

skydive

The Mag

December 99

Willing to Fly

Norman Kent's new movie

VMax for Victory

Gold medal for UK

World Championships

Full Report



The British Parachute
Association Magazine

You have to work...

You have to eat...

You have to sleep...

You have to swoop...

Well...you could always call in sick...

You have to eat...

You have to sleep...

You have to swoop...

You could always stand to lose a few pounds...

You have to sleep...

You have to swoop...

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Skydive Mag
3 Burton Street
Peterborough PE1 5HA
United Kingdom
Tel/Fax: 01773 755 860
editor@skydivemag.com

www.skydivemag.com

ADVERTISING:
Jackie Green
Warners Group Publications
West Street
Bourne, Lincs PE10 9PH
Tel: 01778 393 313
Fax: 01778 394 748
sam.a@warners.co.uk

EDITOR:
Lesley Gale
lesley@skydivemag.com

DESIGN:
Trish Jones
trish@skydivemag.com

DESIGN:
Andy Venum
Tel: 01832 280 686
styliaprint@btinternet.com

editorial

Freedom of the Skies

Enclosed with this Mag is our brand new *Freedom of the Skies* brochure, aimed at anyone interested in trying skydiving. Please can you put it somewhere safe so that when someone asks you about skydiving, you've got it to hand. If we all do our bit to promote our sport, we all benefit. You can give the brochure away to a good home, more are available with just a 'phone call to the BPA office.

Lots of people ask me why we don't print more photos from British photographers. The answer is simply that they hardly send me any! So, anyone out there who wants their shot in the Mag or even on the front cover, send it in (A4 print or sharp tranny, label on reverse). But don't waste your postage on an 'iffy' shot, send us one that'll make us go 'Wow!'. We always return photos in good nick and will credit your creation. Photographers guidelines can be found on www.skydivemag.com together with hints for writers. If sending in pics for club news, use your club rep where practical.

And more help is at hand, we're running a seminar at the AGM about the right way to send stuff in. If you want to be included in the Mag, come along and find out what we want. We'll also have a stand there all day, come along and meet me and Trish if you haven't already. See you there (ours is a glass of dry white wine; champagne might get you on the cover!)

Drink lots of champagne and party!

Lesley

Photo: Simon Ward

the magazine of
The British
Parachute Association

Patron: His Royal Highness
The Prince of Wales



BPA, Wharf Way, Glen Parva,
Leicester LE2 9TF
Tel: 0116 278 5271
Fax: 0116 247 7662
E-mail: skydive@bpa.org.uk
www.bpa.org.uk

BPA Staff

National Coach John Hitchen
Technical Officer Tony Butler
PA to above officers Trudy Kemp
Financial Administrator Jon Gretton
National Administrator Sharon Norris
Administration Co-ordinator Jane Doughty
Membership Services Karey Goodwin

BPA Council Members

BPA Chairman Chris Allen
skydive@ukgateway.net
Vice Chairman Keiran Brady
bradyk@fsbdial.co.uk
STC Chairman Tye Boughen
Tye@mail.com
Riggers Chairman Paul Applegate
tel/fax 01869 277 469. paul.applegate@tesco.net
Club Representative Mike Allum
michael@allum41.freemove.co.uk

Competitions Chairman John Smyth
smythf@aol.com

Competitions Committee Members
John Saunders JAPA-John@SkydivingSchool.com
Paul Applegate paul.applegate@tesco.net
Tim Andrewes skydivenorth@email.msn.com
Ian Marshall marshallCF@aol.com

Development Chairman Ian Midgley
ianmidgley@hotmail.com

Development Committee Members
Mike Allum michael@allum41.freemove.co.uk
Tim Andrewes skydivenorth@email.msn.com
Tye Boughen Tye@mail.com
Dave Emerson els.emo@virgin.net
Dave Hickling bpslangar@aol.com
Pete Carroll MadPierre@compuserve.com
Lofty Thomas LoftyTSE@skydive0.demon.co.uk
Keiran Brady bradyk@fsbdial.co.uk

Communications Chairman
Keiran Brady bradyk@fsbdial.co.uk

Communications Committee Members
Ian Midgley ianmidgley@hotmail.com
Lofty Thomas LoftyTSE@skydive0.demon.co.uk

Council Member: Charles Ross
charles@email.com

BPA Representatives

Treasurer Debbie Carter
Pilots Committee Chairman Pat Howell
Royal Aero Club Delegate John Smyth
CAA Liaison Officer Tony Knight
Gasco Vice President Angela Hickling
IPC Delegate John Hitchen

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XTZ 10-way exit, taken over Skydive DeLand during the filming of *Willing to Fly*, by Norman Kent

NOTE - Some of the photos contained in this magazine may show skydivers without helmets. It would seem they were jumping armed. In the UK it is mandatory to wear a helmet for obvious safety reasons.

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Front Cover and photo to right were taken at Skydive Sebastian during the filming of *Willing to Fly*, by Norman Kent

Cover shot shows Nicole Angelides, Ramsey Kent, Max Cohn, Filippo Fabio and Mauro Tannino

See centre spread for more!



Nicole Angelides, Chris Lynch, Max Cohn, Filippo Fabio and Mauro Tannino

skydive

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Great vibes, great skydives at a Dave Morris event

Land Alone

**It's pull time...
a moment of
apprehension...
your canopy
opens...**

**Relief – you're
safe...**

Or are you?

**In truth,
the most
dangerous part
of your jump
has just
begun...**

**If you want to
land and live...**

Land Alone

According to USPA annual incident summaries, the majority of skydiving deaths still occur after perfect deployments. Today's parachutes are faster than ever before. We have more large aircraft, meaning larger groups, more canopies, and longer spots. To survive, you need your wits about you

Ten years ago, two canopies bumping into each other in the landing area was vaguely amusing. It is now dangerous and unnecessary. The same collision at 100 feet is a killer. Two highly loaded Stilettoes, finishing turns, can close on each other with a combined speed of around 100mph. A far-off canopy can very suddenly be in your face. We have lost too many good friends to canopy collisions.

Look at the most experienced ram-air pilots at your DZ. Whether they fly sedately or make toe-curling low swoops, the top flyers will always land alone. They will plot a path back to earth that's away from other canopies at all times. Some teams fly a tight canopy stack and all land together, but notice; the formation will still *land alone*. The same goes for a canopy formation such as a biplane – it will *land alone*. The dude on a high performance canopy who spirals through others and then picks a gap between landing canopies to hook in, is not only bad mannered but a danger.

BASICS AND PLANNING

So, having mastered the controls of the 'car', it's time to learn about driving in traffic. How do we ensure we *land alone*?

Basics: Remember your first jump training. All round observation, all the time, in every direction. If you see other canopies, steer away. Simple enough.

Planning: Avoid obstacles at altitude, give yourself time and room to react. Don't wait until 250ft to decide where you are going amongst all the other canopies. Plan your route to the ground, even before you get in the aircraft, and then update your plan constantly as the situation changes.

EXIT SEPARATION

Exit order could be an article in itself; the debate still rages. Let's just say you need to discuss it before getting in the plane. The only exit separation you can control is the separation between you and the group in front. You are at the mercy of the people behind you. So talk to them and make friends!

BREAK OFF



James Stevenson

Consider breaking off higher. Many teams now separate at 4,000ft, plus. The old break-off and pull heights were invented back in the days of baggy jump-suits, round parachutes, small planes, low exit altitudes, and tiny formations. Now we are really spoilt with large formations and lots of altitude – make good use of it.

PULL TIME

If you're last out of the plane, chances are you'll be deep. Why not pull higher, say 3,000-3,500 feet? It may cost five seconds of freefall but could save a ten minute walk. It will also increase the distance away from the early groups. If we all want to land on the same little patch of grass, we need vertical separation.

Learn how to control your deployment. (see www.skydivemag.com, June '96 issue) If your canopy opens off heading, all that good tracking can be undone. Choose kit that gives you hassle-free, consistent openings. While you're about it, choose bright colours for your main.

Take hold of the back risers while your canopy is inflating and, once it has fully deployed, use them to steer into clear airspace before you do anything else – even before releasing your brakes. Avoid radical input before full inflation, but you'll have immediate control if you find yourself on a collision course.

AVOIDANCE

Say you do everything right, but still find yourself on a collision course. Pick a direction, check it for traffic



Even after a toe-curling, hedge-clipping swoop, the top flyers will land alone

if you have time, and turn. Shout out too – attract the canopy pilot's attention. If you don't have time then turn anyway, but check as you turn. I would choose a blind turn over certain collision any day, but it doesn't help to fly into a second canopy while avoiding the first. This does happen!

In a head-on collision situation, the accepted convention is 'go right'. In any other situation, just take the shortest route out of danger. The secondary risk is losing awareness of your surroundings, so keep looking. If you are close to the ground, go onto brakes and steer using elevation turns. If you aren't used to steering your canopy in deep brakes, then learn and practise these skills – they can save your life and should be automatic.

LANDING PATTERNS

If everyone flies in the same direction, the chances of collision are reduced and closing speeds are minimised. The danger with flying a pattern is getting tunnel vision. Two canopies on 'parallel' courses can creep towards each other insidiously. Keep up that all-round observation – it's amazing what can just 'appear'.

Remember that the aim is vertical separation. Two canopies on the same level block each other's choices, usually leaving one person with no clear route back to the landing area.

The idea is to slot into the group so that the faster canopies

are low and slower canopies are higher. If you are level with another parachute, change it.

Either lose height with front risers and toggle sashays (swaying from side to side), or float by using brakes and back risers. Compare canopy

types and rates of descent – you may want to slot in

further down, or let others get below you. If you're

light and on a big, floaty canopy, stay up using

brakes. A heavy person on a small canopy will

have a faster descent rate than you, they should

aim to get below, by

flying on full drive.

Avoid spirals – they take up a lot of airspace, can be disorienting and are confusing to others.

Never chase other parachutes towards the ground. When you have worked to find a clear slot in the stack, it is extremely frustrating to see someone start spiralling down to your level. Make sure that you are not that pilot! Always ensure that if the traffic gets too dense for your liking you can fly elsewhere at any time. Going somewhere else is a good way to land alone.

Remember:

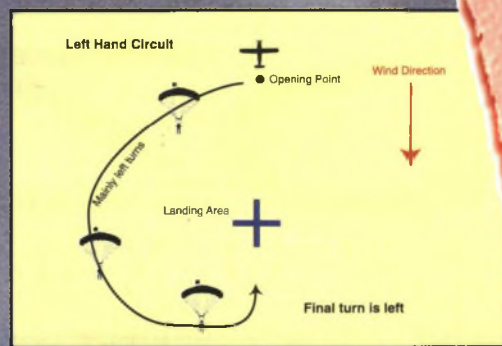
- be predictable
- don't assume others know your intentions
- don't assume you understand theirs

The devil's in the levels!

Think about this; it's impossible for two canopies to collide unless they are on, or arrive at, the same level.

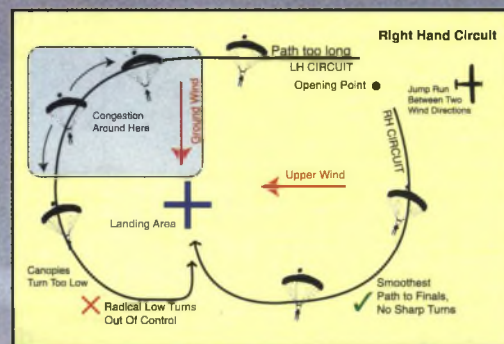
Think about this; it's impossible for two canopies to collide unless they are on, or arrive at, the same level "

main photo: Cat Derby at Langar by Clloyd



Left hand circuit

If in doubt, fly a left hand pattern which has become the established convention, albeit an arbitrary one.



Right hand circuit

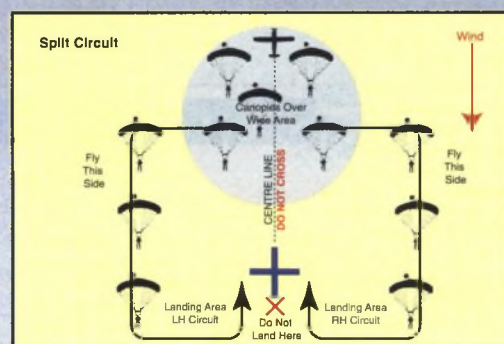
There may be times when a right hand pattern is better. For example, when the opening point is significantly to the right of the surface wind, a

right hand circuit gives a much gentler turn onto final

approach. Take an interest in the spot and

discuss the pattern with other jumpers

– but go with the flow.



Split circuit

If you have to go against the pattern of the day, then do not cross the wind line or the centre of the landing area. Stay to one side for the whole canopy ride. A split circuit may be preferable where many canopies are spread over a wide area, eg, a large group breaking off, large aircraft or short spot.



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Land Alone

LEFT OR RIGHT HAND PATTERN?

If your jumpmaster dictates a left or right hand pattern then respect it where possible. Find out what the local policy is.

NIL WIND OR LIGHT WIND – WHICH WAY?

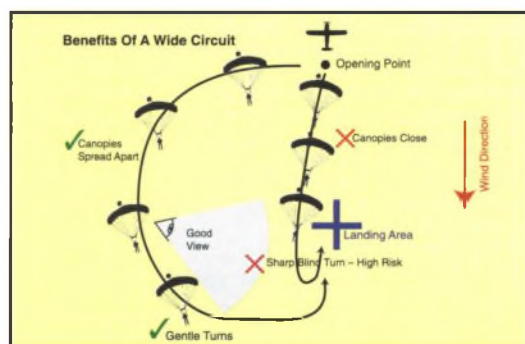
Again, find out the local policy. Some DZ's have a wind arrow as well as windsocks. The beauty of this is that a direction is always shown, however light the wind. If there is no arrow, watch the first jumpers down. Be aware that they may be wrong or may even be taking deliberate downwind landings – take nothing for granted.

In light winds the arrow can change direction even as you look at it. The problem here is the confusion created. Let the traffic dictate your direction first, arrow second. A downwinder in light winds is a lot less scary than a canopy coming at you on finals. If you aren't sure, or aren't comfortable with the situation, pick a spot well away from the main landing area, and *land alone*.

If you are the first person down, remember that everybody else is looking to you for guidance. Make your intentions clear and set a good example. This might be the only good time to use spirals, to get down quickly and help everybody else plan ahead.

TAKE IT WIDE

A wide path gives the best view of the landing area, the obstacles, and the other traffic. It is also a longer



The long, wide, gently curving line of descending canopies, sweeping down from the opening point to the landing area, each one landing in turn, is a joy to fly in, and a good ideal to aim for. This is the picture to keep in mind

path and therefore gives everybody more room. Go really wide, and you'll be amazed at how clearly you can see everything. But avoid encroaching on flight paths of other groups of canopies, say, students making for the student area.

RIGHTS OF WAY

Generally, lower skydivers have right of way because they run out of height first. An even better rule, and one you should keep, is that **everybody else has right of way!** Remember the basics? If someone is above you, don't expect them to politely stay there waiting for you to land. Don't expect them to see you, or even be paying attention. Just steer away. It doesn't matter who is in the right – *land alone*.

FINAL APPROACH

The wind line is a good place to avoid under canopy, pretty much at any time. It gives the most awkward turn onto final approach. It is also where you will often find a big 7-cell sinking in on deep brakes, its pilot focussed on the target. Don't let that pilot be you either. If accuracy is your thing, designate a separate landing area and enjoy your sport in peace.

The final approach is not the place to spiral, trash your canopy or sashay as it is congested enough already. The place to be losing height is off to the side, and slightly upwind of the target – basics, again!

As you set up for landing, check the whole approach, the space around you and all around the landing area for traffic. If your slot is clear, move onto finals (final landing approach) on full drive, facing into wind in good time. Remember that everyone else wants to be where you are right now. If others want to barge through to the target area, then recognise their behaviour early, steer away in plenty of time, and *land alone*. Have a friendly, well chosen word later, in the bar. But finals is not the place to be asserting your rights – rights don't mend bones!

Be safe, have fun, ***land alone!***

Eno van der Post

“ check the whole approach, the space around you and all around the landing area ”



skydive
December 99

intermediate



Lake Wales Airport
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IT'S ALL HERE JUST WAITING FOR YOU

Drinking and Diving?...

Only at the AGM does drinking truly mix with skydiving and then only as we're not air bound. Where else in the UK can you go on a truly debauched bender on Saturday night and know there won't be any jumping on Sunday?

(Well, other than Tilstock, they've got that one sussed already!)

The BPA's annual general meeting is an **unparalleled drinking opportunity** to meet up with your friends, catch up on all the gossip and shake off that January depression.

Equipment manufacturers and dealers will be there with all the latest in kit. January's the ideal time to order a new jumpsuit or rig, don't wait until the start of the season!

Plus, of course, the **formal AGM proceedings** including an address by the Chairman, the Council election results and the presentation of the BPA awards.

There are free seminars running all day on a range of skydiving topics including:

Brit100

An all-singing, all-dancing presentation from the *Brit100* committee describing British skydiving's biggest event of the decade and how it has benefited the sport.

Skydive Mag

A meeting for anyone interested in contributing to the Mag with special emphasis on Club Reps and Photographers. If you've ever wanted to see YOUR ideas or pictures in the Mag, come on down for friendly, practical, common sense advice.



Adrian Nicholas

Britain's leading freeflyer, with a wealth of international experience, will talk of his outrageously interesting activities including winged suit flight. Spectacular video footage will astound you!

World Championships

Members of the British teams will talk of their recent world meet experiences.

Comps Committee Open Forum

Competitive skydiving is a contentious area, mainly through disagreements on funding allocation, always a nightmare with so many different disciplines and talents. Come along to the forum to discuss items of interest to competitors, judges and wannabes.

...Only at the AGM

The **Hanover International Hotel**, in Hinckley, is beautifully fitted out with two restaurants, comfortable en suite accommodation, car parking, leisure centre including swimming pool. Jumpers highly rated the new venue last year. More bar staff will be on hand this year as the hotel now understands the amount 450 skydivers can drink! Special BPA rates of £75 per night per double/twin are on offer.

**Call the hotel 01455 631 122
for room reservations
Quote BPA AGM**

Saturday evening will close with a truly exceptional dinner dance. Be wined and dined in complete comfort with only a few hundred yards to stagger to bed! This is followed by a disco, open to all BPA members, including those who haven't had the formal dinner (the rirraff as Basil Fawley would say!).

The dinner is booked through the BPA office and includes home-made soup, chicken breast with provencale sauce, cheesecake and coffee. A vegetarian option is available but please state when booking. Seating plans can be arranged so we recommend you book with a party of friends, perhaps a club table or team group.

**Call the BPA on
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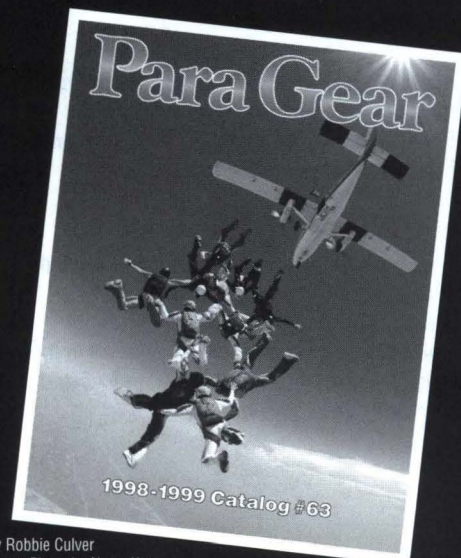
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Photos by Robbie Culver
Catalog Cover Photo by Norm Kent

council matters

ROYAL AERO CLUB

The Royal Aero Club is awarding silver medals to Pete Allum and Simon Ward in recognition of their outstanding sporting achievements, in competitive FS and for *Brit100*. The Aero Club only offers such awards to individuals, hence the BPA had to nominate a single person as representative of the team efforts of each. In addition, the BPA's Technical Officer, Tony Butler achieved a bronze medal. These nominations were put forward by Royal Aero Club delegate John Smyth, who spoke personally in favour of the nominees.

COMPETITIONS

MATCH PLAY

The new 'Match Play' system recommended by IPC was used in the Classics discipline and added excitement for both spectators and competitors. The system involves knockout rounds at the end of the meet, between the highest competitor and the lowest, second highest with second lowest, etc. However, the debate over the use of 'Match Play' is still ongoing as it does seem illogical that the leader of the meet can be knocked out with just one jump.

WORLD MEET

A full report of the World Meet is in this Mag. The committee were delighted with the results of all the British teams, *Sebastian XL*, who came fourth in the 4-way, *Junction 9* who were seventh in the 8-way, *Vice-Versa* who were eighth in skydiving and *VMax*, who won the first women's world cup. The committee felt that *Sebastian XL* had given their all and it was a fantastic result to come fourth, they only missed third place by one point, an exceptional achievement as 4-way is now at such an incredibly high level. The finances given to *Sebastian* (through Council from central reserves, not through Competitions Committee funds) had helped *XL* towards their goal, raised the standard of British formation skydiving and the committee felt it was money well spent. They wanted to put on record their support, praise and admiration for *Sebastian*, their knowledge that the team gave their all and their satisfaction at what was achieved.

Our women's freestyle competitor, Gigliola Borgnis, has dual nationality. On arriving at the World Meet, she was offered a major sponsorship deal, provided she could compete for Italy in the next World Meet. As the FAI has a

'three year rule', meaning that once you compete for one country, you cannot compete for another until three years has passed, Gigliola turned down the opportunity to compete for Britain so we had no women's freestyle competitor. She has apologised and offered to repay the BPA's money which was spent on her entry fees and travel.

WOMEN'S WORLD CUP

In recognition of and to express their thanks to *VMax*, who funded themselves to Australia to enter and win the Women's World Cup, the Comps committee has recommended free life membership of the BPA for all of the team. As we went to press, the committee is also drafting a proposal to take to Council, that some or all of their entry fees are refunded.

JUDGES

Training seminars for judges are planned for the year 2000 as a result of recommendations from Bob and Kate Charters.

PLEASE VOTE

Election papers and a voting card are enclosed with this magazine. This will decide your new Council for 2000, who will make decisions on matters affecting your sport.

Please:

- Bother to vote
- Include your BPA number (NOT FAI number!)
- Vote Yes or No for EACH candidate
- Remember that you cannot cross anything out or it invalidates the card
- If you do spoil yours in this way, call the BPA for another card (0116 2785 271)
- Ask the BPA for another card if you have joint membership (0116 2785 271)
- Return the card by December

Free memberships of the BPA for the year 2000 will be given away to voting members at a draw at the AGM. So it is worth voting, even just for the freebie!

REGIONALS

Next year the Regionals will be again run as separate discipline competitions. Classics and CF will be combined at one set of events. Formation Skydiving will be an event on its own. Steve Mursell is putting a proposal to Council that the British Skydiving League takes the place of the FS Regionals, this was ongoing when we went to press.

NATIONALS ABROAD

Committee members are discussing the proposal that the Nationals should be held abroad. Hopefully there will be opportunity for this matter to be thrashed out at an open forum at the AGM, with representatives from both home and abroad on hand to answer questions.

DEVELOPMENT AND COMMUNICATIONS

The new *Freedom of the Skies* brochure is enclosed with this Mag, please keep to pass on to anyone you meet who's interested in making a parachute jump. Further copies are available from the BPA office should anyone want more copies.

BPA /FAI YOUNG ARTIST AWARD

The FAI is running an aviation based drawing competition for young artists. With our talented drop zone kids we ought to be able to produce some incredible pictures which could promote our sport and possibly win an international prize. For details, send an SAE to the BPA office or see page 23.

WEB PAGE

Plans are afoot to re-vamp the site completely and make it more useful, up to date and flexible. Ian Midgley is heading up the project, contact on 01709 836 491 or ianmidgley@hotmail.com

FXC's

The BPA is now selling its FXC's to clubs who wish. Those with J mods are £50 each, those with G mods are open to offer. Those centres who have FXC's on loan from the BPA are reminded of their contractual obligations before returning them to the BPA. Contact Ian Midgley with any questions on 01709 836 491 or ianmidgley@hotmail.com.

MEMBERSHIP QUESTIONNAIRE

Thank you to those who returned their questionnaire papers last year, there are plans to include a follow-up questionnaire next year.

COUNCIL ELECTION

There are seventeen nominations for the fifteen places on Council, election papers are enclosed with this Mag, please VOTE!

CONGRATULATIONS TO:

BASIC INSTRUCTOR

Category System

Tony O'Leary
Steve Wilkins
Shane McFadden
Ian McAuliffe
Arron Jones
Paul Floyd
Bryn Chaffe
Gary Pennington
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Andy Dixon

KIT NEWS



Bodger Tamblin

by
Rob Colpus

Simon Ward



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.

New Product?
send info to
kitnews@skydivemag.com

Another attempt at human winged flight and akin to Leo Valentine's rigid wing idea of the 50's is German jumper Christoph Aam's *Skyray*. Designed and built by Willi and Alban Geibler, this rigid Delta wing comes in two separate sections – a harness (separate from the parachute harness) which has a solid back section and is worn under a normal rig, and the wing itself. The hard wing has a 1 metre span and is connected to the back section of the harness. The wing does not allow the use of a bottom mounted deployment system, so a spring loaded pilot chute and ripcord is used. Because there is always some airflow over the wing the pilot chute is taken away cleanly, claims Christoph. The design allows the jumper to move his/her arms away

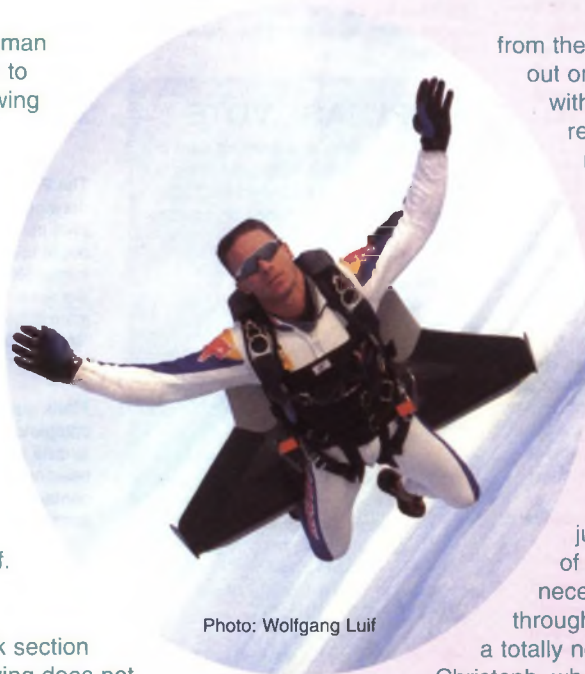


Photo: Wolfgang Luif

 **Relative Workshop**

Sensible Housing

There's been much concern over the last couple of years about the potential problem of very stiff to impossible cutaways due to twisted risers. This difficulty can occur when a high performance canopy suffers very bad twists after opening. Whether the main canopy has malfunctioned or not, this situation often demands a cutaway as tight twists are usually there to stay, resulting in a nasty high speed spinner. This is exactly the time when you do NOT need cutaway problems, but is usually the time when you DO get them! Much research by companies in the harness/container field has shown that the twisting of the risers along with the lines can produce so much pressure on the ends of the yellow Teflon cutaway cables where they lie inside their channels on the risers, that extracting the cutaway is difficult, if not impossible. One solution to this problem is the insertion of a section of flexible metal cable housing into the channel on the riser which shelters the yellow cable. This housing prevents the cable being squashed by the twisted risers and allows for a normal cutaway. Rigging Innovations have been offering this kind of solution as an option on their Talon rig since '98, but now the Relative Workshop, makers of the Vector series of harness/containers, and original inventors of the 3- ring system, have brought out a kit which includes a set of these short metal housings intended for insertion into the riser channels. The far ends of these short housings are capped to prevent the Teflon cables from sticking out, and they must be tacked into place to prevent them from falling out and potentially preventing the 3-ring system from operating properly.

Modified risers are slightly bulkier than those without the housings, but the bulk is not a problem and does not interfere with the function of riser covers. The kits are available for retro-fit to any risers and retail at about £25.

Relative Workshop 001 904 736 7589
www.relativeworkshop.com

Wings and Things

from the delta position to flare out or reach up to toggles without having to pull release handles, as is necessary with the Birdman type design, reported in last month's Kit News. The wing can also be jettisoned in case of an emergency while the harness and back pad stay in place. The downside is the space taken up in the jumpship and the size of jumpship door necessary to get the wings through. "Flying the *Skyray* is a totally new experience" says Christoph, who has been

experimenting with winged suits for 10 years. The hard wing is a lot better than fabric wings, he claims, with the chance of real horizontal flight and maybe even a climbing capability... Hmmm, how big is a one man glider's wingspan Christoph? Watch it, don't forget what happened to Leo.

Airlocks – Swooping Your Way Soon!

In the last issue of Kit News we reported on Brian Germain's new canopy incorporating his patented airlock technology as used on Airtime Design's now defunct *Jedei*. We reported that Brian had recently started a new company called Big Air Sports in order to manufacture the canopy in small numbers. Well it seems that Brian has certainly hit the right button with his patented Airlock design because both of the big players in the US canopy market are about to release new designs incorporating Brian's designs.

Brian Germain – 001 303 926 0687 zenfreefall@aol.com



What a Performance

Brian, PD and the Airlock – Performance Designs (PD) bought out the Air Time Designs company two years ago, and since then have been working on prototype canopies incorporating various features of Air

Time's, particularly the Airlocks. Airlocks, which are fabric one way valves inside the nose of each cell, help keep the canopy pressurised by creating a more rigid wing. PD are now almost ready to release onto the market the *Vengeance* – a 9 cell, semi elliptical, high-performance ram-air equipped with airlocks. PD say the Vengeance will slot right in between their *Stiletto* and their top of the performance range *Velocity*, but with pack volume and price closer to the *Stiletto*. Due to the airlocks, the Vengeance is able to have a higher aspect ratio (wider and slimmer) without losing rigidity. This results in a canopy which turns quicker and dives steeper than a *Stiletto* of the same size but without having to go to a bulkier and more expensive cross-braced canopy like the *Velocity* or *Icarus Extreme*. The new canopy will have *Spectra* micro lines as standard, although *Vectran* line may be an option.

PD – 001 904 738 2224, www.performancedesigns.com

Precision Decision

Brian, Precision and the Airlock – In addition to his licencing of PD Brian has also joined forces with Precision Aerodynamics, in order to market a new series of high-tech canopies featuring Brian's Airlocks and other ideas. This collaborative effort has been named by Precision as 'Phase II' because it embodies airlock technology that supersedes Brian's previously patented valve designs. Prototypes of these so called, enhanced airlock, designs have been undergoing R&D and are now market ready.

Precision have stated that despite complete lack of advertising, Brian's new canopies have already become more popular than his company Big Air Sports has been able to produce, with a waiting list for custom canopies currently hovering around 3 months in the US. They claim that the transition into Precision's production facility will be 'seamless' because the two companies already utilize the exact same computerized cutting systems and design software.

Precision claim exactly the same performance criterion for their Airlock designs as do PD. The pressure containment system (PCS), as they call it, prevents rapid depressurization of the parachute by containing the internal air pressure, thus maintaining the parachute's shape in all conditions, regardless of airspeed and even when flying in turbulence.

The new series of Germain designed canopies to be produced by Precision include:
The *Samuri* – An Airlock equipped high performance 9-cell elliptical. Precision claims that the rigid feel of this canopy is reminiscent of the *Jedei*, but without the severe 'ground-hungriness' that many jumpers didn't like. The Samurai will out-swoop the *Jedei* both in overall distance as well as in softness of the touchdown.

The *Omni* – Also equipped with Airlocks, this canopy is Brian's answer to the plethora of seven-cell 'all-round' canopies that have flooded the market in recent years. With consistent gentle opening characteristics, Precision claim the OMNI is the perfect parachute for cameraflyers and wingsuit jumpers. They say it is responsive in the turn without being 'twitchy', and lower wing-loadings will yield easy performance for the novice jumper.

The *Genesis* – This is a regular 9-cell rectangular design equipped with Airlocks, intended for the less experienced ram-air pilot.

The *Ninja* – Brian has been developing many new ideas over the past few years, and the Ninja is at the apex of that research. Top of the Precision/Germain range, it employs a very unusual airfoil shape as well as cross braced tri-cell construction and, of course, Airlocks. Precision claim that the Ninja will be the extreme performance parachute for the next millennium (modesty not being their strong point).

Precision Aerodynamics Inc – 423 949 4688
www.icaruscanopies.com



Photo of
Samuri,
courtesy of
Precision

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dear skydive...

dear skydive...

ARMY B TEAM

The army team is selecting a B team in April next year, with Solly Williams as the judge in DeLand. Anyone interested please contact me on 0468 683 329, or email: dpaultyler@aol.com. You must, of course, be in the army to apply.

Dave Paul Tyler

dear skydive...

CONTACT MAGAZINE

I am working on building a no-frills BPA members web page, as a tool for members to make contact with each other. The aim is to provide a link for jumpers past and present who have either lost contact or need to get in touch with each other. It will include email and website addresses plus any other information members wish to submit. Only information supplied by the member will be included and no-one will be added without their permission. It is hoped that in the future there will be a link to the BPA web page (which is currently being revamped by Ian Midgley).

If any member would like to be included on the page, please either email me at the address below or go to the website and fill out the form which is there. Past members are welcome too. Any input on the page will be gratefully received. So far, feedback has been great.

John Boardman
johnboardman@ic24.net
www.rdman.clara.net

Note: If any member not on email would like their address or phone number to be included on the page, please send to me at the Mag address and I will forward to John. Please mark your envelope Members Listing – Ed)

dear skydive...

MEMBERSHIP QUESTIONNAIRE

Firstly, a big thank you to the 1,600 people who returned their questionnaire papers. The information gained from them is of great value to your Communications Committee and will enable us to keep in touch with current needs and opinions along with other statistical information.

Charles Ross, who originally headed up the project, has already surveyed a sample 750 forms with some very interesting results (later to be published). However, after consulting with professionals, it would appear that a paper sent out in a slightly different format would produce more accurate results at a vastly reduced survey cost. Therefore this is the route Development Committee has chosen to take. So, to update – with some help from the professionals we are now compiling a

new paper and will shortly be back to play on your good nature and ask you to help us by completing membership questionnaire number two. Thanks in anticipation.

Keiran Brady
Communications Committee Chairman

dear skydive...

THANKS FOR THE MEMORIES

I'd just like to say a big thank you to everyone for the kind messages I've received in recognition of twenty years of employment at the BPA. A number of people have said that I should be eligible for parole by now.

Well, here's to surviving the next twenty!

Trudy Kemp
PA to Technical Officer & National Coach

dear skydive...

WORLD MEET

I would like to say how proud I was of the entire United Kingdom Delegation at the recent World Championships of Formation Skydiving, Freestyle and Skysurfing in Australia. Their conduct was impeccable throughout the competition and they proved to be excellent ambassadors for both the UK and the BPA.

My heart goes out to *Sebastian XL* who, after all the years of training and sacrifice, missed medals by just one point. This was not for the want of trying as they gave one hundred and ten per cent on every round of the competition. I know the lads were gutted but the rest of us knew they had given their all and were proud of them.

The girl's 4-way team, *VMax*, what can I say? Their cheerful personalities throughout the competition played no small part in the excellent camaraderie within the delegation and then, to top it all, they put us in the history books as winners of the first World Cup of Women's Formation Skydiving and brought us back a gold medal.

My personal thanks go to every member of the Delegation; it was both an honour and a pleasure to represent you.

John Hitchen
National Safety Officer
Head of Delegation at the World Meet

dear skydive...

EAGLE HAS DEPARTED

Eaglescott Skydiving Centre has now suspended operations and will not open again as part of this company. I would be happy to sell the centre as an entity or sell the equipment. If interested in either, please contact me at the address below.

MJN Southern Ltd,
16 Lynwood Drive, Mytchett,
Camberley, Surrey, GU16 6BY

dear skydive...

AGM - DUMMIES NEEDED!

In January '99, Chris Jones and I decided we could no longer continue the AGM Flight Line Check stand without future funding. We have run the stand for three years now. It should be pointed out that this is a stolen idea! The Popular Flying Association have been asking pilots to pre-flight a dodgy aircraft at their AGM weekend for years. They use what they learn about people's checking ability, to enhance flight safety at regular Flight Safety Weekends, at clubs around the country.

Everyone that did the test, and a good many who only hovered near it, encouraged us to continue. Several members of Finance and Development told us to formally propose several variations on the theme. After many months, we got the word that none of the above was required, although the powers that be looked forward to seeing the stand again at the AGM!

Last year we both agreed to give it one more try, and put in a request for hotel room and mileage. We also put an appeal in the Mag for any kind of help, but specifically a loan of some mannequins. There is a list of bodies who chip in with rigs and dummies each year, but how long should we expect these same few to help? We finally got the mileage allowance but, faced with the other costs in time and money, we decided that enough was enough. I have heard from some, that we should be grateful we have always been granted free space. I disagree with this. We remain the only trade stand at the last three AGMs to have nothing to gain, except perhaps the smug satisfaction that what we were doing was right.

I have five proposals to put to readers regarding the future of the stand:

- Forget it
- Someone else could do one (Chris and I don't have the franchise!)
- The membership could donate funds, man-hours, stationery, and transport, for 2000
- The membership could lobby their respective Council reps to get funding for 2001
- With enough support, I'd propose at the AGM that the BPA funds this project

I won't be the first or last to say "Ask not what your Association can do for you, but what can you do for your Association". If the membership spark up with some bright ideas and/or interest, then Chris and I might be back on for January. We await a response!

Rick Boardman
281 Ablington, Figheldean Salisbury,
Wiltshire SP4 8JX. 01980 670 598 or
07747 114 602

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letters@skydivemag.com

Only the Best

David Wootton, a commercial photographer who specializes in hang-gliding, is starting up a photographic library of airports. He needs high quality photographs covering all aspects of skydiving, but they should be suitable for publication in professional non-specialist mags (i.e. good!). So if your skydiving / skysurfing / freefly / BASE photos are up to scratch, you should get in touch with David on 01366 383817 or dw.photography@dial.pipex.com

Diamonds are Forever

Brit jumper Andy Cliffe apparently turned down the chance to be on that big diamond at the Espace Boogie, because he reckoned he wasn't current enough. Brave man!

Debs Clarke, however, was on the load, so well done Debs, and apologies for missing you off the list in the last mag. Thanks to Dazzle for putting us right on that one.



World Team

B J Worth tells us that, after months of preparation and rehearsals, 450 World Team participants from 39 nations (including skydivers, camera flyers, FAI Judges, staff and accompanying personnel) are off to Thailand for The Royal Sky Celebration. The event runs from 1-17 December (so it will be over by the time you read this – check the website for up-to-date news) and is being organized as a tribute to Thailand's King Bhumibol – the world's longest reigning monarch – on the auspicious occasion of his 72nd birthday.

They have targeted three new world records:

- The Guinness Book record for the largest freefall mass jump involving 572 skydivers. This includes over 200 Thai jumpers plus the Commander-in-Chief of the Royal Thai Army, and US 4-star General Hugh Shelton, Chairman of the Joint Chiefs of Staff). Five Hercules C-130s and one Fiat G-222 will unload over downtown Bangkok.

- A 300-way FAI World Record freefall formation.

- A 324-way... or larger.

The World Team Media Centre will provide video and stills to the international news services daily and Tom Sanders will produce a 1-hour documentary. Five international TV production companies will join the Thai and Reuter's news crews on-site.

The World Team website is at www.theworldteam.com

On the Beach

Keith Larrett at Skydive Daytona tells us that they have a full and exciting programme for the coming months (see Diary for Valentine Boogie details). They offer a full time Twin Otter, a CASA once a month plus load organizing by Max Cohn of Generation Freefly, and Jerry Bird. Contact Keith at keith@visexp.com for all the latest news.

Take the picture

Cameras, helmets and batteries were stolen from Langar on 23 September. Any dirt on this to Tony Danbury at bpslangar@aol.com

Sky T



Main photo: Bruno Brokken
Portrait shots: Simon Ward

V for Ven

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Royal Aero Club salutes you

John Smyth has recently made a presentation to the RAeC Medals & Awards Committee. Thanks to his efforts (and no doubt to the quality of the nominees), silver medals will be presented next year to Pete Allum (*below left*) and Simon Ward (*centre*), with Tony Butler (*right*) receiving the bronze medal. Considering that 37 nominations were received, this is quite an achievement. Congratulations all round!



Virgin on the ridiculous

Following a demo by the RAFSPA Hawks into the Virgin millennium party at Richard Branson's place, some no-gooder got past the 24hr manned security tent and nicked a complete set of kit!

Navy blue Talon 2, #9853, DoM Feb 97
White PD 160-R, #14379, DoM Feb 97
Navy/red PD 170, #17125, DoM Apr 97
1 pin Expert CYPRES, #303072615DC822-30, DoM Feb 97
Any informers please contact the Hawks on 01869 343 343

Times

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pecial action at
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aches, parties,
d excursions.
01252 712284



Compiled by Bryan Davies

news@skydivemag.com

League of Gentlemen (and women)

Next year, 4-way formation skydiving sees the introduction of six British Skydiving League meets around the UK to determine overall League Champions, and the BSL is looking for DZs to host the weekends. There will be a handicap system and, although the League is still to be funded, they are looking at a first prize of 25 team training jumps in Empuriabrava!

The Competitions Committee has been informed, so maybe we will see a move away from the Regionals as far as 4-way is concerned.

Dates in 2000: April 8-9, May 13-14, June 10-11, August 12-13, September 9-10, October 7-8.

If you want more details on the format, if your DZ is interested in hosting one of the dates above, or you want to help with the BSL website, please contact Steve Mursell at britskydivinglge@aol.com

Websites of interest

Find out more about that scoring system used at the Nationals at www.omniskore.com

For comments and information about skydives gone bad, visit www.skydivenet.com/fatalities

The name's Hewitt, Allan Hewitt

Sky Science has again been involved with James Bond, in *The World Is Not Enough*. Villains in black powered parachutes pursue our hero around the French Alps, so Sky Science modified the American parachutes into combat aircraft. Allan's last foray into the world of espionage involved not only designing and building the sky-scuba-diving rig used in *Tomorrow Never Dies*, but doing all the freefall testing on it before unleashing it on the Bond stuntmen. For details of all Sky Science services, call 01980 844130 or skyscience@compuserve.com

The Search

Skydive University and Performance Designs are joining forces for an event in the first week of February 2000. They are looking for 75 enthusiastic and committed individuals to go to Skydive Sebastian for four days of intensive Basic Body Flight coaching. Although you would need to pay for your jumps and video, you would get free one-on-one coaching, FREE registration, FREE demo canopy rides, and discounts on kit. There will be seminars and all sorts of other incentives, so if you want more details, contact Skydive University now on 001 561 581 0100 or www.skydiveu.com

Plain Brown Wrapper

Steve Mursell's DZ Sports is a mail order company now acquired by Hinton DZ. Steve (of British Skydiving League fame) is doing great business and will be setting up a shop as well as retaining the mail order trade. Give them a call on 01295 812 300

Lake Wales – the other Wales that is

George Kabeller, owner of the World Skydiving Centre at Lake Wales in Florida has decided to call it a day, and pursue other interests outside the skydiving community. After 30 years in the business, he felt it was time to move on. Lake Wales has now been taken over by Jerry Harris, a long-time resident in the area, with Betty Kabeller continuing to run the operation. We look forward to good things from them. For more info, contact Betty at info@skydivelakewales.com

When the Storm Strikes

Wendy Windblows is a new service that offers a cheap (50p), up-to-date (every 30 minutes) weather report by phone or fax across the country. You can also get a forecast for your area.

Contact Simon Keeling
tel: 01902 895 252, fax: 01902 895 242
office@wendywindblows.com

You've got Mail

John Boardman is going to put a BPA members' directory on the Web. If you'd like to include your email address (or any other details), contact johnboardman@ic24.net

Evolution 23,000

Hugh Morrison, BPA 471305, recently made two high altitude jumps only to find his Evolution 2000 reset itself to zero going through 23,000 ft on the way up! On the way down, at 26,500 it said Break off, at 24,500 it said Pull, and at 23,000 it flatlined, without any further warnings at the real preset heights. George at Cool & Groovy has been made aware of this, but always remember that **extreme jumps can have extreme consequences.**

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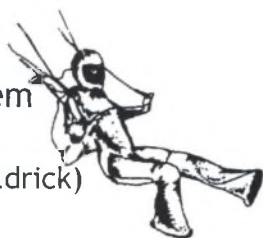
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INCIDENT REPORTS

Grommet Causes Mal

A jumper was forced to cut away and deploy their reserve due to a malfunction caused by the closure loop grommet in the main tray. A line was caught in the grommet. This meant the main parachute was trailing behind after the cutaway so the jumper had to deploy the reserve past it.

Conclusions

At the next repack there should be a check stage to ensure a line cannot get caught during deployment. This is not the first time this problem has been reported. This design was common many years ago but not these days, although some manufacturers do still use this method.

Recommendations

Get a rigger to reverse the flap so the grommet faces the wall or sew a piece of material over the grommet on three sides to prevent snagging.

Misrouted RSL

A rigger reported an RSL that had been misrouted under the reserve riser. This would have prevented it from working as designed and could have delayed or prevented the release of the main, meaning the reserve would have to be deployed passed the trailing main.

Conclusions

Having to deploy the reserve when the main is still attached and trailing is not a nice thought! With a little care when attaching RSL lanyards this would not be an issue.

Recommendations

RSL misrouting is a very easy problem to solve. We all get flight line checks and this is a particular checkpoint that should be looked for. Next time you are waiting to enplane, look around at each other's kit and recognize the correct routing on different rigs.

3-Ring Releases Wrongly

The parachute descent was normal but, after flaring, the 3-ring disconnected and a riser released.

Conclusions

This has happened twice before. On one occasion the 3-ring was misrouted and on another the yellow cable was too short on one side as it had been getting progressively shorter on each jump due to the soft housings retracting and stretching.

Recommendations

Little things, like checking for correct assembly of a 3-ring system and that the yellow cable has the correct amount passing through the loop, will prevent a serious incident.

Freely Prematures

Four separate jumpers reported premature reserve and main deployments in freefall, one on the main and three on the reserve. One jumper was still in a very fast head-down position (254mph according to the Pro-Dytter). They all landed safely.

Conclusions

All the above jumpers reported correct flight line check procedures and one even had a reserve pin check prior to leaving the aircraft. The only common factor is that they were all freeflying. One opinion was that it could be possible to cause the reserve pin to release while holding each other's harnesses during freefly exits. With the premature main incident, the closure loop was found to be broken on inspection. One point to remember is that there has been one fatality due to a premature deployment while in a head-down position as the deployment broke the jumper's neck.

Recommendations

This is obviously a new problem not previously encountered before freeflying so, if anyone has any further information, please let me know so I can pass it on. The main release could have been prevented with a good closure loop. If you are freeflying be extra careful with pre-flight equipment inspections.

DisConnector Links

On landing a jumper noticed that some of his lines had come off the connector links as his connector link had deformed and opened.

Conclusions

This has been reported a few times before but it's still a problem to look out for. In this case the rapide link had a tight rubber cover over it but still worked loose.

Recommendations

Check your connector links even when they have covers to prevent them from getting loose.

Very Soft Links

A rigger reported removing some soft links while swapping canopies and noticed that one soft link had virtually worn through and was only held on by a few threads. This could have caused a line group to release on opening.

Conclusions

While inspecting the soft links it was not noticeable and this only became obvious to the rigger when he flexed the soft link prior to removal.

Recommendations

If you have soft links installed, plan for regular inspections for any wear and tear, at least once a month or every 50 jumps, whichever comes first.

Allan Hewitt

CONFIDENTIAL

If you have any safety related occurrences to report
IN COMPLETE CONFIDENCE
write to:

Confidential Report
Allan Hewitt
Sky Science, Unit 1
The RBL Enterprise Units
Ordnance Road, Tidworth
Hants
SP9 7QD

E-mail: skyscience@compuserve.com

Complacency Kills

Most of these problems are very easy to prevent with careful flight line checks, especially misrouting of 3-ring releases and RSL's.

Be especially careful when checking out freely jumpers as we are getting some new problems coming to light, which we can all learn from.

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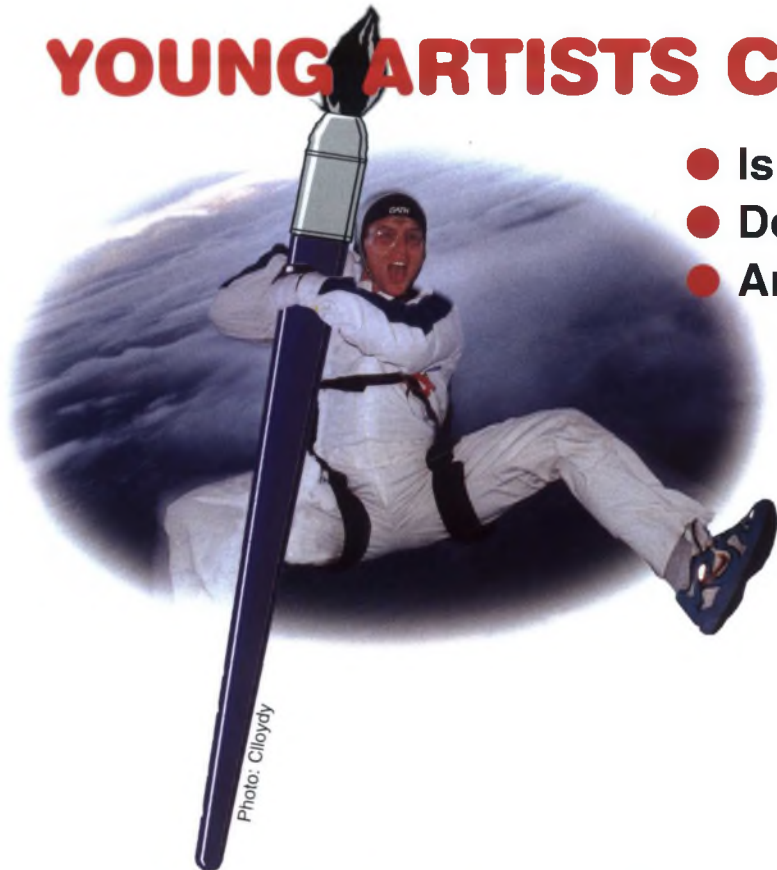


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YOUNG ARTISTS CONTEST 2000



- Is your child artistic?
- Do they like skydiving?
- Are they aged 6-17?

The BPA is running a competition for young artists, as part of an international contest run by the FAI

The 2000 FAI Young Artists Contest has the aim of promoting interest in air sports in particular and in aviation and space generally. The new millennium is a time to look to the future. Who knows what form skydiving may take or what jumpships may be available?

The theme of the contest is:

Flight into the Future

Contestants are encouraged to use their imagination and creativity to explore this concept. As a BPA contest we would like parachuting / skydiving contained in the subject matter, but feel free to add elements from all air sports including: ballooning, gliding, hang-gliding, paragliding, microlight flying, model aircraft, light aircraft and helicopter flying.

Prizes

There are three categories, for ages 6-9, 10-13 and 14-17 (on 31 Dec 99). Gold, Silver and Bronze Medals in each category will be awarded plus a certificate and a goodie bag of cool prizes for youngsters (chosen from the following: shades, baseball caps, T-shirts, toys, leggings, fun bags, purses and mini day sacks). These will be awarded at the AGM on 21 January with all the attendant publicity. In addition, all three medallists in each category will be put forward for the international FAI competition.

The Kit Store, Thomas Sports and Sky Science are funding the prizes. Lofty Thomas & Ian Marshall have personally donated medals and certificates.

Rules Summary

A BPA member must send in entries but there is no limit on the number they can include or restrictions on the entrants (other than age) The required format is A3 size, done in any of the following; watercolour, acrylic, oil, marker, felt-tip, pen, crayon, other permanent media. Computer-generated artwork is not permitted, nor is pencil or charcoal. Artwork must arrive at the BPA Office by **Wednesday 12 January 2000.**

What next?

Please send a stamped addressed envelope for detailed rules and an entry form to:

**Young Artist 2000, BPA, Wharf Way,
Glen Parva, Leicester LE2 9TF**

But **HURRY!** The BPA office closes on Tuesday 23 December until Tuesday 4 January 2000.

(FAI = Federation Aeronautique Internationale)

on
the

SOAP BOX

Wot, No Answers?

Do you remember the questionnaire the BPA sent out last year? Well 33% of you should do, because you cared enough about the future of skydiving to fill out the questions and send it in. I would like to know, what has been done with this questionnaire? It's now eight months on and there is still no word of any conclusions drawn from the member's views. The return rate was the highest of any BPA mailing that has ever been done. It was far higher than the number of votes received to elect last year's Council! My ear has been close to the street on this matter and this is what was heard, fresh off the tarmac you understand...

The Word is that there WAS a report given to Council (in March '99) of conclusions drawn from the feedback received. Surely our Council have done something with this information, after all, the questionnaire contains the views of 33% of the membership. Why have we, the membership, not seen the conclusions of this report?

Were some conclusions drawn that the council does not like? Could it be that this report is being 'bounced' back and forth between committees, because no committee wants to deal with it? Why did we bother to return the forms if they just have just been ignored? Come on Council, let's see this report please.

George Pilkington

See letter on page 17. Plus, all members are welcome to read the completed questionnaires at the BPA office in Leicester - Ed

In a lather? Get on the SOAPBOX...

soapbox@skydivemag.com

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Photos by Steve Utter

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- Jan 6-9 Skydive America Millennium Madness Boogie.
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Super Otters! - (\$35 registration fee)
- Jan 28- Feb 6 Space Games - \$20,000 CASH PRIZES
Party! Food! Beer!
- Feb 6 High Altitude - \$25 - 20,000
- Feb 11-15 "CHICKY CHICK BOOGIE" & Women's Freely
A.D. World Record Organized by Stefania
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- Feb 21-27 Four Way Training Camps with Paul McGreevy
& Bruce Robertson
- March 5 High Altitude \$25 - 20,000
- Mar. 30- Space Games World Championships!
- April 9 \$25,000 Prize Money. Party! Bands! Food! Beer!!

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Women's World Record



Raoul Gravell / Jump Run Productions



Oscar Oskowski / Jump Run Productions



Norm Kent / Jump Run Productions



It was time to have another stab at the women's world record, which still stood at 100, set in Le Luc in 1992 (on my last attempt at this sort of thing). Several attempts since have either failed to materialise, due to lack of sponsorship or were unsuccessful. Enter stage from all sides Kate Cooper and Mallory Tarcher from Perris Valley with a blinding idea to break the record and raise money for breast cancer ('the cause') into the bargain. It caught the imagination of not only skydivers and skydiving-related businesses, but non skydiving individuals and businesses, too.

After many months of hard work by the organisers, the scene was set for approximately 130 hopeful women skydivers to descend upon Perris. They were mainly from the USA, but also from as far afield as Japan and Norway. The British contingent numbered three: Ali Lawley and myself (plus two ex-pats, Tracey Eckersley jumping under both the Union Jack and the Stars and Stripes and Joey Money, Brit from Hong Kong).

The Beginning

After an excellent breakfast and opening speeches around the pool, the first day (Wednesday) was spent in base 55-way practices and 20-ways for the last wave. The event started in spectacular fashion with the Skyvan stalling on the first skydive. Check it out sometime on Real TV – they were there! Maybe 6 floaters and an 8-way cluster was too much weight, even if they were all women! A change of plan, binning the video from the tailgate and launching a 6-way worked perfectly for the rest of the event. The 55-ways were not entirely successful but gave everybody a chance to try out their new jumpsuits (very pink!) and get them altered as necessary. The seamstresses were busy for the first couple of days and did an excellent job getting all the suits to fit.

Warming Up

On the second day it was time to start the 123-way attempts. Jumps were made from between 16,000 and 16,500 feet with break-off starting at 6,000ft. The aircraft lineup was impressive; one Skyvan and six Twin Otters. The view from the back of the Skyvan was awesome – especially the proximity of the Air Force Otter – it looked close enough to hit on occasion! It took a few jumps for the pilots to perfect their

the cause



Norm Kent /
Jump Run Productions

formation flying and for the jumpers to become used to the fall rate and the sea of pink that presented itself to the later divers. The fourth jump of the day was a very good 118 – only 5 out on the first day! The next attempt was aborted as Shark Air developed an engine problem and its load had to exit at 5,500 feet. The rest of us landed from 12. The offending part turned out to be a spring (worth 20p!), so it was duly replaced (no need for the two spare engines that Perris had waiting in the hangar).

Getting Close

The next day we had four more goes, the best had one out and two broken grips. All the formations were building to well over 100 and flying very smoothly, but we needed to do that bit more. On Saturday evening, on our 13th attempt, we were very close: by then the numbers had been dropped to 119 and it flew for 3.5 seconds with only one broken grip. All the skydives were being shown live on the internet (www.WeCU.com) – this particular one was watched by over 400,000 people and overloaded the system, so the servers went down!

The Record Jump

The record was achieved on the second jump on Sunday morning: 118 women flew the formation for 3.4 seconds, setting a new World Record. It seemed everybody knew it whilst still under canopy and the celebrations and photos started on the drop zone. The judges, however, kept us on tenterhooks for about an hour afterwards, while they checked out all the videos and the paperwork necessary to confirm an official record. At last the announcement was made – we had done it!

My thanks have to go to all the people at Perris and elsewhere who worked so hard to make the event the success that it deserved to be. Even the weather gods stepped in; instead of the usual 100 degrees it was only in the 80's or 90's – a blessing when dirt diving with full gear in the full sun!

Till next time – still a World Record holder!

Cornelia Waymouth-Smith

Women's World Record

Date: 1-6 September 1999

Size: 118-way

Previous Record: 100-way, 1992

Organisers: Kate Cooper & Tony Domenico, Square One;
Mallory Tarcher and Brad Hood, Jump Run Productions

Funds Raised: Over \$400,000 for the Susan G Komen Foundation, for breast cancer research

Websites: www.jumpforthecause.com
www.komen.org

Record Criteria

The FAI sets criteria for World Records, which include the following:

- the formation must be built exactly as stamped out
- FAI judges must judge the jump
- the formation must be held (complete) for a minimum of 3 seconds
- all participants must be current FAI sporting licence holders.

If a jump is made which is clearly the largest formation but has not fulfilled these criteria it may be counted as a Guinness record (and entered in the Guinness Book of Records) but it will not count as an 'official' FAI World Record.

The FAI neither recognises nor sets criteria for National Records. So these are generally accepted as the largest formation over a particular country, (regardless of completion, perfection or time held) unless the national governing body chooses to set its own rules.



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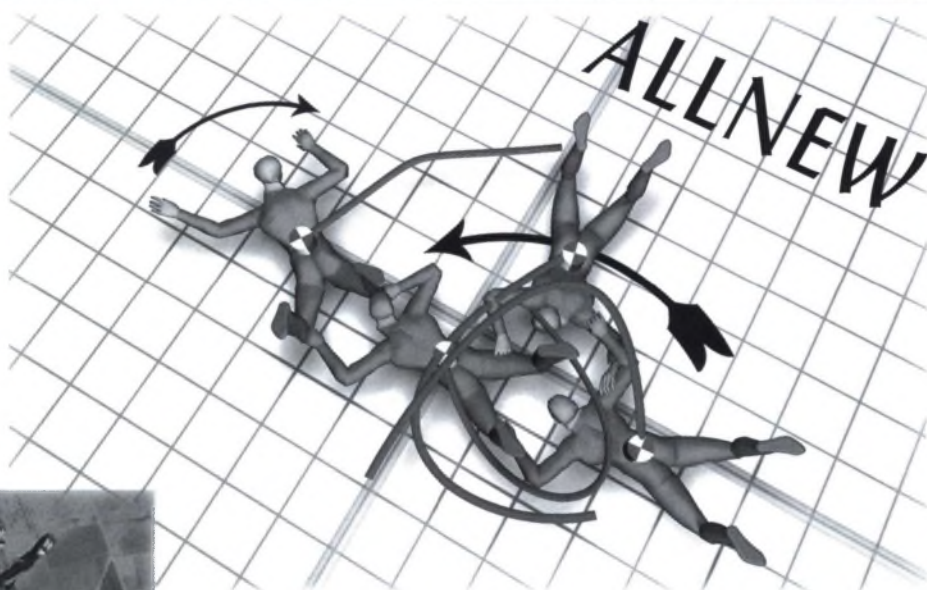
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Photo: Andy Ford



The WORD

On The Street

from George Pilkington

US NATS

Andy Grimwade and flock were all setting up for the US Nationals at Sebastian in October. All whilst Floyd was on the way, the biggest hurricane ever to aim at the US mainland. 75% of the town had evacuated, the other 25% were inside, scared. Andy reckoned, fly the planes out, chuck everything else in the hangar (it'll probably be all right!) and give a big Om for it to miss. And, Hallelujah! If there's a god, she must be a skydiver as, at the last minute, Floyd veered just off the projected path and missed Sebastian by 100 miles. Hurrah! Back come the planes, out comes the DZ and on go the Nats. Floyd went on to devastate North Carolina but the skydivers were happy in Florida - as were the surfers who got some cool surf from the storm with loads of 7-Ups!

Seventy 4-way teams, not a bad turnout with hurricanes forecast... Shoddy weather, just like the UK Nationals, the meet went on until the last hour of the last day. Their open event has to be highest level of Nats in the world! Teams like *Airspeed* (4-way World Champs at the time), *Airspeed Purple*, *Air FX* (World Cup Champs), 2 *Knights* teams, plus, of course, our own XL and *The Norgies*. In the end, after bulk busts, *Airspeed* won the 4-way convincingly, *Airspeed Purple* in second and *FX* in third, just behind them in 4th were XL. Big fat bravo for that lads, highest average ever at 19.5, they also set a new Brit 4-way Record of 35 points. THIRTY FIVE!! I couldn't dirt dive that fast. What was the skydive boys and girls? Bundy, Satellite, Opal, Stainstep, Sidebody. Go try it yourselves, *Airspeed* set a world record of 39 on the same dive. Respect! The 8-way was nearly *Airspeeds* but they had a melt-down in the last few secs of the last dive and just lost to the *Knights* by two points. Bummer. But they still went on to win the World Meet. Nuff said.

WHEEL BASE BOOGIE

A Norwegian student allegedly base jumped off London's new Millennium Wheel after sneaking past guards. Arne Aarhus, 24, climbed the 450-foot-high wheel in the early hours. So the Sun reported. Arne was apparently very scared on the way up,

as the steel was wet and slippery (which is normally how we like it...) But he reckoned that the view was awesome, up the Thames to Westminster. His parachute opened after 65 feet and he landed safely on a footpath, in full view of a surprised guard, who did nothing to stop him. So the paper said! The wheel is the fourth tallest structure in London. It was hauled upright 17 Oct, and its 32 passenger-carrying glass capsules will open to the public on the Eve of the Millennium. Ancient reported no information on the incident.

TICK THAT BOX

As you read, the voting cards are in your hands. Please vote for your choice of Council members, it really IS important and definitely for the good of the sport! If you don't know the candidates, read the blurb, ask at your club, and make the best decision you can from the information you have. 3 current members are standing down: Ian Marshall, Pete Carroll & Charles Ross. Wots thanks them for their past contributions, now you can chill guys! Hurrah to those who are standing for Council, it's a Mission Impossible so good on ya!

REGAN BANGS OUT

After 14 years behind the bar, half of them as the owner, Regan Tetlow has retired from the Licensing trade to concentrate on his skydiving. *Angels* have won everything possible in the junior FS category & now have their sights set for the next 4 years. Regan is that committed he has put his sport before his job, even before his drinking which is serious devotion. When a landlord leaves a pub there is a serious party: Chris Plaice and Charles Ross lead a team from Hibaldstow who drank until dawn (harder to do in the winter months!), as Regan could not last beyond 5am and ended the night with a *pavement pizza**. Well he's an athlete aint he, so 5am's pretty good...

READ THE RULES

A bit of a situation occurred at the world meet. Our freestyle competitor, Gigliola Borgnis, don't sound like a Brit, cos she is half Italian. She went to compete for the UK in all good faith, as she has dual nationality, but found out the day before about the

three year rule. Which is, that you can't compete for another country within three years. Since she planned to train with her man and enter for Italy next time, she ended up not jumping for either side. A bit unfortunate when the BPA had paid her travel down under! There were no winners here ladies and gentlemen, cos Gigliola has now said she'll pay the money back. No competition, no glory, no British team, No Way! The lesson we can all learn, and from Mr Javelin at the US Nats too (who nearly cost his team a gold medal) is read the rules! If you don't know what they are, you're only gonna lose out... and how will you know how to use them to your advantage?

NOTTY ASH

A big hurrah to Ashley and John Crick from Australia who won the men's freestyle at the World Meet. They competed (and won) the Open event in this year's British New Age Nationals, and what friendly, approachable dudes they are. It's cool when the nice guys win... altho', as Addison Walker said, "It's not true that nice guys finish last, nice guys are the winners before the game even starts."

WOTS 2000

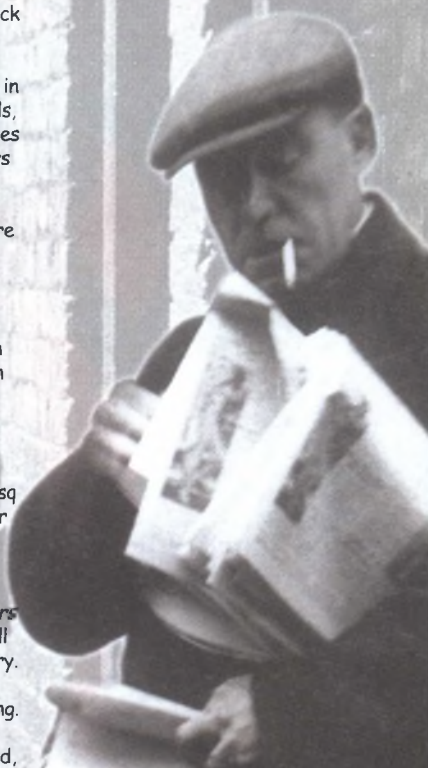
Well these are the last words from the street of the century. Its been an interesting one, eh? From flight to skydiving, all in less than a 100 years. I wonder what the new Millennium will have in store for skydivers? 1000-way attempts? 35sq feet canopies? Rigs the size of your day bag, or even smaller! A new Cyprus that stops you at 100ft. A *Time-Out!* that's implanted in your brain! (I think you've got one in yours George! - Ed). Lets hope that we all get what we want in the new century. All you have to do is focus and believe, and you can achieve anything. Lets all try to take the sport further, make it nicer to be involved, and do it for the good of the flock.

Warning: Some or all of the above, could be entirely a figment of George's imagination - Ed

Did you know...?

...Solly Williams is the only coach in history to coach two medal winners at a World Meet (VMax and *The Norgies*)

Quote of the month
 "Women who want to be equal to men have no ambition"
 Madonna



The Word
On The
Street
skydive 29
December 99



The Javelin is the Number 1 Selling Rig in the Country for a Good Reason!

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The beginning of April took us to Bad Lippspringe in Germany for our annual, three week training camp. We did an average of 80 jumps, mostly concentrating on our display formats, which include diamond tracking, fast landings and canopy formations. This year the team has seen an exceptional interest in the noble art of canopy crashing (also known as CF), spicing up our demos with awesome tri-by-side and quad-by-side downplanes.

1999 has been an exceptionally busy display-wise, so unfortunately we could not make the British Nationals in FS or CF. However we did manage the annual Army Championships where we won gold in Senior, Intermediate and Junior 4-way Army events. In addition, our 8-way team took gold in the speed FS open competition. *(Sorry to the Freds for printing wrong results last issue – Ed)*

On the subject of medals, congratulations to Jackie Young (ex-Red Devil) on receiving her gold medal, from the Royal Aero Club, presented at the start of '99. She hasn't always manifested and sold tickets at Netheravon!

We usually average about 100 displays a year. At the moment the team has 24 members, all with their own specific jobs. These include course co-ordinators, aircraft bookings, display co-ordination and vehicle reps. There are two teams, Red and Black. We use this system to split the work so that we can carry out two displays at the same time, at either end of the country or even different parts of the world.

This year we have experimented with our night displays to great effect, using high intensity halogen lights to illuminate the canopies. We also up to 400 glow sticks between seven men! These have proved extremely successful especially when jumping into nightclubs, the rave brigade go mad for the light sticks!

Probably the best demo this year was the Grand Prix at Silverstone. The whole team jumped after just returning from a display in Belgium. We all had free tickets – but had to leave immediately to make two other displays. It's not all an easy life...

However, this year has been spent on the road in style and comfort with our new Seat Alhambra people-carriers; 1.9 turbo, air conditioning, all mod cons, very nice... They're a big change from the Leyland DAF (LDV) vehicles we had before, affectionately known as Life Draining Vehicles!

One of the highlights for the team this year, for the good of *Brit100*, was supplying six skydivers to take part in this momentous event, not to mention all the ex-Freds.

Andy Goodall



What have the Red Devils been up to during 99?





Philippe Vallaud at Flagler Beach



Deanna Kent at Palm Coast, Florida



Willing To Fly

I was fortunate earlier this year to be at the Espace Boogie in France when Norman Kent premiered his latest movie, *Willing to Fly*, on a large screen in the main marquee. Talk of Norm's latest project had been cruising the rumour waves for some time and, knowing what an accomplished cameraman and film maker he is, I was looking forward to viewing his latest creation. I've always been a fan of Norm's other films, my favourite being *From Wings Came Flight* but I must admit I was wondering how, after all of Patrick Passe's excellent work, anyone could come up with something new or different. Well, I have to say I was happily impressed!

I found myself sitting there thinking 'Wow! How did he get THAT shot?' and 'Where the hell did he put that camera?' etc. The premiere of *Willing to Fly* had the audience transfixed for an hour and ended with a standing ovation.

Norman always intended this project to be a bit special. He decided not to compromise on anything and to only go for the best, hence his decision to shoot on 35mm film. The result is a quality of image unsurpassed in skydiving film-making. The musical score, which accompanies each section, is also well chosen and the sound quality correspondingly high. To carry the film from one section to the next Norman uses the device of a skydancer's vision of the freedom of flight, played by Deanna Kent. Some people may find his presentation a bit over sentimental and 'hippy dippy', with its use of a spiritually inspired narrative, which carries the viewer smoothly from one sequence to the next. But this method does indeed achieve a binding together of all the varied elements of the film, unlike many other films of our sport which are no more than a compilation of nice cuts.

I believe there's something in this film for everybody – from some outrageous footage of the *Airspeed* 4-way team in the air and under canopy, to freefly and freestyle, canopy swooping, wind tunnel frolics and some of the most amazingly groundbreaking footage of Man skydiving with Falcon.

If I were to criticise I think that one or two of the sections are a tad long and perhaps the spiritual side may be a bit overdone on occasions, but of course that depends on your taste and mood.

Willing to Fly comes in a box set with an accompanying book. Every single one of the 61 pages of the book is filled with a beautiful montage of coloured photographs that mirror the film. The text explains the making of the film and the philosophy that created it. The book is a lovely piece of work and in my opinion could stand on its own even without the film.

Rob Colpus

The *Willing to Fly* Film/Book set retails in the UK at £69. Get yourself a big stocking!

Norm Kent Productions
salesbvk@totcon.com

The Kit Store 01622 890967
symbiosis.suits@btinternet.com

**All photos are from *Willing To Fly*
and taken by Norman Kent**

to Fly

Main picture: Airspeed perform a no-contact dance over Skydive Arizona

Chris Lynch, Max Cohn, Filippo Fabbi and Mauro Tannino over Skydive Sebastian

Airspeed over Skydive Arizona



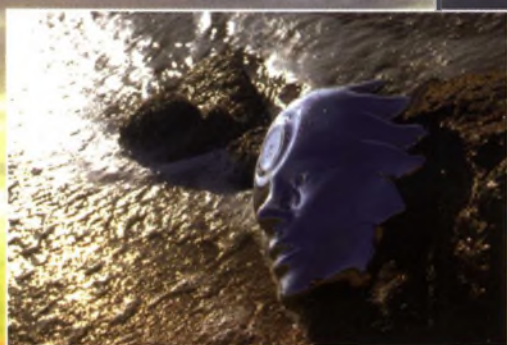
Ippo Fabbi at Skydive Sebastian



Robert Mahafey and Max Cohn over Sebastian



Nicole Angelides over Sebastian



World Champ

World Skydiving
Championships

Corowa
Australia '99

Patrick Passe

Arizona Airspeed came hungry for medals in both 4 and 8-way. Twice world champion **Airspeed** 4-way team of Jack Jefferies, Mark Kirkby, Kirk Verner and Dan BC said the meet was 'the highlight of our extensive careers. Doing 20 world meet competition rounds at a go was incredible'.

World Meet Corowa, Australia 20-30 October

It was the biggest thing to hit the small outback town of Corowa, situated two and a half hours from Melbourne, for years. Despite all the preparations the town was not ready to have a five hundred skydivers plus support descending on it, even the condom supply was exhausted (apparently) within a few days!

Set-up

The professional skydive centre at Corowa Airport did a good job with its organising and accommodation. Meals and snacks were provided for both athletes and spectators in a refreshment tent in the centre of the DZ. Team camps were situated in a horseshoe shape where each country had their own tent. In the middle of the team tents was a large landing area for team members and spectators to watch. This event was publicised through various media sources, such as local and international TV stations and newspapers.

Aircraft

Aircraft for the meet were three Twin Otters. Two out of the three had no doors! On top of this, the position of the camera step varied on each aircraft. The weather in Australia during the meet varied from a hot English summer to a freezing cold English winter. With no door on the Otters, each team suddenly became extremely polite, offering all other teams the choice of exiting first. To solve the issue of no door, the

meet organisers provided sleeping bags to the team by the door. This of course had limited effect and the door situation soon became an issue at pre-competition meetings. Despite the complaints and local farmers protesting that their sheep had become targets for flying sleeping bags, the no door policy stayed.

Air to ground

Thankfully, from a cameraman's perspective, the air-to-ground video was binned before the competition started. This system requires the team cameraman to carry a transformer that is turned on prior to each jump. Apparently it is too great a drain of resources on the host as, in addition to an array of additional equipment, it requires two more full time bodies to run it. I for one was glad it was binned, as it was the last thing I wanted to worry about at my first World Cup.



Arizona Airspeed
World 8-way
Champions

Patrick Passe



Wendy Smith



Patrick Passe

Arizona Airspeed's 8-way win made Craig Girard four times World Champion. Alan Metni, Johnny Eagle, Gary Beyer and cameraman Steve Nowak claimed their first. Jack, Mark, Kirk and Dan became three times World Champions, adding an 8-way title to their two 4-way wins. We believe only one other person, Andy Gerber (*Golden Knights*) has a gold in both events.

ionships

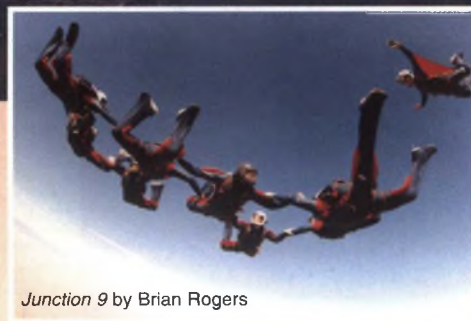
Russia by Patrick Passe



Australia by Wendy Smith



France by Wendy Smith



Junction 9 by Brian Rogers

Article by
Brian Vacher

8-way

Turning up to the World Meet for the first time was made less daunting by the familiar faces of *Junction 9*. These guys had totally the right approach to competition at this level. Concentrate hard on each round but enjoy and soak up the atmosphere at all times. Travelling with the team was Nigel Rogoff who provided unrelenting support and good humour, along with Graham Liggins the team manager, for all the British teams. It was great to see Nige looking so well and back taking the piss as usual. *Junction 9* jumped steadily throughout the meet, scoring a very respectable 14 in round seven and finishing with a 10.6 average and in seventh place overall.

This was the first World Meet since 1985 without the US Army Parachute Team (*Golden Knights*) present, leaving *Airspeed* attempting the very difficult (and never done before) task of one team winning both the 4-way and 8-way events. USA and Russia battled at the top with some very impressive scores – USA scoring a 25 and the Russians scoring a 26 on the same round. The last round was true to style. The Russians were scored first, registering an incredible 23. The Americans needed 20 to win but yet it was still so close. They scored a 21 in time, which was confirmed, but two judges busted them in the last round. One more and there would have been a jump-off. (There are five judges so three must bust a team for it to affect the score.) What a finish!

8-Way

13 entrants

Country	1	2	3	4	5	6	7	8	9	10	TOT	AVG	POS
United States	22	25	20	20	16	22	25	19	21	21	211	21.1	1
Russia	20	23	20	23	14	19	26	19	22	23	209	20.9	2
France	15	21	22	23	13	21	26	19	20	20	200	20.0	3
Australia	15	18	12	10	12	16	20	14	14	16	147	14.7	4
Japan	12	12	11	11	11	12	14	13	10	13	119	11.9	5
Germany	13	13	12	12	9	10	15	10	11	10	115	11.5	6
Great Britain	11	10	10	9	9	10	14	12	10	-	95	10.6	7

Supplied by OmniScore

for full results see www.omniskore.com

Ground shots by Brian Vacher



Nigel Rogoff

"Nigel Rogoff was inspirational, he kept morale high, was always smiling and gave confidence to all around him"

Chris Gauge



Bob Spratley

Vive la France

Patrick Passe

For years, France and the USA have battled it out in 4-way. In 1993, France won a World 4-way Championship when they beat America's *Airspeed*.

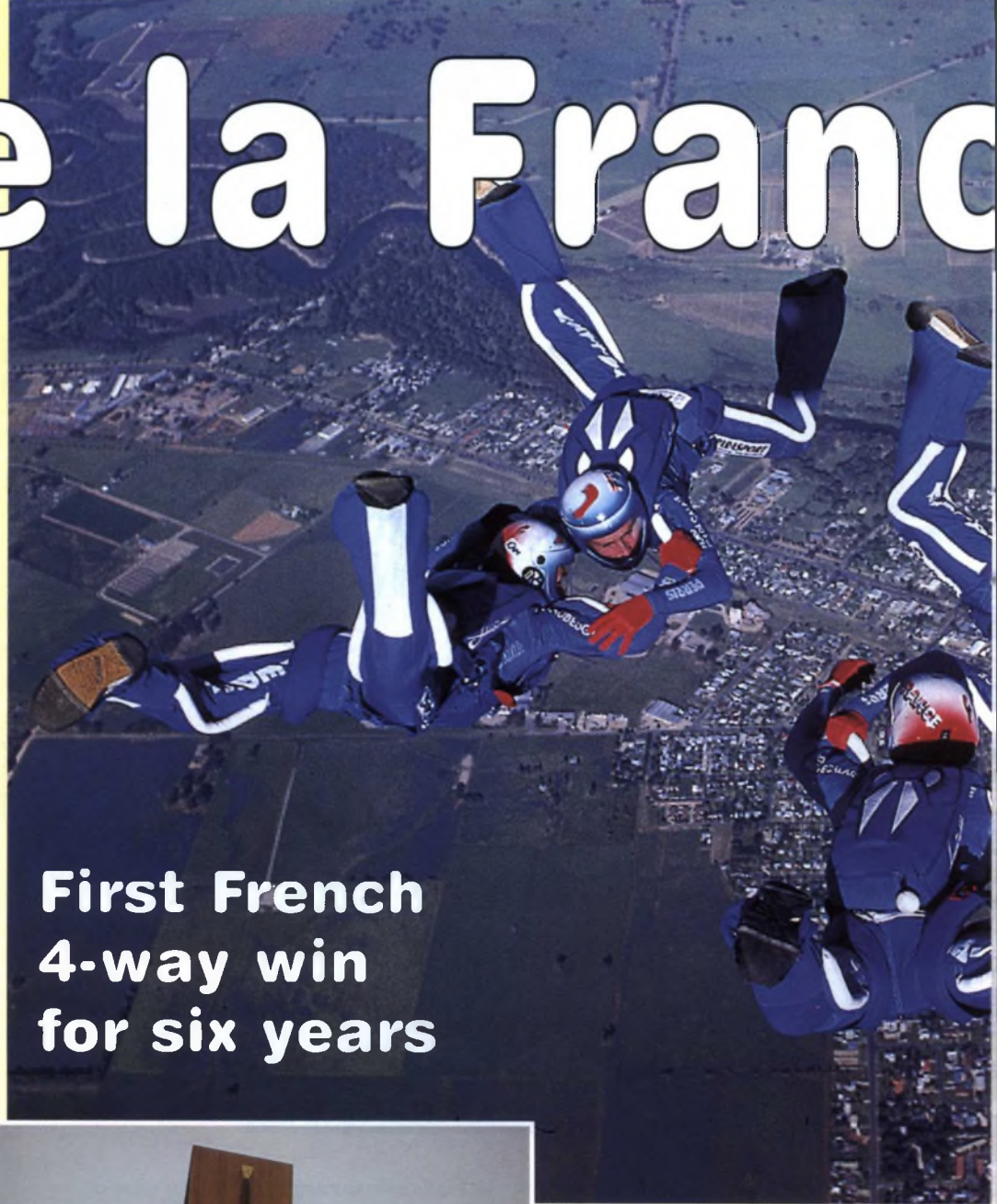
But *Airspeed* went on to take the title in '95 & '97. They were competing in '99 with the same line-up, and the incredible goal of winning both 4 and 8-way events. *Airspeed* had trained about 60/40, doing roughly 700 4-way jumps and 500 8-way this year.

The French team, *Perris-Mauberge* have been training hard since 1995 and came a close second to *Airspeed* in '97. This year, France achieved victory, 'bringing the sword back home'.

Mark, Kirk, Craig and Eagle from the *Airspeed 8* are now making a fresh start 'to get that sword back.' They 'can't wait for the opportunity to show what the team can do with the focus on 4-way alone'.

And how did our boys do? *Sebastian XL* had given their all to compete at world level with a realistic chance of a medal. They missed it by one point.

So close... but that's competition for you.



First French 4-way win for six years



The open 4-way was an incredible battle throughout for the British team.

Sebastian XL, fighting for the bronze, matched *The Norgies* point for point for the first four rounds. Then on the fifth round *XL* pulled one point ahead. During the following rounds *The Norgies* again pulled in front and were three points clear going into the last round.

XL had a great jump to finish, scoring an 18, leaving Norway with a 16 to win the Bronze. Their 16th point was just in time, right on the freeze frame! *Sebastian XL* skydived their hearts out, like true Brits. We all shared in their disappointment in missing out on the bronze medal by just one point.

The distance between the gold and silver medals was greater. France (*Perris Mauberge*) achieved their first international win, with an incredible 20.8 average over USA (*Airspeed*) who achieved a 20.2 average.

Lesley Gale and Brian Vacher

e



So close...



"Well what can we say? After what can only be described as the World Meet of a lifetime – the fat lady has sung. From everyone's responses, you've all started breathing again and moved back from the edge of your seats. For us it was our best performance and at the end of the day that's what it was all about – competition. We learn and yearn for it, a catalyst and an environment from which we can grow. On the way encountering obstacles and challenges, yet surmounting them and continuing towards the goal."

"We'd like to say that it was our determination that got us through – but that would be lying. It was with the support and encouragement of all of you – without that we would not achieved as much. From our sponsors who fanatically supported us, to friends and family's love and encouragement, you've all been part of a dream – that we had and you believed and took part in."

"We wish you all could have been with us in Australia, sharing the experience of our team giving it our all and achieving our best skydiving together – that is something to remember. XL is very proud of what we've all accomplished together."

Toby Stafford
Sebastian XL

Special thanks to XL's sponsors

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Sunpath Products
Symbiosis Suits
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Tony Suits
Go Fast
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Top 4-way Team Experience (excluding video slot)

Team	Total Jumps	Team Jumps
United States (<i>Airspeed</i>)	50,000	3,000
France (<i>Mauberge</i>)	23,000	3,500
Great Britain (<i>XL</i>)	35,000	1,500
Norway (<i>The Norgies</i>)	19,000	2,200
Total jumps:	127,000	

4-Way

25 entrants

Country	1	2	3	4	5	6	7	8	9	10	TOT	AVG	POS
France	23	23	18	19	18	24	21	21	21	20	208	20.8	1
United States	23	24	19	16	17	26	19	19	20	19	202	20.2	2
Norway	21	23	16	17	16	23	20	19	20	16	191	19.1	3
Great Britain	21	23	16	17	17	23	18	17	20	18	190	19.0	4
Russia	22	20	13	16	16	17	18	17	18	15	172	17.2	5
Australia	20	21	15	15	14	19	17	17	15	16	169	16.9	6
Germany	18	18	13	13	14	18	15	14	16	16	155	15.5	7

Supplied by OmniScore

for full results see www.omniskore.com



We did it!



For the first time, a women's 4-way event was run alongside the open event, which was a trial by IPC. No one knew what the standard would be but it turned out to be high. Showing true determination, enormous talent and tremendous competition nerve at their first world meet, British team **VMax** came home with the gold.

VMax have achieved a consistent 11+ average in just eight months and 250 training jumps – which no British team, male or female has achieved. Their success, not in terms of medals, but in terms of standard, must impress

The excitement and showmanship of the opening ceremony soon gave way to intense concentration as the competition started. The British team, **VMax**, arrived at the meet with a very clear objective, namely to equal or better their Nationals average of 11.5. This competition had exactly the same draw and aircraft as the open 4-way. Early disappointment was shared by all, as it was announced that the Russian and Brazilian teams had pulled out, due to lack of funding.



Rob Kennedy

After the official practice round it was obvious that it was going to be a tight competition. Of the top teams, both the Aussies and the Swedes scored a 15 with **VMax** scoring a 14. The large amount of experience and team training showed in the Swedish and Australian teams, as they both looked very smooth. All teams performed well in the first two rounds with **VMax** scoring a team best in competition in round two with a 15. Throughout the following rounds **VMax** concentrated on skydiving consistently ensuring that each round was clean. The last few rounds became more intense as the Swedish team had a couple of bad rounds and we found ourselves two points behind Australia going into the last round.

The final result

The Omniskore was watched intently as the British team was judged first, scoring an eleven. The Australian team was judged and initially scored a ten, which would have won, but was then bust down to an eight. **VMax** had done it. We had won a gold medal for Britain at the World Cup! (This is an historic event, as Britain has never won a formation skydiving meet at world level). The team had averaged 11.4 over the ten rounds with only 250 training jumps together. Team **VMax** would have been positioned sixteenth overall in the open 4-way competition. A great achievement for a team at their first World Meet.

Support

A number of people have asked what it is like to experience such an event. For Team **VMax** it was similar to the British Nationals in that our immediate concern was our goal of consistent skydiving. What makes this event different is the extreme atmosphere. It takes all your willpower not to get involved with what is going on around you in regards to other team scores and events in other disciplines. The support given to the team on all levels really helped. Firstly by our coach, Solly Williams, who remained calm in



VMax

Formed: November '98

Training: 250 jumps

Coach: Solly Williams

Team members: Sarah Laughton, Sacha Chilton, Claire Jenkinson, Kate Stephens, Brian Vacher (camera), Sharon Allen (World Cup alternate)

Average jumps: 1,200

Competition history:

February 99	Americas Cup (handicapped)	Gold	avg 8.8
July 99	British Nationals	Silver	avg 11.5
October 99	World Cup	Gold	avg 11.4



every situation, secondly to our sponsor, Sunpath Javelin, in the form of 'larger than life' Derek and Pat Thomas and finally everyone we spoke to – the British Delegation, other competitors, family and friends.

What next for the team?

Who knows? We are looking at the British Nationals 2000 and the World Air Games 2001. Watch this space.

Brian Vacher



"If you'd said to me in January this year when we first started training, that come October we would be competing at a World Meet, I would have laughed! None of us expected to achieve this much in just one year – the Nationals result was a bit of an eye opener and gave us the confidence to say, sod it! Let's go to Australia!"

Claire Jenkinson

"We still can't believe the result. Publicity has been great so far; it's definitely increased the sport's exposure in this area."

Sarah Laughton



World Cup Champions VMax (Britain)



Australia by Brian Vacher



Sweden by Brian Vacher



All photos by Brian Vacher unless otherwise credited



Check out:
<http://go.to/VMax>

Women's Cup

4 entrants

Country	1	2	3	4	5	6	7	8	9	10	TOT	AVG	POS
Great Britain	13	15	10	8	9	12	11	12	13	11	114	11.4	1
Australia	15	15	9	11	7	15	10	10	13	8	113	11.3	2
Sweden	13	16	11	5	12	9	9	12	13	10	110	11.0	3
New Zealand	8	10	6	6	6	6	5	4	8	7	66	6.6	4

Supplied by OmniScore

www.omniskore.com

Skysurfing

World Skydiving Championships

Corowa Australia '99

Patrick Passe

Two years after the first skysurfing World Championships in Turkey, 19 of

the world's best teams met to compete for the new world title...

The inconsistent weather made it difficult for the athletes to get motivated because of long weather holds. The judging system at this competition was similar to the World Cup last year in Portugal. But still many teams had question marks in their eyes. A difficulty table with moves was handed out to everybody to help gauge how the judges would score. But this well-meaning attempt to make things clearer for the athletes actually didn't help, many teams felt that too much personal character and style counted.

Teams showed different flying approaches. The *Moscow Space Centre* team presented nice clean routines and good teamwork in the sky. The team *Perris-Pulse* scored well on difficulty and showed an interesting, artistic performance with smooth, well synchronised teamwork. Eric Fradet and Alex Iodicce together performed their own fast spinning style with radical stops, and some strong, power moves.

After a neck and neck race with only a few points difference over a long meet, (8 free rounds, 3 compulsory), the Russian team (Valery Rovo and Cliff Burch) won with Eric Fradet and Alex Iodicce in second. The bronze medal went to the Swiss team of Oliver Furrer and Marcus Heggli. In fourth place, close to the top three teams, were Stefan Klaus and Brian Rogers of team *Yahoo!*. A high level of skysurfing was shown throughout.

Oliver Furrer

Mens Skysurf

19 entrants

Country		TOT	POS
Russia	Rovov/Burch	901.6	1
France	Fradet/Iodicce	892.2	2
Switzerland	Furrer/Heggli	880.2	3
Switzerland	Klaus/Rogers	851.4	4
Great Britain	Gauge/Porter	662.7	8

Womens Skysurf

8 entrants

Country		TOT	POS
United States	O'Brien/O'Brien	822.7	1
Switzerland	Wegrath/Krecker	815.1	2
Germany	Graice/Gottinger	695.3	3

Supplied by OmniScore - for full results see www.omniskore.com

"We have both had a phenomenal year and it was a pleasure to represent our country and our valuable sponsors, alongside others of such high calibre"

Chris Gauge

Vice Versa

Pulse-Perris by Wendy Smith

Pulse-Perris by Marcus Heggli

Yahoo! by Wendy Smith

Vice Versa by Mike McGowan

Viviane Wegrath & Knut Krecker by Wendy Smith

Male Skysurf Podium

Prizegiving photos by Patrick Passe

2nd, Women's Skysurf

1st, Women's Skysurf,
O'Brien & O'Brien

1st, Women's Freestyle,
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4-10 Style, Accuracy and CReW Nationals

23 Night Jumps

30 Halloween Party on Saturday Night

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November 1999

6-7 Basic Instructor Course

19-21 Performance Designs 'Free-For-All' Come jump
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20 Night Jumps

22-28 Thanksgiving Boogie and Turkey Meet!-10-Way, 8-Way,
16-Way, plus great food, beer, bands and vibes!

December 1999

18-Jan 2, 2000 Annual Christmas Boogie-8-Way
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18 Night Jumps

31 Millenium Midnight Jump!-Jump from one century
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April 2000

1-9 Pre Easter Boogie and 80 Way Meet

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skydive
December 99

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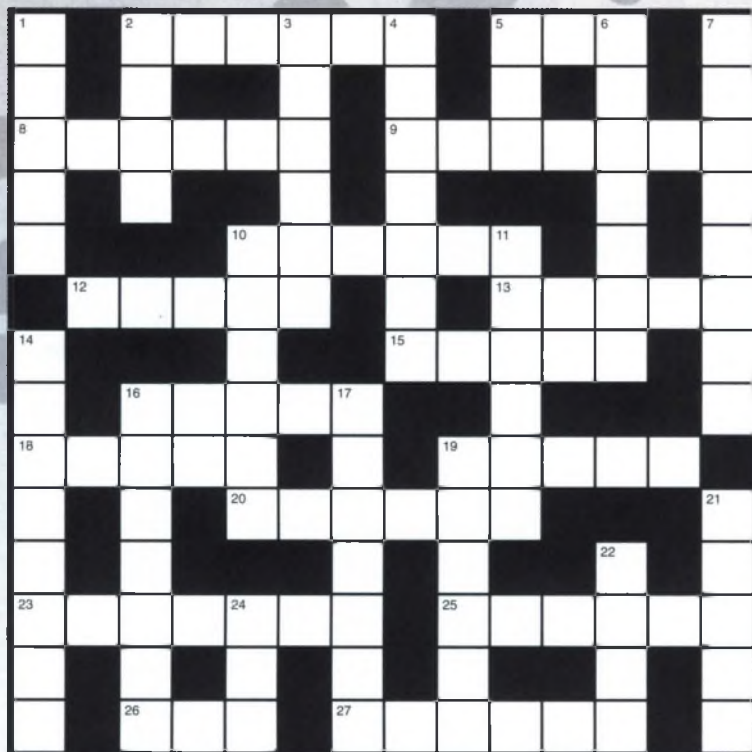
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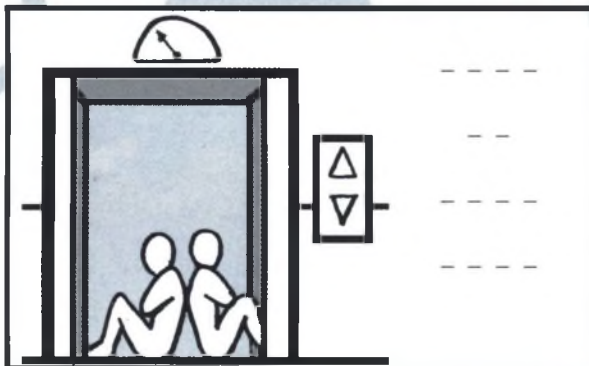


WORD

Compiled by Trish Chapman



DING



RD A K E C

Across

2. Former member of Parachute Regiment (2,4)
5. Brief for accelerated freefall (3)
8. Sky adventures to be had in Venezuela (6)
9. Device for opening parachute (3,4)
10. Find the exact spot (6)
12. Skies not cloudy, it's obvious (5)
13. First name linking 4Pak and DZ Sports (5)
15. ___man, ___glue or ___fluus (5)
16. Speed and direction tracking system (5)
18. Sounds like influenced by the matt side of leather (5)
19. You'll need the highest to win any competition (5)
20. Pilot chute (6)
23. Remove water from boat or abandon aircraft (4,3)
25. First name terms with Mr Sky-Eye Sequential (6)
26. One of Santa's little helpers (3)
27. Aircraft, Vice Versa or per Tim's other name (6)

Down

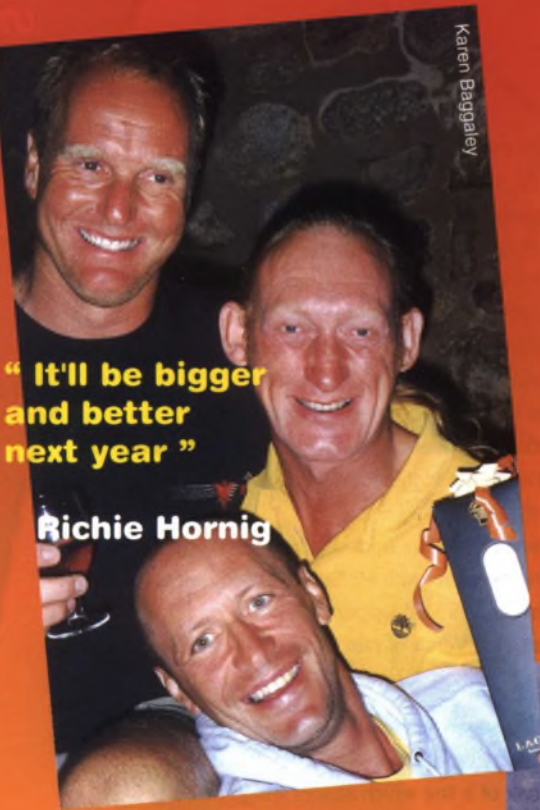
1. The last seven cell Icarus canopy (5)
2. Small furry creature in 'Return of the Jedi' (4)
3. The end of a line which sailors weigh (6)
4. Receiving antennae used in radio communication (7)
5. Cleopatra's pet snake (3)
6. Light skydiver hanging out (7)
7. Nickname for coloured devils (3,4)
10. The eagle has - - - - - (6)
11. Organisers of Vichy Boogie (6)
14. Freefall totally out of control (8)
16. Spin or rotate (7)
17. The reindeer land here in base jumper's area (7)
19. Best time in UK to jump (6)
21. Strings risers and canopy together (5)
22. Formation, celebrity or shiner (4)
24. This is not on! (3)

by
Chris Hollis

Puzzle
answers
on the
inside
back cover



Sweet Sixteen



Karen Baggaley



The 16-way invitational organised by Richie Hornig and Dave Morris brought together a range of talented European jumpers. The week was billed as 'good quality relaxed skydives, demo jumps onto the beaches and parties in the evenings'

Eurotrash

Dave's group turned out to be exactly 16 in number and included the current 16-way European Champion, Jeff Ronzevalle. What do you do with a hand-picked 16-way team and the offer of free coaching at this level? Understandably, we chose to make the most of it and started working on dives from the 16-way dive pool rather than boogie dives. We were treated to two organisers for the price of one – and Dave magnanimously handed over the reins at times to Jeff – who knows a thing or two about 16-way! Jeff taught us just how much fun, and how many bruises, can be made, flying a 16-way launch from his Casa. The group worked well and we managed a 6 point dive and a 12 second first point – watch out, *Eurotrash* are on the scene! ➡

" This was the trip of the year for me, we had a great team who knew how to skydive and party "

Dave Morris



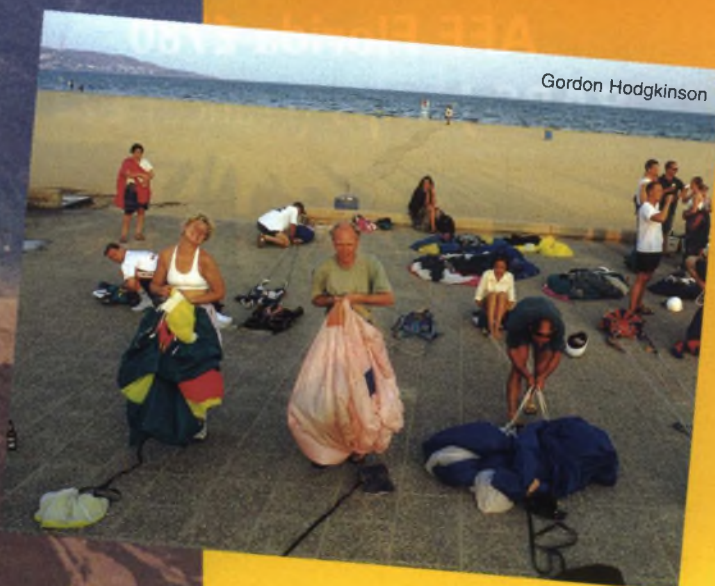
Milko



Milko



Milko



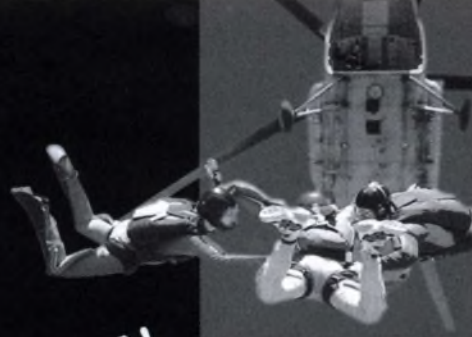
Gordon Hodgkinson

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Richie's group

Richie's approach to the week was epitomised by his phrases 'Easy life' and 'Who gives a s..t?'. His group varied in number from 18 to 24 – with usually the same core 14 on every dive. The dives varied in complexity but the debriefs were always light and fun. The group revelled in the holiday atmosphere whilst enjoying the good quality of skydives you'd expect from an invited group.

Members of Richie's group said he was 'manic' at times; swinging from the float rail and throwing water into the slipstream. On one jump he even had the whole group dirt-diving in the Casa, including turning 5-way pieces through 360 degrees – all whilst the aircraft was climbing to altitude!

As the group's number varied from jump to jump it was easy for individuals to sit out the odd dive to have an early shower, a longer siesta or even to clear a hangover (Henry!). Despite the relaxed nature of the group they did some fantastic skydives.

Demo landings

The first demo landing that Richie had arranged was into a tiny bay around the headland to the north of Empuriabrava. This beach was fairly small with steep hills on two sides, and a restaurant and the Med on the other two sides – there was no room for error! Richie and Dave checked out the demo site a few days early and everyone watched the video to make their own decision whether to go for it or not. About two thirds of the group went for the jump – with the remainder plus the non-jumping members of the party enjoying a boat trip around the headland.

The demo briefing was thorough; the final element was 'If you've really screwed up – consider heading for the water!'. The jump was awesome – flying the approach into the bay beneath the hilltops, and

making the final right turn onto the beach over the heads of about 100 children who were cheering at full volume. One by one everyone landed on the beach – and joined the kids in yahoing loudly. The jump was fantastic and thanks go especially to Julie Woodrow for the putting on an extra special show for the kids – Julie took the final briefing advice and splashed down in the Med a few feet from the beach! After a night of sangria, tapas, paella and endless beer, we had a starlit boat trip back across the bay.

"The trip back proved to be the highlight of the week when the captain of the boat took pride in showing us his skills with this large craft and some of the sites. Using the spotlight he would creep towards a cave and gently poke the nose of his vessel into the cave which was only just large enough. The people on the roof could touch the rock formations by just reaching out a little!"

Dave Morris

The following night we jumped onto the beach at Empuriabrava. This was altogether a more relaxed affair. A whole load of the group did a bit of sit-fly, Dave's group built a star around Karen Baggaley's tandem and Richie's group built a nice 18-way star with everyone in shorts and t-shirts. We then spent the rest of the evening enjoying free beer at Gaby Meis' Oasis restaurant. There was a band booked, but it didn't take long till Bruno and Dave had grabbed the instruments and entertained us themselves. (See pics on previous page)

On the final night we were due to jump beside a massive lake up in the mountains. Unfortunately the weather didn't want to play, so we travelled to the lakeside restaurant by coach. The lake had been formed back in the fifties by damming the river and it was still possible to see some of the submerged villages. The evening was great fun, despite not jumping. We saw the premiere of the *Brit100* video and drank champagne supplied by Dave and Maggie to celebrate their first wedding anniversary.

Near misses

The only injury of the week was a sprained ankle, but there were a couple of near misses (should that be near-hits?). Firstly, Liz Groucott successfully dealt with a low canopy collision with a cutaway and 'just in time' reserve deployment – well done Liz. Secondly Dave Dawes found himself having a close-up look at a tandem under a fully deployed canopy as he tracked away from a formation – the tandem had jumped on a previous lift.

Next Year

Thanks to everyone involved in organising the week – and especially Dave, Richie, Jeff, Monsie and Karen. Want an awesome skydiving holiday next year? Then get yourself an invite.

Keep checking Dave's website for up-to-date details:
www.daleside2.demon.co.uk

Gordon Hodgkinson

Sweet Sixteen



Andy Guy by Karen Baggaley



Gordon Hodgkinson by Karen Baggaley



Julie Woodrow by John Baggaley

"If you've really screwed up, consider heading for the water!"



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WP

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Main picture: Gary Marshall landing at Langar, captured by Clloyd

52 skydive
December 99

Drop Zone Focus

British Parachute Schools, Langar

View from the inside

Owner/Operator: Pathcircle Ltd t/as British Parachute Schools

Staff:

CCI: Dave Hickling

Instructors: Dave Morris, Tony Danbury,

Chris Harrison, Rich Wheatley, 'Milko' Hodgkinson, 'Chuckles' Coates, Dave Lidster, Chris McCann, Nick Everett, Dean Fisher, Gary Marshall, Ray Armstrong, Vaughan Morgan-Jones, Joey Willoughby, Phill Allen

Pilots: Angela Hickling (Chief Pilot), Leonid Sukhovskiy, Barry Goodwin, Keith Johnson, Paul Lewis, Gary Marshall

Aircraft: Pilatus Porter (9 place (or 10 small ones)), LET 410 (18), Cessna 206 (5), 2nd large turbine planned for 2000!

Altitude restrictions: None, normally 12,000-13,000 feet

First Jump Courses: Static line squares, AFF, tandem

Jump Prices: £16 to max altitude (£15.20 x 10 tickets!)

Load Organising/Coaching: Free load organising (Steve 'Stealth' Elvy, Milko, Dave Morris and others) WARP at just slot prices, freely and skysurf encouraged, plenty of highly skilled coaches and video people. Large formation weekends and CF coaching weekends take place during summer season.

Businesses located on DZ: David Morris Action Sports (AFF) Curtis Rigging for equipment servicing and sales Riggers always on site, fully equipped rigging room

Planned Events: Boogie 2000

1-9 July. Extra aircraft and parties!

Special attractions: Turbine Aircraft for experienced loads, Freely and Skysurf tuition available, Chuckles' Bar as late as you can stand it! (or as late as you can stand up - Ed).

Canteen: Fully refurbished canteen and kitchen with hot food.

Evening Grub/Bar: Evening meals in canteen, bar on DZ, large number of pleasant pubs and restaurants within 5 mile radius. Takeaways delivered to DZ.

Scenery and other local attractions: We're in the Vale of Belvoir (pronounced (nice) Beaver!), Belvoir Castle, 5 miles, Nottingham City with all facilities 12 miles. You can see the Wash on a clear day, and the Derbyshire hills too.

Other information: Ongoing refurbishment programme includes bunk house for 2000. UK's busiest Drop Zone (BPA statistics for 1998). No other aviation businesses on our 400 acre site. Just a nice place to jump. Open seven days, all year round (except Christmas Day).

View from the outside

What a great fleet of aircraft. And this DZ really uses them; if they can fly, they will do. It's refreshing to find a CCI who's been around for so many years and is still mad to jump. His wife Angie is chief pilot so Langar is a real family business.

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Aircraft: Islander, Cessna 206, Turbulet (summer)

LO FS FF WP

16 PETERLEE PARACHUTE CENTRE

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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

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FS WP

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LO FS CF WP

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LO FS FF WP

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www.tilstock.demon.co.uk

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Aircraft: 2 x Cessna 206

LO FS CF AC WP

21 UK PARACHUTING

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ukps@keme.co.uk www.keme.co.uk/~ukps/

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First Jump Courses: squares, tandem

Aircraft: PA-32 (available for weekend displays)

FS CF WP

22 WILD GESE SKYDIVE CENTRE

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parachute@wildgeese.demon.co.uk

www.wildgeese.demon.co.uk

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CF WP

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Club News

Sue Findlay by
Grant Hetherington

Wild Geese Go... Oops Upside Ya Head!

We managed to make the best of the bad weather and some of the lads tried hoop jumps. 'Softhands' held the hoop with Stevie and Fergie (I'm sure he wore red boots for a bet) in the glory slots.

Happenings

On a solemn note CCI Maggie broke a fingernail. Those who know Maggie will realise the severity of this – all jumping HAD to cease. At 11am Sunday, the Rt Rev Mick Gook held a funeral service, with jumpers and puzzled tandem students in attendance.

A fond farewell to Caravan pilot, Gerhard, who's returned to Germany. Mike Groarke from Montana is working in Ireland and jumping with us. His wife Linda has recently taken part in the ladies World Record in America. Ann-Marie and Carmen from the Skycentre held a disco to raise money for a local charity.

Club Trip – Empuriabrava
6-13 February. All Welcome.

ACHIEVEMENTS

1st freefall: Chris Quinn,
Freddy McKenzie
David Ferguson,
Ronnie Smith,
Joanne Meredith,
Jim Hunter

FS1:

John McCourt



Pics: John McCourt



Ravin' RAFSPA

We ended the season in style!! The party was a riot with music provided by *Purple Tuesday* (Rory Leggot, Kev Goode, Chris Hollis, Randal Paul, John from Sibson) and the entertainment provided by the crowd! The band encouraged audience participation with talent from the sublime to the ridiculous. John Saunders definitely won the girls' votes with his rendition of the 'Full Monty' delivered with great style! (*Where's the pic – Ed?*)

Congrats also to the following people, all of whom qualified through the AFF school:
Russell Murphy, Paul Cockton, Derren Bush, Keith Misson, Sergio Miller, Paul Godard, Sam Glover, Trefor Hughes, Ashley Booth, Tobin Gordon, Hamish Bradwell

We are very proud of *Junction9* and *VMax*!

SO LONG SAUNDERS

John Saunders, our CCI, is leaving. John has been proactive in many areas, not least in the procurement of the LET, which has gone a long way to calming some of the noise complaints from the locals. We look forward to seeing him for some fun jumping – sincere thanks John, from all at RAFSPA.



Chris Clements

Congratulations to Brian Mason on his 4,000th jump, a 16-way. The third point was to build an airborne 4,000 (each 0 was a 4-way donut, etc). Brian rashly said if it worked, he'd pay for everyone on the load. It did! Brian paid up and bought the beers too – even for two videomen who failed to take even one still of his most expensive jump.

Bev Ford

Hibble Nibbles

It's that time of year when skydiving in Britain has about as much cred as the Jamaican bob sleigh team.

Not all bad weather though, we managed to squeeze in a few rounds of the annual speed ten at the end of October. Five teams registered, including last years winners, *Horny Little Devils*, a women only team, fronted by *ANGELS* captain, Sarah Walker.

Other teams were made up from local jumpers with the exception of the *North London Fire Brigade*. Fantastic speed exit technique – watching them all slide down the strut, one at a time!

The meet was won by Baldrick's team of merry men, *Speedway Ten*. Saturday night was Halloween; wigs, make up, crazy noses, capes, horns and far too much vodka and red bull meant Sunday morning's first lift was a dirty mess for *Speedway Ten*. Baldrick was running round, dragging his team outta bed, into showers and into rigs and onto the plane. It all got too much for poor Dave Coverdale, who lost his innermost thoughts all over the landing area.

In the middle of all this madness, Kai Sherwood from Leeds Uni managed to do his big 100th and Baldrick did his 400th tandem, with the *Angels* docking on him to make a 6-way. His student was so overcome by it all that she lost her innermost thoughts all over the landing area as well!

Not long now to the big one, most of us are off down to Empuria... Hope to see ya there.

Regan Tetlow

Langar Linkage



Pics: Tony Danbury

In October we had Pete & Marcus's 10th Survival Anniversary party. The original event happened in October '89, when Pete Knight and Marcus Beck achieved very efficient leg-locks during a CRW downplane. So efficient that they couldn't unlock them and had to land the thing. Fate chose one of our concrete runways as a landing site, so they weren't in the best physical condition for a few months. Anyway, they're still here, and two of our best jumpers. Jo Knight arranged the music: her friends *Never the Bride* (who played with Roger Daltrey et al at the Albert Hall earlier this year) did an awesome job in the bar at Langar, too!

We had the biggest firework display and fire we've ever arranged on Bonfire Night – we even eclipsed the local village event. Thanks to all who contributed fireworks, and to the local businesses who supplied all the wood – nice one, people!

Chuckles will be opening the bar on New Year's Eve and you're welcome to join him. He's even promised not to put his prices up.

The girls on the 'T&B (don't ask) Entertainments' team are organising a big do for 29 January. Tickets need to be booked in advance, just £18.50 including a choice of menu. *Never the Bride* are interrupting their international



travels to join us (seriously!) so it's set to be the event of the new Century. Get your tickets from Helen Sanders, Jill Riley, Martine Howland, Sally Beck or Leigh Woods at Langar.

THIS ISSUE'S ACHIEVEMENTS LIST:

1st freefall: Marius Calapaci, Michael Outen (and he's just done unstable with backloops as I write),
Category 8: Rich Batten, Louise Roberts

Notable jumps numbers:

Chris Bryant (100), Martin Score (200), Chris 'Switch the fuel pump on' Davis and Tim 'Cheezi' Skilton (300), Keith Riley (400), Dave 'PD' Grzeskowiak (500), Chris McCann (600), Dave Lidster (1,000)

Don't forget: Langar is open every day of the year ('cept Christmas Day) so come and jump. We've got the Porter on line all Winter, it gets you up there fast, and it's nice and warm inside.

And finally: the aircraft rumours you've been hearing are probably true!

Tony Danbury

Sad News at Strathallan

Jim Connell

All the club members were shocked and saddened by the death of our friend Jim Connell. Jim was a cool sit flyer and all round nice guy.

Jim died suddenly at home on 4 November. He was husband of Morag and father of Jennifer. Jim was an active member of Strathallan and also frequently jumped abroad. A quiet and determined man, he was respected and well liked. We find his passing painful to accept and he will be sadly missed.

Keiran Brady



Laura Bremner and Audrey Hynde grinning at Jim!

OTHER NEWS

The recent SSPA Halloween ceilidh was a blast with Andy Bremner (who?) taking first prize in the fancy dress as 'Darth Milne'.

Thanks to Alan Wilkinson's efforts, we now have materials for a complete shower block (currently under construction). No more smelly Sundays!

Dosh

Anne Johnson and her SSPA crew have secured another hefty grant for developing the National Centre for Skydiving from Sport Scotland.

RUMOUR ALERT!

A (fast) twin turbine will be at Strathallan from April 2000 for the summer. (This is true. Yeeha!) Sightings of the much missed Bill Service gracing the DZ are confirmed (come back Bill!)

CONGRATULATIONS!

1st freefall: Mike Dewar, Paul Likoudis, Julie Terry
FS1, IC1, 500 jumps: Duncan Cockburn

Pete Allan

Nice Beaver!

Headcorn will be using a Turbine Beaver through the winter (takes nine jumpers to max in 12 mins). The Black Beaver (no jokes please – sorry, couldn't resist it – Ed) will be here till the end of Feb when the Let 410 returns. Also Headcorn have now stopped training students on rounds.

CONGRATULATIONS

Cat 8: Andy White, Dimitri Diki, Stuart Morris, Neil Biscoe (in 7yrs, 92 jumps), Ian Richardson, Ian Summers, Steve Emery, Brett Jones, Terry Leigh

Cat 10: Jacqui Pickett, Billie Riggs, Baz Smith, Rod Hill
1st freefall: Brett Bennett-Smith, Chris Pillings, Andy Parker, Drakos, Ivan Mulitnovich, Dan Stothart, Katrina Mulitnovich, Steve Gordon, Daniella Burani, Jim Leighton-Woodruff
200 jumps: Chris Carroll
300 jumps: Vicki Tomlinson, Paul Stockwell
400 jumps: Michelle Pollard, Andy Wright
3,000 jumps: Ken Gregory

Colin May



Ken, Mick, Billie, Rez, Neil, Tracey, Jacqui, Baz Dave, Richard preparing to take the plunge into Bewl Water

ARNHEM 55 YEARS ON

55 years ago 10,000 military personnel used parachutes to go to war. Only 2,400 returned. On 17 September this year, 15 of the original men parachuted onto Gikelse Heath, near Arnhem, Holland; 11 tandem and five static line, the youngest was 74 and the eldest 85. The average age of each tandem pair was 112!

On board the DC3, I was amazed by the courage of these war veterans; they joked, talked of the first time they landed on the heath, of the bullets flying, the bombs exploding, and their lost comrades. On opening we were greeted by tens of thousands of Dutch people shouting and cheering these amazing old fellows who have commemorated the battle of Arnhem by jumping here for the last five years. It was definitely going to be the last time but afterwards they said "Well, it is the millennium next year, maybe just once more!"

Static Liners: Les Lockett, Bernard Murphy, Norman Poole, Tom Smithson and Gus Woods

Tandems: George Cross (one leg), Les Fratter, Harry Herbert, Tom Hicks, Bill Kimpton, Jimmy Little, Ron Pearce, Ted Haw, Ray Sheriff (blind).



Videomen:

Ginge Farrar, Tom Hapland, Mickey Doyle, Alan Wright and two Pathfinders.

Contributors

Anita Von-Lugine, Ken Townsend, Paula Blake, Dave Corbel and Michael Allum.

Instructors and tandem masters:

Robert Blake, Bill Sharp, Mac MacLennan, Brad Reader, Steve Blee, Roger Shapland, Mick Danby, Mark Bayada, Ian Marshall, Dick Kalinski.

Michael Allum



The Halloween celebrations went down a storm; regulars were amazed to see that Jeff James had finally traded in his toga for something altogether more....er....original?

CONGRATULATIONS:

Jonno Horne – for getting a job

The Allman family – the arrival of Thomas to complete the 4-way

New Aircraft at Nethers

Punters past and present will be interested (relieved?) to hear that the 'bin liner' (Skyliner) is being replaced. A brand spanking new Cessna Grand Caravan 208B is on order, and should be delivered early in the new year.



Kath Salisbury

The Sad Loss of a Friend Mark Rodwell

On Tuesday 15 November 1999, we lost a very talented skydiver when Mark Rodwell lost his battle against cancer. Mark was a dear friend to many, and was well known throughout the world after representing Great Britain at two World FS Meets in 1989 and 1995. He was a very unassuming person who did not brag about his ability; he just let his skydiving do the talking and, believe me, it spoke volumes.

Our thoughts go out to Mark's wife Sue and to the rest of his family, who were a great source of strength throughout his ordeal.



On a lighter note, Mark will be remembered not only for his skydiving skills, but his ability party with the best. During his time at Netheravon, other jumpers had a bar stool specially made complete with seat belt, to stop him falling off in the middle of a session... now that's what I call committed! Mark will be sadly missed by all.

Tim Homer

Hinton Hots Up!

The Turbolet with door and heater will be with us until Christmas. We will have Weston's Islander (also with door and heating) until 1 March when the Let returns.

During the winter months, Hinton will be undergoing yet another facelift thanks to Steve and Graham. Ben, the gorgeous pilot, has just started AFF, girls please form an orderly queue for 2-ways.

CLUB HIGH FLYERS

Cat 8

Caroline White,
Graham Meggison,
Leonie Needham,
Phil Lovell,

Gordon 'Geezer' Brown.

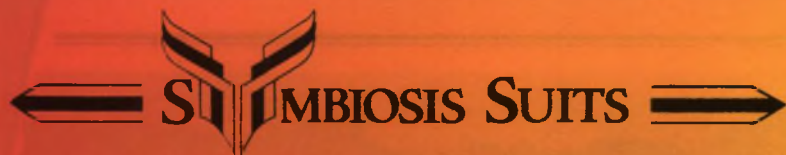
Cat 10

Mark Johnson,
Tim Carter,
Lindsey Almond

BIG CONGRATS

Biff and Clive recently picked up gold and silver at the Southern Regionals for their CRW work, not bad as they've only been together this year!

Rachel Gray



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Congratulations to
 Sacha, Kate, Brian, Sarah
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 4-way event in Australia

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*Apologies to Mike McGowan for missing his credit off
 his excellent shot of Vice Versa in our last ad
 Thanks to Bob Spratley for this one*



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Jason Farrant



Devon & Somerset Parachute School, Dunkeswell

Having been very pleased with a successful summer season, with 4,500 descents to date, beating last year, we now remember what it is like to skydive in the UK. When the wind has not been blowing a gale, the cloud has been on the ground. The airfield management has replaced the faded and dilapidated windsock so we now have an even more brilliant view of the force of the wind!

Club members are still turning up in force each weekend and going for it when possible and clocking up the numbers in logbooks. We had a great night on the 16 October when we did 3 night jump loads. A beautiful, though chilly evening.

The Cessna 206 took its biannual trip over to Jersey to give the islanders a taste of the high life. There were a total of 28 tandem descents by our three instructors, many of the passengers having videos by our own Jason (sex on legs) Farrant. Our guys were able to dig out their shorts and T-shirts between dives and show the locals what glorious physiques had been hiding under their jump suits.

Our season ended on 11 December with a bash at the Aeroclub. The theme is the Rocky Horror Show so you can see the photos afterwards. The new season starts 5 February 2000. Many members will be spending the Christmas break at Deland in Florida, with a splinter group going to Empuriabrava.

Alison Harkins

Sibson Sarnie Saga

It's all change at Birdland Bar from 1 December.

After many years of providing excellent food and service (and alcohol) Fee and Wingy are moving on. We had a great party night to send them on their way (thanks for all the free drinks guys). We wish them the best of luck in the future.

Pete Male and Jake take over and are kicking off with a Christmas Party on 18 December, followed by a fancy dress party on New Year's Eve.

CONGRATULATIONS TO THE FOLLOWING ACHIEVERS

FS1: Michael Tighe, Kevin Woodrow

50 jumps: Giles Owen
100 jumps: Jon Whymark

Cornelia Waymouth

Peterlee's Progress

Still no door on the Cessna – watch this space, however, we still have the Islander.

Seven AFF students successfully completed their course. Thanks to Aide Green, Phil Curtis, Dave Mitchell and Ian Rosensinge.

We also had a successful FS weekend organised by Aide Green (he is available for coaching, AFF, FS etc)

Special Congrats

Alan Thompson, who is profoundly deaf and an AFF student, was successful at every level. Aide Green did the first day's ground school with information being signed to Alan by Eric Hall.

Alex Smith has progressed though the system; first freefall, cat 8, IC1.



Alan (right) with Aide

So Long

Dave Storey, accomplished videoman and display jumper, has hung up his parachute to concentrate on his other passion (apart from Sharon), of photography.

And Finally

Apologies to Richard Probert who was inadvertently called Ian Probert in the last Peterlee News.

Eric Hall

Did you know...?

Eaglescott has closed

Club Reps

BORDER	Katherine Andrewes skydivenorth@aol.com
BRITISH SKYSPORTS	Lynne Johnston 01262 677 367
BLACK KNIGHTS	Valerie McDonagh val@bkpc.demon.co.uk
CYPRUS	Paul Moore paul.moore5@virgin.net
DEVON & SOMERSET	Alison Harkins alison@rhdesign.co.uk
HEADCORN	Colin May skydive@headcorn.u-net.com
HINTON	Rachel Grey free2b@rg70.freemove.co.uk
LANGAR	Tony Danbury bpsianga@aol.com
MERLIN	Mike Jeng Mikejeng@aol.com
NETHERAVON	Kath Salisbury skydivesis@aol.com
N LONDON	Richard Johnson gravaddel@aol.com
NORTH WEST	Doug Summers dms37808@GlaxoWellcome.co.uk
PARAGON SKYDIVING	Linda Ross blllcurri@aol.com
PETERBOROUGH	Cornelia Waymouth LillaW@smithz.clara.co.uk
PETERLEE	Eric Hall blue@track.freemove.co.uk
RAPA	Jim Scarratt jsarratt@compuserve.com
SERVICES PC	Simon Harlett sharlett@curranbun.com
SILVER STARS	Richard Olpin richard.olpin@tmc.u-net.com
STRATHALLAN	Pete Allan peterallan@hotmail.com
TARGET SKYSPORTS	Regan Tetlow regan.tetlow@virgin.net
TILSTOCK	Colin Fitzmaurice colin@tilstock.demon.co.uk
WESTON	Bev Ford Bev@oxford.co.uk
WILD GEESSE	John McCourt skydive@jmccourt.freemove.co.uk

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

Off with the Old – On with the new New CCI et Services PC

We are moving the centre from its present location to the 'control tower', which upon completion will provide us with an excellent facility. We hope to have completed the move by early Jan 2000 and a big re-opening party is planned

FAREWELLS & WELCOMES

We say a sad farewell to CCI Geordie Page who leaves on posting to Germany (RAPA be warned!), all the best and come back and see us soon.

Taff Davis is about to arrive as CCI, welcome and let's hope you enjoy your stint in NI. Also, we welcome Ian Cessford who arrived to fill a vacant junior staff slot.

QUOTE OF THE MONTH: Shane McFadden: "Dog, what is

the correct run-in and exit point?" Dog Halls: "Run in across the airfield and exit over the prominent puddle!!"

ACHIEVEMENTS

500 jumps: Jeff Hughes
200 jumps: Sy Harlett
1st freefall: Carl Blakemore

Woody about to exit on his first jump from 3,500ft

Sy Harlett



British Skysports Deal of the Century

Tickets on sale at £2, give five lucky winners the chance of midnight slots on New Year's Eve. 8pm 'thru to 3am, 1 January.
Briefing at 5pm, 31 December.

Food, fireworks – party all night.
All welcome!

The new clubhouse facilities should be ready for the New Year.

Steve Watts has now recovered and is back jumping after his accident during his charity cycle.

ACHIEVEMENTS

50 jumps

Tracy Bartley, Cat Swift

100 jumps

Sarah Bartley

THEY'RE ENGAGED!

Best wishes to

Tracy Bartley and

Andy Pollitt

Lynne Johnston

Don's Moved On

I would like to say farewell to an old friend, partner, mentor and probably the basis for parachuting and its introduction to Cyprus as a sport!



This is **not** an obituary, simply recognition of Don's retirement

Don was a member of the first British parachute team. In the early 60's, freefall parachuting was imported into the UK as a sport by airborne soldiers who were jumping out of anything, anywhere they could. There were no rules and no control. In 1964 the Adjutant General became so concerned that he directed the Army to take control of the activities, or stop them. Don was tasked by his CO, Lt Col 'Dare' Wilson to establish the APA at Netheravon, qualify instructors, run courses, take control and encourage the sport.



Noya Ritter relaxing on a sunset load over Israel. Not surprising she's smiling, they still have fantastic weather now (while we're all freezing) and there's a wind tunnel just down the road

With a small grant he bought B4 harnesses and C9 canopies from the USA. He somehow got Rothmans to sponsor the APA in the form of a Rapide aircraft. He also had a great deal to do with the provision of a Rapide for the Red Devils and RAPA via Rothmans who went on to give the APA two more.

Don was a hard task master (he taught me well). We were up before dawn and worked until way after dark right through the season. He quickly produced the largest and most active parachute centre in the UK. He organised an aircraft maintenance set-up and serviced RAPA's aircraft too.

He had us completely re-fabric a Tiger Moth and then bought the Jackaroo from Thruxton which he had us re-work. Once flying it was a jumpship and he used it to learn to fly. The Red Devils crashed theirs at Netheravon, Don bought the remains from the insurers, we rebuilt it, making the APA fleet up to three.

He then turned his attention to Cyprus. Don took charge of Cyprus Parachute Centre and employed

me. He bought a Cessna during our second year and flew it himself. We crashed it - the remains went back and the insurance money provided us with another.

In 1972 Don finally convinced the Army to form and establish the Joint Service Centres we know today. He was awarded the MBE, I guess in '69, and was the first commandant of JSPC.

Don retired after ten years and disappeared. Some years after, I discovered that he had a place in Cyprus. I encouraged him to get involved again. So, he worked for me in Cyprus as a rigger and manifestor, mind you at times I wasn't quite sure who worked for who! The centre in Cyprus has been totally rebuilt over the last three years and most of it has been down to Don's advice, help and experience.

Don, you have been a tremendous ambassador for the sport. Please accept our thanks and may you and Pat enjoy the retirement you so richly deserve.

WO B McGill

SKYDIVE ARIZONA

Come for the sun - stay for the fun!

Y2K Boogie - December 24 - January 2

You don't want to miss this one! \$20 registration, \$1 per 1000 feet, sunset formation loads, beer nightly, organizers, midnight Y2K DC-3 jump, surprise day.

Freefly Money Meet - Jan 28 - 30

Testing the new IPC rules!

Valentine's Money Meet - Feb. 12 & 13

4-Way & 8-Way Competition

Airspeed Skills Camp - Feb 26 - Mar 5

Learn from the masters! 8 day camp, six jumps per day, one rest day. Contact Airspeed for more details: dan@airspeed.org or jack@airspeed.org

South of the Border Boogie - Mar 15 - 20

World class organizing at the fabulous San Carlos Plaza Hotel in Sonora, Mexico. Slots are limited! Contact George Jicha at gjicha@primenet.com.

Turbine Madness - May 27 & 28

\$10 boogie fee, \$11 jumps all weekend!

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photo by Stein

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MEETS 2000 – Provisional Dates
 24 April - 8 May Cyprus Gathering
 27-29 April Cyprus Meet
 01-02 July Bridlington
 19-20 August Wild Geese
 7-8 October Hinton

We're still working on the Cyprus trip, if you are interested in going for one or two weeks, please let me or Michael Allum know ASAP.

AGM MEET

As there have been few volunteers to take over as Hon Sec/Treasurer, I'm going to propose at our AGM meeting that the length of office is reduced to two years. Please make the effort to attend.

2,000 JUMPS: Congratulations to Lenny Mobbs

NEW MEMBERS: Gordon Denney, Mick Gook, Bryan Shawcross, Raymond Skipper

Sue Hill
Treasurer / Hon Sec

TEX BANWELL

On 16 September, the ashes of Tex Banwell, Pops 236, were laid to rest in a moving ceremony at the Airborne Cemetery in Oosterbeek, Holland. Tex was one of the original 10,000 paras dropped onto the Ginkelse Heath near Arnhem 55 years ago. In 1994, he was part of the bulk tandem memorial jump onto the heath. Ill health prevented him from jumping last year, but he still attended. The moving ceremony included standard bearers of the Parachute Regiment and top brass from the various Armed Forces and ended with the haunting sound of a lone trumpeter playing the Last Post.

Michael Allum
michael@thepops.com

Rockin' all over the world!



Pics: Dick Barton

Every two years the WORLD POPS organisation puts on its unique boogie for the oldest and boldest. This year's venue was Chilliwack in beautiful British Columbia, Canada. Our host, Fraser Valley Skydiving Centre, was situated in a long valley, with magnificent snow-capped mountains on either side.

Over 300 jumpers and partners made the trek from the far flung corners of the POPS world with groups from Germany, Switzerland, Denmark, France, Australia, New Zealand, USA, Canada and UK.

Our hosts were up to date on devolution as they treated England and Scotland as separate countries!

Many people turned up days early so, with three Cessnas, two Super Otters and some great weather at hand, much renewing of friendships and rivalries went on.

Standing in the sport ranged from 40 jumps at 40 to real legends with 10,000+ jumps under their belts. The 4-way scrambles got under way with 32 teams. Each team consisted of one 'expert', one 'non-expert' and two other random selections. Some teams were far better equipped than others but all teams threw themselves into a frenzy of dirt-diving and technical speak about launches, grips, breaks, formations etc.

Some teams were better than others in transposing this practice to actuality! The winning team, made up completely of Americans, scored 7 points and 6 points on the two rounds and the second team totalled 10 (also American).

Accuracy (serious stuff) came next over a period of two days. At one time the wind managed to swing two 180 degree changes in less than an hour! It was an interesting competition with spectators oohing and

aahing quite regularly. The outcome was a well-earned retention of his number one position, with Jeff Chandler scoring 4cms over 5 rounds. The Canadians took second and third places. Margins between positions were minimal and the Brits did well.

The Awards Banquet was a grand affair with about 350 people, Fraser Valley really did us proud. Dress varied from white tuxedo to T-shirt, huggers and trainers – and that was just the women!



Jeff Chandler and Judge Rick Smith

Hit 'n Rock

On the final morning, the sorry survivors gathered at the DZ. for the weather-postponed Hit 'n Rock. Our best performer was Glenn Stephenson, who with his time of 6.54 secs was placed in 6th place.

The winner was the Swiss Top Pop, Theo Fritschy, with an incredible time of 5.2 sec, not bad when you consider Theo's on the wrong side of 65. If you young guys aren't impressed with that, I suggest that you give it a try. The best all-round competitor was awarded to Tom Zukowski from USA.

I will always remember the hospitality displayed to us, not only our host parachute centre but also the City Council which hosted a welcome salmon barbecue, preceded by a parade through the city centre, led by a piper and two Mounties in full regalia. An excessive amount of police cars and motor bike outriders, complete with flashing lights were our escorts. Local retailers offered discount vouchers and the Meet was publicised on the local radio and TV networks.

The next World Pops meeting will be in two years time. Venue as yet unknown. Wherever it turns out to be I am sure the same standards of fun, dedication, skill and friendliness will still abound.

Dick Barton UK Pop 517

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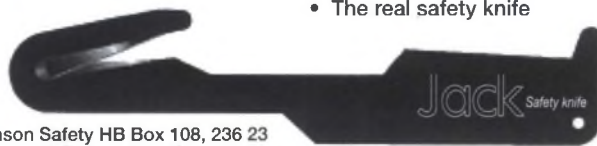
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Diary Dates

Email your event to
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by 12 January (latest) for
inclusion in the February issue

DECEMBER

18-Jan 2 Christmas Boogie
31st - Millennium jumps. Skydive City, Florida.
Tel: 001 813 783 9399 www.skydivcity.com

18-Jan 2 Christmas Boogie
Empuriabrava, Spain. Tel: 0034 972 450 111
Fax: 0034 972 450 749 Email cpcb@gna.es

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 (514) 344 1818
Email trvl@email.com

23-Jan 2 Christmas Boogie
Skydive Daytona, Florida. Tel: 001 904 437 4547
www.skydivedaytona.com

24-Jan 2 Y2K Boogie
Skydive Arizona, Eloy. Tel: 001 520 466 3753
www.skydiveaz.com

24-Jan 2 Christmas Boogie
Train in Spain. Tel: 0034 953 125 233
Email trainis@aol.com www.train-in-spain.com

27-Jan 3 Millenium 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

31-Jan 1 Millenium Jumps
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001 904 437 4547 www.skydivedaytona.com

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22 BPA AGM
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FEBRUARY 2000

10 BPA STC Meeting
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Email skydive@bpa.org.uk

10-20 St Valentine & Dominican Air Force Boogie
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Tel (514) 344 1818
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12-14 Valentine Boogie
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22 BPA Council Meeting
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POPS

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Puzzle Solutions

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Across: 2. Ex Para, 5. AFF, 8. Exotic, 9. Ripcord, 10. Locate, 12. Clear, 13. Sleeve, 15. Super, 16. Radar, 18. Suede, 19. Score, 20. Drogue, 23. Bale Out, 25. Martin, 26. Elf, 27. Porter

Down: 1. Omega, 2. Ewok, 3. Anchor, 4. Aerials, 5. Asp, 6. Floater, 7. Red Freds, 10. Landed, 11. Espace, 14. Unstable, 16. Revolve, 17. Rooftop, 19. Summer, 21. Lines, 22. Star, 24. Off

OOPS!

Last issue's crossword solutions:
18 down should have read Odin not Odon, sorry! - Ed

DINGBATS

Back-to-back Lift, Half Brakes

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THOMAS

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F A X : + 4 4 (0) 1 2 6 2 6 0 2 0 6 3
M O B I L E : 0 3 8 5 9 9 4 9 3 1

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