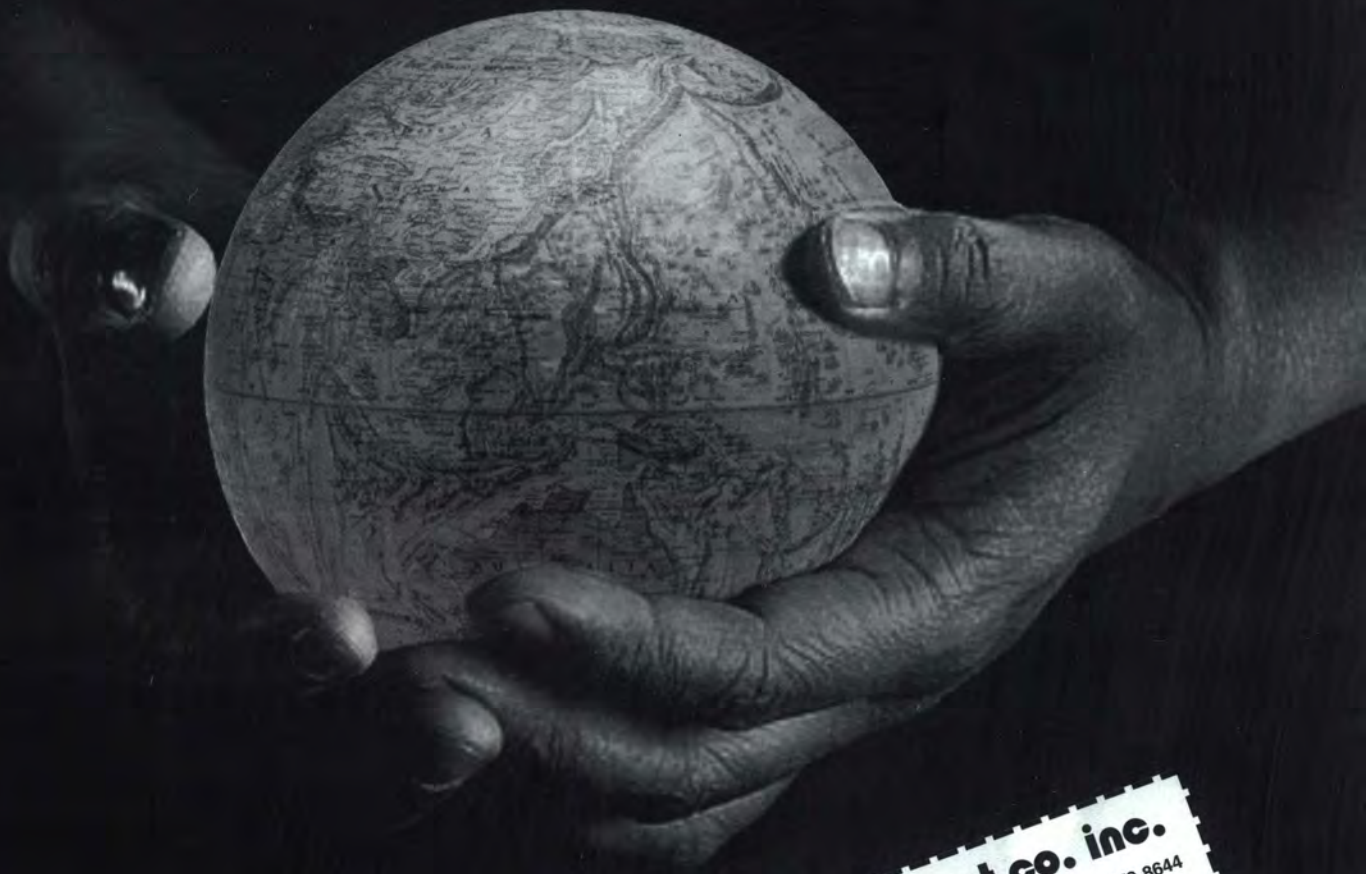
Just a short note to say thanks for all your help and support. But especially we wanted to give you some feedback on the new suits – They're bloody great! brilliant! fantastic!"

*Pete Allum, Toby Stafford, Chris Lynch, John McIver
Team Sebastian XL*

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Council Matters



David Oddy has been awarded a Certificate of Merit from the Royal Aero Club.

Les Carroll was awarded a Certificate of Merit from the BPA for saving a parachutist's life in Cyprus by administering emergency first aid.

World CF Meet

Bob Card is to be Meet Director at the 1998 World Parachuting Championships in Canopy Formation, to be held at Netheravon next year. In order to provide him with up to date procedures it was decided to send him to the World Air Games in Turkey in addition to John Hitchen, our IPC Delegate.

New Members

Skydive Academy Ltd, Manchester Parachute School, Skydive Unlimited, Airwaves and Natural Born Thrillers have all been accepted as organisations associated to the BPA. Association to the BPA does not qualify the organisation to train students in the UK; that has to be done under the auspices of a CCI, ie at an Affiliated centre. In the same way, the foreign centres associated to the BPA do not operate under the BPA Operations Manual; local rules usually apply.

One new drop zone has been affiliated to the BPA; North London Parachute School,

operating out of Chatteris Airfield in Cambridgeshire.

COMPETITIONS

Rules for all the Nationals have now been agreed, copies are available from the BPA office. There are no changes in the rules since last year for FS or CF. As last year, Regional CF is speed four stack only, Regional FS is 4-way only. Style and Accuracy will now be onto a 3cm disc, to be in line with World Meet conditions.

It was made mandatory for camerapersons, skysurfers and freeflyers/freestylists at the new Nationals to wear visual and audible altimeters. Cameraflyers must wear full face helmets and AADs, Skysurfers must wear AAD's.

STC

The Operations Manual was amended in March to allow C licence holders to wear full face helmets. The BPA has taken over from the CAA with regard to the notification of night jumps and displays.

RIGGERS

Allan Hewitt has resigned as Chairman of the Riggers Committee, Paul Applegate ('Apples') has taken over the position.

DEVELOPMENT

The BPA is now on the Internet.

NEW BPA RATINGS

Basic Instructors

John Vennell
Chris Adams
Simon Hopkins
Martin Gilbert
Timothy Skinner
Alan Wilkinson
Tony Lightfoot

Tandem BI's

Simon Davenport
Simon Gooch
Tim Porter

Approved Instructors

Mark Willcox
Ian Hodgkinson
Richard Wheatley
Ian Grout
Mike Rust
Andrew Davies
Pete McLaughlin
Neil Finnighan
Paul McCourt

Advanced Instructors

Mick Nealis
David Cassidy

Tandem Instructors

Andy Kelly
Robbie Blain
Paul Floyd
Dennis Murphy
Mark Perry
Simon Rushton
Chase Goodwin
Roly Coleman
Kevin Kinvig
Richard Bunting
David Suckling
Simon Davenport

Examiner

Dane Kenny

Pilot Examiners

Victor Marshall
Alan Dumbell

Advanced Rigger

Dave Prince, Kim Newton
and Andrew Hilton.

Approved Rigger

Steve Saunders (reinstated)

Advanced Packer

Steve Saunders

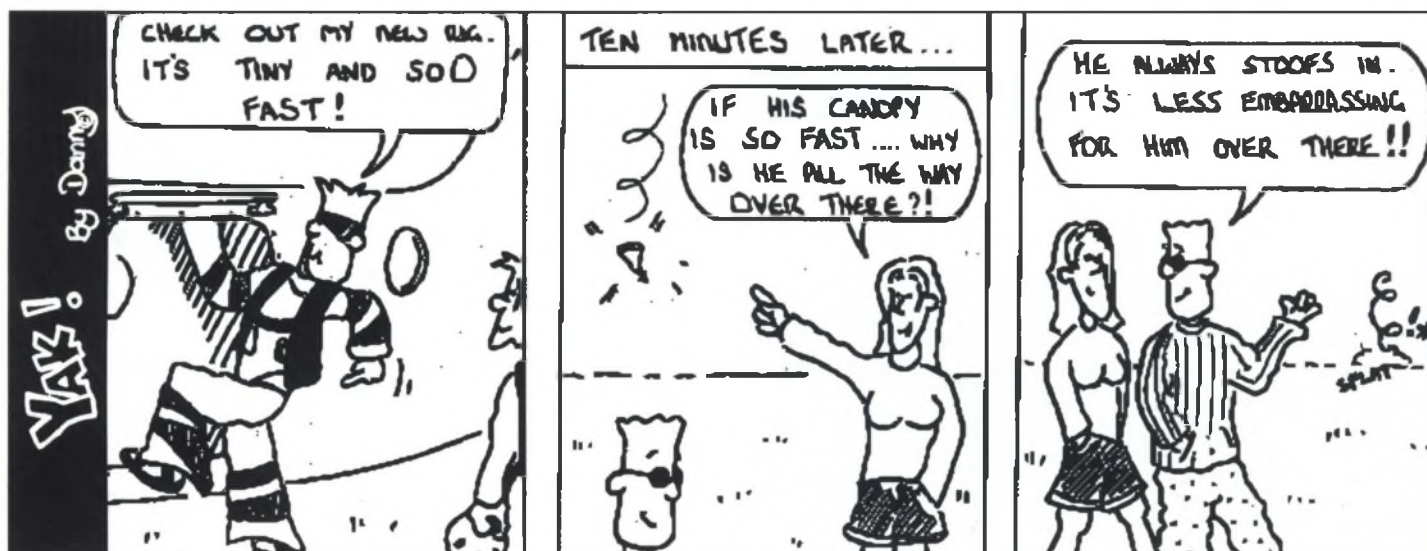
The address for general enquiries is skydive@bpa.org.uk. To write to specific people at the BPA, replace 'skydive' with their Christian name, eg tony@bpa.org.uk.

A BPA telephone card has just been introduced. See flyer in this magazine or page 29 for details.

A proposal has been written by Tim Mace to change the category system after category 8 is reached. The aim is to broaden the range of disciplines included, so that all the emphasis is not on FS, as the current system. The six disciplines of FAI world meets are recognised separately

with a section for future developments in the sport. It is hoped to introduce a coaching system for all disciplines whereas at present, the only formal coaching systems relate to FS only. It is suggested that the wing loading of canopies used is related to the new categories. If passed, this will be the first limitation on wing loading placed by the BPA; previously it has been at CCI's discretion. Copies of the discussion paper are available from the BPA office, telephone 0116 278 5271. Please give any feedback to Council members or write to the BPA.

See page 45 for an update on Development Committee.





PREMATURE NIGHTMARE

Charles Ross had a bit of a premature deployment in Sebastian over Easter from his BOC. Charles's arm was badly broken and he was very disorientated. During his landing at the DZ, he inflicted further wounds to his hip. Charlie was rushed to hospital and attended to. On his return to the UK, he called WoTS to proclaim the benefits of his "Totally Trashed Fridge" and his un-trashed FACE! He told us that he had persuaded fellow skydiver Johnny Borrell to operate on him and he would be back to plague us in the not too distant! The op went well. His final comment was "Face Good, Fridge Dead, the Happy Pills work!" Get well soon Charles!

DH - THE 'DUDE'

Langar's Dave's Hickling has just celebrated his 84th hour in freefall (84! That's three and a half days...). Dave made this historic skydive by jumping with MTV's Babe Lily Myrred. Very Naarce! DH, rumour has it, has also ordered a couple of sky surfing boards...Respect!!! The boards will be available for beginners and intermediates to use at Langar with help, guidelines and basic instruction available.

WEDDING BELLS

Dave Hutchinson & Lyndsey Riach got married in Edinburgh on Sat 3 May and then went off to Skydive Sebastian for their honeymoon, "To Jump their Ass's Off!" Both are long time Border Parachute Centre jumpers (Dave is one of the instructors). They are also regular visitors to Errol & Cark,

WoTS wishes them all the best!

DAVE WATERMAN'S BIRTHDAY

Dave Waterman, ex-Editor of SP, famed cameraman and revered skydiver of the "Good Old Days" was the recipient of a surprise 60th birthday party in Spain. As WoTS went to press in May, loads of Dave's old mates from the skies, including World Silver medallists *Symbiosis* were making the pilgrimage from the UK, along with many other Cool & Groovies of the era. We would like to wish (Messrs Stock, Aitkin &) Mr Waterman, Many Happy Returns! (PS. Dave, Lesley puts her mag covers in frames on her office wall too, she got the idea from YOU!)

AIR ECOSSE - NEW MEMBER

Chris Whitlock, nee of *No Go*, the legendary Northern 8-way drinking team, has joined the National Silver medallists *Air Ecosse*. Good luck to the team and both the past and present members for 'the Nool'.

BRITS ABROAD

Good luck also to Dave Ruffell, who made a guest star appearance with *Ecosse* at last year's Nationals and has now left the UK to work abroad for our own Derro Thomas of Sunpath fame. Derro is famed for "Making an ugly rig very popular!!" as was said at the Madagascar Boogie.

THE WORD ON MY PRODUCT

Cool & Groovy have proved once again that they are ahead of the power curve, with the

release of the "Final Frontier - Flashing Edition" *Time-Out!!*. The product now includes an LED port. To this is connected a small LED which is stuck onto your goggles, in front of the eye. It flashes when the bleeps come in freefall. So now you get three bleeps and three lights. Nuff warnings?

GUARANTEED SHIT CHECK!!

A skydiver had a malfunction over Sibson a few weeks ago. This was a Total caused by a packing error on a pullout. This malfunction is very easy to give yourself by packing the pilot chute too far into the main container. Totals are high speed, high stress, very dangerous, you don't need 'em! The malfunction in question, is very simple to eliminate. If you jump a pullout, try this: once you have closed the last flap, *before* you remove the pull-up cord, grasp the pad and pull it in the direction you would in freefall. You should be able to easily remove the pin. WoTS calls this the guaranteed shit check, since it guarantees some shit will come OUT!! Simply replace the pin, remove the pull-up, and tuck away the pilot chute.

If you have packed yourself a Total, you'll find it. Particularly if you are using a packer abroad, where pullouts are rarer, why not get them to leave the pull-up cord in, so you can do this check. WoTS heard of one UK skydiver who did the GS check after using a packer and was able to pick the whole rig up suspended from the pullout pad!! Better find this out on terra firma, it's cheaper and less scary than in the air!

LEGAL ADVICE

The following item has been omitted on legal advice:

COSTA-PITTANCE 40-WAY

A chunk of *Another Planet* travelled to Moorsele, Belgium, over a long weekend in May to do some 40-way. On the invitation of Eric De Costa and the *Diadora* 10-way speed team, 9 of the team met up with 31 other Belgian, Dutch and Swiss for a weekend of fun and frolics. The weather was fantastic. The Surf was up and the Skydives were Going Down. Smoke was present a-plenty (burning off our booties in freefall) and the Vibe was High. Four jumps on day one, five on the next two.

The hospitality shown to the Planeteers was fantastic; bulk beer, good food, a relaxed, fun atmosphere. All in all a wicked time. More next year please Eric!

FRIDAY FEVER

A strange epidemic has been reported in the East Anglian region. Doctors around Peterborough have been fascinated by the appearance of a seasonal disease known as *Fridaymus Twelvequidimus*. Symptoms appear normally on a Thursday evening brought on by the onset of good weather. Fortunately a cure has been found, a jump from the Let at 13,000 feet is all that is required although this may have to be repeated throughout the day.

EXTRA EXTRA LARGE

Congrats to *Sebastian XL* for an 18 point average at the Trans America Cup in May. Large!

George Pilkington

DISCLAIMER

Any of the material above may not be true. Even if it is true, it may not be accurate, factually correct or well put. The views expressed on this page are not those of the Editor, nor of the BPA, nor their families, relatives or friends. On legal advice we would point out that you read this page at your own risk and that it should not be shown to small children or animals. Side effects may occur with prolonged exposure; those affected should take medical advice and refrain from driving.

Ed

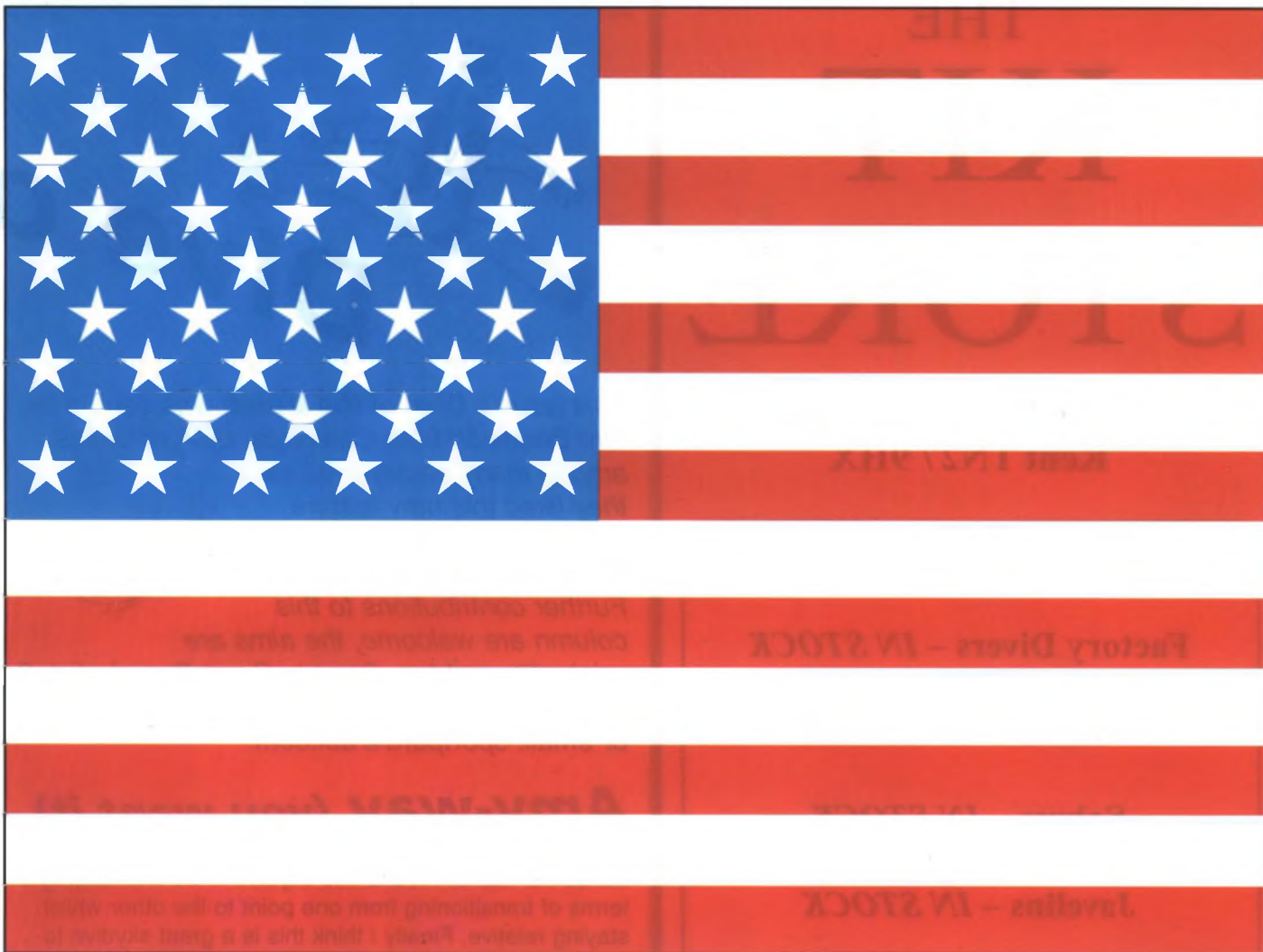
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for Parachute de France Atom - Sunpath Javelin - TSE Tear Drop containers; for Springo - Merit - BT Pro - Stiletto - Sabre - PD mains; for Techno - Tempo - PDR reserves. Also Factory Divers - Time Out!! Tony and Symbiosis jump suits. For details call Pete on

01832 280131 at Sibson Airfield, Sibson Peterborough, PE8 6NE



When only the best will do...



In August of 1944 U.S. Navy Lieutenant George Bush made his first parachute jump, bailing out of his disabled aircraft - because he had to.

On March 25, 1997 former United States President George Bush made an Accelerated Freefall Skydive - because he wanted to!

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Dive of

This issue's **Dive of the Month** was sent in by Tim Bennicoff from California, USA who was among many people who said they liked this new feature.

Thanks Tim for your suggestions (he sent four!).

Further contributions to this column are welcome, the aims are originality and fun. Send to Sport Parachutist, 3 Burton Street, Peterborough PE1 5HA – or email: sportpara@aol.com



Amy-way (you want it)

The Amy-way dive was shown to me by my friend Amy, hence the name. I found this skydive to be challenging in terms of transitioning from one point to the other whilst staying relative. Finally I think this is a great skydive to practice manoeuvring with exact movements and no wasted motion.



Intermediates

It's a great dive to practice your turns whilst having a blast. Just as good as a drill dive but somehow it doesn't seem so serious! Do with a mate of the same ability or with a hot skydiver, you'll learn either way. Get video if you can.

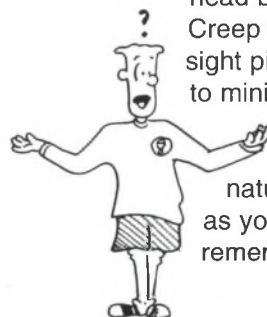
Cool 'n' Groovies

I hope you'll find this dive a challenge too when you start to break it down and take a look at the transitions and head switches. Great warm-up in the morning to get you hot for some 4-way.



Puzzle

Walk the skydive through until you have the puzzle in your head before laying down on the creepers. Creep the whole dive until you have the sight picture, then work on each transition to minimise the movement required. Take a break if you get tired and then creep again until it is second nature. Saying the names of the points as you transition helps some people remember the puzzle.



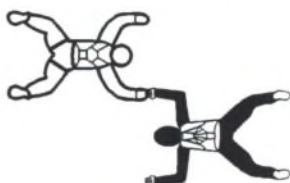
the Month



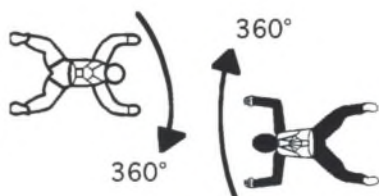
The first point is a right compressed accordion, the 'right' means you grip with the right hand. It's best to launch this point but you can free fly if you like.



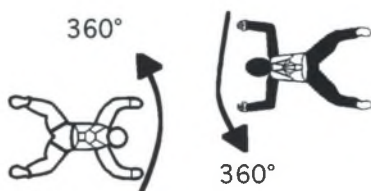
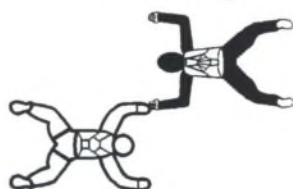
The second point; turn inwards 180° for a second compressed accordion, this time a left:



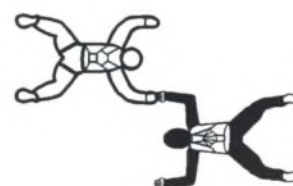
Now turn inwards 90° for a right open accordion, (taking the grip with the right hand):



Now turn inwards 360° with a *slight* translation to a left open accordion:



Now repeat this manoeuvre, turning inwards again to a right open accordion:



Back to the top!



Angles

Build on the relative headings shown on the diagram for the shortest transitions. Pay lots of attention to the amount of turn and the sight picture on the creepers.

Keys

There are only two of you, you will both know when each point is complete. Don't worry so much about keying the next point, just build each point smoothly and move on to the next. The keys will just happen. Try to get a rhythm going.



Secret Stuff

You can never go wrong with the basics; eye contact, relative fall rate, slow is smooth and smooth is fast!



The dive is a continuum; don't think 'Back to the top', this has potential for brainlock on any skydive ('What's the top?? Oh NO!!'). Think instead 'Right compress' and you're there.

The open accordions can be built in closer than stamped out, with a slightly bent arm to help cut down on the separation going into the 360°s.

Take a split second to box out before starting your turns.

It is good practice to build the compressed accordions very correctly, with a low leg grip (near the knee), taking your head forward into the move. Don't fly to your partner's leg grip; instead concentrate on flying your leg to their hand. Box out when you take the grips. This may not be necessary for a 2-way compress but these tips will really help when you go on to larger compressy's such as 8-way.

Variations

Cool 'n' Groovy option 1:

Add a right stairstep and a left stairstep to the dive as 6th and 7th points. You can 'cheat' the back person at 45° (to make these transitions quicker).



Cool 'n' Groovy option 2:

When you go back to the top, do all the turns OUTWARDS instead of inwards – or even do the whole dive this way.

Whatever option you choose, prepare well and visualise success on the ride to altitude. Have a great skydive.

Tim Bennicoff

NZ Aerosports, owned and operated by New Zealand competitor Paul Martyn, better known as Jyro, have made some performance improvements to their radical design *EXTreme* canopy. After tests in a low speed wind tunnel (built for testing sails for the America's Cup) and the installation of a computer plotter/laser cutter, their "Elliptical Cross braced Tri-cell" became known as the *ICARUS EXTreme FX*. "Cross braced Tri-cell" means that each cell is divided into three chambers instead of two and the chambers are diagonally braced to force each cell back into shape. Jyro is a firm believer in the Cross braced Tri-cell concept, because it significantly reduces canopy distortion. The *EXTreme* manual goes into great detail about distortion and tells us that there are three different types of canopy distortion:

1. Spanwise distortion (bulge and zig zag)
2. Dynamic distortion (on landing)
3. Spanwise consistency (wing tip shape)

1. Spanwise distortion is caused by the air pressure created when a ram-air canopy inflates – the canopy



surfaces bulge between the ribs with the air pressure. This affects the airfoil shape and draws the ribs closer together, reducing the span of the canopy and therefore the surface area. The more ribs you have the less distortion and shrinkage occurs, but the more bulk and line drag you get. When you look at a conventional canopy from the front it has a zig-zag appearance, and each individual cell



Kiwis – State of the Art

bulges between each rib. The cells are deformed because of the lack of any internal support with only a non-load bearing rib between them. Bulge distortion alone reduces canopy area by 9% and zig-zag distortion by a further 4%. So, if you are jumping a PIA measured 100 sq ft canopy, you are actually flying around with only 87 sq ft of wing area above your head. However if you look at the front of a Cross braced Tri-cell both the upper and lower surfaces appear much smoother. Although there is still some inevitable bulge, zig-zag distortion is virtually eliminated.

2. Dynamic distortion is created when the canopy is flared to land. During the flare the canopy is both slowing down and pulling more load. This reduces the supporting pressure within the canopy and pulls it further out of shape. In fact, when you flare, the zig-zag distortion is increased by a further 7-9% to around 12%.

Add this to the bulge factor and your 100 sq footer is now down to 79 sq ft of lifting area when you land. Jyro claims that with the *EXTreme* there is virtually no zig-zag distortion on landing thus providing about 16.4% more surface area than a conventional design.

3. Spanwise consistency is all about wing-tip drag. On an elliptical canopy the cells are usually the same width right across the canopy, but because at the wing-tip the cell is shorter, the cell is therefore

proportionally wider, and thus will proportionally bulge more and produce a proportionally deeper cell at the wing tips – exactly what you do not want. On the *EXTreme*, Jyro has kept each cell at an equal aspect ratio by making the cells narrower at the wing tips and therefore the airfoil depth is kept consistent by reducing the proportionate bulge.

In summary, Jyro claims to have totally eliminated zig-zag and dynamic distortion, marginally reduced bulge/distortion and maintained spanwise consistency which has reduced wingtip drag. The latest 'FX' version of the canopy features an enclosed nose which significantly reduces cell mouth drag, which Jyro claims makes up a large proportion of a ram-air canopy's drag. NZ Aerosports claim that the new FX, which completed testing in January this year and was introduced at the PIA symposium in Texas in February, provides even smoother openings and a stronger flare and surf than its predecessor. Because each canopy is cut using a CAD/CAM and laser cutting system, every NZ Aerosports may be ordered in **any** size you wish. In conclusion Jyro states that the *EXTreme FX* is not for everybody. It is **not** an all-round canopy. It is **not** for novice jumpers nor of much advantage at low wing loadings. But if you're a bit of a canopy connoisseur who likes flying a canopy hard and enjoys a radical turf surf then maybe you'd like to try this new wild child. NZ Aerosports also produce a range of more conventional zero P canopies for all purposes.

NZ Aerosports – 0064 9 360 0045
jyro@ihug.co.nz



web site:
<http://ihug.co.nz/aerosports>

KIT NEWS

by Rob Colpus



Teardrop – The Next Generation

Thomas Sports Equipment (TSE) have released the next generation in their line of popular *Pop Top* harness/container systems. This started with a simple copy of the American *Racer*, known as the *Chaser* in the early 80's, and was followed by their own stylish update called the *Teardrop* in the late 80's – which itself was followed by the innovative one pin version a few years later.

The new rig is called the *Teardrop Super-fly*. It features the same popular, single pin, Pop Top reserve container with domed metal cap as the previous Teardrop but with radically redesigned main container and riser covers. The main container on the Super-fly features an extended pin flap, not unlike the *Vector 3's*, which comes up from below and tucks neatly into a deep slot in the mid flap, thus effectively protecting the pin from below as well as above. This cover flap is designed not to open in freefall no matter what attitude the skydiver adopts.



The other main feature of this new version is the total absence of velcro (apart from the obvious exceptions of the cutaway pad and pullout pad). The main riser covers have finally departed from the *Racer* style (velcroed behind the reserve container) and now have opted for a system similar to many other rigs, particularly TSE's own *Zerox* design, where the main risers make use of tuck tabs on the inside edges of the shoulder yoke. The overall look of these new riser cover side flaps is very pleasant with well designed curves which nicely frame the Pop Top. The price of the new rig is exactly the same as the previous version and all the Teardrop's previous options are available on the Super-fly with the addition of a few more. Namely, leather hacky-sack throwaway handle and stainless steel 3 rings. Soft cutaway housings are still standard but metal housings are available as an option

TSE – 01262 678299

Strong



and Fast

Peter Raymond

Ted Strong of Strong Enterprises is quoting a two week delivery time for his *Quasar 2* harness/container system. The market norm for custom containers is from 6 weeks to 6 months. The *Quasar*, as used by Tony Uragallo's *Air Time* freeflying team, appeared in the February issue of *Kit News*. *Air Time* were sponsored by Ted Strong who claims that the *Quasar* is ideal for freeflyers and sky surfers as the flaps and riser covers stay closed in freefall – something which cannot be said for all containers on the market. It's not clear whether the short delivery time is due to increased production facilities at Strong or a lack of orders for the rig!

Strong Enterprises – 001 407 859 9317
Strongent@aol.com

Stop Press

A new *Time-Out!!* has just been released with flashing LED visual warnings in addition to the audible bleeps. More details in August's *Kit News*.

Cool 'n' Groovy – 01788 860 882
coolgroovy.george@skydive.net





Weightless Vest?

The BPA have recently issued a Safety Notice advising jumpers who wear weight vests to ensure that the weights are properly secured in the vest and cannot fall out regardless of body attitude. This notice was prompted by an incident where a jumper making a freeflying jump lost weights from his vest while in a head down position.

Digital Alti

Continuing the trend towards high-tech safety equipment in our sport, Parasport Italia have produced an advanced digital altimeter named the *Altitron*. This microprocessor-based altimeter features a high contrast liquid crystal display (LCD) and an altitude range from 0-20,000 feet. The face of the Altitron features expanding (during climb) and contracting (during dive) segments produced by the LED which is very easy to understand at a glance – the wider the area you see the higher you are.

Unlike other altis the Altitron's LED face will flash at you at a pre-set altitude and a danger signal will flash at speeds exceeding 100 ft/sec when below a safe altitude. The Altitron, which may be wrist or chest mounted, also records your exit and opening altitude should you require this info, and carries out a self test and calibration when turned on. The Altitron retails at around £120.



Parasport Italia – 0039 121 69692
The Kit Store – 01622 890967

Strong Tandems

Strong Enterprises, manufacturers of the *Dual Hawk Tandem* system released a Service Bulletin in February. This stated that the system is only authorised for use with components approved by the company and that the rig has a service life of 8 years, after which it should be retired from use or

More KIT NEWS

by Rob Colpus

returned to Strong Enterprises for reinspection and recertification. It may then be returned to service for a further five years.

Strong Enterprises – 001 407 859 9317

Rogue Code Report Rogue

In the last issue's *Kit News* we reported that the BPA's Riggers Committee was informed of a batch of *Cypres* AAD's manufactured in 93/94 that switched themselves off whilst displaying an unusual error code. Airtec has responded to this report by stating that this information as a whole was incorrect and that, should there ever be an instance where an error code appears on the control unit, it would appear when the unit is switched on, not off. The company went on to say that "The probable background to this information is that in December '93 and early '94 a small batch of *Cypreses* were produced which were more sensitive in checking the battery voltage. This batch was made in conjunction with trials to introduce batteries with a longer lifetime. As a result it is possible that if you are not jumping on a regular basis, you may get a 8996 error code even if your battery is satisfactory. It is not a problem which affects the security of the *Cypres* and it is not mandatory to

send the batteries or the *Cypres* back to Airtec".

With these above mentioned units, a second try at switching the unit on will very probably result in a normal self-test. The only problem is any inconvenience that this may cause to some users. In fact, if the user sends his/her unit back to Airtec, they will make the necessary modification quickly and without cost.

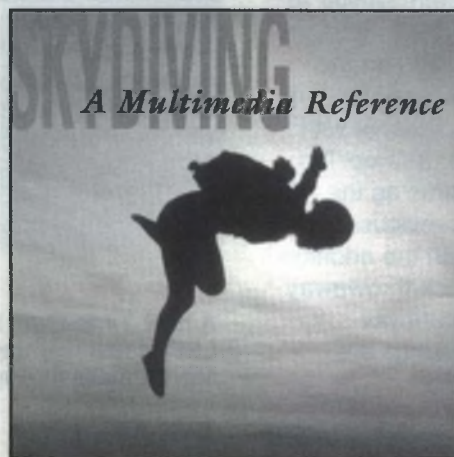
Airtec – 0049 2953 8010

Javelin – New Improved Soft Ripcord

Sunpath Products, manufacturers of the popular *Javelin* harness/container, have designed an improved version of their soft pillow type reserve ripcord option. For some time now certain jumpers have preferred to order their containers with a cutaway type reserve ripcord soft pillow in preference to the more conventional metal 'D' handle. The reason for this choice is the perceived increase in security in avoiding a premature reserve deployment due to a snagged ripcord. The disadvantage to the soft pillow has been the fact that, unlike a metal 'D' handle, the reserve ripcord cable was not able to slide through the handle allowing a degree of movement and flexibility without moving the reserve pin. The new Sunpath soft pad incorporates a small, oval-shaped, metal handle inside the pad which does allow the desired movement.

Sunpath Products – 001 813 788 9831

CD ROM – Skydiving: A Multimedia Reference



This 650mb CD ROM is available now from a small US company, Research Media, and features 56 minutes of skydiving video covering most aspects of the sport – first jump courses, AFF, high performance canopies, CRW, formation skydiving, freestyle, sky surfing, and BASE jumping. It also contains the complete and newly revised "Parachuting: The Skydiver's Handbook" which is a 400 page reference work with links to videos. It also features over 20 in-depth articles from the US magazines, *Parachutist* and *Skydiving*. The CD should retail at around \$24.

Research Media – 001 503 629 8249
wmorris@research-media.com

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THE PROOF IS IN
THE PERFORMANCE!

FLY ONE THIS WEEKEND!

TOUR EUROPE (with Bushman)

May 24 - May 31	Lidköping, Sweden/Swedish Hercules Boogie
June 21 - June 28	Swedish Mid-Summer Boogie
July 12 - July 13	Para Centro Locarno, Switzerland/PD Weekend
July 16 - Aug 3	Vichy, France/Women's Record Attempts and Espace Boogie
Aug 15 - Aug 17	Casale, Italy/PD Weekend
Aug 22 - Aug 24	Nettuno, Italy/PD Weekend
Sep 13 - Sep 21	Efes, Turkey/World Air Games
Dec 24 - Dec 31	Australia National Skydiving Championships

TOUR EUROPE (with Annica and Laura)

May 17 - May 18	Stichting Nationaal Paracentrum/Teuge, Netherlands/PD Weekend
May 31 - June 1	Irish Parachute Club/Offaly, Ireland/PD Weekend
June 7 - June 8	Headcorn Parachute Centre/Headcorn Kent, Great Britain/8-Way Speed Boogie
June 21 - June 23	British Parachute School/Langar, Nottinghamshire GB/Langar Boogie
June 27 - June 29	Zwartberg, Belgium/Black Mountain Boogie
July 5 - July 6	Centre Ecole de Parachutisme "ALSACE" Assosiation Sportive, Aerodrome du Polygone/Strasbourg, France/PD Weekend
July 11 - July 13	Fallschirmsportclub Muenchen/Muehlhof, Germany/PD Weekend
July 18 - July 20	Paracentrum Midden Zeeland/Arnhemuiden, Netherlands/Pink Boogie
July 26 - Aug 3	Vichy, France/Espace Boogie

BCPA on Tour



Training Camp – Sebastian

A group of 43 British collegiate freeflyers flew into Skydive Sebastian for one of the most successful BCPA events for years.

From people with only a few jumps to the more experienced members, everyone progressed and all 29 AFF students passed through the AFF system. With many converting from the BPA category system

onto AFF, people quickly moved onto category 8 and started to have some real fun.

Skydive U gave seminars on basic flying positions and canopy control. A fitness coach came in to tell us how important stretching is to the sport and keeping fit. The

most popular seminar was one about head down flying, given by Alaska John from the First Modern School of Freeflying. Two lads from University of Sheffield – Dariush Etminani and Matt Law – took his advice, completed over 70 freeflying jumps to become the best

collegiate freeflyers in the UK.

Flat flying remained popular and a collaboration between Southampton and Leeds Met

completed a training program in 4-way, with John McIver providing the inspiration. The WARP lessons from the British instructors proved invaluable as people strove towards their cat 9s and 10s. The lads from

Sebastian XL were always on hand to help and gave massive encouragement to all the collegiates, finding loads of time to give us valuable advice on the ground and in the air.

The flight line gave collegiates the chance to jump five aircraft rarely seen in the UK. The BCPA was set up for the aim of progressing collegiate skydivers and the boogie has left the BCPA in a very strong position with more people qualified than ever.

Nick Moxham B11133
BCPA Treasurer

Fact Box

Number of collegiates: 43
Number of Universities: 10
Number doing AFF: 29
Number qualified: 29!
Cat 9: Jon Gilbraith
Cat 9/10: Paul Hutton
Best landings: Dariush, Irena, Stuart, Matt and Rik (who was hung up about it for hours).

Collegiate Nationals

Hibaldstow
28 June – 6 July



Progression Week – Gap

The BCPA Progression Week 1997 was held at Gap-Tallard, in the south of France and allowed many collegiate jumpers to fairly whiz through the system.

The aim of the week was to enable keen prospective skydivers to progress. We were all going through the RAPS progression system and too broke for an AFF course. The trip was a stonking one, with wall to wall blue skies and impressive progression during the eight days of jumping. The view of the Alps was breathtaking.

The trip was somewhat different to the usual never-ending BCPA cycle of beers, chunder and hangovers. Up at about 7.30 in the morning, meeting Kevin Hardwick, our coach at about 8.15, jumping by about nine. Two hours of civilised lunch break, more jumping in the afternoon. Dinner cooked by first class chefs Jason, Darren and Jo. A few beers, quick chat about meaning of life and in bed before midnight.

However, there was one exception when Paul got his cat 8. When somebody gets his/her cat 8, it would be a sin not to give them a scrub with chilli con carne, baked beans, eggs, beers, pear liquor and anything skanky we could lay our hands on. Let this be a warning to you potential BCPA hot shots. Do *not* get your cat 8 or 10 at a BCPA event. Do *not* have a malfunction at a BCPA event. Do *not* land in the pit at a BCPA event. Do *not* win anything at a BCPA event. Do *not* go to bed early at a BCPA event. Do *not* do anything different at a BCPA event. Keep a low profile, stay down and don't look anyone in the eye or you will be forever remembered and respected for being a smart arse and providing us with cheap entertainment.

Our last day of jumping, Monday, was finished off with Darren's 100th which coincided with Paul's first FS jump. The potential 6-way was built to a 4-way star. I can still remember Paul's cheesy grin in freefall. The Progression Prize he won was very well deserved. All I can say is, well done young man, you will forever be remembered and respected for being a smart arse and providing us with cheap entertainment!

Henry Chow D10512
BCPA General Secretary

Beers Bought

First freefall: Mark, Paul,
Colin, Jo,
Will
Cat 8: Paul, Colin
Cat 10: Jason, Darren
100 jumps: Darren
1 hour's freefall: Darren
First freefly exit: Darren
First FS: Paul
First pit: Colin
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The Belgian *Diadora* 10-way speed team, a group of hot skydivers headed by Eric de Costa, hosted an unusual jumping event during the first week of May. They invited 40 European jumpers to come and play at Moorsele, doing formation loads out of two Skyvans. The idea was to have fun and try a variety of dives, going for unusual transitions or formations rather than 'point scoring'. Everyone had the chance to try a whole range of slots and the atmosphere was very laid back. The jumps were of a high standard, as you would hope with invited skydivers only.

Most of the dives were organised by Flipper and Wim, with guest appearances from Mike, Darryl and George amongst others. The main photo shows the *Diadora* team forming the base 8-way

in one of the Brit organised dives. The weed whacker, bottom right, was successfully built twice, the aim was to then transition to a 40-way round. Ambitious? Yes, but it so *nearly* worked!

The Belgians proved to be superb hosts, both on and off the drop zone. Skydivers from Belgium, Holland, UK and Switzerland enjoyed the chance to share goals rather than competing with each other. As a result, the different races mixed well and we all made some new friends. It is hoped that *Diadora* will make this an annual event, the Brits who went this year will jump at the chance. See you next year, *Diadora*!



Invitational European 40-way



Photos by Luc van Peteghem

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Bo Babovich, USPA I/E, Tandem Examiner, Master Rigger. With 5000 jumps, including 2500 tandem jumps, and over 1000 jumps on the Elite Tandem, Bo is the quintessential skydiving professional. Photo by Johnny J.C. Colclasure

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So you wannabe...

... a skysurfer?

Skysurfing has hit the big time; every week an avid satellite TV freak can check out some of the top skysurfin' dudes spinning, turning and looping. Pick up a glossy magazine off the news-stands and you'll probably see a story about someone doing a tandem, jumping off a skyscraper or skysurfing. For a sport that is only a little over seven years old, skysurfing has really captivated the media.

This given, it is surprising that you can count the number of skysurfers in this country on both hands; worldwide they wouldn't amount to much over a hundred jumpers. Why is it that a sport which seems so much fun and gets more coverage than all the other aspects of skydiving added together, has so few participants?

Until lately it has been a discipline which was far from "beginner friendly". Those mad enough to give it a go have previously had to go to great efforts to get adequate information, training and equipment. However, times are changing and for those who would like to get in the air with a board on their feet, there has never been an easier time to give skysurfing a try. This article is a basic introduction to this branch of our sport to



Simon Ward

help those 'wannabe' skysurfers who don't know where to start.

First things first, you need to have a D licence. As an embryonic surfer, you have to be sure that you really want to hurl yourself out of an aeroplane with a plank firmly attached to your feet. We emphasise 'firmly' because a safe and well prepared skysurfer should not need to jettison their board. Bodiless boards hurtling earthwards is not what the sport of skysurfing, or indeed skydiving, needs. The cutting away of equipment in skydiving is for emergency reasons only; skysurfing is no exception. Preparation is the key word here, give this discipline the seriousness it deserves and the rewards will be plentiful.

Fitness

A reasonably high degree of physical fitness will greatly help your aerial surfing. The sport is highly energetic; being flung all over the sky with a board strapped to your feet can really take it out of your body. If in doubt perhaps get down to your local sports centre, have a fitness assessment and get stuck in at the gym.

Basic Freestyle

Freestyle experience is essential. That doesn't necessarily mean pointed toes, a pink jumpsuit and a plastic smile. Rather, mastery of the basic freestyle moves such as stand-ups, front-loops and back-loops starting from and returning to a standing up position. Controlled 360° turns in a stand-up and very good control in a back to earth configuration are a good starting point. The ability to perform a few dummy pulls in a stand-up is cool – but do not try deploying for real in this position for obvious reasons!

The more preparation you do, the easier and more enjoyable your first board experience will be. Flying head-down is a bonus if you can do it but not essential. Putting an exact number on how many freestyle jumps you should put in before skysurfing is difficult since we are all individuals, but not less than 50 is a reasonable target. Using a competent videoperson will greatly accelerate your freestyle progress, but you knew that already, right?!



Simon Ward



Simon Ward

Get Help

A major tip here is to, before you even start your preparation, track down an experienced board jumper at his or her centre and pick their brains for information. It may eventually be the case that pre-skysurfers have to have written permission from experienced skysurfers who know what they are doing, have assisted the jumper and assessed their freestyle abilities. This will certainly be the case if reckless boarding starts to occur, the choice is yours.

Ask Your CCI

Okay so you've done the training jumps – what's next? It may seem obvious but make sure your skydiving club is in agreement with your skysurfing intentions. It is the CCI's prerogative to grant or refuse permission. If he or she says "no" then you could try showing

them your freestyle video footage which will demonstrate that you have the ability and are taking it seriously. If the answer is still negative there is little else you can do but locate another, more hospitable centre. Don't hold personal grudges; the sport is still relatively new and attitudes do change over time.

Equipment

A cautionary note here, do not go out and buy yourself the latest Pro-level carbon fibre composite board. In fact, don't buy yourself any equipment unless you can help it. Some companies charge upwards of £300 for beginner packages – pretty steep when you consider that many budding skysurfers don't ever do more than one or two

board jumps. Again find your friendly, local skysurfer and see if you can beg, borrow, rent, or copy and make your own beginner equipment.

Your first jumps will be done on a relatively small board, one that you will not need again after 20-40 jumps, apart from elements like bindings and cutaway systems. A first time board can be made for less than £100, save your pennies for a bigger board which you'll hopefully stay with. Space does not allow for specifics to be given regarding boards, jumpsuits, gloves and other equipment so once again contact your new found skysurfing buddies for extra information.

The First Time

Remember on your first jump with a board no-one will be there to help you get stable, don't overestimate your abilities! This can happen, especially with jumpers who have done a lot of flat flying jumps and been around for a while. No amount of belly flying jumps can prepare you for the roller coaster ride you will definitely have on a board without the right training.

So you are in the plane ready to go now! Go high, as high as possible, nothing less than 10,000', for your early jumps. Exit first, with your videoflyer out rear float (your DZ does not want to miss out on this visual opportunity do they?). Make sure you are given at least 6-7 seconds before the next group, even if it means you have a slightly short spot, remember you will



Ian Brown

Vice Versa skysurfing team consists of Chris Gauge and Tim Porter, they are a dual performing skysurfing and videoflying team. If you are interested in learning more about skysurfing, safely be sure to track them down at a DZ near you or call Chris on 01872 552 650 or Tim on 0378 428 962.



Phil Parker



Simon Ward

Mix the disciplines – skysurf with your flat flying friends for added fun and laughter

have a high canopy since you will pull at no less than 5,000'. Once you have got yourself upright, do some dummy pulls, then practice only very basic moves such as standing slow turns, going onto your back and recovering – no helicopters or twisting loops, these will come a lot later!

Don't do your early jumps on any small, high performance canopies which may be prone to off-heading openings. It is nearly impossible to kick out line twists with a board attached to your feet. Think "safety" and use your head.

So you are under canopy and you've had a stella performance. Don't let it go to your head just yet! Check the spot, point your canopy at the DZ, sort out your cutaway system and disconnect your board recovery 'chute if necessary – you will have one of these on all your early jumps. Bend your toes upwards so they are the only things keeping the board attached to you; this way it can be released effortlessly at 5-10 feet above the ground. Until you have got a fair number of board jumps under your belt, don't even think about trying to surf your board across the DZ! If you do, at best you will crash n' burn and be the source of entertainment for pub stories for a long time to come. At worst, well we don't even want to think about it...

The Future

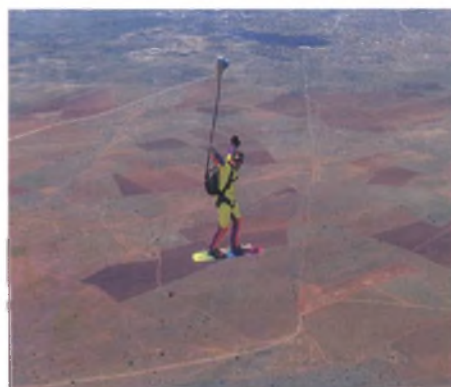
If you gave the discipline the respect it deserves and prepared well you will have had an incredible time and will be keen to get back up in the air again. But do

yourself a favour, never lose sight of the fact that skysurfing can be dangerous, even potentially fatal. So, keep a cool head remembering that a safety conscious board jumper is the one who is able to enjoy the sport to its limit.

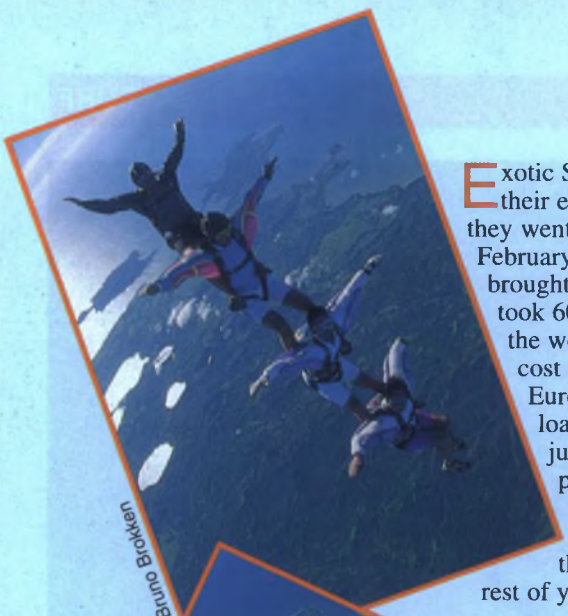
After a reasonable number of skysurfing jumps there are many opportunities which are open to budding board riders. These include the competition scene such as the Nationals, FAI meets, the SSI PRO Tour. You could also try skysurfing relative work, which is not easy but loads of fun, and lots of other jumps possibly mixing boarders and other jumpers.

On a final note, never forget that whilst you may think that flying around with a board strapped to yourself is just the best, most radical way to fly, don't let your new found pastime go to your head! Skysurfers only represent a minority body of jumpers, we cannot afford to annoy our other aerial companions. Be considerate, particularly in the plane when you might need assistance in granting you extra space. Skysurfing needs prima donnas about as much as external regulation! Have respect, have fun and we look forward to seeing you around this country.

Chris Gauge
Vice Versa



Simon Ward



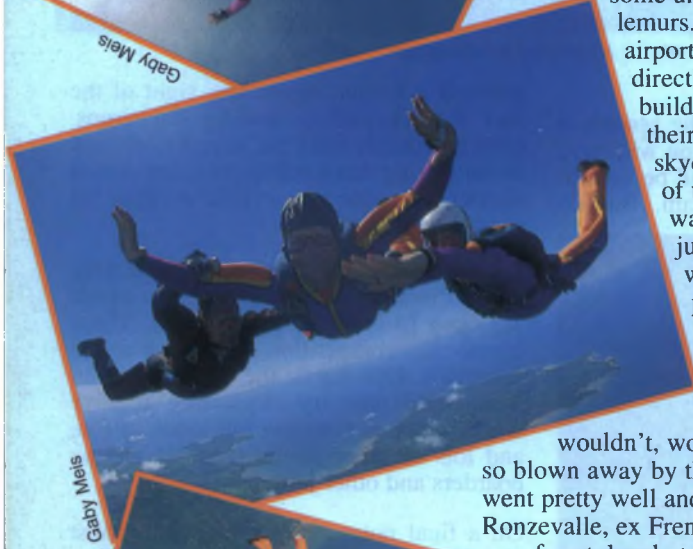
Bruno Brokken

Exotic Sky Adventures organised another of their excellent boogies in far off lands when they went to Madagascar for two weeks in February. The jumpship was a Buffalo, brought in specially from Zimbabwe, which took 60 jumpers. 103 jumpers from around the world registered for the package which cost \$2,385 and included flights from Europe, air conditioned jungle hotels, load organisers, video on every jump, 15 jump tickets and seemingly endless parties, drinks and dinners. Three Brits went; Tim Mace, Rob Colpus and Derek Thomas, the latter two being there as organisers. Where *were* the rest of you?

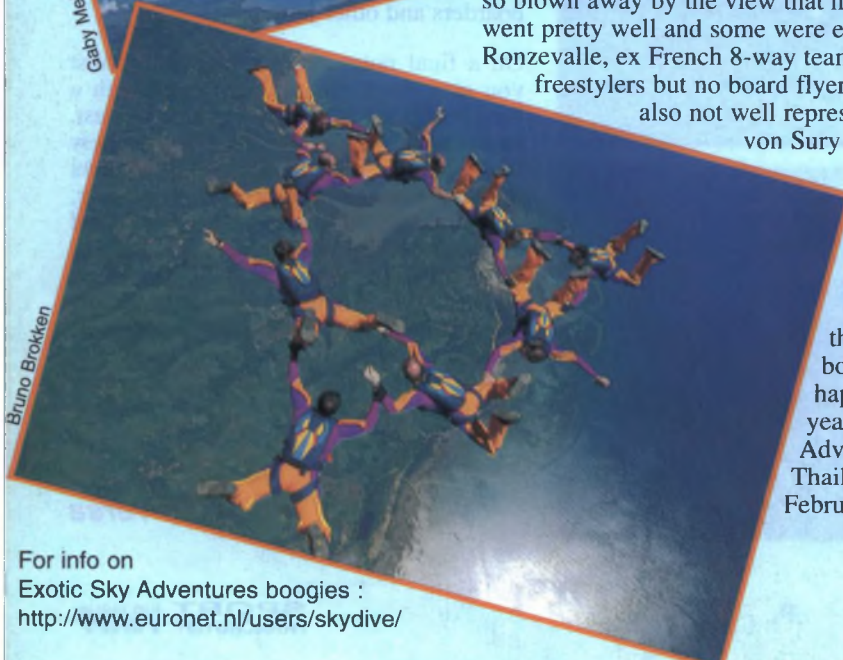


Gaby Meis

The boogie was based on the island of Nosy Be ('Big Island' in Malagache, the local language) The hotels were on the beach and everyone had their own small grass-roofed villa only yards from the beach. Virtually every evening the last jump of the day was onto the beach followed by free drinks and the scenery was fantastic. A number of special jumps were made onto remote beaches where the locals laid on a party for us followed by boat rides home. Everyone got the chance to scuba dive, visit the neighbouring islands by boat and see some unique wildlife, especially the lemurs. The DZ was the local airport and the landing area was directly in front of the terminal building. The tourists getting off their 737s got a close look at skydiving and it attracted a lot of tandem business. The airport was surrounded by thick jungle and some of the wildlife was not too friendly, particularly the crocodiles, so bad spotting was right out!



Gaby Meis



Bruno Brokken

Most people made around 35 jumps and one resident of Nosy Be did his complete AFF course. He never missed the DZ once but then he wouldn't, would he, given the snappers out there. One jumper did miss the DZ, he was so blown away by the view that he said he didn't care *where* he landed. The organised dives went pretty well and some were excellent. I did five blistering 8-ways organised by Jeff Ronzevalle, ex French 8-way team. There were sit flyers, freeflyers, FS jumpers and freestylers but no board flyers unlike last year in Cuba. Style, Accuracy and CF were also not well represented! Two out of the three malfunctions went to Charles von Sury of Switzerland, Herman Landsman broke his ankle landing on a sandy beach (*how do you do that?*) and Jeff Ronzevalle landed in the water but he was wearing Derek's gear so that was all right!

Of all the places I've jumped, this is one I would go back to even if there was no boogie happening. Next year's Exotic Sky Adventure is in Thailand during February. Be there!

Tim Mace



Bruno Brokken



Gaby Meis

Madagascar Boogie



Bruno Brokken



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Keiron's last Skydive



We went out to Florida on 6 April and took Keiron's ashes with us to fulfil his last wish of a sky burial. We thought it was fitting to do it at the spot where he was killed, Titusville drop zone, beside the Space Centre in Florida. I did the jump myself from 13,000' and thought it was right that his Dad, and former skydiver in his own right (albeit 23 years ago) do it for him. An emotional experience.

This was a very emotive ceremony, many of Keiron's friends were on the dive including Mark, Adrian and Darren from Peterborough, Mike McGuire

from Boston and jumpers from Titusville itself. There were four cameramen filming the dive and they compiled a very moving tape for us. Keiron's sister, Nova, did a tandem jump a couple of days later; she wanted to know what it was Keiron loved so much! Susan, Keiron's girlfriend, also did one (her third), as a tribute to him. The people at the drop zone were so good to us, it was like being with family; we hold happy/sad memories of our days there. We

were touched by the manifest announcements – "Dave, Mick, Mike, etc, etc and Keiron."

On a more serious note, I do wish the BPA and drop zones would put some sort of restriction on the use of high performance canopies by inexperienced jumpers, not that this would have stopped Keiron doing what he did, but who knows?

We will be at Peterborough Parachute Centre in June for the memorial Free Fly Week, so will meet all his friends there. Thanks for all your support.

David Clark and family



"I am so glad that I did it. I felt closer to Keiron in the air. It was really excellent and so exciting to be flying!"

Nova Tribe (née Clark)

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Blue Skies over Langar

This beautiful photo was taken by Tony Danbury and shows Dave Morris with student 'Casey' Caseman above Langar airfield

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BPA Phone Card

This photo was chosen for use on a BPA branded telephone card which has just been produced in association with Abell Communications. The card is for the use of both BPA members and 'whuffos'. It provides national and international cut price rates for phone calls.

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For frequent travellers like skydivers the card is ideal. It avoids the problem of buying telephone cards in a range of currencies and using up the calls before you leave the country in question.

The BPA strongly urges you to apply for a phone card. This initiative benefits you, the end user, and also returns a proportion of the income to the BPA. This, in turn, will help keep your subscription



down next year. See flyer in this magazine for details or call Abell on 0181 958 5858 and ask for Rachel, quoting the BPA telephone card as a reference.

Ampuri Easter

Gordon Hodgkinson

Bruno Brokken

Jo Wass

Jo Wass

Gordon Hodgkinson

Gordon Hodgkinson

Ampuriabrava Holiday Resort

Ampuriabrava is a lovely Spanish holiday resort, situated in a beautiful beachy bay. The town is built on a series of canals so that almost every building overlooks water. Many have mooring bays for private yachts.

NO more work!

Andy Cooke gives a full commitment wave off over Gerona.

Gordon Hodgkinson



abrava Boogie



Bruno Brokken

Mutual Appreciation

Bruno Brokken takes a photo of Gordon Hodgkinson as he returns the compliment.



Gordon Hodgkinson

Gerona-imo!

On days which were too windy to jump at Ampuria, the management kept everyone jumping by moving the entire operation to Gerona International Airport. At this time of the year the airport only has one airline flight a week. The passengers of the 757 from Manchester must have been bemused to disembark whilst an Otter load was in the air and the sky was full of canopies! Photo shows Dave McCauley doing Skydive U with Reinier over Gerona.

Pete Jones

The CPCB Easter Boogie was a great success and enjoyed fantastic weather. In all 3,200 jumps were made by 118 skydivers from all over Europe. We had a Pilatus Porter and a Twin Otter flying non-stop from first light until sunset. There were all sorts of aerial antics going on; skysurf, AFF, Skydive U and head down with *K-ramba*, the freeflying school ran by Ivan Coufal (Spanish 4-way team) and Claude Tzifkansky. Richie Hornig organised fun loads throughout the week.

A big thank you to everyone for coming. See you all again soon.

Gordon Hodgkinson



What Happened Next?

On Saturday 29 March, a 4-way scrambles competition was held, sponsored by Captain's Cabin (the notorious skydivers drinking den).

Six teams entered, they took the 'scrambles' element seriously – as you can see from the photos!

Look out for Brits Andy Cooke, Mike Shaw, Stephen Allen and Nigel James.



Gordon Hodgkinson



Gordon Hodgkinson

PERRIS VALLEY SKYDIVING



PHOTO BY VIC PAPPADATO

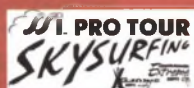


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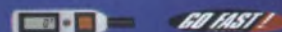
photo by Fritz Pfner

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Coping with Competition

Are you doing the Nationals this year? Hoping to go to a World Meet in the future? Competition can provide the stimulus to produce the best performance of your life – or it can make you so nervous you blow it completely. There are few, if any Brits, who have entered as many meets as Pete Allum. Here, he gives some tips on keeping cool under competition pressure



The best way to deal with stress at a competition is to prepare well beforehand. Thorough preparation would include:

- ① setting goals at the start of your programme
- ② putting the training jumps in to help achieve those goals
- ② maintaining a level of physical and mental fitness
- ② attending as many other meets as possible
- ② simulating competition environment throughout your training.

During training, prepare for each skydive in the same way that you would at a competition. Agree a number of repetitions in the plane on the way to altitude and a routine that the whole team can stick to. This will ensure you retain a sense of familiarity when you get to the competition environment.

Different things work best for different people but here is my routine for the climb to altitude:





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Hot Tips for Meets

- ② Keep your mind active with non-skydiving pastimes
- ② Work with the meet management to know the calls for your load, stand downs, briefing times, etc
- ② Know the rules and understand what the judges want to see on the screen
- ② Keep it fun
- ② Stick to the routines
- ② Play to win!

- ☞ On take-off, I run through the dive for about 35 seconds, relax, take my hat and safety belt off, then settle down and enjoy the view!
- ② Between 3,500' and 5,000' I go through the dive one more time, then focus on my mental state and do whatever it takes to get myself in the state that I know I perform best at.

- ② 3,000' before jump altitude we do a team shake and I run through the dive at full speed, then I work on remaining in my focused state until it's time to go.

This 'focused state' or 'arousal level' is something to work at throughout training, finding how psyched up or relaxed you need to be to do your best. For me to describe it exactly is impossible but it feels like a calm, focused and ready state (for more information see *Mental Preparation and Visualisation*, SP June '96).

Before you go to an important competition like the Nationals, try and scope the site out as well as possible, sorting out a team base and figuring out the accommodation and food. I speak from experience as we have had some interesting adventures when leaving those necessities to chance and found ourselves suffering in the meet as a result.

If you have not made a gazillion jumps before the competition and you feel under-prepared, just stick to the most comfortable engineering of the dives. If you like, ask one of us or another coach to help you out with puzzling the dive, exits or some basic block techniques. There is a benefit in not having done lots of training jumps, which is that you are not tied to any one continuity plan (a continuity plan is how

you decide who goes where on each dive and this can vary from team to team).

Expect to have lengthy waits where you are not jumping; try to stay alert and ready. If the weather is rogue and you have been carrying the same dive in your head for a while, go ahead and run through some of the later dives, maybe that next 'slot switcher' or 'mirror image'.

Remember; you make mistakes all the time so you can expect it to happen at some time in the meet. Even world champions make mistakes, they are just smaller ones! During your training periods (even your creeping) practise your reaction to mistakes, ie, relax and carry on as normal, don't let the mistake drag you into panic. You **will** make a mistake in a meet, it may be only a micro-space, possibly a brain-lock, it could even be a bust. Let it go! Dwelling on the error will not help the rest of the dive or the next round. Think how you feel if you see a team mate angry or in deep depression, how does that make you feel? I'm sure it doesn't cheer you up! Treat yourself as you would treat another team mate, be supportive and get on with the meet.

Good luck!

Pete Allum

pete_allum@compuserve.com

The XL Approach

Here is a brief description of how we approach competitions as a team and how I personally deal with them. Some of these ideas may work for you, others may not. Ask a range of competitors you know for tips, put together the ones you like and you will then have a personal plan of attack.

Our team routine for competition

About 80% of our training is meet simulation. We draw the dives from the dive pool and then follow our dive planning routine (see *Briefing and Debriefing*, SP March/April '96). After the jump we drop that dive and immediately focus on the next one. If there are any hold-ups (ie, weather), we go through the dive at pre-arranged times. We also have a base for the team so that we always know where to meet. At the end of the 'competition' we debrief it and work out how we can improve and what we liked.

My routine for competition

I find a comfortable spot which is away from everyone else but near our team hang-out and stay away from the crowds as much

Sebastian



as possible. There is always a tendency to want to see all the people that I haven't seen since the last competition – but I have found that continual socialising throughout a meet wears me out. I know that when the meet ends there will be ample time to party! So I surround myself with books, games, magazines and music. I get a cross section of music to help me with whatever mood I want, from hard-core rock to rave and classical.

I try not to sleep as I find it hard to wake up and get myself together quickly for a 10 minute call. I also do light exercise and stretch throughout the day. If I get the time I run through some relaxation and visualisation exercises.

I try not to look at the scoreboard too much as I find myself dwelling upon previous scores and how we are doing rather than 'the next dive'. A coach once said to me that we should think about the next dive as if it were round 1, as any previous round or anyone else's scores could not affect what we did on the next dive. I have found this really useful for helping me stay on track and thinking about what I can do to make the next dive go well, as opposed to "If only I hadn't bust the last dive!!" However much I avoid the scoreboard someone always tells me how we did but I do *try* to ignore the scores.

The Drop Zone ^{That's}

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With the increase in freeflying over the last year or so, many skydivers are coming to me with totally different injuries to those experienced with flat flying. Freeflying problems noted are repetitive muscle strain in upper arms, shoulders and numerous aches and strains in quads and hamstrings – great backs though!!!



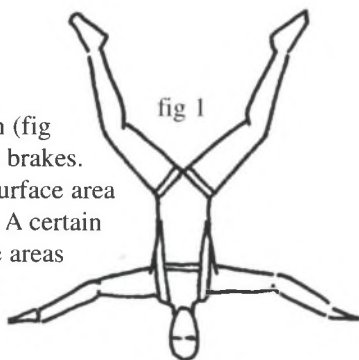
Keith Larrett

As you probably realise, the fundamental difference in freeflying is the huge wind velocity and the impact this force has on our muscles in movement. So you need **POWER**.

Consider this:

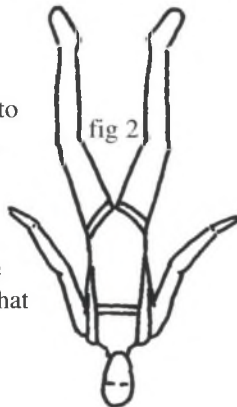
1. Slow fall position

For slowing speed; in this position (fig 1), your legs and arms are used as brakes. We slow because a greater body surface area interrupts the wind velocity force. A certain type of muscle movement in these areas will cause tension and subsequent strain, if you haven't got the **POWER** to cope.



2. Fast fall position

For greater speed; from the first position to the second (fig 2), less body surface area, less resistance, more speed. However, in these movements, muscles are still under tension/contraction to provide the **POWER** control required to maintain the correct position. It is from this position that most upper arm strains result.



Try this...

Try these two exercise examples for specific muscle power development, isolating just two particular muscle groups most liable, in my experience, to injury:

→ Upper body and arms

Pull-up bar and Lat pull down machine.

→ Legs (inner/outer thighs)

Person A sit down, knees bent, feet flat on ground.

Person B as above with knees outside and against Person A.

Person A push out hard.

Person B push in hard.

Both BREATHE, maintain HOLD, release S-L-O-W-L-Y.

Please share any other exercises you know and refer to *Sport Parachutist* September/October '95 for article on stretches.

So – FEEL THE POWER!

Debs McCarthy
Bodyworker and Sports Therapist,
01780 783 602 or Debsmcmad@aol.com

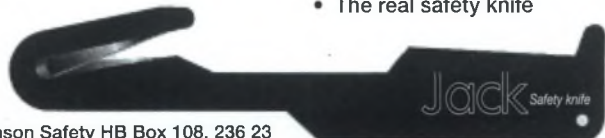
Figures by Alex Meacock

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Equipment, In & Confidential

LINE STOWAGE

Description: Since the previous reports I have had many telephone calls and e-mails about malfunctions on small, high performance canopies, all of which had to be cut away. In most cases the reason has not been clear; the jumpers concerned initially put the blame on some part of the equipment. What is now interesting is that in most of these the trend to initially blame the equipment was not correct and in the jumpers' opinions the following is probably the main reason for the malfunctions.

Conclusions: One jumper was using standard tube stoes on a canopy with microline and had consistently poor openings. Since the incident he has changed to PD small elastic bands for his canopy and now has very consistent and good openings. Another jumper who was told that the problem may have been due to his elastics changed to microline tube stoes and he stated that he now gets better openings. Other jumpers in this report have stated similar improvements in opening characteristics by changing their line stowage. For example, on my system which is a 120 main and container, I use microline tube stoes wrapped around the lines once for the first four line stowage's (through grommets) and on the remainder I use

microline rubber bands wrapped around the lines twice, apart from the last stowage that is only wrapped around once; this gives me very consistent, smooth, on-heading openings. Another of the jumpers in this series of reports stated that his canopy always dived left on deployment and this problem stopped when he started to pack his lines starting from the opposite side to what he had been doing.

Recommendations: Although rubber bands would appear to be a minor concern when put against the latest design complexity on the canopy and containers, it seems that this is an area of tremendous importance and many problems can be solved when looking into the best line stowage for your particular rig. The best advice is to look in the canopy manual and discuss your particular system with jumpers who use the same type of equipment before trying anything new. Do **not** double stow dacron lines especially with small grommets on your deployment bag as this has also caused malfunctions in the past.

RESERVE TAMPERING

Description: During a routine kit check prior to tagging, the checker refused to tag the rig as safe to use due to badly worn and frayed Cypres reserve closure loop. The possibility of a premature

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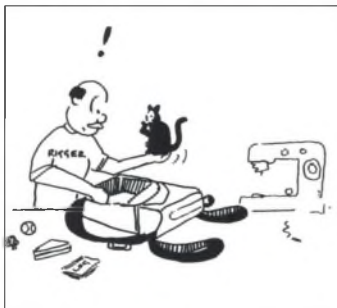
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Incident Reports

reserve deployment was very high. The checker also noticed that the inspection checklist stated that the rig had an RSL fitted and on looking at the rig it had no RSL.

Conclusions: The reserve inspection and repack had been done recently and the checker's first thought was that the reserve packer did a bad job and they should have changed the reserve closure loop. However when the checker questioned the owner of the rig about the fact that an RSL was not fitted but the paperwork said it had one fitted, he stated that he had a friend remove it. The checker then said "So you're telling me that someone has tampered with this reserve pack job by removing the reserve pin and opening the container?", to which the owner replied "Yes".



Recommendations: This report is very worrying as the consequences of a premature reserve due to a damaged reserve closure loop could have proved extremely dangerous. Such an incident would have put all the blame on the reserve packer who probably did a good pack job with a non damaged closure loop. Anyone caught tampering with a reserve is liable to disciplinary action by the BPA Riggers Committee / STC and, depending on the actual incident, they may be liable to defend themselves against legal proceedings. In short, **never** tamper with a reserve. The owner's friend may have done him a favour but he did not do himself or the reserve packer any favours.

2-RING OR 3-RING

Description: During a routine kit inspection prior to tagging the checker noticed that the 3-ring was incorrectly fitted on one riser. The small ring was not being used at all and the riser closure loop was through the middle ring.

Conclusions: When questioned, the owner said that it had just had a reserve repack and this is how it came back to him and that subsequently his friend had packed the main. When the reserve packer was questioned he said he did not assemble the main as it was not present during the pack job. We questioned the person who packed the main, who said it was already assembled when he packed it, so it seems that we will never know who assembled it.

What is really worrying is that the checker showed this to the owner and asked what was wrong with the risers; he looked at both risers for over ten minutes and had no idea what the fault was.

Recommendations: This incident must have been repeated many times during the history of the 3-ring circus. It seems that we sometimes see what we want to see. The simple check of following 3-rings is still the best system to check the risers; all rig owners should be able to spot common and obvious problems such as this report.



FALSE RECORDS

Description: A rigger had a customer who dropped his rig off for a reserve inspection and repack. During unpacking the reserve he was surprised to find that it had been side packed. The reason for the surprise is that this rigger has

always packed his reserves nose down and, according to the reserve packing card and inspection checklist, he was the last person to pack it.

Conclusions: During his investigation in to how a reserve packed nose down could deploy in a side packed configuration he could not find any explanation for this phenomena.

Recommendations: This is obviously an argument for sealing reserves as this would prevent anyone from doing a reserve repack and leaving the last packer's details on the paperwork. Or will it??? It is probably a good job that the person who packed it without signing for a new pack job could not be found as this type of tampering is severely frowned upon by the Riggers Committee. It would not surprise me to hear of a lifetime ban for this type of tampering.

SLACK MAINTENANCE

Description: I have had an increasing number of reports about poor maintenance from both riggers and equipment checkers, mainly based on old velcro not being replaced during reserve repacks and using worn closure loops.

Conclusions: This is a well known argument that always starts a conflict between riggers and reserve packers. Most of these reports are against very experienced packers and some riggers who should know better. In one case the hook velcro on



an RSL looked like it had had a shave! Worn velcro can cause many problems but as usual it would probably need a combination of component failures before this caused a real problem to the jumper.

Recommendations: Get to know your packer or rigger and compare the quality of work they produce. If the velcro is in a poor state and the person did not pick it up on his inspection then do not use them again, as the chances are they may also have missed a vital safety notice about your equipment as well. Do not take any chances with maintenance as it will cost a lot more in time and money if you have to solve a problem in freefall resulting in a reserve ride.

Allan Hewitt

Confidential Reporting

If you have any safety related occurrences you would like to report IN COMPLETE CONFIDENCE, write to: Confidential Report, Allan Hewitt, 103 Grosvenor Road, Aldershot, Hants GU11 3EE. Tel: 01252 27412 Fax: 01252 350 377 E-mail: 100770.402@compuserve.com

Comment

Please send in all your equipment incident reports no matter how trivial, we prefer written material although a phone call can be just as helpful. Your reports can include any equipment incident whether found during a skydive, during equipment checks, flight line checks or even after you have had some work done to it that you are not happy with. Complaints are also welcome as this is probably the best source of educational value that is mostly overlooked. Please complain in a constructive way!

POPS CORNER

Parachutists Over Phorty
Society



New POPS Record

An all POPS 12-way was built and held for 7.5 seconds above Hibaldstow on 8th March 1997. Well done to all participants for setting a new National POPS record.

Langar

After two weeks of glorious sunshine before the meet, it was a great disappointment to be met with bad weather when most of us arrived at Langar on the Friday evening. Some of our Scottish members who made the long journey down said it was colder than up in Scotland. The weather forecast was the total opposite of what we were experiencing, we shivered through Saturday hoping for better things. No jumping was done at all so we started the barbecue early followed by a raffle. Who got the fish?



Phil Parker

A new POPS record was set above Hibaldstow by Albert Austin, Tony Bradbury, Jack Felstead, Bren Jones, Barry 'Swimmer' Lane, Terry Lightfoot, Tony Massey, John Parker, Chris Plaice, Jeremy Porter, Paul Robinson and Keith Sandel.

Results

Hit and Rock

- | | |
|--------------------|------------|
| 1 Pat Carpenter | 22.80 secs |
| 2 Glenn Stephenson | 27.15 secs |
| 3 Arthur Wrenall | 28.04 secs |

Pat also took home Pete's Pot

Individual Accuracy (after a jump off)

- | |
|--------------------|
| 1 Steve Saunders |
| 2 Martin Monks |
| 3 Glenn Stephenson |

Steve also won the Doncaster Plate

Team Accuracy

Joint 1st

Steve Saunders	Martin Monks
Dilys Price	Dave Parry
Pat Carpenter	Tony Bradbury

3rd Glenn Stephenson

George Poole
Julie Shew

The weather was similar on Sunday but the winds had dropped enough to enable us to start the Hit and Rock. Some of our members had a bit of trouble picking up their canopies, but enjoyed the challenge. Next we managed to get in one round of accuracy, time didn't permit another. For the judge and helpers in the pit it was probably a good job, or we might still be frozen blocks out there now!

Brunton

The next meet will be at Brunton, August 23-25. I hope the weather will be kinder. I have a list of B & B's close to the DZ. If anyone wants a copy, give me ring.

World Meet - Jordan

By the time you get this mag, the POPS who are going to Jordan will be flying out there. I unfortunately won't be going myself, but would like to congratulate Dilys Price, who will be celebrating her 65th birthday whilst out in Jordan. Nice one Dilys, I suspect she will have a great party.

New Members

Please Welcome:

Nick O'Brien	Martin Monks
Steve Thomas	Chris Plaice
Eddie Evenden	Terry Lightfoot
Sandie Nicholson	

18-Stack

Pat Hammond is organising a POPS large CRW stack at Netheravon in August, either 9/10 or 30/31. Please call Pat on 01638 508168 if interested.

Sue Hill

Hon Sec/Treasurer



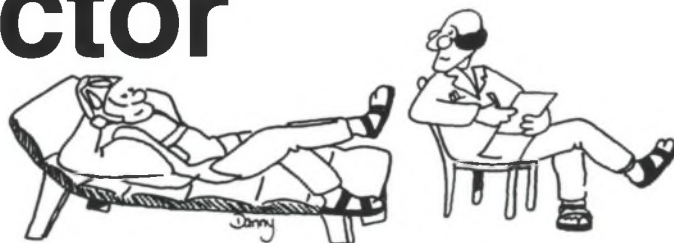
Mike Allum

Shivering POPS wrapped up well at the Langar meet and kept smiling

Dear Dive Doctor



The 'Dive Doctors' of Another Planet answer your performance questions



Dear Dive Dr

I have a problem with back-sliding. To keep myself even with someone, I have to extend my legs way out, leaving me no room for forward advancement. I have ordered a jumpsuit with booties, but was told that maybe I have my arms extended too far in front of me. Would this cause me to back-slide also?

Thanks, Jack

Dear Jack

It certainly would! Let me explain...

Consider the centre of your body as the balancing point in freefall. To be balanced (down the tube) we must have an equal fall rate both sides of this point. The arch originates from the centre of our body, so the hips (normally) should be the lowest point. Our arms should be in a box picture (90° at elbows and armpit!) with knees shoulder-width apart (more than this causes knee down, it's how the hips work, honest!), leg out standard would be 45° but depends on bootie size.

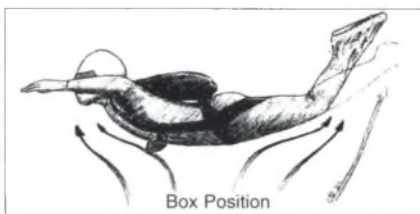
So, to move ourselves forward for example, we must change the fall rate either side of the centre-point of our body. In this case, increase upper body fall rate, decrease lower body fall

rate. So, we can increase upper body by raising the elbows slightly. Slowing the lower body by extending legs (pushing down from the shins) and allowing the thigh also to relax its arch. Now you can see the whole body is involved in contributing to forward movement. This creates the body tilt (slight head down pitch), thus air deflection required, and off you go.



If you are back-sliding in your current position, it is because you are not 'in the box'. Lie on the ground or on a creeper in your usual freefall position and feel where it is different to the illustration above. Move your limbs to the box position (it may help to have a friend watching from a standing position). Practice this position on the ground to build the correct muscle memory. Hold the position for about 5 secs

(scan through the feel of this position with your eyes closed) then relax for 5. A maximum of 10 reps at any one time (unless you want to cripple



yourself?), feel that you own this new position. When you next do a skydive just return to this position & do a body scan to double check.

You will help your situation by the addition of booties (which give lift from behind) and by making sure you don't have baggy forearms (which will make any backsliding problem worse). But the main thing to work on is your body position. Be a Jack-in-the-box!!

Dear Dive Dr

I have just got my cat 8 and want to know – what is the best way to progress to cat 10? My ultimate goal is to be on a 4-way FS team. Should I do Skydive U or WARP or just jump with friends? I want to get really good.

Yours keenly, E Ger

Dear E

I understand the position you are in. We have all been there.

I think that Skydive U is a more up to date system and teaching method in the hands of the right person. Although most good WARP instructors have updated the way they teach to incorporate these efficient techniques. The critical factor is probably not the type of system you choose but on who is giving the instruction. One-on-one with a good skydiver and coach will teach you a tremendous amount, whatever system they call it.

My advice to you would be **not** to get fixated on getting your cat 10, do some one-on-one, then start concentrating on doing 4-way. Your cat 10 will just happen. Enjoy every jump as well as learning from it. Expect to make mistakes, it's how we learn after all, keep your sense of humour and have fun!

Keep up the energy, it's good to see.

Freefall Physician

Dear Dive Dr

I have 400 jumps and use a 135 canopy which usually I can land nice and softly. But sometimes, just as I am coming in to land, I get a side gust of wind which dives the canopy to one side and gives me hard landing. What is the best way to deal with this?

Yours WP

Dear WP

Believe it or not you are probably creating these 'side gusts' yourself! This is quite a common problem but can easily be cured with preventative measures.

As we approach the ground, it is a normal human reaction to reach slightly with the preferred landing foot, usually the right one with right handed people. If you allow this to happen, your right arm will naturally follow suit, pulling down to the right and causing the canopy to dive slightly to this side. The body's instinctive reaction to this is to reach down even more towards terra firma with the right foot – which accentuates the problem by further pulling on the right toggle (via the right arm). A very slight imbalance can cause an appreciable turn. The problem will be more acute if you have flared slightly high.

The simple remedy is to keep your body symmetrical in the harness as you come in to land. Flare at the right height (when you see the individual blades of grass still works for me!) and do **not** reach for the ground. Be very aware that your hands in the toggles control your flight path, so keep them even.

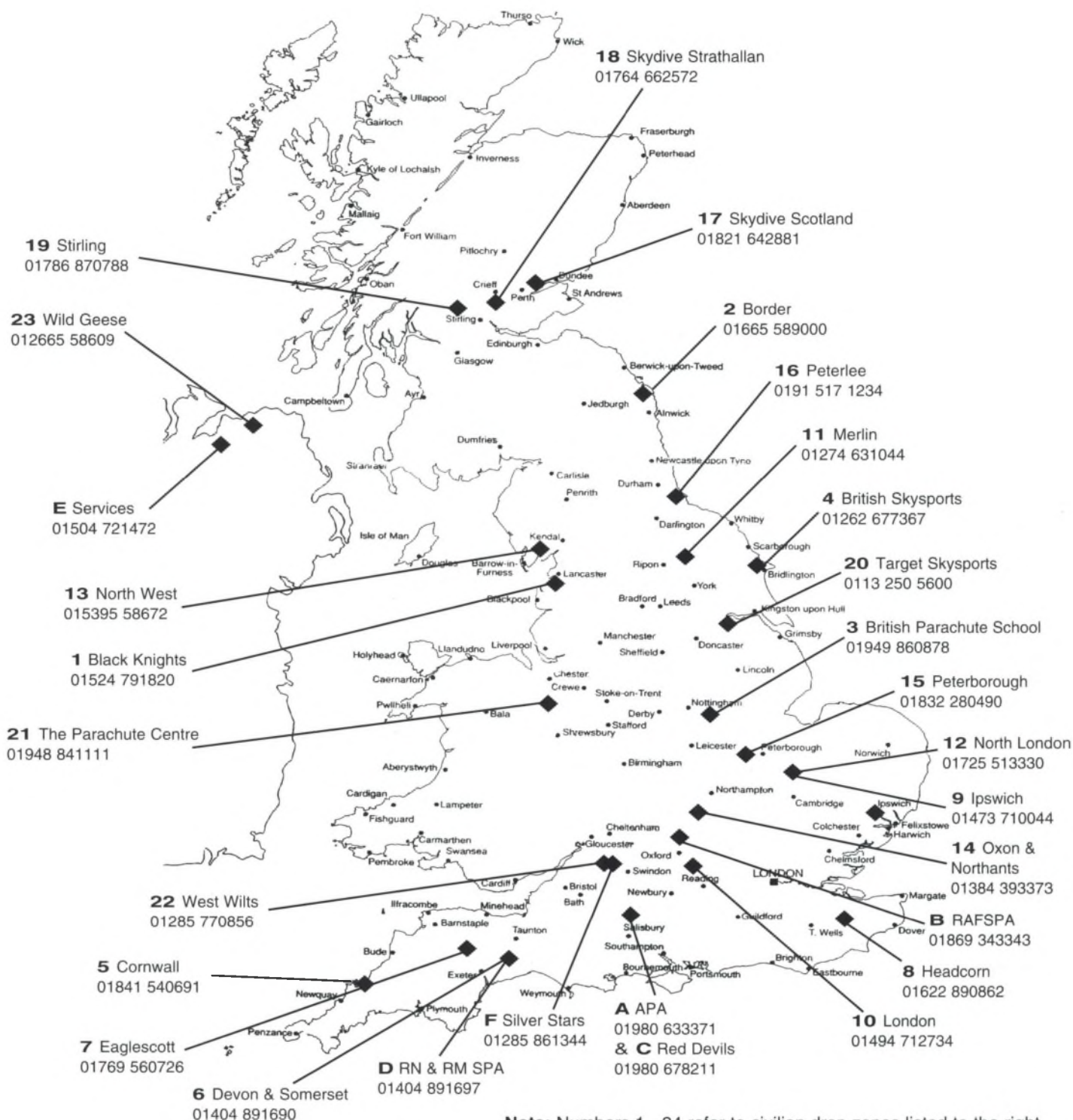
Take a few minutes to remember some recent 'side gusts'. If they were to the right and you are right handed (or vice-versa with the left) it is likely that you are causing your own problem. So you can fix it on your own with just a little medical advice.

Consultant CC

Write to:
Dive Doctor,
3 Burton Street,
Peterborough PE1 5HA
or e-mail to
divedr@coolngroovy.com



BPA AFFILIATED DROP ZONES



Note: Numbers 1 - 24 refer to civilian drop zones listed to the right
Letters A - F refer to military drop zones listed overleaf

The above map and list on facing page are BPA Affiliated drop zones in the UK (listed in alphabetical order). All 'Affiliated' centres are run under the BPA Operations Manual.

KEY TO SYMBOLS

- opening hours
- First jump courses offered**
- static line round courses
- RAPS courses (square parachutes)
- AFF** - AFF courses
- tandem
- Skydiving offered**
- aircraft type

- LO** - load organisers
- FS** - formation skydiving coaching
- CF** - canopy formation coaching
- FF** - freefalling coaching
- AC** - accuracy coaching
- WP** - WARP coaching
- SU** - Skydive U coaching
- Facilities available on the drop zone**
- rigging facilities
- video room

- parachute equipment shop
- canteen
- evening food
- bar
- bunkhouse
- camping welcome
- caravans welcome
- showers

1 BLACK KNIGHTS PARACHUTE CENTRE

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Cessna 185
CF AC WP

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AFF
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AFF
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LO FS FF WP

4 BRITISH SKYSports, BRIDLINGTON

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East Yorkshire YO16 4YB
Tel: 01262 677367 / 0836 276188
Fax: 01262 401871

Small friendly club atmosphere. Visitors and spectators
welcome.

Every day 8am - 8pm

AFF
Cessna 206, Islander
LO FS CF AC WP

5 CORNWALL PARACHUTE CLUB

Frans Ranch, Old Naval Airfield,
St Merryn, Cornwall
Tel: 01841 540691

Weekend 8am - dark, Wed & Fri (summer)

Cessna 182
FS WP SU

6 DEVON & SOMERSET PARACHUTE SCHOOL

30 Tower Way, Highfield,
Dunkeswell, Nr Honiton, Devon
Tel: 01404 891690

Local accommodation available

Part time club
AFF

7 EAGLESCOTT PARACHUTE CENTRE

Eaglescott Airfield, Ashreigney,
Chumleigh, Devon EX18 7PH
Tel: 01769 560726 / 01769 520552
Fax: 01769 560726

Weekends 9am - 9pm. Friday courses available

Cessna 180
FS AC WP

8 HEADCORN PARACHUTE CENTRE

Headcorn Aerodrome,
Headcorn, Kent TN27 9HX
Tel: 01622 890862 Fax: 01622 890641

Progression weeks, competitions, organised jollies.

Every day 9am - dark

2 x Islanders

AFF

9 IPSWICH PARACHUTE CENTRE

Ipswich Airport, Nacton Road,
Ipswich, Suffolk IP3 9QF

Tel: 01473 710044 Fax: 01473 271055

Currently operating out of North London Parachute
Centre. Excellent rigging facility still open.

10 LONDON PARACHUTE SCHOOL

53 Columbine Road, Widmer End,
High Wycombe, Bucks HP15 6BS
Tel/Fax: 01494 712734

Small but friendly club. Catering for complete begin-
ners to experienced skydivers.

Weekends 8am - dark

Islander, Cessna 206
WP

11 MERLIN PARACHUTE CENTRE

Alanbrooke Barracks, Topcliffe,
Near Thirsk, North Yorkshire
Tel: Weekdays 01274 631044

Any day 01748 875367

Friendly atmosphere, bring two passport photos for
camp pass. Camping, B&B close to airfield at local
pub.

Weekends and bank holidays 9am - dark

AFF
Islander
FS CF AC

12 NORTH LONDON PARACHUTE CENTRE LTD

Chatteris Airfield, Lower Mount Pleasant Farm
Chatteris, March Cambs
Tel: 01725 513330

13 NORTH WEST PARACHUTE CENTRE

Cark Airfield, Flookburgh,
Nr Grange-over-Sands, Cumbria
Tel: Airfield 015395 58672/58555
Weekdays 01772 720848

In fabulous lakeland scenery, visitors welcome.

Weekends and bank holidays

Islander
FS WP CF

14 OXON & NORTHANTS PARACHUTE CENTRE

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Tel: 01384 393373 Mobile: 0850 762349

Friendly atmosphere, visitors welcome, good local pub.

Weekends, midweek by arrangement during summer.

Cessna 182 and 206

15 PETERBOROUGH PARACHUTE CENTRE

Sibson Airfield, Wansford,
Peterborough PE8 6NE
Tel: 01832 280490 Fax: 01832 280409
Birdland Bar: 01832 280404

PPC boasts 27 years of experience in running a safe,
fun drop zone. Skydive Sibson!

8am - 8pm, Tue - Sun(summer), Wed - Sun(winter)

AFF
Islander, Cessna 206, Turbolet (summer)
LO FS FF WP

16 PETERLEE PARACHUTE CENTRE

The Airfield, Shotton Colliery,
Peterlee, Co Durham DH6 2NF
Tel: 0191 517 1234

Tel/Fax: Office 0191 386 5261

E-mail: skydiveamy@aol.com

www.members.aol.com/skydiveamy/index.htm
AFF, tandem and video available through Skydive
Academy Ltd. B&B locally from £12.50.

Every day 8.30am to 8.30 pm (phone Mon,Tue,Thur)

AFF
Cessna 182
FS CF WP

17 SKYDIVE SCOTLAND

The Parachute Centre,
Errol Airfield, Grange, Errol PH2 7TB
Tel/Fax: Office 01821 642881
Airfield 01382 360664

Friendly, fun centre with emphasis on safety.

Fri - Sun

AFF
Islander, Cessna 207
CF WP AC

18 SKYDIVE STRATHALLAN

Strathallan Airfield,
Nr Auchterarder, Perthshire PH3 1LA
Tel: Mobile 0374 686161
Weekend 01764 662572

A club run by the members for the members with the
lowest possible costs.

Fri 5pm - 9pm, weekends 9am - 9p

AFF
Islander, 2 x Cessna 206
FS WP

19 STIRLING PARACHUTE CENTRE

Thornhill, Nr Stirling,
Scotland FK8 3QT
Tel: 01786 870788 Fax: 01786 870748
E-mail: parajump@aol.com

Weekends 9.30am - 9pm, sometimes midweek

PA-32, Cherokee 6
LO FS CF WP

20 TARGET SKYSports

Hibaldstow Airfield, Hibaldstow,
Brigg, North Lincolnshire
Tel: 0113 250 5600 or 01652 648837 DZ
Fax: 0113 250 5600

Competitive jump prices, unrestricted altitude, friendly
atmosphere, everyone welcome.

9am - 9pm every day (summer), Wed - Sun (winter)

AFF
2 x Dornier, Cessna 206
LO FS WP

21 THE PARACHUTE CENTRE

Tilstock Airfield, Whitchurch,
Shropshire SY13 2HA
Tel: 01948 841111 Fax: 01948 840638
E-mail: skydive@tilstock.demon.co.uk
www.tilstock.demon.co.uk

Friendly atmosphere, everybody is welcome. No
Sunday operation due to local planning restrictions.

Sat 8.30am - dark, Fri 2pm - dark (summer)

AFF
2 x Cessna 206
LO FS CF AC WP

22 WEST WILTS PARACHUTE CLUB

Kemble Airfield,
Cirencester, Gloucester GL7 6BA
Tel: 01285 770856

23 WILD GEESE SKYDIVE CENTRE

Movenis Airfield, 116 Carrowreagh Road,
Garvagh, Coleraine,
Co Londonderry, N Ireland BT51 5LQ
Tel: 012665 58609 Fax: 012665 57050

Every day 8am - dark

Cessna 206, Porter
CF WP

BPA ORGANISATIONS

BPA AFFILIATED MILITARY DROP ZONES

A ARMY PARACHUTE ASSOCIATION

The Commandant, JSPC
Airfield Camp, Netheravon, Salisbury
Wilts. SP4 9SF
Tel: Bulford Camp 01980 633371
Tel: ext Commandant 8245
Chief Instructor 8229 Staff 8277

B RAFSPA & RAFSPA Hawks Parachute Team

JSPC (W) RAF Weston-on-the-Green,
Nr Bicester, Oxon OX6 8TQ
Tel: 01869 343343/343201
Fax: 01869 343676

C THE RED DEVILS

Airfield Camp, Netheravon,
Salisbury, Wiltshire SP4 9SF
Tel: 01980 678211 (Chief Instructor)
01980 678212 (Students)
01980 678203 (Rigging)
Fax: 01980 678349

D RN & RM SPA

Dunkeswell Airfield,
Dunkeswell,
Honiton, Devon
Tel: 01404 891697/891716

E SERVICES PARACHUTE CENTRE

Shackleton Barracks,
BFPO 802,
Tel: 01504 - 721472 Fax: 01504 - 721342
Mobile: 0802 - 328755
E-mail: SPC NI@aol.com

F SILVER STARS PARACHUTE TEAM

Duke of Gloucester Barracks,
South Cerney,
Cirencester, Gloucester GL5 5RD
Tel: 01285 861344
01285 860551 x8259

BPA FOREIGN MILITARY AFFILIATED DROP ZONES

CYPRUS COMBINED SERVICES PARACHUTE CLUB (CCSPC)

Contact: Club CCI,
CJSATC Pergamos Camp, BFPO 58
Tel (from the UK):
Office 00 357 47 44337
Drop Zone 00 357 47 44245

HONG KONG PARACHUTE ASSOCIATION

c/o JSPC (HK),
Borneo Lines, Shek Kong, BFPO 1
Hong Kong,
CCI: Mr. Gary Lai
Tel: 00 852 2488 5447
Fax: 00 852 2488 9341

RAPA JSPC(L)

(Rhine Army Parachute Association)
Flugplatz, 33175 Bad Lippspringe,
Germany, British Forces Post Office 16
Tel: 00 49 05254 98 2378 or 98 2740
Fax: 00 49 05254 87456

BPA ASSOCIATED ORGANISATIONS

The following are specialist organisations associated to the BPA. These 'Associated' organisations are not necessarily run under the BPA Operations Manual unless they operate out of a BPA Affiliated drop zone (listed above and on the previous pages).

AIRWAVES

43 Baldwyns Road,
Bexley, Kent DA5 2AB
Tel/Fax: 01322 557375 Mobile: 0802 472566
E-mail: src13xxi@airwaves.source.co.uk
Operated by Rod Bartholomew with 17 years experience
BPA AFF, RAPS, tandem and FS instructor/coach rated.
Offers professional/personal skydiving package holidays at
the best Florida (Sebastian), French (Soulac + La Roche)
and UK drop zones using highest quality equipment. RAPS
progression and course conversions available at our French
resorts. Individuals, groups and families welcome.

EAST COAST PARACHUTE CENTRE

8 Burns Crescent,
Chelmsford, Essex CM2 0TS
Tel: 01245 268772
Currently sharing facilities with the London Parachute
School at Lewknor drop zone.

THE FREE-FALL COMPANY

Sibson Airfield, Wansford,
Peterborough PE8 6NE
Tel: 01832 280055 Fax: 01832 280409
E-mail: freefalluk@aol.com
Operated by Kevin McCarthy, National Champion with
over 4,500 jumps, 15 years experience. Probably the largest
AFF school in the UK. State of the art equipment and
professional, personalised training gives you safe, rapid
progression to Category 10 and beyond! Courses available
all year, in the UK or the Costa Brava. Flexible payment to
suit YOU!

MANCHESTER PARACHUTE SCHOOL

23 Heywood Gardens,
Prestwich, Manchester M25 1FW
Contact: Chris Miller
Tel: 0161 798 6895 Mobile: 0370 575621
E-mail: chris.miller@zetnet.co.uk
Based in Stockport, Manchester with 2,000 sq ft of full
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courses (Ram Air Progression System). We also offer
tandem jumps and AFF courses. Train weekdays or
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NATURAL BORN THRILLERS

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Contact: David Cassidy
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AFF, RAPS and progression by arrangement either at
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significant discounts for group bookings. Video available
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Oxon OX14 1BU
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Tel: 01235 529570
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introductory courses with the option of progression training
through to Cat 10. Operating at Netheravon in conjunction
with the APA.

SKYDIVE ACADEMY LTD

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Contact: Ian Rosenvinge
Tel/Fax: 0191 386 5261 Mobile: 0860 156779
E-mail: skydiveamy@aol.com
Run by Ian Rosenvinge (BPA Advanced/AFF/Tandem
Examiner & USPA AFF JM/I). Offers AFF, tandem,
video and FS coaching at Peterlee Parachute Centre.
AFF courses also run in Florida and Southern Europe,
autumn through spring.

SKYDIVE INTERNATIONAL

45 Legge Crescent,
Aldershot, Hants GU11 3NT
Tel/Fax: 01252 331326
E-mail: 100722.2744@compuserve.com
Chris Allen, Ex Red Devil, CCI, BPA AFF/Tandem
Examiner, USPA Safety and Training advisor and Skydive
University UK coordinator. Offers AFF courses in America,
Spain, Germany and the UK. Also available; team coaching,
Skydive University one-on-one programme and tandem
skydives.

SKYDIVE SEBASTIAN

400 W Airport Drive
Sebastian, FL 32958, USA
Tel: 00 1 561 388 5672 Fax: 561 388 2105

E-mail: skydiveseb@aol.com
SebastianXL: pete_allum@compuserve.com
Offers BPA and USPA qualified training in the sun. Aircraft
- Super Otter, Super Casa. AFF courses, tandem, the home
of Skydive University, advanced FS coaching, team training
from Sebastian XL. Fully equipped team rooms, gym,
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organising, rigging service, accommodation arranged.
Owned and run by Brits. Skydive Sebastian!

SKYDIVE UNLIMITED

618a Thorne Road, Netheravon,
Salisbury, Wilts SP4 9QG
Contact: Andy Parkin
Tel/Fax: 01980 670100 Mobile: 0468 037671
E-mail: jablquinto@aol.com
Professional, full time BPA AFF, static line and tandem
instructor can offer AFF, static line courses and tandem
skydives 7 days a week near Salisbury (75 miles from
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SKYDIVE WINDRUSH

Orchard House, Audley End,
Gestingthorpe,
Essex CO9 3AX
Tel/Fax: Weekdays 01787 461621
Weekends: 01451 844422 or 844449
Courses in RAPS, AFF & tandem. You've seen the rest,
now see the best! Every category of skydiver welcome.

TRAIN IN SPAIN

Aerodromo Sierra Morena,
Carretera Bailen - Motril, 6km,
E-23710 Bailen (Jaen), Spain
Tel: 00 34 53 125 233 Fax: 00 34 53 125 231
Professional full time winter DZ (September - May). AFF
and tandem instruction, one-on-one, Skydive U trained
instructors. Team coaching, FS coaching for beginners. Full
time Twin Otter, Porter, also C182. Small shop and
emergency rigging facility. Cafeteria/bar. Large creeping
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hotels.

OTHER BPA LINKED ORGANISATIONS

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

c/o Jason Brister - Chairman,
77 Trafford Road, Eccles,
Salford, Greater Manchester M30 0JT
Tel: 0161 707 0583/0973 378024
E-mail: jason@bcpa.u-net.com
Affiliations 1996/7: Bristol University, Exeter University,
Lancaster University, Loughborough University, Newcastle
University, Nottingham University, University College of St.
Martin, University of East Anglia, University of Plymouth,

University of Portsmouth, University of Sheffield, University of
St. Andrews, University of Surrey, University of Sussex,
University West of England, Warwick University.

POPS UK

Hon Treas/Sec: Sue Hill
40 The Hamlet, St Annes
Lancashire FY8 3LE
Tel: 01253 713841 Fax: 0151 448 1172
A society of skydivers over forty. Regular national and
international meets at host parachute centres.

SCOTTISH SPORT PARACHUTE ASSOCIATION

Anne Johnson (Secretary, SSPA),
Strathallan Airfield,
Auchterarder, Perthshire PH3 1BE
Dedicated to the promotion and development
of parachuting in Scotland. Services provided include equip-
ment grants (fan trainers, parachutes, aircraft, accuracy pits,
etc), sponsorship of the Scottish National Championships and
other competitions, provision of the only student progression,
WARP, and CF training subsidy system in the world; riggers'
and instructors' training grants and much much more.

Development Committee

What's that all about then?

Who sits on the Finance & Development Committee?

Phil Gibbs is Chairman, this means he runs the meetings and has the most paperwork. The rest of the committee are Pete Carroll (that's me), Steven Hoy, Tye Boughen, Charles Ross and Graham Liggins. All have served Council for at least three years, with Phil Gibbs being the oldest inmate with a five year sentence. We can also co-opt people onto the committee; for example, Debbie Carter is co-opted as the BPA Treasurer.

What does the committee do?

Our prime aim is to ensure that the BPA's monies and efforts are for the benefit of the greater good of the membership, not misdirected to areas where only a few will benefit. We are directed by Council to look at some specific areas. We also use initiative, cunning, and devious tactics to procure funding so that the cost to the membership, that's you, is kept low. This year the BPA subscription stayed the same as last year; we hope to achieve this next year also.

What are the main projects at the moment?

We have just introduced a BPA branded telephone card. The card allows you to make calls (here or abroad) at very good rates, noticeably cheaper than such giants as BT, Mercury, AT&T. The BPA benefits from everyone, member or first timer, who uses the card. I strongly urge you to get one and use it. You can either get one free and be billed monthly or you can prepay, eg buy a £5 card. You will be the one, in the long run, to benefit from it twice over. We hope that many of the 30,000 first timers a year will get a card. It has a very nice piccy of a tandem skydive on it and so will promote the sport and how to take it up.

Credit Card

The BPA credit card will soon be re-launched. Again, we feel that we have negotiated a deal which is good for the members but which uses our buying power as an organisation. The card is free for the first year and at competitive interest rates. Subsequently, there is no annual charge if more than £2,000 per year is spent on the card (£170 per month). Call Freephone 0800 716097 for details.

The BPA is paid a small percentage for the overall usage of the credit cards, not a vast sum of money but every little helps. This all adds to the income of the BPA so will help freeze subscriptions. If you like, we are trying to act more as a co-operative where if we buy in the same places, everyone benefits.

New Building

We are also in the process of adding an extension onto our property in Leicester. This will mean that we can hold a variety of meetings at once and stop paying for the hire of rooms, eg for STC meetings. We will be able to run instructor and other safety courses at the office and will have safe rooms for storage of documents, etc. It will also increase the value of the property. We are applying for lottery grant assistance.

BPA Review

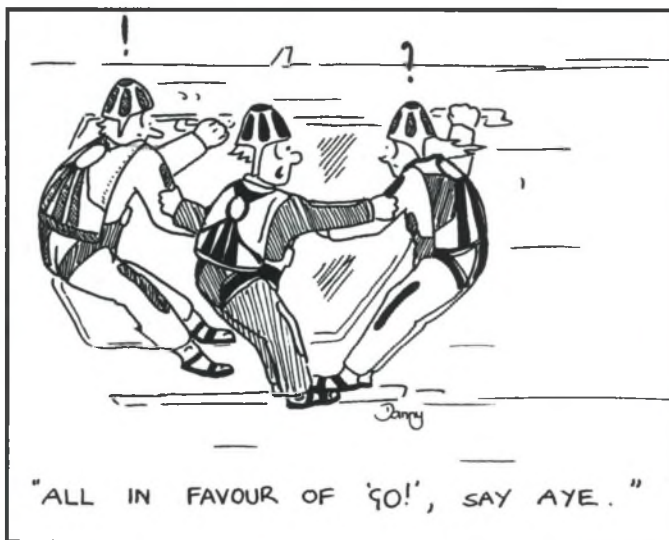
Perhaps one of the biggest tasks undertaken by the committee is the review of the BPA. Steven Hoy is in charge of producing a method for change.

World Class Performance Plan

Also in conjunction with the F & D Committee is the World Class Performance Plan, which is being run by a recently formed committee, chaired by Bob Card (and he thought he was finished!). Phil Gibbs, Chris Allen, and Andy White also sit on this committee; their aim is to develop a firm plan for improving the competitive level of the sport. The Sports Council has stressed that it will not hand out money for continuing as before; the project must be proactive.

New Category System

A basic requirement of the World Class Performance Plan is that we update the licensing and category system to adopt a more broad based approach including all disciplines. We need to allow newcomers to progress in particular areas to establish



ability at an early level, so that talent spotting and coaching can take place. A proposal for a new system has been put together by Tim Mace and a variety of experienced sources.

What is the most important issue at present?

It has to be the threat to funding. The current annual turnover for the BPA is £350,000. This is made up of membership subscriptions (both experienced skydivers and first timers), a grant from the Sports Council and some small revenue items. The Sports Council's annual grant of £93,500 is up for review and may be drastically reduced or even completely taken away. We must therefore do everything possible to attract continuing grants from this direction – which may mean a whole new approach. It is also vital that we investigate other sources of funding and ways of reducing costs. We are in a precarious position in terms of income.

Well, that about wraps up the current business of the Finance & Development Committee. If you have any good ideas, feel free to contact any member of the committee, the BPA office will forward mail or give you our addresses.

Pete Carroll
Finance and Development
Committee member



SKYDIVING SURVEY

Dear Ms Gale

I am currently studying for the Diploma in Management through Reading University.

I am undertaking some research into the marketing and buying habits of products used in the sport of parachuting, to be used as part of a project.

Can I ask if any of your readers are willing to take part in an initial survey by completing a short questionnaire. If any are willing, please contact me at the above address.

Yours sincerely
Carolyn Loosen

Oak Cottage
46 Burys Bank Road
Greenham, Newbury
Berkshire RG19 8DB

MR BASE

Dear Lesley

In the February issue of the magazine, an anonymous jumper wrote to ask about the BPA attitude to BASE jumping. Tony Butler, the BPA Technical Officer, gave a reassuring reply, saying that the BPA is neutral on the matter, and that nobody has been suspended or banned for BASE jumping.

In fact, although this may be technically true, it is less than the full picture.

The fact is that people have been suspended or banned, either by the BPA or by individual clubs, for BASE jumping. To say that the penalties were for "bringing the sport into disrepute" is playing with words, since all BASE jumping was considered disreputable back then. I don't need to list the people in the sport who faced sanctions of this kind, let's just say there were quite a few, and I was one. I was never involved in a genuinely disreputable incident or any negative publicity. Simply making BASE jumps of any kind was crime enough. My ban was handed down by a CCI rather than the BPA, but the BPA encouraged clubs to take a hard line on the issue.

Tony is right to say that the general attitude is more relaxed now. BASE jumping has made

huge progress over the years, and is slowly becoming respectable. There are sites where you can jump without upsetting anyone or getting arrested. Equipment and techniques for BASE jumping have advanced a great deal since the early eighties. The safety margin which you give up by starting lower has been partially restored, although BASE jumping remains much more risky than aircraft jumping. Public understanding has improved as well.

I am sure there are good reasons for the BPA policy, nevertheless it is a ridiculous fiction to say that BASE jumping is "not associated with Sport Parachuting". Modern BASE jumping is obviously an offshoot of skydiving, although it remains a long way from being recognised as a discipline within sport parachuting.

I think it most likely that BASE jumping will eventually be seen on a par with very high altitude jumping, which is another highly specialised and more dangerous form of parachuting which attracts a minority of skydivers.

Until that happens, your correspondent should think carefully before coming out as a BASE jumper. At least they should find out the attitude of the CCI at their home club. I, though, was 'outed' years ago as a BASE jumper (and happy that way), so remain free to sign my name.

Yours
Martin Lyster

We also received another letter from a base jumper, along similar lines. Tony Butler's reply to both letters is as follows:

Dear Lesley

Thank you for copying me the latest two 'BASE' letters. I won't repeat myself with regard to BPA (non)policy on BASE.

It seems to me that the authors of both letters are voicing their opinions and prejudices and not actually dealing in many facts.

As far as I can recall, in the last 15 years the BPA has only permanently banned three members for 'bring the sport into disrepute'. One incident had nothing to do with BASE jumping. One involved a member BASE jumping inside St Paul's Cathedral. The other was where a member ran away after a fellow BASE jumper was killed, jumping off a hotel

in London. Both cases resulted in extremely bad publicity for the BPA. I can not recall the exact details of the incidents but the above is close enough.

The Association knows of many BASE jumping members, including Martin and they have never been banned, nor has there been any suggestion that they should be banned. Martin has even been co-opted onto the DZ Defence Committee, chaired by BPA Vice President, John Lines

BASE jumping is accepted more than it was a few years ago. It has its own equipment, procedures and problems, not related to sport parachuting or skydiving. My personal opinion

is that, instead of whingeing on about perceived BPA history, BASE jumpers should start their own Association. They would then have the best argument for telling others not to get involved in their activities.

I have a sneaking feeling that they like the situation the way it is!

Kind regards
Tony Butler
BPA Technical Officer

SO LONG

Dear People

Thanks for all the fish.

Love, Lyn

Dear Rob Colpus

Please would you give me your opinion on the best rig for me. So far, 'Person X' has suggested a PD/Stiletto 135 and 'Person Y' anything 135 or smaller or maybe a Sabre 97. However I must stress that my jumps logged are few (23ish, I did AFF) and therefore my experience is limited. In spite of this though, I want a rig that will carry me unfrazzled through a lot more jumps and not have to change it too soon. Asking a lot, eh!

By the way, I am 8 stone and 5' 2". Thanks for your time,

'Skydiver Z'

Dear Lesley

Here is a copy of a letter I received recently from an AFF graduate (with the names changed to protect the guilty!). It is an example of the sort of thing I hear every week from novice jumpers who have received bad, irresponsible advice about what canopy to buy from experienced people in the sport, sometimes from instructors and even CCI's (as in this example).

These novice jumpers always come out with the same phrase "I've been advised to buy something I won't get bored with in a few jumps". I always tell them to forget that and buy something that is right for them now. Or, in all seriousness, they may not have the opportunity to get bored with the canopy because they won't live long enough.

The IPC's safety survey continues to show a high

number of fatalities due to canopy collisions or impacting with the ground through poor judgement (eg, hook turns). Buying a canopy which is too radical for your experience level makes these accidents more likely to happen and more likely that the consequences will be fatal or disabling.

In my experience, most of these novice jumpers are actually reassured when I advise them to buy a larger canopy than that recommended by their 'expert' friends. As a dealer, I am instructed by companies such as PD and PdF not to sell high performance canopies to low experience people and this is what my own judgement also tells me. But the dealer's job is made much more difficult by the type of advice quoted above.

Today's 'docile' canopies for novices are far faster than the ones I jumped for the first 1,000 jumps. Although I now jump a smallish canopy (120) for FS, I still jump a Fury at demos and accuracy meets and always find it a challenge. I cannot say that I have ever been bored under canopy!

A reasonable sized main for a novice is the ideal way to learn canopy handling skills which means they will get far more enjoyment from a smaller canopy when they upgrade later.

Please don't advise novices to buy a potentially lethal weapon, they might just use it.

Rob Colpus
Manager, Kit Store

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Tempo

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150	293cu.in.	75kg
170	338cu.in.	91kg
210	366cu.in.	102kg
250	421cu.in.	114kg



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