

skydive

The Mag

April 2000

Viviane's Volcano
the perfect surf

On The Edge
turn faster than ever

BIGGER
Than Ever!
76 pages



The British Parachute
Association Magazine

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Freefly Circus members Olav Zipser, Stefania Martinengo, Filippo 'Ippo' Fabbi and Mike Swanson, with Max Cohn, Francisco Nari and Dave Padyjasek flock over Skydive America. Photo By Steve Utter.

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Biggest and Bestest Ever!
I am very proud to bring you the biggest ever BPA Mag - 76 action-packed pages! This is only possible as Warners Group have sold 27 advertising pages. So you, the reader, have 49 editorial pages - not bad when three years ago the whole Mag only had 56. This Mag is the right size to cater for the many varied aspects of the sport. It should be as diverse as its readership; we do not expect everyone to like everything! But we would like to think there is something in each Mag for everyone, easier to achieve with more pages.

I am often asked if I am struggling to fill the Mag. Never! I always have too many articles for not enough pages. Something has to give, someone has to be disappointed. Sorry if sometimes that is you. The solution is more pages; that's one reason we moved to Warners, to gain advertising revenue to make your Mag bigger. It's happening!

I have heard criticisms that the Mag is 'full of cool n' groovies'. Who are these people? I didn't know they filled the Mag, I thought we focussed on events; Nationals, World Meets, Records, I thought we catered for the grass roots skydiver with more 'how-to' articles than ever. I thought Club News was giving everyone the opportunity to be involved. I thought the Mag was for everyone.

Balance between disciplines, preferences and locations is something we strive for. Of course we have to cover the National and International events in four different disciplines. The top end of the sport is aspirational; to strive for excellence in whatever you do is a great maxim. But we also include great shots from all levels of jumping. It's far more important that a photo is of great quality and says something about the sport than who is featured.

We'd like you to send your photos in; everyone, not just cameraflyers. Guidelines are on page 66. We especially want:

- student shots - static line, early freefall, landings
- front covers - send A4 print or transparency
- fun, people-oriented atmosphere shots, get snapping, catch that vibe!

This will help us improve Club News, our next area of focus, and to build an image bank for future use. We're using more photos than ever - backgrounds, sidebars, cut-outs, ensure you're featured.

And as far as so-called 'cool n' groovies' go, that's more likely to be your perception of others than how they think of themselves. Every top level skydiver I have ever met has been more than happy to jump with anyone, talk to anyone and share their knowledge. I remember a time when I thought of some people as aloof skygods with inflated ideas of their own status. Many of these jumpers are now close friends because, in time, I realised the whole problem was in my attitude, not in theirs.

Lesley

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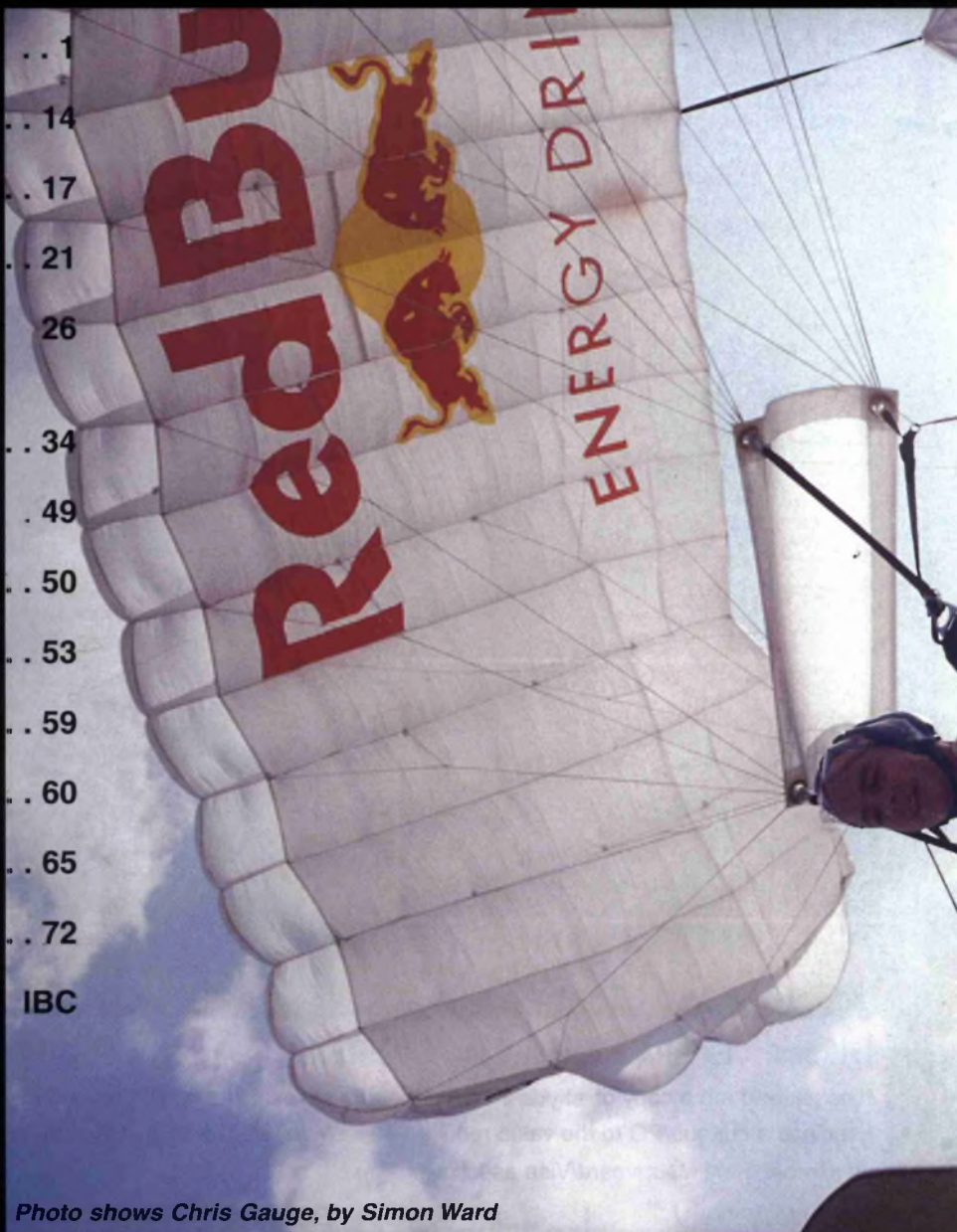


Photo shows Chris Gauge, by Simon Ward

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

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

SUPPORTED BY



Front Cover

Taken by John McCourt over Empuriabrava, is of Stephen Robinson sit-flying, *nice one!*

Stephen lost his leg in a motorcycle accident. He did his first jump on 15 August 1998, gained his Cat 8 in July 1999 on jump 34 and had 74 jumps when we went to press.

"I get drunk quicker than most because the alcohol has less distance to travel!"
Stephen Robinson

skydive

The Mag

features

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How to skydive *faster*



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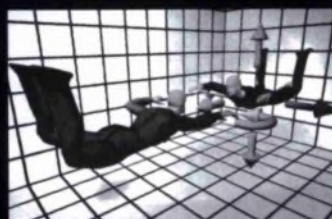


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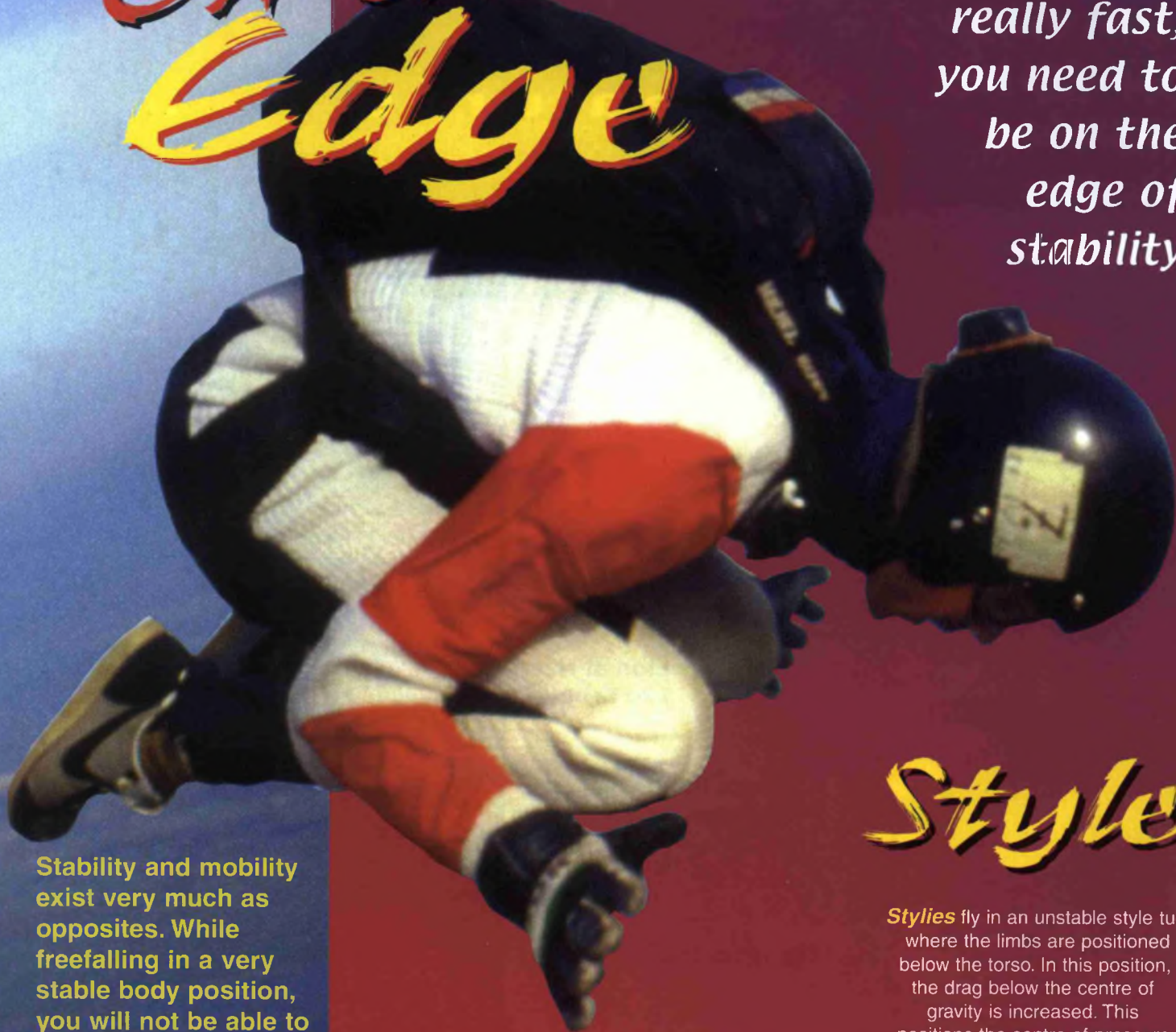
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On The Edge

*To move
really fast,
you need to
be on the
edge of
stability*



Stability and mobility exist very much as opposites. While freefalling in a very stable body position, you will not be able to move quickly. In a less stable position, you will be able to move faster.

Understanding and applying this relationship in your skydiving will make your freefall manoeuvres more efficient and easier to accomplish. It is the key to more advanced skydiving

All manoeuvring in freefall is performed by changing the shape of the body. Early skydivers use the most stable positions. With increasing experience, skydivers unconsciously discover and learn less stable body positions in order to increase their manoeuvrability. Expert skydivers have the control and balance necessary to fly in even more unstable flying stances and thus achieve high mobility. Learning to fly unstable body positions will come with experience and better freefall awareness. This requires freefall time since we do not get to practice this type of balancing on the ground.

Style

Stylies fly in an unstable style tuck where the limbs are positioned below the torso. In this position, the drag below the centre of gravity is increased. This positions the centre of pressure below the centre of gravity, hence the skill necessary to even remain balanced in this position! A style jumper flies with the centre of pressure as low as they are able, without tumbling. Hence, they can perform quicker turns and loops.

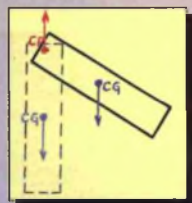


The air does not care who is freefalling through it. It only recognises the shape of the body exposed to the relative wind. So freefall is a matter of pure physics.

What is stability?

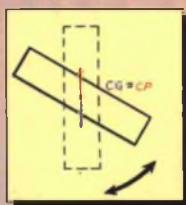
Stability is a body's tendency to return to its original state of equilibrium, after a force is exerted upon it. When a force is applied on an unstable body, it will tend to move away from its original position.

In freefall, air resistance (drag) on a body opposes the force of gravity. The body will accelerate in speed until the two forces are equal when the body falls at a constant rate, called terminal velocity. In other words, the body is supported by a force of drag. That support can be said to be acting on a single point of the body called the **centre of pressure**.



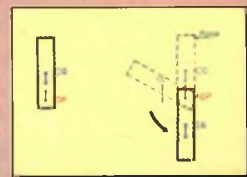
If this centre of pressure (CP) is above the centre of gravity (CG), the body will be **stable**. If we try to displace the body, it will resist and stabilise again in its original position.

This tendency is stronger the higher the centre of pressure is above the centre of gravity. It becomes harder to displace the body from its state of equilibrium. Hence, the body is less manoeuvrable. The same is true with freefall. While falling in the most stable body positions, it is difficult to move quickly for the same reason. If a skydiver lowers their centre of pressure, they will become less stable but more manoeuvrable.



If the centre of pressure is lowered so it is in the same place as the centre of gravity, the body will be in equilibrium in any position. Assuming there is no friction at the centre of pressure, the body will freely move when a force is applied. So, the manoeuvrability of the body is further increased.

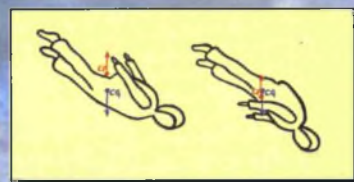
If the centre of pressure is lowered so it is below the centre of gravity, the body becomes **unstable**. If displaced by the force, the body will go into a new position of equilibrium. The lower the centre of pressure, the greater the tendency. In this unstable position, manoeuvrability is yet even more increased. Just apply the initial force and the centre of gravity accompanied with centre of pressure will do the rest.



While moving limbs of the body, the centre of gravity also moves. However, the centre of pressure moves much more; hence this shifting of the centre of gravity is negligible. For the purposes of this discussion, we can assume that the centre of gravity remains at one point and does not move relative to the body.

To perform a manoeuvre in a less stable freefall position, less wind deflection is needed. This allows us to fly more efficiently. If we decrease our stability even more, this phenomenon will be even more pronounced until we reach the point where we can no longer balance in our unstable body position.

Photos: **Max Dereta**
www.xs4all.nl/~mdereta

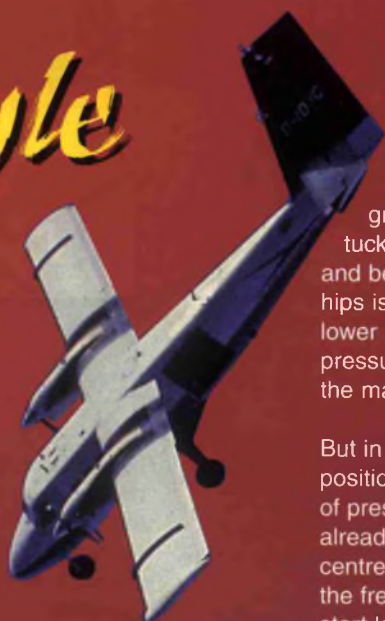


Tracking

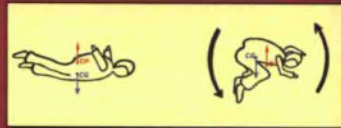
When tracking, you can decrease your stability by rolling the shoulders forward, lowering the hands, and raising your seat. Hence, you can greatly increase horizontal speed while maintaining the same or slower vertical speed, which increases your gliding distance. Making yourself even more unstable by dearching even more will not increase your horizontal speed (due to the increased drag), but will decrease your fall rate and hence further extend your gliding distance. To achieve the maximum gliding distance, the centre of pressure must be below your centre of gravity.

Freestyle

In freestyle, a tumble rotation (such as a barrel roll, cartwheel, or loop) can only occur if the centre of pressure is below the centre of gravity. If it is not already there, the freestylist will have to invent an aesthetically pleasing preceding move to place the CP below the CG before they can proceed. But a rotation which changes heading, such as a turn or pirouette, can be performed regardless of the relative positions of the centres of pressure and gravity.



A freestylist cannot initiate layout backloops without tucking or bending the body if they are starting from a position where the centre of pressure is above the centre of gravity. From a belly flying position, some tucking of the legs and bending in the hips is needed to lower the centre of pressure and start the manoeuvre.



But in a standing position, the centre of pressure is already below the centre of gravity, so the freestylist can start layouts whilst maintaining their body position, which looks more pleasing.

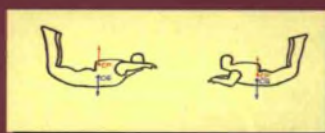


As she exits, Tamara is flying with her centre of pressure (CP) above her centre of gravity. To perform a layout, she most likely has to arch her body first, to put her CP below her CG

A transition that goes from an unstable position to a stable one will be easier to perform. Keeping all this in mind will allow you to better choreograph transitions between moves.

Formation Skydiving

A hard student arch is more stable but less manoeuvrable



Advanced FS jumpers

take advantage of a more unstable position to achieve quicker manoeuvrability between formations. Some competitive formation skydivers fly with the hands and elbows below the shoulders (mantis position). This decreases their stability and therefore quickens their responsiveness. Because such a skydiver presents a large surface area to the relative wind, it is possible to balance

with the centre of pressure below the centre of gravity without any unwanted movement.

Try it yourself

First, do a translation or a turn with your hands up in the hard arch position. Now put your elbows and hands lower, below your shoulders. Do the same translation or turn, you will notice that your manoeuvre happens more quickly for the same amount of wind deflection. Hence, see how you can make your flying more efficient by using a more unstable position.

Freeflying

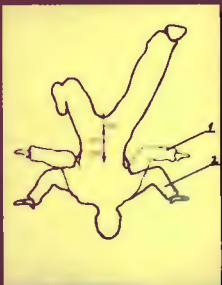
Flying head-up or head-down is more unstable than face-to-earth. Manoeuvres happen more quickly because of the added instability as well as the faster fall rates.

In *The Art of vRW: The Way of Freefly*, Pat Works talks about presenting more of the upper or lower body to the relative wind whilst flying vertically, to move the centre of pressure. The higher this is, the easier it will be for freeflyers to learn head-up and head-down flying.

Spreading the legs wide in head-down flight and allowing the arms to blow back or even tucking them into the chest raises the centre of pressure and makes the stance easier to balance. As freeflyers gain skill, they will take advantage of more and more unstable body positions. For example, French freeflyer Philippe Vallaud reported that he could perform faster head-up pirouettes or turns if he flies with the hands positioned as far down as possible.

Try it yourself

While flying head-down, use only your legs to perform turns. Try this first with your arms in the swept back position (1). Repeat the manoeuvre with your hands held in the second position (2). Be sure that your arm position is the only thing that you change and that your hands are still at the same distance from your spine. The speed of the turns will be quicker the second time.



Conclusions

- You can not manoeuvre as quickly without an unstable flying stance.
- The more you increase drag *below* your centre of gravity, the *lower* your centre of pressure. This decreases stability and makes you more manoeuvrable (and vice versa).
- The degree of stability or instability depends on the distance of the centre of pressure above or below the centre of gravity respectively.
- If a *convex* surface is exposed to the relative wind, the body position is *stable* (and *concave* surfaces are *unstable*). For example, the arch is convex; a reverse arch is concave. This gives an idea of how your body should look to have the degree of stability desired.
- You can think of your arms and legs as the feathers of an arrow and by using them you can change your stability as desired.

Skydivers who learn about this concept will be able to take advantage of it and thus learn quickly. Theory is always a huge short-cut, allowing you to learn more in less jumps – and hence, less money!

You can deliberately adjust your body position in freefall to achieve the aerodynamic results you desire. Most importantly, you should know your skydiving goals and what you wish to achieve with the body positions in which you fly.

Consider new freefalling techniques with all this in mind.

Vladimir Milosavljevic

(aeronautical engineer – vladimir1@hotmail.com)

and Tamara Koyn

(freestyle pioneer – www.koyn.com/cloud dancer)

Jump suits

Jump suits help adjust stability. Student jumpsuits can be designed to keep the drag above the C of G. This will let them make more mistakes without losing control, so they have more fun! Sit flying and skysurfing suits have wings on the arms for the same reason. Advanced skydivers use jumpsuits to decrease stability. Style jumpers wear slick jumpsuits with large gloves. The authors hope that this article will inspire jumpsuit designers.

Photos: Max Dereta
www.xs4all.nl/~mdereta

Camera r e w

by Paul Dennis Smith (PD)

**Air-to-air
video is now
the primary
judging
method for
Canopy
Formations**

**All of a
sudden, CF
teams need
cameraflyers**

**Want to turn
your skills to
a new area?**



Most photos show
Cross Keys Zero Tolerance
by **Chris Norton**

GAIN EXPERIENCE

CF (Canopy Formation) encompasses the disciplines of 8-way speed, 4-way rotations and 4-way sequential. Just as in FS, to film CF you must, to a degree, be able to do it. Each formation flies differently. Stacks sink and slow down, while the head of a diamond will sink but pick up forward speed. The CF cameraflyer needs to anticipate on every dive. What better way to learn than to do it? Getting up there and learning how the canopy flies in different formations will give you the experience, techniques and skills you'll need.

Also, bear in mind that you need to know what the judges are looking for. In Britain we are very fortunate that, without exception, the CF judges are some of the most helpful and giving people I've met. They are more than happy to sit down and explain what they need and comment on videos. It's worth your time because, if you do not get the whole dive, they will have no option but to bust the team. So talk to them, they are not out to get you!



Team X by Tony Danbury

CHOOSE EQUIPMENT

All competitive CF teams jump specialised canopies. The most obvious difference is a tail pocket where the lines of the canopy are stowed on the rear centre cell of the canopy. This gives fast, consistent openings at sub-terminal speeds. The drawback is that anybody jumping video with them needs to jump tail pockets too, otherwise they will end up much lower on opening. The big 'No-No' as regards canopies are ellipticals. They are just not designed for sub-terminal openings or flying in turbulence and, if you do have an off-heading opening, the team will not thank you for flying through them. Ask *Zero Tolerance!*

Other useful items are enlarged CF toggles so you don't have to look for them, front riser blocks to hold the canopy in front risers (front riser loops are not ideal) and a split slider so you can film docking onto formations. Just

as in FS you need to match fall rates, in CF you need to equate wing loadings. If your team are all jumping 126's you're going to have sore arms if you're on a 176. About 20 square feet either way should be okay with similar bodyweights. As for stills and video cameras, just make sure everything is on securely and the helmet is tight. When a tail pocket canopy wants to open fast, it really opens very fast!

Fitting an LED is a good idea, the team will be usually too busy to tell you if your camera's running. It is also reassuring after deployment. As the canopy opens, the risers have a habit of catching the standby switch on the side of the camera, turning your head away from them should solve the problem. The same applies to side

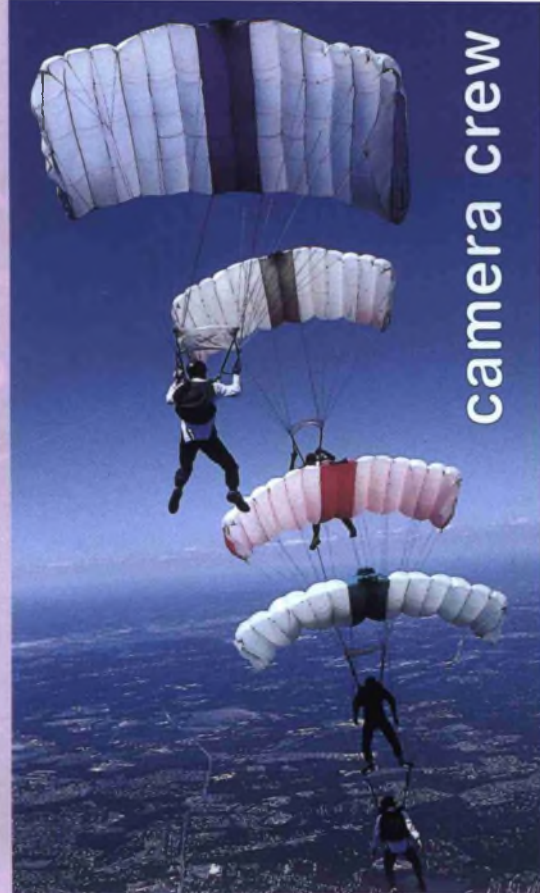
mounted cameras. Batteries also take a pounding from the long exposure to the cold, so keep them sheltered as much as possible.



In cloud, Team X, form a plane (the most stable formation), and the camera flies close; this reduces the chance of inadvertent collisions

BRIEF THE PILOT

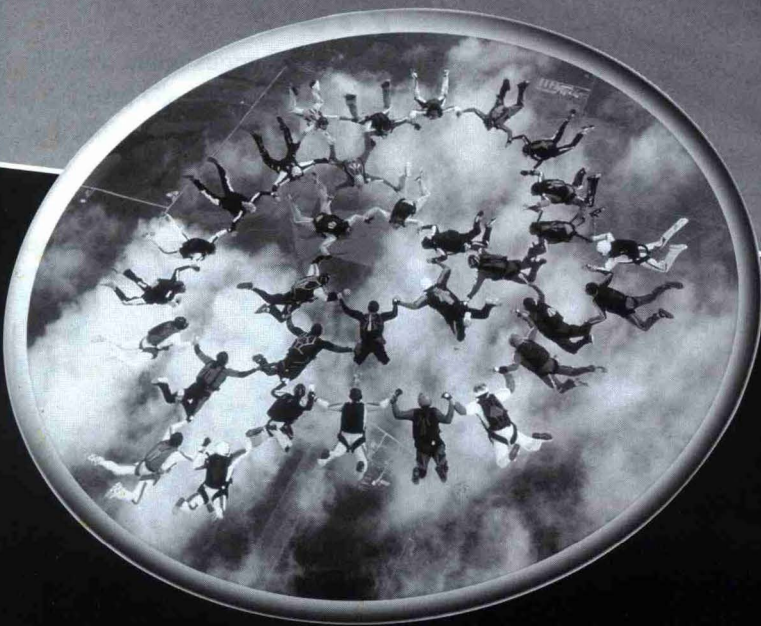
Because CF is not a widely followed discipline, not all pilots have flown CF



Try to note changes in the axes of formations, this will really help the debrief. The cameraflyer is often the only person with a good overall view, so remember as much as you can.



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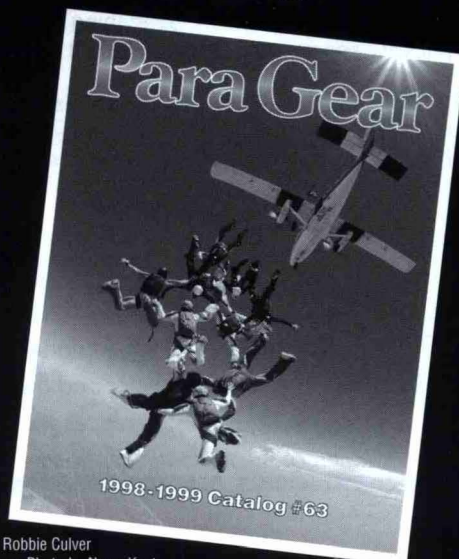
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Photos by Robbie Culver
Catalog Cover Photo by Norm Kent

Camera r e w

loads before. In FS, the team drops out of the slipstream very quickly. Not so with CF. If the pilot starts to descend early, the team will catch large amounts of aircraft prop wash, this can cause off-heading openings and be dangerous. The pilot should fly flat and level whilst the team exit (not descending otherwise the last out will be low). Even after everyone has left, the pilot should not descend until about 10 seconds later. Make sure you brief the pilot.

CATCH THE EXIT

Because the clock starts when the first team member leaves, and because the team needs a close exit, the camera is last out. They must be able to film the exit of the first team member, generally rear floater. The space on exit is usually tight and team members have a habit of trying to crowd around the door. Everyone needs to remember that if the exit is not on video the team will score a zero. As camera, you may have to physically move people out of the way to ensure the exit is on video. The last team member can usually allow the cameraflyer room to get the exit before they leave. You only need half a second.

The camera exits 3-4 seconds after the team, so you can video the exit for the judges and the openings for the team debrief. Also, this gives you enough height for the two 180° turns you'll need. A standard, almost student exit will ensure a good opening and, once open, do a 180° turn back to the team. It is only now that you'll find out how well the exit went. Depending on where the formation is, use front risers or brakes to get back to the formation, then a final 180° to place yourself behind the formation, make sure you that you don't cut up any of the team. Ideally you want to be above the formation as you pass them to show where third and fourth are in relation to the pin and base.

FLY IN TURBULENCE

Aim to fly in the turbulence behind the formation. As a canopy hits turbulence it



For BETTER or for WORSE?

Air-to-air is now the primary method for judging. But many competitors argue that this will have a detrimental effect on performance. Ground-to-air is usually only possible in good, clear conditions, whereas, with air-to-air, you can put a team into cloud, below cloud or around cloud. All of the above cause turbulence, which is not good for clean canopy relative work.

sinks and slows down. This is precisely what you, on your single canopy behind the formation, want. Yes, it's bumpy, yes it will try to spit you out into clean air, but it will help you stay with the formation. As a canopy formation builds, particularly a stack, it will sink – so the cameraflyer's solo canopy will float relative to the formation. Once you get used to flying in turbulence it becomes second nature. The only alternatives are hanging on risers for two and a half minutes or adding extra weight – which you then have to land with!

ANTICIPATION!

Whichever discipline; rotations, sequential or speed, the camera needs to know the dive. Each formation flies differently and, particularly in sequential, the camera needs to anticipate where the formation will be to ensure that they keep it in frame. When flying pairs the rules require both pairs to be kept on video. Ideally the camera wants to be level with the third canopy, which lets you use the turbulence to your advantage to stay with the formation.

UNDER CANOPY

After the dive the camera has two options. You can either spiral down to land quickly (spot permitting), dump the video and repack; useful if debriefing between dives. Or film no contact 2-way with the team, good practice for both. As with the whole dive, the team has right of way, so you need good situational awareness.

WRAPPING IT UP

Sooner or later a dive will not go to plan, and you will have an entanglement or wrap in front of you. Contrary to popular belief, nine times out of ten, this will sort itself out without any handles being pulled. A wrap will drop out of the sky, so the camera is quite safe because it all goes below you. Obviously, keep everything in shot, you need the tape for the bar! But keep a sharp eye out for cutaway mains and free bags; you do not want to fly into them, so give them a wide berth. Watch the free bag to see where it lands. The reserve rider will have enough to worry about, so save them £80 and the team a lot of time. Do not be tempted to catch the free bag, it is both difficult and dangerous and you could end up on a reserve yourself.

AND FINALLY... always feel happy that the camera is the safest slot on the dive!

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dear skydive...

dear skydive...

FROM CHRIS'S FAMILY

Thank you for all the kind thoughts, cards etc that have been sent, it means a lot to me at such a difficult time. All I know is, this was his time, nothing would have changed this. Chris had told me that when it was time for him to leave us, that this is the way he would want and that he would be skysurfing with Patrick – he was very sure of this.

I only want people to celebrate his life and not to be sad as we had such a perfect life together and this is enough for me to keep smiling. Please be happy for Chris as he is still so alive in all of us.

Blue Skies

Toni Gauge
chris-toni@i12.com

PS I will without a doubt, continue to skydive and be at peace with life.

dear skydive...

On behalf of the family of Chris Gauge (our son) may we thank all members of the skydiving 'fraternity' who sent letters of support, cards of sympathy, flowers and who phoned and emailed us. The huge turnout of people at Chris's funeral made us realise the esteem in which he was held. We were so proud to listen to all the tributes paid to him by his friends and colleagues.

Chris had battled throughout his life to overcome problems. After he was badly burned in a skydiving accident in 1990, he became very focused and determined to achieve success in all aspects of his life. This manifested itself in him completely changing direction. He gave up his job (after 10 years of working with very good friends) and gained a place at Swansea University, where he was awarded a 1st class honours degree in psychology. He then went on

to do a 'Post Grad' teaching certificate at Cardiff University. During this time he continued to pursue his passion of skydiving and later skysurfing. His success in this has been well documented in this and other magazines. Above all though, Chris was a wonderful person, a perfect son and brother and, later, a devoted husband to Toni.

Although we are devastated and having great problems coming to terms with the loss of Chris, we are somewhat comforted by the thought that he was an inspiration to others in many ways, that he went doing what he loved and in the way he would have chosen. We feel though, that we and the world have lost such a special man.

Joan & Roy Gauge

Dear skydive

RE CARL JACKSON'S LETTER
Is AFF REALLY EASY?

Carl's letter was rather timely for me. I was considering allowing my BPA membership to lapse. Unlike Carl, I haven't found AFF personally difficult but, like him, the interest on the DZ melted like snow after the eighth AFF jump.

Because of the British weather and difficulty in getting to the DZ regularly, this process took months. The jumpers who progressed fast and appeared to fit in were the ones who got onto the DZ each evening after work. For those like Carl and I (some distance from the DZ), we were seen as not having commitment.

I would be interested in the number of students reaching Cat 8, whether by AFF or RAPS, who subsequently leave from the sport. The total membership of 4,254 seems low compared to the numbers of AFF and RAPS students I've seen.

I have been really annoyed by the lack of any organised events for IC1, like packing or safety briefs. On the few occasions I can get to a DZ, I want to get as much out of it as possible. Those that can be there almost daily find these things get organised on an ad-hoc basis when there are a gang of IC1 students about. I would be willing to pay if it was set up as a package – a wet day alternative?

I do realise a certain degree of my and Carl's dissatisfaction results from our own perception of the response to us. However, as customers who have spent a fairly large amount of cash, we have a right to expect that the businesses be responsive to customers demands.

I have now decided to renew my membership to the BPA for two reasons:

1. I would like any other intermediate parachutists out there feeling the same as Carl and me, to get in touch. If I can get enough of us, I will try to arrange for a drop zone to organise the training and assistance we feel we need.
2. I am considering going abroad and paying for full coaching up to IC1 and FS1; at least that way I may be seen as being a customer again.

Declan Hoare BPA 711722
declan@easynet.co.uk
Tel: 020-8366 7665

Dear skydive

Is AFF REALLY EASY ?

One thing is certain, skydivers will always make you welcome and involved if you are willing to make the effort. It's no use turning up on the DZ when and only when the weather is guaranteed. Skydiving is as much about people and friendships as it is about the sport. I too live 40 miles away from the DZ but have frequently turned up in howling winds and torrential rain.

I wonder if Carl Jackson has ever made the effort and stayed at the DZ overnight or attempted to make friends or does he just sit back and wait for people to

approach him?

I too had major problems gaining Cat 8 but had nothing but help and encouragement. No-one did it for money or free slots, they did it to help me, and I'm grateful. However, if Carl complains on the DZ as much as he does in his letter, it doesn't take a genius to work out why he's on his own.

Carl, get involved, make the effort – you still have a lot to learn. Then you may realise what a great bunch we really are.

Julia Clayton
North West PC

“get involved, make the effort”

Dear skydive

CARL JACKSON'S LETTER

We get a lot of people from Britain coming out to the school at Skydive Sebastian to do their AFF course (over 80 British AFF graduates in 1999). Skydive University has developed a sequence of supervised skydives so that students doing consolidation jumps receive free ground training and briefs before each skydive, covering different exits and basic formation skydiving skills and fun stuff such as barrel rolls and front loops.

Where possible we also watch the canopy control and give advice if necessary to help develop these skills. The students so far have really enjoyed the exercises and those that have come back for coaching have proven that they have gained a lot from the head start of practicing the skills on their own!

Consolidation jumps can be lonely after AFF, but they should be a time to build confidence and enjoyment in the sport so that students want to continue.

Debbie Bull
Skydive University

dear skydive...

CALLING ALL CAMERAFLYERS

Any cameraflyers who are coming to or thinking of coming to the **Scottish Nationals, May 26-29** at Skydive Strathallan, please contact me at Strathallan or by phone. We hope you will come up and join us.

Eddie Jones
Tel 07850 169700

dear skydive...

CHANGING ROOMS

We are looking for two teams of exciting, fun loving people (skydivers) to feature in the next series of Changing Rooms.

We need two houses five minutes from each other and the room you nominate needs to be at least 12' x 12' for filming purposes (bedrooms need to be 14' x 14').

So if you'd like to meet Carol Smillie, Andy Andy and a team of designers, give me a call.

Ruth Miller
Tel 0171 462 9281

dear skydive...

SHARING SKILLS

The financial help our team V-Max has been given by the BPA has been an enormous help. However, giving newly qualified skydivers and junior teams good, up-to-date information and skills is vital to the future of our sport.

Why not ask National Champions who have received funding from the BPA to assist on a skills road show? This way, the skills that these individuals have learnt, through funding from the BPA, will be dissipated through the membership.

Kate Stephens
V-MAX

Dear Kate,

Lesley has shown me your letter that you returned with the BPA questionnaire. Thank you very much for taking the time to complete it and also for your letter.

They say great minds think alike. The thoughts that you express are exactly the same as the current Competitions Committee. If you refer to the minutes of the Council meeting held on 15 February you will see that as part of the Competitions Matrix in the BPA operational plan for June 2000/2001, I

have requested funding for exactly the sort of coaching road show you describe, along the lines used by the Brit 100 Team, which all agreed was a great success. When I presented this to Council to be included in our application for Sports Council funding I stated that I envisaged former National Champions in each discipline coaching their own discipline as part of this travelling road show concept.

Of course we cannot guarantee that Sports Council will want to buy into this, or any other of the projects in our application. I saw the money going towards reasonable expenses claims for the chosen coaches. We should have a result from Sports Council by May of this year. You can get a full copy of the total Action Plan from the BPA office, it doesn't just include Competitions stuff but a whole myriad of hopeful projects. The second of the Competitions four hoped-for projects refers specifically to V-Max.

(See Matrix on page 23 - Ed).

John Smyth
Chairman, Competitions Committee

**“ask
National
Champions
to assist on
a skills road
show”**

Write to
letters@skydivemag.com

dear skydive...

AGM

Congratulations to the BPA for an excellent AGM - it was well organised and very enjoyable. Not such a big choice of seminars/presentations as last year, but those that happened were good. Trade stands also good.

Thumbs down for the Hangover, sorry, Hanover, Hotel. Next year, I shall bring a thermos flask and packed lunch. This year, four of us waited 40 minutes for coffee it took so long that we went without.

At lunchtime, I ordered a sandwich. It was served with exotic-looking salad leaves which cunningly concealed a dollop of paste disinfectant. It tasted

horrible. My mouth felt as though I had been eating raw rhubarb for 24 hours afterwards and I had stomach ache for the afternoon. The chef came to tell me I wouldn't get seriously ill or die. No one said sorry. I got a free bottle of Perrier out of the manager, but was still charged £7 for my lunch. Value for money? I think not. Give me DZ caterers every time. Chas (Hinton) and Mark (Weston) knock spots off the Hangover.

Caroline O'Hagan

This is the first complaint we have received regarding the food, but Sharon Norris has followed this up with the hotel, which has reimbursed Caroline's money. Sharon has also asked if anyone has suggestions or offers for seminars next year to get in touch.

SORRY!

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INCIDENT REPORTS

Copy Cat

A first time student on a round canopy suffered a broken ankle after a normal descent, when he "tried to land standing up like the others".

Comment

The student added "It was stupid really" which is a common response. Students are influenced by experienced jumpers outside the classroom.

Recommendations

Don't copy someone else without checking it out with your instructor. Understand that rounds and squares are completely different animals. Instructors - make sure students are aware of this.

Emergency Drills

There are a surprising number of recent reports involving first time or early students cutting away and pulling their reserves, then landing successfully.

Comment

The descriptions of the drills stand out: 'Excellent cutaway procedure.' 'Arched, pulled reserve, no problems.' 'Decided to pull reserve handle.' 'Cutaway cleanly.' We've got some good students and instructors out there!

Get Checked

Another trend is people walking around suffering what eventually turn out to be significant injuries, such as hairline fractures.

Comment

Time and again CCIs state that

they have advised students to attend hospital to have a precautionary X-ray. However, you can't force someone to do so.

Recommendations

Having yourself checked out after an incident is just common sense.

Collision

After a freely exit, two experienced jumpers clashed heads, causing a cut to the forehead.

Recommendations

When freeflying, it probably makes sense to wear a hard hat as collisions are both more likely and at greater speed than with FS. It also makes sense for one person to fly 'down the tube' as base and the other(s) to close distance.

Line Dump

An experienced jumper carried out a static line descent. The jumper reported apparent 'line dump' resulting in an out of sequence line deployment, and consequent lineover malfunction. Successful emergency drills were followed by a safe landing.

Comment

We all know about the staged deployment of lines during a normal opening. Line dump occurs when this fails, usually because the 'bights' (stows) of line are too loose. A common cause is a bungee which has stretched with use.

Recommendations

Replace worn bungees. Be aware

Tip of the Month

CONTROL YOURSELF

If you consistently land and have a long walk back, do not accept this. Sooner or later, you will be in a situation where you have to land in a tighter area than a drop zone.

What if there's an aircraft emergency away from the DZ and you have to get out quickly? Reasonable accuracy under canopy will help you land in a safe place and avoid injury.

- Several mental models can help your judgement and 3D perception
- Ask instructors for advice; see what works for you
- Practice good canopy control on every jump
- If you still can't hit the spot, ask again for advice
- Or consider a change of canopy, upsizing may help
- Aim 3-4m in front of the target; your flare will make up the difference
- Students should always discuss intentions with their instructor
- See *Land Alone* (Dec 99 issue) and *Canopy Control* (June 99)

that there are different sizes of bungee including microline, normal and over-sized (for tandem rigs). Don't just pick up the first to hand.

A good rule of thumb is that, after stowing the lines, you should be able to lift the bag upright by the lines without them coming out of the bungees (but not lift it right off the ground). This obviously depends on your kit. Many clubs have specific rules for their own gear. Check with your rigger or instructor that you are using the right items.

Keep On Checking

An experienced parachutist opened with a canopy which 'looked okay'. On initiation of a test flare, one end of the canopy distorted and there was uneven toggle pressure. Knowing work had recently been carried out on that area of the canopy, the jumper plumped for emergency drills.

Comment

There was no problem with the canopy, which does NOT make his decision wrong.

Recommendations

An interesting point was the jumper's statement "I always do a test flare after opening". It only takes a second and could prevent injury by detecting problems at altitude.

On Display

The jumper misjudged their final approach to a tight (but legal) display arena, then noticed a flagpole and had to avoid it when low. They could have gone left but it was close to the crowd, so they went right and impacted with the ground.

Comment

A classic problem with displays is added hazards, these often find their way into the arena after you have taken off.

Recommendations

Look for hazards when at altitude and plan an approach accordingly.

CONFIDENTIAL

If you have any safety related occurrences to report
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Sky Science, Unit 1
The RBL Enterprise Units
Ordnance Road, Tidworth
Hants SP9 7QD

E:mail:
skyscience@compuserve.com

Chris Gange

A TRIBUTE

29 October 1968 - 9 February 2000

Chris led a rich and varied life and for it to be cut so short is heart-breaking

Chris was born to Roy and Joan and spent years in Southport. His family moved to Cornwall in February 1984, to a quiet location close to Perranporth. I met Chris in 1988 when he bounded into the Cornwall Parachute Centre with his over-enthusiastic manner and a pair of legs like I had never seen. His cheeky face and infectious laugh became familiar at the club and he was soon inspiring all of us with his incredible outlook on life. It was obvious the sport was for him. He didn't struggle with freefall but his spotting and canopy control left a lot to be desired!



Photo: Simon Ward

Degree

Chris's addiction was even stronger now and he decided to turn to freestyle for his buzz. It was around this point that he also realised that his job in the printing business, whilst fun, wasn't fulfilling him and he made a shock decision to go back to University to study Psychology. I say a 'shock decision' as his academic results at school weren't great but, as usual, Chris's incredible dedication and determination soon got him the grades he needed and a place at University. His study went brilliantly, he gained a First and became a great teacher.

Sunset shots by: Mike McGowan



Hungry to Learn

Chris's hunger for the sport wouldn't be easily quenched. He scoured every book, magazine and video for info and spoke to everybody to learn. A few of us reached our Cat 8 at the same time. Chris convinced us we should celebrate by going to Empuriabrava to gain our Cat 10's. His passion for skydiving grew; soon he was off to the States for a three month holiday. He was completely hooked on FS (then RW) and his goal was to do a training camp with Jack Jefferies. Of course he succeeded.

Skydiving Accident

On his next trip to the States, Chris had a major accident. After a bad spot, he hit power cables over a housing estate. He was on the critical list for nearly two weeks and spent months in hospital. He had to have many skin grafts and the doctors said he would never jump again. Chris took this time to reflect on his life, he knew that skydiving had become so important, he couldn't give it up. It was a terrible time for Chris and his family but, to everybody's amazement, he was back in the air after a year!



Freestyle

Chris amazed us by training and entering the World Freestyle Championships. This was the start of his medal collecting; we were all in awe of him when he returned with a Gold. By this time Chris was excelling at everything. His skydiving was taking him to bigger and better places.

Skysurfing

Chris was watching TV when he saw an advert showing Patrick de Gayardon skysurfing. He said *"At that moment I thought I have to find this man and get him to teach me how to do that"*. So that's exactly what he did. He tracked Patrick down at Gap. Patrick taught him to skysurf and became Chris's mentor. He said Patrick always had the time for everyone and would share all his knowledge of skydiving and that he would endeavour to be like this too. He even gave Chris one of his boards to use and keep. Soon, Chris met Tim and *Vice-Versa* was born, a unique skysurfing team where they both took a turn on the board and behind the lens.

In December 1997, he met Toni, his future wife and had the perfect start to 1998. His eyes were set on representing his country at skysurfing. His goals were set high for his first Skysurfing Nationals, Chris trained hard and made many sacrifices. He had a few small sponsorship deals but nothing major, yet *Vice-Versa* took Silver in Skysurfing and Gold in the Freely.

World Meet

1999 was Chris's year. Toni had accepted his marriage proposal and *Vice-Versa* had sponsorship from manufacturers and skydive centres. His *Go Vertical* ventures in Spain, where he and Tim coached up-and-coming freeflyers and board enthusiasts, were exceptional. In August *Vice Versa* won Gold at the British Nationals for both Skysurfing and Freeflying, gaining their place to represent Britain at the World Air Games in Australia where they came eighth. After the competition it was off to Fiji where Chris and Toni got married.

Achievements

Chris had become the most versatile skydiver you could meet. He was on the British Record 98-way in '98 and the 100-way in '99. He had two World Records of his own, one for the most

A T-Shirt has been designed in Chris's memory, all proceeds are going to the Burns Unit that treated Chris. If you would like to place an order, go to

chrisgaugefoundation@hotmail.com



Photo: Simon Ward

revolutions on his board in a minute and one for the highest altitude board jump. His life was perfect. He was very much in love and he had fulfilled his ambition to go to the World Meet.

He has moved on to his next venture. His love, inspiring dedication, endless energy, patience and understanding will remain with all who had the pleasure of knowing him. The void you leave is indescribable. We love and miss you.

Sarah Withers

Chris's family have written to the Mag, see Letters Page 14

Chris's Last Jump

Chris did a solo board jump from 13,500ft at Train in Spain, wearing his own kit (with a Cypres). The DZ controller saw what they thought was an abandoned board at 1,500ft, spinning and falling slowly. They watched this until about 500ft when they realised there was a jumper still on the board - Chris. He continued to spin with a slow rate of descent, until impacting with no canopy of any sort.

A hypothesis is that his fast rotations may have made Chris unconscious and slowed him down so that his speed was not enough to activate his Cypres.

"The Cypres unit was switched on. It was and still is working fine (although after such an impact we never know what kind of hidden damage has been produced). From our understanding the freefall parameter "speed higher than 78mph" was never reached in the activation window (ie, below 750 feet).

"We are in the process of testing the freefall speed in Chris's position with other skysurfers and special data logging instruments. As soon as we have gained some results from these tests, we will publish them."

Interim statement by Gerard Fetter, Airtec

— STYMBIOSIS SUITS —



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Full time British school operating from April 28th until the 1st October at 'ROYAN' on the south west coast of France. Our school is permanently positioned and offers a full

itinerary of top instruction from the likes of **Chris Lynch** ex-Sebastian XL, Dolphin #73, **Pete Allum** Sebastian XL, **Manu Aris** (French 8-way), plus others.

We are a top-flight school, have the very best in instructional techniques, training aids and equipment available today.

If you want to become a National champion, Instructor or just a good all round jumper then **ROYAN** is the place for you this Summer.

Do not feel guilty about leaving your family either, bring them with you! An ideal venue to combine that family holiday with the sport you love. Soft sandy beaches, great food/wine and a variety of nice comfortable accommodation.

With the present exchange rate at 10f/£ jump prices are at present **less than £13/jump** (experienced) before discounts. A bientot.

Florida October - April



COUNCIL

DEVELOPMENT MATRIX

Council and its various subcommittees have completed the Development Plan Matrix for the year 2000/2001, see page 23 for full details.

AGM

The AGM for 2001 has been confirmed as 20 January, in the Hanover International Hotel, Hinckley. Sharon Norris is already organising next year's event and invites response from anyone provisionally interested in giving a talk.

Last year's dinner was attended by 236 people, yet the service was quick. This year's extra bar staff were needed! There is a comment on the letters page (14) from one member, yet the hotel had no problems or complaints at all and felt the event ran smoothly. 220 rooms were booked by BPA members so virtually everyone was at the same hotel.

NEW DZ

A new drop zone, Skydive St Andrews, has been affiliated to the BPA, this is being run by Brian Dyas and Graham Harris. The DZ is located at Kingsmuir Airfield in Fife, Scotland and will open for business later this year.

WESTON

RAFSPA has a new CCI, Dave Wood, who was a popular CCI there some years ago.

COMPETITIONS

Tim Andrewes was elected as Vice Chairman of Competitions Committee. Reps for the various disciplines are as follows:
New Age - Paul Applegate
FS - Dona Crum
CF - Mick Danby
aided by Ian Marshall
Classics - Tim Andrewes

REGIONALS

This year, the FS Regionals will be separate from the Classics and Canopy Formation (other than the Northern Regionals, which will be combined with the Scottish Nationals, a formula which has worked well in the past).

CLASSICS / CANOPY FORMATION

Northern: Strathallan 27-29 May
(& *Scottish Nationals*)
Central: Border 1-2 July
Southern: Target 16-17 Sept

FORMATION SKYDIVING

Northern: Strathallan 27-29 May
(& *Scottish Nationals*)
Central: Target 23-24 Sept
Southern: Langar 5-6 Aug

As usual, there are no New Age Regionals as interest with competitors is not sufficiently high at present. If anyone would like there to be Regionals in future in freeflying, freestyle and skydiving, please contact Paul Applegate, the New Age Rep.

COMBINED NATIONALS

The 2000 Nationals are a selection year for all disciplines to attend the World Air Games in 2001. Funding is currently being applied for from the UK Sports Council, as part of the Development Matrix (see pg 23).

A minimum performance benchmark score for each discipline was set; even if winning teams wish to fund themselves, they will have to reach this standard. Teams must be ranked in the top 75% of the world, based on the final results at the last World Championships, in all disciplines.

OPEN FORUM

The Competitions Committee took on board all the issues raised at the open forum at the AGM:

1. Foreign Nationals

The rules for foreign nationality in Intermediate FS events now allow overseas skydivers to form part of the team, provided they make up no more than 50% of the team.

BPA Vacancy DEVELOPMENT OFFICER

supported by:



Leicester

The British Parachute Association is the governing body for all parachuting in the United Kingdom.

A Development Officer is required to work from the Leicester office to implement new policies for the development of skydiving in the UK, monitor, update and service our expanding website, develop positive PR activities and play a key part in the organisation of competitions and events.

Likely candidates will hold a qualification in Sports/Leisure/Business Management, hold a driving licence, be a team player but also be able to work on own initiative, have excellent communication skills and a flexible approach to work. Having an interest in and ideally experience of web site development and servicing would be a distinct advantage.

Parachuting experience is not a requirement, but willingness to learn about the sport and 120% commitment to the job will bring its own rewards.

Salary c £11,000pa, dependent upon experience and qualifications.

Applicants should apply in writing, enclosing a current CV to
**Mrs Norris, British Parachute Association, 5 Wharf Way,
Glen Parva, Leicester LE2 9TF**

Closing date for applications: 1 May 2000

Please mark all correspondence with reference number STM01

2. Intermediate 8-way

The intermediate 8-way dive pools have been reviewed, following feedback, to make the jumps easier. The original pools had a degree of difficulty which was felt inappropriate to the experience of the entering teams.

3. Match Play

The strength of feeling across the board by all our senior competitors was against this system. Therefore, the Committee has taken up an official position of the BPA is as follows:

The British Parachute Association has tried Match Play, as per IPC guidance, in Classics. We are aware of the moves to try and introduce it into all disciplines. The British Parachute Association strongly objects to this system. We will no longer have it used in our domestic competitions. Whilst we accept that IPC may impose it at international competitions, we disagree strongly with the concept.

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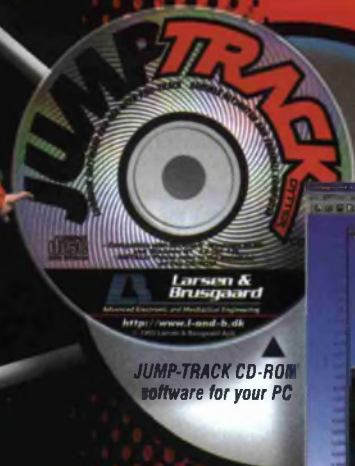
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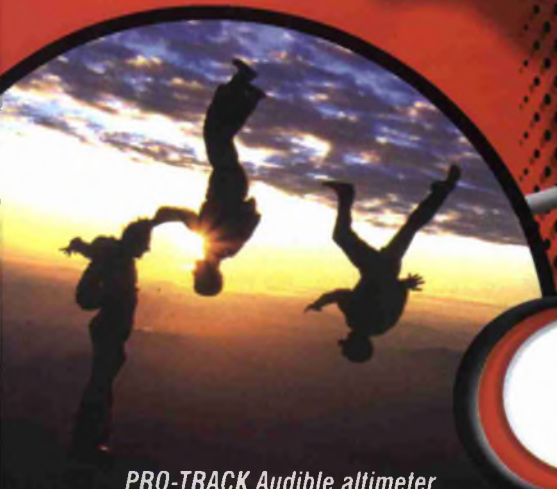
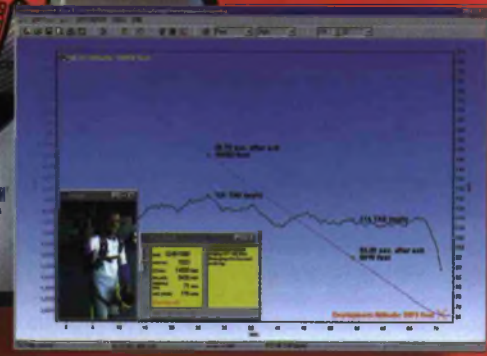
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Summary of Targets and Performance Measures 'Short Term'

TARGET	FROM	TO	BY	HOW
Development				
Office Extension	Existing building which is too small to handle expansion	Additional conference and lecture rooms	December 2000	Extend building on own land
Better investment of BPA funds	Standard bank investment interest rate at 5%	10%	July 2001	Securing Capital Investment Bonds
Membership Consultation	General membership survey from 1999	Further survey using qualitative 1999 information	End of July 2000	Distribution and analysis of questionnaire to all members
Improved communication with DZ Operators and facilitation of relevant commercial courses	0 courses	2 courses	March 2001	Survey and consultation of / with DZ operator's. Implementation of relevant courses
Communications				
Web Site — advancement	Web Site costing the Association	Self sufficiency	July 2001	By enticing commercial Web Site advertising
Improved Communication of Safety Information	No Safety Information content	Published Safety Information on a regular basis	July 2001	Transfer and publication of hard copy Safety Information into web page format
Safety and Training				
Increase the number of Instructors	440	480	December 2000	Conduct 12 Instructor Courses during year 2000
Assist remaining 50% of Clubs / Centres update their SOP's	Some basic and outdated SOP's	Improved presentation and definition of SOP details	July 2001	15 Club / Centre inspections / advisory meetings
Enhancement of student safety and training (coaching)	0 Official Video media	Professionally produced general purpose 'Malfunctions' visual aid (video)	May 2001	Production of project plan. Implementation of project through to completion utilising professional visual aid production organisations
Upgrading of rigger training development	Hard copy riggers manual	Computerised production of salient rigging issues	March 2001	Consult / employ computer software production consultants
Review and update of current front line instructional techniques and information	0 base	3 Instructor development seminars	June 2001	Develop agenda through survey and consultation. Implementation of calendar based seminars
Competitions				
To win medals at World level competition	'Gold' at World Cup level	Medals at 2nd World Air Games	July 2001	Once teams have been selected and achieved a strict criteria for funding, staged payments to fund intensive coaching
Enhance female proficiency at World level competition	No full time female team	1 full time female squad	July 2001	Application for World Class Performance package
Improved coaching for Junior and Intermediate athletes	Coaching based at competition venues	Coaching road show	June 2001	Identify availability of qualified coaches. Implement coaching visits to drop zones
More Judges and upgrade of Nationally rated Judges	Success of year 1999 / 2000 plan in new National Judges	2 more National and Trainee Judges, plus 2 new FAI rated Judges	July 2001	Implementation of seminars for trainees and funding to assist National Judges to IPC World Class competitions
Administration				
Increase the administrative efficiency of the HQ	Manual production of BPA forms (approximately 100)	Production of 50% of forms in a suitable format for downloading from BPA Web Site	November 2000	By re-writing / producing 50% of all BPA forms for web site publishing
Advancement of administrative staff skills	Basic office admin skill	Advanced computer skills	December 2000	By enrolling staff on suitable computer training courses
Improve skills of the Technical / National Coach and Safety Officers	Basic Club / Centre inspection skills	High inspectional skill level acceptable to the Civil Aviation Authority	August 2000	By attending suitable CAA Audit Techniques Courses

Action 2000

bpa

Here it is, the BPA action plan proposal for July 2000-2001...

So what's it all about?

It's a strategic plan of action for the Association to achieve over a given time frame (in this case one year), put together as a proposal to UK Sports Council (UKSC) for funding. These matrixes, a written summary of the action plan, together with accounting forecasts are submitted to the UKSC for their examination. A meeting between the UK Sports Council and BPA representatives then evaluates the proposal and makes changes where necessary (So this matrix may very well change, but we thought that you would like to know the gist of what Council was trying to achieve on your behalf anyway).

Funding decisions

After the changes are made the proposal is evaluated (this is where we sit with our fingers crossed), over a series of Sports Council meetings until a final decision is made on what to fund and what not to. For example, if the UKSC likes the idea of us increasing the amount of instructors, and the other Sports Councils are in agreement, they pledge an investment into that particular project be it in full or part. They then get back to us, around June time, and say either 'Well done, we are awarding you with X amount of funding to help achieve the goals set'. Or indeed, they could come back and say 'Unlucky! We can't find it in our hearts to fund you at all'.

Some points to note

It's not expected that UKSC will fund all of the goals set here. In fact, their main interest lies in Safety and Excellence. Interestingly, they have elected not to fund our competitors in recent history, hopefully this plan will change that ethos. Once UKSC have announced their decision, Council then revisits the items that UKSC have decided not to fund, (this is where your reply in the current survey comes in handy as a guide to what you want Council to do on your behalf), and makes decisions on whether to implement the unfunded goals, using your membership subscriptions, or to go back to the drawing board. Essentially we would like always to go forward as proposed and the main area of contention tends to lie in funding. The Association, like any business, is not bullet proof and will go bust if expenditure outweighs income over an extended period of time. Council makes decisions on what they believe to be best for the sport without breaking the bank. In addition to normal Council meetings we also have Action Plan review group meetings to ensure accountability, monitor progress and generally assess where we are going right and wrong.

Flexibility

In short this is 'Plan A', we are in effect saying to Sports Council, 'this is what we intend to do please give us a hand'. Like any plan it has to remain relatively flexible. For example, looking at the fourth development target, if none of the DZ operators reply saying which courses they are most interested in attending, it is highly unlikely that they would come if an event was laid on, and hence that portion of the plan would be re-evaluated.

This plan is designed to take our sport forward, if you feel able to contribute to its success, please do get in touch.

Chris Allen
BPA Chairman

Skydive Sibson News

Vol 26 . No. 1

Peterborough, Cambs

April 2000



The Let is back!

Skydive Sibson welcomed the Let back on March 1st. It will be here until mid November - 9 months of fast altitude.

Easter Joker 4-Way

April 21-24 sees a **new** type of 4-way competition with junior, intermediate and senior categories. You decide the order to jump the randoms and blocks you have drawn on each of 3 rounds and play the **Joker** on the round you'd like to double points on. Call for more details.

More FS Competitions



June 17/18th
FS 16 Way
Sequential
Sept 16/17th
Woodmouse 4
Way
Sequential

Great Let Jump Prices

Jump tickets are still £16 to altitude or buy 10 non refundable tickets for £150.00 Warp £32. **Fridays jumps are only £12!** Team rates are £65 for 4-way including video slot and £115 for 8-way including video.

Birdland Bar Under New Ownership

Sibson welcomes Pete & Jake to the bar. Great food, evening meals Friday & Sat. Relax with a drink after a days skydiving.

Freefly Sibson

Sibson is the UK's premier Freefly dropzone with it's own full time, highly experienced coaches here to provide you with:

Free ground lessons from beginner to competition standard; **One on one** coaching in FF1, FF2 and onwards; **Big ways** and flock dives; **Introductions** to other flyers of similar experience; **Advice** on equipment, camera set ups and safety. An excellent freefly atmosphere to progress in



Mini FF
Filmfest
every
Weekend
at Sibson

Safety Seminar

6th/7th May learn the cutting edge safety tips. You can learn how to maximise your Freefly safety from basics to big ways



The UK's 1st Freefly Festival

Fun, games, guest organisers, parties, the KC cup. Total FFF madness! A must for any freeflyer. Contact Alex on **0973 639045**

Sibson welcomes you in the year 2000

Come and jump at Sibson this summer. Call us on **01832 280490**, Fax us on **01832 280409**, visit Sibson Airfield, Elton road, Nr Wansford, Peterborough, PE8 6NE or visit our website on:

www.skydivesibson.com



Lion at Heart

It was May 23, 1947

"Leo, we're at 9,000 feet old chap"

Words and photo by:
Adrian Nicholas

Leo Valentin, France's most persistent parachutist was preparing for his highest jump. Nobody had been able to fall stable in a 'free drop' before. The Arch didn't exist.

You left a plane holding your handles, in a sort of tuck, hoping not to get wrapped up in your lines. Valentin was convinced that he could be the first to fall stable...

Leo Valentin made his first jump on October 15, 1938 when parachuting was virtually unheard of in France. He was the first parachutist to fall stable, in what at that time was known as the 'Valentin' position. He achieved many records and was one of the most celebrated 'Hommes Oiseaux' (birdmen), flying many radical designs of flexible and rigid wings.

Leo had a profound effect on parachuting. Today the great man's grandson, Francois 'Leo' LeCloux, has discovered the sport, and is making spectacular progress. We took this picture in Florida when he had just 75 jumps. He has imagination and ability, and he's safe.

I wonder what he will discover for us?

"The Moment has come..."

"I take a deep breath to banish my nerves, and jump."

"It seems childishly simple to extend yourself, to throw out your chest, to hollow your back and to splay your arms and legs. But I was used to dropping 'at random'. It is exceedingly difficult. It seems as though an insurmountable force prevents me from stretching out my arms and legs. Reflexes have to be tamed, others have to be created and a new fear has to be overcome. I notice my right hand at the end of my arm. Where it should be of course, but it isn't in its right place... on the ripcord."

"I experience a moment of absolute panic, a panic of my whole being, something resembling the primordial fear of a caveman... here I am, feeling a fear that I had never known before, just because my right hand is not in its usual place on the ripcord. It is ridiculous! I open without a hitch at 1500 feet."

"An hour later we take off again... I drop once more from 9,000 feet. Immediately I take up my position. Suddenly I have a sensation of great well-being. Had it not been for the wind I might be motionless in the sky, reclining face downward on the cushions of air through which I am plunging almost without stirring. It is so different from the normal twisting that for a moment I am scared. It seems impossible that that it can be so easy, so agreeable, so intoxicating in its smoothness."

"This revelation leaves me at one and the same time numb and yet deeply moved in spirit. There is no reason why one should not fall like this until the end of time in an element whose sense of lightness no adjective can conjure up. How wonderful it would be to fall asleep in this state of ineffable ease."

**Leo Valentin
1947**

People in the SPORT

Interview by
Jo Malone

Sarah Laughton

Sarah Laughton started skydiving in 1993, won a bronze medal in 8-way in '95 and became National Champion in '96 with just 600 jumps.

Since then, Sarah's 4-way team, VMax took silver medal at their first Nationals in '99 before winning the first Women's World Cup, scoring an 11+ average at both events.

Sarah's achievements are an inspiration to any jumper, but are even more impressive when you consider the small proportion of really top level female jumpers.

What do you do for work?

I was an Army officer from '93 to '99. Now I am a full time skydiver and starting my own AFF business – Skydive Adventures, based in Deland in the winter (www.skydiveadventures.com). I also have my US AFF rating so I teach students at Skydive Deland as well. It's rewarding when it goes well and hugely challenging when things don't go to plan! I love being a part of helping students go from nervous first time jumper to self-assured skydiver.

Do you like working on a DZ?

It's great. I get to jumps loads, work outside in the sun and there's always a good vibe with the people around. I feel I have more time to enjoy life. The Army taught me a lot and I had a great time but for now I'm enjoying having complete control of my own life. I still feel like I'm on a big holiday!

When did you start skydiving?

I'd always wanted to do just one jump and had the opportunity to do a tandem with the military in Hong Kong in 1991. I loved it, did a static line round course there and continued in the UK by doing AFF in 1993. I loved the whole atmosphere of skydiving – the people (mostly crazy!), the excitement of jumping out of a plane and the challenge of improving my skills and competing. The competition side was and still is a big motivator for me. I wanted to be the best I could get – I'm still working on it!

When was your first competition?

The UK Nationals in '95 with the Army 8-way team. We collected a bronze medal after a hard fight with the silver medallists, No Go. I didn't really feel much pressure because I knew that our goal was to win the year after – it was good competition experience.

How did you achieve National Champion with just 600 jumps?

I was very lucky to get selected for the Army 8-way team with only 100 jumps. After that, most of my jumps were team training with coaching. The core of the Army team stuck together for three years so we



Photo: Simon Ward

improved steadily. By the 1996 Nationals we were feeling ready to go for gold! I don't think jump numbers is a big issue – the quality of your jumping matters a lot more.

What's the secret of your success?

I received excellent coaching from an early stage. I believe this is essential in order to bring out the best in your jumping and enables you to set and achieve more ambitious goals. Skydiving has also been my main focus for several years now and to be on any skydiving team requires dedication and commitment from all team members. I've spent most of my money on this sport since I've been on a team, something my non-skydiving friends can't really understand. I'm also a bit of a perfectionist, I'm never quite happy with my own personal performance and that drives me on.

How many jumps do you have and what was your favourite?

1700. I don't have a particular favourite but I get the biggest buzz from doing really kicking 4-way with the chicks!

Did VMax set out to be all females?

Yes. I've always believed that skydiving is a gender free sport and wanted to prove that women can skydive as well as men. I felt I had already done this to some extent as the only female on the Army team but I also knew four girls together could achieve recognition by doing really well in an open competition.

What were your initial aims?

Our initial aims in January 1999 were to learn all the senior blocks and gain a 10 average in that year's Nationals. It went better than any of us could have imagined. We took silver at the Nationals with an 11.5 average, went for it in Australia. This went better than we dared hope, we arrived back as World Cup Champions!

How do the team dynamics work?

We have similar personal aspirations and attitudes so we get along really well together as friends which is very important. We made sure that we did things right from the start with a good coach and a sound plan with goals. We are all prepared to train hard and sacrifice other things for the team. We listen to each other and talk through any problems as they arise to minimise bad feeling. We have a lot of fun and each person contributes something valuable and unique to the team.

What would you say to people startled at your success?

Chicks rock!

How you feel about women's FS being separate?

I'm not in favour of a divide by gender in competition. Teams should be able to choose their members on merit and personality and then compete on an equal forum. If teams set their own conditions, such as strength or gender, then that's fine but we should all compete together. It's what makes this sport unique and it's one of the reasons I enjoy it so much. The fact that there is currently a Women's World Cup has enabled us to compete at international level, an opportunity that most teams of our standard will never get. I feel lucky to have done this but feel that to continue is resigning women to a 'B' competition. There are many women out there of an equal or better standard than the average male skydiver and team selection should not be restricted. We should be searching for alternative ways to encourage women into FS. Dividing the competitions is a backwards step for the sport in an era when equality is a big issue.

Does your team inspire other women?

I hope so. We've proved that, even with low experience, it's possible for women to skydive well and compete on an equal basis against long established teams. However, I believe that some groundwork has to be done before women are fully represented in FS in this country. I'm looking to run a skills camp in Deland later in the year, aimed at promoting female skydivers. This may sound contradictory but I believe it is a better way to encourage female competitors right now. I see it as providing a springboard for women to become confident, skillful and assertive skydivers. If we can create this environment now, there will be no need to divide the competitions.

Do you feel women are discriminated against?

Maybe a little with the 'doris' banter that goes on at every drop zone. This is easily stopped with a professional attitude, good skills and the courage to use them.

What are the teams plans for 2000 and beyond?

Liz Groucott has replaced Sacha, she was on the original line-up in 1999 but had to pull out for work reasons. We are doing 300 jumps before Nationals this year to maintain or better our current placing and then hoping to step this up in 2001.

Are sponsors falling over themselves?

We have sponsored Javelins and Symbiosis suits and searching for other sponsorship is an ongoing thing. The gear manufacturers we selected were obvious choices – they're the best!

Do you have a mentor?

I owe a lot to the people who gave me breaks early on – Mike Smith (my AFF instructor), Brian Dyas (general encouragement in that unique 'Dodgy Dyas' way) and Andy Allman (Army team). Since then I have been coached almost exclusively by Solly Williams – ever wondered

where his grey hair came from? VMax owe a lot to Solly – he saw us through an exceptional first year together.

Tell us about Solly's coaching

He targets the team's needs exactly, whatever the standard, and enables you to perform your best both as a team and individually. He also takes time to work on the way the team members interact with each other to create a good working environment and a close-knit team.

Who do you respect?

Anyone who is forward thinking in the sport. It's still evolving fast and we need to keep abreast of change. I also respect people who are skilful across many skydiving disciplines. It shows an open mind and natural ability – a really cool combination.

Describe yourself in three words

Determined, truthful, gorgeous!

Which medal means the most to you?

The gold from Australia is obviously pretty special. It was a dream come true to be collecting a medal for my country! My 8-way gold from 1996 also means a lot because it was my first one and we had been training to win it for three years. I didn't let it out of my sight for days after! It also took me to my first World Championships in Turkey – a fantastic experience.

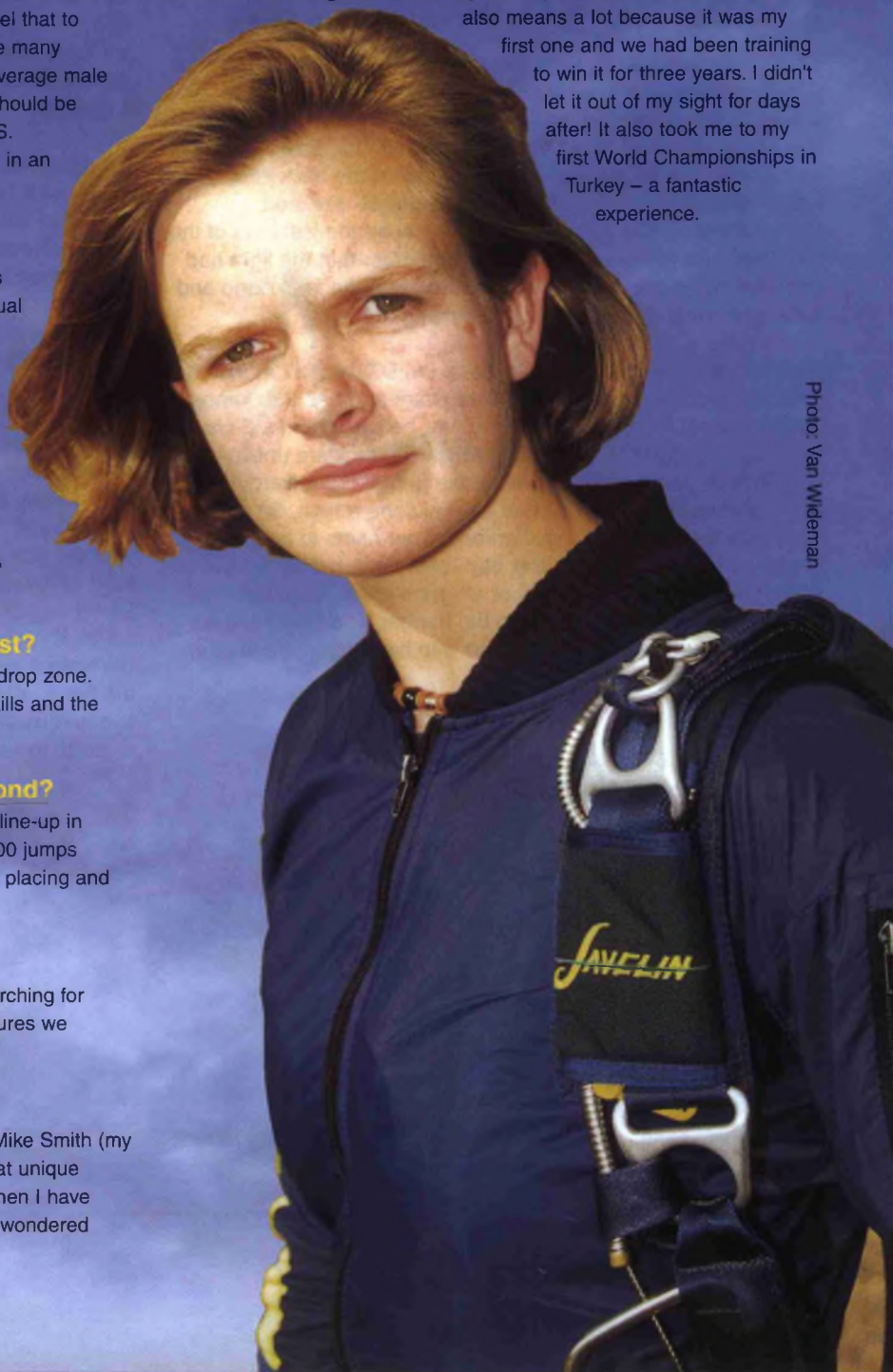


Photo: Van Wideman



Photo of 'Toast': Adam Rosen

WHEN TOAST WAS BURNT...

... the story of
a skydiver,
his accident
and his
return to
the sky



Hook it to Hospital

It was just another autumn weekend at Skydive Cross Keys in Williamstown, New Jersey. As the sunset load headed to altitude the remaining jumpers sat back, enjoyed the setting sun and reminisced about the weekend's jumps. Eddie Carroll and Adrian 'Spotty' Bowles were relaxing on the back deck when Eddie remarked that it had been another safe weekend. Unfortunately Eddie spoke too soon because the last load of the weekend had yet to land. Jumpers remember that the light had been fading as the crimson sky blended with the fall foliage and cool light winds drifted across the landing area.

Dennis 'Toast' Quinn, an employee of the DZ, was 37 at the time. He had been jumping for three years and had 230 jumps. On the sunset load, his third of the day, he was doing a 3-way head-down jump. The skydive and deployment were uneventful, the damage came as Toast piloted his Sabre 170 toward the landing area. Toast says he had always done a high, 90 degree, front riser turn and would pull on both front risers to keep the speed up before flaring. To this day Toast does not remember what happened before, during or after the jump. Toast last remembers hanging a banner in the hangar. The next thing he knew, he woke up in a hospital bed with his room-mate in pain, screaming for drugs.

WHAT HAPPENED?

Spotty remembers seeing Toast do what appeared to be a low, left toggle turn into the wind. Spotty said that Toast was in the dive when he hit the ground with an 'almighty thump'. Spotty and Eddie immediately sprinted out to the landing area to find Toast unconscious, tangled in a web of lines and wrapped up by his deflated canopy. Eddie did the most important things first; he made sure Toast was breathing, that he had a pulse and then stabilized his neck. (Basic first aid is always start with 'ABC - Airway, Breathing and Circulation'.) He stayed with Toast until the paramedics arrived at the scene. By then, Toast was coming in and out of consciousness and was getting agitated because he did not want his rig cut off! He was then taken by helicopter to the local trauma hospital.

When Toast arrived, his heart was racing and his breathing was quick and shallow. He had a cut above his left eye and had a collar placed around his neck to protect his spine. His right ankle was grossly swollen and the doctors found that he has a large haematoma, a collection of blood and fluid under the skin, that was the size of a grapefruit. In the trauma bay doctors put a tube in Toast's throat to control his breathing with a machine. Blood was drawn and tested and then multiple pictures were taken. X-rays of the chest, spine and foot revealed a bad dislocation and break of his right foot. CAT scans were done of the head, spine and pelvis; they revealed a break around his left eye and multiple breaks in his pelvis. A study was done of his aorta to ensure it was not damaged.

Toast was taken to the operating room right away for placement of external fixators on his pelvis and foot to hold the breaks in place (external fixators are the tinker-toy looking apparatus, placed on bad fractures of the pelvis or extremities). A few days later blood transfusions were needed due to blood loss from the accident and the surgery. Due to his injuries Toast's body was sending blood clots from his pelvis to his lungs and another trip to the operating room was needed. This time a filter was put in the vena cava, the large vessel



Photo: Simon Ward

that returns blood to the heart. The filter looks like a metal umbrella and it acts to stop clots from going to the lungs or brain that could cause a pulmonary embolus or a stroke. After a week on the breathing machine and multiple trips to the operating room, a tube was put down his throat to his stomach and liquid food was used to provide nutrition for healing. Seven days after the accident Toast was finally breathing on his own. A few days later he was back in the operating theatre to take off his external fixator and put plates and screws inside his pelvis to hold the pieces of bone together.

In total Toast was in the hospital for five weeks, made six trips to the operating theatre, required a breathing machine, blood transfusions and tube feedings. After being discharged, Toast went to a local rehabilitation hospital for almost two months. He remembers that one of his big Christmas presents was being able to take a few steps on his own two feet.

HOW'S TOAST TODAY?

In under two years Toast was back working at the DZ, jumping and is now getting into freeflying. We asked him for any comment, he said that what got him through his injuries were his sense of humour and his friends. He remembers when two jumpers changed his name on the door to Toast, so the whole hospital was soon using his nickname. He'd like to thank everyone who helped him, especially John Eddowes. If you stop by Cross Keys, Toast can usually be found in the air during the week or behind the counter of the Long Delay Cafe located right on the DZ, so stop by and say hello.

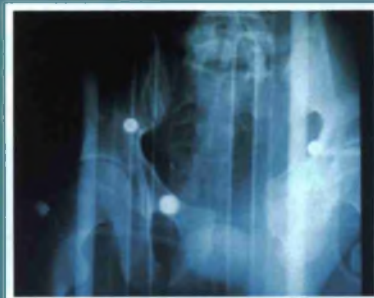
This story is not meant to be negative. We have chosen an overseas example but there are many such incidents which occur to British jumpers. Because of advanced surgery, many people like Toast are walking, talking and jumping again. Whilst on the one hand it is fantastic that medical science can achieve this, on the other, it tends to lull us into a false sense of security. Toast is back in the air but he could easily not have been so lucky. Such a recovery is just a knife edge away from paralysis or death. Let's all remember that Toast could easily have been burnt beyond repair!

Hopefully, we all realise the risks we take to reap the benefits of flying through the air with some of our closest friends. Fortunately, on this occasion, there was a happy ending.

WHAT CAN WE LEARN?

This and other accidents (such as the recent case of Steve Burns), are a reminder that our sport is potentially dangerous. We all accept that skydiving has a risk. But it is up to us to minimise our personal risk by making our own decisions on all aspects of the sport which affect us. Unlike other risks in life, such as getting on a fairground ride, we do have control over our own skydiving risk as it is us who choose our kit, our jumping conditions, our companions and when we are safe to go. When things do go wrong, it's wise to look at what caused the accident and how to prevent similar situations happening to us.

Each one of us has to ask ourselves about our own skill and awareness level under canopy. We all progress at different speeds. This is determined by (but not limited to) innate ability, instruction, and currency of jumping. The fact that others are jumping the latest, fastest and smallest canopies should not be



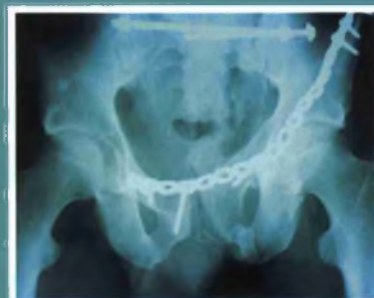
X Ray 1

Taken on arrival at the hospital. The most obvious feature is the huge gap in the middle (compare with the other slides), a rupture at the pubic bone.



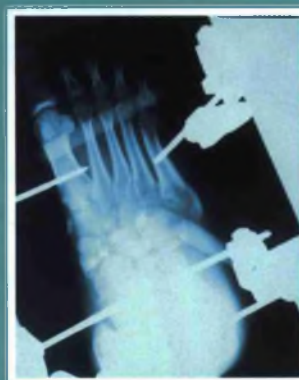
X Ray 2

After external fixator applied, the gap is much smaller. You can see a break just right of this gap (ie, Toast's left). Above and below the circle (obturator foramen), are breaks, to be later stabilised with a plate & screws.



X Ray 3

Toast today. The plate and screws hold the left side of the pelvis together because of multiple breaks. The two bars in the back are because the site where the sacrum and pelvis meet was broken on the right (Toast's left). Notice it is rougher than the left.



X Ray 4

This shows the right foot which sustained multiple breaks and dislocations. The external fixator is holding everything in place.

Photos courtesy of
University Orthopedics

Article by
Adam Rosen

Certain things in life automatically make one look for the highest degree of safety

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an incentive to downsize. Wait until the right time for you.

We all have to recognise that the canopy we jump in perfect light, landing on the large DZ landing area, in reasonable winds, is the same one we will use *every single jump*. What about a late load in poor light, nil winds at 1,500 feet or a tight demo? What about days when you're feeling under par, suffering a hangover or just not very with it? It only takes one jump to put you in hospital. What about a poor spot when you have to land in a tight back yard next to power lines? That hot, fast, small canopy may not seem like so much fun now!

Don't think it's time to stop learning just because you've achieved Cat 10 or have 500 jumps. With a new canopy, take the time to learn its flying characteristics up high. Open at an altitude with enough time and space to see how it dives, turns and flares.

Don't upgrade to a hotter model until you have completely mastered your current one. You're wasting your time and money and just putting yourself in an unnecessary risk category. You know yourself, whatever anyone else may say, what that level is. If you are *ever* scared under your current canopy, you don't need to be downsizing. Unlike a car, you can't just ease off the gas if you feel like going slower.

If you do choose a new canopy, ask input from others; preferably not your peers as they will generally encourage fashion rather than reality. Your old instructor or an experienced, capable jumper you trust are good resources. Ask as many reliable people as you can. They may add a new perspective, talk you out of downsizing, suggest a completely different option, give useful information or help you advance your canopy skills. You look coolest when you are in complete control of your canopy, not in poor control on a 'hot' canopy.

Find out how deep you can fly your canopy in brakes. Find out if your steering lines are set perfectly for you, can you really stall the canopy? What does it feel like? Does the tail distort when you make big use of the front risers?

**“you can't
just ease
off the
gas”**

If you are trying hook turns, start and practice up high. It is much better to plane out high and add input with both front risers then to slam into the ground. Realise that more is not always better; a well executed 90 degree turn at the right altitude will give you a safer, better, flatter and faster surf than a forced 180 or 360 degree turn that you may need to stab out of. Using front risers will give you a carving turn that you can bang out of, whereas, with a toggle turn, you are committed and cannot abort early as the canopy is in a steep dive to the ground.

The next time you see that new pilot under a high performance canopy make a bad decision, talk to them. Your input may help them to learn. A few minutes of your time may prevent a future accident.

A common cause of hook turning into the ground, which was possibly what happened to Toast, is ending up flying downwind lower than the plan, and needing to turn into wind. Applying the shuffle turn at this stage (see next page) is good judgement which may allow everyone to enjoy the sunset in peace.

**“near the ground is the
wrong moment to make your
first toggle hook”**

Photo shows Matt Law by Gary Wainwright

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Shuffle Turn

Photo: Chris Norton

Boogies can be bedlam. It can get really silly. For one reason or another you can end up late and low and still running downwind. For too many, the stress-induced solution is to try to get into wind quickly, make a quick turn because you are low... your first toggle hook.

If you get really good on the brakes you can give yourself more time, conserve altitude and increase your options. Why sail full steam into the corner when you can slow everything down?

If you get trapped low and you still need to turn, **shuffle, ie, ease up on the outside toggle**. In really deep brakes, pulling more on the inside toggle will stop the canopy flying and dive it to the ground. Instead, relax on the outside toggle. Ease the canopy round; shuffle round by smoothly releasing the outside toggle rather than pulling down on the inside. The 'picture', of one hand lower than the other remains the same and round you go.

If you don't feel comfortable that you can complete the turn, ease up on both toggles smoothly and you will still have time to land ahead. Stress, feeling trapped downwind, has caused many people to try to make a quick turn to get into wind, perhaps worrying that landing in any direction other than into wind would cause them to crash. Near the ground is the wrong moment to make your first toggle hook.

Slide around in deep brakes when you get the chance, don't just think about getting back, but see how much altitude you can have when you get back. Why wait until you get close to the ground to find out what you *can't* make your canopy do, because you gave it the wrong inputs.

A shuffle turn is a very flat turn, your body remains under the canopy. You can change your mind at any time; you only turn while you make the input. Our canopies can safely be landed without a problem in **any direction relative to the wind**, provided that our body is hanging underneath it. Hitting the ground mid toggle turn is never going to work.

Shuffle turn by
Adrian Nicholas

“as we learn to fly our canopies, our options increase and so does the pleasure”

The more you find to do with your canopy on the way down, the smoother your flying will be when it all gets busy close to the ground. As we learn to exploit the performance that's designed into our canopies, our options increase and so does the pleasure.

Sky Times

by **Bryan Davies**

Sun, Surf & Skydiving

Keith Larrett at Skydive Daytona Beach reports:

It's felt a bit like Hollywood at Skydive Daytona Beach the last couple of weekends. The crew from the movie Cutaway finished their filming here and now it's off to the editing studio. The film is scheduled for release at the Cannes Film Festival and should be released in the States sometime in August. It's a good movie and will hopefully give skydiving a boost! A production crew from 48 hours were at the drop zone and I did some filming for them.

If you haven't experienced one of their Beach Bonfires you owe it to yourself. Plans are developing for the Daytona 5000 Canopy Challenge. They also hope to bring in a CASA very soon. Stay tuned!

E-Mail Keith at keith@visexp.com or click www.visexp.com and www.skydivedaytona.com for pictures.

Problems with Wind?

Wendy Windblows has expanded its weather forecasting update so call 0902 895252, or click www.wendywindblows.com for details.

Wot, no Pictures?

The pic shows Bruno Brokken and Willy Boeykens, renowned freefall photographers at the recent World Record event in Thailand. For those who don't speak Thai, the sign reads, 'No Photographs'!



This turned out to be truer than expected as Kevin McCarthy had his bag nicked from a train recently. He lost his PC7 camera along with Bruno Brokken's original transparencies of the World Record! You know who you are, so if you haven't already returned them, then please do so now – they're not much good to you, so keep the camera if you must (sorry Kevin, but you've got to bargain with these people!) and give back the piccies.

White Skies – Black Death

A report from Australia has looked into the business of skydiving and that fluffy white stuff (cloud!) And, believe it or not, they have come to the conclusion that is just as safe (or unsafe) in 8/8ths cloud cover as it is in nice blue sky. Apparently the 'see-and-avoid' method used by pilots isn't very effective when it comes to spotting skydivers hurtling at your plane at 100 mph. Hmmm! ...

Coach Awaits

Head down, feet down, back flying, tracking and belly flying – it's all good. Chris Lynch (*ex-Sebastian XL*, Winner of the first World's Fastest Man Competition, second place – 3-way Freely Space Games 99, and having done 6,800 jumps (*phew!!*) is available for coaching FF1, FF2 and beyond this summer in Royan, on the west coast of France.

Fees will be about £45-50 a jump and this includes slots, coaching fee and video. Anyone interested should contact

chrislynchsky@hotmail.com for details, the odd tip or if you have a question regarding freeflying techniques and safety.

Bloody Nuisance

The old problem with skydivers donating blood has reared its head again. For those who are unaware, **parachuting and giving blood are incompatible** as there is a possibility of blood donating causing problems. John Carter, BPA Medical Advisor, suggests you **read the advice on the medical form and parts of the Ops Manual**.

Most of us think we are unaffected by the reduction in oxygen at altitude but the facts are that concentration and co-ordination are impaired as we go higher. At 8,000ft there is impairment on even well ingrained skilled tasks. At 10,000ft, these are significantly affected and physical stamina is reduced. Exertion and cold make the situation worse. With all these factors working against you, any reduction in the oxygen carrying capacity of the blood is clearly unacceptable.

After giving blood, the volume is replaced but not the oxygen-carrying capacity. Giving a pint of blood may reduce this by over 10%. This won't matter on the ground but will affect your performance and safety at altitude. Most blood donors restore their blood levels within a few weeks but small framed people may take several weeks.

If you want to give blood and skydive: Ask the Blood Transfusion Service for your haemoglobin level and **do not jump within a week** of donating. Get your haemoglobin level checked 1-2 weeks after donation and stay below 5,000ft until the level is within 5% of its original level. If this seems like too much hassle, the solution is to avoid mixing skydiving and blood donation. Another option is to just give plasma (and have your red cells returned), you should be able to skydive after 48 hours.

CF Spektakel 2000

Teuge, Holland will host the annual Canopy Formation spectacular – CF Spektakel 2000 from 8-16 July. Brand spanking new facilities, BIG plane (C-208 Grand Caravan), big carpeted hangar, bar and restaurant 'De Wolk', dormitory (18 beds – 1 person per bed!) and/or free camping next (and we do mean next) to the DZ, video room and instruction room. Of course, find The Parachute Case, Rigging loft and shop, close by!

We aim to have at least four world class CF coaches, with some maybe less reputed but still both capable and fun. There will be CF canopies to use (for FREE). You will be able to do team training (sequential & rotation), fun jumps, big formations, and – new this

Check the website for details:
www.geocities.com/Pipeline/Slope/6750
 Email to CF_Spektakel@yahoo.com
 Or phone/fax Roel at 0031 23 531 11 17

year – 8-way speed. To close off the week there will be a free barbeque with beer.

Last summer, the third edition of the annual CFiesta, took place in Moorsele, Belgium. In typical continental weather we made around 1.000

jumps during the week.

We had more than 60 participants from seven countries.

So, if you've never tried CF before, here's your chance to give it a go – with the right people, the right place and the right canopies.



Main photo taken of Dave Morris in tandem over Langar by Geoff Woodger

A Very Small Aircraft

Remember Oliver Furrer and his freefall world record over the Swiss Alps in November 1998? With a SkyGlider prototype of the first generation, he could fly a horizontal distance of 4.1 km (2.55 miles) by achieving a glide ratio of about 1, jumping from 6.000 m (19.685 ft), flying over the 'Jungfrau' and safely landing in 'Lauterbrunnen' 800 m (2.625 ft). The purpose of the first SkyGlider prototype was to study the feasibility of horizontal flying with winged skyboards. Oliver demonstrated that a very good glide ratios can be achieved with this new way of flying.

This new SkyGlider G2 was designed, developed, calculated and built in Switzerland in 1999 by Holtec GmbH in collaboration with TS Skyboards in California USA and the Institute of Lightweight Structures of the Swiss Federal Institute of Technology in Zurich.

Recent technologies were applied for computing the structure, the aerodynamics the building materials for this new skyboard. The flight performance, reliability and safety is a generation on from the first SkyGlider. The SkyGlider G2 was designed to be considered an aeroplane, not a skyboard. A commercial version will be available if there is enough interest. More information can be obtained from **Oliver Furrer** (oliver@posx.com)



Think Big!

Pete Allum and John McIver, of *Sebastian XL*, are organising 40-ways at Cross.Keys, New Jersey, 15-17 June. Aircraft: Casas and a Twin Otter. Pete and John's knowledge of the sport, positive attitude and great vibes approach will ensure a fun-filled, no hassle week of quality jumps. Contact: pete_allum@compuserve.com

Out of our League

The planned British Skydiving League will not be going ahead this year. The feedback and desire from the competitors and judges for such a competition was strong. But many of the drop zones approached were unable to cope with the demands of such an operation. Many thanks to Steve Swallow at Hibaldstow who did commit to hosting an event. Empuriabrava was the only other DZ to commit. Also thanks to Icarus Canopies for their generous offer of sponsorship. Would any teams out there be interested in a European 4-Way Skydiving League? Contact Steve Mursell at britskydivinglge@aol.com.

Get Your Wings

If you're the adventurous type, and you've got \$2,985 to spare, then you can skydive in Jordan in August this year as part of the Jordanian Special Forces. You'll get an airborne refresher course, and jump a Hercules C-130, as well as partying and sightseeing. Click www.paradventure.org for the full story.



Site-seeing

John Boardman's **Jumpers' Contact Website** has moved to www.go.to/jumpers.co.uk, so head over there and put in as little or as much as you want to reveal about yourself.

www.skyleague.com for the latest on the Florida Skydiving League

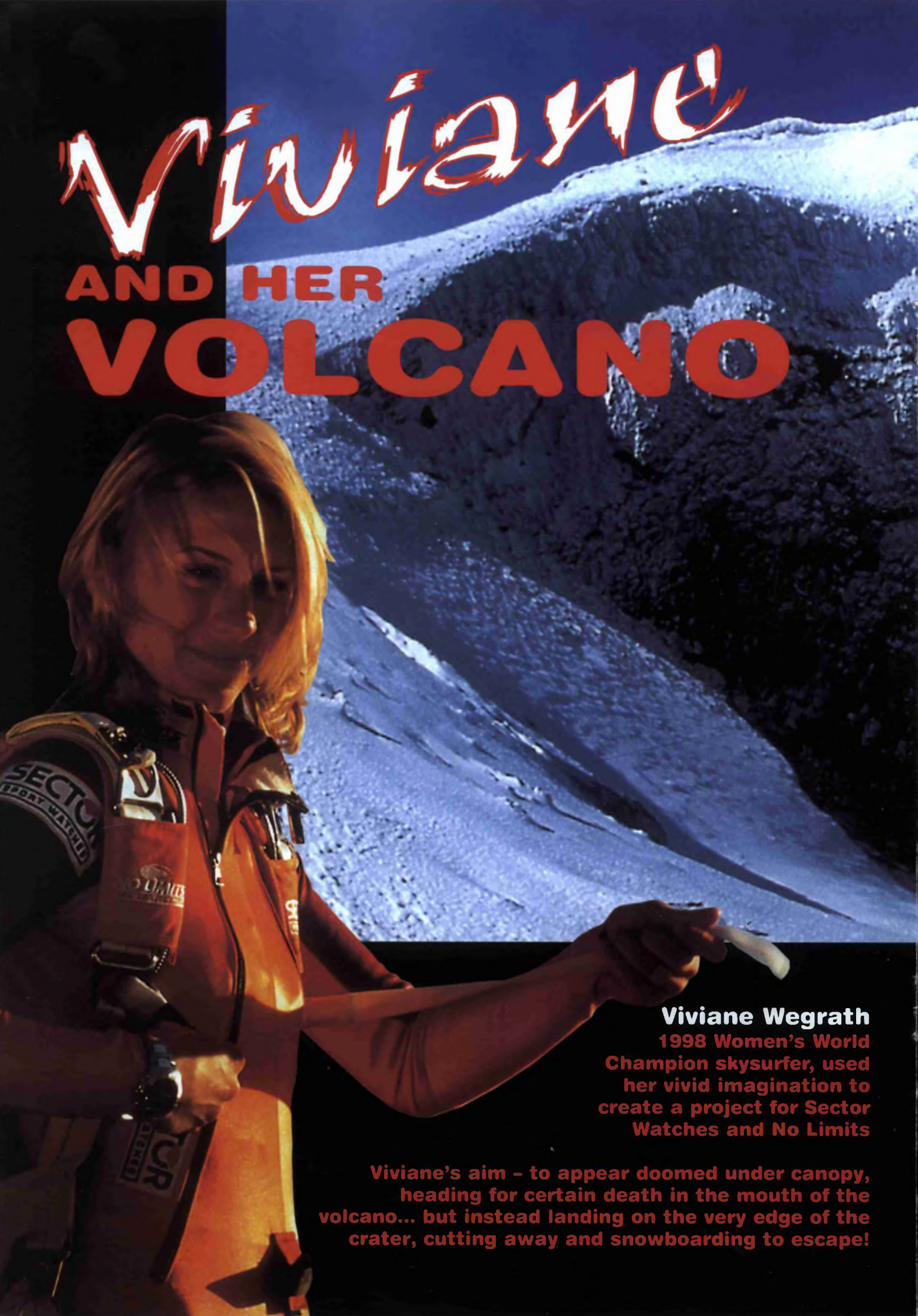
www.xs4all.nl/~mdereta for Stunning Images

www.skydiveu.com to check out the latest on Skydive U

www.freefall.com for the World Freefall Convention held in Quincy

www.skydiveaz.com is a wicked site to check out. Good on yer Skydive Arizona!

www.aerotrading.com if you can read Spanish (at least I think it's Spanish!) and want to buy or sell aviation-related goodies.

A woman with blonde hair, wearing a skydiving suit, is shown from the waist up. She is holding a small white object in her right hand. The background is a large, dark, rocky mountain, likely a volcano, under a blue sky. The title 'Viviane AND HER VOLCANO' is overlaid on the top half of the image.

Viviane

AND HER VOLCANO

Viviane Wegrath

**1998 Women's World
Champion skysurfer, used
her vivid imagination to
create a project for Sector
Watches and No Limits**

**Viviane's aim - to appear doomed under canopy,
heading for certain death in the mouth of the
volcano... but instead landing on the very edge of the
crater, cutting away and snowboarding to escape!**

The 25 second story of an incredible woman who quells the passionate temper of a volcano and shuns her fiery consummation!



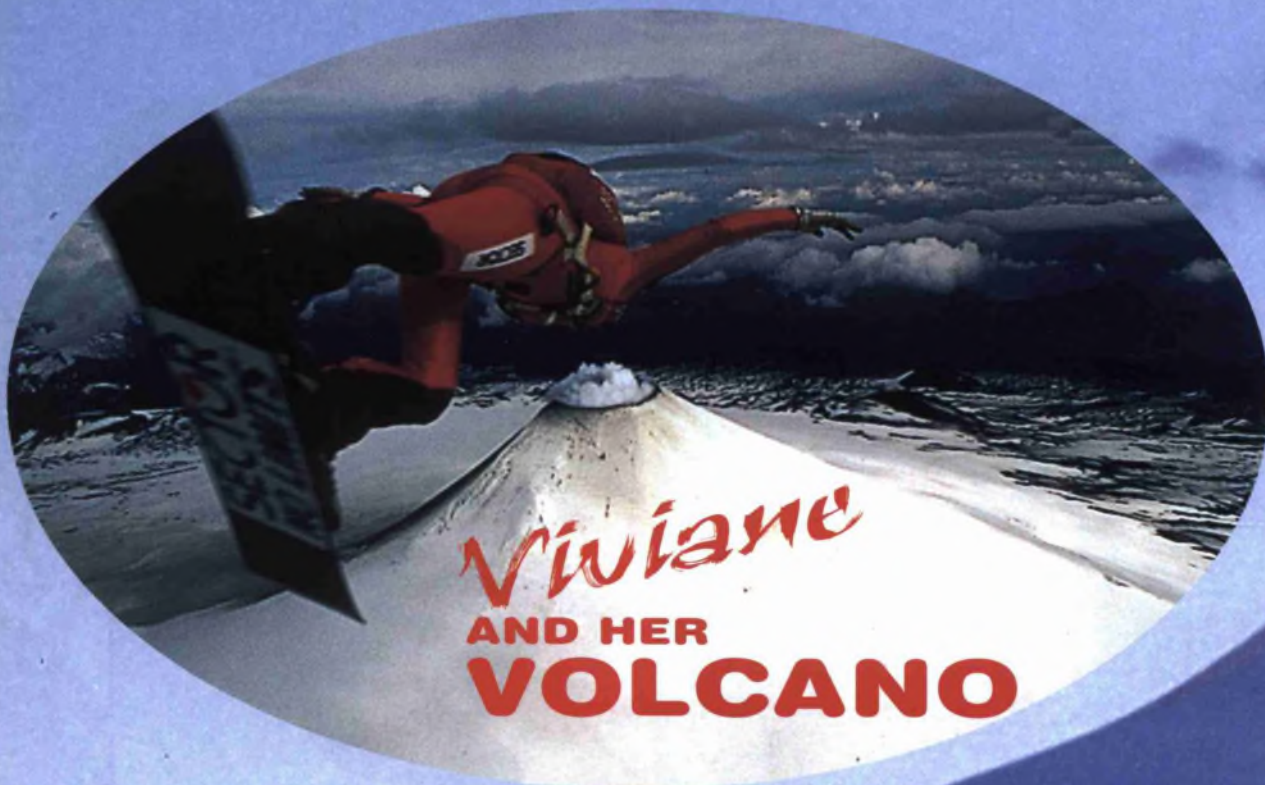
the perfect surf

The two hour journey to Pucon, Chile, took us along the spring shores of the vast Villarica lake with the stunning Volcano Villarica in the distance. Puffing constantly and grandly, she cut an impressive statue in the armchair of her blue living room. Snow clung to the vast sweeping sides, forming the fullness of her billowing skirts. From here we could see no sign of the ice ridges and glacial statues just below the top, that later would prove difficult for Viviane to snowboard.

With hurtling winds on top of the volcano on the first day, Viviane instead jumped lower down to provide some exit shots. The following day arrived, perfect wind up top to land the helicopter. And so, a quick heart-thwacker fly to the top, awesome! And then we were there. Nothing can prepare you for being on the top of a volcano. To see still, heavy, sulphurous smoke that rolls, billows and soaks into your lungs to asphyxiate! You don't get caught in it if you can help it, because it stinks and stings. We spent all day on top until sunset. The

great dollops of lava did it for me. The sound of a volcano is incredible, reminding me of ocean waves crashing; soothing, powerful and immensely hypnotising. But this was thousands of degrees hotter; boiling, belching, unrelenting Mother Earth. This is our planet!

The filming was done in two trips. Between these, the Volcano Villarica 'burped', covering one side with a thick layer of jet black ash and basalt rock. The black ash looked awesome. Initially it was a director's nightmare as an unplanned spectacle looking totally different from the first video and stills. If you're planning to film on a volcano, you must expect the unexpected! The basalt rock formed beautiful ice sculptures, but made the landing area hazardous for Viviane. The great chunks of terra del fuego had blackened the east side completely. We tried a spot of rock clearing but it had little effect. Mostly because they were immovable chunks of Gaia!



Viviane AND HER VOLCANO

Because of the altitude and freezing conditions, adjustments had been made to Viviane's canopies, PD Spectres, a 150 and 170. Her main problem was the landing approach with tremendously variable winds and incandescent smoke which could suddenly be emitted, blinding her completely. We had to wait for perfect conditions for her hazardous jump to go ahead, plus other aggravations like waiting for trudging tourists to clear. Finally, the jump got the 'green light', we were on! With Kevin spotting, Alessio hanging out with his camera, and

Viviane psyching herself up for the jump, the helicopter took off. Avid "Go for it!" and "Oi-Ois!" It took ten swift, nail-munching moments for them to go up the extra 6,000 feet.

"She's out", we all yelled. On her approach, it sunk in what a dodgy landing area this was. Half hidden, smoking lehar (lava flow trajectory) were emerging all around the landing area. Huge lumps of ice covered rock, crevasses, deathly sharp icicles – all the normal hazards, oh yes and snow too! We were all in precisely placed camera positions, trigger fingers poised to capture the exact moment of cutaway. But, at that instant, a vast eruption of dense emission blocked the camera view, smoke easily 30 storeys high! But Viviane had done it! Now she had to repeat her mission, to get the pictures. Take two...

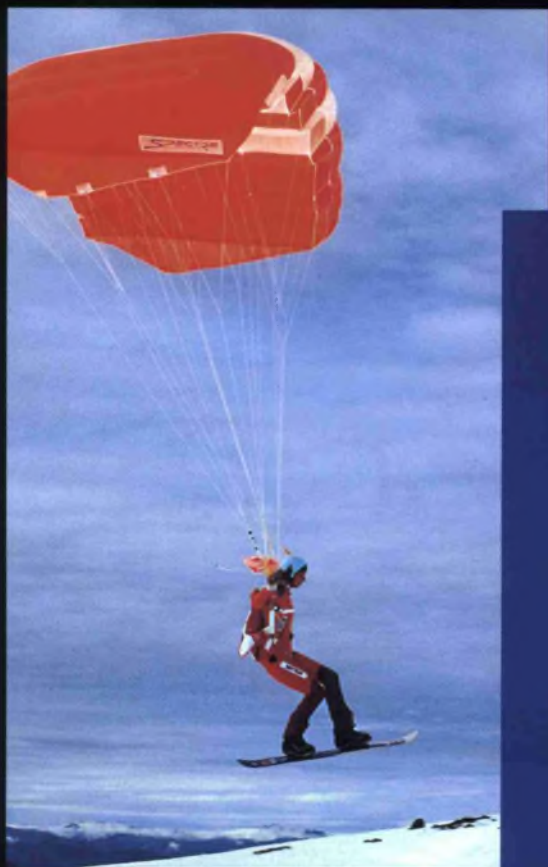
This time perfect, the camera caught it all. Not so for the canopy which sailed down into the crater. Oops! That was a bit of a giggle. However our intrepid mountain man (every trip should have one) deftly abseiled 50m into the ardent cauldron to rescue the canopy lodged in a crevice.

Unfriendly weather meant the entire project had to be filmed in sections. Eventually, holes in the heavy, snow-filled clouds appeared and allowed filming to continue. This time ready for





Viviane just made it to the very edge of the crater. When she cut away her canopy, it sailed down into the mouth of the volcano!
One of the crew abseiled 50m down the crater to retrieve it



Photos by:
Bruno Brokken
Jancsi Hardlika
Valerio Bifano
Roberto



Viviane AND HER VOLCANO

the snowboarding. Winds blowing around 50 knots swept like demons leaving a devilish nebula, whose freezing omnipotent coils swept around the top of the crater – exactly where Viviane had to push off from! On this particular day Alberto, Ritchie, and Viviane all set off for the summit, a well stomped route, reaching it three hours later. With them all in position, the helicopter, with Alessio again hanging out with his camera, was next. Not easy with such a tempestuous force. The rest of us waited below, radios in hand, again nail-biting moments from our box office seats which lent us a perfect view of all the difficulties. Viviane started as a dot, and eventually in she came, in that orange “Super Sperm” suit. Bring out the champagne! With just a few more shots here and there, she’d done it. Viviane’s project had been a year in the making. With both trips dogged with days of motionless black cloud or incessant rain, a local commented “Perhaps the volcano

doesn't like you?” Despite this, and even though no virgins were sacrificed to appease the Volcano Gods, Vivi did it. Sector & No Limits got their ad. And Volcano Villarica? We had no rumbles from his glowering belly, or belches from his ascorbic tongue. But a big one was expected soon...

Mild explosion. Strong strombolian eruptions forced 300ft plumes of volcanic ash & poisonous gases upwards, that propelled lava bombs and highly dangerous golden lava strips of peles hair over the NE flank of Volcano Villarica.

Volcano World Report
19 September 1999

The explosion happened the day after we left! A beautiful crisp and cloudless day, perfect for filming, we undoubtedly would have been at the summit!

And finally? Watch out for the sequel...

Debs McCarthy



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photo: Steve Utter

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Photo by
Matt (Matt Dogg) McDevitt

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Para Ski



Postcards from Riezlern, Austria

What the hell's Paraski?

It doesn't mean jumping out of an aircraft with skis on! The Para and the Ski are separate events. The 'Ski' is two Giant Slalom races, these are faster than straight slalom but slower (thank God!) than downhill. The 'Para' is six rounds of accuracy with the subtlety of being onto a slope. The ski time is changed to points, which correspond with the centimetres in accuracy, and are added to the accuracy score for the combination winner.

Venue

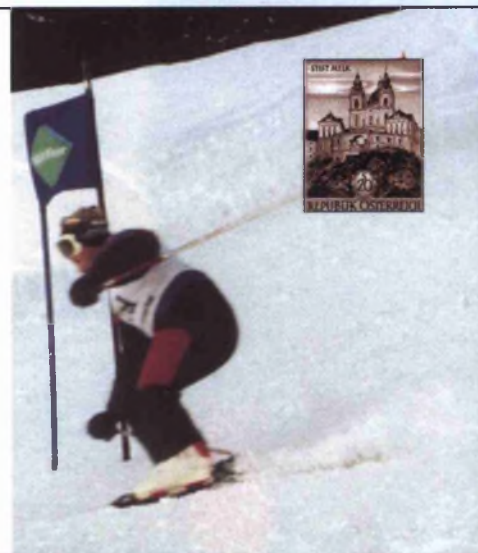
This year's World Cup was held in the prime location of Riezlern, in Klein Walsertal. Although geographically Austria, this area can only be driven to from Germany, has a higher population of Germans than Austrians and trades almost exclusively in DM's. The event was organised by the German Parachute

Hi Folks!

We're at the Paraski World Cup. It's exciting, challenging and great fun!

Chrissie & Nick

Riezlern, Klein Walsertal, Austria



WORLD CUP
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Para Ski

The Brit Team

Federation and was a test event for the World Championships next year. The lower end of the main ski slope was used for the race finish, and the accuracy target. Near to the town centre and right in front of the very well attended open-air piste bar, we were prime spectator entertainment!

Two intrepid Brits took part in this year's event, Chrissie Clements and Nick Lupton. Chris being infinitely more experienced at paraski, and Nick showing good form on his bar tab for about a dozen first's – first paraski, first accuracy event, first helicopter jump, first ski competition, first jump on a 282 and so on..

Ski

The meet started with the ski racing, which had the potential to be intimidating for the British. We'd done several days of ski training, but there was no facility to race prior to the event. Launching out of the start gate, it was just a case of go for it! Nick did rather well in the skiing and saw off a few alpiners.

Para

The accuracy target is placed on the incline of the ski slope (minimum 30 degrees), so the approach is tricky! An uphill approach tends to lead to dropping short, whereas downhill results in overshooting. The preferred technique, to maintain a consistent perception of the ground, is to approach *across* the slope. But alpine winds tend to be either uphill or downhill! They are also very temperamental. The jumper is constantly correcting as they make their crosswind approach across the hill! Because the event is at altitude, the canopies fly much faster! All in all, the accuracy difficulty is increased, so scoring is on a 5cm disc (instead of 3cm) and is measured up to one metre (instead of 16cm).

The jump aircraft was a Lama (Alouette II) helicopter, which lifted a team of four to 3,500 feet with a turnaround of barely five minutes. Ruthlessly efficient, as you would expect from the Germans! The rapid execution of the events was unfortunately no match for the weather so not all rounds were completed.

Results

In all there were 20 teams and 80 competitors. The team event was won by the Slovenians with Austria in second place, and Germany in third. The skiers from all these nations were top class, the German National number 5 skier competes in Paraski so this gives an idea how seriously they all take it. We put up a good fight and the reception we had from competitors and organisers was both enthusiastic and encouraging. As far as we are aware, there have been no British competitors since 1987 – until now. Everyone thought it was great to see Great Britain there – and they asked us back for next year!

Chrissie Clements & Nick Lupton



Picturesque Reizern



Nick & Me



The Lama



Germany

Austria

Slovenia



Opening Ceremony

Fancy something different?

Try the European Paraski circuit next winter.

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Chrissie

PS - Like my photos?

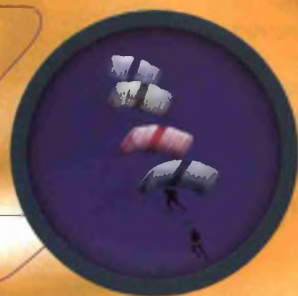
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- June 16-18: British 16-way Weekend
w/British National 4-way Champions
Pete Alum and XL: Super CASA
- July 1-4: British Invasion Weekend
High Altitude Jumps
- Aug 14-15: Golden Knights Training Camp
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The WORD

On The Street

from George Pilkington

COOL & GROOVY RECEIVERS? WE THINK NOT!

It seems that someone is putting a rumour about that Cool & Groovy have got the Receivers in. I think that this mal-informed rumourmonger must have got Cool & Groovy, Swinford mixed up with 'Rover, Longbridge'. they both have R, O & V in the name, but there ain't no cool in Rover. I would really like to know where these people get their information. I wonder if they make it up as they go along or if it comes to them in a blinding flash. Check your facts dude. (Some phrase about culinary hardware comes to mind - Ed) Well, I can assure you, as managing director of Cool & Groovy, that the only receivers we have in here, are "Radio Control Receivers". To give you, the Wots reader, the full scoop, this is what is going on in Cool & Groovy World. Manufacturing has been moved from Swinford, Cooltown, to a third party in Bournemouth. A new, as yet unnamed, Mark 6 Time-Out!! is in the final stages of design. This has some unique features, is 'Audible Information Only', has a price that will really motivate and should be available worldwide in June.

PAK EM IN

In January Team 4-Pak went to Deland for training and to be coached by Generation FX world cup champions. They completed the camp with a total of 76 jumps and 10 hours of tunnel time at Skyventure in Orlando. The most jumps in a day was 22 and highest score on a random jump of 28. 4-Pak are hot on the trail of the World Meet, and Wots hopes they get their goals. Way to go!

WIND TUNNEL WORLD RECORD ALL WRIGHT

As we went to press, we were about to go to a TV studio for an attempt on the Guinness World Record for the most barrel rolls done in a vertical wind tunnel in one minute. Flyers are 2 tunnel only guys and one skydiver, George. We will see who wins, skydiver or tunnellers. (My money's on the moles - Ed) On the back of this, we get to teach Ian Wright (Wright Wright), the footballer, and his co-presenter to fly in the tunnel. Yippee, Wrighty is very cool on the field and full of 'respec' in his interview style. Hire of the tunnel is available from Airzone on 01329 665842.

THANK YOU AND GOODNIGHT

Well WoTs reader, that is the first and last Word on The Street for this Millennium. Full On for 6 years, its time for a bit of Full Off! I hope you will miss WoTS, but know that Cool Chick will replace this drivel with something equal to, or greater than (No problem Geo - Ed). Remember there really are only two rules, Pull and Have FUN! Stay cool & groovy dudes, its just a state of mind. See Ya.

Editorial Note

The funny thing about George's inane drivel (as we found out on the Planet) is that when it's not around, you miss it!. Thanks for giving us 'the word; George, you're the bravest, most irreverant writer I have and at least you have the balls to put your opinion on paper.

Kit News

From The X-Files

Yet another state of the art ram-air has materialised on the already busy main canopy market, this time from Paratec in Germany. Paratec opened their X-Files and out popped the *X-Wing*.

Available in three sizes; 85, 105 and 125, the X-Wing incorporates a high aspect ratio (wide and thin) of 3.3, with what they call their Shaped Leading Edge Design 'SLED', another BFLA (Bloody Four Letter Abbreviation), resulting in a trapezoidal shaped wing which has a straight leading edge and a trailing edge where the end two cells are tapered forward. Paratec claim that this configuration makes for a canopy with exceptional lifting capacity and an excellent glide. They say the X-Wing was not designed as a hot rod but more of an 'elegant but powerful cruiser'



The X-Wing turns with a larger radius than comparable ram-airs and requires riser input to achieve more radical turns. The canopy achieves best results on the swoop from a long carving turn using either toggles or front risers. Because the X-Wing is already such a good glider, not much extra can be achieved with the rear risers, but some extra can be found by pulling in a quarter of the exceptionally long toggle stroke.

Paratec – 0049 68 37 73 75
www.paratec.de



Photo: Simon Ward

by
Rob Colpus

Z1 Pros Up!

The popular Z1 full-faced helmet from Parasport Italia has been available for some time now with funky little cut-out windows over the audible port in the side of the helmet which allow access to the controls of a *Skytronic* audible alti without removing it from the helmet.

Now, because of the popularity of Larsen and Brusgaard's *Pro-Dytter* and *Pro-Track* audibles, those accommodating Italians in Cavour have developed a special version of the Z1 with cut-outs designed especially for the Danish beepers. The resulting effect is functional and looks cool.

The other helmet in the Z1 range, the open faced *Z1 Alpha*, is now also available with the *Skytronic* window option; no mention so far of a *Pro-Dytter* window option but I doubt if it'll take them long! They've also developed a stainless steel camera side-mount for the Z1 Alpha which will take most of the popular digital cameras.

Parasport Italia – 0039 12169692
www.parasportitalia.com

New Product?

send info to

kitnews@skydivemag.com

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.



'MUST DO' Vector mod

The Relative Workshop, manufacturers of the *Vector* harness/container system have issued a Product Service Bulletin regarding changes to Vector 1's & 2's. The status of the bulletin is mandatory. The changes specified involve the removal of the closing loop tab permanently from the reserve wall and using the bottom flap grommet for a closing loop attachment point with an added modification. This mod seems to be in response to two recent fatalities (neither on Vectors) where very thin suspension lines became snagged on part of the internal through loop attachment.

The Relative Workshop
001 904 736 7589
www.relativeworkshop.com

'MUST DO' Javelin Mod

Sunpath products have joined ranks with Fliteline Inc and the Relative Workshop, in issuing a Mandatory Service Bulletin concerning main attachment grommets loop.

Sunpath's bulletin follows on the heels of a recent fatality where a small diameter suspension line became caught under the grommet on the main closing loop retainer of a Javelin rig. The bulletin only concerns the main loop attachment point on early models of their Javelin harness/container system.

Javelins manufactured up to and including August '93 were built in such a way that the main closing loop grommet faced the main deployment bag when packed. Small diameter main canopy suspension lines (similar to *Microline 550* and *Vectran 500*) could get caught around the grommet resulting in reserve deployment situation where the main is still snagged – not nice!

Sunpath's bulletin gives details of a mod to be carried out by a rigger, where the existing attachment point may be made snag-proof.

Sunpath – 001 813 782 9242
info@sunpath.com
www.sunpath.com

Pro-Track Trucks On

Nothing stands still for long in the world of microprocessors, so it should not come as a surprise to learn that Larsen and Brusgaard have already made improvements to their recently released *Pro-Track* free-fall data recorder and audible alti.

It's now possible to programme the new *Pro-Track* whilst climbing to altitude, the soft logbook may be scrolled through both forwards and backwards, there's now a manual change of speed and alarm parameters to fit base jumps and batwing suit jumps, and the unit can now be switched off when desired... Phew! – next month's model will phone ahead and book you into a B&B (joke!).

Larsen & Brusgaard – 0045 46404405
www.l-and-b.dk/dytter



Pro-Dytter... Dytte... Dytt... Dyt... Dy... D...

Some *Pro-Dyters* have been known to show a low battery reading after a shorter than expected period.

Larsen and Brusgaard explain:

The manual states the battery life time to be two years or 500 jumps. This means: If you don't jump at all, the batteries will be depleted after two years (the *Pro-Dytter* is ON all the time)

OR

If you make 500 jumps in one day, the batteries will be depleted after one day.

OR

If you make 250 jumps in one year, you will have depleted the same amount of energy from the batteries as in the above two examples and the unit will show 'low bat'. One year equals 50% of the capacity and 250 jumps equals 50% of the maximum number of jumps.

L & B go on to say...

Tolerances in battery capacities and tolerances in the low bat detector circuit will result in some units showing low bat after about 200 – and other units after about 300 jumps, if the jumps have been made over the same period of time.

For safety reasons the low bat detector is designed to show low bat so early that it is still possible to jump at extreme low temperatures where the batteries are less efficient. When jumping in warmer climates the *Pro-Dytter* will still have energy to function for about another 100 jumps after indicating low bat.

Larsen & Brusgaard
0045 46404405
www.l-and-b.dk/dytter



Assault and Battery

According to the manual, *Cypres* batteries are good for 500 jumps or two years, whichever the sooner. However, according to the manufacturers Airtec, a ride up to altitude culminating in a ride back down in the aircraft, does constitute a jump. This is because as soon as the aircraft takes off, the clever little *Cypres* unit is working in fast calculation mode which drains a lot of battery power. This is food for thought for the many instructors who make hundreds of rides up and down in the aircraft each year dispatching static line students.

Racer Tandem (not so) Hard Openings

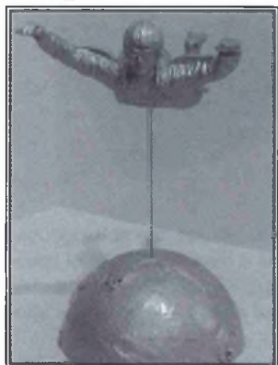
In the August issue of Kit News we reported on a BPA safety and training committee meeting which voted to ground three Jumpshack Racer Elite 400 Tandem canopies due to reported severe hard openings, and requested that owners cease to use them until they had contacted the BPA's safety officials. Since then Jumpshack representatives and others have carried out trial jumps on the canopies in question which they claim show no apparent opening irregularities.

They conclude, therefore, that the reported hard openings were user induced through packing or deployment.

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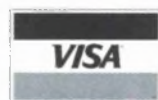


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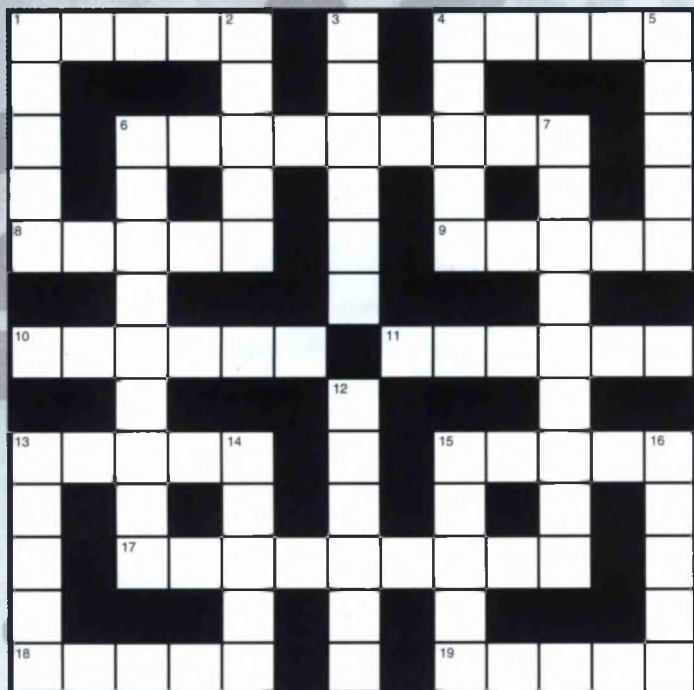
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Compiled by Trish Chapman



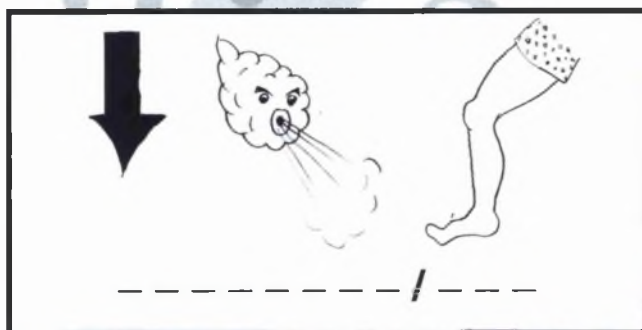
Across

1. Aircraft fuel (5)
4. Phonetic call sign for D (5)
6. Patrick Passe's new movie (9)
8. Throws out canopy (5)
9. Durham, Leicester and Dover (5)
10. Pilatus carrier aircraft (6)
11. Take off and landing strip (6)
13. Aviatrix (5,4)
15. Rides the waves or net (5)
17. Finds way to destination (9)
18. _____ Seven, a Paratec canopy (5)
19. As 13 across

Down

1. Prize for merit (5)
2. Finds the exit point (5)
3. SS Cane alternative aircraft (6)
4. Wander aimlessly (5)
5. Containers Rutherford might split (5)
6. The guy who takes the photos (9)
7. Definitely not upwards (9)
12. Winged movement through air (6)
13. Floridian Lake for Freefall Adventures (5)
14. Not ever (5)
15. Put SE into organisation (3, 2)
16. Fast bird with forked tail (5)

DING



by
Chris Hollis



Puzzle
answers in
Club News
on page 65



The Search

SKYDIVE UNIVERSITY

had a fantastic idea – to give new jumpers **FREE** coaching in formation skydiving!

The Search began Over 400 applications were received and a lucky 53 were chosen, aged between 17 and 62

Skydive U's Approach

Skydive University's basic syllabus is divided into six modules, as follows:

- Module 1: Neutral body position
- Module 2: Forward and backward movement
- Module 3: Fall rate control
- Module 4: Centre point turns
- Module 5: Sideways movement
- Module 6: Superpositioning (combinations of the above)

At the heart of any Skydive U exercise lies the Start, Coast, Stop, Neutral cycle of movement, so Module 1 is incorporated into all of the exercises. The student will progress through the modules at a rate that reflects their ability. Skydive U differs from WARP in that, to progress, the student must prove they have thoroughly learned the module, rarely achieved in only one jump. The system works as Skydive U students are usually capable of complex superpositioning moves in 20 jumps or less. 17 year old Gary Harbird from the UK finished the weekend with a 14-point 4-way! A great reflection of the level of skydiving which can be achieved.

Groundwork

Skydive U's philosophy is to work on the ground to develop the muscle memory required in the air. The exercises are carried out with numerous repetitions held for just a few seconds each time. This works the muscles effectively without being exhausting. Once we had all grasped the basics of Modules 1 and 2, we were assigned to our coaches. I got to jump with John McIver from *Sebastian XL* – yippee!

Seminars

Each day featured a seminar by an expert on a different aspect of the sport. Larsen & Brusgaard's Morten Berger led a discussion on audible altimeters. Scott Miller from Performance

Designs gave a highly informative seminar on pro-packing. Scott also led an entertaining and informative discussion on canopy control, an often overlooked area.

An outstanding element was a seminar on peak performance by Dr John DeRosalia, a sports psychologist who specialises in skydiving. Dr John was available during all four days, giving one-on-one training and advice on issues like fear management and dealing with negative emotions. The evening presentation included visualisation exercises, positive imaging, relaxation techniques, and the art of viewing each skydive as a separate experience, not coloured by previous successes or failures. Dr John played a great part in keeping the energy level high.

Points make Prizes

A prize draw was held with some great giveaways donated by the companies sponsoring the event. The first ticket drawn was for the Oxygn helmet, and I won it!

Winding it Up

On the final evening, Pete Allum gave a passionate and inspirational talk on competitive performance. Finally, one of the guys was celebrating his birthday, so the event was rounded off with a huge cake with candles and enough champagne to drown in.

The Future

The Search was an outstanding experience, and I felt privileged. The energy level was awesome. Everyone involved was caught up in the vibrant atmosphere and the buzz just kept on building. Skydive U plan further events after the extraordinary success of this one. A more advanced one-on-one training camp is being held in May 2000, and all of *The Search* participants will be invited back in November 2000 for a three-on-one training camp, to develop 4-way skills. Another basic *Search* event is being planned for next year. Watch out for it!

Tom Gordon

toxic.tom@virgin.net

Photos this page: Clare Bainton



Want to be a Skydive U Coach? UK courses later this year
Call Chris Allen 01832 280066 or e: skydive@ukgateway.net



Tunnel Time

Rob Laidlaw dealt with up the 30 participants who had opted to take discounted wind tunnel training at SkyVenture in Orlando. A wind tunnel session has two great advantages over real skydiving; it's cheaper and it eliminates the freefall time restriction caused by the ground. SkyVenture's tunnel is regarded as being one of the best in the world. The tunnel contains smooth, non-turbulent airflow and there is plenty of room for one-on-one coaching, and even team training. Every student got a personalised video and the benefit of tunnel training was shown when they got back into freefall.

Place: Skydive Sebastian

Dates: 2-6 Feb 2000

Sponsors:

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Performance Designs,
Publix Supermarkets,
Red Bull,
Relative Workshop,
Skydive Sebastian,
Skydive University,
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Warren Graskie,
Mike Myers,
Kaz Sheeky, Piet Skeet

Administration: Debbie Bull

Concept: Anne Maxwell

Brits: Mark Bainton, Gary Harbird,
Laurie Hinds, Paul Howell, Andy Rogoff, Tom Gordon



FrankenOtter

As well as Sebastian's Otter, Paul Fayard provided us with his 'FrankenOtter' (see below) – a truly bizarre looking aeroplane, built from no less than 7 'donor' Otters!



Sebastian Times

Official Publication of Skydive Sebastian, The World's Most Scenic Drop Zone

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Photo by: Keith Larrett

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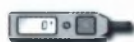
For Andy Grimwade, DZO contact:
uspa11@aol.com

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Sebastian XL Coaching info:
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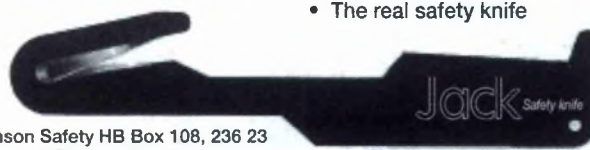
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KIT FOR SALE

COMPLETE RIG for sale, Racer (blue), Fury main (outer cells blue, inner cells pale blue) CRW modified, pin pull, 400 jumps. Phantom 24 reserve, good condition £300. Tel: Steve 0421 740062 (P4/20)

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COMPLETE RIG kit. Mirage (not Cypres compatible) PD190 (hoc), Swift 150 unused, less than 100 jumps, excellent condition, any inspection. £650. Tel: Trevor 01993 776066. (P4/12)

COMPLETE RIG Teardrop SF (Boc), PD170 kill line, Tempo 150 unused, recent repack and Cypres with kit bag. All new August 98. Less than 20 jumps. £1850. Tel: Trevor 01993 776066 (P4/13)

FREE JAVELIN when you buy my Stiletto 120, Tempo 120 and Cypres for just £1500. All in very good condition, just needs Cypres battery and repack. 01372 743137 or chopper@bcs.org.uk (P4/11)

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COMPLETE RIG. Stiletto 120 (200 jumps). Tempo 120 reserve, un-used. 1 pin Teardrop (blue/white). Cypres fitted. £1800 ono. Tel: Steve 07887 810022 anytime. (P4/04)

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uk drop zones

The map shows all
UK BPA Affiliated Drop Zones,
these are run under the BPA
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1-22 Civilian BPA Centres
A-D Military BPA Centres

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

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Aircraft: Islander, Cessna 185

LO FS CF AC WP

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Tel: 01665 589000 Fax: 01665 721053
skydivenorth@email.msn.com
www.borderparachute.co.uk

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

FS AC WP

3 BPS LANGAR PARACHUTE SCHOOLS
Langar Airfield, Langar, Nottingham NG18 9HY
Tel/Fax: 01949 860878 E-mail: bpslangar@aol.com
www.bpslangar.co.uk

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LO FS FF WP

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5 CORNWALL PARACHUTE CLUB
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da.bentley@virgin.net
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7 EAGLESCOTT SKYDIVING CENTRE
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skydive@headcorn-u-net.com

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AC WP

9 HINTON SKYDIVING CENTRE
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WP

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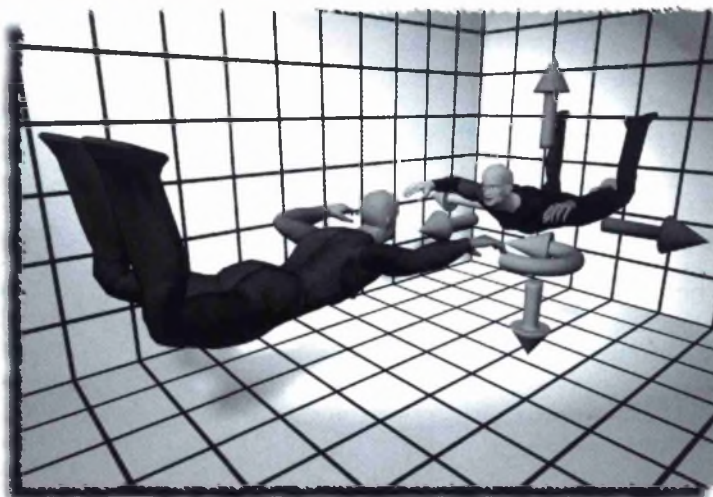
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(Rhine Army Parachute Association)
Flugplatz, 33175 Bad Lippspringe,
Germany, BFPO 16
Tel: 00 49 5254 98 2378 or 98 2740
Fax: 00 49 5254 98 2740 awright91@aol.com

ASSOCIATED ORGANISATIONS

When at BPA Affiliated Centres, the following organisations are run under the BPA Operations Manual

The BPA takes no responsibility for training or advice when these organisations operate at other centres

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www.phdskydiving.co.uk
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POPS UK

popsuk@thepops.com
http://www.thepops.com
A society of skydivers over forty. Regular national and international meets at host parachute centres.

RED DEVILS

Airfield Camp, Netheravon, Wilts SP4 9SF
Tel: 01980 678211 (Chief Instructor)
Tel: 01980 678203 (Courses)
Fax: 01980 678349
Displays, tandem and RAPS courses.

SCOTTISH SPORTS PARACHUTE ASSOCIATION

Anne Johnson (Chairwoman, SSPA),
Strathallan Airfield,
Auchterarder, Perthshire PH3 1BE
Dedicated to the promotion and development of parachuting in Scotland. Sponsorship of the Scottish National Championships and other competitions, provision of the only student progression, WARP, and CF training subsidy system in the world; riggers and instructors training grants and much more. Get in touch!

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PO Box 192, Durham DH1 5WD
Contact: Ian Rosenvinge
Tel/Fax: 0191 386 5261 M: 0860 156779
skydiveamy@aol.com
http://members.aol.com/skydiveamy
7 day AFF courses our speciality. Late May-mid September at Peterlee. Outside this period, courses can be arranged abroad. Centre 15 mins drive from Durham city (2.45hrs from Kings Cross and less than 2 hrs from Edinburgh). B&B in local pubs from £12.50, in Durham City from £18.

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M: 0850 007178 skydive@ukgateway.net
Chris Allen, Ex Red Devil, CCI, BPA AFF/Tandem Examiner, USPA Safety and

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OVERSEAS ASSOCIATED ORGANISATIONS

The BPA takes no responsibility for any training or advice given by these organisations as they do not necessarily operate under the BPA Operations Manual

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Fax: 00 34 972 45 07 49
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skydivemik@aol.com
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Fax: 00 33 4 7099 2856
info@lapalisse-aero.com
www.lapalisse-aero.com
Open March 15 to Nov 15. Facilities: packing hall, AFF, tandem. Shorts Skyvan, jumps from 14,000ft, creeping area, team rooms, videographers, gear hire, 25 bedrooms, free camping, restaurant, bar, pool, sauna, volleyball.

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Fax: 001 813 782 0599
www.skydivecity.com
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Fax: 00 34 953 125 231 TrainIS@aol.com
Open 15 October - end April. Skydive in Spain from Europe's fastest climbing Twin Otter, also Pilatus Porter. Team coaching, FS courses, one-on-one, AFF and tandem. Freeflyers welcome. Small shop and rigging. Cafe/ Tapas bar. Free team rooms, video debriefing. Large creeping platform. Cheap hotels. Freefly/Skysurf coaching.



Gordon Hodgkinson

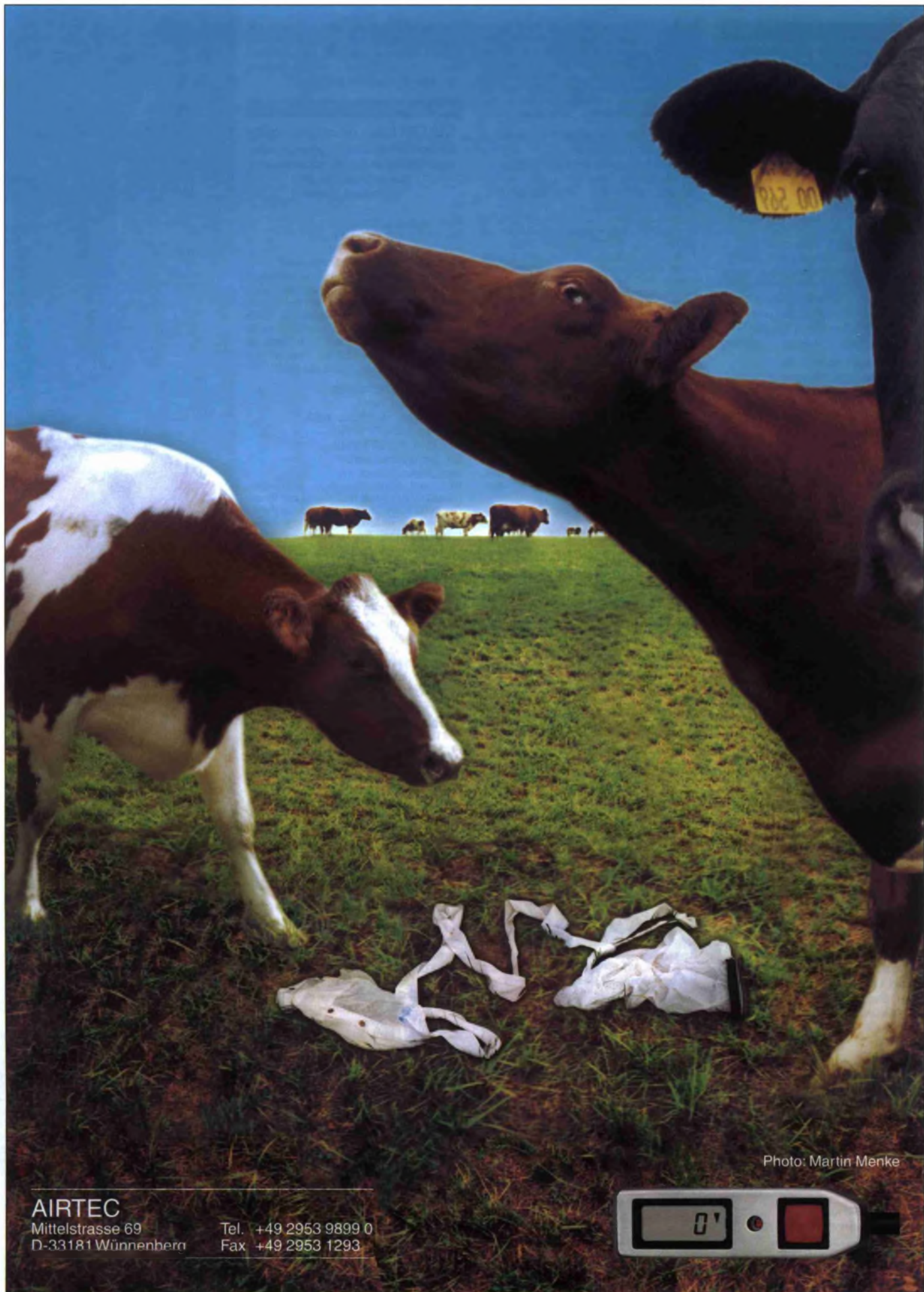


Photo: Martin Menke

AIRTEC

Mittelstrasse 69
D-33181 Wünnenberg

Tel. +49 2953 9899 0
Fax +49 2953 1293



Club News

Venga Bus at North London Skydiving Centre

This little beauty, an AN28, is now in the air at Chatteris

It takes 17 jumpers to 14,500ft in 11 minutes.
The AN28 has a tailgate with inflight door,
a 60knots run-in speed,
jump lights and we're
working on the stereo!

Jumps are £16 to altitude,
although during the season
there will be 3 days when
jump tickets are just £10,
to be announced
on the day.

WARP, freely and CF coaching available.
Load organising and video organised loads.
Head-down, sit-flying, skysurf, CF – you name it!

All in a friendly, relaxed atmosphere. And we've now got a large licenced bar!

Mike Rust



Black Knights Expand

Things are continuing to grow at the BKs. With the help of Chris Miller (Manchester Parachute School) we have expanded our Student, AFF and Tandem operations.

Depending upon demand, we hope to open on Friday evenings and possibly Wednesdays from 31 March. Ring the Centre on 01524 791820 for further details.

Our official Website at: www.bkpc.demon.co.uk is getting a major update. Keep looking and tell us what you think by completing our Guestbook or leaving a message on the Bulletin Board.

SPECIAL CONGRATULATIONS
John Mooney and Anita Johnstone on the birth of their beautiful little girl **Elle Jane** and **Billy Sharples and Julie Edwards** on the birth of their handsome son **Jack**. **Derek Newbolt** has retired from the sport after 25 years, due to a shoulder injury. Derek has 885 jumps and was a regular at POPS meets. Good luck with the golf Derek.

ACHIEVEMENTS
Hugh Morrison's ambition is to claim a UK Record for the height and depth limits achieved by a single individual. He's already got a 400ft underwater dive under his belt. On 12 September

'99, over Skydance DZ, California, he achieved 24,000ft and on his second attempt, got a humongous 30,133ft – free falling for approximately 2 minutes 40 seconds before landing in the pit. In preparation, Hugh, wife Anne and close friend Jim Hynds underwent a simulated skydive at the National Hyperbaric Centre. Hugh has raised £2,200 for the Carers National Association. Nice one Hugh!

1st Freefall: Ian Bradford
100 Jumps: Valerie McDonagh, Sylvia Radcliffe
500 Jumps: Dave Ashton
Cat 8: Jason Keith, Stuart Taylor-Hayhurst
5pt 2-way (old Cat 9): Valerie McDonagh, Sylvia Radcliffe, Steve Hankey
FS1: Sylvia Radcliffe
IC1, FS1: Steve Hankey

Val McDonagh

Paragon Achievers

CONGRATULATIONS
Cat 8: Bob Henderson, Steve Henderson, Jerry Sutton
200 jumps: Mike Brand
1,000 Jumps & 12hrs Freefall: Walter Gillan

Sandra Inglis

Puzzle Solutions

CROSSWORD

Across: 1 Avgas, 4 Delta, 6 Crosswind, 8 Dumps, 9 Towns, 10 Porter, 11 Runway, 13 & 19 Woman Pilot, 15 Surfs, 17 Navigates, 18 Super

Down: 1 Award, 2 Spots, 3 Caesna, 4 Drift, 5 Atoms, 6 Camerman, 7 Downwards, 12 Flight, 13 Wales, 14 Never, 15 Set up, 16 Swift

DINGBATS

Downwind Leg, Freebag

Cark Boogie News

EASTER BOOGIE

April Bank Holiday April 21-24.
Islander and Porter, competitions, BBQ & toga party, disco (Sunday), Nominal Registration

CONGRATULATIONS

30hrs Freefall: Stuart Morris
D Licence: Paddy Doyle
FS1: Rob Frost
FS1, FF1, IC1: Mike Capper
Martin Prince, young son of Dave Prince managed to drive the landrover.

Doug Summers

Strathallan's 40

We were 40 on 10 April! We've commemorated it so far by jumping every single weekend of the year. We've just celebrated in style with a 'nostalgia' weekend.

Achievements:

1st Freefall: Ewan Harrison, Felix Buchner
Cat 8: Bunny McGeochan
100 Jumps: Andy Frew

NICE ONE

Kelli McInven gained the slot on *Chicken Wings* left open by Liz when she joined *Vmax*. Nice one Kelli, you guys are going to kick some *Angels* ass this year!

Pete Allan

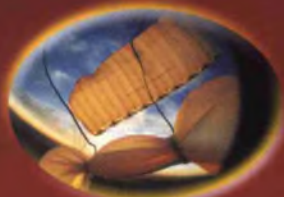
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CORNWALL	Sarah Withers groundrushuk@hotmail.com
CYPRUS	Paul Moore paul.moore5@virgin.net
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SERVICES PC	Simon Harlett sydive@aol.com
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TARGET SKYSPORTS	Regan Tellow regan.tellow@virgin.net
TILSTOCK	Colin Fitzmaurice skydive@tilstock.demon.co.uk
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Submit material for Club News through your club rep and not to the mag direct

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Dave Morris

How come Sibson have a great big spread and our club only had a tiny column with no picture?

In all probability, because your club rep didn't send us any photos! Did you give them any photos? Maybe they didn't have any to send us...

If you want to see more photos from YOUR club, send them into the Mag or give to your club rep. Copy dates are on the inside front cover – but for easy reference, are the sixth of every other month (6 May, 6 July, 6 Sept).

We'd like as many ground shots, showing people, atmosphere and events as possible. All contributions welcome, especially party snaps showing people – who are, after all, what the sport is all about.

Sticker the back with all names (including photographer) and the name of your club and include as much info as possible with them. We return all prints and trannies in good condition.

Please send originals if possible, it is much better than scanning yourself. The costly equipment we use is designed for magazine reproduction, and you are unlikely to get such good results yourself.

PHOTO SCANS

If you must send scans, we need a **minimum** of 300 dots per inch, ie, 1200 pixels by 1600 pixels per 10cm by 13cm image (a quarter page). Save as tiffs. Many of the pics we are sent we cannot use as they are not of high enough quality.

SPACE

Contrary to popular belief, we *do not* choose club contributions according to the size of the club. The space allocated to your club is **entirely according to the quality of the submission** (words and pictures) from your rep. If you don't like what's being done on your behalf, talk to your club rep, you can always volunteer to help or to do the job yourself!

ROLL OF HONOUR

Please do not report your achievements as Cats 9 or 10 as these no longer exist. We'll be happy to print your FS1, IC1, FF1, etc

"How does Rob come up with his advertising ideas!"



SYMBIOSIS SUITS

Email: symbiosis.suits@btinternet.com
The Airfield, Headcorn, Kent TN27 9HX
Tel: 01622 890 967
Fax: 01622 891 236

Sibson Flip Side

Sibson jumpers went abroad for another blinding session at Go Vertical 6 – even busier than ever. There were a couple of heart-tugging moments at the big briefing when Jan made a tribute to Chris Gauge. His wife Toni (right) was there, it was good to see her getting in the air.



Saturday 11 March saw the second running of the Iberian Open Freely competition with eight teams entered. We had real FAI judges and the newly drafted IPC rules and compulsory moves. The competition consisted of seven rounds, two of which are compulsory. The Babylon Freely team (Stefan, Loic and Nicolas Arnaud) won. Stuart Meacock, myself and Ash Crick (world champion) formed a team, came fifth place and had a really good crack – all done and dusted in a day.

There's a fun-filled freely scene at Sibson for those interested, next event is the Freely Safety Seminar, 6-7 May, followed by a week long Freely Festival from 26 July.

Mark Swarbrick ->



Meanwhile... back at Sibson

The Let is here – the season has started. Come to Sibson for unrestricted altitude and unchanged jump prices (for the third year now). Remember the Easter Joker 4-way competition, all the fun and prizes of competition with much less hassle.

Let Birdland Bar be the host for your party – any excuse welcomed – you know it makes sense! If you have whuffo acquaintances, turn them into skydivers by getting them to book onto a course. Come and join us at Martyn and Beth Crook's 10th anniversary party on May 13.

Frank Davis and Gary May have made their first jump together since 1983. Frank has been an instructor during the intervening years, Gary started jumping again last year after a very long lay off.

CONGRATULATIONS

1st Freefall: Beth Crook

Cat 8: Rob Montgomery, Nina Denney (following in the footsteps of her father Gordon – see Feb issue)

FS1: Tom Gordon

IC1 & FF1: Giles Owen (I shall try not to mention him again too soon, he's been in the mag often enough now!) and Russell Smith (also clocked up 200 jumps)

4,000 Jumps: Kev Goode

Cornelia Waymouth

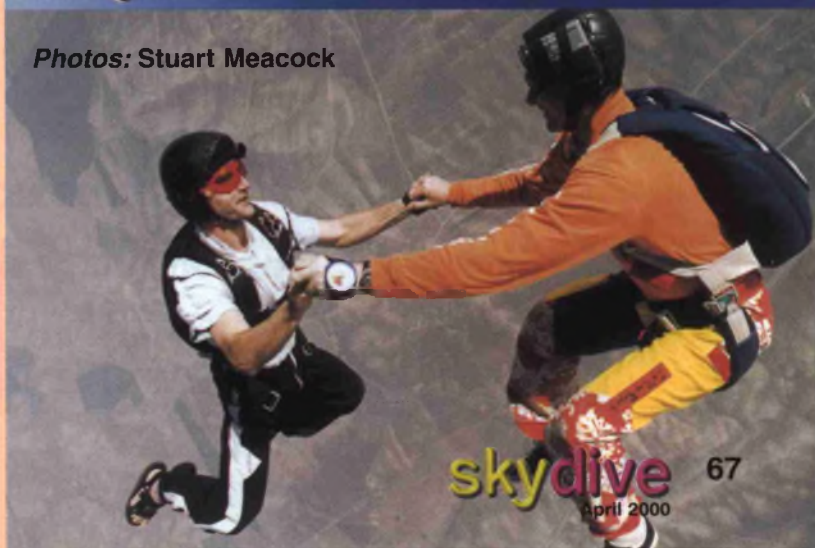
Go Vertical



club news



Photos: Stuart Meacock



skydive

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April 2000

Lets Party In 2000



Contact Pete Marsden :-
Boogie Club, 7 Primrose Road,
Hersham, Surrey, KT12 5JD
Phone: 01932 701321
Email: pete@boogieclub.co.uk

Visit the website: www.boogieclub.co.uk

To join our mailing list please post or Email
me your home address and phone number.

Karlovy Vary 19 - 27 Aug

Now in its 8th year, here we go again with all the usual facilities and good vibes that this great DZ in The Czech Republic has to offer. Organizers and Video will of course be provided. Jumps from Super Let at DM35 to 13000ft. This is a really low cost trip to a truly beautiful location. Drive from the UK with family and enjoy a great holiday.

AFF available

Return travel by mini bus £80.00



Dubai 26 May - 4 June

We are taking a small group to this new location as a dry run for a full Boogie early in 2001. Jumps about £12.00 from a Super Let (Jets Possible) Guaranteed weather. Package costs will be £540.00, for return airfares & accommodation

SCOTTISH NATIONALS & N. REGIONALS 2000 AT SKYDIVE STRATHALLAN

NORTHERN REGIONAL COMPETITION FOR CF, FS & CLASSICS

FRI MAY 26

- ☛ Practice Day
- ☛ Registration until 9pm

SAT MAY 27

- ☛ Registration 7am - 8am
- ☛ Draw and Briefings 8.15am
- ☛ Wheels off 9am

SAT MAY 27 NIGHT

- ☛ Party time at the Star Hotel

SUN MAY 28

- ☛ Wheels off 9am

MON MAY 29

- ☛ Wheels off 9am
- ☛ Prize Giving
- ☛ Scottish Formation Record Attempt

Aircraft
fleet
includes
2 turbine
aircraft

**GOT SOMETHING ELSE BOOKED? -
CANCEL IT!!**

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All Disciplines

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CF • Accuracy • Style

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(inc. pre-registration)

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www.skydivestrathallan.co.uk

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Email:

nationals@ssipa.co.uk

SPONSORED BY:

- FREELY - Original Lizard
- Junior 8-WAY, CF & CLASSICS - DZ Sports
- INT 4-WAY - Half price Teardrops from Thomas Sports for 4-way intermediate gold
- SENIOR 4-WAY - Symbiosis Suits

Geese Migrate

February saw two club trips in search of sun, one to Deland and Z-Hills – we had a ball. Good jumps, lots of sight seeing and a trip to the wind tunnel. Ten jumpers of various levels went to Empuriabrava including front cover man Stephen Robinson. Everyone took advantage of the cheap jumps and great experience. Some tried sit-flying and head-down and also did some good FS from the Twin Otter and Porter. The Surf Inn, with its late hours and large measures, provided the evening entertainment (see pics!).

ACHIEVEMENTS

FF1: David Ferguson (Fergie) **FF1 and 100 jumps:** Joanne Meredith

CLUB HAPPENINGS 2000

April 21-24: FS, CF, Style & Accuracy Skills Camp

April 21-28: Easter Student Progression Week

June: Beach jumps and BBQ

August 4-11: Club trip to World Freefall Convention, Quincy

November: Night Jumps

RAPA's New CCI

Mick Nealis is the new CCI at RAPA.
So it's goodbye to Jim Scarratt who left on 27 March.

New Look for SPCNI

After a quiet start to the year, the new look Services Parachute Centre is up and running after moving to the 'control tower'. Brigadier Davidson-Houston OBE was guest of honour and unveiled a plaque on 14 March to officially open the new centre.

17 March saw the first display of the year by the 'Irish Eagles', one of several booked so far for this year.

Skydiver of the Year:
Dai Davies
Bum Spot of the Year:
Geordie Page

Sy Harlett

words & pics by John McCourt



Top: Fergie, Stephen, Colin and Gus in the Surf Inn
Left: Stephen, Jim, Fergie & Sharon surf in'

Bridlington Remember Eve Crook

Sad Loss of a Friend

British Skysports mourn the sad loss of Eve Crook who died suddenly in hospital at the age of 37.

Eve made her first jump on 25 April '87 and has been a popular and enthusiastic member ever since. She will be sadly missed by us all.

Our deepest sympathy goes to all her family, especially husband John and daughter Jackie.

OTHER NEWS

Cat 8: Mike Burton, Richard Baldwin, Alan Trousdale
100 Jumps: Dave Lee **1st Freefall:** Oscar Bedford, Simon Catherine

DIARY DATES

27 May-4 June Accuracy training – All welcome **19 August** Beach jumps and barbeque

Lynne Johnston

Langar's Very Own Grand Caravan

After much hard work, haggling and hassle, our Caravan arrived on 25 February and we were jumping it within two hours! Piloted by Angela Hickling, the first people to exit on lift 1 were proud new owners Dave Hickling and Dave Turner.

As we only had the Grand Caravan and Porter, the LET 410 is back with Captain Leonid and crew. A turbine lift capacity of 46 should keep everyone happy. Summer 2000 is going to a busy one!

Skysurfing is making a comeback this year, as Dave Caldwell is finally back on his board for some serious training, and we've got a new kid on the block: Kristian Winder has spent his first 200 jumps preparing for jump 201 on Langar's beginner board.

The rumour that we're improving the bunkhouse facilities is true! We've got the walls up for six new 'team' size rooms, and work is progressing.

1st Freefall:
Lisa James,
Lindsay Ventress,
Andy Pike (and almost
Cat 8 already!)
FS1: Laura Kenyon, Colin Hadfield
FF1: Craig Poxon
100 Jumps: John Bryant,
Vicky Wilkinson
200 Jumps/FAI C: Paul Lewis

Dave Hickling, our jump-hog CCI has now exceeded 100 hours in freefall.

Stan Hopkins has got 600 jumps, **Chris McCann** has run up 700 and 9 hours in freefall, **Rusty Lewis** has 10 hours, and **Winkle Waddingham** has 3 hours – over an hour since the last mag, not bad for a fun jumper!

words and pictures
by Tony Danbury



Langar had a storming first weekend with their new caravan, both regulars and visitors turned up in abundance

SKY SCIENCE

SKYDIVING EQUIPMENT SALES AND SERVICE

Parachutes

main distributors for:

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Dealers still required for some
drop zones. Call for details

Reserve Repacks

Parachute equipment has become more sophisticated in both the technical and cosmetic sense. Reserve packing has become more specialised, the inspection of your reserve and container requires a considerable level of background knowledge and experience. It is essential that reserve packers stay current and up to date. We are very current, with over 400 reserve repacks every year. All are checked against over 900 safety notices that we hold on file.

Design Work

We can help design, build and test all types of equipment, you have probably seen some of our work without even realising it.

Canopy Artwork

We customise canopies with company Logos, any type of sign writing that you would like.

Giant Display Flags

Impress your sponsors on every parachute display.

Wind Blades

Wind blades for displays, an even better way to keep your sponsors name in the lime light.

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Call for prices for all parts, Pilot Chutes, Deployment Bags, Risers etc.

Rigging Work

We operate a full time Rigging Workshop to take care of all your service and repair work.

Weekend Shop

Visit our shop at Netheravon Parachute Centre and choose from our large stock of accessories.

Accidental Damage Guarantee

All Canopies and Containers sold automatically qualify for our 12 month Guarantee.

Demo Rigs Available

Please call to check availability before visiting us to try out our Demo Kit.

Used Equipment

We have a full colour stock list of used equipment.



SKY SCIENCE

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E-mail: sales@skyscience.co.uk



Our new web site has a full
list of all accessories and you
can buy them **online** too!

www.skyscience.co.uk

Progress at Hinton

Mike and Geoff have been at it again with yet more club developments. Sit still here and you will either be built upon, or painted!! New fencing has been erected to keep the 'grockles' within safe limits, and a fantastic creeper pad has been added to keep the regulars happy. Plans for an accuracy pit are in the pipeline – so watch this space.



Regular visitors to the club will be stunned to notice Keith alias 'Syrup' has at long last shaved off what was looking like a dead cat on his head in aid of the Anthony Nolan Bone Marrow Trust and he's got a new job! We also give cheer that Zoe's leg is out of plaster and she is back on the mend and at last we have our Turbolet back for the season.

CLUB HIGH FLYERS

1st Freefall: John Cruick (w/e after 1st jump!)

AFF Level 8: Paul Crouch

FS1: Alec Cotten, Brenton Castle

100 Jumps: Jason McAteer

200 Jumps: Steve Carter, Jason Southall, Steve Vanges

300 Jumps: Rich Orford

400 Jumps: Rob Zeally, Dorian Harwood

3,000 Jumps: Geoff Wood

FORTHCOMING EVENTS

Big party 22 April! Night jumps – 29-30 April . Water jumps planned for the summer.

A CF skills week is planned for the summer, all those interested give the club a call to give an idea of numbers please.

Rachel Gray

Plane Talk from Peterlee

We now have a Turbo 206 which will climb to 10k in about 11mins (£15 for club members) until May, as well as the 182.

It is with great sadness that I write of the serious accident involving Steve Burns on 6 February. Steve was jumping his Velocity for the first time and hit the ground at speed in excess of 40mph, breaking his neck in two places. As a result, he is now paralysed from his neck down. Steve is a very keen, and probably one of the most current jumpers at Peterlee and recently qualified as a

BPA Approved Instructor as well as holding his tandem rating. He is an accomplished video cameraman who never stopped trying to improve his work in one way or another.

Steve is in Hexham General Hospital, ward 10 and he is expected to stay there for at least four months. Email messages to me and I will pass them on to Steve. He's in good spirits at the moment. When asked for a quote he said "Don't try this at home folks".

Eric Hall
blue@track.freemove.co.uk

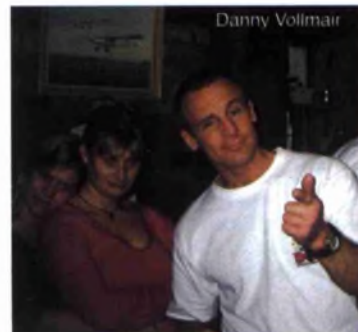


Best wishes to **Steve Fitchett** (ex *Cell Mate*) and **Lesley** after getting their wedding blessed on Dec 13 at Tamrookum church in sunny Queensland. They moved there about two years ago and are working at Kouralbyn DZ. Lesley has been very ill lately but is on the mend. Anybody wanting to get in touch, e-mail: thefitchetts@ambience.com.au They'll be chuffed to Naafi Breaks to hear from you.

Nice One Nethers

By the time you read this our new Caravan should be producing smiles on lots of skydivers faces.

It's been a busy old time since the last Mag, with just about every instructor course going being run during February. Not to mention another riotous party – for **Kev Waterhouse** who's rejoining his unit in the 'real' army following a stint on Nethers staff.



Kev Waterhouse wearing his beer goggles?

Regulars should not be alarmed by the sonic booms heard over the DZ recently; it's just Mick Danby practising for AFF(!) with fellow lightweights Steve Lambert and Phil Elston (not!).

Welcome back to **Sandy 'Granny' Nealis** who's mending fast, and who we'll be seeing a lot more of on manifest in the future. Congrats are also due to **Kim** (manifest chick), who has finally got her Cat 8. It only took her 18 months to finish her consolidation – that's what we call steady progression.

ACHIEVEMENTS

Cat 8: Phil Case, Simon Penniall, Anthony Hendrickse, Matthew Nash, Kim Young, Keith Gulluley, Jonathon Mahoney (we need WARP coaches!)

FS1: Hazel Read (in Empuria), Luci Boella

100 Jumps: Justin Pitt

200 Jumps: Rob Figueiredo (in Eloy), Gordon Mission

500 Jumps: Ian Nicolson

1,000 Jumps: Kath Salisbury (Train in Spain)

5,000 Jumps: Ian Cashman (over the Florida Keys)

Kath Salisbury and Dave Paton

RAFSPA's Turbine Beaver

What a start to the new season – wheels off at 9am on Saturday 4 March, and 33 lifts completed by Sunday night! We couldn't have done this without the help of Netheravon, who loaned us an aircraft at short notice – thank you Nethers!

Dave Wood returns as CCI at RAFSPA, and looks forward to welcoming many new and 'old' faces! The DZ will maximise every opportunity to get people in the air, and our operating hours have been extended – Saturday 9am – 8pm. Sunday 10am – 7pm.

Club and team jumping will be from the Turbine Islander, whilst tandem is from a Turbine Beaver – the Manifest Monsters are already anticipating the jokes! A warning to all dyed in the wool FS jumpers – super cool dude Paul Floyd is providing freefly coaching this year, be prepared for long haired scruffies in seventies style suits!

CLUB DATES

21-24 April: Easter
23 April: Party Night
29 Apr-1 May: Scrambles
30 April: Party Night
27-29 May: Bank Hol

28 May: Party Night
17-18 June: 4-way Comp
17 June: Party Night
19-20 Aug: CLOSED
26-28 Aug: CLOSED
28 Oct: End of season party



GETTING HITCHED

I'm sure lots of you will remember Dawn Crawford who married Simon Willis on 26 February. You can see from the photo that she really hasn't changed!

words and picture by Bev Ford

Cornwall Say Farewell Chris

Everybody was devastated to hear about Chris's sudden departure. We send our deepest condolences to his wife Toni and Mum & Dad, Joan & Roy.

*"Don't be dismayed at goodbyes
A farewell is necessary before you
can meet again
and meeting again,
after moments or lifetimes,
is certain for those who are friends"*

Richard Bach

submitted by the Fisher Family

ACHIEVEMENTS

1st Freefall: Greg Lancaster

100 Jumps: Chris Westcott,

Matt Lee, Paul Kimber

500 Jumps: Paul Morrison

Sarah Withers

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Diary Dates

APRIL

15-23 Easter Boogie

Skydive City, Zephyrhills, Florida.
Tel 001 813 783 9399 www.skydivecity.com

15-30 Easter Boogie

Empuriabrava, Spain. Tel: 0034 9724 50111
Fax 0034 9724 50749 cpcb@gna.es
www.skyrats.com

18 BPA Council Meeting

BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

20-23 Easter Boogie

Skydive Arizona. Tel 001 520 466 3753
jump@skydiveaz.com www.skydiveaz.com

21-24 'Joker' 4-way Meet

Sibson, Peterborough. Tel: 01832 280 490
www.skydivesibson.com

21-24 Easter Big-ways

Langar. Multiple Turbines. Tel: 01949 860 878
bpslangar@aol.com

21-24 Easter Boogie

North West PC, Cark. Tel 01539 58672 / 58555
W/days 01772 720 848
www.skydive-northwest.com

21-24 Easter Boogie

Skydive Daytona, Florida. Tel: 001 904 437 4547
www.skydivedaytona.com

21-24 Skills Camp

Wild Geese, NI. FS, CF, Style & Accuracy
Tel 028 2955 8609 Fax 028 2955 7050
www.wildgeese.demon.co.uk

21-28 Easter Progression Week

Wild Geese, NI. Student Progression Week
Tel 028 2955 8609 Fax 028 2955 7050
www.wildgeese.demon.co.uk

24-25 BPA Office Closed

22-24 European Carnival

Empuriabrava, Spain. Fancy dress freetail contest.
Tel 0034 9724 50111 Fax 0034 9724 50749
cpcb@gna.es http://www.skyrats.com

27-29 POPS Cyprus Meet

Cyprus. www.pops.org.uk

28-30 Texel Boogie 2000

Texel, Netherlands. Organisers, good vibes, free
beer, two large turbines.
Tel 0031 222 311 464 www.avnet.co.uk/pct

29-30 4 & 8-way FS Meet

Langar. Tel: 01949 860 878 bpslangar@aol.com

29-30 Night Jumps

Hinton. Tel 01295 812 300 Fax 01295 812 400
info@skydive.co.uk www.skydive.co.uk

29-1 May Anniversary Boogie

Wild Geese, NI. Fun accuracy meet, barbeque.
Tel 028 2955 8609 Fax 028 2955 7050
www.wildgeese.demon.co.uk

29-1 May BCPA Northern's

Topcliffe. www.bcpa.org.uk

29-1 May Scrambles Meet

RAFSPA, Weston. Tel 01869 343 343

29-6 May Go Vertical VII

Train in Spain. Tel 0034 953 125 233
trainis@aol.com

29-6 May Easter Boogie

Train in Spain. Tel 0034 953 125 233
trainis@aol.com

MAY

6 Tandem Record Attempt

Hinton. Attempt at 120 tandems in one day.
Tel 01295 812 300 Fax 01295 812 400
Email info@skydive.co.uk www.skydive.co.uk

8-12 BPA Riggers Course

Sky Science. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

15-19 CSBI / TBI / Advanced Instructor Course

Strathallan. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

19-21 Europa Cup 2000 Accuracy Competition

Lochen, Austria.
UK contact Chris Clements Tel 01252 322 419
chris@mountainsong.demon.co.uk

19-29 Border May Week

Border PC, Brunton. Student Progression Week,
fun jumps, barbeques. Tel 01665 589 000
skydivenorth@email.msn.com

20-21 16-way FS Meet

Langar. Tel 01949 860 878 bpslangar@aol.com

22-26 CSI / Pre-Advanced Instructor Course

Strathallan. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

27-29 NORTHERN REGIONALS & SCOTTISH NATIONALS

4 & 8-way FS, Freestyle, Skysurf, Classics, CF.
Strathallan. Tel 0374 686 161 or 01764 662 572
bradyk@tsdial.co.uk

27-4 June Espace Spring Boogie

Lapalisse, France. 2 Skyvans and a Casa
boogie @espace-boogie.com
www.espace-boogie.com

27-4 June Accuracy Training

Bridlington. All welcome. Tel: 01262 677 367

27-29 Turbine Madness

Skydive Arizona. Jicha's Arizona Challenge 29th.
Tel 001 520 466 3753
jump@skydiveaz.com www.skydiveaz.com

JUNE

3-4 Speed 8 Meet

Headcorn. Tel 01622 890 862
Fax 01622 890 641 skydive@headcorn.u-net.com

3-5 All Ireland Boogie

Clonbulogue, NI. Contact Wild Geese
Tel 028 2955 8609 Fax 028 2955 7050
www.wildgeese.demon.co.uk

8 BPA STC / Riggers Meeting

BPA Office Tel 0116 2785 271 Fax 0116 247 7662
skydive@bpa.org.uk

9-11 Europa Cup 2000 Accuracy Competition

Opatija, Croatia.
UK contact Chris Clements Tel 01252 322 419
chris@mountainsong.demon.co.uk

12-16 BPA AFF / Tandem Course

Cyprus. Contact BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

12-16 Student Progression Wk

Headcorn. Tel 01622 890 862
Fax 01622 890 641
skydive@headcorn.u-net.com

15-17 40-way Sequential

with Pete Allum & John McIver, at Cross Keys, NJ.
pete_allum@compuserve.com

17-18 16-way FS Meet

Sibson, Peterborough Tel 01832 280 490
www.skydivesibson.com

17-18 4-way Meet

RAFSPA, Weston. Tel 01869 343 343

17-25 RAPA CHAMPIONSHIPS

Bad Lippspringe, Germany. 4-way, Speed 8,
Classics and daily big-way from 3 aircraft. Super
Otter, 2 turbine Islanders
Fax 0049 5254 98 2740. Awright191@aol.com

20 BPA Council Meeting

BPA Office. Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

24-25 Beach Jumps & BBQ

Border PC, Brunton. Tel 01665 589 000
skydivenorth@email.msn.com

26-30 Brit Women's FS Record

Langar. Tel: 01949 860 878 bpslangar@aol.com

30-2 Jul Europa Cup 2000 Accuracy Competition

Bled, Slovenia UK contact Chris Clements
Tel 01252 322 419
chris@mountainsong.demon.co.uk

30-7 Jul CF World Championships

Immoila, Finland

JULY**1-2 POPS Meet**

Bridlington. www.pops.org.uk

1-2 CENTRAL REGIONALS

Border PC, Brunton. Classics, CF
Tel 01665 589 000 skydivenorth@email.msn.com

1-9 Accuracy & CF Camp

Border PC, Brunton. Tel 01665 589 000
skydivenorth@email.msn.com

1-9 Langar Boogie

Langar. Bulk aircraft! Tel 01949 860 878
bpslangar@aol.com

3-7 FS Coaching Week

Headcorn. Tel 01622 890 862
Fax 01622 890 641
skydive@headcorn.u-net.com

3-7 BPA AFF / Tandem Course

Headcorn. Contact BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

7-8 BPA Judges Seminar

Netheravon. Contact Kate Charters
charters@ingliston.fsnet.co.uk

8-9 Andy Kelly 4-way Meet

Headcorn. Tel 01622 890 862 Fax 01622 890 641
skydive@headcorn.u-net.com

8-16 CF Spektakel

Taegje Airport, Holland. Contact Roel Roeloffson
cf_spektakel@yahoo.com

15-30 COMBINED NATIONALS

Hibaldstow. Tel 0113 250 5600
info@targetsky.demon.co.uk
www.skydiving.co.uk

21-23 Zeeland Boogie

Skydive Zeeland, sw of Holland. Two turbines.
Tel: 0031 113 12 910

29-1 Aug Skyfest Boogie

North West PC, Carik. Nominal registration, BBQ
friendly atmosphere. Tel 01539 58672 / 58555
W/days 01772 720 848

Key

BPA FS CF Style & Accuracy
Boogies Freestyle & Skysurf POPS
Unclassified

29-6 Aug UK Freefly Fest

Sibson, Peterborough. Tel: 01832 280 490
www.skydivesibson.com

AUGUST**4-6 Europa Cup 2000 Accuracy Competition**

Belluno, Italy.
UK contact Chris Clements Tel 01252 322 419
chris@mountainsong.demon.co.uk

4-13 World Freefall Convention

Quincy, Illinois. Tel 001 217 222 5867
Fax 001 217 221 9999 www.freefall.com
wffc@freefall.com

5-6 SOUTHERN FS REGIONALS

Langar. Tel 01949 860 878 bpslangar@aol.com

10 BPA STC / Riggers / Pilots Meeting

BPA Office Tel 0116 2785 271 Fax 0116 247 7662
skydive@bpa.org.uk

11-19 Swedish Herc Boogie

Sweden. hercules@gkl.se
www.gkl.se/hercules/index.html

12-20 Espace Boogie 2000

Vichy, France. Antonov 72
boogie@espace-boogie.com
www.espace-boogie.com

14-18 CSBI / TBI / Advanced Instructor Course

Target Skysports. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

17-20 16-way European Cup

Brienne le Chateau, France.
Tel 0033 661 08 55 55 Fax 0033 661 08 55 50

19 Beach Jumps & BBQ

Bridlington. All welcome. Tel: 01262 677 367

19-20 POPS Meet

Wild Geese. www.pops.org.uk

19-28 ARMY CHAMPIONSHIPS

JSPC, Netheravon. 4 & 8-way FS, Style & Accuracy, Canopy Formation. Open to all.
Dave Tyler 0468 683 329 Dpaulityler@aol.com

21-24 BPA Advanced Packers Course

Sky Science. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

21-25 CSI / Pre-Advanced Instructor Course

Target Skysports. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

22 BPA Council Meeting

BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

26-27 Beach Jumps & BBQ

Border PC, Brunton. Tel 01665 589 000
skydivenorth@email.msn.com

SEPTEMBER**2-3 LAC Meet**

Headcorn. Tel 01622 890 862
Fax 01622 890 641
skydive@headcorn.u-net.com

2-10 Invitational FS Meet

Empuriabrava, Spain with Dave Morris, Richie
Hornig and Ivan Coufal. Tel UK 0364 986600 or
0034 972 450111 Fax 0034 972 450749
cpcb@gna.es www.skyrats.com

9-10 All Ireland Nat Comp

Wild Geese, NI.
Tel 028 2955 8609 Fax 028 2955 7050
www.wildgeese.demon.co.uk

9-10 Scrambles LAC Meet

Border PC, Brunton. Tel 01665 589 000
skydivenorth@email.msn.com

11-15 Student Progression

Headcorn. Student Progression Week
Tel 01622 890 862 Fax 01622 890 641
skydive@headcorn.u-net.com

15-17 Texel 16-way

Texel, Netherlands. International
competition. Two Turbolets. Videoman free slot.
Exit altitude 1,3500ft
Tel 0033 31 222 311 464 www.avnet.co.uk/ptc

16-17 Woodmouse 4-way Meet

Sibson, Peterborough. Tel: 01832 280 490
www.skydivesibson.com

16-17 SOUTHERN REGIONALS

Hibaldstow. Classics, CF. Tel 0113 250 5600
info@targetsky.demon.co.uk
www.skydiving.co.uk

22-24 Europa Cup 2000 Accuracy Competition

Bolzano, Italy.
UK contact Chris Clements Tel 01252 322 419
chris@mountainsong.demon.co.uk

23-24 CENTRAL FS REGIONALS

Hibaldstow. Tel 0113 250 5600
info@targetsky.demon.co.uk
www.skydiving.co.uk

30 Dinner Dance

Headcorn Tel 01622 890 862
Fax 01622 890 641
skydive@headcorn.u-net.com

OCTOBER**5 BPA STC / Riggers Meeting**

BPA Office Tel 0116 2785 271 Fax 0116 247 7662
skydive@bpa.org.uk

7-8 POPS Meet

Hinton. www.pops.org.uk

17 BPA Council Meeting

BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

Email your event to
diary@skydivemag.com
by 6 May (latest) for next mag

21-29 Corsica Festival

Calvi, Corsica. www.le-festival-du-vent.com

28-5 Nov Halloween Boogie

Lapalisse, France. Tel 0033 4 70 99 1803
info@lapalisse-aero.com
http://www.lapalisse-aero.com

6-15 Style & Accuracy World Meet

Toba, Japan

NOVEMBER**3-4 Night Jumps**

Border PC, Brunton. Tel 01665 589 000
skydivenorth@email.msn.com

4-12 FS WORLD CHAMPIONSHIPS

Eloy, Skydive Arizona. Will include a 16-way
competition in addition to the women's 4-way. Tel
001 520 466 3753
jump@skydiveaz.com www.skydiveaz.com

4-12 FREESTYLE, SKYSURF & FREELY WORLD CUP

Eloy, Skydive Arizona. Tel 001 520 466 3753
jump@skydiveaz.com www.skydiveaz.com

5-14 Space Games

Skydive America. Tel 001 561 924 2020
info@skydiveamericapb.com
www.skydiveamericapb.com

13-17 BPA Riggers Course

Sky Science. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

13-17 CSBI / TBI / Advanced Instructor Course

Sibson. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

18-26 Thanksgiving Boogie

Skydive Lake Wales, Florida.
Tel 001 863 678 1003 info@skydivelakewales.com

20-24 CSI / Pre-Advanced Instructor Course

Sibson. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

DECEMBER**7 BPA STC / Riggers Meeting**

BPA Office Tel 0116 2785 271 Fax 0116 247 7662
skydive@bpa.org.uk

9 Christmas Dinner Dance

Wild Geese, NI. (At Bushtown House).
Tel 028 2955 8609 Fax 028 2955 7050
www.wildgeese.demon.co.uk

12 BPA Council / EGM Meeting

BPA Office Tel 0116 2785 271
Fax 0116 247 7662 skydive@bpa.org.uk

16 Christmas Party

Border PC, Brunton. Tel 01665 589 000
Victoria Hotel, Bamburgh.
skydivenorth@email.msn.com

20-1 Jan Christmas Boogie

Skydive Lake Wales, Florida.
Tel 001 863 678 1003 info@skydivelakewales.com



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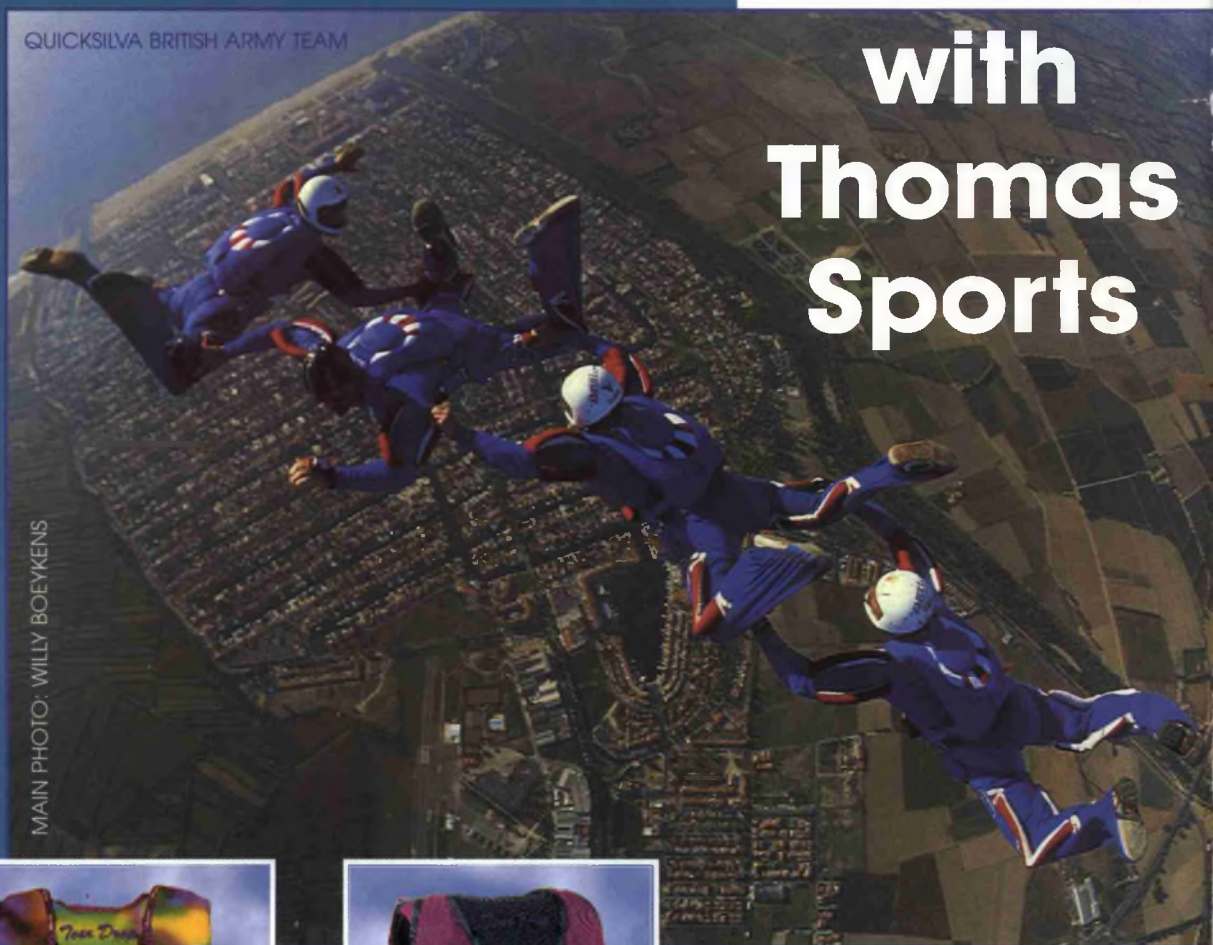


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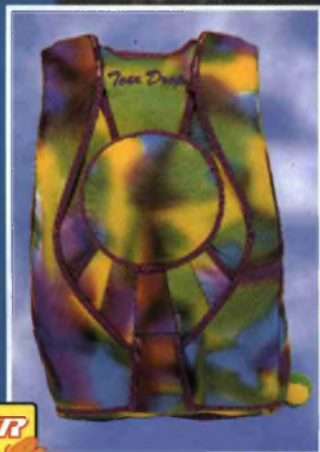
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