

skydive

The British Mag

An aerial photograph showing several skydivers in formation over a vast, patchwork landscape of fields and forests. The sky is a deep blue, and the ground below is a mosaic of various shades of green and brown. A few small aircraft are visible in the distance.

**BIG
BUMPER
ISSUE!**

Success!
Brit100
Special Inside

Bang! You're Alive

a discussion of the aad's
affect on our sport

Spotting the Easy Way

handy hints from a
national champion

NORTH POLE ADVENTURE

August 99

on your own
but not alone



Photo: Hans Berggren

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the **NEW!**

editorial

This issue we bring you an extra eight pages of your all-singing, all-dancing magazine. The first ever 68 page Mag (just one short!). How can we do this? Our new print/advertising company Warners have sold more advertising, this revenue goes to improve quality. Of the usual 60 pages, 8 have been paid for as an extra and will always be used for editorial (as I promised you at the '98 AGM). Of the remaining 52 pages, if the number of ad pages goes over 40% (ie, 21 pages), we will increase the size of the Mag to accommodate this. This is a great issue to add pages to, see page 28 onwards for a special Brit100 report of the new British record achieved at Langar during July.

June Mag

We apologise unreservedly for the cock-up in the mailing of the June Mag. In case you hadn't heard, the new database software installed at the BPA generated an incorrect mailing list of ex-members rather than current members. Of the 6,000 magazines we sent out, only 1,000 went to current members.

We have now reprinted the June issue and mailed to the correct membership. If, for any reason, you have still not received your Mag, please call the BPA office. The good side of this error was that many centres have reported contact with jumpers they haven't seen for years, lots of whom have actually got in the air again. Cool! And despite the mailing problem, I have still had great feedback on the new look Mag to take us into the millennium.

Sunshine and Smiles

Lesley

skydive copy dates

MAGAZINE	COPY DEADLINE	CLUB DEADLINE	TO READER
October	Wed 8 Sep	Wed 15 Sep	Sat 16 Oct
December	Wed 10 Nov	Wed 17 Nov	Sat 18 Dec

Copy Deadline: For articles and photos

Club Deadline: For club news, events, letters, snippets

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Freeflyer Adrian Nicholas took this shot of a completed 50-way on the route to the *Brit100* national record 100-way, see page 28

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The information in this magazine was, to the best of our ability correct at the time of going to press. Reproduction, printing and mailing takes a total of 3 weeks so some information may be out of date or superseded.

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Cover Photo: by Adrian Nicholas shows an exit shot from *Brit100* over Langar

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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Full report from the meet at Strathallan



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Aircraft

Steve Swallow's awesome G92 piloted by TK provided rapid turnarounds for sixteen 4-way, three 8-way teams plus freeflyers and fun jumpers. Strathallan's own Islander, C206 and pilots did a great job hauling the four CF teams and 13 accuracy competitors to altitude. This year's Scottish Nationals also incorporated the BPA Northern Regionals.

Organization

Ann Johnson's SSPA committee worked hard throughout the weekend to ensure the whole meet ran smoothly. Kieran Brady as Meet Director, Karen Farr as CCI and John Hitchen as John Hitchen proved to be a resolute triumvirate, keeping jumpers skydiving safely for another incident-free nationals. Respect is especially due to Karen who was spending her first weekend as CCI of the club.

Freefly

This weekend saw one small step for groovers but one giant leap for freefly kind in Scotland thanks to Tim Porter and Roger Flynn. Tim was on the DZ to provide freefly coaching for anybody interested. The small but steadily growing school of Scottish freeflyers took advantage of Tim's presence to gain FF1 and FF2 qualifications. Well, the newly endorsed dudes just had to show what they could do! Two teams contested the title over three rounds. In the end *Team Atomik* were victorious over *2SG* by only one point. Roger Flynn, recognised as one of the top judges in the world in this field gave useful feedback to competitors, providing a solid base for future competitions.

Vibes

This year the vibes were so good the Star was dead quiet. Honest! Well okay, only for an hour on Sunday night when chief video flyer Eddie Jones screened the FS competition dives on the big TV. Every available vantage point was taken as more than 50 competitors watched each other's performances. The unjamper like hush was only punctuated by congratulatory applause in recognition of hot skydives. The Star Hotel was, of course, the focus (or not!) of each evening after jumping finished. Lloyd, the notoriously frugal publican excelled himself by providing a free round. This sort of action from Lloyd indicates a swing to positive on the Strathallan 'vibemeter'!

Turbine power, good friends and great vibes, together with new faces, blue skies and Scotland's first freefly competition made the last weekend in May one to remember!



Also giving the vibemeter a large swing to the good side were *Inversion 66* 8-way and *Angels of the North* 4-way team who led spontaneous dancing inside and outside the hangar during the day as well as brightening up the DZ with their funky T-shirts. In fact the opinion of the DZ was that it was *Inversion 66*'s red and yellow tie-dye jumpsuits which finally persuaded the sun to put his hat on and come out to play.

4-way

By Sunday evening all six senior and three intermediate teams had posted scores. *Nehiy* were leading the seniors just in front of *The Band* (with *Air Ecosse* members Billy Somerville, Mike Strachan and Graham Harris who had coaxed Richard Buchan out of retirement from competition).

Sunday morning, 8am, blue skies! The hangar doors opened to the morning sun, competitors stretched in the warm rays flooding in. 9am and this tranquillity was replaced by the whine of turbines. Before we knew it Junior FS was over; *Angels* already showing themselves to be a different class. *Angels* have replaced two team members this year with Dave and Jo Eardley leaving to start a family. Regan and Sarah-Jane found replacements Chris and Katy, who proved themselves more than worthy in their first competition by scoring a 16 and taking the title with 47 points over four rounds! Weston's *Raz* who had done just 15 training jumps and possibly had the latest nights of any competitors, took silver with 29

Doc Flynn (judge), Meet Director John Hitchen and Bob Charters (judge)



Scottish nationals



Chicken Wings

points. *One 4 The Road* and *Brain Cell* both showed medal potential but in the end the bronze went to *One 4 The Road* who scored 24.

Another weather hold on Monday afternoon had some competitors on edge, others caught some rays whilst some danced in the hangar as well as coaching less experienced teams. Things

eventually got started again and the senior 4-way

FS was called on four rounds. *Nehiy (Not Entirely Happy in*

Yellow) had led the senior contest since the start but *The Band*

and *Stir (Stupid Twit in Red)* had a real battle for second and third with

only 2 points separating them. Respect has to go silver medallists *The Band*,

team member Billy Somerville first appears on the Scottish National 4-way

shield in 1979! Respect also goes to *Inversion 8-way* team who split into two 4-

ways and took gold and bronze. In the intermediate competition, *Chicken Wings*

almost lost their spice, flapping slightly but emerging unruffled to claim the

intermediate gold ahead of *T4ce* in silver and *Army Red*.

Accuracy

Andy Bremner had dusted off the cobwebs and was aiming to regain his Scottish title after a four year lay off but it was going to be tough going against the well seasoned British team *H-Troop*. The victorious in accuracy were Gillies Pagan (novice), Roger Flavell (intermediate), Dave Ballard (senior) and *H-Troop* (team).

Canopy Formations

Zero Tolerance, *Over The Top*, *Bottoms Up* and *Freddy Crewgers* were battling it out in Canopy Formations. Bob Charter's team of judges were being kept busy but remained highly approachable to competitor's queries. The CF competition was called on Monday after four rounds, with *Zero Tolerance* senior champions and *Freddy Crewgers* intermediate champions.

8-way

Finally early on Monday evening 8-way FS got going. Three teams completed two fun packed rounds. It was appropriate that *Inversion 66* lifted the Alan Macarthur trophy as 8-way winners; as well as scoring a 12 pointer they also spread great vibes, cheering the other two teams onto the plane and back from the landing area! Silver went to *Better Late than Never* formed from *The Band* and friends (including the Chief Judge!). In bronze position were *Perfect Chicken* (aka *Speed Wings*) who did a respectable 4 points over two rounds, not bad when most of them had never been in an 8-way! Thought for the month: Hey Sandy – Lighten up dude!

Come Back Next Year

With the prizegiving over most people headed home. Some stragglers stayed to build a less than straggly three point 11-way organised by Chappy. This was the icing on the snackcake for me. I had a blast all weekend and I was manifesting! If you too had a blast, the best thanks you can give is to tell all your friends and bring them with you next year!

Pete Allan

Photos by James Stevenson

Perfect Speed



Inversion 66



Banging!

Over the last few years, the use of an AAD by experienced jumpers has become widespread; there are now many skydivers who have never made a jump without one. There are even those who argue that AAD's should be made mandatory. But, although the AAD offers us reduced-risk skydiving, what other effects does it have, and is it worth the price? Is old-fashioned self reliance being lost in our sport?

Automatic Activation Devices (AADs) are mechanisms which activate your reserve if you are falling faster than a given speed, at a set altitude. Few people, if any, doubt that the widespread use of reliable AADs has prevented many deaths. Surely, this can only be a good thing? Well, up to a point, but there's no free lunch...

Photo by Keith Larrett

you're alive...

What price a life?

It is a cold and calculating person who can put a monetary value on human life. However, this is a calculation which has to be made in almost every area of activity. In general, it must be recognised that controlling risks is expensive and that the benefits, especially for those whose risks are already lower than average, may be small. We might disagree about the costs and benefits, and about where the balance should lie. But the idea that such a balance should be struck – and that, as a result, the 'right' level of risk is greater than zero and varies according to circumstances – ought to be uncontroversial. We strike such a balance in deciding on wind limits, aircraft maintenance budgets and so on.

The cost of equipping every experienced jumper in the UK with a modern AAD would run into millions. When considering whether to spend such a huge amount of money, whether by individual choice or by common policy, we have to consider the benefits, the consequences, the side effects, and the alternatives.

Lifting the death penalty

Opening a parachute is a simple enough job, but it has a strict deadline, and serious consequences for those who are late. Maintaining altitude awareness is a matter of survival. Occasionally, for no obvious reason, someone loses the necessary focus and fails to pull either main or reserve, or pulls too late, or freezes up when faced with a malfunction. These no-pull or low-pull fatalities have always been an infrequent and tragic feature of skydiving. They strike at even those who are highly skilled and experienced, although more often at the inexperienced.

The AAD changes the rules, so that we no longer incur the death penalty for losing track of altitude, or freezing when confronted by a malfunction. This is a noble aim and, if the only effect of the device was to eliminate these occasional tragedies, there would be little more to say. However, a look at the available statistics raises the question of whether lifting the death penalty for losing track of altitude actually makes it more likely to happen.

Airtec, makers of the Cypres AAD, publish a list of incidents in which a Cypres has fired and (apparently) saved a life. I asked them for any further statistics they had, and they were very helpful. Close to 50,000 units have been sold, with an average age of four years. Using a conservative estimate of 30 jumps per unit per year, they get an approximate total figure of six million Cypres-equipped jumps. Based on incident reports from national associations and the demand for spare cutters, Airtec estimate (again, on the low side) that there have been over 400 saves (not counting all firings as



saves, only those which clearly prevented a high speed impact). That represents about one save per 15,000 jumps. The vast majority, about 98%, are assigned to loss of awareness; only a handful are attributable to unconsciousness.

This save rate is higher than the death rate among skydivers in general, caused by low pull or no pull of one per 185,000 jumps (source: 1997 IPC safety survey). Although based on estimates and incomplete reporting, the conclusion is almost inescapable, that AAD users are losing altitude awareness about ten times more often than other jumpers.

The lack of reliable, complete statistics puts a question mark over these arguments. Airtec's web site argues that wearing an AAD enhances altitude awareness. Clearly the information we have is inadequate. It would make a good research project for a sports psychologist.

Hallelujah – I'm saved!

There are now a small but increasing number of people in skydiving, who have been 'saved' by an AAD, some twice or more. It is a consequence of

lifting the death penalty, that those who have demonstrated a potentially fatal loss of awareness, can simply get a repack and carry on jumping, albeit after a few words from the CCI.

Having an AAD fire, even if you would not necessarily have died without it, can still shake you up. One such jumper, who prefers not to be named, describes his experience like this:

"We were doing a 2-way freely dive, head down, and it just got away from us – I noticed at about 1,500ft and waved off. I rolled flat and my instinct was to grab my main, but I stopped and went for the reserve as the Cypres fired, around 700ft. I wouldn't wish the experience on anyone, but I would like to impart what I learned from it. I thought about whether I should continue to jump. I'm happy I was pulling my reserve as it fired – if I would have died without the AAD, I would feel different. Everyone was good about it, the DZ controller had a word, and a couple of other very experienced friends talked with me about it later. I'd be surprised if it happened again, but if it did I'd think hard about whether I should stop jumping. I'd got lax about altitude checking. Although I had two audible altimeters I didn't hear either of them, I was too absorbed. I think new age jumpers may have more need of an AAD than others."

On this last remark, I should add that most AAD fires listed by Airtec occurred on belly-flying jumps, and there is (so far) no reason to believe that new age jumpers are any less careful than others.

Meeting the cost

AADs are expensive, and comparatively high sales have done little to bring down the price. Whatever the benefits of owning one, they do nothing to increase an individual's total budget for skydiving. The money spent on an AAD must be found from somewhere else. Those who dig into their pockets and buy an AAD, will have less money left to spend on jumps, and on renewing their equipment. One possible consequence is that jumpers will make fewer jumps per year, with older equipment. This also has safety implications.

Widespread use of AADs means that the average cost of personal equipment is higher than it was. It is reasonable to suppose that a rise in the average entry cost will result in a fall in the numbers coming into the sport. It is possible that clubs operating on the edge of financial viability could be affected by a change of this kind, which is a matter of concern for the whole Association and deserves further analysis.

Changing the psychological landscape

Knowing that you can handle the responsibility of monitoring your altitude, and dealing with real emergency situations on

You have to work...

You have to eat...

You have to sleep...

You have to swoop...

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your own, is part of the challenge of skydiving, as it is part of general airmanship in any aviation activity. You take full, grown-up responsibility for your own life on every jump. For some people, that element of self-reliance is an important part of what they get out of the sport. Many people are attracted to sports which provide such a test of character. Some jumpers have a gut feeling that an AAD removes this challenge of ultimate self-reliance from their jumping, and so dilutes this aspect of the experience. The presence of an AAD therefore changes the psychological background of the sport. If you have an AAD, ask yourself if you would be quite confident to make a jump without one. If not, then you have become psychologically adapted to its presence. This does not mean that you are over-reliant on it, but is a possible first step to over-reliance. If you would definitely refuse to jump without one, you have become reliant on it and are no longer using it simply as a backup device.

Airtec's web page reports some cases of jumpers lying, or interfering with their equipment after landing, to conceal incidents caused by their loss of awareness. It would be helpful to these individuals if the culture of skydiving encouraged honesty about these incidents and reduced any feelings of

embarrassment. Other areas of aviation have found ways to deal with this, and so must we. It would be helpful if we all learned to recognise that none of us are immune to a loss of awareness, and so we have no right to look down on those who have been caught out. I have pulled low myself, and many other jumpers will admit the same mistake.

Abuse of the AAD

It is possible to take the benefit of an AAD and use it to enhance performance rather than safety. Just as antilock brakes, crumple zones and airbags are used by some as an aid to driving faster, often subconsciously, it may be tempting to use an AAD to free the mind from monitoring altitude and so focus more on freefall performance, especially if this leads to competitive advantage. This may help to explain some of the highly experienced 'saves'.

Wearing an AAD might lead some jumpers to feel invulnerable. It would be interesting to monitor the relationship between AAD use and the decision to jump without a helmet.

There is even some evidence from reports to Airtec, that in some cases of AAD saves, the jumpers involved may have been drunk, the most extreme form of AAD abuse.

Photo by Tony Danbury

skydive mag asks...

- Are jumpers taking more risks now because they've got an AAD?
- If you hear someone saying 'It's okay, I've got a Cypres', in response to a question of risk, ask yourself if that's logical.
- Does an AAD increase the chance of a main & reserve entanglement?
- Are modern jumpers' body clocks not as calibrated as those who started jumping before the widespread use of AADs?
- Some jumpers say they need an AAD in case they get knocked out. This hardly happened before, so what are people doing differently now?
- Many jumpers believe jumping without an AAD is dangerous. It never used to be considered that way, so what has changed?
- Does wearing an AAD change any of your emergency procedures?
- Skysurfers may make an informed and considered choice not to wear an AAD for board jumps. How considered is *your* AAD decision?

In conclusion

High-tech safety aids such as audible altimeters and AADs offer a real benefit which we can use to reduce the death rate in skydiving, but there is a risk of over reliance on backup devices.

Any skydiver should feel quite happy to jump without them, confident in their own ability to deal with any situation. This doesn't mean that you have to make such jumps – just that you should be confident of your own abilities and presence of mind.

Skydiving will be changed by the wider use of high-tech safety equipment. It remains to be seen exactly how far the death rate can be reduced by this technology, as people may adjust in other ways, and so restore some of the 'lost risk'. The end result will be a sport in which people still die, but from a different balance of causes and, hopefully, in smaller numbers. However, it will be a different sport in certain ways. It will cost more, and possibly appeal to a different range of personalities. It would be interesting to examine the effects on trends in retention, age distribution, and the gender balance in the sport. At present, no organisation is collecting the kind of statistics which could provide answers to any of these questions.

I would recommend an AAD to almost any jumper. But I would hope that they actively maintain their own awareness and survival skills so they never come to rely on it.

Martin Lyster

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KIT NEWS

by
Rob Colpus



Simon Ward

Aussi Venom !

Leading Edge Parachutes is a small Australian company owned and operated by a bloke called Hicky, a member of the World Cup gold medal winning Aussi 16-way team *It'll Happen*. The company builds a range of canopies for all experience levels including a student 9-cell and a base jumping 7-cell. Top of the range though is a lively little zero-P elliptical called the *Venom*. Built in six sizes from 97 to 170sq feet, the *Venom*'s performance is similar to PD's *Stiletto*, with light toggle pressure, fast diving turns and heaps of easily available lift for the surf.

The most distinguishing feature of the *Venom* is the use of triangular 'V' flares which partially cover the canopy's nose. According to Hicky these flares, which he has been using in one form or another since 1991, help to spread the load across the span and shape the cell inlets. Leading Edge canopies are available custom in 4-6 weeks and will retail in the UK for around £800 – £900.

**Leading Edge – 00613 9877 9232
or UK Dealers**

Atom Tandem Mod

Parachutes de France have released a technical bulletin which recommends a modification to the main pilot chute of their *Atom Tandem* system. The bulletin states that, in the case of interruption of the main canopy deployment such as a bag lock, the total drag on the then collapsed tandem drogue may not be sufficient

to ensure the release of the main risers before reserve activation. PdeF recommend the installation of a stop band at the top end of the retraction bridle inside the drogue chute – 280 mm from the top. The company states that this stop band allows the drogue chute to remain partially inflated during the deployment sequence, thus generating sufficient drag to ensure the correct release of the main canopy in the case of a cutaway. The stop band is available from PdeF or can be manufactured according to drawings available on their web site.



A stop band is now recommended on the bridle of Atom Tandem systems



Note: Kit News is an editorial feature, not paid for in any way by advertising. We aim to provide facts about new kit so that you, the reader, may make an informed choice. Inclusion of a product here in no way constitutes a recommendation.

Cypres 4 Year Check



Q. What is performed ?

- A. •** Cables are checked
- Processing unit case is split apart
 - Unit is temperature tested
 - Calibration is checked and rectified if needed
 - Technical data is compared with the original production phase, analysed and appropriate action taken
 - Unit is subjected to simulated activation conditions, thus testing the activation programming and data
 - Power consumption is tested
 - Cutters are checked electrically
 - Applicable technical improvements will be performed

Q. How long does the 4 year maintenance take ?

A. Normally two weeks.

Q. Are new replaceable field cutters included in the maintenance charge ?

A. No, this is an additional cost if needed.

Q. Will the battery be replaced ?

A. Only if its life time is up, or ends prior to the next repack. This will be charged as an addition.

Q. Who can perform the 4 year maintenance ?

A. Airtec in Germany or SSK industries in USA.

Q. When does the Cypres need the next 4 year maintenance?

A. Cypres needs to be returned 8 years from the original date of manufacture (DOM) as stated on the unit's label. A leeway of plus or minus three months is allowed to enable this to be done when it is most convenient. There is no advantage or disadvantage in sending it up to 3 months early or late, it is the same price and the identical next required inspection date – all based on the DOM.

Q. Why can't the maintenance be carried out more than 3 months before it's due ?

A. Airtec compares the measured data of the unit with other units from the same DOM period. This may show deviations which could lead to more comprehensive tests.

Q. Is there a visual sign indicating the 4 yearly maintenance has been performed ?

A. A round silver seal on the side of the Cypres.

Airtec – 0049 2953 1293

Prima Facie

Those insatiable innovators at Parachutes de France have come up with yet another product to join their long list of original ideas. Intended to fill the gap between the conventional student training canopy and today's high performance ram-airs, the *Prima* is the first fully fledged semi-elliptical canopy to be constructed entirely from conventional low porosity PF2500 fabric (also known as 'blue' (equivalent to F111)). PdeF claim that the *Prima* is easy to pack (unlike large zero-P canopies), has soft openings and is easy for beginner jumpers to control. The *Prima* is available in sizes ranging from 190-290 sq ft and is suitable for maximum suspended weights of between 176 and 286 lbs.

**PF – 0033 1 34327750
www.parachutes-de-france.com**

**PF – 0033 1 34327750
www.parachutes-de-france.com**

Skeleton Boneheads

Bonehead Helmets of the USA are offering a range of accessories which allow the owner to progress the helmet along with the jumper's changing needs. For instance if you decide you want to jump camera (stills, video or both), Bonehead can provide a



Andy Ford

range of add-ons specific to your needs – side and top mounts for both stills and vids, a range of brackets for cameras, or a completely enclosed video box are available. Other accessories include video light indicators, air switches for stills and ring sights.

➡ *Da-Bomb* is the company's latest cool looking low profile camera helmet featuring a unique single point locking system with a chin-cup and the option to mount stills or video on the top and both sides. Each side of the helmet has an internal audible altimeter pocket. Actually the *Da Bomb* is not just one helmet, but rather a collection of lined carbon fibre panels held together by a complex system of bindings and hinges. The helmet looks

complicated at first but, once adjusted, Bonehead claim that the *Da Bomb* is simple to don and remove. All Bonehead helmets come as standard in a black carbon fibre/resin finish but other colour options are available in tints, opaques, metallics and flakes. All Bonehead helmets are fitted with a thermofit liner which shapes to fit any head shape. (not sure about cone heads)

**Bonehead – 001 909 943 1166
or UK Dealers**

Bonehead Helmets offer a range of add-ons for your camera needs

Racer Tandem Groundings

Because of a series of very hard openings on some Jumpshack *Racer Elite 400 Tandem* canopies, resulting in canopy damage and injury to the tandem master, the BPA's Safety and Training Committee (STC) decided at a meeting in June to ground three specific canopies and requested that owners of others not use them until they had contacted the BPA's safety officials.

BPA – 0116 278 5271

Achtung! – German Rigs Grounded

Three German manufactured Harness/Container systems – the *Top Flyer*, *Sprint* and *Pit* have been grounded following a fatal accident in Germany where the reserve bridle parted company with the free-bag during reserve deployment. The apparent cause of the problem was sub-standard material used in the manufacture of the bridle line. Where the bridle was sewn to the free-bag several rows of stitching had been applied at the bridle/bag junction point. This caused 'widening' of the bridle line material fibres and, when used at high speed tearing and parting of the fabric occurred. The three container types that might contain one of the suspect free-bags have been grounded subject to an inspection by an Advanced Rigger.

BPA – 0116 278 5271

Mini Weather Station

The new *Kestral 3000 Envirometer* (I think they've made that word up!) from Nielsen and Kellerman of the USA is a useful item for parachute display teams and small enough to hold in the palm of one hand. The meter gives instant readings for wind speed, temperature, wind chill, relative humidity, heat index and dew point – phew! It can track maximum and average wind speeds along with current readings in your choice of knots, metres per second, kilometres per hour, miles per hour, feet per minute or Beaufort scale. Temperature, wind chill, heat index and dew point can all be displayed in degrees C or F. To take one of these measurements, the user slips off the Kestral's protective case, holds the unit in the air, and reads the digital display – that's it! All the functions are controlled with just two buttons. The wind speed accuracy is within 3%. N&K also claim that the Kestral is waterproof to one metre and floats. It operates on a single common watch battery that provides 300 hours of readings and is guaranteed for up to one year. Retail price is just over £100. Much cheaper than Michael Fish (and possibly more accurate)!



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Photos by Robbie Culver
Catalog Cover Photo by Norm Kent

dear dive doctor

Dear Dive Doctor

What is the best thing to do if an exit starts funnelling?

Juan Stable

Dear Juan

Find the relative wind and stick your belly to it. No matter what happens to the rest of the exit, just keep flying your own body on the relative wind. You will either help to keep the exit stable or will be one of the few people who doesn't go down the pan when it does. Fight as hard as you can to keep presented, with a grim determination because it isn't always easy! But generally you can save yourself as long as you weren't the cause of the exit funnelling in the first place.

I assume in my answer that you understand the concept of relative wind and flying an exit down it. If you don't, ask someone whose FS ability you trust to explain it to you.

To avoid the exit funnelling in the first place, leave at the same time and present to the relative wind. It's as simple as that.

Dive Doctor Rubick

Dear Dive Doctor

I weigh 12 stone, have just graduated AFF and wonder what sort of kit to buy. At present I am jumping club kit and it's inconvenient to say the least. But, although I more or less have the money for a new rig and canopies, I don't want to make an expensive mistake.

Per Chaser

Dear Per

We'd recommend you buy a second hand rig, asking lots of advice from people you trust (instructors and riggers, not your mates or the 'cool and groovies'). Your best bet now is to get the experience and canopy skills you need without downsizing radically from what you jumped on AFF. Think of your first rig as a transitional item, a learning tool. Your needs will change radically over the next 200 jumps so almost any new rig would be a mistake.

Shop around to get a good deal, always get a rigger to look the kit over

before you buy and make sure the rig feels good on you. Get a canopy of a size you personally feel happy to jump. The last thing you need is a flying machine which makes you nervous about jumping. You want to feel so comfortable you can't wait to get in the air.

Ask your rigger friend about resale value, most rigs and canopies from the major manufacturers hold their value quite well. Stay with this rig for at least the next 100-200 jumps or so. You'll know when you're ready to upgrade because you'll know what you want whereas now you'd only be guessing.

Surf Surgeon

Dear Dive Dr,

I did an AFF course in Florida last year. Partly because I only had a week, partly because of the hurricanes but mostly because my body position was so rubbish, I ended up stuck on Level 5 and now I'm back to the beginning. How can I get my body position sorted out and get qualified? Help!

**Yours
S&M**

Dear S&M

Assuming your body position was fine when practising on the ground then it's probably more to do with your mindset in the air. Many students perform well when on the trolleys but go to pieces in the air because of negative stuff that goes through their heads. The best advice is to relax by recognising when you're getting nervous, taking a deep breath and having a positive internal affirmation ('I can do this, it's easy, this is fun and I'm enjoying it').

There is a lot of pressure on the AFF student to perform, because of the high learning curve that AFF provides and the financial penalties inflicted from failed levels. To overcome this, it is important to remove the fear of failure by recognising that it is okay to make mistakes (I'm not suggesting that you forget to pull!). In the whole mindset game there is one ethic that rings true every time "He who thinks he can and he who thinks he can't are both right."

As for getting qualified, I would suggest you have two options;

1 Go back to Florida (not during the hurricane season)

2. Try a DZ in the UK.

It is possible that because of the bad weather you suffered in the States and the resultant lack of time available, that your ground schools may have been shortened to 'get the jumps in' before you left the country. That pressure wouldn't occur over here because you could just come back to the DZ when the weather was better, thus allowing more time for briefing and practising in between jumps.

The pressure of getting the jumps done will almost always occur when someone takes a course in a foreign country for such a short period of time. From experience, I can say that the weather isn't always better in foreign countries and people can and do complete their aff course in this country over the same time period that it takes abroad, without the pressure of running out of time. There are many people left in this scenario, after having been beaten by the weather or illness whilst on holiday. The best tip to be given, if you intend to spend a week abroad, is to confirm with the organisation you intend to skydive with, as to which DZ in the UK will be happy to take you on after the course (graduated or not). It is then a good idea to check with that UK DZ as to whether this is actually true, how much they will charge for the remainder of the course or, if you have graduated, for your check-out dive.

Dive Dr C&A

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The largest successful formation was a 32-way. George Pilkington organised tracking dives; loads of smiling faces but (in George's words) "The world is not ready for a two-aircraft tracking dive, guys!". Nightlife was sorted by Chuckles with stormingly good bands and discos, and the beer flowed! Blue sky and howling winds on the final Sunday provided a welcome relief before the onslaught of Brit100!

Tony Danbury



A dwarfed Dave Morris jumps the ginormous 'Action Man' balloon at the boogie. Dave is 'Action Man' on displays as well as every weekend at the drop zone!



An interesting exit technique – captured by Rusty Lewis



Tony Danbury

Boogie 32-way organised
by Stealth & Dave Ruckert

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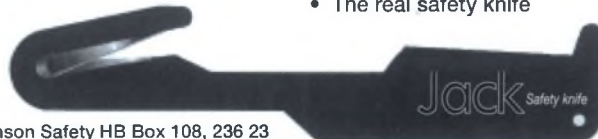
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SKYDIVING BOOGIE

30TH OCTOBER - 7TH NOVEMBER 1999

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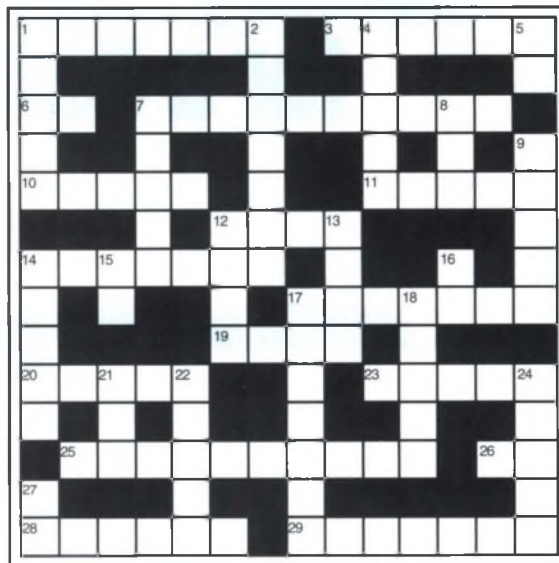
puzzles

ACROSS

1. Ride the airwaves
3. He flew too near the sun with this canopy
6. -- Capitan, high spot in California
7. Illusion of the earth rising to meet you when landing
10. Naff locations or what a skydiver does
11. First class way to illustrate manoeuvres in log book
12. Spock's biggest assets, aerodynamically designed
14. Hop on a plane and don't pay the fare
17. The majority of whuffos catch a plane here
19. Good story or a piece of string
20. This parachute is old fashioned but not square
23. Manifest or surf, sounds really tedious
25. Patterns depicted by 11 across
26. Extra large based in Florida
28. Warm west wind around those Florida hills
29. The acceleration due to this is 32ft/sec... seriously

DOWN

1. Go faster to get to this meet
2. A quartet of skydivers
4. BFA Chairman's first name
5. Initially old skydivers mag.
7. Whats wild about this Irish drop zone
8. The S in A.S.L.
9. Skydiving, skiing, football... all types of this
12. Location of Arizona drop zone
13. Spiral through the air, out of control
14. What you do to get that perfect parachute landing
15. Extra terrestrial, sounds like BT



16. Green light when the student leaves the aircraft
17. Bending back the skydiver's spinal column
18. Supports or brief propellers
21. Unidentified flying object
22. The D in DRCP
24. What's holding us up for 15 seconds on our first terminal freefall?
27. Abbreviated drop zone

Crossword
by
Trish Chapman



On the Soapbox

As an AFF instructor with over 5,600 jumps I object to being told by STC that now I have to be equipped with an audible altimeter on all AFF jumps.

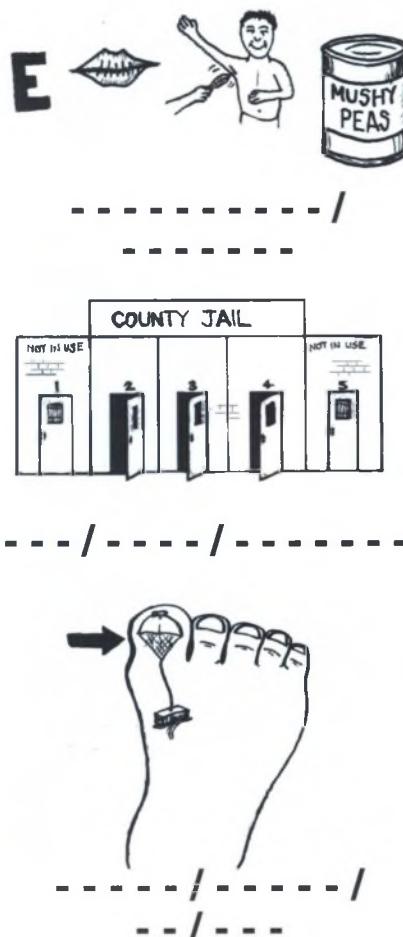
I am not saying that audible altimeters are a bad thing. I am saying what happened to a person's right to choose? My primary means of altitude awareness for the last 20 years has been the mark one eyeball, an inbuilt clock with the back-up of a visual altimeter. Why have I suddenly become a liability just on AFF jumps and not on any other types of jump?

This then becomes a another police job for already overworked Chief Instructors. Are they going to ask us before every jump "Are you equipped with an audible altimeter, does it work and what height is it set for?" (another contentious issue). If the AFF instructor is responsible enough to take a student into freefall on their first jump they must be responsible enough to make decisions about what back-ups they want to wear.

Are we not making rules for the sake of it?

Isn't it time that we made this sport completely safe by banning it altogether?

Jane Buckle



Dingbats
by
Chris Hollis

The answers are on the inside back cover

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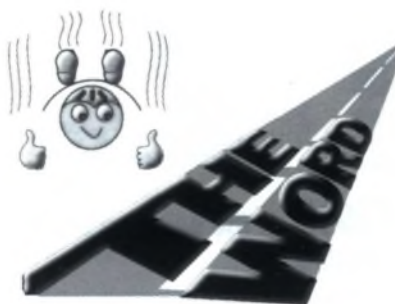
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the word on the street



Brit 100 - You Believed

120 of the UK's best skydivers were assembling from all over the world. This year we were going to make it. This year every decision would be taken "For the Good Of Brit100". The Team Captains applied the lessons they learnt last year, and on Monday morning unveiled the "Base 48 from Heaven". 44,000+ jumps in the base 8, and no one you would change ... on paper at least. The only drawback was that we had lost the Casa and the Skyvan and were down to only 108 slots. Still ... 108! YEAH! Much fun was had in the next 4 days, a full report is later in this mag.

On the last day in the captains' meeting at 9.30 it was announced that 2 Turbolets had to leave at 3pm. Stunned silence. Weather bad, aircraft off...here we go again. The meeting over, there was a call for 'Believers to shift this cloud', from the Vibes Man George. 20 climbed into the tractor trailer with 5 cups of sugar stolen from the canteen. Down at the bottom of the runway, a circle was formed all holding hands.

"Do you Believe?"

"Yes, we Believe."

The sugar was racked out in lines joining the runway lines to make one big line. The believers lay down like little 'Fowlers' either side ready to snort those clouds away. Then Geo gave the ancient sacred command "Puff". In seconds the sugar disappeared. At the DZ, the non believers smiled. 2 1/2 hours later the clouds were gone and we were on jump run - HAH!

The aircraft formation was incredibly tight. Cool Chick 'Super Floater' left the rail, so did her 99 mates. By 8,500ft everyone was in. XL's Toby and Pete looked around. Toby looked at Pete, they both nodded. We had it. The first British 100-way. On landing, the DZ went ballistic. The atmosphere was like nothing I have ever experienced before. People were crying, laughing, sobbing, shouting, hugging, all of it. An incredible crowd pleaser.* This is what it was about.

The real secret is Believing. If you do this, anything can be accomplished. Thanks Brit100 for a very special week.

Hibble Bibble Bird Men

Birdmen International Ltd arrived at Target Skysports on 25 July to hatch some fledglings. Robert and Jari gave an in-depth seminar to the waiting 'chicks'. The suit used is constructed very well with a thoroughly thought out design and more importantly, a cool cutaway system. The rig is fitted into the suit and then you put it and your rig on together. Booties and zipped arms make the suit snug.

I sat around and watched for a while. Wots is no 'Test Pilot'. It needs to be sorted to satisfaction, before I'm getting anywhere near it! After looking at the suits and seeing the smiling faces returning from the DZ, I persuaded Robert, Jari and Tim Porter to do a 4-way with me. Sitting in the G92 climbing to altitude I was very scared. What would it be like, how would I cope with deployment, no Cypres, borrowed gear... elephants all over me... Out the door, open my arms and legs to inflate the wings, and Yippee, here we go. There's Robert, cruise over in his direction, "Don't think Geo, just fly", they had said. They were right, this was very easy. No stress on the body, very cool. Swooping around chasing Robert, then check the alti, 8,000ft. Fly some more, stretch the wings, lift the stomach, see the ground passing underneath me...woooooow! Then Time-Out!! Evolution is bleeping in my ear, oh no...time to dump. Deep breath, concentrate. Arms in, find the BOC, arms out, pitch the pilot chute, arms in. My feet come up and the canopy deploys very nicely. Phew! I'm in the saddle at 5,280ft. That was easy. Narce. Very Nice. I need all of the altitude to get back to the DZ, man I have flown a long way.

This is going to be massive. But we need to approach it in the right manner, know our own personal limits, and respect the risks. I will be open by 5,000ft, for a very long time to come.

Target Skysports is the home of British Birdmen, and now has 7 skydivers with suits, and some demo suits for you to try. Go to Hibble and check it out, if you have 500 jumps, a docile main and a BOC. Remember running around the garden being an

aeroplane with your arms out going nnnnnrrrooooooww... nnnnnrrrooooooww? Well its just like that, wicked.

One Small Step for Man, Many Leaps for Scotty Kind

Scotty Milne made his 7,000th jump on June 20. It was an AFF jump with Mike Jarrett in Ampuria, Spain. Scotty started his skydiving career 30 years ago, on July 23. The very day that man landed on the moon. Well done Scotty, that's one skydive every 37.5 hours for the last 30 years. Respect.

Tracking - the New Blast

Skydivers have been queuing up to go jump with George on his Tracking Dives. In 6 jumps, 86 people went tracking at the Langar Big Aircraft Boogie. The 2 days culminated in the UK's first 2 plane tracking load. 2 Turbolets in formation, 33 skydivers ready for some fun. Well, it was horrendous! People going in all directions, very quickly. Either the world is not ready for a 2 plane load or George needs to change his briefing. Either way, it won't be for some time... Track George down at a DZ near you soon.

Turbolet Mania

Weston on the Green and Hinton in the Twigs have now on station a Turbolet 410.

Versa Vice

Chris Gauge and Tim Porter of Vice Versa are doing a 100 jump training camp at Cross Keys, USA in preparation for the New Age Nationals. The boys are working everything, with an emphasis on speed. Chris is the current Guinness World Record holder (64 revolutions in 20 seconds) so I am sure they sure are fast. Chris told Wots, "We want to carry on where Playstation left off." Chris and Tim are full time at Target Skysports, Hibaldstow. Tim has just completed his 1,000th jump this year! Just another tandem... Nice one Tim.

They are also involved in a TV programme "The Director's Cut". A 10 minute celebration of the sport of skysurfing. The director is Lee Philips, a non jumper and the programme is due to be shown on Anglia and Channel 4 in November.

George Pilkington

Did you know . . .

. . . it takes 253 components to make a Tear Drop.

Quote of the Month

"The only way to have a friend is to be one"

* Ref: V. Prof.

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SPOTTING



intermediate

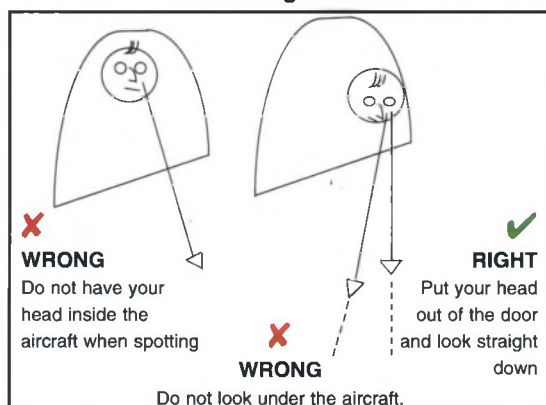
Spotting is an under-valued art. It should not be taken lightly, treat this aspect of the sport with as much respect as any other. In skydiving, ultimately we rely on ourselves. Knowing where you are above the ground when you exit is the first step towards landing safely.

KNOW WHAT YOU ARE LOOKING AT

You must be looking directly down at the ground. If you are directly above a building you will not be able to see the side of it, or the trunks of trees if you are above them. It is more difficult over fields or other open ground but you will soon get used to cross referencing by looking slightly forward or back at fences, trees or other objects that surround the open area.

When spotting your head must be out the door so you are not accidentally looking forward at the ground. However, you must also be careful not be too far out and looking back underneath the aircraft. Either mistake can lead to massive errors when you are spotting from high altitudes.

Look Straight Down



A small inaccuracy in the angle of sight makes a large distance error on the ground

If you throw the Wind Drift Indicator, (WDI), it is important to know exactly where you were when it was thrown. It is not necessary for the aircraft to be flying directly into the wind when you throw the WDI.

Having established which direction you would like the run-in, it is important to let the pilot know with clear, simple instructions. You will also need to remember that throwing the WDI at 2,000 feet will give you the opening point but not necessarily the exit point for altitude. The exit point is further upwind than the opening point to allow for freefall drift

KNOW WHAT THE AIRCRAFT IS DOING

The aircraft may not always be running in flat and level from the turn-in point to the exit point. Very often, if the pilot is doing his job well, he will turn to run-in and continue to climb so that the aircraft is at an upward angle. If you are looking at an angle perpendicular to the floor of the aircraft you will in actual fact be looking forward and therefore you may spot short, with practice you will be able to tell whether the aircraft is climbing or not.

You must also be able to see what the aircraft is doing in relation to the ground. This will tell you what the winds at altitude are doing. If it seems that the aircraft is taking a long time to cover the ground then you should realise that the winds are strong so take the spot deeper. The plane may appear to be moving sideways as well as forward and this tells you the upper wind is coming from a different direction to the ground wind. (See wind shear.)



From the side

by
**Katharine
Andrewes**



“be aware of potential hazards and be prepared to adjust the spot accordingly”

GET THE AIRCRAFT TO THE RIGHT PLACE

The first step to getting the spot right is looking out of the door at the ground and noticing what the aircraft is doing. Ideally, the pilot will give you a good run-in but if you do need to give corrections make sure your commands are loud, clear and concise. If there are lots out on the same pass it is important that the plane is on the upper wind line so that all the jumpers are able to get back to the airfield. If the first group start climbing out over the exit point then by the time the last group exits they will be unable to get back to the drop zone. Aim to get the first group out a little early, the middle group out at the exit point and the last group out a little deep. That way everyone should be at a reasonable distance to make it safely back to the drop zone.

You can take crosswind and downwind spots quite safely but it is more difficult to do this accurately. Don't take a crosswind spot if there are several groups on the pass, especially if it is windy, as it is unlikely that you will be able to get everyone open in a safe area. (See wind cones.) On downwind run-ins you must anticipate the increased ground speed of the aircraft and be prepared to exit early. As you leave the plane you will notice a marked increase in throw forward compared with an into wind run-in. (Throw forward is the horizontal distance you move forward on exit because your body has the speed of the aircraft.)

HANDY HINTS

1 Safe Areas and Hazards

When spotting you must always be aware of potential hazards and be prepared to adjust the spot accordingly.

2 Wind Cones

A wind cone is an area where it is possible to get out of the aircraft and land safely back on the airfield (providing that your canopy control is good). When there is no wind or very little wind this area is short and wide and will start downwind of the DZ. For high winds the cone is long and narrow and starts some distance upwind of the DZ. Your opening point must be within the wind cone if you are to land on the DZ.

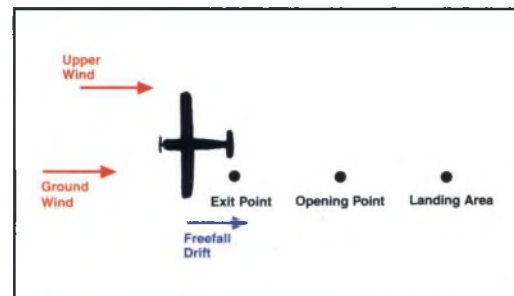
Wind Cones



3 Freefall Drift

When the wind is strong it is likely that you will encounter freefall drift so the exit point will be deeper than the opening point.

Freefall Drift



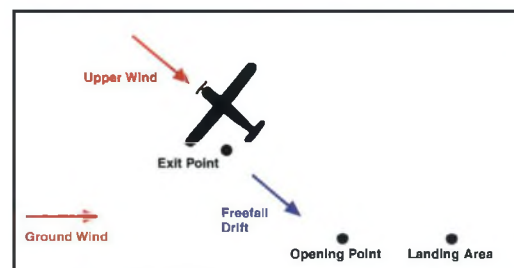
From above

If you have never noticed freefall drift you can check it out even when not spotting. On windy days assess your point above the ground on exit and then notice where you are above the ground on opening to see how far you have travelled in freefall.

4 Wind Shear

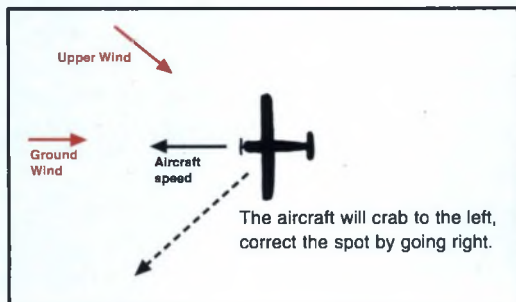
Wind shear is when the upper winds are in a different direction from the ground wind, what we normally call a dog-leg.

Wind Shear



In this case the freefall drift is in a 'dog-leg' to the ground wind

In Britain this invariably means that the upper winds will be blowing from the right in relation to the ground winds. This means that the exit point at altitude will be further right than the opening point at 2,000 feet. If this happens the aircraft will appear to be sliding to the left if it is attempting to fly on the ground wind heading.



You will need to compensate for this by taking the spot a bit deeper and to the direction of the upper winds (ie to the right).

5 Spotting in Cloudy Conditions

Extra care has to be taken when spotting if there is cloud around. Legally, you must be able to see the ground and the opening point from the exit point. If you go above cloud and cannot see you must bring the aircraft back down to cloud base. With patchy cloud you must still be able to see the opening point and be 100% sure where you are.

Notes on GPS

(Global Positioning System)

- It is only as good as the pilot
- It won't tell you what the cloud base is
- It won't tell you how thick the cloud is
- It won't tell you if anything is in the cloud.



Dean O'Flaherty

Having faith in the spot makes it easy to leave with a smile!

6 Common Mistakes

The most common mistake that people make when spotting is getting out too short in windy conditions. Modern canopies have a forward speed of 20 - 40 mph. Add that to a wind speed of 20 knots and you will realise that you are going to be travelling really fast when you turn downwind. In this scenario it is better to be too deep than too short.

7 Practice Makes Perfect

Get as much practice as you can under supervision from an instructor or experienced jumper. You should start spotting from lower altitudes and work your way up. Don't be afraid to give corrections to the pilot. Only the person with their head out of the door knows exactly where the aircraft is over the ground.

“ only the person with their head out of the door knows exactly where the aircraft is ”



James Stevenson

You must be able to see the ground if getting out over cloud



"Brit100 now lives up to its name and in a way we can now say 'Job Done'. But to me Brit100 is far more than just a 100-way skydive; it is the biggest and most positive team event that UK skydiving has ever seen. Sponsorship and support to a value in excess of £50,000. A DZ tour that touched all levels of skydiving and added a bit of magic. Massive positive publicity for our sport, the BPA and our clubs. A perfect 70-way. The 100-way itself.



Brit100 Chairman, Simon Ward

"It would be wrong of me not to recognise some of the critical factors that made all of this come together and, in particular, applaud some of the efforts which made a difference. Our supporters were there from the beginning, the BPA wisely spent a small amount of your money, **Precision Aerodynamics**, **Sunpath** and **Cool n' Groovy** were major trade sponsors and **Coldseal Conservatories** made a sizeable cash donation as did Nigel Moore from Northern Ireland. But the team effort went further, we had fantastic co-operation from other drop zones who sent aeroplanes, Steve Swallow at **Target Skysports** gave us the free use of the G92 and pilot and **Peterborough**, **Hinton** and **Headcorn** all allowed us the use of their aeroplanes. This almost certainly cost these DZ's commercially and others also offered their planes.

"The greatest part of Brit100 revolved around the people, the jumpers who participated whether on the 100-way or the 120 team that never got to happen; we were all on the expedition but not everyone got to scale the summit. The Team Captains led by Darryl Moran made this thing happen. **Langar** and all their staff did far

Success!



A year of planning was about to bear fruit or be found barren. The **Brit100** team had been chosen and were assembled at Langar. Willing sponsors, helpers and supporters had joined the team effort. A tiny line would stand between success and failure; we would either build a record or not...

Success came in just three 100-way attempts - one of which was thwarted by a premature exit from a trail aircraft. So, to all intents and purposes, we built it on the second go. Lesley Gale describes the day by day adventures of the **Brit100** team on the way to their triumphant goal...

Monday 12 July

The Langar Boogie had come and gone but the DZ was still buzzing from the vibe and had a carnival atmosphere with marquees, flags and trade stands. 120 skydivers plus hopefuls, hangers-on and well-wishers rocked up, rigs in one hand, enthusiasm in the other. At the introductory briefing, George Pilkington introduced the saying of the week, 'For the Good of **Brit100**' and this was clearly how everyone felt. No one complained or griped, everyone just got on with whatever job they were given with good grace and great humour.

We arrived to news that the tailgate aircraft had fallen through. The Casa wasn't allowed on the airfield for fire reasons and the Fat Boy Skyvan was in need of repair. Well British skydiving rallied round and sorted the problem out. Steve Swallow sent his G92 over from Hibaldstow for no positioning fee and free flying time, all

we paid was food and accommodation for the pilot and fuel for the plane. A great offer. Hinton had just had their new Turbolet arrive and sent it up almost before the paint was dry, whilst Headcorn and Peterborough despatched theirs up to Langar too. So there we were, with some of Britain's best skydivers, set up to do a 100-way+ out of five Turbolets, a G92 and a Porter! Not the ideal line-up which Dave Hickling had worked on all year but, as skydivers, we are used to making the best of a non-ideal situation. Organiser Dazzle Moran assured us that we should treat it as a challenge, so we did.

Unbelievably, the weather was gorgeous! The groups split into three, dirt diving took some considerable time but everyone managed three **Brit100** jumps that day. After just two practice 50-ways, complete on the second attempt, we went for 70 on only the third jump. We were very close, only about five out; a reflection on the quality of British skydiving. No matter how experienced you are, each large formation load presents a different challenge in terms of aircraft and people positioning and everyone needs time to get 'in the groove' of big-ways.

Multi aircraft loads are inevitably eventful and on the second dive of the day, one group was doing a 32-way - or so they thought! The two Turbolets ran in, 'lights-on' signalled to open the door and get out; 'lights-off' was to get in the door and go. 'Lights-off', the base aircraft got in the door and went - whilst in the trail aircraft, the **Red Devils** were still struggling with the door! The promised 32-way turned into two 16-ways but everyone saw the funny side and the vibes stayed high. Another incident was caused by someone giving corrections to one plane on run-in! As a result the two aircraft drifted further apart as the floaters on the lead plane were hanging on desperately in a real test of strength. This caused another two 16-way formations to be built and the only reserve ride of the week due to Fran Gregory's hands being too cold and tired to activate her main.

A champagne party in the evening (courtesy of Rich Ward who went to France to buy it!) rounded off an excellent start to **Brit100**. George as Entertainments Officer flew his model aircraft to a delighted crowd who were well entertained when it crashed!

more than host the event. And this year we made our luck in other ways, we prepared harder and we had a full team that included the UK's finest including our world standard 4-way who gave up team training to help the base. My job would never have been possible without many others but three in particular, Dave McKelvie who did so much on the video side, Kevin Richardson who built and maintained a website that attracted over 60,000 regular visitors and Bev Ford who kept everything in order. All of them gave of their time and took holiday for the good of Brit100.

"We had hundreds of other helpers, donors of prizes, goods and services, sellers of raffle tickets, participants and coaches on Brit100 DZ weekends, our own magazine and many more. Doubtless I have forgotten many, put people in the wrong order or simply under-emphasised the contribution made, I hope you will forgive me and live on the memory of that magical skydive – 'For the good of Brit100'."

Simon Ward
Brit100 Chairman

Tuesday

Blue skies, yellow sun; smiling faces! The first dive of the day was one group's neat 50-way, followed by the other group's 70-way; complete, almost perfect, held for about three seconds and flying well. More smiles. The weather closed in after just three jumps. But spirits were high; a 70-way completion on only the second day was a great achievement. The next logical step was to add two more planes, raise the altitude from 14 to 17,000ft and aim for the first three digit formation in the skies over Britain. The afternoon was used wisely, the weather hold allowing oxygen bottles and masks to be fitted to the planes; flying at such altitude needs oxygen to prevent hypoxia.

Wednesday

Everyone was gagging to go for the big 100. Sadly the weather wasn't. But we suited up and dirt dived the biggie anyway. Entertainment was provided by Dave Turner distributing warm woolly hats to those in the Headcorn Turbolet, which was going to 17 grand without a door! Lots of down time on the ground meant that Stuart Meacock sprung into action to try to provide a door for the Headcorn Let (which he was due to be flying in). He had driven back to Peterborough the previous day and picked up the old door for the Sibson Turbolet (for a different sized opening but what the heck?). Joined by the versatile Dane Kenny and the willing Czech pilots, a triumph of ingenuity took

place. Like a scene from the Great Egg Race, three 100m rolls of gaffer tape, a jigsaw, an old piece of plywood and the appliance of science created a working in-flight door, to protect our intrepid jumpers from the fear of frost-bitten fingers and frozen brains. For the good of Brit100! Sebastian XL and Adrian Nicholas both gave impromptu talks on their skydiving activities to entertain us whilst we waited for the rain to cease. Wednesday evening saw the arrival of DJ's, lights, free beer and a big fat party.

Thursday

A single attempt in the morning started as carnage with a few people lost and taking others out. But this load showed the experience, determination and talent on the load. Everyone gritted their teeth, chucked a 'Deal with it Card', got back up and docked. We so nearly had a 100-way but just ran out of time. About five out (but all close). We felt just a couple more attempts and it would be in the bag. Ominously, clouds rolled in and that day we just had one more go. Seven planes ran in, some floaters climbed out but the load was aborted because of cloud. Five skydivers jumped as some of the floaters simply couldn't hold on any longer – they had been hanging out in the Turbolet slipstream for over a minute. We worked out that the cost of the lift was such that these five skydives cost £633 each!

Photo: Simon Ward



In the evening George flew his mended plane to a delighted crowd, we all drank more free beer and applauded the raffle draw. Some impressive prizes were given out to jumping and non-jumping winners. Chris Adams was recognised for his fund raising efforts, the single person who has brought in more sponsorship than anyone other than Brit100 committee members. A leather jacket was presented to Brit100 Chairman Simon Ward whose dedication, organisational skills and ability to achieve results have astounded all. Participants were promised refunds of some of our registration money and offered a free video of the event.

Friday 16 July

The last day, the final effort, what would the weather be like? Dull, cloudy and miserable. We knew the Texel Let had to leave with the Langar Let in the afternoon to go to the Dutch record attempt. We waited in flagging hopes, trying desperately to be positive. There is no doubt that we had everything in place for success. The aircraft, the pilots, the airfield, the organisation, the skydiving talent, the media; just the poxy British weather was enough to screw up over twelve months of planning. As jumpers, we all felt more for the Brit100 committee than ourselves, they had put so much in, thought of everything it seemed, but what can you do if the sun don't shine? To attempt but fail to build the 100-way would have been bearable but to fall down without the opportunity to even try seemed intolerable.

Unbelievably, as I was writing the last paragraph, there was a call ➡



from Darryl over the tannoy, 'Brit100, some good weather's on the way, let's get motivated!' One last chance? We hoped so. We dirt-dived again and climbed to altitude wondering if we would be able to get out, aware that this was the jump which had to work. All 100 of us had to get it right in the same 60 seconds or we would fail in our commitment to the sponsors.

The Magical Jump

The base built, the zippers docked, the anchors and loops joined, we all concentrated hard on flying flat, level and tension-free; the whackers docked... I suddenly had this unbelievable surge of excitement and amazement that it was complete. Somehow, on big-ways, you know when it is built. I don't know quite why, whether it is the stillness, the fact that the movement stops, or whether some sort of cosmic energy transmits around the formation, who knows? Anyway, there we were at 8,000 feet in this massive, beautiful formation and somehow everyone knew it was done. The base were looking around and nodding, the outsides were screaming and hollering, we were no longer referencing with our opposites, we were yahooing and wagging our heads at each other, geeking under this peachy formation, all part of our dream, knowing we had done it. What a feeling – pure magic!

We tracked off still charged with excitement. Opened in euphoria. Screamed under canopy. All we could hear was over a hundred skydivers doing the same.

We landed, hugged each other, and kissed anyone within range. Walking back to the control tower we embraced everyone we saw. Our supporters ran out to greet us. More hugs, cheers, bravo's. The whole drop zone had gone wild. Everyone was congratulating everyone. We didn't need to watch the video, we just KNEW we had done it. Simon and Darryl watched it anyway just to make sure. It was confirmed. A 100-way flying over Langar for 13 seconds!

A grip had been dropped after 7 seconds but that wasn't a problem. There are no official FAI rules for a national record but their criteria for a world record state that it must be held for three seconds. Somehow we had snatched victory from the jaws of defeat. The drop zone went mad again! Everyone was clapping and cheering for a ridiculous amount of time. We cheered the pilots, we saluted the participants, we clapped the organisers, we praised the helpers, we made lots of noise! Young and old, jumpers and whuffos, ground crew and skydivers, supporters and participants, all were united in the joy of achieving the goal. It wasn't until this point that I realised how many people were behind us and just how much inner fire every individual had within them. We were all so hungry for it to happen and we had our just desserts. Tears were rolling down people's faces. There was just no way to calm everyone down. Over a year of planning and careful preparation had come to fruit.

The pure magic of the first 100-way over Britain will stay with everyone there for the rest of their lives.



Main photo: Adrian Nicholas
Others: Simon Ward

*Main photo and inset show transition
to the second point of a 50-way*

Pilots

The formation flying was superb. Lots of very experienced skydivers agreed it was the best and most consistent formation flying they had ever seen. The planes were very close but never overstepping the bounds of safety. The spots were superb and the flying time seemed minimal. The pilots had not even flown together before. We all thought when we arrived that the loss of tailgate aircraft was a big problem but in fact it turned out to be a blessing in disguise as the Lets were so compatible flying together (and the Ukranian and Czech pilots could understand each other which was more than we could!). We say a big 'Hats Off' to them all, they made our job so much easier.



The memory lives on

We are producing a tape of the event that will include the lead-up to the week, the event itself, the DZ Tour training presentation and a few extra goodies we hope. The cost is £10 + £2 P&P with all money going into a special *Brit100* project, the same applies to any sales from photos of the 100 formation, 8x12 inches and the same price.

Please send cheques,

(no credit cards)

made out to

Brit100 to:

Simon Ward

Mill Farm

The Fox

Purton

Swindon

SN5 9EF

We also

have a high

resolution

100-way picture

on the website

available for free

download alongside other

Brit100 pictures.

A screensaver may also be

available, free of charge, from the

website in due course. Enjoy!

www.brit100.co.uk



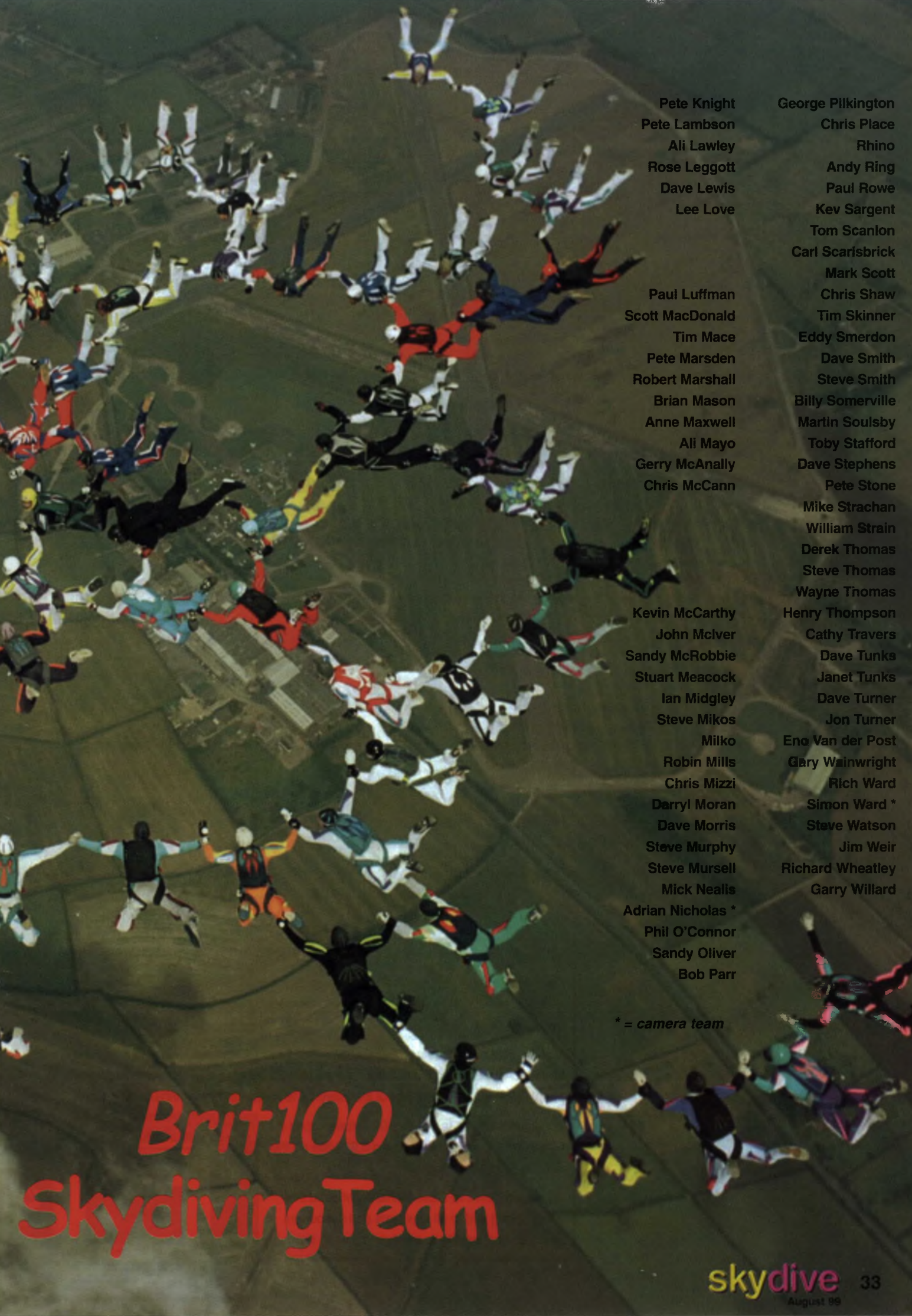


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Pete Allum
Paul Applegate
Steve Apps
David Bailey
Graeme Baxter
Marcus Beck
Robert Blake
Anthony Bradbury
Micky Brennan
Dave Brown
Ian Brown
Josh Burrill
Ian Cashman
Elaine Cherry
Ian Chick
Chopper
Deb Clarke
Andy Cliff
Knocker Cole
Rob Colpus
Steve Crabtree
Johnny Crewdson
Phil Curtis
Tony Danbury *
Eddie Davies
Steve Elvy (Stealth)

Rod Fairweather
Andy Ford *
Lesley Gale
Chris Gauge
Chris Good
Andy Goodall
Fran Gregory
Ken Gregory
Jason Grime
Andy Guest

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Graham Harris
Lee Harrison
Allan Hewitt
Dave Hickling
Craig Hill
Gordon Hodgkinson
Steve Houlker
Max Hurd
Nicky Johnston
Tony Jones
Jim Keery
Sally Kelvie
Dane Kenny

Photo: Simon Ward



Pete Knight
Pete Lambson
Ali Lawley
Rose Leggott
Dave Lewis
Lee Love

Paul Luffman
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Tim Mace
Pete Marsden
Robert Marshall
Brian Mason
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Kevin McCarthy
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Sandy McRobbie
Stuart Meacock
Ian Midgley
Steve Mikos
Milko
Robin Mills
Chris Mizzi
Darryl Moran
Dave Morris
Steve Murphy
Steve Mursell
Mick Nealis
Adrian Nicholas *
Phil O'Connor
Sandy Oliver
Bob Parr

* = camera team

George Pilkington
Chris Place
Rhino
Andy Ring
Paul Rowe
Kev Sargent
Tom Scanlon
Carl Scarisbrick
Mark Scott
Chris Shaw
Tim Skinner
Eddy Smerdon
Dave Smith
Steve Smith
Billy Somerville
Martin Soulsby
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Dave Stephens
Pete Stone
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William Strain
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Steve Thomas
Wayne Thomas
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Dave Tunks
Janet Tunks
Dave Turner
Jon Turner
Eno Van der Post
Gary Wainwright
Rich Ward
Simon Ward *
Steve Watson
Jim Weir
Richard Wheatley
Garry Willard

Brit100 **Skydiving Team**



Daily Mail centre spread, 20 July

Known Media Coverage

April

Grampian TV – Evening magazine programme on Strathallan, DZ Tour

May

02 BBC Radio Humberside – News feature all morning on Target, DZ Tour

14 Lancashire Evening Telegraph – 1/2 page, page 10, Steve Houlker, Ian Chick on Black Knights, DZ Tour

BBC Lancashire – 6 mins BBC Lancashire, Black Knights, DZ Tour

Red Rose Rock – News/What's On for weekend, Black Knights, DZ Tour

Red Rose Magic – News/What's On for weekend, Black Knights, DZ Tour

Kent Messenger – p17 1/8 page article, Headcorn, DZ Tour

June

14 Central TV Midday news – 1 min, RAFSPA, DZ Tour

14 Central TV news feature – 2 mins, RAFSPA, DZ Tour

11 Reading Chronicle – P21, 1/4 page on Henry Thompson

21 Enfield Independent – Phil O'Connor

24 Edgware & Mill Hill Press, page 5 – Gordon Hodgkinson

24 Barnett & Whetstone Press, page 5 – Gordon Hodgkinson

24 Potters Bar & Cuffley Press, page 5 – Gordon Hodgkinson

24 Hendon & Finchley Press, page 5 – Gordon Hodgkinson

30 Western Daily Press, page 10 – Simon Ward

29 Swindon Evening Advertiser – Simon Ward

30 Wootton Bassett Standard – Simon Ward

Website

www.brit100.co.uk

Kevin Richardson updated the website several times a day with the latest news. Press releases, photos and even videos of the skydives were available on the site before we had even packed.

MSN hosted *Brit100* as a web event (like a chat room), where Simon was interviewed by Nial MacAnna. During the half hour transcript of the interview, MSN recorded 200,000 people listening in – transcript of the interview is available on the *Brit100* website.

The figures for hits to the *Brit100* website stood at 67,691 on 22 July. This included 5,822 hits on the day the record was achieved.

Thanks to Kevin, to Dave McKelvie who did the video editing and to all skydivers and supporters who checked the site to see how we were doing.





July

Hereford Times – Simon Ward & Dane Kenny

09 GWR Breakfast Show – 3 x 2 mins, Simon Ward

12 BBC Wiltshire Sound – 5 mins, Sandy Martin & Simon Ward

12 BBC Leicester – George Pilkington

12 Trent FM News – Simon Ward

12 BBC Nottingham News – General

12 BBC East Midlands Television News

12 BBC East Midlands Television – News all AM

12 Daily Mail, small piece on page 8

12 Central TV – Evening News, 2 mins, plus live feed from DZ

12 BBC 3 Three Counties Radio – Simon Ward live, afternoon Show

13 Trent Breakfast Show – Simon Ward

13 Sky TV – Lunchtime News, SW live interview & pics

13 Sky TV – George Pilkington

13 BBC East Midlands Television, 2 mins on Evening News

13 BBC East Midlands Television News

14 Radio 5 Live AM – Breakfast Show

14 Trent FM – Breakfast Show

14 Radio Leicester – Simon Ward

14 MSN Web Event – 8-8.30pm, 100+ in chat room, 200,000+ saw info

15 Central TV Lunchtime news

15 BBC East Midlands Television News

15 Trent FM – Trails all day

16 BBC Radio Leicester – George Pilkington x 2

16 BBC East Midlands Television Evening News

16 Central TV Evening News

16 GWR Swindon News

16 Classic FM News

16 Trent FM News

16 Sky TV News all pm

17 Nottingham Evening Post – Front banner and page 3, 1/2 page

18 BBC Newsround

19 Scottish TV Evening News feature

19 Metro – 8 lines on page 8

20 Daily Mail – 2 x 1/4 pages, centre spread

Photo: Simon Ward



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 Earnings from TV & press sales
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 Chris Adams, PSP
 Dornier G92 at no cost
 PSP from the school in Kuwait
 Donation
 Simon Ward, PSP
 Prizes and equipment loan
 Eddie Davies, PSP's
 Javelin rig & T-shirt sponsorship
 Beer
 Sponsorship, prizes & T-shirt sponsorship
 Gordon Hodgkinson, PSP & baseball hats
 Aircraft time, aircraft loan, prizes
 Courtesy vehicles
 Champagne
 Equipment, prizes & T-shirt sponsorship
 Steve Houlker, PSP
 Aircraft time and provision of aircraft
 Jackets and prizes
 Oxygen systems
 Oxygen systems
 Oxygen systems
 Web event and prizes
 Prizes
 Design work
 Web hosting
 Prizes and DZ assistance
 Tent
 Print services
 Jumpsuit and T-shirt arranging
 Fundraising from Brit100 wk/end
 Jumpsuit
 Tandem jump
 Tandem jump & T-shirt sponsorship
 Ian Chick, PSP & prizes
 Donations and prizes
 Prizes
 Chris McCann, PSP
 T-shirt sponsorship
 T-shirt sponsorship
 T-shirt sponsorship
 T-shirt sponsorship
 Pete Knight, PSP
 Prizes
 Prize
 Aircraft & fundraising at Brit100 wk/end
 Prize
 Eddy Smerdon, PSP
 Chocolates
 Donation from massages on DZ
 Prize
 Event support
 Bar facilities
 Video editing & production
 Aircraft loan
 Aircraft loan
 Office services
 DZ transport
 Database construction
 Web site design & maintenance
 BPA liaison
 Support
 Endless support
 Langar Airfield
 Assistance and facilities
 Aircraft loan
 Musical services
 Aircraft loan



Brit100 Weekends

Scottish PC @ Strathallan
 JSPC & APA @ Netheravon
 Target Skysports
 Headcorn PC
 Wild Geese in Northern Ireland
 North West Parachute Centre
 BPS @ Langar
 Peterborough PC
 Black Knights
 RAFSPA @ Weston-on-the-Green
 Hinton Skydiving

Freefly Brit100

Adrian Nicholas, probably Britain's best freeflyer, had approached *Brit100* Chairman Simon Ward to ask if he could video the formation loads – on his head! We were all delighted to welcome Adrian and everyone was impressed with the speed and control with which he carved around and under the formation. His unusual approach to video and stills of the formations lent another quality to the images produced, many of which you see here. More than that even, his presence did a lot to bridge the so-called divide between freeflyer and other disciplines such as FS. He understood and respected more about our event, as we did about his. Thanks Adrian, nice one!



← Photos: Adrian Nicholas



Andy Ford



Organising 120 people is no easy life! Dive organiser Darryl Moran inspecting the map

ATOM

millenium

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Photo Wendy Smith



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PEOPLE IN THE SPORT

George Pilkington

How long have you been jumping, how many jumps do you have and what level have you achieved?

Started 4 February 1982, now have 2200+ jumps.

You started as a formation skydiver, what did you get up to?

Mind Games 8-way, National champions 1983, 9th in World Meet same year; the 150-way world record in 1992, 216-way Guinness Record in Bratislava, 297-way in Anapa, still the biggest formation built to date; several years with *Another Planet* 16-way, lots of load organising at A1 (remember that place?), Sibson, Langar, Ampuria, Vichy.

And now you're into freeflying, how good are ya?

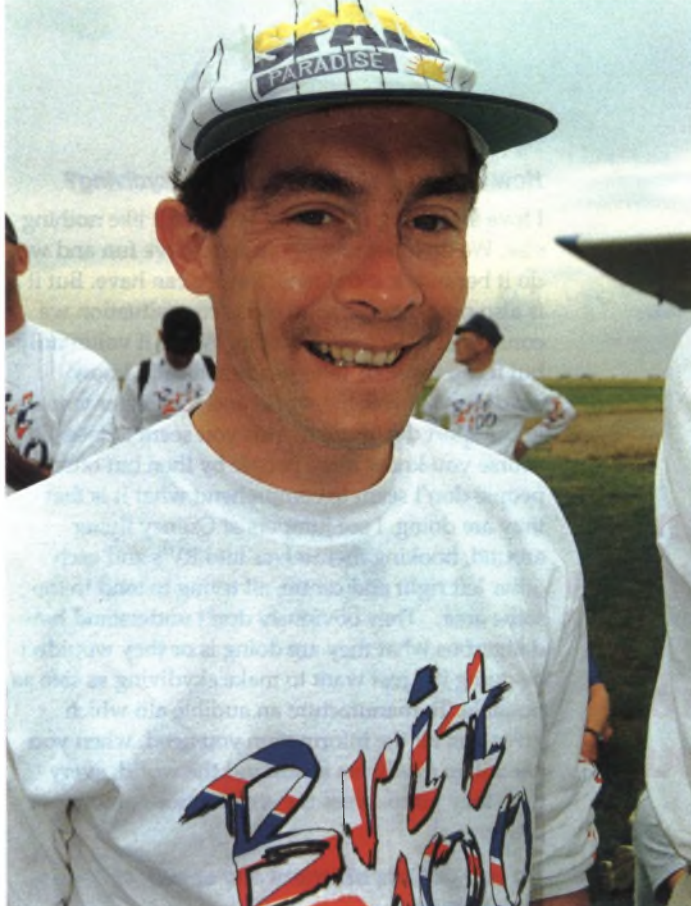
I am bad. Very bad. But I've been worse! I love it though. I love not dirt diving and the freedom of freeflying. I have a need to progress in what I do. And freeflying gives me that quest to be doing things better all the time.

Do you think you'll stop flat flying?

No. Not at all, I really enjoyed *Brit100* and I'm going to the world record. The beauty of skydiving today is that, if you can get to a level of competence in flat flying and freeflying, then you can do anything.

What was the best thing about *Brit100*?

It was all wicked. The aircraft formation flying was just mind blowing. The 100-way was a superb build, I didn't see any shit going down anywhere. Perfect vibes. The mood on the ground afterwards was like no other jump I can ever remember. And because a lot of people landed out it just seemed to go on and on. Adrian Nicholas flying underneath. That was something else. The footage is spectacular. And all that stuff on the website. Storming. Everybody working together. I am really looking forward to the video. Simon Ward. He is definitely the man, isn't he? He has got so much PR out of this, British skydiving doesn't know what's hit it. He is such an asset to skydiving! He should be employed by the BPA and paid a fortune to sort us



Andy Ford

out for the millennium because he'd probably have it done by the middle of next week. (Laughs) Well, that's a little optimistic, even for me!

How did you get involved with Speed Racing?

Speed racing only became possible with the massive sample rate of *Evolution*, its ability to store the data and signal the start and end of the vertical mile. Speed racing is a bit of a blast. You get very scared in the plane on the way up. Get out of the door, accelerate as fast as you can, blast into the measured mile, cover the distance in the shortest amount possible, flare out, dump and save your life. Chappy (Ian Chapman), who had done the fastest time in the world, 286 mph, was saying how much of a rush he got out of it. I looked around the bar and saw all these other speed racers with beaming faces. Chappy had pushed his limits further than he had ever gone before ... but so had all these other people, they had all gone faster than they had before, so relatively they had all gone 286 mph!! And they all had smiles.

What about the safety side of speed racing?

Sometimes racers don't really take what they are doing seriously enough. It always scares me far more than any other sort of skydive – and I am scared on all of them, which is why I've got a black visor! You have to make sure that your head and your equipment are all in the right places and are staying there. You might not hear your *Evolution* because of the extra wind speed. We are planning to use LED's at the next speed racing but you have to have your wits about you and use your eyes. You must understand what you are doing. You are driving this dragster towards the ground as fast as you can; don't expect to get any help from anything but yourself. Otherwise you're putting yourself in an unnecessary risk category.

**“ I am
scared on
all of them ”**

“ the key in swooping is to go nowhere near your limit ”

“ a time for holding, a time for folding and a time for running away ”

How do you feel about safety in skydiving?

I love skydiving Lesley but I respect it like nothing else. We do it because we want to have fun and we do it because it is the most fun we can have. But it is also probably the most dangerous situation we consciously place ourselves in. We do it voluntarily but it can take our lives in a heartbeat. I know skydivers all over the world and the longer you are in the sport the more friends you seem to lose. Of course you know more people by then but often people don't seem to comprehend what it is that they are doing. I see jumpers at Quincy flying around, hooking themselves into RV's and each other left right and centre, all trying to land in the same area. They obviously don't understand how dangerous what they are doing is or they wouldn't be doing it! I just want to make skydiving as safe as possible. To manufacture an audible alti which gives you all the information you need, when you need it, to skydivers all around the world, every time they jump, gives me an enormous amount of pleasure.

Do you get lots of letters and emails of appreciation?

(Laughs) No, this is skydiving! But I do get some and they mean a lot.

Do you think you might have saved a life with your product?

The answer to that question has to be 'No' but I have helped skydivers save their own lives. *Time-Out* can't save your life, it just bleeps in your ear. What you do then is up to you.

How did you develop the Time-Out?

I had started the Cool and Groovy Fridge Company in '84 because I had a great passion to work in the sport I love and then believed that the full face helmet was going to take over. Then I met this dude with a digital altimeter who wanted me to sell it. But I didn't think there was a huge market for it, why would my friends replace their wrist altis which they never looked at anyway? It did make me think about why jump a visual alti when no-one looks at 'em? Audibles have got to be the way forward because you don't have to look.

So, I thought, what did I myself, personally need? Break-off indication to tell me to leave my friends and go and save my life; I need to know where 2,500 feet is because if I haven't deployed by then, I need to do so; and I also need to know where 1,500 feet is cos I ain't going lower than that before I start reserve procedures. So I developed the perfect product for me and it just so happens thousands of other skydivers think it's exactly what they need too. I had lots of input from my friends who are mostly very experienced skydivers, we gave the digital whizz kid a brief on what we had come up with and the *Time-Out* was born.

Thanks for the commercial break, what else do you do for safety?

During *Brit100* I gave talks on safety from break-off

down including hook turning. The theory being that we don't encourage hook turning but, we know people are going to do it, so we teach them how to do it safely. You need to gently learn the fine art of swooping your canopy, not just boogie on down and swing on a toggle!

How long do you think it takes to swoop your canopy?

1,000 swoops. Not 1,000 jumps, 1,000 swoops.

How do you start?

With straight-in shots for 50 jumps. 45 degree turns into a straight in shot for 150 jumps. 90 degree turns and 180 degree turns in your own time after that. But it took until I had 1,500 jumps until I felt I had an understanding of what I was doing. But you can still make mistakes. Even Rickster makes mistakes. You just have to make sure that, if you make a mistake you still have the margin to correct it. The key in swooping is to go nowhere near your limit. Just go to your limit minus a deal-with-it card. We all know there is a time for hooking and there is a time for leaving it well alone, like, going into a tight demo with a brand-new Velocity. There's a time for holding, a time for folding and a time for running away!

Explain the concept of deal-with-it cards

Well, Cool Cat (Rob Colpus, from Cold-Puss) reckons there are 'lucky' skydivers and 'unlucky' skydivers. The only difference is that lucky skydivers carry a deal-with-it card. Unlucky skydivers get taken out, or have a bad exit or a shoddy briefing and they screw up and don't get in. So-called 'lucky' skydivers have the same shit go down but they chuck a 'deal-with-it card' in these situations, get back up or whatever they need to deal with the shit, and still do their job successfully. In other words, the deal-with-it cards are actually experience, awareness and the determination never to give up, always keep skydiving.

What would you say to people who say swoopers are just posers?

I remember once I was flying my model plane and I caught it as it was coming into land. The dude next to me looks at me and says 'Poser' My response was to say 'Why is that Posing? I'm not doing it for you, I am doing it for me. It makes no difference to me if you're here or not. If you weren't here, I'd still be doing it. How is that posing?' In the same way, ask yourself if you'd still be hooking in if all those babes weren't cruisin' around at the DZ. If you'd still land the same way on your own, you're not posing. If you'd just do a straight-in shot, then you're posing. Posing is pointless. If you have to pose you are probably placing yourself in the unnecessary risk category. If you swoop for yourself, you will do it within your own limit. Do it for yourself, don't do it for anyone else.

George was talking to Lesley Gale

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Javelins

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Soft links

Hackey sacs

Kill-lines

Altimeters

Timeouts

Eureka FT50s

Sapphires

Altimaster 2 & 3

Books

Videos

Para Bags

Drag mats

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council matters

BPA

NEW COMPUTER

A new computer system, both hardware and software has been installed in the BPA office. Like all new things it needed running in and a bit of tweaking, especially regarding the database for addresses for the Mag. Most people did not receive the June edition on time for which we apologise. When members leave the BPA, their details are never taken off the database (just in case they renew at a future date). The new software incorrectly recognised renewal dates of members and generated a mailing list similar enough in size not to arouse suspicion until after the magazines had been posted. This problem was nothing to do with the new printers, it just happened to occur at changeover time.

It took some time to identify and isolate the mistake, not least because the computer systems at the BPA had all gone down in the meantime. But now the system is up and running well, leaving the BPA Office well prepared for the millennium.

The Communications Committee and the Editor arranged a reprint (calling for a special Council vote between meetings). If anyone has still not received their June issue, please call the BPA office who will send you out another. 0116 278 5271

STC

Tandem Racer Elite canopies are grounded due to opening problems.

COMPETITIONS

COMBINED NATIONALS

The year 2000 Nationals are going to Target Skysports, Hibaldstow. Registration and draw for FS and New Age Friday 14 July 2000. Competition starts Saturday 15 July. Registration and draw for CF and Classics the following Friday 21 July, their competition starts 22 July. BUT if either FS or New Age are not complete then these disciplines take priority, weather conditions allowing, until Sunday 23 July at 1400 when prize giving is scheduled for FS and New Age. So this weekend will be a crossover weekend where all four events are side by side.

CF and Classics then continue until Sunday 30 July as worst case scenario with the weather. However, based on previous years' experience, these could be completed as early as Wednesday 26 July so we have built a prizegiving then into the plan. This enables anybody who wishes, to enter all disciplines while also having the potential for all the disciplines to be on site simultaneously on the middle weekend as per the World Air Games (WAG) concept. These will be selection Nationals for the WAG, 2001, in ALL the disciplines.

Target Skysports is looking forward to hosting this competition as the first combined Nationals of all these disciplines. There are over 12 months to plan for this event and we think it will be very big indeed.

NEW RATINGS

Category System Basic Instructor

Chris Landry
L Van der Post
Jim O'Kane
Philip Lee
Rob Windsor
Toby Goodchild
Nick Lupton
Steve Mursell
David Hix
Keith Luty
Chris McCann
Kevin Fyfe
Zoe Carroll
David Pritchard
Vaughan Morgan-Jones
Iain Anderson
Robert MacDonald

Category System Instructor

Joe Willoughby
Jon Horne
Darren Brown
Dick Barton
John Finnighan
Brian Poole
Mark Trindall
Stuart Morris

Tandem Instructor David Lister

Andrew Hodgson
Paul Hubbertsey
Jason Thompson
Robert Marshall
Andy Whitcombe
Steve Blee

Advanced Instructor Karen Farr Nigel Allen Dennis Buchanan

Instructor Examiner

Mick Nealis
Paul Moore
Tony Goodman

AFF Instructor

Cathy Travers
Sarah Laughton
John Bishop

NATIONAL TEAMS

The committee had updates on National Teams *Junction 9* and *Sebastian XL*, which were 'very encouraging'. Especially *XL* so the committee had no hesitation in releasing the final £10,000 for *XL*'s training. They have had all the £36,000 promised by the BPA and are on impressive form, setting a new National Record at the FS Nationals in Peterborough (see box). So too did *Junction 9* and *Angels*, new Junior Champions. Both *Junction 9* and *XL* regained their title at the recent FS Nationals at Peterborough, full report next issue.

NATIONAL RECORDS

New FS records were set at the British Nationals. *Sebastian XL* set a senior 4-way record of 25 points, *Angels* set a junior 4-way record of 16 points and *Junction 9* set an 8-way record of 16 points.

A new British Record for accuracy on the 3cm pad was achieved at the Arizona Classics competition in March '99. The record score was 9cm over 10 rounds, (including 5 consecutive discs) set by Dave Ballard.

Congratulations to all!

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dear skydive...

Correction: Last issue stated that Dave Tylcoat had been jumping for nearly 80 years, when the figure should have read 30.

dear skydive...

THANKS FOR BRIT100

To all Council Members, please accept my thanks for your vision and foresight in supporting *Brit100* over the past 14 months. As a participant in both 1998 and 1999 it became evident to me that such tangible BPA support has contributed enormously to the success of *Brit100* as well as raising the profile of the support throughout the UK. In my experience it is without doubt the most widespread, successful and positive publicity I have seen in UK skydiving since I first started jumping 29 years ago.

Within the sport, I think *Brit100* has done a great job imparting knowledge and expertise in the form of the DZ roadshow. I personally am in favour of such skills camps that put something back into the sport and give less experienced jumpers the opportunity to learn the skills needed for large formation skydiving. It also allows more experienced jumpers access to learn new skills in a way not seen before in the UK.

Dave Stephens BPA 16701

dear skydive...

As captain of the *Brit100* Weston team I want to express my thanks and admiration for the support given to *Brit100* by the BPA. The decision to sponsor the record attempt showed both courage and foresight and I am proud to have played a part in delivering the goods for you.

In my many years of skydiving I don't think I have ever seen the BPA portrayed in such a positive light in the national press and on TV and radio. When did we last see the BPA logo featured in a full colour centre spread in one of the country's major daily newspapers?

My thanks extend not only to the BPA decision makers, but also to the BPA membership. Without such a talented pool of skydivers to choose from, the job of organising *Brit100* would have been so much more difficult. Record breaking is all about pushing the limits, so it is unfortunate that there had to be a limit to the number of skydivers that could be selected. Hopefully those talented jumpers that could not be in the air with us will be able to put their personal disappointment to one side and share in the success that was (as the phrase went throughout the week) "For the good of

Brit100. It was also for the good of our sponsors and the BPA.

Chopper

dear skydive...

Brit100 has achieved what it set out to achieve, with style. I was very proud to be part of a team that worked so well together. I think that another record attempt is out of the question for some time, but the momentum of it all should not be lost. I would like to see a continuation of the *Brit100* weekends or something similar and I would be happy to give my time, albeit limited, to seeing this happen. Special thanks go from me to Dave Hickling & Dave Turner for hosting what must be the biggest headache of an event. Also to Simon who worked A & B & the C of D.

Dave Morris

dear skydive...

WOT, NO SWANSEA?

As you may know, I have been working very hard for about a year to open a parachute club at Swansea Airport. On 1 June, however, I broke my leg rather nastily and have been in hospital ever since. Once the drugs wore off sufficiently for sustained concentration, I tried a number of options which would let me proceed. It is my reluctant conclusion that this simply is not practical. Rightly or wrongly – actually there was not much choice. This whole project is centred on me personally and I am simply not going to be physically capable of the work required in the next few months. Therefore, I have decided not to pursue the project further this year.

I remain strongly committed to the idea and, if the pieces are still in place at Christmas, I will be looking to review the opening for Spring 2000. Obviously I will talk individually to those involved about the chances as soon as I can and take all comments on board.

Chris Jones D8783

Note: There are no incident reports this issue due to Chris Jones' accident. Normal service will be resumed next issue and we look forward to Chris reporting on his own incident! – Ed

dear skydive...

In reply to ON THE SOAPBOX by Dave Morris – April '99

Dave is a very well respected instructor but I feel that he has missed a few very important

facts about going to sunnier climates to learn to skydive.

Jon Turner and I have been taking AFF students to USA for the last few years for the very simple fact that the weather and facilities are better. Now before all DZ owners go on the defence of their centres, no one can match the resources that American DZ's can offer or the price.

In defence of what Dave has said, we have also encountered students (as many CCI's will no doubt confirm) who have gone abroad and done it on the cheap to find that they are not on a par with BPA standards, which can only lead an inexperienced student into potentially dangerous situations, through no real fault of their own.

We take our students away for two weeks, during which the priority is learning how to skydive safely – not packing (who ever got injured packing?). I'm not saying that we don't include learning the basics of packing, but many of our students will go to their own local drop zone and every centre I have been to teaches packing in a different way.

All of our students have achieved between 25-60 skydives logged in a two week period. Again as Dave stated, there is far more to an AFF course than eight jumps. Quality, consistent supervision and encouragement during the first fifty jumps has got to be a priority.

Simon Ward once said to me that skydiving in this country was too cheap, (gasp, horror, shock). The meaning of such a statement was that people taking up the sport demand value for money but also want quality personal instruction (which is why we call them clients and believe this is what AFF is all about!).

Dave Mitchell D8867

Note: If you re-read the 'On the Soapbox', Dave Morris was not criticising AFF abroad per se. He was saying that *some* of these courses are far less complete than the BPA AFF course. If doing AFF abroad, it makes sense to check exactly what the course offers, find out about the centre's reputation and either allow sufficient extra time for plenty of consolidation jumps or do an AFF course with an organisation linked to a British drop zone.

Actually, Dave and Dave, I think you are in full agreement! – Ed

**"sponsoring
the record
attempt
showed
both
courage
and
foresight"**

**"the most
widespread,
successful
and positive
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DZ: The North Pole

\$6,000 to spend 40 seconds in freefall is a lot of money to spend on one jump. But this was not just a jump, it was the fulfilment of a lifetime's ambition.

I first heard about the North Pole jump two years ago and have heard mixed stories about it ever since; some good, some bad, some true, some false. But the best way to sort it out was to go for myself.

I arrived in Moscow alone and met with the group from Paraworld. We flew to Murmansk in our chartered IL-76, a four hour flight north of Moscow, which I found myself perched on top of fuel drums and gas cylinders. No seat belts, seats upright on this flight. It announced the beginning of the adventure. From here on the Russians would do their best to keep you safe, but at the end of the day it was every man for himself.

We were hoping to be in Murmansk for just a day or two, just enough time to put a practice jump in at the local flying club and we were to head straight for the Pole as soon as weather permitted. Two days turned into three, then four, then seven. We could do nothing about it but wait. The story we were given was that our ice runway was not

complete because of a mechanical breakdown with the tractor which was ploughing a runway for the AN-74 containing our support crew.

We kept ourselves entertained by mixing with the locals and chartering buses on various excursions. But we were all becoming restless and when the news came to finally proceed, an air of seriousness swept the camp and the jokes turned to mental preparation. We boarded the IL-76 around midnight and once again nestled ourselves amongst the fuel drums and cargo which was to be dropped over the ice airport at the Pole. The noise was terrific as the four jets whirled into life, this time I remembered my ear plugs. Some slept and others tinkered with last minute adjustments to kit and camera gear. I was jumping a stills camera and spent my time ensuring that it was well insulated from the -40°C it was about to experience.

The hum of the roaring engines was interrupted when the tailgate opened to drop the fuel and



words and
photos by
Jon Nash



gloves were more than adequate during freefall. I dumped at the agreed 4,000ft then struggled to get my gloves into the steering toggles to head towards the DZ. I was pumped with adrenalin and wanted the canopy ride to last but the PISA Hornet 150 I was jumping was quickly taking me groundwards. The DZ was a clear patch about a mile in diameter and totally flat. Beyond that the lunar landscape was littered with pressure ridges which were up to 15ft tall in some places. I swooped about 10ft short of the flat ice and hopped with one foot off the top of a small pressure ridge, landing rather unceremoniously on my back in a large mound of soft snow. Still pumped I threw off my helmet and goggles and climbed up another mound to see if I could spot any other jumpers.

The Northern Outfitters suits kept me toasty warm as I made the five minute walk to the flags where media and ground crew were waiting to welcome us. By the time I reached them my eyelids had frozen together and the sweat I'd worked up had frozen my hair to my head.

We spent a short two hours at the Pole whilst we drank and toasted the trip, took the 'I was there' pictures and savoured the experience of being part of just 4,000 people who had had the privilege of ever setting foot on top of the world. It was mind blowing to think that every direction you turned was south and that the 2m layer of ice was the only thing between you and the seabed 4km beneath.

It was a once in a life time experience which I will savour forever. I would recommend it to anyone. I made great friends with the multi national expedition and hope to stay in touch. Thanks to Paraworld for the trip and PISA for my fantastic new Hornet canopy. I now plan to jump the South Pole with Paraworld's Millenium Expedition, during Dec 99 - Jan 2000. Aanyone interested contact Nathalie Chudiak on chudiak@gironet.nl or tel/fax 0031 70 383 6687.



cargo which indicated we were over the ice airport and very near the North Pole. We were given the opportunity to calibrate our AAD's as the aircraft came down low for a 500ft pass and within a few minutes we were back up to 12,000ft and getting ready for jump run. I was to go first and I made my way towards the front of the line which was being formed at the tailgate. I was casually making a few last minute checks to my goggles and straps when I saw out of the corner of my eye that I was frantically being urged to jump. I was caught totally unaware and had no time for a deep breath, I just ran for it.

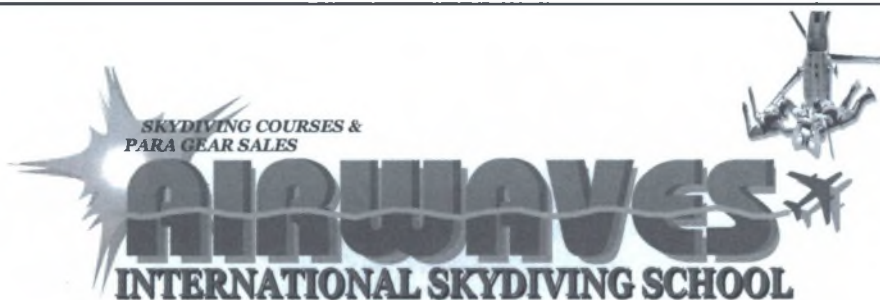
I exited and turned 180° straight away to shoot the jumpers behind me. Unfortunately the following jumpers were specs on the horizon by the time I pushed the shutter, which just goes to show the speed of the exit.

I braced myself in a small arch in the slipstream. The cold never really hit me and my pair of ski



Pressure ridges surround the landing area

**“ mind
blowing to
think that
every
direction you
turned was
south ”**



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Wendy Smith

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There's something exciting happening on the northeastern coastline of sunny Florida. Someone found a jewel in the rough. With fresh ideas and lots of hard work, Keith Larrett has expanded his own horizons and is transforming Skydive Daytona Beach into a gem. "I looked into the future and saw myself doing the same thing. I wanted to continue pursuing my photography but I needed something that would challenge me in new capacities," says Keith. So Fred Brown, DZ owner, offered Keith a part-ownership and hired him to take over the daily management of the drop zone.

Fred and Keith have a vision for their DZ, what they're really after is to create a "club" atmosphere where it's fun to jump and people's needs are looked after. "We made the claim that we are the 'Friendliest Drop Zone in Florida' and we're standing by that. Hassle free services and fun are the main goals. We offer big name load organizing where all skill levels are welcome," continues Keith, who videos many of the jumps.

"Our aim is to promote this beautiful area of Florida to jumpers from other countries," says Keith. "We have an enormous airfield, covered packing hangar, and a restaurant where you can enjoy table service, in the air conditioning or outside under the shade of umbrellas. There are camp grounds nearby, among ancient plantation oaks. On the beach there are affordably priced seaside motels. Some even offer skydiver discounts!"

But undoubtedly, the most brilliant aspect of Skydive Daytona Beach is the BEACH! The drop zone is just 4 miles inland from unspoiled Flagler Beach. Not only do jumpers get a spectacular view, they can easily make jumps onto the beach!

If you're tempted to visit Florida's Friendliest Drop Zone, check out the web site at <http://www.skydivedaytona.com> or you can email direct to skydive@skydivedaytona.com for more details.

Kelly McQuillen



Norman Kent

Keith Larrett's superb photos are a regular feature of Skydive Mag. Keith is now involved in the running of Skydive Daytona Beach

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1 BLACK KNIGHTS PARACHUTE CENTRE
Patty's Farm, Hilliam Lane, Cockerham, Nr Lancaster
Tel: W/end 01524 791820 or 0151 924 5560
www.bkpc.demon.co.uk

Open: Weekends, bank holidays 8am - 8pm
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Islander, Cessna 185

LO FS CF AC WP

2 BORDER PARACHUTE CENTRE
Brunton Airfield, Chathill, Northumberland NE67 5ER
Tel: 01665 589000 Fax: 01665 721053
skydivenorth@email.msn.com www.borderparachute.co.uk

Open: Wkends winter, any day by call in summer, 9am-dark
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 182, larger aircraft on call

FS AC WP

3 BRITISH PARACHUTE SCHOOLS
Langar Airfield, Langar, Nottingham NG13 9HY
Tel/Fax: 01949 860878 E-mail: bpslangar@aol.com

Open: Every day 9am to 8pm (or sunset), 10am start Sunday
First Jump Courses: squares, AFF, tandem
Aircraft: Porter and Cessna 206. Turbolet (summer)

LO FS FF WP

4 BRITISH SKYSPOOTS, BRIDLINGTON
East Leys Farm, Grindale, Bridlington, E.Yorks YO16 4YB
Tel: 01262 677367 / 0836 276188 Fax: 01262 401871

Open: Every day 8am - 8pm
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 206, Islander

LO FS CF AC WP

5 CORNWALL PARACHUTE CLUB
Frans Ranch, Old Naval Airfield, St Merryn, Cornwall
Tel: 01841 540691

Open: Weekend 8am - dark, Wed & Fri (summer)
First Jump Courses: squares, tandem
Aircraft: Cessna 182

FS WP SU

6 DEVON & SOMERSET PARACHUTE SCHOOL
30 Tower Way, Highfield, Duneswell, Nr Honiton, Devon

Tel: 01404 891690 Mobile: 0850 032767
AGUEST1@compuserve.com

Open: 9am - dark, Wkends, midweek by arrangement
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 206

FS CF WP SU

7 EAGLESCOTT SKYDIVING CENTRE
PO Box 1728, Salisbury, Wilts, SP4 9UY
Drop Zone: Umberleigh, Devon
Tel: 01769 520552 Mob: 07887 532490
www.bluechilli.co.uk/eaglescott

Open: Weekends 9am - 9pm, midweek by arrangement
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 206, Islander

FS CF FF AC WP SU

8 HEADCORN PARACHUTE CENTRE
Headcorn Aerodrome, Headcorn, Kent TN27 9HX
Tel: 01622 890862 Fax: 01622 890641
skydive@headcorn.u-net.com

Open: Every day 9am - dark
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Islander, Porter

AC WP

9 HINTON SKYDIVING CENTRE
Hinton Airfield, Steane, Brackley, Northants NN13 5NS
Tel: 01295 812300 Fax: 01295 812400
info@skydive.co.uk www.skydive.co.uk

Open: 10am - 7pm Tues - Fri, 8am - late Sat and Sun
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Cessna 206 (larger aircraft for summer)

WP

10 LONDON PARACHUTE SCHOOL
31 Green Street, Hazlemere, Bucks HP15 7RA
Drop Zone located off Junction 6 of M40
Tel: 01494 459500 Fax: 01494 444326
Mob: 0958 695199

Open: Weekends 8am - dark
First Jump Courses: rounds, squares, tandem
Aircraft: Islander, Cessna 206

WP

11 MERLIN PARACHUTE CENTRE
Alanbrooke Barracks, Topcliffe, Nr Thirsk, North Yorkshire
Tel: Weekdays 01204 391860 Weekend 01845 578971

Open: Weekends and bank holidays 9am - dark
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Islander

FS CF AC

12 NORTH LONDON PARACHUTE CENTRE LTD
Chatteris Airfield, Manea, March Cambs PE15 0EA
Tel: 01354 740810 Office 01725 513330
Fax: 01725 510690 www.chatpara.com

Open: Tues - Fri 10.30am - dark, Weekends 8am - dark
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Islander

LO FS CF WP

13 NORTH WEST PARACHUTE CENTRE
Cark Airfield, Flookburgh, Nr Grange-over-Sands, Cumbria
Tel: 015395 58672/58555 Weekdays 01772 720848

Open: Weekends and bank holidays
First Jump Courses: rounds, squares, tandem
Aircraft: Islander

LO FS CF AC WP

14 PARAGON SKYDIVING
Errol Airfield, Grange, Errol PH2 7TB
Tel: 01821 642454 Fax: 01821 642656
billycurri@aol.com http://members.aol.com/billycurri

Open: Wed - Sun
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Cessna 206

CF WP AC

15 PETERBOROUGH PARACHUTE CENTRE
Sibson Airfield, Wansford, Peterborough PE8 6NE
Tel: 01832 280490 Fax: 01832 280409
www.skydivesibson.com

Open: 8am - 8pm, Tue - Sun(summer), Wed - Sun(winter)
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Islander, Cessna 206, Turbolet (summer)

LO FS FF WP

DZ Report - The Parachute Centre

Owner/Operator: Colin Fitzmaurice

CCI: Pat Walters

Instructors: Eight total including three tandem instructors and two AFF instructors, four admin staff.

Aircraft: Two Cessna 206s (5 place)

Altitude restrictions: None

Jump prices:

Members	£16.50	10,000ft
Non-members	£18	10,000ft
Annual membership is £25		

Load organising/coaching: No official load organising policy although it does happen when necessary. Several WARP Instructors available on a slots basis.

Other businesses located on DZ: We have rigging facilities and sell all the usual basic accessories. Agents for Sunpath and TimeOut!!

Special events coming up/annual:

Annual Progression Week at the end of May with our annual Birthday Party on the last Saturday. AGM every year and Christmas Party on December 11 this year, with other parties whenever we feel we deserve one! Regular helicopter jumps when available.

Special attractions: Just the vibe! (The manifest staff have a knife to my throat so I have to put them in this section too)

Canteen: Snack bar run by former jumper, Jenny Donner. Typical DZ fare with lunchtime meals and full breakfasts.

Evening meals/bar: Nothing on the DZ except a case of beer from the management when the last lift has broken ground. Within three miles we have two Italian, three Chinese, three Indian, three fish and chips, several takeaways and some forty pubs!

Scenery and other local attractions:

Spectacular aerial views of Snowdonia and the Dee estuary. Hawkstone Park, Ironbridge and the Roman towns of Shrewsbury and Chester all within twenty to thirty minutes drive.

Other information: Due to local planning restrictions we don't operate on Sundays but we are open Friday afternoons and all day Saturday with, typically, thirty to forty loads on a Saturday.

Visitors report:

What a happy place! The aircraft may be small but it is always flying and the centre has a great friendly atmosphere.

Tilstock operates on Friday and Saturday only so no-one has to get up early on Sunday!



16 PETERLEE PARACHUTE CENTRE

The Airfield, Shotton Colliery, Peterlee, Co Durham DH6 2NF
Tel: DZ 0191 517 1234 Tel/Fax: Office 0191 386 5261
skydiveamy@aol.com <http://members.aol.com/skydiveamy>

Open: Every day 8.30am - 8.30 pm (tel. Mon, Tue, Thur)

First Jump Courses: squares, AFF, tandem

Aircraft: Cessna 182, piston Islander

FS CF WP

17 SKYDIVE STRATHALLAN

Strathallan Airfield, Nr Auchterarder, Perthshire PH3 1LA
Tel: 07000 467593 Weekend 01764 662572

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

First Jump Courses: rounds, squares, AFF, tandem

Aircraft: Islander, 2 x Cessna 206

FS WP

18 STIRLING PARACHUTE CENTRE

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

Open: Weekends 9.30am - 9pm, sometimes midweek

First Jump Courses: rounds

Aircraft: PA-32, Cherokee 6

LO FS CF WP

19 TARGET SKYSports

Hibaldstow Airfield, Hibaldstow, Brigg, North Lincolnshire
Tel/Fax: 0113 250 5600 or 01652 648837 DZ
helen@targetsky.demon.co.uk

Open: 9am to dusk every day

First Jump Courses: rounds, squares, AFF, tandem

Aircraft: C92 Turbine, Dornier Sky Servant, Cherokee 6

LO FS FF WP

20 THE PARACHUTE CENTRE

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

Open: Sat 8am - dark, Fri 2pm - dark (summer)

First Jump Courses: rounds, squares, AFF, tandem

Aircraft: 2 x Cessna 206

LO FS CF AC WP

21 UK PARACHUTING

Old Buckenham Airfield, Attleborough, Norfolk NR17 1PU
Tel: 01953 861030 Fax: 01953 861031
ukps@keme.co.uk www.keme.co.uk/~ukps/

Open: Weekdays 9am - 8pm (best to phone first)

First Jump Courses: squares, tandem

Aircraft: PA-32 (available for weekend displays)

FS CF WP

22 WILD GESE SKYDIVE CENTRE

Movenis Airfield, 116 Carrowreagh Road, Garvagh, Coleraine, Co Londonderry, N Ireland BT51 5LQ
Tel: 012665 58609 Fax: 012665 57050
parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

Open: Every day 8am - dark

First Jump Courses: rounds, squares, tandem

Aircraft: Cessna 206, Cessna Caravan

CF WP

A ARMY PARACHUTE ASSOCIATION

The Commandant, JSPC Airfield Camp, Netheravon, Salisbury, Wilts. SP4 9SF
Tel: Bulford Camp 01980 633371, ext CCI 8229, Staff 8277
apanethers@aol.com

B RAFSPA

& RAFSPA Hawks Parachute Team
JSPC (W) RAF Weston-on-the-Green, Bicester, Oxon OX6 8TQ
Tel: 01869 343343/343201 Fax: 01869 343676
ccirafspa@aol.com

C SERVICES PARACHUTE CENTRE

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

D SILVER STARS PARACHUTE TEAM

Duke of Gloucester Barracks, South Cerney, Cirencester, Gloucester GL5 5RD
Tel: 01285 861344 or 01285 860551 x8259
www.skygod.u-net.com

Coaching

- LO** load organisers
- FS** formation skydiving
- CF** canopy formation
- FF** freefalling
- AC** accuracy
- WP** WARP
- SU** Skydive U

Facilities

- rigging room
- video room
- equipment shop
- canteen
- evening restaurant
- bar
- bunkhouse
- camping welcome
- caravans welcome
- showers

parachuting organisations

Foreign Military Affiliated
DZ's are run under the BPA
Operations Manual

FOREIGN MILITARY AFFILIATED DZ'S

CYPRUS COMBINED SERVICES PARACHUTE CENTRE (CCSPC)

Contact: Club CCI,
Dhekelia Garrison, BFPO 58, Cyprus
Tel: Office: 00 357 4 744337 DZ: 744245
Fax: 00 357 4 744180

RAPA JSPC(L)

(Rhine Army Parachute Association)
Flugplatz, 33175 Bad Lippspringe,
Germany, B F P O 16
Tel: 00 49 5254 98 2378 or 98 2740
Fax: 00 49 5254 98 2740
E-mail: 100550.2171@compuserve.com

ASSOCIATED ORGANISATIONS

ACTIVE SKYDIVING

Glengoyonan, St Fillans
Perthshire PH6 2ND
Tel/Fax: 01764 685316 Mob: 07803 041348
E-mail: scotty@skydive.prestel.co.uk
<http://www.commercepark.co.uk/skydive/>
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experience BPA AFF, RAPS, tandem and FS
instructor rated. Provides professional / personal
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RAPS progression are all available at our summer
French seaside resorts. Operating full time in
France from May to September and Florida
November to May.

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

c/o Paul Channin – Chairman, BCPA
72 Park Road, Liverpool L37 6AQ
Tel: 0956 395680
E-mail: paul.channin@kinesis.com
Affiliations: 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.

DAVID MORRIS ACTION SPORTS

2 Daleside, Cotgrave, Nottingham NG12 3QA
Tel/Fax: 01115 989 2050 Mob: 0374 986600
E-mail: dave@daleside2.demon.co.uk
www.daleside2.demon.co.uk
Dave specialises in AFF courses and tandem
introductions in the UK, Spain and France. The
AFF course includes free jumpsuit, altimeter,
helmet, goggles, video log with re-jumps at cost. A
great deal if you want to learn to skydive. Dave has
over 7,000 jumps and is a BPA Instructor,
Examiner, tandem and AFF.

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.

MANCHESTER PARACHUTE SCHOOL

23 Heywood Gardens,
Prestwich, Manchester M25 1FW
Contact: Chris Miller
Tel: 0161 798 6895 Mob: 0370 575621
E-mail: chris.miller@zetnet.co.uk
Based in Stockport, Manchester with 2,000 sq ft
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jump at weekend. Presently running in
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PARACHUTE TRAINING SERVICES

11 Godwyn Close, Abingdon, Oxon OX14 1BU
Tel/Fax: 01235 529570
E-mail: doug@paratrg.demon.co.uk
Run by Doug Peacock, BPA Instructor/Examiner.
The complete RAPS package, PTS offers one
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www.phdskydiving.co.uk
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E-mail: popsuk@thepops.com
<http://www.thepops.com>
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Airfield Camp, Netheravon,
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Tel: 01980 678212 (Students)
Tel: 01980 678203 (Rigging)
Fax: 01980 678349

SCOTTISH SPORTS PARACHUTE ASSOCIATION

Anne Johnson (Chairwoman, SSPA),
Strathallan Airfield,
Auchterarder, Perthshire PH3 1BE
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SKYDIVE ACADEMY LTD

P O Box 192, Durham DH1 5WD
Contact: Ian Rosenvinge
Tel/Fax: 0191 386 5261 Mob: 0860 156779
E-mail: skydiveamy@aol.com
<http://members.aol.com/skydiveamy>
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 LIMITED

Sibson Airfield, Wansford,
Peterborough PE8 6NE
Tel: 01832 280066 Fax: 01832 280067
Mobile: 0850 007178
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.

FOREIGN ASSOCIATED ORGANISATIONS

CPCB

PO Box 194, 17487 Empuriabrava, Spain
Tel: 00 34 972 45 01 11
Fax: 00 34 972 45 07 49
E-mail: cpcb@gna.es www.skyrats.com
Skydive Spain! AFF courses (1 tandem, 7 jumps
with air-to-air video), tandem flights, freestyle
school, Babylon freestyle school, Skydive U, free
load organising, team coaching (special rates),
gear hire (with Cypres). 2 Pilatus Porters all year
and other aircraft. All jumps from 12,500ft. Open
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FREEFALL ADVENTURES

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Lake Wales, FL 33853, USA
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Fax: 00 1 941 679 9449
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www.fadventures.com
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Tel: 00 34 619 356 202
or 00 34 7245 0111 (centre)
E-mail: freefalluk@aol.com
<http://members.aol.com/freefalluk>
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LAPALISSE PARACHUTING CENTRE

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Fax: 00 33 4 7099 2856
E-mail: info@lapalisse-aero.com
www.lapalisse-aero.com
Open March 15 to Nov 15. Facilities: packing
hall, AFF, tandem, Shorts Skyvan, jumps from
14,000ft, creeping area, team rooms,
videographers, gear hire, 25 bedrooms, free
camping, restaurant, bar, pool, sauna, volleyball.

SKYDIVE CITY / Z-HILLS

40440 Chancey Road, Zephyrhills,
FL 33540, USA
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Fax: 561 388 2105
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SebastianXL: Toby Stafford@compuserve.com
Offers BPA and USPA qualified training. Aircraft
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Skydive U, freely coaching, team training from
Sebastian XL. Equipped team rooms, gym,
volleyball, bunk-house, camping, beach jumps,
load organising, rigging service, accommodation
arranged.

TRAIN IN SPAIN

Aerodromo Sierra Morena, Carretera Bailen –
Motril, 6km, E-23710 Bailen (Jaen), Spain
Tel: 00 34 953 125 233
Fax: 00 34 953 125 231
E-mail: TrainIS@aol.com
Open 15 October – end April. Skydive in Spain this
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Small shop and rigging. Cafe/ Tapas bar. Free team
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Associated Organisations
when operating at a BPA
Affiliated Centre, are run
under the requirements of the
BPA operations manual. The
BPA takes no responsibility
for training or advice given by
those organisations when
operating at non Affiliated
centres.

**Foreign Associated
Organisations** do not
operate in accordance with the
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**More
dates for
your diary**

Bank Holiday 27th - 30th August

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20th - 24th September

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Club News

Langar Larks

News... BIG NEWS!

Brit100 achieved a new British Record 100-way on 16 July – at Langar, of course. A big well done and thanks to all involved: a brilliant team and a great week.

The following weekend, our Let went to Texel, Holland to fly in their record attempt: the Dutch made a 72-way record formation, so Captain Leonid and crew have two National records under their belt!

This batch of achievers are:

1st Freefall: Mark Coleman, Steve

Moxon, John Baker

Cat 8: Simon Wright, Sharon Mullinger, Owen Waddingham, Chris Wright, Richard Sullivan, Chris Dutton, Steve Simmons, Nick Henson

FS1: Chris Lloyd (sit flying!), Jo Pettit, Dan Siggers, Chris Bryant, Catherine Keeling, Vicki Priest

FF1: Nic Maunder-Taylor, Ben Allen, Steve Newman

100 jumps: Elton Watts

300 jumps: Keith Riley (that's over 100 since the last Mag!), Cat Darby.

400 jumps: Rusty Lewis

500 jumps: Chris McCann

700 jumps: Gordon Hodgkinson

800 jumps and 12 hours freefall: Gary 'Swoop' Wainwright (it was the actual 100-way record dive! Must be beer!)

1,000 jumps: Pete Knight

1,300 jumps: Rich Wheatley (on the 4th 100-way attempt)

Tony Danbury



LET 410 Engineer Ivan Kovelurin and co-pilot Gosha Yepifanov returned to the Ukraine after *Brit100*. As with all our Let crew, Gosha got the traditional Tandem with Dave Morris and takes home photos and video. So long and good luck to both!

Strathallan Achievers

1st FF

Ivan Sellar, Bunny McGeechan

FF1

Pete Sellers, Mike Harrower

IS1, C-License & FF1

Jim McKee, William Clifford

FF2

Robin Taudivin, Calum Grant

600 jumps

Eddie Jones (our beloved cameraman)

Kelly Strachan

Over the BORDER

News

We had a wonderful time when Hibaldstow's Dornier dropped in for a couple of days en route to the Scottish Nationals. We are hoping to have it back in September – check our web page.

We have beach jumps scheduled for 4-5 September.

Our Christmas party is scheduled for the 11 December at the Victoria Hotel in Bamburgh. This was a seriously good party last year and we welcome anyone who wants to join us.

We have at last got our in-flight door fitted. Luxury!

All details at

www.borderparachute.co.uk

Congratulations

RAPA Open

Accuracy Champion:

Glenn Stephenson, well done from all your friends at BPC.

7,000 jumps: Scotty Milne

60 Hours Freefall:

Tim Andrewes

3,000 jumps:

Katherine Andrewes

1,000 jumps:

Ian "Freddy" MacDonald

200 Jumps: Edwin Dinsdale,

Derek Partington

FS1: John Hillam

Cat 8: Ruth Dixon,

Alan Robertson

New Pilot: Glen Gartland

Katherine Andrewes

Wake up little Susies!

Cark jumpers Sue Findlay and Sue Skull sit-flying over Eloy, Arizona.

Thanks go to Chappy for the freefly clothing!



Club News

Sunny Cyprus

Located in Dhekelia about midway between Larnaca and Ayia Napa, the weather is sunny and the views over the Med are outstanding. If you are on holiday drop in and see us.

We have a BN2A Islander, large covered packing area, canteen and bar, rigging facilities and rig hire, including several new Navigator canopies.

Besides the regular British punters, we have jumpers from Greece, Cyprus, Israel, Norway, Austria and Slovakia.

Congratulations

1st Freefall

Matt 'The Birdman', Anu Ojha, Jo Scotton

A special mention must go to our manifesters, Don Hughes and Pauline.

Paul Moore

Hot Hinton

We congratulate everyone from *Brit100*. We also thank them for a great training weekend and cheers for the rockin' party after! Any time that they want to return, they are more than welcome.

We all wish Eamon a speedy recovery after his recent accident.

Finally, big cheers for the Turbolet which is back for the summer.

Achievements

Cat 8: Richard Jansen, Aaron Wood, Joanna Price

Cat 10: Jason Carter, Rowena Telfer, Warwick Dale, Steven Carter

1,000 jumps: Chas Honour (sorry we printed it wrong last time! - Ed)

300 jumps: Claire Tuckett

100 jumps: Richard Jansen, Mark Johnston, Anne Buckley

Rachel Gray

Keep it in the family



Daniel Parker and James Swallow from Target Skysports with their respective fathers, Phil Parker on video and Steve Swallow about to follow out of the G92 Turbine. Both lads did AFF courses in '97 as soon as they were 16 and haven't looked back since.

By the Bi-Plane



Back row, L-R: Ian Nicholson, Jim Sorbie, Andy Scott, 'Jonno' Horne and Barry Maple pictured with Charlie Shea-Simmonds and fellow pilots after jumping the Tiger Moth

Headcorn Andy Kelly 4-Way Meet

A total of 8 teams entered, with one team, *Groundrush*, travelling from Cornwall.

The weather was promising with round one completed by Saturday lunchtime. *Groundrush* set the pace, with the *Royal*

Engineers close behind and *Zygosis* in 3rd place. Exit altitude was 12,000ft, with a working time of 45 seconds. The meet worked on a handicap system with juniors having a 2 point advantage per round and intermediates 1 point. All categories did the same dives, using the intermediate dive pool. The feedback from most competitors was that the extra working time was a good idea for a fun meet.

Much partying and drunken capering followed on Saturday night, with all jumps on screen for everyone to watch. A band belted out tunes to get everyone gyrating, and a fine display of showmanship from their lead guitarist Andrew Wyatt, a student at Headcorn, had everyone cheering as he danced along the tables playing his guitar behind his head!!

The meet was eventually called on three rounds due to high winds. Dona Crum and H (Bob Hyatt), the resident judges confirmed the final scores, with both top teams clean on every round. The meet was almost a pleasure to run, without a single protest.



Meet winners: *Groundrush*

Thanks to everyone who helped to make it work, and above all to the competitors who put in time and effort, to seek excellence in performance. Long may it continue.

Stu Albon

Chatteris Crowd

Eugene Brennan earned the name of "Sparky" after clipping power lines with one side of his canopy on a demo. Thankfully the only thing damaged was the canopy.

Congratulations to Mike Rust and Jude Taylor on the birth of Jasmin Rust, a healthy bouncing baby girl.

Jim Pescod known to many as Jimbo broke his leg in a motor bike accident in June. We all wish you a speedy recovery and hope to see you back jumping as soon as possible.

Jack Hawkins will be leaving this happy country soon to work in the Virgin Islands as a pilot, all the best and don't forget the postcards, you lucky bugger!

Andy Parkin has joined the Chatteris crowd and set up the centre's AFF school. Best of luck with the new venture.

Achievements

1st Freefall: Kevin L'amy

Cat 8: Richard Bennett and Jim Harris

AFF level 8: John Doherty

100 jumps: Jason Elmore, Paul Hawkins, Andy James

800 jumps: Kim Newton who finally got out of the packing shed to do it

900 jumps: Brucie and Shazza Simonian (the race is on to a 1,000)

Islander Jump Pilot Rating:

Ben Harrison (not bad for 18 years old!)

Brucie Johnston



Sylviane Herrick who started jumping at the young age of 40 has joined Pat Hammond, John Coyle and Eugene Brennan in a junior CF team, *Bottoms Up*, winning a gold in the regionals and a silver at the Scottish Nationals.



1st, 2nd & 3rd place winners on the podium

POPS CORNER

Parachutists Over
Phorty Society



LANGAR 26-27 JUNE

We were lucky with the weather and Kate Shew became a trainee POP for the day! Good luck to Caroline O'Hagan who resumed regular jumping and joined Len, Ian, John, George and the Shews in some informal FS.

Some of us made it past midnight in the bar due to Chuckles, a few songs and a lot of beer.

COCKERHAM 31 AUGUST-1 SEPTEMBER

This is our last meet of the year. A report will be in the next mag.

CHILLIWACK

We wish all POPS attending the word meet a great time and good luck. Don't forget to take some great pictures!

WELCOME TO NEW MEMBERS

Mick Wise
John Drew
Bob Gibbs

Julie Shew/Sue Hill
www.pops.org.uk

Headcorn Achievements

1,000 jumps: Len Bridger, Janet Tunks

400 jumps: Terri Meller

Cat 10: Barry Smith, Kelly Riggs (Billy), Jackie Pickett

Cat 8: David Atkinson

Babies: Patrick Keen – A bouncing baby boy; Elliot born to Lisa Bryant and Darren Casey

Simon Hughes

Cark Corrections

Corrections to last club news

Approved Instructor: Stuart Morris

Cat 10: Paddy Doyle

(Sorry Paddy & Stuart but it did make me laugh – Stuart Morris finally getting his Cat 10! – Ed)

Re-building Bridlington – 30 Years On

ACHIEVEMENTS

1st Freefall: Liz Jefferson, Tracy Bartley, Jo Smith, Chris Shaw, Trish McDonagh,
Cat 8: Dave Platt

Cat 10: Doreen Dawn

100 Jumps: Rob Mitchell

400 Jumps: Andy Pollitt, Phil Lyall

5,000 Jumps: Nick Johnston

Our Student of the Year: Ali Rennie, who travels from London to be with us.

Club Handicap Accuracy

29,30,31 May. All Categories

1: Chris Shaw

2: Phil Lyall

3: Andy Pollitt

DID YOU KNOW – The first parachute descent made at Bridlington was 30 years ago in March 2000. Plans are afoot (with Charles Shea-Simmonds) to organise an old comrades reunion. Assistance or advice will be greatly appreciated.

The new clubhouse and toilet block are well on the way to completion for the millennium. Grateful thanks all who have given time, effort and enthusiasm.

Diary Date – 25 September

Water and beach jumps

Lynne Johnston

RAFSPA 4-WAY @ WESTON

Unusually, only seven teams attended the annual RAFSPA 4-way competition, held 5-6 June (but we all won a gong!). In addition to the Islander, CCI John Saunders called in the Hibaldstow Dornier (unfortunately, not jet propelled!) for a complete change for regular Westonites.



All photos Chris Bowden

Senior Gold winners – 4 PAK:

Mark Scott, Craig Cunningham, Steve Mursell, Nick Lupton, Chris Bowden, camera

The Saturday night disco was a blinder with copious amounts of jelly, ice cream and ginger beer (we think some of the ginger beer was off!) making a few people worse for wear in the morning.

The Competition

There were 6 rounds for all categories. However, the weather was as unpredictable as usual with only the first round completed on the Saturday. The weather on Sunday was kinder and the competition got into full swing. In true form, at the end of the day the clouds vanished, to reveal a shining sun for the prize giving – great!

In the seniors, V-Max, fresh from their gold medal success in the America's Cup, took an early lead and were only just pipped at the post by 4 Pak. X-Trix were victorious in the intermediates.

Results (4 rounds)

Seniors: 1st: 4 Pak – 40pts 2nd: V-Max – 39pts 3rd: 4 Play – 29pts

Intermediate: 1st: X-Trix – 31 pts 2nd: Westwind – 20 pts

Junior: Game On (won by the narrowest of margins)



Intermediate Gold winners – X-Trix
Ashley Kemp, Amanda Williams, Sarah & Tony Silman, Steve Nalden, camera



Junior Gold winners – Game On:
Rachel Grey, Jo Rutherford, Chris Clements and Clare Tuckett (not in order)

X-Trix

Hibble Nibbles

Progression Week

The weather was kind and everyone above 5 sec delays got to jump the turbine rocket ship G92. A brilliant time was finished off with a barbecue painstakingly prepared by Rambo and Una.

Achievements

FS1: Rob Simpson, Martin (Rambo) Smith, Dan Lethbridge

Cat 8: Alex Hammond, Calvin Blacker, Lee Glyde, Chris Southworth, Cat Duncan, Pat Sharp, Emmerson Antoine

FF1: James Swallow

FF2: Darren Soper

Our best wishes go to Paul Hollow for a speedy recovery due to injuries and hospitalisation after being run over by a go-cart at the party!

Hot Date

20-24 September – our next progression week. Come and sample our altitude, aircraft and hospitality, all welcome.

Trev Dobson

Club Reps

Border – Katherine Andrews
skydivenorth@email.msn.com

British Skyports – Lynne Johnston
01262 677 367

Black Knights – Valerie McDonagh
val@bkpc.demon.co.uk

Cyprus – Pete Smith
j6cisepl@diel.cylink.com.cy

Devon & Somerset – Alison Harkins
alison.harkins@virgin.net

Eaglescott – Pippa Trout
pippatrout@hotmail.com

Headcorn – Simon Hughes
Airaffair@btinternet.com

Hinton – Claire Tuckett/Rachel Gray
info@skydive.co.uk

Langar – Tony Danbury
bplangar@aol.com

Merlin – Mike Jeng
Mikelfizio@aol.com

Netheravon – Martin Williams
martinwilliams5@compuserve.com

N London – Richard Johnson
gravaddict@aol.com

North West – Doug Summers
drs37808@GlaxoWellcome.co.uk

Paragon Skydiving – Linda Ross
0973 746 929

Peterborough – Cornelia Waymouth
LillaW@smithz.clara.co.uk

Peterlee – Eric Hall
blue@track.freemove.co.uk

RAPA – Jim Scarratt
jscarratt@compuserve.com

Services PC – Geoff Hughes
rigger_202@aol.com

Silver Stars – Richard Olpin
richard.olpin@tmc.u-net.com

Strathellan – Kelly Strachan
Mike&kelly@bluesky0.demon.co.uk

Target Skyports – Regan Tellow
regan.tellow@virgin.net

Tilstock – Colin Fitzmaurice
colin@tilstock.demon.co.uk

Weston – Bev Ford
Bev@oxfordtc.co.uk

Wild Geese – Francis Mullin
fmullin@ee.qub.ac.uk

Submit material for Club News through your club rep and **not** to the magazine direct

Club News

Summer @ Skydive Sibson

The corn circles are back – where's Mulder when you need him!

Thanks to George Pilkington for the tracking dives and speed competition; I'm sure ***** doesn't blame you for his first grounding of the summer!

Student Progression Week

The weather gods smiled and there wasn't enough stand-down time to do all the non-jumping stuff Chris Donaldson had planned – the list of achievers is a testament to that. The party night saw all the old games revived and everyone had a truly brilliant week.

Celebrity Skydivers

TV presenters Trev and Simon (BBC1) and GMTV's weather girl Andrea McLean were at Sibson for tandem jumping with film crews.

Achievers

FS1: Russell Smith and Mike Marienfeld

Cat 8: Nick Allen, Matt Skinner, Lee Massey, Ben Frank, Jude Mitchell.

1st Freefalls: John Wragg (first this decade),

Tony Wright, Giles Owen, Colin Lashmar, Lee Sirett, Vikki Branch, Tim Lightfoot, Richard Newton, Owen Davies, Caroline Edwards

KC freestyle cup winner – awarded for best progression in the past year: Adrian Petherbridge

Cornelia Waymouth

Rick Cannell

Rick started jumping at Sibson in 1995. He was one of a group who progressed together, with just enough of us for an Islander lift. We would be on the first lift of the day and we would all wave to Rick as he arrived late, driving onto the DZ as we taxied along the runway. This set the pattern for Rick's skydiving career, heaven knows how he ever achieved Cat 10! Rick was cheerful in his quiet way and always happy for those of us who had made the load.

Rick was tragically killed in a road accident in Greece and will be greatly missed by us all. There'll never be another jumpsuit like it! Blue skies mate.

Debi Chapman

Peachy Peterlee

Achievements

First freefall: Joanne Clemes

100 jumps: Chris Cowie.

Anthony Fernyhough

200 jumps: Phil Hewitt

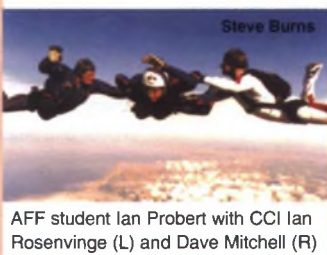
News

Well after ten cold winters, the fitting of the door to our Cessna 182 is imminent and should be on by the time you read this. We have the BNI Islander here so come along and get onto an 8-way.

A warm welcome to Dave Mitchell, now a member of the



Brynn Chaffe on Peterlee's new DZ vehicle!



AFF student Ian Probert with CCI Ian Rosenvinge (L) and Dave Mitchell (R)

club, who brings along a wealth of skydiving experience.

Eric Hall

Top Week at Tilstock

Our annual Progression Week was 28 May-5 June, culminating in a party and disco in the clubhouse on Saturday evening.

Loads were flown using two C206's. Two days were completely weathered out, leading to captain Lyn George giving meteorology and spotting lectures. The manifest was full for both the Indian and Italian restaurant nights, the latter being drunk dry of beer.

Progression champs:

FS1: Ron Chercuti, Ewan Bent, Dave Gordon, John Reynolds, Terry Hall, Steve Smith, Andy Naylor

Cat 8: Pete Carroll (no relation to his infamous namesake)

4,000 jumps: Martin Wilshaw Jamie McCulloch progressed up the WARP system and Andy Burgess moved onto 15 sec delays. Amanda Ellis continued her AFF consolidation jumps and Amanda Bunnell gained her 'D' certificate. Well done to all.

Intrepid hero, Will Dodge, jumped a blast from the past – his Papillon, front and back system and persuaded others to follow suit.

Management quote: "So, what time are we going to jump" – Colin Fitzmaurice.

Chris Gilmore

BCPA Nationals

The weather seemed to be our main competitor. We managed to pack in 430 descents, **2 FS1** (Steph Lawlor and Neil Muppet (sorry Moffat)) and a **Cat 8** (Mike Evans) over the 5 days. Many of the Students made excellent category progression, but special mentions must go to Tony Alexopoulos (Sheffield), Jose Clark (Plymouth) and Ian Whibley (Teesside) who was our student of the week progressing from DPs to 10 sec delays. The Cat 8+ jumpers were given the choice of FS and FF coaching, with all jumpers showing considerable ability and willingness to learn from our excellent coaches, who were on hand whatever the weather.

As with previous years, there was a mixture of competition – 3-way FS and accuracy and lots of progression. The standard within collegiate skydiving continues to improve year upon year, with some now obtaining coaching and instructor ratings. The FS competition attracted six teams and some excellent quality skydiving from those involved. Nearly all rounds were completed and scored by the ever helpful Chris Gauge. Congratulations to the Skydiving teddies

for 1st place – sorry for their lost team teddy, last seen under a very small round canopy over Lincolnshire.

Weather conditions on Wednesday made for a day of low altitude lobs, enabling the accuracy to be completed in one day. Only a couple of DCs were recorded but most managed measurable attempts. Although I'm not sure that a measure of 'wrong field, wrong side of road, but made it into the tractor tracks' would earn many accuracy points. (Will Bradbury – what IC1?). This also provided those wanting to achieve IC1 the chance to practice their spotting techniques. Some of our more experienced jumpers took the opportunity to brush up on their static line round skills. (see pic)

As always the party carried on into the small hours. The Bucking Bronco provided some eye-opening entertainment, with lots of flailing of limbs. Thursday we chowed down to the annual BBQ followed by Karaoke. The collegiates



once again proved that they can't sing but can enjoy themselves (OK, Andy Wright can manage Mustang Sally). Baldrick was once again our inspiration to party – always on hand to provide the entertainment, be the entertainment or fill the funnel.



Chris Gauge and Tim Porter provided FF coaching (as well as camera work and judging). Regan Tetlow was coaching FS. Adi Green and Paul Hollow were a great help with anything that needed doing (briefs, FS, dispatching). Dave McCauley offered video services. Thanks to everyone at Hibbledstow for making our National Competition a success.

WHAT'S NEXT

Freshers meet in November. Watch the web-site for more info.

Tony O'Leary



Collegiates are reluctantly forced into the bar at the end of the BCPA Nationals!



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SUMMERCAMPS

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Sky Times

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Freefall Adventures, the AFF school and skydiving instruction programme, run by ex pats Mick and Gill Hall has moved location to Lake Wales, Florida.



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Contact perrysabp@avo.net or emdazzle@aol.com
www.exoticskyadventures.com

Kenya Boogie

Dec 30-Nov 7 – Malindi, Kenya (Indian Ocean Boogie).
Contact Dave Haygarth.
Tel: 01462 629 858
Email: kenya@reef-edge.com

Skydive Bali

Skydive in Bali, their safety manual received full approval in March. This is the first and only full time civilian operation in S E Asia The main office is at the International airport and has two approved DZ's with unrestricted altitude. Kuta beach is for tandems and experienced jumpers whilst Nusa Dua beach is the student DZ for all jumpers and disciplines. They operate a Cessna 402 and have an AN2 arriving by June. Two DC 3's are booked every three months, starting May.
Website: Baliskydive.com
Email: ajmuir@ibm.net
Tel: 0062 361 762 080
Fax: 0062 361 773 106

Boogie Performance Casa Crash

On 22 June F-GOBP, the Boogie Performance Blue Sky Express Casa 212 crashed on Agen – La Garenne airport. Both pilots, Pascal Martin and Jean-Christophe Julien died in the crash. An official inquiry is being conducted by the French CAA.

US Airport Owner Killed

On 19 June at the South Jersey Regional Airport an F-86 crashed, killing owner Steve Snyder. Reports indicate that the Korean jet went out of control after a low-speed, low-altitude pass down the airport's single runway. Steve Snyder developed the Altimaster and was famous in the early days of FS for doing the first baton pass in freefall.



World Team 99

This is on again for 2-17 December. A World Record attempt in Thailand. Organiser: B J Worth. 4 Hercules going to 22,000ft. Brit Captains are Rob Colpus and Darryl Moran.

FAI Sign TV Contract

The Federation Aeronautique Internationale has signed an exclusive contract with Trans World International to distribute the Federation's first ever televised series of World Championships. The six programmes cover gliding, paragliding, hang gliding, hot air ballooning, aerobatics and parachuting. The FAI is funding and supervising the specialist coverage, to be produced mainly by Barcelona based Intervideo.

AFF School Update

Martin Williams' AFF school, PhD Skydiving, is fully equipped with the PD Navigator student canopy.
Tel: 01980 621363.
Check out the website at **www.bigfoot.com/~PhDSkydiving**

Simulated Parachute Flight

Systems Technology Inc have been working on the technology of simulating parachute flight. The result is a learning aid and a fun activity.

Suspended in a harness, the student pulls the ripcord, can see the canopy open, and go through all the drills right through to flaring on landing. Various wind and updrafts can be selected and the 'jump' can be replayed allowing a debrief. This can be used for round, square and tandem canopies and for both static line and freefall.

The objective is to give students canopy control experience before their first jump plus additional training as needed.

For more information contact Steve Markham
Email: smarkham@netstar.compulink.co.uk
Tel: 01256 701102
Fax: 01256 701104

Swansea Opening Delayed

Chris Jones hopes to re-open Swansea Parachute Centre in Spring 2000. After some difficulties, Chris was still hoping to open the DZ this year, until he broke his leg and ended up in hospital. We all wish him a speedy recovery and the best of luck with his plans.

Chris has spoken to several possible candidates for CCI, with a heavy bias in favour of active TIs, but is quite happy to hear from anyone interested – the same applies to instructors (CSI, TI and Basic or potential Basic Instructors), pilots and riggers. Chris and another skydiver are financing the operation and if anyone is interested in investing or helping with financing, they should contact Chris.

The operation will be RAPS and tandem, with the capability to add AFF. They can operate up to seven days a week – depending largely on who is appointed as CCI. It will not just be a weekend operation, and the pricing structure is being designed to push as much training as possible into the midweek.

Chris has enabled a temporary website at **www.new-coll.cf.ac.uk/sws/** to keep you up to date.

Contact Chris Jones **Email** cjones@new-coll.cf.ac.uk **Tel:** 0144 677 4624

Drop Zone Opens in Dominican Republic

Skydive El Portillo is at the Samana Peninsula on the north coast of the Dominican Republic. Aircraft are a Cessna 182 and a twin Ceneca. There are four inside packing areas and lots of tropical trees creating shade outside. The DZ has a bunkroom in a real Dominican country house, two minutes from the airport and near the beach. Jumpers can land beside the airport runway or on the beach. The centre is owned by USPA instructor Eugene Matos and offers AFF, tandem, etc. On 5 Dec the first Freefly Latin Festival is being held, followed by a boogie from 20 Dec to 20 Jan 2000.
For more information contact (514) 344 1818 or trvl@magnet.ca

Freefall stills wanted

A plea to all the wonderful freefall photographers out there. The event manager of the Corowa World Championships is looking for suitable freefall stills to promote the competition. If you can help please contact either Wayne Larkin
Email: vdg@ozemail.com.au
or Claude V Gillard **Email:** nsac@netc.net.au

Virgin Atlantic policy change

Virgin Atlantic say they are happy to carry parachutes in the aircraft hold but not inside the cabin area. They feel that the carriage of a manually triggered device, whose maintenance is outside the control and surveillance of Virgin Atlantic, where it could be accessed by a number of passenger, is a risk they do not need to take.

Interactive skydiving computer game

Skydive, a game that lets you experience the thrills and spills of 125mph freefall skydiving will soon be available for both Mac and PC. Skydive is priced at \$19.95 and can be pre-ordered from the EA Web Store at **www.eastore.ea.com**





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Diary Dates

AUGUST

21-29 Moscow PC Boogie
Moscow. Tel 00 7 095 111 33 15
Fax 00 7 095 111 44 75 or 00 7 095 111 214 4036
Email vg@mpc.aha.ru

21-31 Army Championships
JSPC, Netheravon. Open event as always.
Tel 01980 633 371 Email apantethers@aol.com

27-29 16-way FS Meet
Hoexter.

28-30 RAFSPA/Hinton Boogie
RAFSPA, Weston-on-the-Green. Joint Boogie.
Tel 01869 343 343 Fax 01869 343 676

28-Sept 5 Invitational 16/18-way FS Camp
Empuriabrava. Dave Morris, Richie Hornig, Jeff Ronzevalle Tel 0034 972 450 111
Fax 0034 972 450 749 Email cpcb@gna.es

30-Sept 3 BPA CSBI/Advanced Instructor Courses
Bridlington. BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

31-Sept 1 POPS Meet
Black Knights, Cockerham. Contact Sue Hill on 01253 713841 www.pops.org.uk

SEPTEMBER

1-6 Women's World Record Attempt
Perris Valley, USA. Organised by Kate Cooper and Tony Domineco.
Email sales@squareone.com

1-11 Team, Freely & Warp
Organised by Chris Lynch at Royan, France.
Email skydive@air-waves.co.uk

4-5 16-way FS Competition
RAFSPA, Weston-on-the-Green.
Tel 01869 343 343 Fax 01869 343 676

4-5 Beach Jumps & BBQ
Border PC, Brunton.
Tel 01665 589 000 Fax 01665 721 053
Email skydivenorth@email.msn.com

4-5 Headcorn LAC Meet
Tel 01622 890 862 Fax 01622 890 841
Email skydive@headcorn.u-net.com

6-10 Porter Week
British Skysports, Bridlington.
Tel 01262 677 367 Fax 01262 401 871

6-10 BPA CSI/Pre-Advanced Instructor Courses
Bridlington. BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

6-10 BPA Tandem/AFF Instructor Courses
Bridlington. BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

10-12 16-way FS Meet
Texel. Tel 0031 222 311 464 Fax 0031 222 311 414

10-12 Companies Championships
France. Contact Mrs L Tranchant, President, Commission of the Companies Parachute Clubs
Tel 0033 153 466 868 Fax 0033 153 466 868
Email ffp@fp.asso.fr

10-18 Freely Seminar
South Africa. Booking essential. For more information email wdavey@tsifs.co.uk

18-19 Woodmouse 4-way FS Meet
Peterborough. Tel 01832 280 490 Fax 01832 280 409
www.skydivesibson.com

18-19 Southern Regionals
JSPC, Netheravon. FS, CF & Classics
Tel 01980 633 371
Email apantethers@aol.com

20-24 Student Progression Wk
Target Skysports. All students welcome. Cut price jumps Tel/Fax 0113 250 5600 or 01652 648 837
Email helen@targetsky.demon.co.uk

21-26 POPS World Meet
Chilliwack, Canada. Contact Sue Hill on 01253 713841 www.pops.org.uk
Ted Rose Email trose04@texhoma.net

25 Water & Beach Jumps
British Skysports, Bridlington.
Tel 01262 677 367 Fax 01262 401 871

OCTOBER

2-3 16-way FS Meet
Sibson, Peterborough. Tel 01832 280 490
Fax 01832 280 409 www.skydivesibson.com

4-14 Pre-World Meet 4/8-way Training
Empuriabrava. Tel 0034 972 450 111
Fax 0034 972 450 749 Email cpcb@gna.es.

7 BPA STC/Riggers Meeting
BPA Office Tel 0116 2785 271 Fax 0116 247 7662
Email skydive@bpa.org.uk

11-15 Basic Riggers Course
Gainsborough. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 Email skydive@bpa.org.uk

17-31 1st International Boogie
Skydive El Portillo, Dominican Republic
Tel 001 809 350 (514) 344 1818
Email trvl@magnet.ca

19 BPA Council Meeting
BPA Office Tel 0116 2785 271 Fax 0116 247 7662
Email skydive@bpa.org.uk

20-30 World Championships Freestyle/Skysurfing
Corowa, NSW, Australia
Tel 0061 2 9791 9155 Fax 0061 2 9791 9101
Email russell@worldmeet.com www.worldmeet.com

20-30 World Championships FS (4 & 8-way)
Corowa, NSW, Australia
Tel 0061 2 9791 9155 Fax 0061 2 9791 9101
Email russell@worldmeet.com www.worldmeet.com

25-29 Riggers Exam Course
Gainsborough. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 Email skydive@bpa.org.uk

25-3 Oct Go Vertical Week
Train in Spain. Freely coaching by Chris Gauge, Tim Porter & Friends.
Tel 0049 172 856 7556 Fax 0049 7541 28163
Email TrainIS@aol.com www.train-in-spain.com

30-31 Halloween 10-way Speed Meet
Target Skysports. Hibaldston. Tel/Fax 0113 250 5600
Email helen@targetsky.demon.co.uk

30-Nov 7 Kenya Boogie
Malindi, Kenya. (Indian Ocean Boogie)
Contact Dave Haygarth. Tel: 01462 629 858
Email kenya@reef-edge.com

NOVEMBER

3-9 International Freely Festival
Great Lake Skydive Centre, New Zealand.
With Patrick Passe, Knut Krecker, Wendy Smith, Omar Alhegailan & BabyLon Freeflyers.
Tel 0064 7 378 4662 Fax 0064 7 377 4851
Email greg@freely.co.nz www.freely.co.nz

5-6 Night Jumps
Border PC, Brunton. Tel 01665 589 000
Fax 01665 721 053
Email skydivenorth@email.msn.com

Email your event to
diary@skydivemag.com
by 15 Sept (latest) to be included
in the October issue

15-19 CSBI/Advanced Instructor Course
Peterlee. BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

22-26 CSI/Pre Advanced Instructor Course
Peterlee. BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

DECEMBER

2 BPA STC/Riggers Meeting
BPA Office Tel 0116 2785 271 Fax 0116 247 7662
Email skydive@bpa.org.uk

2-17 World Record Attempt
World Team 99. Thailand. 4 x C130's to 22,000ft. Captains: Rob Colpus/Darryl Moran

5-19 1st Freely Latin Festival
Skydive El Portillo, Dominican Republic
Tel 001 809 350 (514) 344 1818
Email trvl@magnet.ca

7 BPA EGM/Council Meeting
BPA Office Tel 0116 2785 271 Fax 0116 247 7662
Email skydive@bpa.org.uk

11 Border Christmas Party
Victoria Hotel, Bamburgh
Border PC, Brunton. Tel 01665 589 000
Fax 01665 721 053
Email skydivenorth@email.msn.com

11 Wild Geese Christmas Dinner/Dance
N. Ireland. Tel 012665 58609 Fax 012665 57050
Email parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

11 Tilstock Christmas Party & AGM
Tel 01948 841 111 Fax 01948 840 638
Email skydive@tilstock.demon.co.uk
www.tilstock.demon.co.uk

20-27 End of Year Madness Boogie
Great Lake Skydive Centre, New Zealand.
Tel 0064 7 378 4662 Fax 0064 7 377 4851
Email greg@freely.co.nz www.freely.co.nz

20-Jan 20 2000 Boogie
Skydive El Portillo, Dominican Republic
Tel 001 809 350 (514) 344 1818
Email trvl@magnet.ca

27-Jan 3 Millenium Boogie
Great Lake Skydive Centre, New Zealand. 3 Cresco 750 turbines. International load organisers, beach jumps. Registration limited, must be paid in full by 30 Oct '99. Includes return coach trip, 20 meals, 10 jump tickets, load organisation/Video and T-shirt. Tel 0064 7 378 4662 Fax 0064 7 377 4851
Email greg@freely.co.nz www.freely.co.nz

31-Jan 2 Big New Year Millennium Party
Target Skysports. Tel/Fax 0113 250 5600
Email helen@targetsky.demon.co.uk

31 Millenium Night Jumps
Border PC, Brunton. Tel 01665 589 000
Fax 01665 721 053
Email skydivenorth@email.msn.com

Dec 99-Jan South Pole Expedition
Contact Airtrack Tel 0181 883 0814
Fax 0181 883 2284 Email Airtrack@hotmail.com

FEBRUARY 2000

16-Mar 5 Venezuela 2000 Boogie
Higuerote, Venezuela.
Organised by Exotic Sky Adventures
Tel 0033 (0) 47100 5606
Fax 0033 (0) 47100 5607
Email perrysabp@avo.net
www.exoticskyadventures.com
UK contact Darryl Moran
Tel 01252 712284
Email emdazle@aol.com

Key to Colours

BPA Events

Formation Skydiving

Canopy Formation

Style & Accuracy

Freefly & Skysurfing

Boogies & Fun Events

POPS

Collegiate

Unclassified

Puzzle Answers

CROSSWORD

Across: 1. Skysurf, 3. Icarus, 6.EI, 7. Groundrush, 10. Dives, 11. Stamp, 12. Ears, 14. Freely 17. Airport, 19. Yam, 20. Round, 23. Board, 25. Formations, 26. XL, 28. Zephyr, 29. Gravity
Down: 1. Speed, 2. Fourway, 4. Chris, 5. SP, 7. Geese, 8. Sea, 9. Sport, 12. Eloy, 13. Spin, 14. Flare, 15. ET, 16. Go, 17. Arching, 18. Props, 21. UFO, 22. Dummy, 24. Delay, 27. DZ

DINGBATS

Elliptical Canopies, End Cell Closure, Pilot Chute in Tow

A big thank you to Chris Hollis for his outrageously inventive Dingbats - how his brain works is quite a puzzle!

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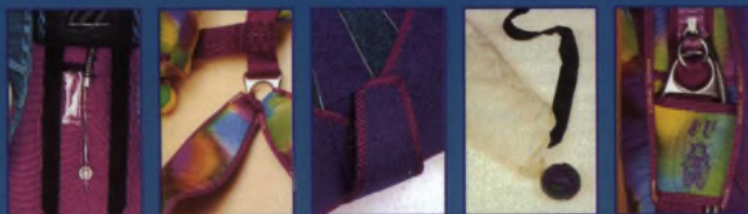


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- T-SHIRTS • TUBE STOWS etc...



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