

skydive

The Mag

June 2000



Crosswind

Patrick Passe's new movie

Birth of Freefly

an historical perspective

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Swoop action shots



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

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Editorial

Yet another 76 page issue! This one has 68 pages of full colour; now the only black & white pages are adverts. So this Mag is the best value ever. If you or others are griping about the growing number of advertisements, remember this revenue pays for the additional design, print and mailing of your extra chunky, super colourful, sock-it-to-em Mag.

Questionnaire
An uplifting questionnaire result shows 87% of respondents are happy with the Mag. Fantastic! I think that's almost the maximum possible because, if we change the approach to suit the 10% who aren't happy (3% did not respond), then some of the 87% will become unhappy. I am very pleased with the result.

16-way
It's now nearly three years since IPC first sanctioned 16-way as an official event. How has this affected the sport? It has raised standards of competitive 16-way, due to teams training using the IPC dive pool, with the lure of a World Cup medal. But I have noticed a decrease in the numbers of teams entering 16-way competitions (certainly in the UK). Why is this?

Lack of Dive Variation
16-way dives lend themselves to many variations as there are more possibilities than in 4 and 8-way. Dives can be either easy or hard and there are many imaginative piece flying moves which can be invented. Part of the fun of a 16-way meet used to be new, different skydives which provided a challenge and kept meets interesting. That's no longer the case, they are all much the same.

IPC Pool
Previously, you could enter with a group of competent individuals as an untrained team and achieve reasonable results. Now, most drop zones use the IPC dive pool. So there will be teams who have practised these specific formations and blocks, making it harder to compete in terms of pure talent. So, the fun teams miss out. Although well intended, the IPC dive pool has probably discouraged participation by untrained teams - a great pity. We have many FS disciplines where you have to train to achieve results; do we really need another? Surely there is still a place for fun meets which can be entered by skydivers of any level without feeling disadvantaged. Seat of the pants flying is a dying art!

Revive Recreational 16-way
The second 16-way World Cup will be held this year in Eloy, during November. How many teams turn up for this, we will have to see. But let's hope that 16-way will be revived as a recreational pursuit done purely for pleasure. Drop zones - consider holding a 16-way event with your own pool, advertise it as such and you may be pleasantly surprised at the numbers of teams who attract.

Sunny Summer Skydives!



Photo: Simon Ward

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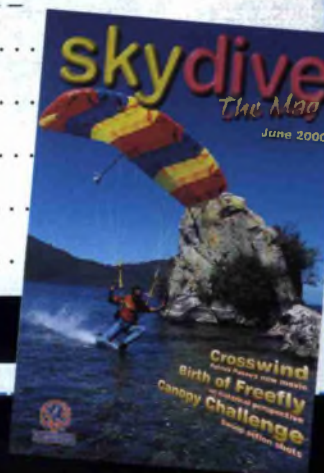
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NOTE: Some of the photos contained in this magazine may show skydivers without helmets, in which case they were jumping abroad. In the UK it is mandatory to wear a helmet for obvious safety reasons.

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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.

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Front Cover

Taken by Wendy Smith from Patrick Passe's new movie *Crosswind*, shows Rickster Powell slicing into the water on a downwind swoop of Lake Taupo, New Zealand

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Photo: Patrick Passe of Patrick de Gayardon

Against All ODDS

The incredible story of Alistair Hodgson, who lost his legs in a terrorist explosion, learning how to freefall

"Both Alistair and I had done tandem skydives before signing up for the AFF course, so we both knew what it was like... but that didn't stop us being apprehensive as well as excited when we arrived. It was only when I left the aircraft that I remembered why we had signed up for AFF!"

Jenny Howley
(Alistair's girlfriend)

My career as a soldier in the Parachute Regiment came to an abrupt end on 12 May 1992, during my first tour of Northern Ireland when I was the victim of a terrorist explosion. I had only completed the minimum of seven static line jumps to earn my wings and was quite new at my battalion. To think that I would ever be back in the sky after losing both legs seemed a million miles away if not impossible.

On 1 March this year Jenny, Keith and I began our AFF course which proved to be an unforgettable experience. I can only thank the all the staff for their complete confidence,



“to think that I would ever be back in the sky after losing both legs seemed a million miles away if not impossible”

professionalism and for giving me the chance to embark on a dream I thought could never happen. I enjoyed every level of the course – if a little frustrated at level 5 when my turns went to pot. After four rejumps I was ready for level 6. When things began to fall into place, I couldn't believe it! It was me in freefall stable on my own and revelling in the sensation of flight. I believe that I was at that moment fully rehabilitated after eight years. Since the bomb that took away so much, I had found something that gave me back what had been lacking for so long, a sense and feeling of the life I really wanted to lead!

Level proved to be a milestone, a very unstable exit (I'm sure I invented some new manoeuvres on that one) then all of a sudden what Dave Morris told me would happen, did happen. I was arching my backside off, arms thrown back so my shoulder blades felt like they were touching and I was there. Stable. Sorted. Wow, what a feeling! I had shown I could do it, I was overjoyed as I was tracked left and right, then recovering, checking altitude, then pull time,

it was out of this world! I had great canopy ride, shouting and screaming till my throat hurt reliving what I had achieved.

I completed my fourteenth jump on 2 April and, as each jump goes by, I can feel small improvements. There's a long way to go but I'm confident in my abilities, who knows what's next, I can't wait for my next sky dive!

Thanks go out to Dave Hickling for his unwavering confidence; Dave Morris for his guitar nights and expert tuition; Tony Danbury, cameraman extraordinaire and chilled out dude; Milko for top notch ground school, vodka nights and a fun follow-out; Angela for the altitude; and all the guys and girls who have made us most welcome they know who they are! Thanks Langar for giving me back my wings!

Alistair Hodgson



When I first met Alistair he arrived at Langar to make one more tandem before embarking on the AFF skydiving course. I took Alistair (I ended up calling him 'Ace') on this tandem, and decided to give him some valuable experience for the course to follow. I gave him an altimeter and a dummy ripcord and briefed him to relax, watch the altimeter, perform three practice pulls and actually pull the handle at 6,000ft, simulating a level 1 AFF skydive. He took all this in his stride and, from then on, I knew that he would make it.

Before the start of the course we all our heads together to try and imagine what flight characteristics we could expect from a guy with one leg amputated an inch or two below the knee and the other eight or nine inches above it. Symmetry is of great importance when learning to skydive so that you don't skid around the sky. Ace was obviously lacking in the symmetry department – left to right as well as top to bottom.

I opted for a suit that had a swallow-tail effect with a fan of material between the knees. This was against the advice of my friend and 14 years skydiving partner Dave Hickling who, with a knowing look in his eye, suggested going with nothing – which later proved to be the right choice! Symbiosis Suits supplied this work of art and on the ground it seemed to be the answer to all the potential problems of symmetry.

Level 1 proved interesting, experiencing no problems

"Ground school was no major problem with Alistair, Jenny and Keith. If anything, Al's determination, guts and drive seemed to rub off on the other two, which helped no end. Having a film crew pointing cameras and wanting interviews all day was not the easiest way to teach but, again, Al took this in his stride and relaxed all of us, including me. We can all learn a valuable lesson from Alistair. Don't just sit there dreaming of doing something – get off your backside and make it happen. Life goes on with or without physical disabilities and Al showed me that life is what you make it."

Milko

at all with the door and the exit and Ace doing his stuff perfectly, Dave and I were promptly dragged around the sky like a couple of kids with a wayward dog. The tail was grabbing so much air that Alistair was moving forward all the time.



Photo: Milko

Level 2, plan B and at least half the tail cut away we worked well as a team once again but still moving forward throughout. The other point that came up quite soon was that with a substantial amount of his body missing, Ace was quite light and floaty. He has arms like tractors and shoulders that Mr Steroid strives for but flew like an eight stone lightweight. We had an answer for that – 10 lbs of lead!

Levels 3, 4 & 5 and a couple of rejumps out of the way and we stumbled on a delta position that gave great stability. My heart was in my mouth when it came to the first solo exit. A cartwheel-fashion dive exit and some instability was quickly followed by this dart that moved across the sky as fast as I could, bootied up and giving it some.

"Alistair's disability stops him from walking. That's where it starts and stops. The majority of people in the world suffer from a condition far worse than any amputation of limbs, called laziness. The life Alistair leads is probably fuller than most people I know, from sea kayaking, to canoeing, his many appearances on TV, Red Cross trips to Romania and now, with skydiving, the list goes on."

Keith Thompson
(Alistair's best mate)



"Why was Langar willing to take Alistair on an AFF course? To fully understand our reasons you would have to meet him! I knew from his tandem jump that Alistair could do almost any thing he wanted to. I was proud and humble to help him through the course."

Dave Hickling

"my heart was in my mouth when it came to the first solo exit"

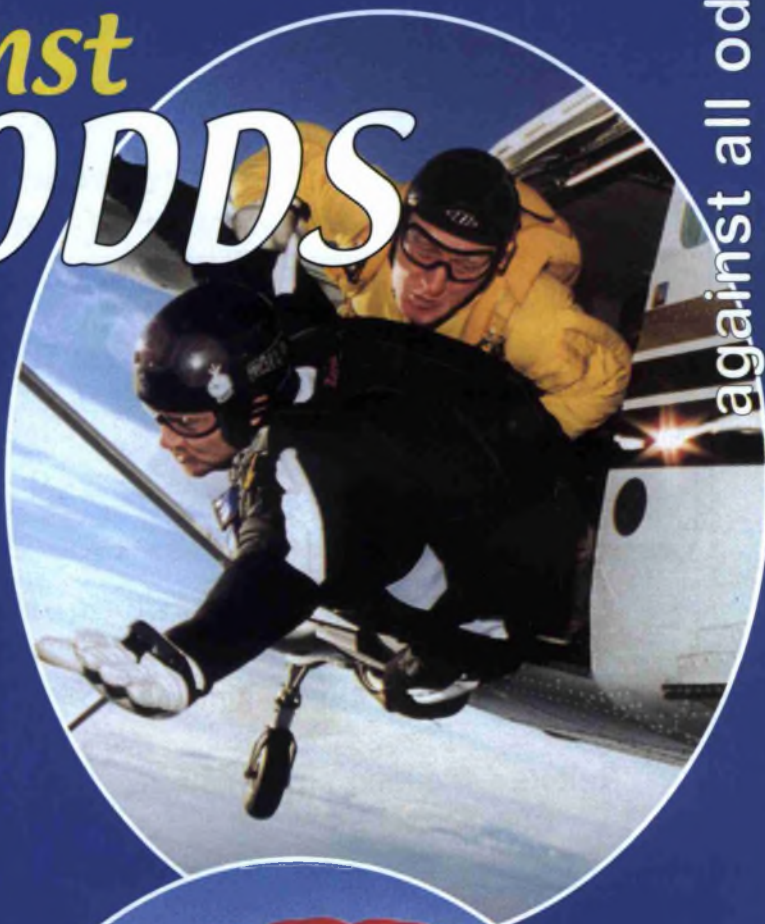
The control was there and from then on it was plain sailing. For the first time I was exiting with Alistair and not shitting myself. I think the same could be said for him as well!

I met him when he landed after his level 7, by now his skills at landing on his bottom were good enough that there was no momentum and as soft as could be. It was good to see the look on his face, if he were smiling any wider his face would have split. I was proud, relieved and very happy that Ali had achieved exactly what he had set out for. He is a man that we could all take a lesson from, if you want something badly enough and you are willing to give everything to that goal, it can be reached regardless.

Dave Morris

Against All ODDS

against all odds



Photos: Tony Danbury

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The Birth of Freeflying

by Jo Malone

A few years ago, if a skydiver turned up at the plane in a baggy suit he'd have been laughed at. But now almost everyone has tried it and they know those baggy suits equal major 3D fun in the sky.

Virtually every load is now stuffed with freeflyers. The dream of possibly the most famous freeflying wizard, Olav Zipser, is coming true.



Amanda Stokes

Olav Zipser (above) believed there was more to skydiving than set moves on your belly. He believed there was a world of potential out there. He didn't just mean head-down flying either... *"Freeflying is the art of manoeuvring in the sky in every possible way ... It is about different speeds, rotations, directions and being in control"*.

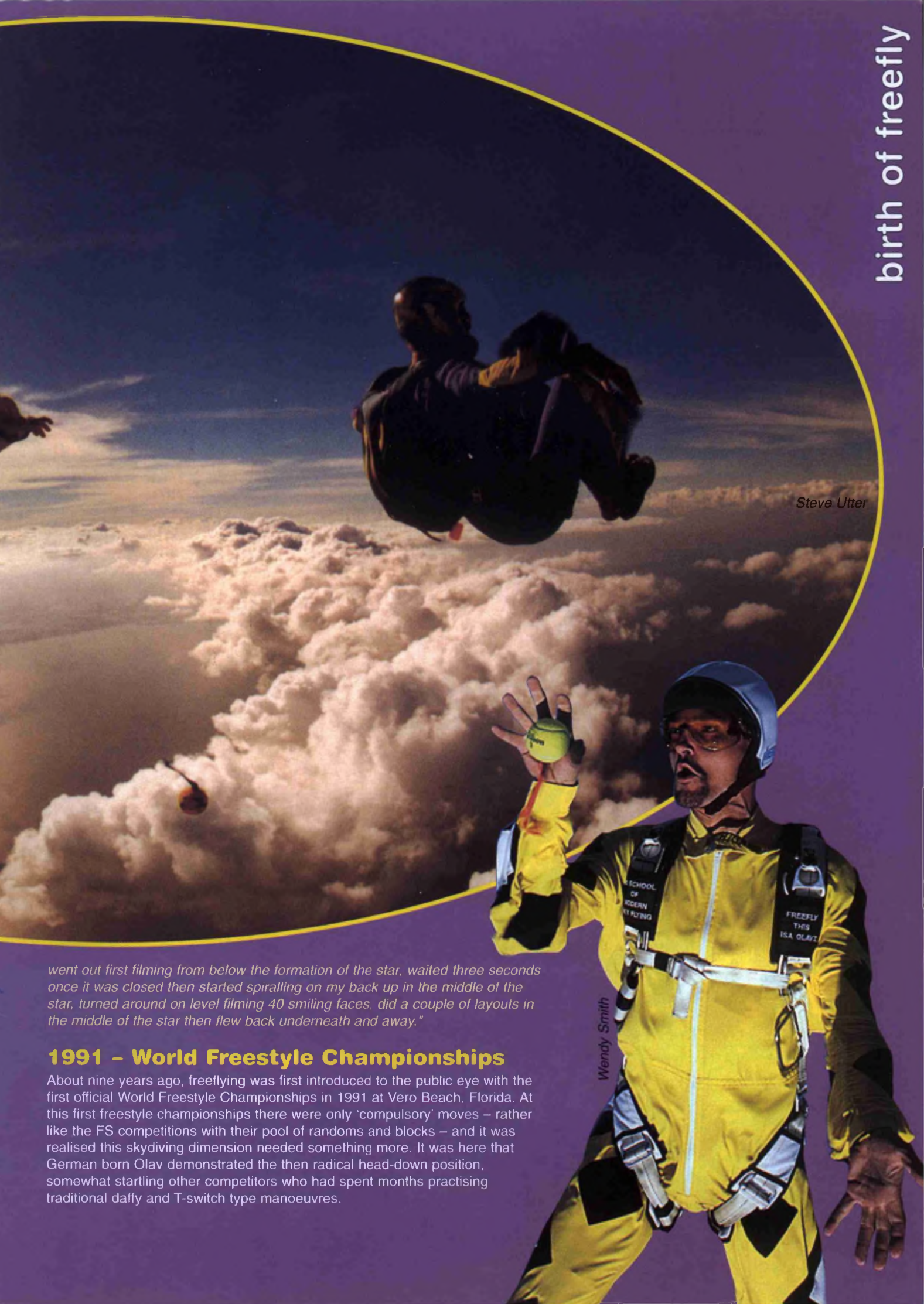
1986 – The Beginning

Olav started experimenting soon after his AFF course in 1986. He loved his level 6, the tracking dive, and was soon tracking towards clouds, chasing rainbows and flying his shadow through the canyons of vertical cloud walls.

"Twelve years ago the only freefly there was, was in my head. I tried to develop a complete concept of human manoeuvring in the sky. Some few people were maybe experimenting with tracking, sit-flying and freestyle, but no-one at that time I think had a complete concept of human flight" said Olav.

He made about 1,000 jumps experimenting with fast flying, diagonal flying and multiple rotations. He also started flying around big formation dives (perhaps laying the foundation for Adrian Nicholas's body flying). *"One of my favourite flights I remember is one jump with a 40-way star organised by Jerry Bird, the RW father. I*





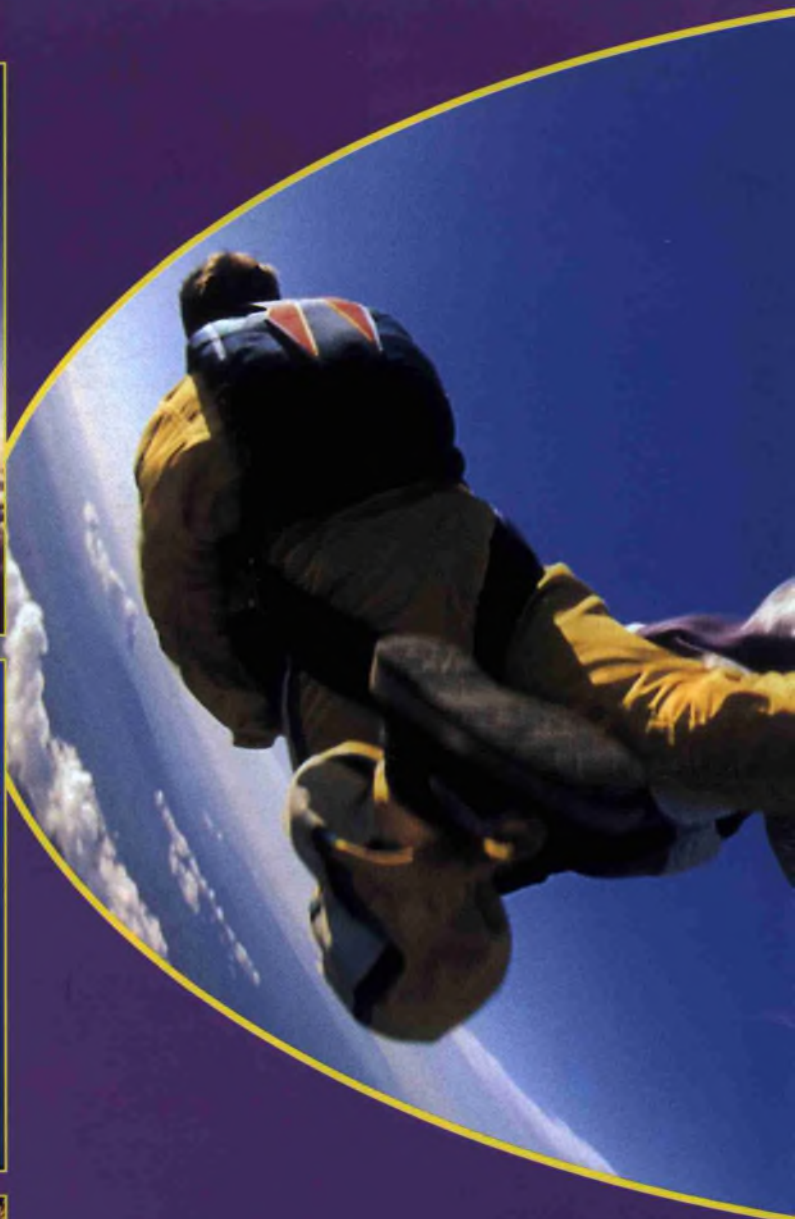
Steve Utter

went out first filming from below the formation of the star, waited three seconds once it was closed then started spiralling on my back up in the middle of the star, turned around on level filming 40 smiling faces, did a couple of layouts in the middle of the star then flew back underneath and away."

1991 – World Freestyle Championships

About nine years ago, freeflying was first introduced to the public eye with the first official World Freestyle Championships in 1991 at Vero Beach, Florida. At this first freestyle championships there were only 'compulsory' moves – rather like the FS competitions with their pool of randoms and blocks – and it was realised this skydiving dimension needed something more. It was here that German born Olav demonstrated the then radical head-down position, somewhat startling other competitors who had spent months practising traditional daffy and T-switch type manoeuvres.

Wendy Smith



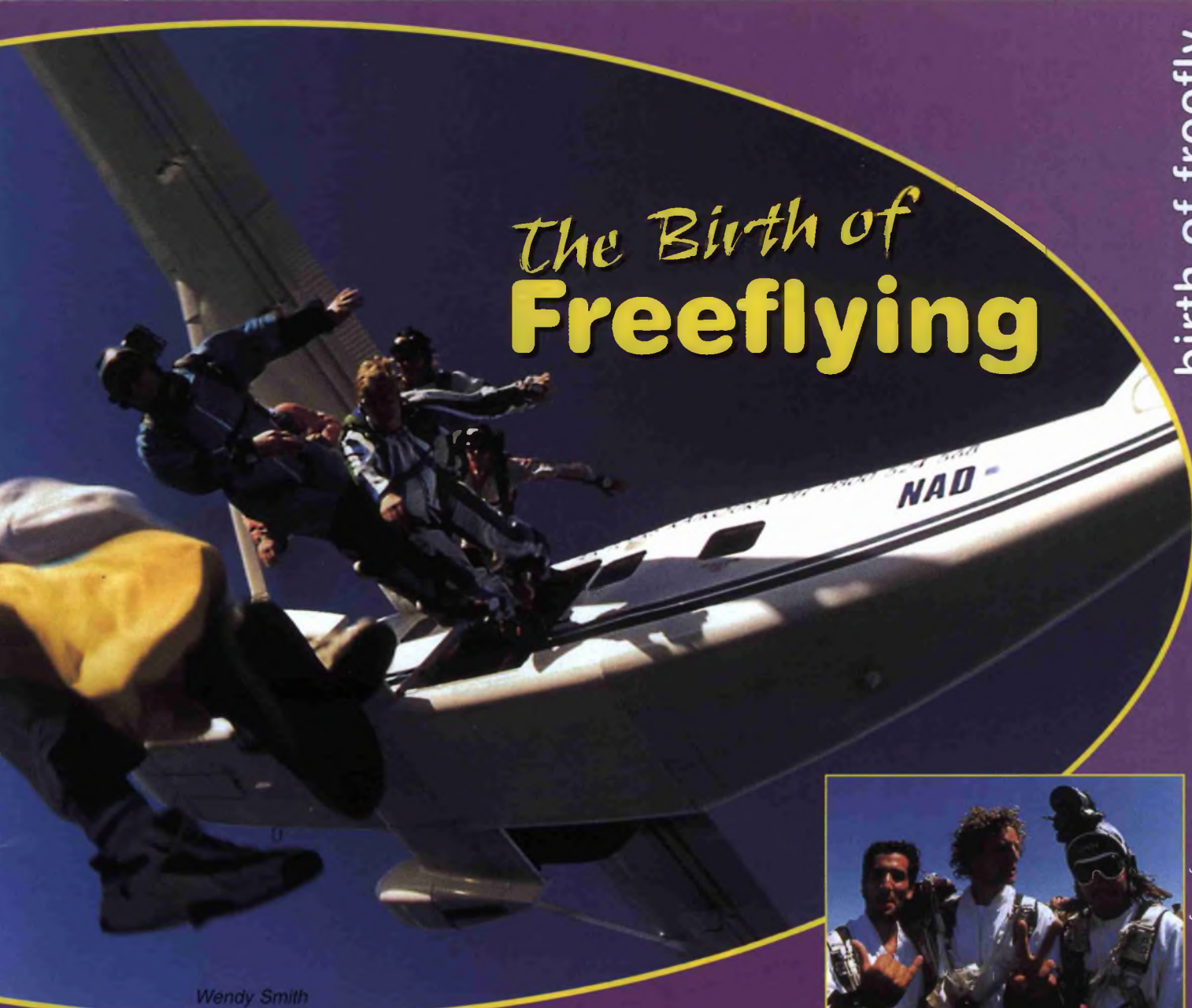
Some were more surprised than others. After all, Olav had been touring America and Europe for months, joining freestyle training camps and sharing his knowledge. Some skydivers got used to seeing him hanging from the bottom of the aircraft door and disappearing in a spinning whirl with his cameraflyer. He was one of the first to wear a hard helmet and watching his aerial antics it was obvious why!

At the next Freestyle Championships there were 'free' rounds too. It meant skydivers could do exactly what they liked up there – fly head up, head-down, head sideways, sit-fly, turn, track, spin, rotate – anything as long as it looked fun.

1993 – Olav World Champion

It was only seven years ago at the 1993 Freestyle World Championship that Olav and Mike Vail became the world champions with their team *Freefly Clowns*. By then Olav was already showing where he believed his flying would go, introducing amazing camerawork and effects with rotations, weed-eaters and orbits so slick it was difficult to tell which way was up (or down!). This was truly interactive flying and Mike was judged cameraflyer of the year at the event. Olav felt he had tried most of the freeflying possibilities except 2-way head-down flying. Freeflying was becoming an interesting offshoot of freeflying, with a 3-way team event quickly developing.

The Birth of Freeflying



Wendy Smith

1995 – 1st School of Modern Skyflying

Between 1994 and 1995, Olav and his freefly clowns Mike Vail, Omar Alhegelan and Charles Bryan introduced vertical relative work into the freeflying skycircus and the freefly approach spread among freestyle teams. By 1995 Olav had developed the *1st School of Modern Skyflying*. The idea was to teach freeflying with proper safety instruction and video documentation. A similar programme was developed to teach future freefly instructors.

Sit-flying or Chute Assis was another 'in thing' as innovators realised freeflying was flying in all body positions. That year also saw the launch of *Chronicle 1*, possibly the first ever freeflying tape and an inspiration for a new generation of skydivers.

1996 – Freefly Tour

Pete McKeeman introduced freeflying to the world in general through the ESPN TV network in 1996. This led to a freeflying tour – along the lines of the world surfing tours – which in turn inspired hundreds of existing skydivers to give freeflying and freestyle a go. Britain's Adrian Nicholas was among them, collecting a bronze



Pete McKeeman
by Keith Larrett

medal at the Empuriabrava leg of the tour with teammates Wendy Smith and Marco Manna.

The Fly Boyz (Eli Thompson, Mike Ortiz and Knut Kreckner) arrived on

the competitive scene too, clearly a team out to have some serious fun. By this time the *Clowns* were putting together 8 and 10-ways and, by the end of 1996, the *Freefly Clown Chronicle 2* video was released.

1997 – Freefly Explosion

"In 1997, freefly exploded ... At the second Freefly Festival we had close to 200 freeflyers from lots of different countries. Apart from our group, which experimented with Flock dives, we flew different 10 and 15-ways and a first record of 23 way... Now freeflying is everywhere. Before there was only a bunch of good freeflyers, you could almost count them on your fingers. Now there's hundreds, tomorrow thousands." said Olav. Flock dives aim to have the freeflyers moving like a flock of birds or school of fish, all changing direction and speed at the same time.



Freefly Clowns: Omar Alhegelan, Olav Zipser & Charles Bryan by Keith Larrett

The Birth of Freeflying

Chris Norton

Steve Utter



Types of Freefly

While freeflying is now seen as a separate area to freestyle – which has kept its strict precisely controlled moves – it still incorporates sit-flyers. But most people calling themselves freeflyers are mainly flying head-down. The divisions are likely to continue – already we have *prop* and *aid freefly* (using a skysurf board or chair or space ball or wing suit or any thing else we can safely fly with as a prop). Then there's; *diagonal flying* – taking a star for instance and making it fly diagonally in different directions; *technical flying* like Vertical RW; *freefly skydancing*, which is entertainment flying like a freefly circus; *artistic flying*; *vertical speed racing* and *extreme flying*.



Steve Utter



"Plus all the new directions which we'll discover in the close future. Freefly is Fly Free wherever your creative spirit brings you without forgetting safety" Olav said.

Space Games

His current baby is the Space Games, which incorporates one-on-one races, the 3-way Freefly Open and fun with space balls. Rather like freestyle a few years ago, the rules are compiled by the competitors and



open to interpretation – for instance Olav was busted by his own rule at the Freefly Indy 500 when he slightly touched the other racer while turning a corner. *"I think in a way it's good that I lost, this way the other racers at the next Space Games will feel like there is a chance to beat me. But watch out, as it is not gonna be easy!"*

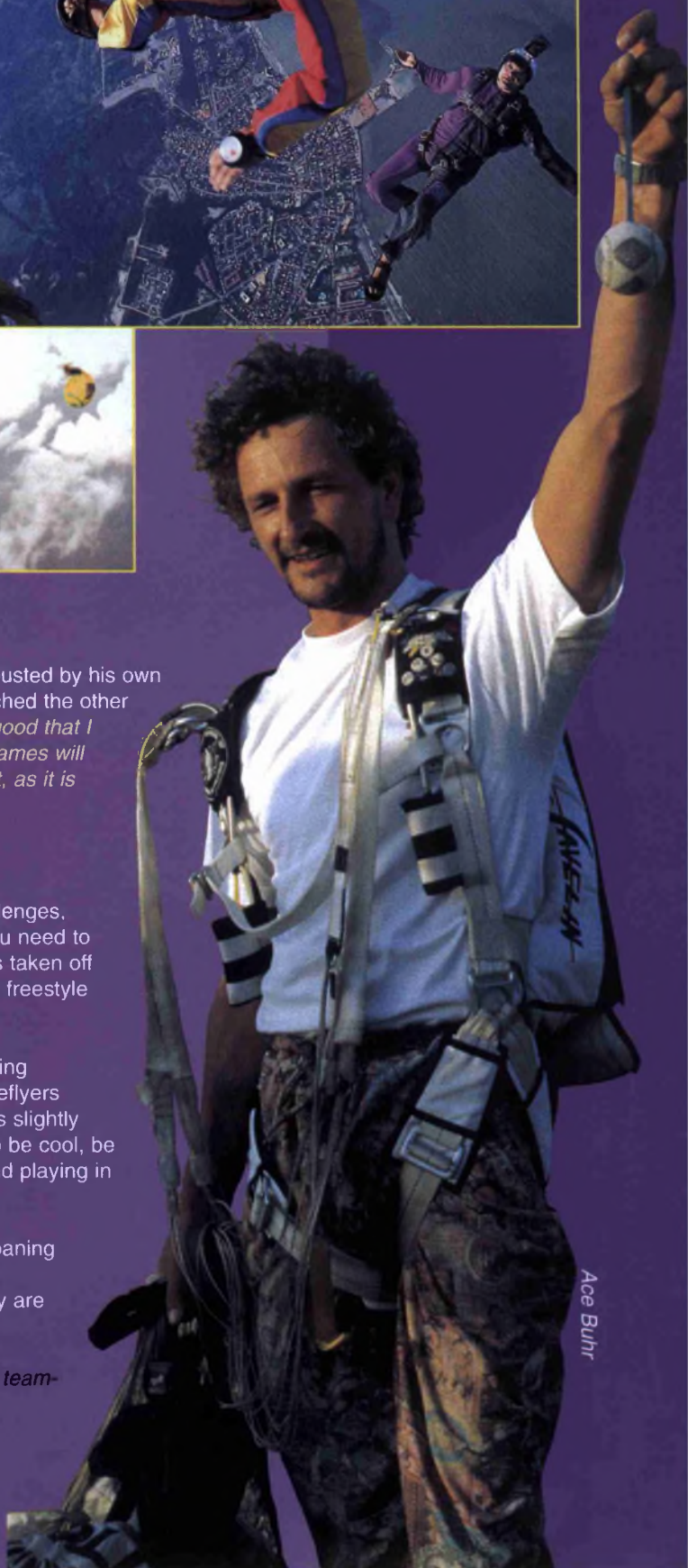
Freefly UK

We have yet to see the likes of the Space Games, Indy Challenges, Flipper Points, or the Atmosphere Dolphin Challenge (I think you need to be there to understand what that's about) in Britain. But freefly has taken off and left freestyle far behind – despite the best efforts of main British freestyle team Anne Beckitt and Goody to encourage others to join them.

Every drop zone now has a growing gaggle of freeflyers, most wearing cameras and all getting out there with a need to feel the speed. Freeflyers could be the skateboarding fraternity of the skydiving world. Seen as slightly anti-establishment, they are pushing the envelope; not attempting to be cool, be skygods or part of the in-crowd. They are just 'being', having fun, and playing in the sky.

How many times do belly flyers return grumbling from a skydive, moaning about their own or a jumpmates' performance. Have you ever heard freeflyers griping about a jump? I thought not, possibly because they are flying free and if it is safe it can't be wrong.

Article adapted from an original interview by Stefania Martinengo, a teammate of Olav Zipser and Charles Bryan since 1996



birth of freefly

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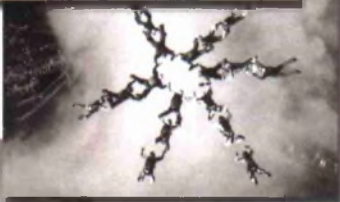
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Sky Times

by **Bryan Davies**

Why, why, why?

On April 8, both the pilot and co-pilot of a Pilatus Porter jump aircraft were killed when the co-pilot's Student Cypres fired at 1000 ft on a normal descent after dropping jumpers. The reserve pilot chute of the co-pilot escaped from the reserve container, went over the top of the seat, and proceeded out the open side door, extracting the co-pilot. The pilot was unable to control the aircraft, which then crashed and caught fire, killing him.

Airtec says:

Please remember that a Student CYPRES can activate at about 1000 feet AGL if the descent rate exceeds 29 miles per hour (2600 feet per minute). That is why section 2.2 of the CYPRES User's Guide states that the Student CYPRES should be switched off when descending in a jump plane.

I say:

We don't need this kind of accident. New technology may save lives, but it can cause all sorts of new problems that we have to be aware of. Know your equipment!

NSL NEWS

Arizona Airspeed is back with a winning team. Scores, pictures and the meet report are posted. This and more at the NSL website – www.skyleague.com.



Site Seeing

www.ssiprotour.com – for info on freely
www.skydivingvideos.de – for cool videos

Fake Birdman

Colin Fitzmaurice at Tilstock (www.tilstock.demon.co.uk) tells us that BirdMan International would like to warn all skydivers and skydiving associations about con man who calls himself Kenneth Gregg. This impostor claims to have a company in Germany called Ikaros Sky Collection. He claims to be a BirdMan wingsuit dealer and instructor with over 4,200 jumps under his belt.

Recently it came to our knowledge, from Finnish law enforcement, that Kenneth Gregg is wanted in Finland as well as in Sweden for several frauds. He was just sentenced to imprisonment for two years for some of his frauds. From his parachute club we found out that he has no more than maximum 200 jumps (before he was expelled from the club).

Kenneth Gregg is by no means a qualified instructor for the BirdMan wingsuits, he is NOT our dealer and if found with our BirdMan suits, they should be taken from him before he causes

more harm to skydiving society or puts skydivers in jeopardy. He has five (5) BirdMan suits in his possession and if met offering these suits for sale, rent or exchange, please contact us ASAP.

Kenneth is known to live currently in Germany, he also travels a lot in Scandinavia and U.S. Feel free to spread this message.

Kind regards,

Jari Kuosma
& Robert Pecnik
BirdMan International Ltd
www.bird-man.com
info@bird-man.com

High Dive

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For all the details, contact:

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Ravis Adventure, Nepal (P) Ltd,
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Nepal
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Photo: Geoff Woodger

When all else fails

Gary McGuinness passed on this snippet from the Daily Mail of 6 April 2000. A new book is out:

How To Wrestle An Alligator (And Practical Ways To Deal With Those Other Everyday Disasters)

by Julian Champkin

HOW TO SURVIVE IF YOUR PARACHUTE FAILS

The good news is that modern parachutes are built to open, even if there have been mistakes in packing them. However, if even your reserve fails, signal to a companion whose chute has not yet opened. Wave your arms and point to your chute. When your companion (and new best friend) gets to you, hook arms. The two of you will be falling at terminal velocity, about 130 mph, and when your friend opens his chute neither of you will be able to hold on because the G-forces will triple or quadruple body weight. To prepare, hook your arms into his chest strap all the way up to your elbows, and grab hold of your own strap to link you securely. When the chute opens, the shock will probably dislocate or break your arms. Your friend must try to hold you with one arm while steering with the other. If his canopy is big, you may hit the ground slowly enough to break only a leg and your chances of survival are high. Head for water if you can... and hope your partner will be able to pull you out.

It's Your History

We take for granted that the British Parachute Association (BPA) is our representative body, one that we have entrusted to guide the sport through the labyrinth of difficulties that it has had to confront over the last forty years. But how and why was the BPA formed, why has it remained so resilient and maintained its prominence as a unifying and representative body? I am currently undertaking academic research to answer these questions. Unfortunately there is little recorded history held by the BPA themselves so I am asking its current and past members to get involved in helping me produce a definitive historical account of the people and events that have enabled our governing body to develop and evolve into its present day form. If you feel you could contribute in any way please contact me. If you are in contact with, or know the whereabouts of past members who would have had an influence on the BPA's history and who now would not have the opportunity to read our magazine could you please pass this article on to them. Keep your eye on the magazine as I may come back to you for the answers of specific questions. So please have a think and get in touch! Many thanks.

Des Hayes
DesHayes@btinternet.com
020 7384 9789 or 07774 772575



Mum's The Word

Brian Vacher tells us of www.worldwings.org, which tells the story of his mums attempt to fly solo in a single engined Piper next year. For those of you who know his mum she left skydiving to fly and in 1997 flew solo. Well done Mum!

Safety First

A great front cover last issue but did anyone else notice Stephen Robinson's fleece is covering his reserve handle? Just a reminder to be very careful about wearing baggy clothes, especially when freeflying.

Get Lynched

Chris Lynch is running a Freefly Week in Roayn, the first week of September. Experienced freeflyers and newcomers are welcome, to share knowledge, improve skills and have some fun, challenging and interesting skydives. All levels welcome, if you want a week in France 'freeflying your butt off', contact Chris on chrislynchxl@compuserve.com, he will design a programme to suit the participants.

Skysurf

There is now a permanent SSI ENDORSED skysurf school in Empuriabrava run by Cedric Dumont, a veteran pro-skysurfer. The school is for beginners & advanced skysurfers looking for coaching. Look out for a Skysurf Summer Camp in Empuria the first week of July contact cedric.dumont@skynet.be or cpcb@gna.es



Cedric Dumont by Willy Boeykens



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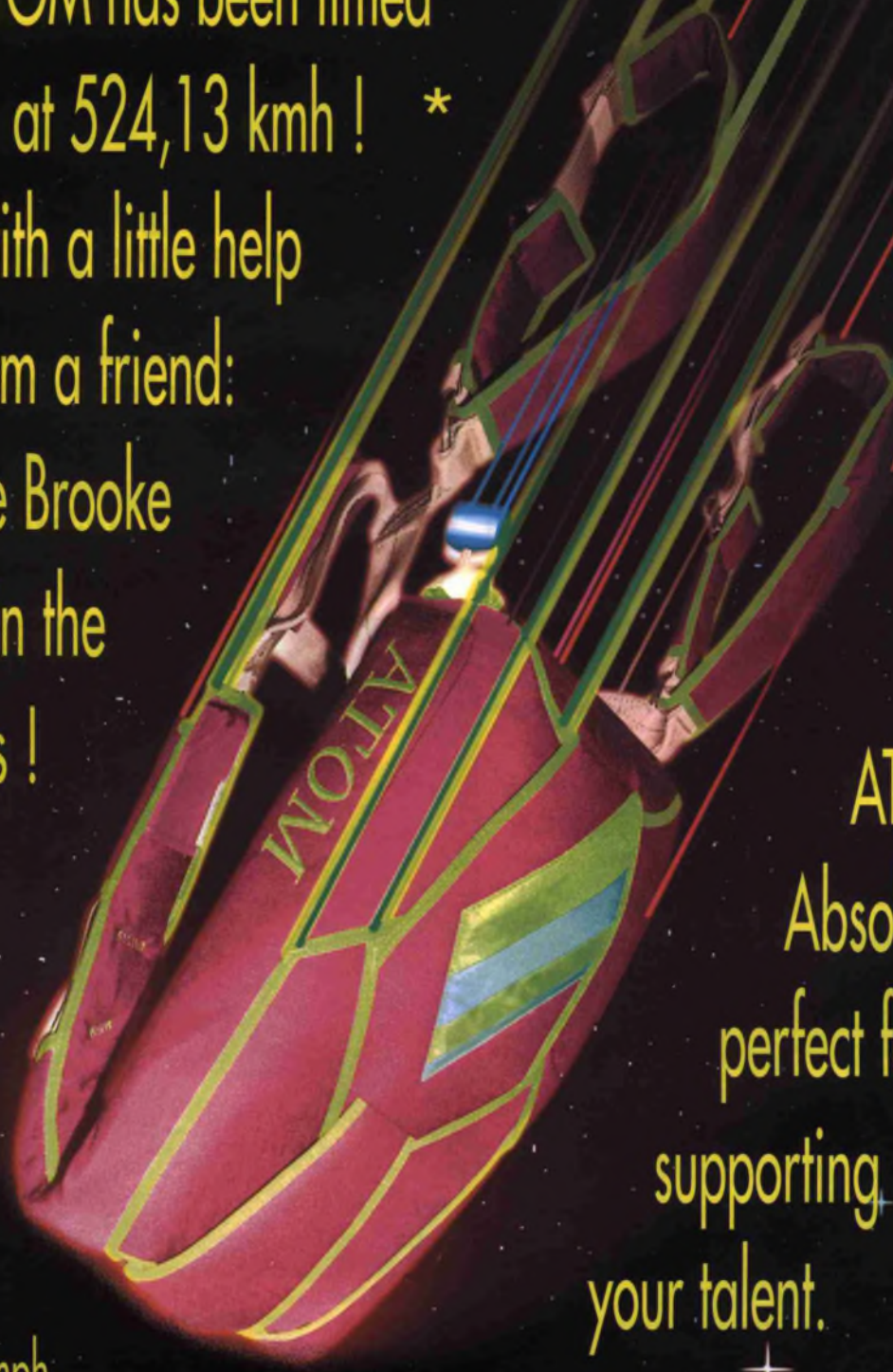
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Royal Aero Club



Three BPA members were honoured with awards from the Royal Aero Club

Pete Allum received a silver medal for his contribution to competitive formation skydiving. Pete was there with Dad Mike, who was wearing two hats; one supporting his 'boy' and the other his BPA Council member hat, supporting the whole delegation.

Simon Ward received a silver medal for his contribution to parachuting filming and photography and as Chairman of Brit100. Simon was accompanied by partner Maryanne Borwick and a lifelong friend and sponsor, Ian Dickens from Olympus Cameras.

Tony Butler received a bronze medal for his work as BPA Technical Officer. Trudy Kemp was flying the flag for the BPA staff.

Chairman Chris Allen, together with Liz Harris attended, along with Jim Crocker, Charlie Shea Simmonds, Cheryl Smyth and yours truly, it made for a good night. The awards were presented by HRH The Duke of York.

We were instructed to keep our parties together for the walkabout as HRH would be escorted by the Chairman of the RAeC and introduced to the various delegations. This plan failed miserably as HRH went off and did his own thing, completely ignoring the RAeC Chairman and most of the organised groups.

Simon Ward was determined to speak to HRH regarding a Trust project he is involved with and tracked him down. The rest of us resolved not to follow HRH around the room and stayed put, enjoying each others company and getting quietly sozzled. A good night with stories exchanged in excellent company.

John Smyth, RAeC Delegate



Belgrave & Portman Photography

Award winners (kneeling) Pete Allum, Simon Ward and Tony Butler with (standing) Mike Allum, Lizzie Harris, Chris Allen, Jim Crocker, Trudy Kemp, John & Cheryl Smyth

Photos: Inger Allum



POPS in Cyprus

Just a casual comment at the AGM in January...

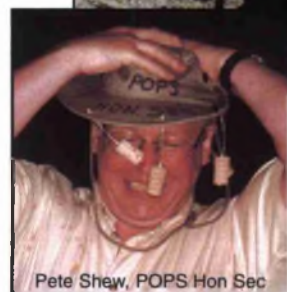
Mike Allum said the words "Cyprus, sun, sea and... skydiving" (it's always a little different when you're older!), and he got immediate feedback. He arranged the flights, excellent accommodation and for CSPC Cyprus to host us. He also arranged G-ORED to be available. Nothing to do with the *Golden Lions* CF training camp held there... honest!

Ten jumpers with relatives, spouses and friends gathered on the morning of 27 April at Dhekelia on the southeastern end of the island. The weather changed from being chilly and overcast to a sunny climate. We spent a couple of days getting our FS skills back in gear and then went for the accuracy and Hit 'n' Rock competitions.

Sod's Law decrees that weather changes any serious plans so, instead of stomping the disc, we were in the middle of a flash storm, (under cover) watching some of the hapless *Golden Lions* trying to recover a cutaway canopy. This gave us the opportunity to judge an



Dick Barton enjoying Hit 'n' Rock



Pete Shew, POPS Hon Sec

impromptu 'wet jumpsuit' competition as they returned. This was taken by

the dude who returned still wearing his cool shades.

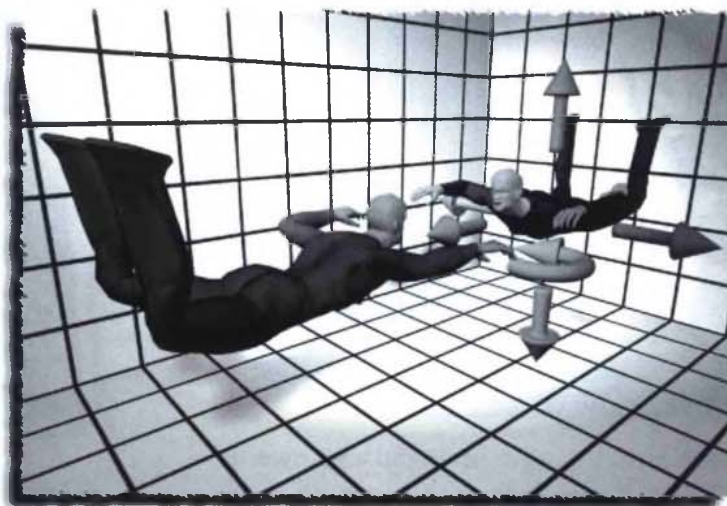
COMPETITION RESULTS

We finished up with a clear 'Hit n' Rock' winner, Pete Shew, with 15.82 secs and a three way tie for the accuracy competition, shared by Len Mobbs, Julie Shew and Phil Harris. Timing unfortunately prevented any further jump-offs.

It was an excellent mini meet, thanks to Mike and Inger Allum. Pete and Julie Shew made the decision for Pete to take up the vacant post of Pops Hon Sec, thanks to both. (*Behind every successful man...*) Thanks to Top Pop Sue Hill for the prizes.

Dick Barton

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One of those KNIGHTS

Golden Knight
Eric Helnsheimer
shares a few tips
for 8-way and
goes through the
vertical blocks

Be Extreme

In 8-way, there is a lot of sky to move around compared to 4-way. Dramatic body pitches and extreme knees down flying help us get to where we want to faster. Getting from point A to point B can sometimes take a virtual track. In order to stop this momentum you have to use more unconventional methods. Pitching your body up at a 45 degree angle and dropping a knee will do the trick. The faster you can go, the faster you need to stop!

Eye Contact

Keep eye contact through the formation to your clone to maintain levels and proximity.

Turning Pieces

Turning pieces with two, three or four team members requires a good grip and some radical moves. Let's look at some specific blocks.

Open Accordian - Stairstep Diamond

Open Accordian to Stairstep Diamond is one of our quadruple vertical blocks. Four 2-way pieces must turn 360 degrees from the open accordian. To keep the pieces close, we go vertical. Each piece is assigned 'under' or 'over'. When the formation is keyed each piece performs its vertical move. The 'over' piece does most of the work and the 'under' piece stays level. If it works as planned we have executed the block move in half the time than it takes without the vertical. If it fails, we have an embarrassing funnel!

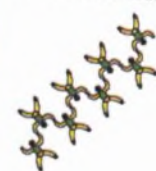
*Open Accordian, the start of Block 14
All eyes are into the centre*



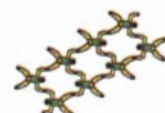
Photos: Mike McGowan



14 OPEN ACCORDIAN



OPPOSED STAIRSTEP



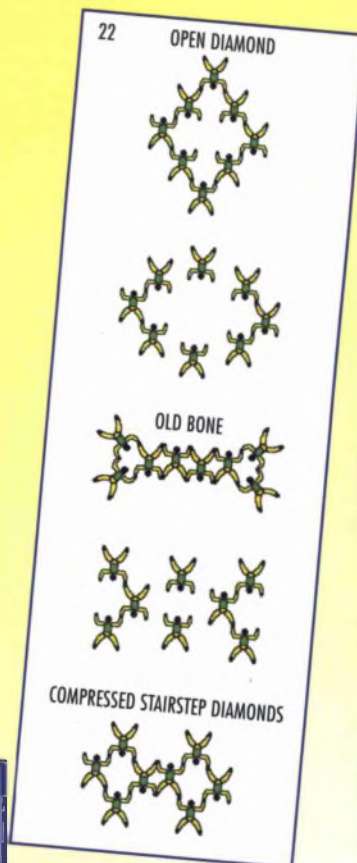
The inter for Block 14, note the body pitch used to provide vertical transition
Note the jumper centre right is ready to catch the top right jumper's leg as it moves over his head.

Diamond – Old Bone – Diamond

This is another 8-way block that throws a challenge. Block 22 offers one of the most radical vertical transitions. In this block we begin with an Opposed Open Diamond. The point and tail will be the 'free' guys (the 'hoppers') and the wings of the diamonds remain intact. As the formation gets keyed the two hoppers let go and the two 3-way pieces begin a 180 degree turn. To keep the pieces close, the two outside wings keep a keen eye on one another as they rotate backwards. The 3-way pieces complete the pod part way through the rotation. The hoppers then move quickly forward into the centre and pick up the outside wings as they complete their 180-degree turn. As the hoppers close the gap they pick up each other and prepare for the hop.

The bone is now complete, it looks like a 4-way compressed accordion with two 2-way pods on the ends.

In order to have a smooth and successful vertical transition all jumpers need to be working together and know what's going on. As the Old Bone completes the outside guys on the compress begin to arch hard and the hoppers begin to de-arch. The outside guys give the hoppers a little toss over their shoulders and the pods on the outside let go of one another's arms. Here is your money maker. Hoppers hop and pods dive and slide towards the centre. The outside pods catch the hoppers on their way over. The centre completes a 2-way compress to show two 4-way opposed diamonds.



Old Bone –
the middle
of Block 22



In these shots of the last part of Block 22, you can see the hoppers doing their job as well as the 3-way pieces sliding under. The centre builds and then checks to make sure the hoppers have closed their slots.

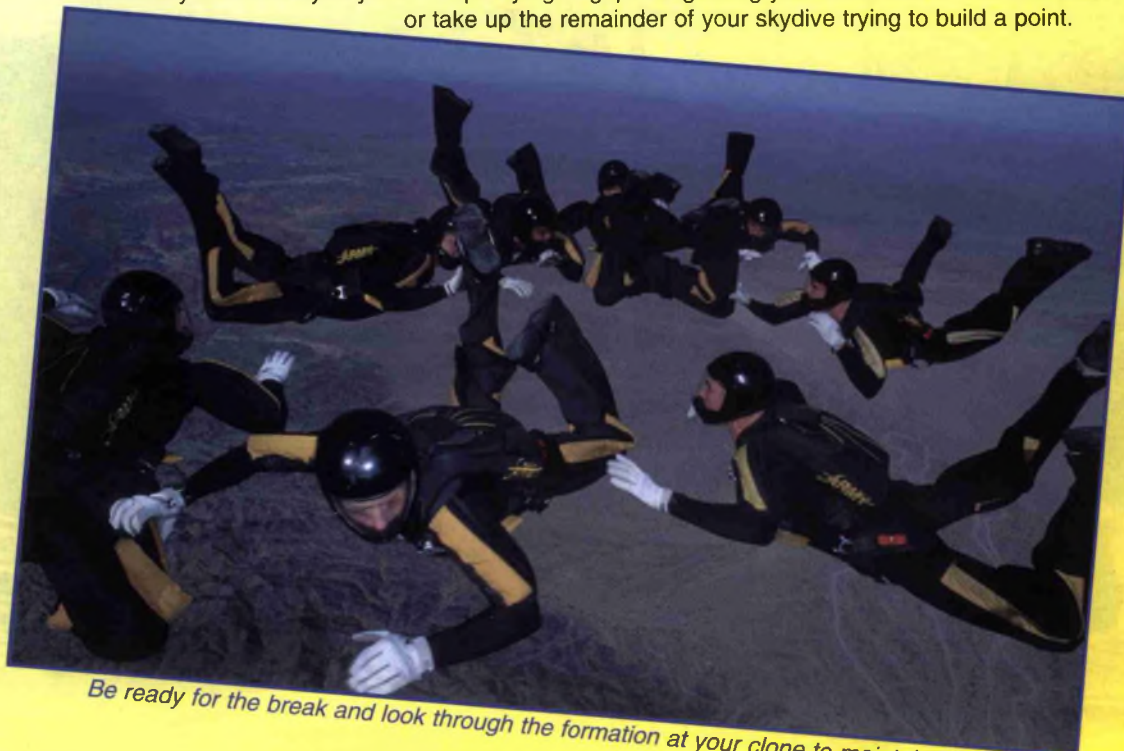
One of those KNIGHTS



*Here you can see the different levels we encounter building an Iriquois
The guys facing out must look hard over their shoulder to help keep the formation level*

Watch Levels in Randoms

Many random formations can result in poor levels. For an example the Iriquois (above) is comprised of a 4-way compressed accordion and a 4-way donut piece. Any accordion has a tendency to float, so the people in the donut piece need to compensate for the levels. In random work, everybody must do their job and set up the formation in their respective slots. Execute your planned move confidently and then fly to your set-up. Flying at grips or ignoring your clone can cause a funnel or take up the remainder of your skydive trying to build a point.



Be ready for the break and look through the formation at your clone to maintain levels

Work with what you have

Ideally we want soft docks and good levels but sometimes you just have to work with what's coming at you. For most of these blocks, we expect hard docks and off level manoeuvres. Deal with it!

Body Physics

Many people ask me "What do I do with your arms and legs during that block?" Most of the time I really don't have a good answer for them. It's automatic to me now and it never was something that I consciously tried to learn. It is difficult to explain the exact 'how-to's' of extreme body positions in FS. A study of these photos will give a guide to body pitch. Sometimes we make 8-way look easy and, after 5,000 8-way jumps, it is easy.

Get Help

For those of you that really want to learn to do 8-way well (or 4-way), I suggest hiring a professional coach.

Start Steady

Learning the blocks first and going slow will pay off in the long run. Practice and commitment make perfect. Going fast is fun and, as you learn to go faster, the skills of a champion will develop.

Go for it!

Eric Heinsheimer
gk8way@hotmail.com

CANOPY Challenge

The Daytona 5,000 Canopy Challenge was an outstanding success. Using courses made of windblades, the idea was to swoop the start of the course with enough lift to steer through the windblades and then preform an extra manoeuvre at the end - just when most pilots would be running out of steam and touching the deck...



Photos: Keith Larrett



CANOPY Challenge



Photo: Keith Larrett



A total of 37 canopy pilots set out to prove their skills on Flagler Beach. The courses were designed to test all-round skills including, but not limited to, length of swoop, accuracy on landing and precision on entry into the course. Hundreds of spectators, skydivers and non-skydivers, watched as the competitors piloted their canopies through the Airblade gates. At the end of each course they had a variety of challenges to perform, including shooting for an accuracy tuffett or knocking down targets or a high jump over a suspended ribbon! Throughout the event all the competitors showed a high degree of talent and professionalism – proving that, with the right training and lots of practice, high performance landings can be done safely.

At the awards, a total of \$5,000 was given out in prize money. Joey Jones won with Doug Parks and Doug Forth taking second and third respectively. Prizes were also awarded to the winner of each round. Then there was the party!

see more pictures at
www.skydivedaytona.com

Photo: Keith Larrett

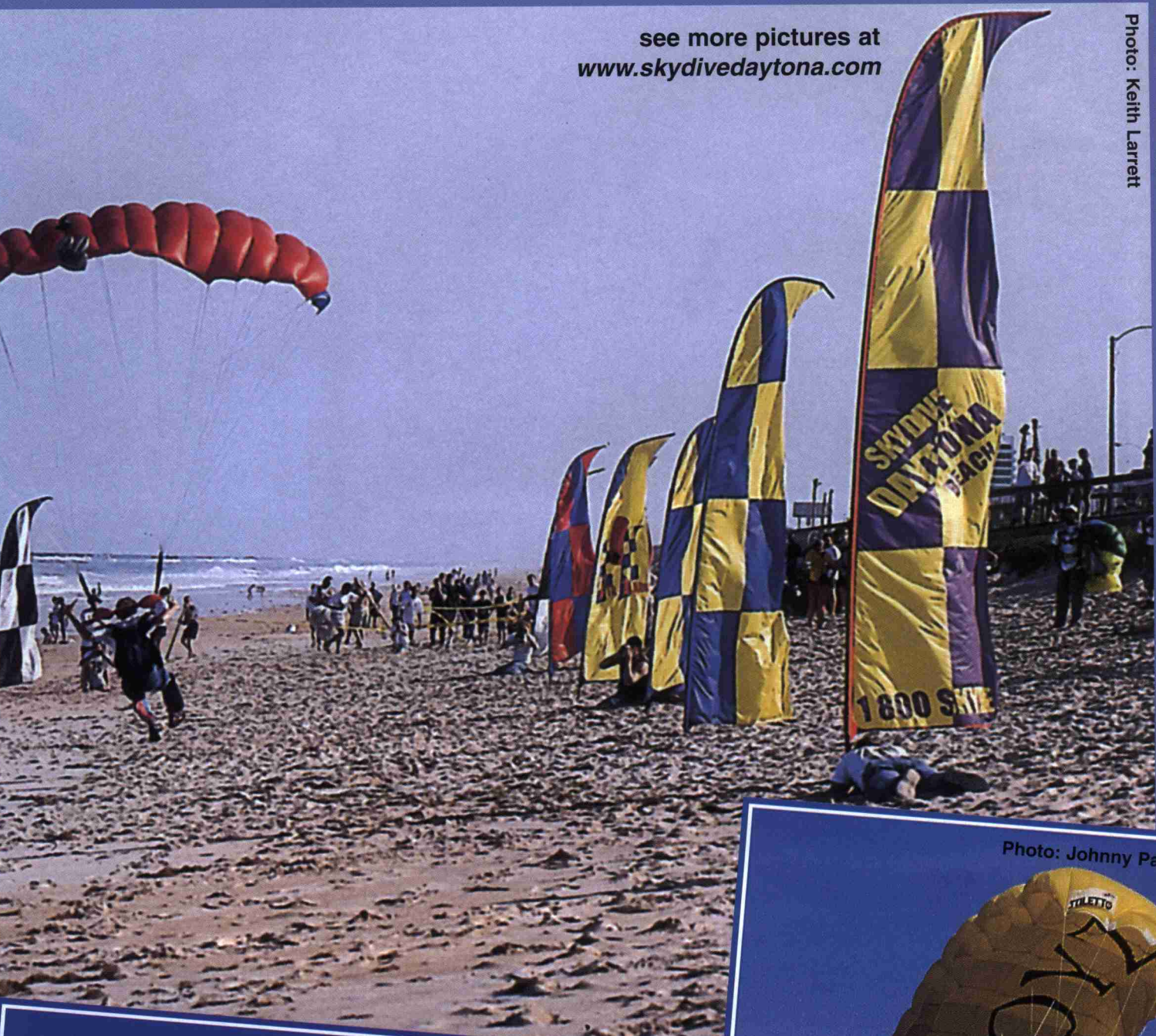


Photo: Johnny Panakis

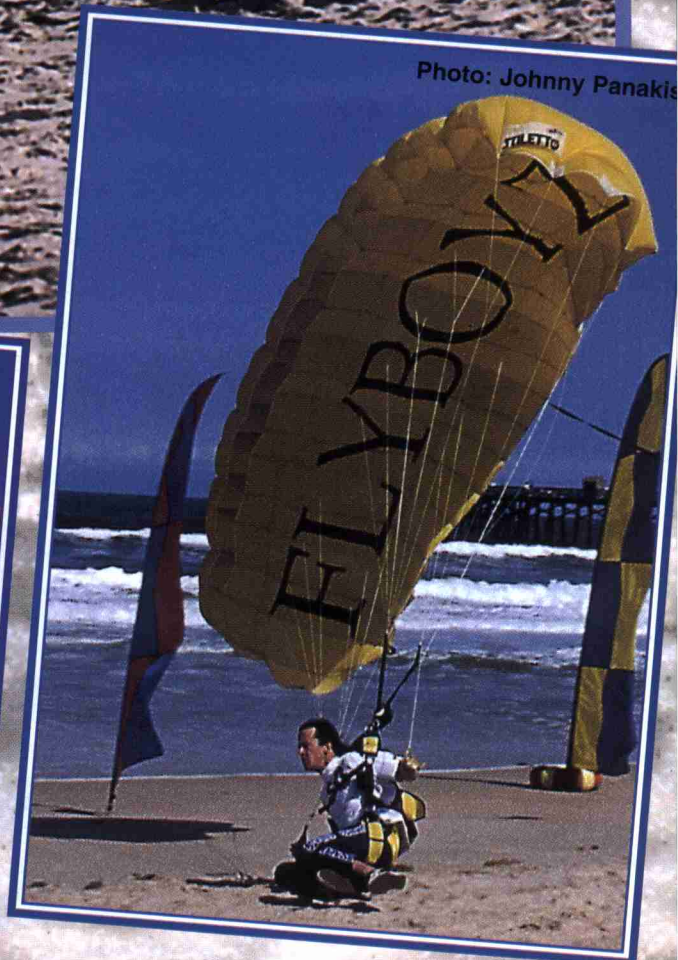
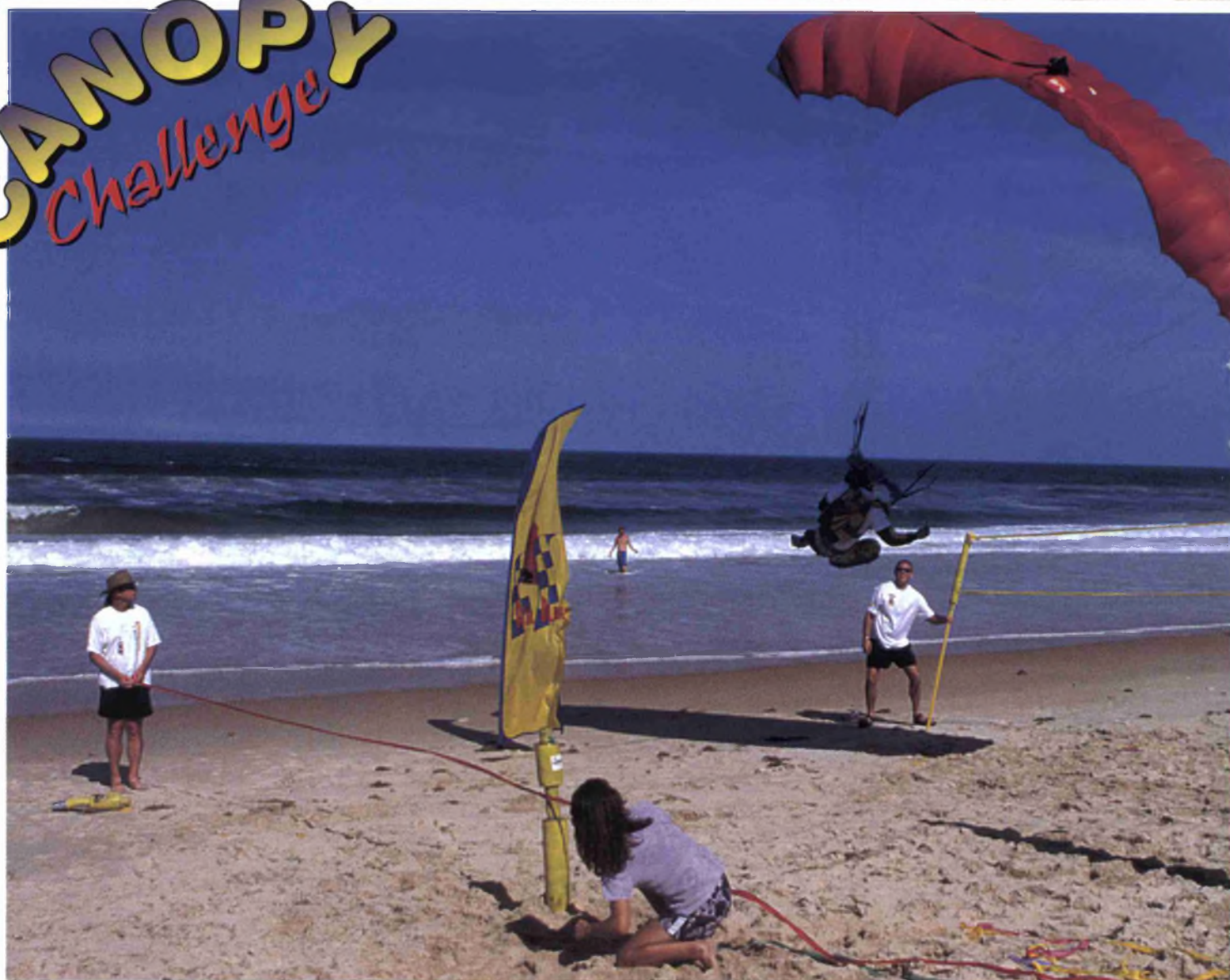


Photo: Johnny Panakis



CANOPY Challenge



Photos: Johnny Panakis



Olav Zipser flies like dolphins swim, playing radically with the Space Ball, dancing elegantly with Stefania Martinengo and freestyle all around and through a 10-way star



Crosswind

These images are a sneak preview taken from Crosswind, the new skydiving movie directed by Patrick Passe. Patrick, who has been working on this project for three year, says: "This film is by far the best I never done. We've worked with many talented people, some of the best skydivers in the world. The cinematography is beautiful, the action is amazing. Crosswind is breathtaking!"

Crosswind, a 16mm movie, is very original, very French and very exciting! It will be released in August – Watch out for it. UK Stockists the Kit Store.



Wendy Smith flies her wingsuit above Lake Taupo

Omar Alhegelan elegantly mixes freefly and freestyle and shows he is master of the head-up position, flying all around his Skyball without touching it



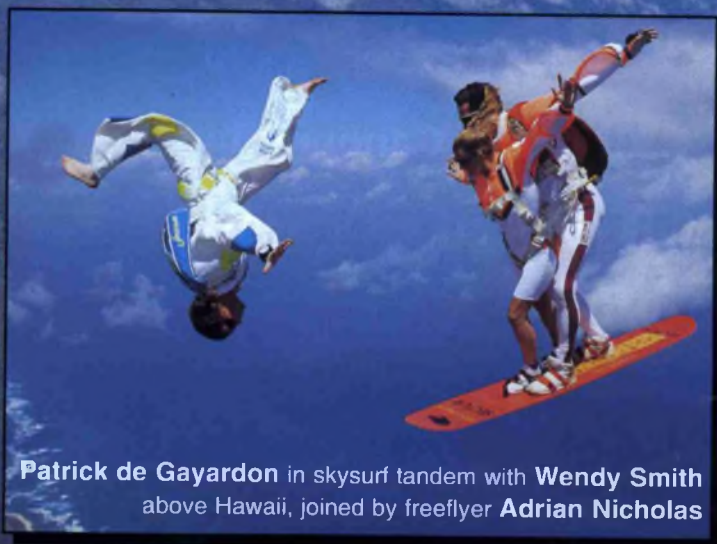
Photos: Patrick Passe and Wendy Smith

Patrick Passe would like to thank the main sponsors and partners: Airtec, Consolidated Rigging, Performance Designs, Skydive Arizona, Skydive Sebastian, SunPath

Rickster Powell flies his Velocity in New Zealand, swooping Lake Taupo between boulders, see front cover

Arizona Airspeed, World Champions, use the relative wind aggressively, with the camera set up at right angles to present a new vision of sequential

Bruno Brokken & Richie Hornig swoop *under* a small bridge, as seen on the cover of February's Mag



Patrick de Gayardon in skysurf tandem with **Wendy Smith** above Hawaii, joined by freeflyer **Adrian Nicholas**

The FlyBoyzs are freeflying as crazy as they are! Using an original idea from Patrick Passe, they fly incredible spirals with smoke!



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Don't **PANIC**

Someone's hurt! A bad landing injury

How can you help?

Dr Adam Rosen gives advice on what to do before the ambulance arrives

Someone frantically yells for an ambulance. Everyone instinctively runs to the fallen jumper. There he is, sprawled across the ground, not breathing, unconscious, bleeding and covered in a tangle of lines and fabric. What do you do, who is in charge, where is the ambulance?

Fortunately some of us have medical training or have taken a course in basic first aid, but many of us have no formal training for situations like this one. This article is not designed to teach or certify you in any of the described techniques but to give important steps that should be taken following an accident. For those of you who are uncurrent with your medical training this should act as a review and for those with no formal medical training this is an introduction to some first aid basics. It may act as an incentive to take a course in cardio-pulmonary resuscitation (CPR) or basic first aid.

This article will go over the injuries you may encounter, beginning with the most serious and extending to include treatment for minor injuries. If you chose to help a fallen friend just do what you can to the best of your ability until professional help is available. In reality many things should be happening at once so this article is not written in a particular sequence but rather in order of importance from serious life-threatening situations to more benign injuries.

Photo: Alex Meacock



don't panic

Basics

When a skydiver is injured there are essential things that can and should be done to stabilize the injured jumper, even before the ambulance arrives. Every situation is different, an accident can occur in all types of environments and can involve multiple serious injuries or minor cuts and bruises, so there is no way to prepare for every possibility. Honing some first aid skills you may have and developing a strategic treatment plan may make a difference the next time you are witness to an accident.

Call 999

Once people have arrived at the scene, one person should take charge and designate what should be done. The very first thing that should be done is to call 999. If there are people around designate one person to do so. Someone should be sent to manifest to gather information on the person such as health insurance information and emergency contacts. When calling 999 (911 in the USA), try to have some basic information to give such as the type of injury, whether or not the person is awake and breathing and the location of the accident. What do you do if you are the only person at the scene? Every situation is different so there is no one answer, however if alone without medical supplies, usually the best thing to do is to first go for help.

First Aid Kit

Most drop zones have first aid kits, some better than others. As a minimum, some dressings, splints and gloves should be



Photo: Simon Wård

person is awake, someone should stabilise the neck. They may not be aware of the severity of their injury due to shock and may try to turn their head. When stabilising a neck in the field the best way to go about is by grasping either side of the head with your hands.

Moving the Patient

It is common practice that the person at the head is in charge of any moving of the patient and you may be asked by the paramedics to continue to hold the head after they arrive. In that case, when rolling a person to place a backboard under them there are specific steps that need to be taken. First, let everyone know that the person is going to be moved and you will give the count. Make sure that sufficient help is in place to move the patient and people are distributed from head to toe. Make sure everyone is ready and knows which way they will be turning the person and from which side the backboard will be placed. Then count "Up on three – one, two, three"; at this point the person should be turned up on their side and the backboard slid under them. Before lowering the person back down, check again that everyone is ready and give another count, "Down on three – one, two, three", then lower the person onto the backboard. Be sure when turning the patient to keep the head and body in line at all times.

ABC

The common first aid mnemonic that most people are familiar with are the ABC's. This stands for Airway, Breathing and Circulation. A full explanation is outside the scope of this article but it is covered in any CPR course. If you are uncurrent in CPR certification, pull out your old material and review it. For those not certified in CPR a course is strongly recommended. Knowledge of CPR is an invaluable and life-saving tool if used only once, so look into a nearby course.

Rig and Canopy

Everyone at one point is worried about the rig and canopy. Cut away the main and pull the canopy and lines out of the way (I once saw someone cut the actual lines when it would have done less damage and been faster to pull the cutaway handle!). To take the rig off or not? This is a question that cannot be answered here due to the range of possible injuries. Remember that leg straps can be unbuckled, they don't have to be cut off. If the person is well enough and there are no serious injuries involved, that allows the rig to be removed with some help from bystanders or paramedics. There are other times when the person should not be moved and, due to the severity of the injuries, the rig should be removed as quickly as possible. In this case, cutting the main lift webbing should allow the rig to be removed easily.

Make Them Comfortable

When a fallen friend is lying on the ground try to make the person as comfortable as possible but do not endanger their health. If someone is on uneven ground do not try to move the person simply because they are uncomfortable, you may further damage an already injured neck or back. However, if the sun is in their eyes, a person standing in the right spot will be able to block the sun, and this may be a big relief to someone who is hurt, scared and lying flat on the ground. Never give a person anything to eat or drink, no matter how much they complain or beg, the person may need a trip to the operating room and anesthesia puts them at risk for aspirating their stomach contents into their lungs.

Provide Information

Although paramedics will want to ask their own questions, the hospital emergency personnel may appreciate any information you can provide. Usually there is some time between the accident and the arrival of the ambulance. If the person in charge is comfortable doing it, there is some important information that you can obtain from the injured skydiver. Find out their name, age, any serious medical problems and medicines that

"Never give a person anything to eat or drink, no matter how much they beg"

they might be on and write it down on a piece of paper to give to the paramedics (sometimes manifest will have most of this information). Talk to witnesses so that you can describe the accident to the paramedics, understanding the mechanism of injury aids in the treatment of the victim. Know the location of any injuries that the person may be complaining of such as chest pain, back or neck pain, leg or arm pain or deformed limbs and whether or not the person lost consciousness.

Open Wounds

Maybe a person was cut-off, their canopy collapsed or they hooked it too low, in any event a common result of bad landings are damaged extremities. Most times a severe injury is obvious – a bone protruding through the skin or a severely misshapen limb; other times a snap may be heard or a large bruise is seen that forms within minutes. Do not ever try to put a bone that is sticking out back under the skin. An exposed bone needs to be thoroughly washed in an operating room before being put back in place. Most paramedics will want

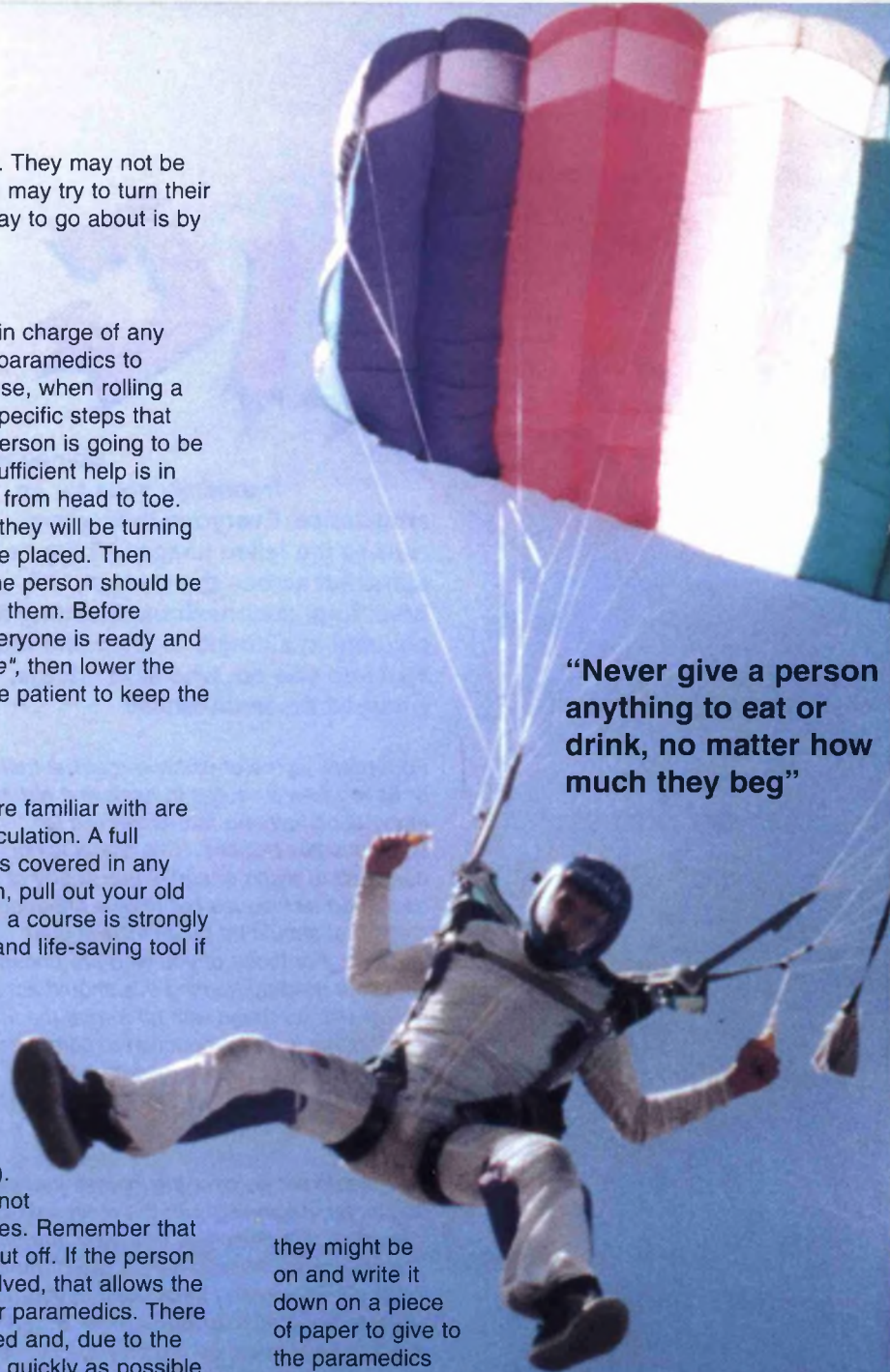


Photo: Ian Brown

Don't PANIC

don't panic

to see the injury, so just cover it with a sterile bandage if one is available until the ambulance arrives. However, if the person needs to be transported to a hospital without the aid of an ambulance any open wounds should be covered and the injured arm or leg should be immobilised.

Splint

To immobilise an injured arm or leg you should make a splint. Some DZ's have first aid kits that include commercial splints, otherwise you may have to be a little creative. If the bone is exposed or the skin is cut, attempt to cover it with sterile dressings. Next place the splint on the extremity and wrap it with either an ace wrap, tape or other material; sometimes even a shirt cut into strips can be used to tie the splint in place. Make sure that it is snug but not too tight, this may cut off circulation and make the toes and fingers numb. Good materials for splints are sticks, cardboard or anything else that will provide support.

Dislocation

Most joints can be dislocated, the fingers, elbows, shoulders, knees, hips, and ankles. The most common dislocation is the shoulder. Putting a dislocated joint back should only be done by a physician because of the risk of damaging the joint, nearby nerves and blood vessels. You may find some people who have had multiple dislocations and can put the shoulder back in by themselves. If you need to transport a person with a dislocation to a hospital you should immobilise the joint. A good way to immobilise a shoulder is to use a sling to support the arm then wrap a towel, shirt or ace wrap around the arm and body to keep the arm from moving – called a swathe.

Blood

After an accident the person may be bleeding, and sometimes profusely, especially if they are cut on their face or scalp. People can be overwhelmed with large amounts of blood but remember that the best way to stop bleeding is direct pressure. If there is a major cut, grab a towel or shirt, or hopefully something more sterile if it is available; press on the wound and hold pressure. More times than not you will be suprised how small the cut actually is.

Use RICE for Sprains

Another common injury with botched landings are sprains, most often the ankle. If this is the only injury it rarely justifies an expensive ambulance ride but things should be done right away. The simple pneumatic for minor sprains and strains is RICE, which stands for Rest, Ice, Compression and Elevation. The patient should sit down and rest up, a bad sprain may take up to 10 weeks to fully heal. Ice is great in the first 24-48 hours as it acts as a pain killer by making the area numb and helps decrease inflammation. A compressive dressing, such as an ace wrap should be applied to help control swelling but do not apply it so tight that it cuts off circulation. Elevation means trying to get the injured part above the level of your head to decrease the amount of swelling, so prep your foot up on a few pillows. If the ankle is not getting better after a few days or is getting worse, it may be more than a sprain. In that case the person should seek medical attention as they may have a tear of one of the ligaments in the ankle or a fracture.

It is impossible to discuss every possible scenario that you may encounter while skydiving. Consider grabbing some friends and taking a CPR or basic first aid course, maybe during the winter when the weather is unco-operative for jumping. If someone is hurt and you feel comfortable helping, do so – but if someone asks you to do something that you are not comfortable with, let them know and they can find someone else. Be considerate next time someone is lying on the ground; thirty people looking down on you can be quite intimidating so if your help is not needed step back and let people tend to the fallen victim. Unfortunately skydivers will get hurt, injuries are part of the risk we assume for being able to experience the freedom of flight, although we try to keep injuries to a minimum when it does occur, being prepared is the best medicine.

Adam Rosen

SKY SCIENCE

SKYDIVING EQUIPMENT SALES AND SERVICE

Parachutes

main distributors for:

SPRINGO	ICARUS
MERIT	CANOPIES
TECHNO	EXTREME
BT 80	SAFIRE
VENGEANCE	OMEGA
VELOCITY	TANDEM
STILETTO	RAVEN
SABRE	TRIATHLON
SILHOUETTE	BALANCE
SPECTRE	QUADRA
LIGHTNING	FANDANGO
NAVIGATOR	

Containers

main distributors for:

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TEARDROP	TALON	JAVELIN
NEXT	FLEXON	REFLEX
V00D00	TELESIS	QUASAR

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powered parachutes

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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.

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Wind Blades

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

Parachute Parts

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

Rigging Work

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Weekend Shop

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Accidental Damage Guarantee

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

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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.



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



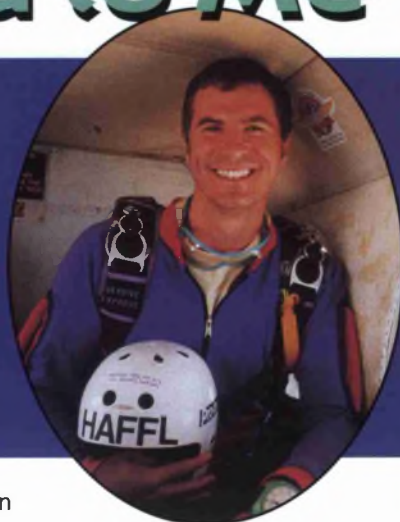
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It Happened to Me

Since my first jump I've been confident under canopy. I purchased my own gear after about sixty jumps and have flown the Sabre 170 since. I now have 427 jumps. For over a hundred jumps, I've been talking about getting a Sabre 135 or lately the 120 because I'm bored with my existing gear. I was flying my Sabre very aggressively and had been warned by my team mates and other observers. Did I listen? Of course not! I knew what I was doing. Hey, I've nearly got 500 jumps! The writing was on the wall in bold capital letters. I clearly couldn't read!



The day of the accident

In May, we (*All 4 One*) were into our second week of training. On the ride up to altitude, a voice in my head was trying to say something about first jump of the day and the landing. I ignored it. Under canopy, after a few spirals, I was facing into what little breeze there was on that fine morning in Sebastian. My brain activity prior to instigating the hook was similar to Homer Simpson. Actually I do Homer an injustice. Mine was totally blank. I did not think at all of what I was about to do. Until recently I thought that I had done a 180 degree hook, but I now realise that in fact it was a 360. Even more pathetic! That's a spiral into the ground! So off I go into this dumb-ass move.

Earth to Vince

Coming out of the corner the picture looked right ... Ha! ... Hello, Earth to Vince! (the Earth did come to Vince, but too bloody fast), a clear indication of my total lack of experience to be attempting such a radical manoeuvre. Impacting the ground with my right leg came as a total surprise. This sent me into a

cartwheel. Everything now in slow motion, I remember looking at my right foot and seeing it waving to me. I calmly thought, "Oh, I've broken my leg". It seemed an eternity before I hit the ground again.

The second impact snapped me rudely out of my surreal calm as first my head and left shoulder and then left side of my back took the force. The rest of the tumble was a blur. I tried to lift my head but couldn't. "What a twit!" were my first thoughts (or similar words to that effect). Then I was overwhelmed, first by the pain and then by the fear of what injuries I might have sustained.

Toby Stafford and Dino were first on the scene. They calmly administered first aid professionally and with humour that helped me relax. They were brilliant. Thanks guys! To have immediate attention from people skilled in first aid helped reduce the stress I was experiencing and the wait for the paramedics was not as traumatic as it could have been.

Guilt

I was now hit with an

enormous feeling of guilt. By my own stupidity I had put stress on everyone around, ruined the training camp for my mates and engaged the emergency services.

Installed into the ambulance, the paramedics displayed concern as my vital signs dropped as I went into shock. I panicked and I started to breathe the oxygen too fast. This made my arms and chest tingle and, unaware that this was due to the excess oxygen, I thought that I had broken my neck or back. A chilling moment. At the hospital, I was informed that my injury was a clean break to my right ankle. Neck, back and left leg just bruised. Thank God! I now have a plate and six screws in my ankle to remind me of my runaway confidence – no, arrogance! I can't tell you how many times I've been through that landing. I kept thinking that if I had started that turn a couple of feet lower then... well, let's not go there. What if I had been on the smaller canopy that I considered myself so ready for?

Hard hat

I've since looked at my helmet and seen the damage the impact did to my helmet. I had thought the rule of wearing a helmet in the UK is contrary to the freedom that jumping out of planes invokes. I've changed my mind!



Don't
PANIC
don't panic

Please, please, if you can relate to this story in some way, then rethink your approach to how you fly your canopy.

Can you really fly your present canopy with total control? Is now the right time to be downsizing? Find skydivers with several thousand jumps for advice.

I've since thought how for example the guys from *Sebastian XL* pilot their canopies. I can't remember seeing any of them make radical hooks. In fact nothing is radical with their canopy control. They steer the canopy round the corner with style and precision gained from years of experience.

My accident happened as a result of arrogance, lack of experience and complacency. A lethal combination. I have learnt the hard way but I was lucky and walked (er – hopped!) away from it.

Do you have to learn the hard way? Or can you learn from me?

Vincent Hart

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Photograph - Glen Stott



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COUNCIL MATTERS

British Women's Skydiving Record

British Parachute Schools (BPS) have applied for BPA funding (as yet to be decided) for the proposed British Woman's Record attempt. This will be over the new dates of 29 June-2 July at BPS Langar, they aim to complete a 50-way British Women's Record, if you want to be part of it contact **Dave Hickling** at BPS or organiser **Darryl Moran** on 01252 712284.

New CCI's

Mick Nealis takes over as CCI at RAPA and **Steve Thomas** at Cyprus Combined Services Parachute Centre.

Retiring

Dave Prince, CCI and co-owner of North West Parachute Centre, Flookburgh, has decided to call it a day after 28 years. The proposed new CCI is **Dennis Buchanan** and the two directors, **Mike Carruthers** and **Stuart Morris**.

New BPA Staff Members

Two new members of staff have joined the Association. **Glen Turnbull** has been employed as Development Officer. Glen has just finished his final year of a Sports Studies degree and has knowledge of policy planning/implementation and sports development. **Martin Shuttleworth** has been appointed as Office Manager and has over 20 years office management experience.

SOAP BOX

*I'm standing on this soapbox, surprised and a bit disappointed at a decision by the BPA Competitions Committee not to allow **Geordie Page** or **Alistair Macartney** to attend the forthcoming World Meet in Style and Accuracy, even though they would be totally self funded.*

Their crime is failing to meet the BPA's so called 'minimum attendance criteria ie, they failed to score enough at the Nationals although they were the next in line on the scoreboard. But so what? The squad will be short handed and will be going to the Meet with empty slots, the guys are not asking for financial support. Why not send one of them?

COMPETITIONS

Free Coaching

Pete Allum will be at Hibaldstow the week before the Nationals to coach any teams, especially junior and intermediates. The BPA will pay for Omniscore at these Nationals.

World Air Games

John Hitchen was voted by Council to be Head of Delegation for the World Air Games (WAG) 2001, **Chris Allen** (BPA Chairman) as alternate. **John Smyth** will be the Classics Team Manager, **Tim Andrewes** will be the Classics Team Coach. So, when the teams are selected in July, a good proportion of the management structure will already be in place. The BPA is still waiting for a final decision from the UK Sports Council on funding before they can confirm any criteria for funding.

Top Freely Judge

Scott Smith, a leading US Freely, Freestyle and Skysurfing coach will be available to judge these Nationals at Hibaldstow. Scott is an ex world competitor and is very experienced at judging freely events. It is hoped he will be available to run seminars for judges interested in this area, in the two days before the freely portion of the Nationals.

I understand and totally agree with a minimum selection criteria for FUNDING. This is a totally different matter – we have to put our limited funds behind our best medal hopes, but why have a minimum attendance criteria? If the slots are there and competitors or teams are willing to fund themselves, surely it's better to send them than to send no-one? The experience gained is priceless and it will cost us nothing. Where is the logic in this thinking?

The BPA's remit to Sports Council is to **encourage participation in competition** – is this encouragement?

So what is their reasoning?

Well, as far as I can discover:
1 For all events including FS and CF they fear the embarrassment of a low score.
2 The individual accuracy is jumped as a team event with the jumpers in the same stack, and it's feared the

COMMUNICATIONS

Starter Mag

The Starter Mag is now published, it will be distributed to every first time jumper in the UK. The aims are to enthuse, inform and excite newcomers to the sport. It is hoped that this initiative, partly funded by the UK Sports Council, will improve retention and encourage more people to enter the sport. Please give any feedback on this project to **Kieran Brady**, Chairman of Communications (bradyk@fsbdial.co.uk) or Lesley at the Skydive Mag office (editor@skydivemag.com).

Questionnaire

The questionnaire has now been analysed by Kieran Brady and the results are presented overleaf for all the membership. This information will be used by the various committees of Council to improve the service offered by the BPA.

DEVELOPMENT

Website

The BPA's new, improved website is on line. It has been completely revamped by a project headed up by the Chairman of Development, **Ian Midgley** (pictured). Any comments on the new site, please contact ianmidgley@hotmail.com.

Photo: Simon Ward



See the site at www.bpa.org.uk

extra person could affect the other's performance.

Well, as far as the first point is concerned, let me tell you, a name or team on the bottom of a World Meet scoreboard is a lot less embarrassing than no name at all and with the valuable experience gained you wouldn't find that name or team near the bottom in the future.

As for the second point, the Coach and Team Manager of a Style and Accuracy squad have a year to determine if this individual can fly safely in the stack – it's not that difficult, but if they can't then they can be stood down long before they cause a problem. World Meet medal winners do not start off life as World Meet medal winners, any experience gained at World Meet level is priceless and, at no cost to the BPA, why not take it?

Rob Colpus

New Ratings

Category System BI

Steve Lambert
Alex Busby
Dave Patton
Kevin Rowland
Steve Nalden
Pete Duffield
Carl Scarisbrick
Dane Richardson
Chris Carroll
Helen Shaw
Mark Harris
David Sawyer
Ian Cessford
Phil Lyall
Chris Beattie
Gary Stevens
Marie-Anne Stevens
Graham Harris
Jim Hynds
Billy Gollan
Andrew Bee
Jeff Montgomery
Eddie Jones
Paul Black
Paul White
Wayne Costello
Dean Hoskins

Tandem BI

Tony Smith
Paul Grundy
Steve Watson
Dave du Plessis
Mark Maynard
John Reid

Category System Instructor

Grant White
Darren Lucas
Ian Robertson
Yolande Lee
Cameron Mackinnon
Chris McCann
Jim O'Kane
Andy Ford
Ian McAuliffe
Danny Branstom
Richard Smith
Paul Floyd
Jason Thompson
Chris Good
James White

AFF Instructor

Neil Hopkin
Robert Marshall
Jon Horne
Lee Harrison
Glen Morris

Tandem Instructor

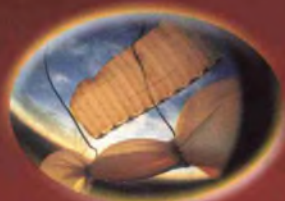
Steve Nolan
Alan Wilkinson
Chris Good
Paul Hollow
Andrew Ibbetson
Pete Duffield
Simeon Lott
Steve Watson
Mike Carruthers
Paul Grundy
Michael Morgan
Tony Smith

Instructor Examiner

Martin Williams
Geordie Page
Carl Williams

Advanced Instructor

Barry Buck



Tandango

X-Wing



NEXT

Alien Skin



QUADRA V-Tec



SUPER SEVEN



TWIN

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to be different

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UK DEALERS
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Sky Science
UK Tandem Examiner
Dave Morris

Survey Results

As promised, here are the results of the second Membership Questionnaire which was issued with the BPA renewals. In comparison with the earlier questionnaire, the figures show little change, however, interesting results are contained and these will enable the various subcommittees to act on your behalf for the good of the sport. The information contained within this survey will be of immense value and we thank you for your co-operation.

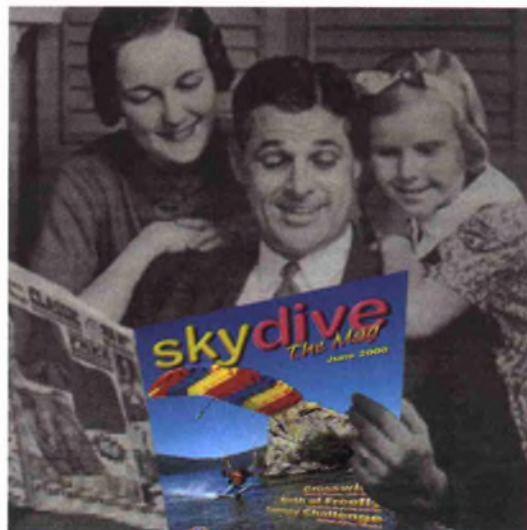


Simon Ward

Kieran Brady

The total amount of returned forms was 1,281

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



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

1. Gender:

Male	123 (88%)
Female	158 (12%)

2. Age Group

Under 25:	153 (12%)
25-34	500 (39%)
35-40	269 (21%)
41-50	245 (19%)
50+	114 (9%)

3. Type of original course:

Rounds	658 (51%)
RAPS	352 (27%)
AFF	205 (16%)
Other	66 (5%)

4. If you qualified AFF, did you convert from another course?

Round – AFF	78
RAPS – AFF	162
Tandem – AFF	47

5. Where trained?

UK	888 (69%)
Abroad	277 (22%)
Both	116 (9%)

6. How many UK DZ's visited in last 12 months?

0	50 (4%)
1	347 (27%)
2	331 (26%)
3	237 (18%)
4	123 (10%)
5	86 (7%)
6	43 (3%)
7	27 (2%)
8	14 (1%)
9-12	7
No Answer	15 (1%)

7. Have you jumped in the following in last 12 months?

France	152
Spain	367
USA	447
Australia	39
Other	171

8. Total number of jumps in last 12 months:

1,281 people Total: 94,478 Average: 74

9. Preferred type of jumping

FS	757
Freeflying	329
Freestyle	64
Skysurfing	12
Accuracy	101
Style	14
CF	50
Camera	12
Survival	1
Demo	3
Fun	4
Free	1

10 How do you usually buy equipment?

Mail Order	271
Internet	81

DZ	791
Other	307

11. Annual amount spent on kit:

£500	610
£500-£1,000	245
£1,000-£1,500	95
£2,001	120

12. Deployment type on kit:

Ripcord	65 (5%)
Leg Strap	91 (7%)
BOC	966 (75%)
Pull-out	114 (11%)
No Answer	15 (1%)

13. Do you own your own kit?

Yes	1,069 (83%)
No	208 (16%)
No Answer	3

14. Do you have more than one set of kit?

Yes	267 (21%)
No	989 (77%)
No Answer	25 (2%)

15. Do you have an AAD fitted?

Yes	829 (65%)
No	399 (31%)
No Answer	53 (4%)

16. Ever had an AAD fire?

Yes	52 (4%)
No	1206 (94%)
No Answer	23 (2%)

17. Is it the BPA's role to subsidise AAD purchase?

Yes	359 (28%)
No	853 (67%)
No Answer	69 (5%)

18. Do you have an RSL fitted?

Yes	410 (32%)
No	789 (62%)
No Answer	82 (6%)

19. An audible altimeter?

Yes	915 (71%)
No	339 (26%)
No Answer	26 (2%)

20. A square reserve?

Yes	1,129 (88%)
No	96 (7%)
No Answer	56 (4%)

21. A round reserve?

Yes	93 (7%)
No	1,115 (87%)
No Answer	73 (6%)

22. Have you had to use a reserve parachute?

Yes	413 (32%)
No	851 (66%)
No Answer	17 (1%)

23. Have you sustained a**landing injury using a square reserve in the last 3 years?**

Yes	12 (1%)
No	1,258 (98%)
No Answer	11 (1%)

24. Have you sustained a landing injury using a round reserve in the last 3 years?

Yes	2
No	1,263 (99%)
No Answer	16 (1%)

25. Are you an active member of POPS?

Yes	63 (5%)
No	1,192 (93%)
No Answer	26 (2%)

26. Have you ever been a member of BCPA?

Yes	117 (9%)
No	1,115 (87%)
No Answer	49 (4%)

27. Would it be useful for instructors to gain NVQ qualifications through participation in BPA courses?

Yes	642 (50%)
No	506 (40%)
No Answer	133 (10%)

28. Would you be prepared to pay for instructors to gain NVQ's?

Yes	218 (17%)
No	968 (76%)
No Answer	95 (7%)

29. Do you compete?

Yes	360 (28%)
No	892 (70%)
No answer	29 (2%)

30. Should the BPA Nationals be held abroad?

Yes	202 (16%)
No	976 (76%)
No Answer	103 (8%)

31. Should the BPA continue to fund competitions?

Yes	1,044 (81%)
No	175 (14%)
No Answer	62 (5%)

32. Should the BPA invest in juniors rather than national champions?

Yes	618 (48%)
No	417 (33%)
No Answer	183 (19%)
Most of no answer stated both	

33. Do you agree with the BPA funding projects such as Brit100

Yes	1,085 (85%)
No	144 (11%)
No Answer	52 (4%)

34. Would you like to see the BPA support PR worthy stunts and events?

Yes	1,059 (83%)
No	163 (13%)
No Answer	59 (4%)

35. Would you like to see the BPA fund a skills road show?

Yes	1028 (80%)
No	183 (14%)
No Answer	70 (5%)

36. Would you be willing to pay higher subscriptions to fund new projects?

Yes	657 (51%)
No	545 (43%)
No Answer	79 (6%)

37. Do you read Council/STC minutes?

Yes	1,095 (85%)
No	157 (12%)
No Answer	29 (2%)

38. Do you have adequate access to safety information?

Yes	984 (77%)
No	273 (21%)
No Answer	24 (2%)

39. Are you happy with the content of the BPA magazine?

Yes	1,120 (87%)
No	133 (10%)
No Answer	28 (2%)

40. Have you attended an AGM?

Yes	433 (34%)
No	839 (65%)
No Answer	9 (1%)

41. Are you on email?

Yes	916 (71%)
No	356 (28%)
No Answer	9 (1%)

42. Do you ever use www?

Yes	984 (77%)
No	287 (22%)
No Answer	10 (1%)

43. Have you seen the BPA web site?

Yes	779 (61%)
No	494 (38%)
No Answer	8 (1%)

44. Do you find it useful that the BPA office is open on Saturday mornings?

Yes	598 (47%)
No	560 (44%)
No answer	123 (9%)



Be careful out there

Photo: Wendy Smith

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Photo by Robbie Culver

Kit News



Tony Danbury

by Rob Colpus

Food for Thought

Recent incidents involving lines snagging on flaps and grommets have prompted Racer harness/container manufacturer Nancy LaRiviere of the Jumpshack to write a recent paper arguing that "some serious rethinking needs to be done about the vulnerability of any system which locates the reserve ripcord pins on the outward facing surface of the container."

Nancy goes on to say that "Lines are an animal looking for something to grab hold of – lively, whipping, undulating creatures ready to half hitch around or under anything they can. Introduce a stiffener and you introduce an easy place for a line to catch." She states that "Parachute container design should be towards minimum stiffeners with soft rounded corners that deflect lines. The ripcord pins should be against the wearer's back, out of harm's way."

As you might have guessed, she's referring to the Racer system with its pop-top reserve (the Teardrop is a rig with the same features). Nancy finishes by saying, "In 1973, the Racer was said to be far ahead of its time. With every year that passes, and each 'new, innovative' rig design that splashes onto the scene, the Racer seems to get further and further ahead of its time."

X Rated Nvertigo



Skysystems have updated their popular *Nvertigo* freely helmet. Their new baby, called *Nvertigo X*, is similar to its predecessor in that it continues to use the *Skydial* system which, at the turn of a knob at the back, tightens a band around the forehead and back of the head, which is released by the push of a button. The main improvements consist of cleaner, flatter surfaces on the sides and top to allow for better camera mounting, and improved and recessed audible ports which protect the two audibles from risers slap. The *Nvertigo X* has a Carbon fibre and Kevlar reinforced shell.

SkySystems – 001 303 779 9042
www.skysystemsLtd.com

Testing the Reflexes!

Back in January, Fliteline systems kicked off the current spate of grommet paranoia with a service bulletin urging owners of their *Reflex* container systems to have the grommets checked for incorrect setting. This followed a fatality in California where a jumper was unable to cut away after a suspension line snagged a container grommet. The company then issued a second bulletin in February with instructions for removing suspect grommets, adding a webbing gasket and then re-setting the grommet. The company considers the second bulletin **mandatory before the next jump**. Fliteline will send out the replacement parts free of charge or will update for free any *Reflexes* sent back to their factory.



Fliteline – 001 909 245 8828
www.fliteline.com

Javelin and Grommet the story continues...

Following on from the closing loop grommet fiasco, Sunpath has now issued a further service bulletin on all *Javelins* built before March 2000. (Since March, *Javelins* have been built with the closing loop coming from the floor of the container with its grommet now protected inside a webbing pocket.) The modification addresses both the issue of a closing loop grommet snagging a line and the possibility of a line wrapping around the tab in which the grommet is set. The reworked tab protects the lines from contact with the grommet and also stiffens the tab. The procedure, which involves picking out some stitches, punching a small hole in the tab, refolding it, and stitching it back together with a sewing machine, is not a difficult one for a rigger, taking only 10-15 minutes, but does require the removal of the reserve and AAD.

Sunpath – 001 813 782 9242
www.sunpath.com

SkyCamMiniCam

The *SkyCam* is a tiny (4"x 2.5"x 1.5") 35mm SLR stills camera, weighing less than seven ounces, which may be fitted to any skydiving helmet and operated via a six foot long, plug-in shutter release, or by a bite-and-blow mouth switch. Skydance Photography of Minnesota, USA, reports that this lightweight, ultra-compact



camera is able to provide standard, wide angle and panoramic

shots on the same roll of film at the flick of a button. The unit offers drop-in film loading, auto film advance and auto setting of films speeds 100, 200 and 400. 'Snap' one up for around \$125.

Skydance Photography – 001 651 488 0115
sdphoto@aol.com

2K or not 2K?



A small UK company, 2K composites, have produced an open faced, carbon fibre helmet with built-in camera box called the *FF1*. Unlike most freely helmets, the *FF1* is moulded so that the camera sits within the carbon fibre exterior and is locked in securely by a control on the interior of the helmet, leaving nothing on the outside for lines to get caught on. (Maybe they should design rigs?!!)

The *FF1* currently takes the Sony range of digitals, and will soon also take the JVC range. Additional features are a stills camera mount on the top of the helmet, an adjustable, quick-release chin piece and a double audible alti port.



For around £180, the *FF1* comes standard in carbon fibre with a clearcoat finish or, for £10 extra, can be painted in the colour of your choice.

2K composites – 01296 688 536
steveswain@freely2K.fsnet.co.uk

Stainless not Brainless

Parachutes de France are the only rig manufacturer to date to supply stainless steel as standard on the hip rings and 3-ring system of their *Atom* container at no extra cost. Now they've gone one step further in offering the stainless steel option on chest strap and leg strap buckles also. There is a small extra charge for this of around £35.

Alien Skin

We reported previously on a new fabric by the German manufacturer, Paratec, named *Alien skin* (coz it takes the skin of a dozen aliens to make one rig!). The 3D woven cordura fabric has now made over 600 jumps with no noticeable wear. So now it's offered as an option on their *Next* container system. Paratec have now discovered another interesting material called *Aero Spacer fabric*. Originally developed for the outdoor and sport shoe industry, this honeycomb looking fabric has some interesting features – it wicks any moisture away from the skin to the outside, it's very durable with a low abrasion factor, is soft and comfortable, and has an excellent shock absorption factor.

Paratec – 0049 68 37 73 75

More Grommet Stuff



Although they have not experienced any problems with the grommets in their *Dolphin* containers, Altico Inc of Florida have come up with an improvement to the setting of all grommets. They call their simple solution 'dimple set' – this involves adding a layer of foam between the stiffener and the nylon container fabric. This 'recessing layer' creates a kind of countersunk grommet onto which even a very determined line would have problems snagging. Altico are offering to mod existing *Dolphins* for \$80.

Altico – 001 352 523 2212
www.altico.com

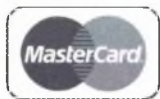
Note: Kit News is an editorial feature, not advertising.
Inclusion of a product does not constitute a recommendation.

Atom Flappery

In April, Parachutes de France first issued a grounding notice for their *Atom Millennium* rig. They lifted this a few days later with the statement that a deflector flap should be fitted inside the main container. A couple of weeks later they issued a second directive, this time grounding the rig permanently until the flap was fitted. The reason behind this 'flapping' is that apparently evidence had come to light of interference between one or several main canopy suspension lines and the upper flap of the main container – a nasty prospect!

At first they considered this to be a one-off occurrence, but now a 'new incident' convinced them that a possible design fault did exist and an additional flap was required to deflect the main bag past the top flaps during deployment. Only the *Atom Millennium* model, manufactured from March '99 to April 2000, is affected. PdeF will supply the flaps free of charge and reimburse the owner 200FF for the rigging work.

PF – 00 33 1 34 32 77 77
www.Parachutes-de-France.com



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INCIDENT REPORTS

by Allan Hewitt

The top four preventable reasons for reserve rides:

1 No Main Deployed

The main reason for no main deployment is firstly not finding the deployment toggle and secondly not being able to pull the toggle.

Conclusions

Not finding the deployment toggle is mainly due to unfamiliar equipment and a lack of ground practice. Not being able to pull is mainly down to poor packing, especially relevant on pin pull systems.

Recommendations

When jumping a rig for the first time it is worth practising the deployment on the ground many times until it is very familiar, even if this means a main repack. When finishing packing a **pin pull** system it is common practice to pull the pad gently and ensure that the pin will move as a final check. It should also be a check for jumpers to ensure that the pin pull will not release from its position until the jumper has a firm hold on it. In other words, if it can easily be knocked off prior to grasping it then the Velcro or elastic should be checked for security. On **throwaway** systems, ensure that the pilot chute can not bunch up in the spandex during the extraction. Practice on the ground also includes **ripcord deployment** systems, as these are also included in the too hard to pull scenario. Don't be shy of practising.

2 Steering Toggle

A steering toggle releasing on one side during deployment has caused many reserve rides. This has become common with high performance canopies sizes 150sqft and under, which can wind up very quickly before corrective action can be taken.

Conclusions

Since the invention of Velcro-less toggles this is one problem which manufacturers have been aware of for a while and consequently new designs have come to light. However very few skydivers upgrade such a small part of the system, especially as they may not have had a problem yet. Another opinion is that the loop from the toggle to the half brake setting can get caught during deployment, pulling the toggle loose.

Recommendations

Check your toggles for security; grasp the riser at both ends and snatch the riser to try and release the toggle. If it falls off, get your toggles sorted, because the problem will happen just when you really don't want it to – normally after a low pull, poor track, bad spot or just when somebody else is in your airspace and you're out of control. Stow your excess line to reduce the odds.

For five years I have read thousands of incident reports and written about many. The aim is to gather useful information for skydivers of all levels, to prevent the same incidents from recurring. I am currently asking myself how effective this system is as we still see many of the same problems.

I wonder if those skydivers who read this page are already safety conscious. Maybe we have repeated incidents because of another group of skydivers who do not read these reports and have a mindset that prevents them learning from other people's mistakes.

I am curious! I'd like readers to ask around to see how many people read these reports or discuss them. Any feedback on this and on the format of the reports would be appreciated.

3 Poor Packing

We have had many reports of what I would call the traditional types of malfunctions; lineover, bag locks, knotted lines, slider stuck up, severe twists, etc.

Conclusions

The majority of the jumpers were experienced and on medium to high performance canopies. However, the student malfunction rate is still a concern.

Recommendations

Good packing techniques would probably prevent most of these. Read and understand the factors which can assist in preventing these common problems.

Deployment systems are well proven. However, equipment is changing so fast that a bit of studying is required to keep up with the latest techniques. There is an art to good, safe pro-packing. If your openings are not always good then take a second look at your packing techniques.

4 Equipment Checks

Badly assembled equipment is still getting through the system of flight line checks and being jumped in an unsafe condition, causing a reserve ride. These faults can be found prior to getting into an aircraft; mis-routed bridle line, badly frayed 3-ring loop, badly frayed reserve loop, incorrect 3-ring assembly, cutaway cable too short, reserve cable too short. One rigger recently 'fixed' his rig with some major problems, stood on a flight line and was surprised that none of the faults were picked up; he was cleared for jumping more than once!

Conclusions

It takes a very conscientious person to remember that, when being asked for a check, it is their job to look for a potential problem. This is a learned skill and unfortunately familiarity breeds complacency.

Recommendations

Next time you're checking somebody take a little longer and look for potential problems. Formulate a system and stick to it.

Experience Counts

Good judgement comes from experience.

Experience? Well that comes from poor judgement. Of course the poor judgement doesn't have to be yours, we can all learn from other people's experiences. Read the reports!

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Club News

Cornwall

Plymouth University has made another promising start to the season. With many new freefallers and some old timers making the most of a few hot weekends to catch up on some progression jumps, it could be yet another winning year! A big thank you to Train in Spain for looking after us yet again on our annual trip.

Congratulations

1st Freefall: Jo Snodin, Mark Joyce, Helen Rankin, Aydn Doyle, Brendan Hendry, Richard McClaughlin, Hugh Jones

Cat 8: Paul Yeoman

100 Jumps: Bill Arreckx, Gerhard Price

200 Jumps and D license: Anne Morrison

Paul Morrison

chrisgaugefoundation@hotmail.com

Cornwall jumpers Sarah Withers, Luci Boella, Mathew Lee and Wayne Thomas team training over Netheravon, Sarah is telling Luci where to go!

Chris Morgan

Showers at Strathallan!

We did some baton passing to celebrate Skydive Strathallan's 40th anniversary on 10 April. This was done for old time's sake, as this is the kind of stuff that kept our forefathers amused. Perhaps the next generation will look back at our attempts at freeflying and wonder why we found it so difficult? Full story next issue.

Achievers

100 Jumps: Ron Wands

400 Jumps: Gill Taylor

600 Jumps: Calum Grant

2,000 Jumps: Bil Strain, Gerry McAnally

Showers are here! Not of the rainy kind but a brand new shower block is ready, a great new facility built and paid for by club members. By the time you get this we will have had a busy month with the BPA instructor's courses and also the Scottish National championships at the end of May. This coupled with the usual start of season trips and training camps to Florida and Arizona should set

us up with a keen and skilled membership for the summer season. Just in time for the arrival of our turbine from Steve Swallow!

Get well soon to Frank Hynds who crashed his motorbike twice in a week. Welcome back to Badger who's resumed jumping following his motorcycle accident, Rob Colpus told him it would be 'like riding a bike'. Welcome back too

Harry Morgan, who returned to jumping on his 49th birthday after nearly two years out of the sport. We missed you Harry! Well done to Danny Branston who has landed the slot of cameraman for 4Pak and looks set to do more jumps this year with them than the rest of the club put together.

Andrew Hilton



Congratulations to Doug McLelland and Laura Bremner (pictured passing the baton), who are engaged

Jim Stevenson



Sven Zimmerframe(!) captures Giles Owen, Student of the Year, showing his best feature

Sibson

The east winds have been kind this year and we have only had three weekends of unsuitable weather for students. Likewise the experienced jumpers have had a pretty good time of it now the runways have dried out and the dust is being blown off rigs that haven't seen the light of day since September.

Martyn and Beth Crook celebrated their 10th wedding anniversary in Birdland Bar with a kicking party. We had local centre bands *Grounded* and *The Love Pixies* (aka *Dirty Toys*) giving it their all, followed by some wicked choons, with various notable DJ's (particularly Ritchie) in the mix. A brilliant night, sorry about the window! Finally, some scumbag nicked and burnt out a car by the side of the DZ, leading to quote of the month by Martyn Crook: "So what happened, did they nick it first and then burn it out?"

Chris Donaldson



Pictured at 190mph are: 'old' CCI and Sergeant Major Jim Scarratt, Tandem Instructor Kiwi Sharp, 'new' Sergeant Major Nobby Boswell, new CCI Mick Nealis

**Out with
the old!
Down with
the new!**

JSPC

After 3 years as CCI, WO2 Jim Scarratt PARA handed over to his replacement. Due to lack of qualified instructors a non-jumping' Sergeant Major in the form of Nobby Boswell 12 Regiment RA was posted in. There was one little snag for the new arrival, part of the handover included a freefall jump from 2.4 miles up. With a little hesitation he accepted the challenge and up he went. Also involved was the new Chief Instructor Parachuting, SSgt Mick Nealis RE.

Alan Wright

RATSPA

Great vibes at Weston over the past few weeks, with plenty of Bank Holiday parties and great skydiving. Big thanks to Brian, our resident bar manager for keeping the beer flowing into the early hours! Club members have also been doing lots of travelling. First stop – Northern Ireland to ensure that Richard Hamblen really did marry Ruth Rooney on April Fool's Day – no-one managed a visit to Wild Geese due to the huge quantities of alcohol consumed at the wedding reception!



Congratulations to Richard & Ruth Hamblen

Then bus loads went to Empuriabrava for some Easter skydiving – big congrats to Andy Rogoff (Nigel's brother) who got his FS1 with a 7 point 4-way (Ben Woods, Mark Thomson, Freddie Lewis, and Andy).

WOT A PLACE!

VMax flew off to Deland for the first training camp of the year, whilst 4Pak have just returned from their third camp in Eloy.

Due to all the travelling, we decided to postpone our Scrambles competition – re-scheduled date is 19-20 August. Apologies for this change, but it will be worth the wait – party and seafood barbeque (courtesy of Sean Richards) already planned for the Saturday night!

Loads of freeflying and skysurfing – congratulations to Josh Burrill for his first board jump. If you are interested in either discipline, speak to our resident gurus – Paul Floyd, Andy Ford or Mike Frost.

Wot No Chopper?

Are the rumours true? It seems that after many years of misbehaving in the sport, Chopper (Dave) Cowell is selling his kit and possibly giving up. The lure of golf, gardening and gnomes is just too much for him!

Bev Ford

Achievements

1st freefall, first reserve ride, and decision to do AFF all in one weekend: Nigel Holland
Cat 8: Matt Ellis, Ben Smith, Mark Poland, Liz Crichton-Stuart, Fiona Cheetham (AFF course completed in a weekend!), Ash Booth, Tobin Gordon

Congratulations to Steve Mursell who got engaged to girlfriend Ali



I J Cox exits over RAFSPA

Sean Richards

Langar

Women's Record Revisited

Darryl Moran to organise over long weekend

Rusty Lewis

Check out Chuckle's Bar at www.chucklesbar.co.uk



Roll of Honour

1st Freefall: Ian Ridpath, Martin Heywood-Wakeman

Cat 8: Andy Pike, Nicolas Desmonts, Chris 'The Farmer' Daniells, Jenny Howley, Keith Thompson, Alistair Hodgson.

FS1: Craig Poxon, Rich Batten, Steve Newman

FF1: Lucy Allen, Ian Robertson

Lots of Jumps: Jim Gwyther (100), Steve Winn (100), Craig Poxon (200), Owen 'Winkle' Waddingham (200), Tim Skilton (400), Terry Robertson (500), Bob Connell (1,100) Steve 'Stealth' Elvy: 2,000 jumps

Winder has transferred onto an intermediate surfboard, and, with a bit of help and advice from Giles, is going great guns.

Tony Danbury

Tony Danbury



Steve 'Stealth' Elvy – would you let this man organise you?

Stealth's 2000th jump

We've got aircraft coming out of our ears, and we're using 'em all to good effect! We generally get 13,000ft or more, and our pilots are already flying multi-aircraft formation loads in preparation for the Women's Record attempt (29 June-2 July) and the Langar Boogie (1-9 July). The Women's FS record has been rescheduled for a long weekend rather than a full week. We're aiming for the big 50 and the jump itself will be organised by Darryl Moran. Call Langar for a registration form or come and join our organised FS loads.

Vertical RW is on the up and up, too. We've got Giles Fabris coaching and organising freefly for the summer. Giles coaches to world class level in freefly – especially head-up stuff – and freestyle video, and is happy to help anybody with camera set-ups, freefly, freestyle and skysurf tips, and generally raise the freefly vibe!

4-way Meet

The first 4-way competition of the year saw seven teams competing over 28-29 April. All teams jumped from both the LET and the Caravan, and the weather was kind enough to let us complete all four rounds. Team *Ankles* came first with a total of 39 points ('Ankles' my foot – Milko, Marcus Beck, Dave Morris and Phil Curtis with about 15,000 jumps between them!). The *Armchair Rocket Scientists* came second (Brian Knight, Paul Davies, Simon Pollard, Dave Lewis) with 26 points, and *Mad Ferrets* (John Baggaley, Simon Grundy, Simon Wilkinson, Gary Wainwright and Dave 'PD' Grzeskowiak) got third place with 19. The real ankles team – James Buckley, Keith Riley, Martin Score and Emma Richardson, appearing as *Goldilocks and the Three Bears*, scored eight points in time on Round Three – nice one, considering they've got under 1,000 jumps between them.

Calling all Dave's!

A Dave Dive will be held on the last weekend of the Langar Boogie (8-9 July), if you're called Dave then turn up and join in the fun!

Tony Danbury



Fraser Jordan head down over Langar
Photo by Cloyd



Gary Small



Dave Luke with his packer Allison Rowland enjoying the night air

Rachel Gray

Steve Vanges cleans out Ted Murphy's ear



Glen Morris, Rachel Gray & Pooley

Already there has been some serious skydiving going down this season plus three happening parties. Biggest club news is that Keith (alias Syrup, the smile behind the window) has returned after a long three year's grounding following radiation poisoning. I think he's stopped glowing!

The club was closed on Silverstone Sunday giving everyone chance to clear their hangovers and allowing 'Basher' one of our Let engineers to achieve one of his life time ambitions and go to the race. The following bank holiday, we ran a very successful organised night jump which boasted four full loads and passed without incident and had another party to celebrate. There are already plans to repeat night jumps later in the year so watch this space.

Hinton bid a fond farewell to Chaz and Sue, the DZ cafe owners and sent them off with,

yes, another party. We hope to see Chaz a little more in the air now. Mike and Geoff ran a competition for the re-naming of the burger bar and thanks to Steve Carter, it will now be called **"The Cutaway Cafe"** – get painting Steve.

Congratulations to **Expede**, our new home intermediate team, for turning 21 points in training. Finally, good luck to Caroline White who is taking over as club rep. for Hinton as I have been bitten by the travel bug, party tba!

Achievements

100 Jumps: John Holmes, Colin Harvey

300 Jumps: Maddie Moore, Rachel Gray

20 hours freefall: Glen Morris

Cat 8: Paul Karslake, Mike McHale

FS1: Colin Harvey, Anne Williams, Gordon 'geezer' Brown (Sebastian)

Rachel Gray

Bridlington

British Skysports have surpassed themselves this month, our cup runneth over with achievements! Just goes to show the high achievers jump here. New Club Rep Mark Hankinson wants all the gossip so let him know what's happening.

Achievements

1st Freefall: Simon Cathrine, Derek Hand, Paul Smethurst, Mark Sturdy, Andy Standing

Cat 8: Oscar Bedford, Janet Mackintosh, Mark Hankinson, Trish McDonagh

FS1: Sarah Bartley

100 Jumps: Dave Lee, Richard Baldwin

200 Jumps: Rob Simpson, Sarah Bartley

Don't forget: POPs meet 1-2 July

Mark Hankinson

Wild Geese

John McCourt

On Saturday night of the May Bank Holiday, the Club celebrated its 17th anniversary with a BBQ and dance, cheers Fergie and Sean. The usual regulars were in attendance and it was good to see so many students. We also had some visitors from Peterlee who enjoyed the good jumping and even better Irish hospitality (hurry back lads).

Achievements

1st Freefall: Kyle Fleming

Cat 8: Steven McGuiggan

Cat 8: Patrick McIvor

2,500 hours: Drew Galloway, chief pilot

John McCourt



The gang celebrating the Geese's anniversary

California Dreaming....

BCPA



Paul Hollow's 1,000th skydive

Daniel Parker

Just before Easter, we took 50 collegiate skydivers out to Skydive Elsinore, California to soak up the sun, party, and get in the odd skydive! Seriously, we made in excess of 1,400 skydives during our two week stay.

Arriving at Skydive Elsinore, we were greeted by great weather and the ever-smiling Peggy—chief manifestor and heart 'n' soul of the DZ.

Skydive Elsinore operates two full time Twin Otters, flying to 13,000 ft. Baldrick came out with us ("I am an honorary collegiate! I should go!")

and was on hand for WARP coaching, beer drinking and jacuzzi wallowing. Sean Bell, Paul Hollow, Mike Jeng and Noel Purcell ran the RAPS program, and helped out with WARP and camera.

The evening's entertainment was either down the Hideaway (for those of you who've been there you'll understand—for those of you who haven't, . go), in the bar at the Casino, or in the jacuzzi with chilled beer.

We had seven FS1 dives, all scoring well over the required 4 points, the best being Pedro Boscan who made an excellent 11 points on his FS1. Nice one, mate! Seven people graduated Category 8, and a further three graduated AFF. Eight HAPS students did their first freefall's and we had a whole load of 'big jump numbers' completed. Paul Hollow (H) did his 1,000th skydive on the last jump of the trip with a couple of points on a 12-way organised by Eddie Carroll. Vernon Metcalfe and Dan Parker were on hand to video.



Noel Purcell & Ray freeflying over Lake Elsinore

Daniel Parker

Night jumps were organised by the DZ for a 60-way record attempt and Paul Seymour, Pedro Boscan and Jim Harris all bought the beer after their first night jump.

Most evenings we organised a BCPA big way, filling an Otter solely with collegiates: five built 12-ways, a couple of 13-ways, and a 14-way. We also filled a DC-3 with only a couple of non-collegiates on the trip.

Skydive Elsinore is the friendliest, best organised, most welcoming drop zone I have ever been to. The drop zone is great, the staff are brilliant and aircraft are cool, and the views in freefall are outstanding!

For an organisation which couldn't even build an 8-way a year ago, the BCPA has come a long way! We now have the experience and the knowledge to go anywhere in the world (to cause chaos and havoc). BCPA has risen from a mainly student parachutist-based organisation to one boasting a high skill level within the main membership (in both formation skydiving and freeflying), which includes accomplished cameramen, several instructors, WARP coaches and a tandem instructor.

Paul Hollow

www.bcpa.org.uk

Email: hp@bcpa.org.uk



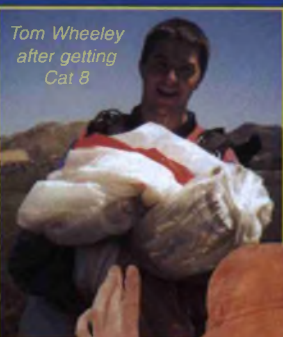
Dirt-diving Lynne Murray's 200th jump

Tom Wheeley



Beth King after her FS1, with Paul Hollow, Baldrick and Neil Marsh

Tom Wheeley



Tom Wheeley after getting Cat 8

Beth King

1st Freefall: Leo Warner, Joss Stacy Waddy, Sally Pearson, Alex Barber, Chris Brown, Cat Humpireys, Kate Litherland, Claire Newbold,
AFF Graduates: Mike Holt, Malcolm Collie, Neil Taylor, Tom Morton

BPCA Achievements

Cat 8: Erica Peters, Luke Adams, Steve Wilkinson, Nigel Booker, Oli Pitchers, Tom Wheeley

FS1: Beth King, Rob Sharp, Ben Frank, Pedro Boscan

FS1 / 100 Jumps: Rina Curtis, Jim Harris, Paul Channin
100 Jumps: Jo Redman
200 Jumps: Lynne Murray
400 Jumps: Neil Marsh
500 Jumps: Noel Purcell
600 Jumps: Sean Bell
1,000 Jumps: Paul Hollow



Noel Purcell

Joss Stacy Waddy by Tom Wheeley

Lesley Fitchett

After fighting the battle against cancer for 20 months, Lesley passed away peacefully in her sleep on the morning of 23 May. The funeral service was held at the 'Polo field lookout' in Kooralbyn on Friday 26 May. After the service she was cremated as she had asked for.



At some stage in the future some close friends and I will skydive over the sea near the beach at Surfer's Paradise and release her ashes in freefall. She asked for this too so that anyone walking on a beach anywhere in the world could think of and be close to her.

She was an incredibly happy and positive person right up to the end. I took her for a tandem skydive about a month ago, it was the first time she had been able to jump in over a year. And a couple of weeks ago we flew up to Cairns in North Queensland to see the Great Barrier Reef. She was not well enough to go snorkelling as she wanted to but we did get to fly over it.

Be Happy.

Steve Fitchett



Photos: Steve Fitchett



Congratulations!

Congratulations to George and Geraldine McGuinness, who celebrate their first wedding anniversary on 3 June. It was a very memorable and unforgettable event for both bride and groom as it was the first time that such a ceremony had taken place in the UK. The ceremony was carried out by the Rev Mark Fleming in the aircraft at Paragon Skydiving, from which George and Geraldine had planned to do a tandem skydive in full wedding attire that day. Unfortunately due to the unpredictable Scottish weather they had to do this at a later date, with the Rev Mark Fleming also joining them with Steve Tawes. ("Loved the whole heavenly experience!").

George and Geraldine thank everyone for making it such a very special day – never to be forgotten! Thanks to John McCourt (Wild Geese) for being the best man; Gavin Simpson for selling the bride (hope you got a good price!); Neil McLaren, John McCourt, Dave McKelvie & Billy Gollan for the video and camera work; Dave Aitken and family for their generous gift of the wedding cakes; Cathy Tawse for the fantastic buffet; Bob and Steve Henderson and family for bringing along their band to play at the reception; and not forgetting Kieran Brady, and all at Strathallan for the loan of the Islander.

Paragon

Fund-raising Weekend

We are holding a charity weekend in aid of SARGEANT – Caring for Children with Cancer, on 24-25 June. There will be BBQ's, raffles, bouncy castles, games for the kids, stalls, etc. All donations would be greatly appreciated.

Achievements

A few other Paragon jumpers and myself recently returned from a trip to both Gap and Empuria, where the weather was so bad that we ended up snowboarding in the French Alps! Yes, I am now Cat 8 – Yeehar! (If anyone is interested in doing AFF at Gap for £650 please contact Kevin at kevinhardw@aol.com.)

Sandra Inglis



NEW! NEW! EVERYTHING'S NEW!



SCOTT WILEMAN

We report the sad loss of Scott Wileman (pictured above), an instructor and avid skysurfer who did his first jump with us at Doncaster in the late eighties. His meticulous attention to detail was his main attribute, and his dry witty humour will be sadly missed.

God Bless.

All at Hibaldstow



What do you think off all this 'new millennium' malarky? Everybody is selling everything as new this, new that... such as:

new packing area
new circular hangar
new bar area
new day room area for skydivers only
new accommodation block and toilets; ten chalets with four bunks each and large bunk room
new DZ shop
new aircraft
new potatoes!

Here at Hibble, we have all these lovely things, plus special jump prices for the run-up to the Nationals. From 24 June, registered teams at £12 per person per jump for max altitude. Fun jumpers also welcome (£14). Freely and FS coaching is available every weekend along with load organising. The Bank Holiday after Easter saw the most number of tickets sold in one weekend ever pass through Netty and Hanna's hands – on a special deal of £12 to max.



Goody

NOTE FROM THE ED:

Angels (pictured above) won the Florida Skydiving League competition in March, when they beat the Golden Knights and the Norgies. Amazing stuff! (due to the handicap system, their score was multiplied by 2.06). Their raw average was 12.5. Derek Thomas from Sunpath was so impressed he sponsored them with free Javelins, nice one!

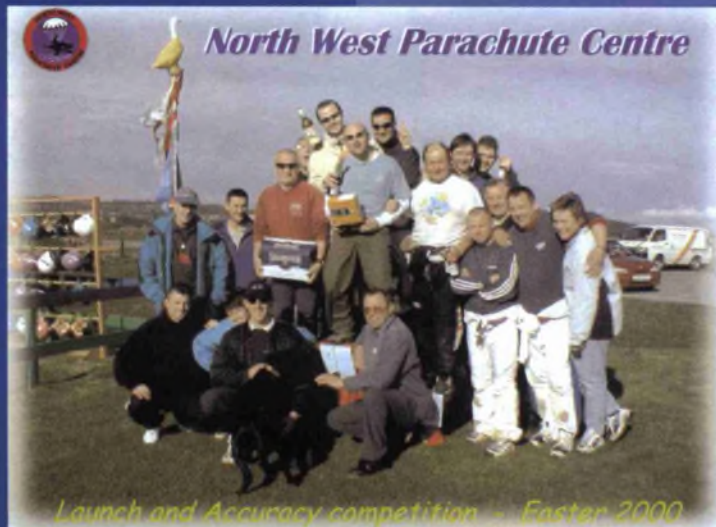
They last forever but were only available until Sunday night. People were stocking up like the night before war. Trev Dobson was seen selling cans of beans for a pound a tin (five max per person)

The light nights and early mornings are now here..When's a guy gonna get a drinky?

Regan Tetlow

North West Easter Fest

Despite the conventional Bank Holiday wet weather warning and the withdrawal of the promised Porter (not our operator's fault), the North West Easter Fest was still a great success. In true Northern style we allowed nothing to dampen our spirits!



Launch and Accuracy competition - Easter 2000

Launch and Accuracy

Five teams of three entered, the formation had to be shown in the first 5 seconds (with a 20 second time penalty for a bust) and cumulative team times for the accuracy / hit and run. Cameramen were to accompany each lift and video the exit, their word (or footage) being final, so teams *Digit*, *DSL* and *Hapless & Helpless* took off with Steve Nolan on video. The exits were of varied success and the landings did nothing for the art of accuracy, but with that in mind *Age Concern* and *Peake Practice* took to the air. A better show this time and a DC for Stan Peake along with a stiff warning from Tracey as the aggressive nature of his approach assured them an early lead!

Sponsored prizes were at stake, the exits got better but the landings worse and more comical. On completion of round three the results were:

Results

1st Peake Practice (Stan Peake, Andy Lauder, Mike Makinson)
2nd Age Concern
3rd Hapless and Helpless

4-way Scrambles

Sunday, and what a beautiful warm clear day it was! Stan Peake organised the scrambles teams and competition rules, whilst we organised the evening entertainment and BBQ. The rules included a working time of 30 seconds from 10,000 feet, with break-off at 4,500 feet as a safety condition. This to allow for the less experienced Cat 8 jumpers, Kay Carruthers and Julia Clayton with 76 and 58 jumps, each eager to gain experience and learn. *Spruce Goosed*, *Darrens Nightmare*, and *The Winners* Are all got off to good starts scoring between 6-8 points, with *Thanks Brian* and *Hang On* bringing up the rear with 4 points each. Round two began to separate the teams. As *Hang On* bust with zero points (Captain Tim O'Sullivan less than impressed!) *Thanks Brian* fared slightly better (thanks to Stan!) with 8 points.



Simon Ward

The Caravan finally took to the skies over Easter. We have panoramic views on the way to altitude and front floaters are booking gym sessions to build up their forearms!

The occasion was celebrated with another rowdy party where the theme was 'bizarre' (G-BZAH – geddit?). Well done to Woof, who

won the fancy dress, despite claiming he was 'only living out of a suitcase as the accommodation was booked up.'

Congratulations to **Jonno Horne** on his first successful self spot – we can all leave the bus fares behind now! It's good to see **Mike Smith** back in the air following a slight mishap whilst on the piste, even if he did need to organise mid-air physiotherapy! Wedding bells were in the air as **Ian Cashman and Dawn** tied the knot. Now all we need to hear is sound of the bar bell!

Congratulations also to **Tim and Tracey Skinner** on the birth of their son Drew. We say a fond farewell to **Duncan Curtis**, who's off to New Zealand.

WARP WEEKEND

A very successful continuation training week for pre & post FS1 Skydivers was organised by **Martin Williams**, of PhD Skydiving. The aim was to maximise student's potential to learn FS on a non-profit basis. Experienced coaches and videographers were able to provide training and load organising. The result was a high level of continuity resulting in further individual progression. This was the third of such weekends since November. Having a dedicated aircraft, subsidised ticket prices for coaches, camera manifesting priority and a general 'onside' attitude resulted in over 300 jumps between 14 coaches, 11 cameraflyers and 13 students. It was terrific!

Kath Salisbury, Dave Paton and RRRachael Stammers

Further dates, call Martin: 01980 621363, 07971 665 815, skydive@phdskydiving.co.uk

Achievements:

1st freefall: Kate Burn, Richard Waugh

Cat 8: Barry Heron, Jamie McNamee, Jonathon McMahon, Nick Wright, Gary Smith, Bryony Tyrell, Sue Boreham (in Elsinore), Graham Wood, Graham Harrison

FS1: Adam Frydland, Tom Canty, Lee Glyde, David Tawls

200 jumps: Luci Boella, Paul Seymour, Mike Lewis, Chris Guntrip

1,000 jumps: Jules Ballard (sorry we missed you before!)



Simon Ward

Visit our all singing, all dancing website:

www.netheravon.com



Warp weekend jumpers and coaches

But the top three were all within two points, and the final round would be the decider. Stan announced that any arguing with the judges would result in a bust!

All the teams improved on their previous best scores but, with the round complete and a lot of whooping under canopy, the results were anxiously awaited. Dismay and disbelief rang out as the results showed a jump-off for second, but Steve Crabtree's mathematical skills were matching his second round camera skills (more practice and stay in at playtime demanded principal Morris) and the reconfigured scores showed the final results as:

Results

1st	Spruce Goosed	29	(Pete Findlay, Tony Spruce, Brian Shaw, Wayne Thompson)
2nd	Darrens Nightmare	27	
3rd	The Winners Are	26	
4th	Thanks Brian	14	
5th	Hang On	11	

Video men for both meets were: Stuart Morris, Steve Nolan, Steve Crabtree, John Williamson

The day ended with a display of how to do 4-way with a fifteen-point dive by *The Wonder Boys*: Stan Peake, Stuart Morris, Tim O'Sullivan and Pete Findlay.

A presentation by **Dave Prince** complete, the party began with a BBQ. Then the third and final weekend's disappointment, no disco, another let down, and therefore no Toga Party. Club jumper Dave Roe came to the rescue taking a night off running his restaurant

he brought his Karaoke and the laughter began! Led by new owner and partner to Stuart Morris, club pilot Mick Carruthers and his wife Kay, who really gave everything, except the microphone, to anyone else. The night ending with soon-to-be CCI Dennis Buchanan, crooning away to himself at 2:30am!

Monday and perfect weather, but the jumpers were knackered! A BBQ in the sun was enjoyed by all. Finally, four lifts were coaxed into the air to allow Phil Langslow to gain his 100th jump, his first after five years away from the sport in the States.

Thanks to our sponsors: Outdoor Action, City Electrical Factors, Wyko

We had good company, hot jumps, great friends, excellent prizes and lots of fun. 31 lifts were completed by a well-supported club, good DZ management and new, enthusiastic owners Stuart Morris and Mick Carruthers, A new chapter is beginning so why not give it a go and come and play in our part of the sky.

CARK, NOT JURASSIC AT ALL!!!

Doug Summers and Julia Clayton



Easter Fest 2000

Steve Crabtree



Cark's new owners Mick Carruthers and Stuart Morris

Steve Nolan

Drop Zone Focus

North West Parachute Centre

View from the Inside

Owner/Operator: Stuart Morris & Mick Carruthers

Staff: CCI: Dennis Buchanan
Instructors: Stuart Morris (CSI), Doug Summers (CSI), Steve Nolan (CSI/Tan), John Williamson (CSI), Mick Carruthers & Brian Shaw (Tan)

Aircraft: Islander (10 place)

Altitude: Operating up to 14,000ft

Jump Prices:

5,000ft	£11
5,000 to max	£16
Warp	£32
Student (RAPS)	£29
Student (round)	£25

Equipment Available: 35 sets of static line RAPS kit, 6 student freefall rigs, and hire equipment for experienced jumpers

Load Organising: Stuart Morris, Pete Findlay, Stan Peake, Tim O'Sullivan

Coaching: CF: Zero Tolerance (British Champions) **Warp:** Stan Peake, Tim O'Sullivan, Stuart Morris **Accuracy:** Brian & Helen Shaw (former British team members) accuracy pit and mats available



Businesses on DZ: small DZ shop, North West Rigging Services (full rigging service available via Advanced Rigger Dave Prince)

Planned Events: Cark Summer Fun Fest – 4-13 August; Turbolet 410, competitions, prizes, beach BBQ, disco, party

Food & Drink: John & Lil's DZ Diner (snacks, breakfast, lunches, sandwiches, evening meals, drinks etc)

Evening meals/Bar: Evening meals often available, many pubs and restaurants within easy travelling distance

Accommodation: Bunkhouse, camping, caravans, B&B's and hotels local to DZ

Scenery and Other Local Attractions:

Situated inbetween Morecombe Bay and the Lake District, the DZ is within easy reach of many of the area's beautiful countryside and lakes, boasting panoramic views, sailing, water-skiing and climbing.

Other information: North West PC is now under new management, totally committed to the future of the club and the needs of skydivers. Many infrastructure improvements are planned, some with immediate effect. Cark is destined to grow into a major centre for skydiving, offering the back-up for individuals and teams to develop their skills, and student progression in a structured, well organised environment.

View from the Outside

A very customer friendly centre, where you are made welcome and encouraged to join in. With good facilities and a no politics atmosphere, the vibes are good, well worth a visit.

13 Paragon Skydiving

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

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

CF WP AC ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎

14 Peterborough Parachute Centre

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

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

LO FS FF WP ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎

15 Peterlee Parachute Centre

PO Box 192, Durham DH1 5WD
 Tel: 0191 517 1234 Tel/Fax: Office 0191 386 5261
skydiveamy@aol.com <http://members.aol.com/skydiveamy>

Open: Wedpm, Fripm, Sat/Sun/Bank holiday Mon all day
 (tel. Mon, Tue, Thur). Can open 7 days if arranged in advance.
 First Jump Courses: rounds by advance group booking only, squares, AFF, tandem
 Aircraft: Cessna 182,

FS CF WP ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎

16 Skydive St Andrews

Kingsmuir Airfield, Saint Andrews, Scotland
 Tel: 01224 865 000
skydivesaintandrews@mail.com

Open: Every day
 First Jump Courses: squares, AFF, tandem
 Aircraft: 2 x Cessna 206

LO FS CF FF WP SU ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎

17 Skydive Strathallan

Strathallan Airfield, Nr Auchterarder, Perthshire PH3 1LA
 Tel: 0777 468 6161 Weekend 01764 662572
bradyk@tsbdial.co.uk www.skydivestrathallan.co.uk

Open: Fri 5pm – 9pm, weekends 9am – 9pm
 First Jump Courses: rounds, squares, tandem
 Aircraft: Islander, 2 x Cessna 206

FS WP ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎

18 Stirling Parachute Centre

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

Open: Weekends 9.30am – 9pm, sometimes midweek
 First Jump Courses: rounds
 Aircraft: PA-32, Cherokee 6

LO FS CF WP ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎

19 Target Skysports

Hibaldstow Airfield, Hibaldstow, Brigg, North Lincs
 Tel/Fax: 0113 250 5600 or 01652 648837 DZ
info@targetsky.demon.co.uk www.skydiving.co.uk

Open: 9am – dusk every day
 First Jump Courses: rounds, squares, AFF, tandem
 Aircraft: G92 Turbine, Donner Sky Servant, Cherokee 6

LO FS FF WP ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎

20 The Parachute Centre

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

Open: Sat 8am – dark, Fri 2pm – dark (summer)
 First Jump Courses: squares, AFF, tandem
 Aircraft: 2 x Cessna 206

LO FS CF AC WP ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎

21 UK Parachuting

Old Buckenham Airfield, Attleborough, Norfolk NR17 1PU
 Tel: 01953 861030 Fax: 01953 861031
jump@ukparachuting.co.uk www.ukparachuting.co.uk

Open: Weekdays 9am – 8pm (best to phone first)
 First Jump Courses: squares, tandem
 Aircraft: PA-32 (available for weekend displays)

FS ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎

22 Wild Geese Skydive Centre

Movenis Airfield, 116 Carrowreagh Road, Garvagh, Coleraine, Co Londonderry, N Ireland BT51 5LQ
 Tel: 028 295 58609 Fax: 028 295 57050
parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

Open: Every day, W/End 8am – dark, W/days 9.30am – dark
 First Jump Courses: squares, tandem
 Aircraft: Cessna 206, Cessna Caravan

CF WP ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎ ☎

A Army Parachute Association

The Commandant, JSPC Airfield Camp, Netheravon, Salisbury, Wiltshire SP4 9SF
 Tel: Bulford Camp 01980 678 250
apa@netheravon.fsnet.co.uk www.netheravon.com

B RAFSPA & RAFSPA Hawks Parachute Team

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

C Services Parachute Centre
 Shackleton Barracks, BFPO 802
 Tel: 01504 721472 Fax: 01504 721342
 Mobile: 0780 232 8755 SPCNI@aol.com

D Silver Stars Parachute Team

Duke of Gloucester Barracks, South Carney, Cirencester, Gloucester GL5 5RD
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Overseas Military Affiliated DZ's

These Drop Zones are run under the BPA Operations Manual

Cyprus Combined Services Parachute Centre (CCSPC)

Contact: Club CCI,
Dhekelia Garrison, BFPO 58, Cyprus
Tel: Office 00 357 474 4337
DZ: 00 357 474 4245
Fax: 00 357 474 4180
skydive@logos.cy.net

Rapa JSPC(L)

(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

Active Skydiving

Glengoyan, St Fillans,
Perthshire PH6 2ND
Tel/Fax: 01764 685316
Mobile: 07803 041348
scotty@skydive.prestel.co.uk
www.commercepark.co.uk/skydive
Specialist AFF School offering residential courses in Spain and USA, video included on all jumps. Run by Scotty Milne, ex Red Devil, 5 times British Champion, with over 7,000 jumps. Advanced Instructor & Examiner. Scotty uses the latest equipment and teaching techniques for best results.

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Kent DA5 2AB
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Mobile: 0780 2472 566
Roya Tel: 0033 (0) 546 0555 20
skydive@air-waves.co.uk
www.airwaves.co.uk
BPA approved instructors Rod Bartholomew, (20 years experience) and Chris Lynch (ex XL) offer AFF, RAPS progression, tandem, FS, one-on-one and freely coaching at our beautiful seaside resort of Royan, south-west France. Operating full-time May-Oct, our professional/personal skydiving holidays have everything. Video included. Airwaves operate in Florida Nov-Apr.

British Collegiate Parachute Association

Jo Redman - Treasurer
18 Berne Avenue, Westlands,
Newcastle, Staffs ST5 2QJ
www.bcpa.org.uk
waawaawaa@hotmail.com
Affiliated Universities: Anglia, Bath, Bristol, Dundee, UEA, Edinburgh, Exeter, Glasgow, Kent/Canterbury, Leeds, Loughborough, Luton, Manchester, Newcastle, Plymouth, Portsmouth, Queens Belfast, Reading, Salford, Sheffield, Sheffield Hallam, Staffordshire, Teeside, York.

David Morris Action Sports

2 Daleside, Cotgrave,
Nottingham NG12 3QA
Tel/Fax: 0115 989 2050
Mobile: 0777 498 6600
E-mail: dave@daleside2.demon.co.uk
www.dalesside2.demon.co.uk
Dave specialises in AFF courses and tandem introductions in the UK, Spain and France. The AFF course includes free jumpsuit, altimeter, helmet, goggles, video log with re-jumps at cost. A great deal if you want to learn to skydive. Dave has over 7,000 jumps and is a BPA Instructor, Examiner, tandem and AFF.

East Coast Parachute Centre

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

FreeFall Company

4 Lowndes Buildings, Farnham,
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23 Heywood Gardens,
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Contact: Chris Miller
Tel: 0161 798 6895 Mobile: 0777 057 5621
chris.miller@zetnet.co.uk
Based in Stockport, Manchester with 2,000 sq ft of full time, fully equipped premises for the teaching of RAPS courses (Ram Air Progression System). We also offer tandem jumps and AFF courses. Train weekdays or midweek evenings, jump at weekend. Presently running in conjunction with Target Skysports.

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11 Godwyn Close, Abingdon,
Oxon OX14 1BU
Tel/Fax: 01235 529570
doug@paratraining.demon.co.uk
www.paratraining.demon.co.uk
Run by Doug Peacock, BPA Instructor/Examiner. The complete RAPS package, PTS offers one jump introductory courses with the option of individual progression training through Cat 8 and advanced grades. Operating at Hinton Airfield in conjunction with Hinton Skydiving Centre. Six days per week, call for further information.

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aff@phdskydiving.co.uk
www.phdskydiving.co.uk
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pete@thepops.com www.thepops.com
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Wiltshire SP4 9SF
Tel: 01980 678211 (Chief Instructor)
Tel: 01980 678203 (Courses)
Fax: 01980 678349
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Scottish Sports Parachute Association

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Peterborough PE8 6NE
Tel: 01832 280066 Fax: 01832 280067
M: 0785 000 7178
skydive@ukgateway.net
Chris Allen, Ex Red Devil, CCI, BPA AFF/Tandem Examiner, USPA Safety and Training advisor and Skydive University UK co-ordinator. Offers AFF courses in America, Spain, Germany and the UK. Also available; team coaching, Skydive University one-on-one programme and tandem.

Overseas Associated

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

CPCB

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Fax: 00 34 972 45 07 49
cpb@gna.es www.skysrats.com
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www.fadventures.com
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www.skydivcity.com
Visit Skydive City / Z-Hills - Florida's #1 skydiving centre with full time Super Otters, covered packing, RV park, free camping, Sunshine Factory and rigging shop on site, AFF, tandem, video available. BPA instructors.

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400 W Airport Drive, Sebastian,
FL 32958, USA
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skydive

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Diary Dates

key

BPA
FS
CF

Style & Accuracy

Boogies
Freely & Skysurf
POPS
Unclassified

* Denotes a change to details

JUNE

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,
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Otter, 2 turbine Islanders
Fax 0049 5254 98 2740 Awright91@aol.com

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

**24-25 Chris Gauge Freely
Convention & Meet**
Hibaldstow. Tel 0113 250 5600
info@targetsky.demon.co.uk
www.skydiving.co.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

1-2 4-way FS Meet
Hibaldstow. Tel 0113 250 5600
info@targetsky.demon.co.uk
www.skydiving.co.uk

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 BCPA Nationals
Hibaldstow. Tel 0113 250 5600
info@targetsky.demon.co.uk
www.skydiving.co.uk or contact Catherine
Harrison Tel 01423 885 641
catherine_harrison@hotmail.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@inglison.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
Teuge Airport, Holland. Contact Roel Roeloffson
cf_spektakel@yahoo.com

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15-23 FS & New Age. 22-30 Classics & CF
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info@targetsky.demon.co.uk www.skydiving.co.uk

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Skydive Eilat. Sunset - sunrise
Tel 00 972 76 33 23 86 www.skydive.co.il

21-23 Zeeland Boogie
Skydive Zeeland, sw of Holland. Two turbines.
Tel: 0031 113 12 910

29-1 Aug Skyfest Boogie
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W/days 01772 720 848

29-6 Aug UK Freely 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**
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bradyk@fsbdial.co.uk

**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@gkf.se
www.gkf.se/hercules/index.html

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12-20 Espace Boogie 2000
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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

18 Night Jumps
Skydive Eilat. Tel 00 972 76 33 23 86
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19 Beach Jumps & BBQ
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19-20 POPS Meet
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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

***24-26 16-way European Cup**
Brienne le Chateau, France.
Tel 0033 661 08 55 55 Fax 0033 661 08 55 50

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**26-28 2nd Annual
Speed Freaks!**
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info@targetsky.demon.co.uk
www.skydiving.co.uk

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
Homig 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
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skydive@headcorn.u-net.com

15 Night Jumps
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15-17 Texel 16-way
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16-17 Woodmouse 4-way Meet
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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

21-29 Corsica Festival
Calvi, Corsica. www.le-festival-du-vent.com

**28-29 Halloween 10-way
Speed**
Hibaldstow. Tel 0113 250 5600
info@targetsky.demon.co.uk
www.skydiving.co.uk

28-5 Nov Halloween Boogie
Lapalisie, France. Tel 0033 4 70 99 1803
info@lapalisie-aero.com
http://www.lapalisie-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 CUP**
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

Email your event to
diary@skydivemag.com
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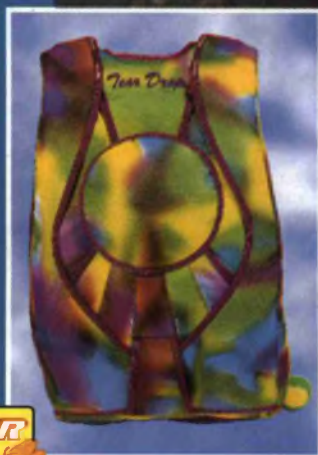
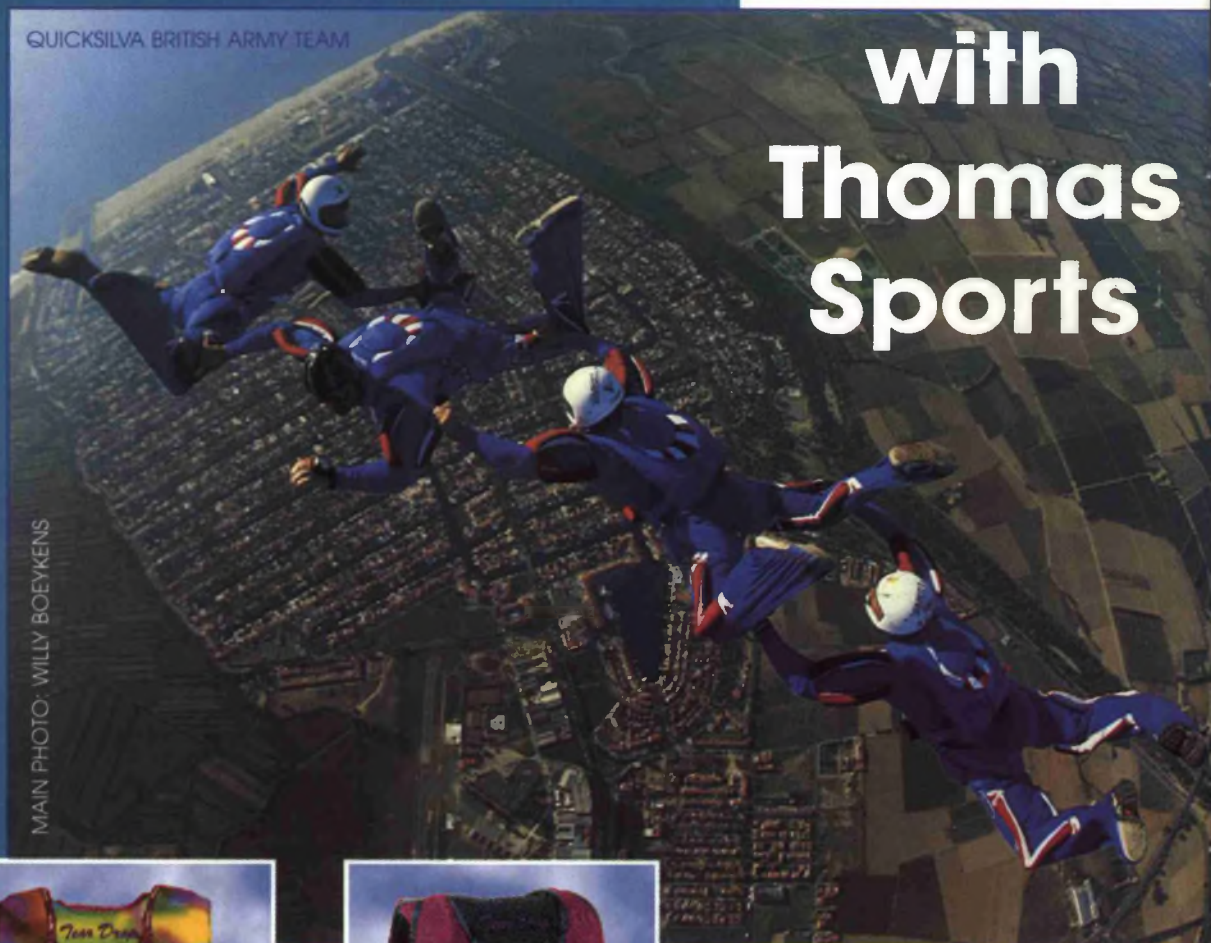
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