

skydive

The Mag

December 2000

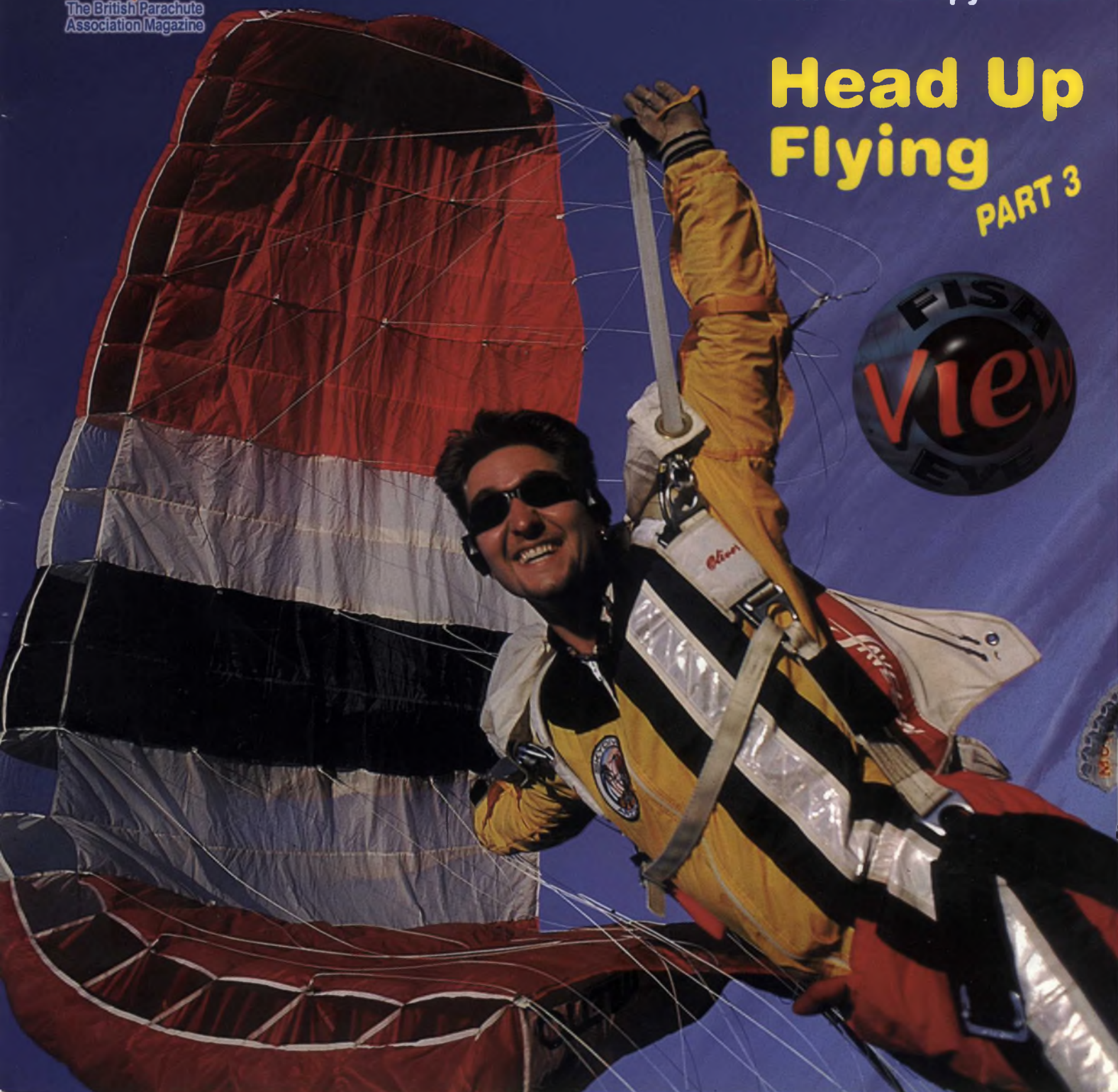


Pilot or Passenger

Hands-on canopy advice

Head Up Flying

PART 3



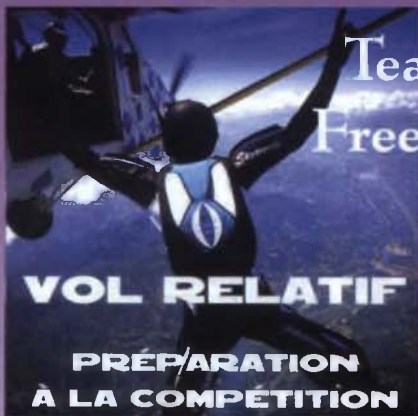


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The Mag

editorial

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Editorial

I make no apologies for this Mag being very people-oriented. We have a spread on Cheryl Stearn's high altitude record attempt and interviews with Patrick Passe and STC Chairman John Saunders. Plus saying a sad farewell to three of skydiving's most loved characters.

Let's never forget the importance of the individual, as it is these people who bring about positive change. New records, ideas and techniques are developed only by people with the capacity for original thought. Without such pioneers as Olav Zipser, Patrick de Gayardon and Deanna Kent, elements of skydiving like freeflying, skysurfing and freestyle would not be as they are. They might not even exist!

Yet, it is easy to forget this and want everyone to conform. Whether this is to established FS techniques, safety systems or parachute equipment, let's remember that, if all of humankind had conformed, we would not even have aircraft, never mind skydiving. I find it inspirational to meet so many jumpers with fresh ideas, enthusiasm and the capacity for thinking for themselves.

This is so refreshing in the current society. It's also understandable as, in order to skydive, we are non-conformists. This is one of the most independent activities I can think of. Once you leave the aircraft, you are completely in your own hands until you reach the ground. Vital decisions must be made and quickly acted on, no time for faffing around like we do on the ground. So - encourage your brain to analyse things for yourself - whether about choosing your kit, how you plan your freefall or whether to 'ground yourself' as you are still mashed from the night before.

Be individual and encourage, respect and learn from other approaches. This will not only make you a better, safer skydiver, it will bring untold benefits in other areas of your life. There are no easy answers. You do have to think for yourself.



Lesley

skydive
The Mag

copy dates

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April	6 Mar	16 Apr

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skydive
December 2000

skydive

The Mag

regulars. . .

JM's newsround 8

Council Matters 22

People in the Sport 18



Patrick Passe

Incident Reports 25

Letters 20

Kit News 54

Classified Ads 57

Puzzle 61

Club News 62

BPA Clubs and Centres 72

Advertisers Index 76

Diary IBC

Photo: Mike McGowan



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.

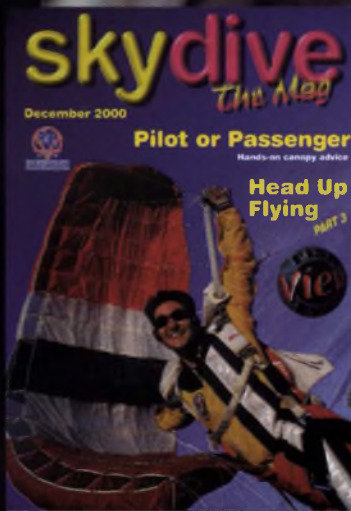
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The information in this magazine was, to the best of our ability, correct at the time of going to press. Reproduction, printing and mailing takes a total of three weeks so some information may be out of date, or superseded.

SUPPORTED BY



Front Cover,
By Marcus Heggli,
shows Oliver Furrer.



features . . .

Go Vertical

4

*Tim Porter's
freely pictures*



Cyprus Challenge

6

a unique concept in teamwork

Micky Munn, MBE

11

Final farewell to the top Fred

AGM

12

Round-up of what's on

Bobby Hopkins

15

The Barking One

Strato Quest

28

High altitude venture

Pilot or Passenger

31

*Learn canopy skills from
Chris Lynch*



Fish Eye

Centre Spread



Headup Flying Part 3

44

final instalment of the Giles Fabris series

STC

50

Report on keeping British skydiving safe

Doc Williams

59

What's Up Doc?



Lillo, the location to left used for Go Vertical 9, is now open as a full time drop zone, run by Mike Shaw. Facilities include a G92, a newly built clubhouse, bar, showers and restaurant on the DZ. Lillo is open for tandem, AFF, teams and Christmas parties in a warm Spanish location.
Tel: 0034 91 523 1253
Email: mj.shaw@mad.servicom.es

GO

**Sun, Spain, 97 funky freeflyers registered and 2 Super Otters:
Go Vertical 9**

V
E
R
T
I
C
A
L

After some initial location problems following the move from Bailen, Train In Spain ran the event at Lillo, a brand new drop zone just 45 minutes south of Madrid. This proved to be an excellent new venue. Six load organisers and two additional one-on-one coaches provided many quality skydives. The variety of nationalities created an excellent ambiance and some real progression was made by all.

By the end of the boogie, 3,500 skydives had been made, making sure almost everyone was jumped out. There were 155 loads flown between the two Super Otters and we only had two days of bad weather – which meant plenty of beer in the evening. See you at Go Vertical 10!

Words and photos by Tim Porter
porterabove@hotmail.com





Go Vertical 10: TrainIS@aol.com
or skydiveportugal@aol.com
Train in Spain will be located in
Proenca Nova, Portugal
from February 2001



CYPRUS



120

CHALLENGE

The organisers of **Brit100** are back with a fantastic new concept...

CYPRUS CHALLENGE

is unique, exciting and may even be the biggest sport team event ever!

Each time *Brit100* has met, the team has achieved its goals *despite* the British weather. In both '98 and '99 the conditions allowed for only three attempts at the 100-way. The quality of British jumpers pulled a record off each time, a comment on the mettle of UK jumpers. Now the *Brit100* team has the idea of going somewhere with great weather, we've all done enough sitting around waiting for the clouds to clear...

THE PLACE: Cyprus. A BPA drop zone, effectively British but with great weather! The island of Cyprus is beautiful, full of ancient history combined with modern adventure and the charm of its people.

THE TIME: Saturday 13 - Sunday 21 October 2001. This month is traditionally warm and sunny – no rain, no clouds!

THE IDEA: A unique event in which teams from different countries compete to be the first to achieve the challenge.

THE CHALLENGE: Build a 120-way!

THE AIRCRAFT: Two Antonovs, as used at the last two Espace Boogies at Vichy. These tailgate jet giants lift 70 jumpers to 16,000 feet effortlessly.

THE COUNTRIES: Initially, it was to be a challenge between two countries but now looks like a four horse race between UK, France, Germany and Scandinavia. Of course there is a great deal of planning still to do but there are excellent organisers from each country keen to take on the Cyprus Challenge.



UNIQUE IDEA

There has never been a competition like this in skydiving – or in any other sport that we can think of. Part of its appeal is the extent of original thought required. The challenge is simple – first team to complete a 120-way. The range of methods, teams and formations which could be used is enormous. Team captains will use their skill and judgement in deciding the exit order and whether to go straight for the big-way, after the initial practice days – or whether to build up slowly.

EVERYONE'S A WINNER!

Whichever teams succeed in building a 120-way will also set a new national record for their own country, a great boost to public pride. So even losers in the race can be winners in achieving a 'first'. Each country which sets a new National Record will receive an award. Plus there are extra prizes for the prettiest formation, the fastest 120-way and the most entertaining screw-up!

INVITATION ONLY

Teams will be selected by invitation as is usual with events of this size and calibre, invitations will go out in January and February. If you're a guaranteed top team member and want to make sure you're not overlooked, email Darryl or Rob, just to make sure.

UNITED WE STAND

One of the outstanding features of *Brit100* was that it brought together people who normally compete against each other and united them in pursuit of a common goal. The Cyprus Challenge is opportunity for uniting in a massive team event. And, although we will compete with other countries to do the 120-way first, of course we will be cheering on other countries to achieve their own National Records.

THE ORGANISERS

Country Skydiving Captains and Organisation

UK	Rob Colpus, Darryl Moran
	Phil Curtis
France	Patrick Passe
Germany	Dieter Kirsch
Scandinavia	Pal Bergen

Also Starring

Simon Ward	PR, sponsorship, camera team
Tony Modebe	Co-ordination and Cyprus link
George Pilkington	Vibes, entertainment, humble pie!

Write to any of the above using
first name@cypruschallenge.aviators.net,
eg, rob@cypruschallenge.aviators.net
tony@cypruschallenge.aviators.net

NATIONAL RECORDS

NORWAY
FRANCE
SWEDEN
UK
GERMANY

102
101
100
90

JUST THE BEGINNING...

Cyprus Challenge is a huge venture requiring international co-operation from skydiving federations, government officials, professional bodies and aviation authorities. The event is subject to aircraft clearances, safety measures and all the other elements which make up a project of this complexity. Obviously it will take time and negotiation for final agreements, contracts and permissions to be forthcoming.

Main photo taken in 1999 at
Brit100 by Adrian Nicholas

JM's Newsround

Check out JM's
Newsround page on
www.skydivemag.com
Updated Frequently

Send news to:
newsround@skyrides.co.uk

Compiled by
John Mayo



BOOOOGIES

Thailand is OFF!

The Exotic Sky Adventures boogie scheduled for Thailand in February is cancelled. The next ESA Boogie will be in Malaysia, for the latest, see:
www.exoticskyadventures.com

Dominican Boogie is ON!

10-17 Feb 2001
Two Casas, Huey Helicopter
Registration fee for skydivers is \$285 which includes a week's accommodation plus meals plus all jumps, plus transfer from airport base. Limited slots.
trvl@email.com

Dubai is ON!

14-24 February 2001
Turbolet
Great weather and vibes. Load organisers, video and coaching. Contact Pete Marsden
pete@boogieclub.co.uk
01932 701321
www.boogieclub.co.uk



Karlovy Vary Boogie

18-26 August 2001
At Carlsbad, 90 Km west of Prague in the Czech Republic
Contact Pete Marsden
pete@boogieclub.co.uk
01932 701321
www.boogieclub.co.uk

Also in February:

20-28, Superfest, Sebastian
www.skydiveseb.com

24 February - 4 March

Mardi Gras Boogie

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www.skydivemag.com

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send mail to:
reinier@teleline.es



All New at Sebastian

Skydive Sebastian is under new management: www.skydiveseb.com for the calendar of events. Entrepreneur Andy Grimwade has sold Sebastian and moved onto new and apparently exotic business ventures in Thailand.



Chris Gauge Memorial Weekend

This was held at Target Skysports, Hibaldstow on 9-10 September. The Freefly Competition was held despite the weather.

Freefly Winning Teams:

- 1st Noel Purcell / James Swallow
video: Tim Porter
- 2nd Rob Simpson / Simon Brentford
video: James Swallow
- 3rd Howard Bradfield / Roger Bradfield -
video: Pete Hahnfeld

Will Bradbury made his first board jumps. The cup was donated by Chris's parents who came along with Kevin, his brother and Toni, his wife to present the cup to the winners. It was a very heart felt weekend for everyone, especially the Gauge family.



James Swallow, taken by
Daniel Parker



Michel Fournier's altitude record...

...attempt has been postponed. Michel's big jump will not now happen in France. It is postponed to the next available window weather in another country. Today, Michel is looking for another launching site elsewhere.
www.legrandsaut.com

FS4

A demo version of Yola van der Wal's FS4 Motion Coach is now available on:
www.omniskore.com
4-Way FS Motion Coach is a valuable tool for learning the angles and engineering of the IPC dive pool 4-way blocks. It does require Flash Player 4, and the download of a large Flash file (630 kb)! The demo version shows only the first few blocks; for the full version, e-mail Yola at FS4MotionCoach@cs.com

Train in Spain - No, Portugal - no wait, Spain!

Train in Spain is moving and will re-open in Proenca Nova (150 km north east of Lisbon, Portugal) in Feb 2001.
Contact: TrainIS@aol.com or skydiveportugal@aol.com

Mike Shaw informs us of his new DZ in Lillo, Spain, which Train in Spain (TIS) used for a short while (see page 4):
"The DZ is in Lillo just south of Madrid with Steve Swallow's fast climbing G92 based here for the winter months. We're available for teams, AFF, tandem, freefly the lot. The facilities are amazing... lovely newly built clubhouse, quality showers, bar and restaurant. There are plans for a Christmas event and we are open 7 days a week if teams or groups contact us before coming."

Contact Mike Shaw: 00 34 91 523 1253
mj.shaw@mad.servicom.es

Tunnel Across the Chunnel

Veloce, a freefall and FS coaching school, organises wind tunnel training sessions during winter time, in Lille (North of France, next to the Channel and the Belgium border), with world class FS skydivers. You can fly 3-way with **Martial Ferré** (French 4-way World Champion), **Manu Ars** (French 8-way, world medalist), and **Thierry Boitieux** (French 4-way World Champion), or discover the basics of body flight and FS for beginners (from newbie to long time jumper or difficult learner). Lille wind tunnel is dedicated to scientific experiments but Veloce has a special agreement to organise skydiving sessions in it. Teams (complete or not) are welcomed.

wind@veloce-skydive.com

0033 6 61 81 11 33

www.veloce-skydive.com/soufflerie/



NOT SO CLEVER..

AVweb, a weekly aviation news letter, reported that a bungling burglar broke into a Mooney aircraft at the Knox County, Ohio airport and removed its avionics system, including the Emergency Locating Transmitter or ELT. This device sends homing signals if the aircraft crashes. You can guess what happened next. The ham-handed crook jarred the ELT enough to activate it, and authorities had no trouble tracking the perpetrator to his lair!

jm's newsround

B A Courier

You can carry cargo documentation for British Airways and hence get a very cheap ticket. Only one courier is needed per flight. Check out small print via the courier pack first. Courier destinations are Budapest, Buenos Aires, Mauritius, Miami, New York, Boston, Philadelphia, Washington, Chicago, San Francisco
Tel: 08706 061133

JAPAN X-GAMES

The X-Virus is now in full effect in the Orient, X-Games Japan 2000! It's the second year for the event in Japan, with skysurfing making its debut. Six rounds were scheduled for the two days of jumping. The view from altitude was breath taking with Mount Fuji making itself seen on the horizon just popping through the cloud layer to the north. Team Yahoo! (Stefan Klaus & Brian Rogers) won from Perris Pulse (Oliver Furrer & Marcus Heggli - see front cover) who were second and Perris Firestarter (Tanya Garcia -O'Brien & Craig O'Brien) took bronze.



NET TIPS

For quicker and easier booking flights at such sites as
www.deckchair.com
www.expedia.com
www.kelkoo.com
use the three letter airport codes (for departure & destination). Eg:
LHR Heathrow
LGW Gatwick
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MAN Manchester
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LGA New York La Guardia
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LAX Los Angeles
MCO Orlando
If searching for a flight from any London airport use LON, or to any New York airport NYC.
If unsure, use
www.airportcitycodes.com
Gary McGuinness Gary@which.net

Net Trawl

Online Design

Square One's website allows you to design and colour in your canopy and harness:



www.squareoneparachutes.com

US Nationals

Space didn't permit a report in this mag. See the results at
www.nationals.com

The **NSL-TV** is continuing the series of the best competition jumps of the US Nationals
www.skyleague.com

The **Online BPA shop** is now open
www.bplashop.co.uk



1st School of Modern Skyflying / the Space Games / the Freefly Circus is at
www.10lav.com

Pete Allum feature

The exciting skydiving career of role model Pete Allum is featured as the newest NSL-Profile.
www.skyleague.com

OOPS! Sorry, we printed the wrong web address last time, it should have been teamx.org for CF scores and stuff

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FLYING FAREWELL TO A LEGEND

MICKY MUNN MBE

Captain Micky Munn has retired to the ultimate drop zone after 64 years of incredible life. Micky Munn, MBE, was the man who put the 'Red' in 'Red Devil'. His leadership qualities and tireless energy made the Parachute Regiment Freefall Team the best known display team in the UK



Micky had over 3,000 jumps and was an advanced BPA instructor. He was the longest serving commander of the Red Devils, 1977 to 1989.

Before taking over the Red Devils, his service in the Army Physical Training Corps included highlights such as training and managing the internationally famous Pegasus Gymnastics Display Team consisting of young future paratroopers. Micky's own background in gymnastics included competing in the Commonwealth Games and he was short-listed for the Olympics.

Micky's hobby was gardening, he loved his dog Petra and his passions were skydiving, and fixed wing flying. Our thoughts go to Terry, his wife, and Micky's family.

BORN LEADER

Although I am an ex-Red Devil, I didn't have the honour myself of serving under Micky. I think I was probably lucky as he worked the blokes ragged! Display jumping and training student parachutists were done at such a rate under his command that soldiers on the team clocked up hundreds of jumps, became competitive champions and got more ratings than the Top 10. Support and funds for the *Red Devils* grew and grew. After I left the team, I hunted Micky down to ask some advice, his skills at marketing and networking were second to none. He was a great friend. I felt he missed a vocation as a professional after dinner speaker. The guy was genuinely interesting and his stories legendary. I recently spoke to Eddie Carroll who pointed out to me that, without Micky's tireless work, the Red Devils team would not be in the enviable position it is in today. When raising the funds for GO-RED, the team's turbine Islander, Micky's energy was the mainstay of the entire project. There were times when the team risked being folded, but Micky punched them forward with TV and press coverage at a rate that has never been equalled.

MBE

The Parachute Regiment has a lot to thank Micky for. His efforts were recognised when he was awarded the MBE. When not flying GO-RED on displays, Micky jumped and led from the front in true Parachute Regiment style. When he retired from the Army, he became a commercial pilot, with Blackbush as his main haunt. He recently had

to fly Maria Carey's wardrobe from concert to concert. It was great when he was told of the mission and said 'He's a football player for *Man United* isn't he?'

FITTING FAREWELL

His farewell in Aldershot, conducted on the Queens Parade formally the Red Devils Drop Zone, was awesome. Low cloud and high winds made the kind of challenging skydiving conditions that Captain Micky Munn MBE would have relished. On any other day the 25 strong parachute team would have been tempted to not bother! Driving rain and a challenging spot on the second pass made Micky's Tribute Display such a memorable occasion. Ex-team members through the years made the effort to be there and they were joined by TV personality Matthew Kelly. Micky's coffin was carried by *Red Devils* in their jumpsuits before his final drive. A sea of flowers included a floral replica of GO-RED. Tributes included a DC3 that flew the display jumpers and a low fly past by GO-RED, trailing smoke. Micky was held in such high esteem in the Aldershot and Farnborough area that the local paper made it front page news, followed up later with a full page of photographic tributes. Even the Daily Telegraph covered the sad news.

NO REGRETS

Micky was a great mentor. His top tips and great advice inspired me to lead a small team. I, amongst many others, will really miss him. I look forward to hearing the great stories from his Red Devils about whom he could never stop talking. In his last days, Micky confided in me and said that his doctor had told him that the rigours of gymnastics and the impact of 3,000+ jumps had shaken his bones to the point that cancer was the result. I asked him 'Micky, if I had been able to tell you that this was going to happen before you started skydiving, would you have changed anything?' He replied 'No way, I loved every minute of it'.

Jonathan Dyer

Ex-Red Devil and Leader of the Thunderbirds Skydive Display Team





The AGM and associated events are again to be held at the Hanover International Hotel, Hinckley. This central, out-of-town venue has proved to be both convenient and popular over the last two years. The day is always well supported by members and is one of the highlights of the skydiving year. A presentation by our Chairman Chris Allen, plus the AGM meeting will be followed by the Council election results and presentation of awards

Everyone is welcome; whether you have done one jump or thousands, there's something for all. Not only that, attendance at everything - apart from the optional dinner - is completely free!



Time to enthrall... ...with seminars for all

During the afternoon, there are lots of seminars to cater for a wide variety of skydiving interests. The only problem you should have is in deciding which to attend! The content of the seminar programme may change for any reason - for example, Chris Lynch may be called away if his partner Jenni is about to give birth!

● **Junior and intermediate competition** - An entertaining look at 4-way by Regan Tetlow (pictured to right)

● **VMax bare all !**
British Women's FS team VMax explain their training plans and invite views on whether there should be a women's FS competition.

● **The Cypres AAD** - David Openshaw

● **Military parachuting** - Barrie Buck (pictured to right)



Try not to bore 'em... ...at the open forum!

● **Competitions Committee Open Forum**
Competitive skydiving is always an area for lively debate, not least on funding with so many disciplines and talents. Come along to the forum of interest to competitors, judges and wannabes.



● **Skydive Mag Open Forum**
Get the best out of your Mag by giving your ideas and thoughts on the Mag at this session, hosted by Editor Lesley Gale. It's aimed at all members, especially Club Reps and photographers.

Be on a winner... ...make a reservation for dinner!

In the evening there will be the always popular dinner dance (reception at 1930 for dinner at 2000). Dress will be dinner jacket or lounge suit (*what about us ladies? - Ed*). Tables seat 9-11.



To order:
call the BPA on 0116 278 5271

Cost: £20

Closing date: 9 January Payment: credit card or cheque to 'BPA Ltd'

Please state: Seating preference
Vegetarian meals required



Take a free chance... ...come to the dance

After Grounded, Celebrations Disco will make sure the party goes on. Don't forget there's no charge to come along to the dance and disco. We really look forward to seeing you there.

Words by Martin Shuttleworth

So why not come along to YOUR day - an event so special we hold it only once a year! Banish those winter blues! Meet friends, make friends, check out the latest news and have your say at one of the open forums. Then it's party time with the annual dinner and dance plus the chance to imbibe the odd mineral water... or maybe even something a little stronger?...

Photos by Simon Ward,
John Mayo and Geordie



Extra bar staff should again be on hand to help slake the legendary thirst of the BPA membership!

● **The BPA safety database** - Allan Hewitt

This user-friendly and easy-to-install software includes safety notices from manufacturers and associations throughout the world.

● **Big formation skydiving**: how to succeed plus info on the Cyprus Challenge

● **Swoop landings** - Mark Bayada

You can still land on the tuffet with a great swoop, check out Mark's canopy skills on this photo



**There's plenty of seating...
...If you're going to a meeting**

- **Display Teams**
- **Drop Zone Defence Fund**
- **Judges**
- **POPS**
- **Tandem Instructors**
- **Pilots**



**0930
EXHIBITION
OPENS**

**You gotta go...
...to see the staff on
show!**

An exhibition showcase of skydiving products and services will run from 0915 to 1630. January is the ideal time to order a new jumpsuit or rig - so it will be ready for the start of the season.

Limited space may still be available for other exhibitors. If you're interested in reserving a space - for which there's no charge - check with the BPA office.

Exhibitors include:

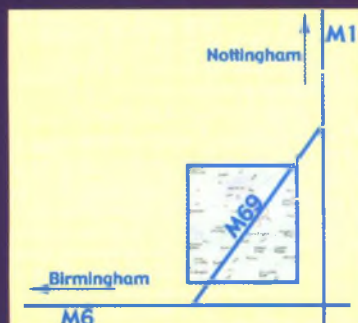
- Airtec
- Blue Skies Ceramics
- Blue Sky Sports
- Bristol Web Factory
- Harrison Beaumont Insurance
- The Kit Store
- Original Lizard Clothing
- Paul Morrison Clothing
- Symbiosis Suits
- Sarah-Jane Thomas
- Sky Science
- Skydive Mag
- Thomas Sports Equipment
- Valentine Technologies

**1630
EXHIBITION
CLOSES**

**Hanover
International Hotel**
A5 Watling Street
near Hinckley
Leicestershire

Tel: 01455 631122

The hotel is just off Junction 1 of the M69 - which is that small motorway bridging the M1 and M6 between Birmingham and Leicester.



Directions...

Come off the M69 at Junction 1, take the A5 exit signposted to London and Milton Keynes and the hotel is 300 yards on the left.

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**If you're Out of Range...
Try the Sketchley Grange**
Sketchley Grange
01455 251133

If you can't get in at the Hanover, try the Sketchley Grange, quoting BPA for a rate of £76 per double, inc breakfast.

**Talents abounded...
...with the live band
grounded**

After dinner, at about 2230, a band of skydivers - who call themselves Grounded - will be rocking the night away. Based at Sibson, it all started during a weather hold when instructors Kevin Goode and Rory Legett were literally grounded. They came together with three other music-mad skydivers (vocalist Rhino, drummer Chris Hollis and lead guitarist John Shaw) and the music was soon flying. The band will make the AGM a night to remember. Check them out at www.grounded.uk.com





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and Freefall Computer, LED display	£199.00
Jump Track CD and Interface -	
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BOBBY HOPKINS

Bob Hopkins loved to laugh, he loved to play and his bright, blue eyes would twinkle with irrepressible mischief.

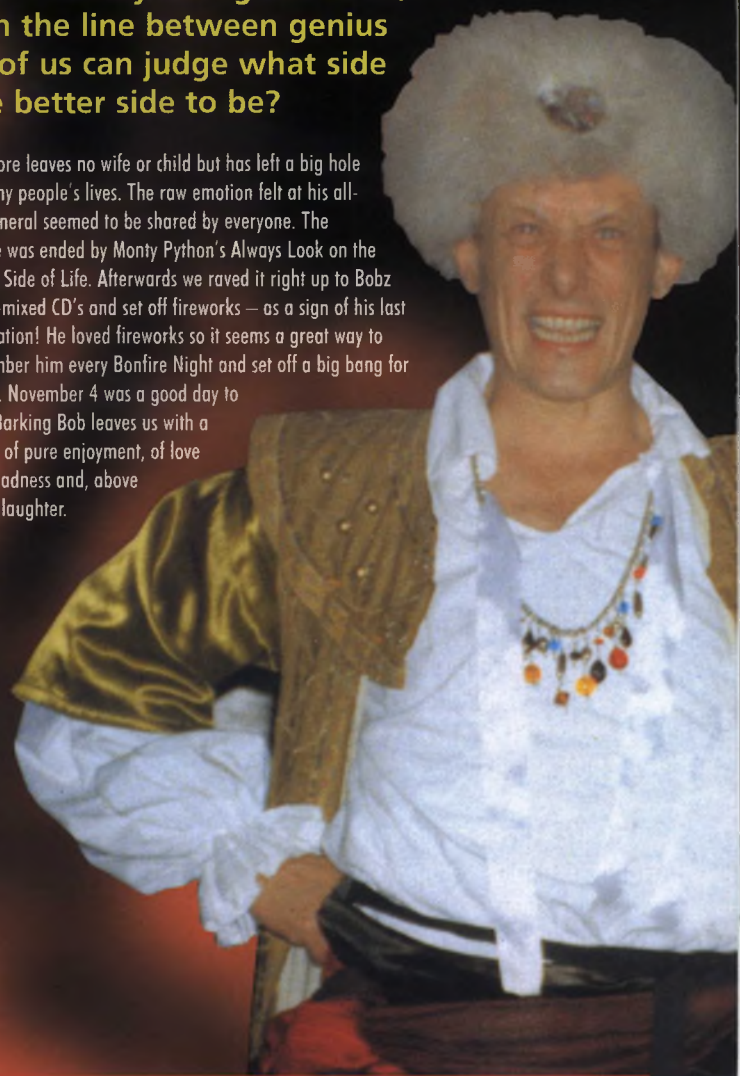
A loud, extrovert and tremendously caring character, 'Barking Bob' was right on the line between genius and madness. And which of us can judge what side he was on or where is the better side to be?

Bob touched people by his presence. He was very alive, completely refreshing and unclouded by social conventions. As a mate, this could be totally embarrassing or completely hilarious, the choice was up to you! Barking Bob, as he was affectionately known, had the ability to make any event fun, he just enjoyed life, enjoyed people and took the most from any situation. He would do anything for a friend and he chose them with care. He didn't suffer fools gladly as he had so many fantastic friends he would rather spend time with.

Incredibly sharp, astute and a great judge of character, Bob weighed people up very quickly. He was a winner and he taught many others to be so, by example and by perfectly timed, well-chosen advice. Possibly the most intelligent person I've met, he was chucked out of university for some minor indiscretion — and managed to bluff his way into a job as a chemical engineer anyway. Soon he was Project Manager for all sorts of endeavours — from putting oil rigs in the North Sea to distilling air into its component fractions. Now that no-one can sack him I'm sure he'd love his ex-employers to know he had no degree, no qualifications, he just blagged it! But, because he had the capacity and application for original thought, he was superb at his job. Unswayed by orthodox views, he preferred to figure things out for himself — both in his career and his personal life. Bobby was a maverick, unafraid to leave the pack, preferring his own route, his own thoughts and his own choices.

You hear people saying that so-and-so 'lived life to the full' but I don't know anyone this was more true of than Bob. He took everything right to the edge, not in a spirit of 'don't know, don't care' — but in a weighed-up assessment of how close he could go. When he did a bungee jump, he swapped his bungee for a longer one and wore as many weight vests as he could conceal — all to get that bit closer to the ground! We remember him overtaking at ridiculous speed over a tiny bridge at 100mph, steering with his knees so his hands were free for pulling faces — all with a bootful of fireworks! You couldn't usually put anything in his boot, it was a base speaker and nothing else! Bob loved good sounds and introduced countless people to dance music. He recorded his own tapes, mixed his own CD's and gave this music freely to all. He shamed people half his age by his up to date knowledge and his stamina on the dance floor. Many people didn't know he also loved rock and classical too — anything but handbag!

therefore leaves no wife or child but has left a big hole in many people's lives. The raw emotion felt at his all-day funeral seemed to be shared by everyone. The service was ended by Monty Python's Always Look on the Bright Side of Life. Afterwards we raved it right up to Bobz home-mixed CD's and set off fireworks — as a sign of his last ejaculation! He loved fireworks so it seems a great way to remember him every Bonfire Night and set off a big bang for Bobby. November 4 was a good day to die! Barking Bob leaves us with a legacy of pure enjoyment, of love and madness and, above all, of laughter.



Ramming Speed!

Bob loved his 'boys toyz' of all description. His house was full of computer and sound equipment. He had two cars; a runabout and a sports car, plus a motorbike for sheer pleasure. He died on his motorbike on November 4, pushing the limits as usual. Not a bad way to go at 53; instantly, with no hospitals, no indignity and never any sign of debilitation. He loved adrenaline rushes and had far more excitement than people who have never danced on the edge. Bob knew what life was and knew how to live. He drank the best wine, ate the best food and laughed more than anyone I know.

Bobby believed we control our own destiny and so it is up to us to have the best time possible here. That included, in his book, fulfilling friendships with a profusion of wonderful people from all walks of life. He avoided committed relationships as he did not want to compromise his own identity. He



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Patrick Passe

Patrick Passe is one of the best photographers in skydiving. His images never fail to excite and he is always at the forefront of the sport. Patrick's Travelling movies broke new ground with each edition and his new film, *CrossWind* looks set to be his best creation yet.

Patrick was a member of the French National 8-way team in 1983, '84 and '85, when the team gained the silver medal at the World Meet.

Since then he has found fame as a charismatic, inventive and popular organiser, of both FS and freefly loads. Patrick's approach is to simplify, his dives are imaginative, and his Frrrrrench accent is very sexy!

People in the SPORT

When did you start camera work?

In 1986 I was doing a little bit of AFF but it was not enough money. I had filmed some jumps for fun and this stuntman, Alain Prieur called me and said he wanted to jump without a parachute. I thought it was very exciting. It was the beginning of a new job for me as a skydiver and film-maker. Patrick de Gayardon was the safety person for the jump. He and I were on the national team together. I also started to do some organising, so I was now making money. There was not a lot of work but it was the beginning. Before that I had worked with my father who was selling fruit and vegetables. 1986-88 was really the start for me to become a freefall cameraman. We did the Reebok commercial, the first skydiving footage showing skysurfing.

Have you tried skysurfing?

I tried it once but I didn't like it. I didn't like not to have my feet free.

What jumping are you into?

At the moment I like the wing suits a lot and freefly. The suits by Loïc Jean-Albert are the best I think.

How many jumps do you have and why did you start?

11,000. It was a static line in the north of France. I think it was a subconscious call. I just knew.

What's the longest time you've had away from jumping?

Probably a month in the winter. I haven't had injuries. I am very prudent. I don't want to be away from skydiving because of a skydiving accident and that's a good motivation to be safe.

You are known as probably the world's top FS load organiser, will you continue?

I would like to be part of the freeflying during boogies. I like load organising, I am load organising (RW) during boogies and there is a nice atmosphere with the freeflyers. I see them and I would like to be with the freeflyers full time during boogies. I would like to do everything actually as the atmosphere in RW is so great as well. I always have a special time with the RW people during boogies when I am organising nice big ways. It is a good challenge to organise people going for the same goal. It is important to get a bit of discipline but I don't like to put too much pressure as otherwise it is not fun. The most important thing is the good atmosphere in the group without

forgetting the rule number one which is to respect that it is other people's skydive and other people's money.

Tell us about *CrossWind*

It is a brave film because at this time it is important to show a lot of things to please everyone, both RW and freefly. We wanted to amaze people. There are so many good cameraflyers and so much good footage at drop zones, it is a challenge to come up with fresh footage. We wanted to show unusual, special things. This is a movie with a story. It is about how different people flying in different ways are using the relative wind to perform. For the first time in the skydiving cinematography history, I wanted to make a film which gives a face to the relative wind by making it almost visible in the mind of the viewers through whole footage, the soundtrack and the writing of the movie.

So, what treats are in store?

Well, the *FlyBoyz* draw incredible curves in the sky trailing smoke. We have Omar Alhegelan demonstrating he is 'the master' of the head-up freely position flying with his Skyball. Omar becomes also a human wing, surfing the relative wind by using the power from the surface area of his back. The final segment of *CrossWind* presents Olav Zipser flying like dolphins swim. The father of freefly becomes an atmospheric dolphin when he is freeflying in and around a 10-way star with *Sebastian XL* 4-way team and friends. Olav opens a new gate in the sky by showing an incredible edge in freefly in a way never seen before.

And above the Arizona desert, *Airspeed* members catch the wind in the most aggressive ways, flying in three dimensions. This segment has lots of slow motion footage, showing the beauty of technical moves in sequential flight. French skydiver Loïc Jean-Albert flies in his special suit between 200 and 500ft above the rock edge of a mountain. *CrossWind* has been filmed in some different wonderful places around the world but New Zealand has touched my heart very deeply. This country is incredible and its people, the Kiwis, have a special soul. Most of the planet should be like New Zealand! There is a huge range of different scenery where a warm vibe is floating. For *CrossWind*, Wendy Smith takes the viewers through beautiful wing suit flights high above Lake Taupo with its magic light of summer.

Anything else?

Is that not enough? Of course there is more... Rickster Powell swoops gorgeous Lake Taupo's Volcanic Plateau, between large rocks and pilots his high speed canopy inside narrow volcanic

Patrick, it has been said you are an outrageous flirt.

(Laughing) I don't understand what you mean. It is the Latin state of mind I think. I try to learn from different cultures (more laughing).

What are your great loves?

In France we have the best red wine in the world. I love to spend some time with my parents. I am very close to my brother. I don't need to talk with him to know what he is thinking. (Patrick's brother Bruno is Editor of Paramag)

Describe yourself in three words

Passionate, self-demanding, emotional.

What else?

I love world record attempts. I try to join all those. My first one was the 126-way in Belgium. I love it because so many people are coming to share the same thing. It is an international achievement. It is beautiful to reach the same goal together.

What's in store now?

After the release of CrossWind, Wendy and I are going to work on the publication of a book of photos. We will present between 200 and 300 beautiful and special pictures from the last 15 years we have both spent in skydiving. Most of these photos are coming also from the shootings and many skydiving events that Wendy and I have covered from 1992 until now. This is an exiting project and the book will be released by the end of 2001.

Also, we are doing a super challenge in Cyprus, between different countries, the goal is to build a 120-way first. This is a big team event and will bring many people together with an exciting new idea, I am looking forward to it!

And I have another wish, I would like that BJ Worth organise an other World Record attempt in big formation to get this magic 300-way or more. The 282-way World Record in Thailand last year was the best human adventure in my skydiving career. I would like to touch this kind of emotion again!

Patrick Passe was talking to Jo Malone

Photo: Johnny Panakis



ravines.
Bruno
Brokken and
Richie Hornig slice

the timeless waters
going under the stone
arches of a vintage Spanish
bridge. Plus a group of highly
experienced French base jumpers show their
flying skills during a few seconds between the
cliff edge and their chosen opening altitude –
which is close to the impact point!

Where do we get hold of one?

From January 2001, call the Kit Store.

Why is it being released so long after anticipated? It was due in August!

Because I decided to finalise the movie with a special soundtrack including original music with a lot of sound design. The film has now its own soul and personality, expanding an emotional vibe in the heart of the viewers. It is worth the delay!

Is it true you are a perfectionist?

I am never happy about what I have got when I am working and filming. Sometimes I need to see the footage a little later to realise it is good. 16mm film is beautiful, you cannot compare it with video. I try to have as little equipment as possible. The weight on the helmet can change a lot your balance when freeflying.

Who do you admire in skydiving?

People like Jerry Bird and Tom Piras made my dreams. I love the history of skydiving. I have a lot of respect for it, also I love the freeflying, it is the new stuff. I think I am lucky because I am a skydiver in two different ways; RW and freeflying.

How did you feel about Patrick de Gayardon dying while making your movie?

I have a deep faith. I believe in something else. There is something for me definitely. There is a deep feeling that each life is like a school for everyone. We are learning all the time. For Patrick I thought good luck, you are going for something else. Hawaii was a place of energy, his mind and soul is going with this energy. The winged suits taking off now are because of him.

Background photo: Patrick Passe

dear skydive...

dear skydive...

Cypres Airport Scare

We recently relocated to Jersey and fly back to England to skydive. One weekend we visited Devon & Somerset PC, using Exeter Airport, had a lovely weekend and managed to jump.

On the way back to Jersey, my rig with CYPRES was queried by security staff at Exeter Airport. Our explanations were not listened to. The CYPRES card and manual we always carry, were not accepted, (we must have made them at home!) and the thought of ringing the CYPRES helpline number obviously caused too much distress for the security department to handle! My parachuting equipment was classed as a risk to other passengers and was not allowed on the plane.

When asked 'Where should I leave my nice expensive equipment?', the airport's response was 'Not our problem'. Great! A good friend collected it and, with extra expense to ourselves, one of us flew back to the mainland and brought the equipment home through Southampton Airport.

In response to a copy of a letter, supplied by the BPA, Exeter Airport said my rig *should* have been allowed on the plane. However, all parachutists should declare their equipment and clear it's travel prior to check-in at any airport.

Has anyone else ever been given this advice?

Be aware that if the airline is not happy with the CYPRES, they apparently take no responsibility. This was a costly lesson, all for one jump!

Miss H Harding and Mr P Stenning

dear skydive...

MORE WATER, MORE SPEED!

Comment on the *Speed Freaks* article in the October Mag.

'(Increased) humidity makes you go faster'

Yes, it's true! - Increased humidity reduces the density of the air - wet air is lighter than dry air. The conventional explanation for this is that the lighter hydrogen atoms of the water replace some of the heavier nitrogen atoms of the dry air - resulting in less density or thinner air.

Air resistance is the total of drag in its many forms and the amount of drag is dependant on the formula for dynamic density which is $1/2\rho v^2$ squared.

ρ is the density co-efficient (pronounced roe - like fish eggs)
 v is speed - so the resultant drag

increases with the SQUARE of the speed.

This means that by doubling your speed the effect of dynamic density increases drag by four times. This is why it gets much harder to go very fast.

And, while we are on the subject, your final speed also depends on your weight since you will accelerate until your drag equals your weight (Newton's 2nd Law).

With more moisture in the atmosphere a diver should be able to go faster (all other things being equal) so I guess the slower results on the first comp day were due to technique, not the environment.

So it follows that currently England should be the speed diving capital of the world! (Sorry about that from sunny Australia). Go for it.

Blue Skins from
John Chapman, APF
Technical Officer

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Our ref 10A/216/02

6 April 1998

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Yours sincerely

G. LEACH
Deputy Head, Dangerous Goods Office
Flight Operations Technical

dear skydive...

Nice One Mads!

I was doing a standard sit fly jump wearing my new Nvertigo helmet with a Pro Track and Pro Dytter attached. At about 6,000 feet, the chin strap came undone and I lost the helmet. Bit worrying as I had no idea as to where it might land or what it might hit! Also, it was £500 worth of equipment. The reason for it coming undone was my fault, not that of the manufacturer.

However, the next day I circulated the local farmers with a reward notice stating that I would pay a reward if the helmet was found. 24 hours later I received a call - the helmet had been found in the pig farm. It was completely undamaged, which is a real plus for the helmet design.

However, both the altimeters had come off and been severely chewed by the pigs!

With little hope of success, I returned both of the altimeters to Larsen & Brusgaard telling them the story and asking if they could be repaired. I received two brand new devices, free of charge, with a message saying that the circumstances were so unusual they were replacing them.

It is not often that you get this lucky and it is even more unusual to find a company that has such excellent customer care and support. We seem to be fortunate that our sport is well supported by all the manufacturers and that the products are of such a high quality.

Dave Cox

dear skydive...

We attended a military course at Netheravon late August and have been coming back most weekends since. We have all made the effort to actively participate in all aspects of Netheravon and have never encountered an 'elitist attitude'. There are some very good skydivers here with a lot of experience, but 'skygoods'? Regardless of experience everyone here has always been very helpful and encouraging and

responded to our obvious enthusiasm for our new found sport. We'd just like to take this opportunity to say a big hello and thank you to everyone at Netheravon and have never considered it a 'misfortune' to come here but are grateful we can benefit from the wealth of experience and professionalism here.

Wendy, Lydia, Harriet, Kerry
and Grainne

SkyGod's R'nt Us! Response to Never at Nethers letter

Note – the credit said Rachel Wallman last time but the writer was Russ Phillips.
(He used his girlfriend's email and didn't sign it!)

Dear Rachel
(well, actually Russ – Ed)

First and foremost, I am dead chuffed that you are 'recently qualified and happy'. Another satisfied BPA customer! It's a shame that my local drop zone and presumably therefore the club as a whole, couldn't meet your particular standards of customer care. As one of the weekend instructors at Nethers, I guess that I'm part of the elitist attitude, which you seem to think is so rife at the club. I have a shocking habit of not getting my students' names until they've come back quite a few times, so I hope it wasn't me who put you off. It is possible that we're talking at cross purposes, since to the best of my knowledge, 'military basic freefall courses' are run during the week, to give free adventurous training to the military, and have nothing to do with the weekend club skydiving. Again, my congratulations on your qualification.

Now then, Editor!

First off, you keep right on provoking the members into arguing the toss in every DZ pub we've got, 'cos that's what we like! If anyone tells you to tone it down, they're talking dog's throbbing ones. You're the best Editor I've ever read in the mag and the only one I'd ever hug! One small point, though. You won't take in too many thank-you letters and poetry. Okay but this could get a bit one sided. What I mean is, if Rachel W can pop off about what a bad time she had, can't I get in the fact that we weekend instructors frequently get thank-you cards etc from our satisfied students? Disappointed customers are always going to be louder than satisfied ones, but can you make sure we don't get (literally) a bad press? I'm not talking 'PRAVDA' here, just a bit of Yin and Yang...

Rick Boardman
D4495
(recently naked and
happy)@ahousewithno.bloody.int
ernet.com!

dear skydive...

GEAR DOWN UNDER

A Brit visitor to one of our DZs has just found out that we require parachute equipment to be made to an approved standard. This is a standard approved by our CAA, not the APF.

This Brit turned up with a Vulcan system (a Vector copy) and a Predator reserve made by The Chute Shop in South Africa. The gear is well made and tested locally in South Africa but is not TSO'd like their later gear, so it is

dear skydive...
SHOT DOWN IN FLAMES

Once again a letter appeared where a student seems to have been treated with disrespect by the 'skygods' or experienced divers. This is generally disappointing as it infers that this situation only happens in our sport. It is inevitable that there are individuals out there who are excellent skydive instructors technically, but lack people management skills. Bad people managers are present in all walks of life not just skydiving but very often it boils down to a personality clash between the two parties. So, before criticising a teaching attitude, spend a few moments assessing yourself to see if you could have approached or reacted to the situation better. Conversely, instructors should also be self critical of their approach to students and ensure they treat each and everyone as the individuals they are. Instructors should always think back to their own very first jump or first freefall and remember their own emotions.

I can honestly say that these people must be far and few between since I have not encountered any whatsoever. It may be that I am just lucky but at my club everybody is equal and the majority are generally willing to lend a helping hand or offer advice, not only to students but each

not allowed to be jumped or packed in Oz. This can really put a damper on a jumping holiday.

Approved Standards in Oz at the moment are:
TSO C23* (used in Australia by PA, PISA, the Chute Shop in South Africa and by USA manufacturers)
TSE std No1 (used by TSE)
EQ 530-03 (used by PdF and the Parachute Shop in France)
(all rigs and parachutes approved to these Standards should carry sewn-on labels).

We currently require an AAD fitted to rigs of all jumpers up to and including A licence (going up to B

other. My profession keeps me away from the DZ for long intervals so my progression is relatively slow but, every time I do make it, I am welcomed and treated as if I attend every day. I have and show total respect for all the members of staff and other fellow skydivers at the club and make an effort to fit in. Also as a student I treat every different instructor as the individuals they are.

Those students who feel disappointed at the way they are being treated and may be even considering discontinuing this fantastic sport, there are three easy steps to help:-
Assess yourself first and be brutally honest, you may just realise it is not how others treat you but how you receive the them;
If necessary approach your instructor to have a quiet and confidential chat, you may be surprised at the outcome if your approach is tactful and diplomatic;
If all else fails join British Skysports at Bridlington!

A final word of praise to the guys (and gals) at Bridlington who all do a fantastic and professional job and also to all those good instructors out there who don't get the recognition they deserve. We only ever hear about complaints so it's about time that some good points and praises be mentioned. Keep up the good work.

Simon Cathrine

in 12 months time, C in 2 years) and above that and up to 500 jumps we require either an RSL or AAD to be fitted to a rig. We are getting quite a few visitors down here who want to come jumping and I hate having to break the bad news when a Rigger rings me up to say 'I can't find a TSO label on this gear...' DZs in Oz love having visitors from overseas but their gear must comply. Thanks.

John Chapman,
APF Technical Officer
More info on the APF's Web Site at
<http://www.apf.asn.au/>

dear skydive...
OPEN FLAPS!

Is this a 'spot the deliberate mistake', on page 7 of the October Mag? The Javelin's main flap is open. Maybe it's time to flag up 'Flight line check' again (April 1997). The mag is looking great, well done to you and the team!

Ron Wands (magic)

Nice one spotting the flaps, it's a good reminder of the first part of the Head-Up Flying series, August issue, where we discuss safe gear for freeflying. We forwarded this letter to Apples (Paul Applegate, Chairman of the Riggers Committee who responded:

You get this if:

1. A packing muppet closes flaps 1 & 2 in the wrong order and the protection tuck tongue has nothing really to grip on. You get a big pucker in number 2 flap. This has been done many times.
2. The canopy is far too small for the container and all the flaps are pulled tightly together in the middle still leaving said pin-protection tongue with nothing to grip on. This is all fine if you are dick down, bum up but if you are bum down (does dick-up follow? – Ed), with a lot of knots winging up your back, it's bound to cause a problem.

If you look at the picture, you can see by the shadows and the contortion of the rig, that one of these scenarios is in place. Get gear that fits and slap your packer to use the right flaps.

Cheers
Apples

As far as re-running the Flight Line Check, my own view is that this can't be learnt from a piece of paper, it is a hands-on situation. But if anyone would like the item re-done, let me know. The big problem with flight line checking is jumpers not knowing what they are looking for, there are many different systems around and how can we all be aware of all of them? The check on dummies, at the last two AGM's done by Chris Jones and Rick Boardman was a great way to learn and it also highlighted that this is a problem since many suicidal dummies were passed as fit to jump.

We have recent correspondence on the subject of Flight Line Checks and ran out of room for this Mag but would invite members to write in with any opinions they have for a full discussion in February's issue – Ed

Note:
Letters may be edited for space



VOTE!



There are 18 candidates for election to the 15 seats on your new Council for the year 2001. Information on candidates and a ballot card are enclosed with this issue of the magazine. Use your vote because your elected Council will make decisions on matters affecting your sport.

Remember to:

- Include your BPA number (not your FAI number!) on your ballot card
- Vote YES or NO for EACH candidate;
- Vote NO for at least 3 candidates, you may vote YES for up to 15, any more will invalidate your card
- Ask the BPA office for a second card if you have joint membership;
- Get a new card from the BPA office if you make a mistake or spoil your card;
- Post your ballot card to arrive at the BPA by no later than noon on Thursday 18 January 2001.

Results

The result of the ballot will be declared at the AGM on Saturday 20 January when the names of members of the year 2001 Council will be announced.

Free Membership !

There will also be a draw for free membership of the BPA from the valid ballot cards returned. So vote, vote, vote – because it's YOUR vote that counts!

Martin Shuttleworth

Pilots



BPA are looking for a representative on GASCo (General Aviation Safety Council) if you are interested contact Tony Knight at Old Buckenham.

Royal Aero Club

Six BPA members and teams have been nominated for RAeC awards, watch this space.

Michael Allum



Development

Investment

On behalf of the membership, the Association has invested a large amount of BPA funds from a stagnant, low interest account to a high interest account, with a projected interest rate of 27% over the term of the investment calculated on the last three years' performance. The initial investment is protected.

BPA FXCs

The BPA are shortly going to be in receipt of a number of spare FXCs, which will be newly calibrated and in date. All clubs and centres interested in purchasing the above items contact Chairman of Development.

Ian Midgley ianmidgley@hotmail.com
Chairman of Development



Office Christmas

Christmas Closure for the BPA Office

Lunchtime, Friday 22 December

Reopening:

Tuesday 2 January 2001

The staff would like to send seasonal greetings to all Members

Did you know...

... that if you'd ever like an extra copy of the Mag, just ring Skydive Mag or the BPA Office and we will be happy to send you one – especially if you're in it!



Olympic Support

Skydiving Gains Olympic Support

The International Olympic Committee (IOC) and the International World Games Association (IWGA) have agreed that the IOC will take the World Games under its wing. So, at the next World Games (Atika, Japan, September 2001) will have the Olympic Flag flying alongside the IWGA symbol.

big step toward... developing skydiving as a global media event and gaining equity for our champions among their sporting peers".

Note: The World Games are different to the World Air Games which are for FAI sports, due in June 2001, Spain.

The World Games are for sports not allowed in the Olympics and will include FS, freestyle and accuracy events run by the FAI. Claude Gillard, FAI President commented "... a





Competitions

Reforms to Nationals & Regionals

The whole format of the Nationals has changed. In 2001, these will be run over long weekends rather than full weeks. The idea is to encourage more people to attend by reducing the holiday time and the hassle factor involved. The drop zones and weekends are as follows:

NATIONALS

FS - Target

4-way event

Fri 20 - Sun 22 July

Fri 27 - Sun 29 July

8-way event plus any mop-up from the 4-way event.

New Age - Peterborough

Fri 17 - Sun 19 August

with the following long weekend (Fri 24 - Sun 26) in reserve

Classics and CF- Bridlington

Fri 3 - Sun 5 August

Fri 10 - Sun 12 August

FS Nationals

This is possibly the most contentious area so the committee wished to explain how they arrived at the conclusion above. There were four bids, from Target Skysports (Hibaldstow), British Parachute Schools (Langar), Peterborough Parachute Centre (Sibson) and Wild Geese (Northern Ireland). The first three were closely matched on facilities, aircraft, etc.

One of the key issues next year is lift capacity, the committee was concerned that Target would only have the one Turbine again. But this drop zone assured the committee that they WILL have both Dorniers on line plus an SMG-92 Target's bid offered very low jump prices so Target won these Nationals. It was clear that feedback from this year's Nationals had been considered and responded to.

FS Entry Fees and Jump Prices

4-way FS	£56 with own video £61 with pool video
8-way FS	£112 with own video £117 with pool video
Entry Fee	£15 for one event £25 for two events NO LATE ENTRY FEE

In addition, £1,000 towards the cost of Omniskore was promised

REGIONALS - Grand Prix 2001

It is clear that the spread of bids received for Regional competitions is not sufficient to run a genuinely regional competition in all disciplines. For example, the most southern bid for any came from Langar!

It was therefore decided to rename the competition to the Grand Prix, with legs being held at whichever drop zones bid and are accepted to host one. Points will be awarded at each leg, leading up to the Grand Prix at the AGM.

The bids received to host a regional competition were honoured in being awarded a leg of the Grand Prix. We hope that next year some southern clubs will consider bidding.

FS GRAND PRIX 2001

Wild Geese Leg	Sat - Sun 19-20 May
Hibaldstow Leg	Sat - Sun 16-17 June
Langar Leg	Sat - Sun 1-2 Sept

Classics / CF GRAND PRIX 2001

Bridlington Leg	Sat - Mon 5-7 May
Brunton Leg	Sat - Sun 14-15 July
Wild Geese Leg	Sat - Sun 15-16 Sept

Southern Clubs - Please Bid for 2002

We need the support for the Grand Prix

Wanted!

John Smyth would really appreciate some feedback from the clubs saying why they are not inclined to host BPA sponsored competitions. Please email or call him.

John Smyth smyffy@aol.com
Chairman of Competitions



Did you know...

about these events at Wild Geese

All Ireland Boogie	5-7 May 2001
Irish Open Nationals	4-6 August 2001
Five Nations Meet	8-10 Sept 2001

FS Teams Funded

Council awarded both VMax and Sebastian XL funding to train for the World Air Games in Spain 2001. Funding is £30,000 for each team, made up of £7,500 from the Sports Council and £22,500 from BPA reserves.



VMax

Coaching Road Show

Plans are progressing for next year's BPA Coaching Road Show. Starting in March 2001, British champions will be on hand for coaching in all disciplines.



XL, by Mick Hall

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out for
some air,
take us
with
you!



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Photo by Robbie Culver

INCIDENT REPORTS

by Allan Hewitt



Short Cutaway Cable

A regular jumper was in the habit of putting the excess yellow teflon cable into the riser channel each time he packed. He was unaware of the dangers that this could cause until he visited another drop zone who refused his equipment until he replaced his cutaway handle. After returning to his own drop zone, he was informed that this was not a safety issue, just a rigging issue and was allowed to carry on jumping.

Conclusions

If the cutaway cable keeps coming out of its keepers, it's a good indication that the cable is too short. If the cable is too short, then it's a definite safety issue. Many people could have picked up this problem; the jumper, the reserve packer, the drop zone equipment check or flight line checks. The result of catching the cutaway pad even slightly could have caused the riser to release prematurely. This will generally occur below reserve deployment height.

Recommendations

Be vigilant for this problem – it can occur on a regular basis, especially as it's so easy to replace a cutaway handle with one that may not be the right length.

Illegal Modifications

During a routine reserve inspection and repack, a rigger noticed that the half brake setting, which is normally stowed 4" below the top of the reserve riser, was actually set 4" above the top of the reserve riser.

After further investigation it was found that the normal half brake setting required the rings replacing, according to a BPA Safety Notice. The rigger contacted three reserve packers who had packed the rig previously and none of them thought that the brake setting was unusual or that it could affect the deployment as approved and tested by the manufacturer.

Conclusions

I can only surmise that a rigger inspected the equipment very thoroughly and correctly identified that the original half brake settings were unsafe according to the safety notice. However, instead of following the correct modification as provided by the BPA and the manufacturer, they came up with a new modification. This resulted in a lot of rigging work to attach a new half brake setting and provide new modified toggles. All the work done was of a very high standard. The problem is that the reserve will now deploy with the half brake setting 8" out from the manufacturer's recommendations, directly affecting the reserve deployment characteristics. The jumper could also have had a problem reaching the modified small toggles.

Recommendations

Firstly, the rigger who did the work broke a BPA rule which states that any modification to the harness / reserve relationship can only be carried out by an advanced rigger. Secondly, I don't know any advanced riggers who would do such a modification and who would be happy changing a reserve deployment system, especially when an approved, simpler modification was available. Thirdly, putting a jumper in the position where they may not be able to reach the control toggles is not very wise. Finally, please remember when doing the six monthly inspection, look out for anything that is different or unusual.

Tip of the Month Pop Tops

The great advantage of the Pop Top system is that the reserve pins are protected against your back, both in the plane and in freefall (a bit like carrying your passport and money in a similar position when travelling).

But do BEWARE of Pop Tops which stand proud and can catch lines. Make sure your rigger has taken care to pack it correctly. Do not accept a bodge job like this one!



Photos: Simon Ward



Lake Wales Airport
440 S. Airport Road
Lake Wales, FL33853

Tel # (863) 679 9779
Fax # (863) 679 9449

Email: SkydiveMik@aol.com
Website: <http://www.ffadventures.com>



Photo by
Matt (Matt Dogg) McDevitt

Freefall Adventures, Florida

Are Offering Skydiving Vacations in Beautiful Lake Wales, Florida
British born Mick Hall is the owner with over 16 years of Skydiving Experience

AFF COURSES:

Come and join us in the sun for your AFF Course
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Our aim is to introduce you to the sport in a safe,
professional environment where you'll never feel left
out, or lost in the crowd. Our courses are designed to
fit in with your schedule, so if you feel like a few days
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ABOUT LAKE WALES

We offer the best student training facilities in Florida, including
600 acres of open landing area,
Skydiving altitudes are between 14,000 - 15,000 feet,
Our flight line of Casa's Super Otters and King Air,
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LAKE WALES IS ONLY 40 MILES SOUTH OF ORLANDO AND ALL THE GREAT FLORIDA ATTRACTIONS JUST A LITTLE FURTHER ON,
AND YOU CAN REACH TAMPA OR THE WHITE SANDY BEACHES OF CLEARWATER, ST PETERSBURG OR SARASOTA

IT'S ALL HERE JUST WAITING FOR YOU

Whatever discipline of skydiving you enjoy, these new skydiving helmets from 2K Composites are built with comfort in mind. From the fun jumper to the student and tandem camera flyers, our helmets have been designed to accommodate all.

FF1, FF2, FF3 helmets

The camera housing and all **FF** helmets are made out of carbon fibre, reinforced with Kevlar and finished in the finest UV resistant lacquer. The **FF** camera housing has been designed to fit into deflectors which reinforce the housing, making it more resistant to lateral knocks. All angles and corners on our helmets have been rounded to make them more aerodynamic and quieter at high speeds.

The hinges of the **FF** range have been designed to eliminate movement and vibration at high speed.



FF1 - £99

All helmets have dual altimeter ports which fit all makes of audible altimeter. They have been designed with deflectors so there is little chance of losing them through knocks whilst skydiving.

The **FF2** and **FF3** camera helmets have been designed so that should the jumper fail to close the housing properly, thus allowing it to open during freefall, it will open fully into clean air space. The camera housing will not stick out at an angle therefore minimising the risk to the jumper from snags and spinning, as well as reducing the need to cut away.



FF2 - £189

A spring loaded retaining clip folds away flush on the interior of the helmet, eliminating any external element which may cause line snags.



The **FF3** comes with built-in video camera housing and a flat top to mount a stills camera.

The exterior of all **FF** helmets are smooth, so there is little worry of line snags thus dramatically reducing the need to cut the helmet away. The camera housing has been moulded into the shell and not bolted onto the exterior of the helmet, making this the narrowest helmet on the market. All camera angles have been lined up true to line of sight, so there is little compromise to body position or angle.



FF3 - £199

2K
composites

For more information or to place an order contact Steve or Heath on +44 (0)1296 688536, fax. +44 (0)1582 583690 or email steveswain@freely2k.fsnet.co.uk

Alternatively, why not visit the freefly school at Hinton Skydiving Centre to see the product being used by professionals and call in to DZ Sports for an order form and sample!

STRATO QUEST

A group of highly talented individuals share the goal of sending one woman on a lifetime achievement.

The mission is *StratoQuest*, a record-setting High Altitude Skydive from 130,000 feet, dedicated to scientific research, education, and space exploration.



THE STRATOQUEST TEAM

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PGL (Production
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Golden Knights
US Army's
Parachute Team
Wilfred Charette
HALO Adviser
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Space Exploration
Education
Ted Strong
Parachute
Equipment Adviser

Main photo:
Chris Clements

Landing photo:
James Flemmer

STRATOQUEST

depends on having:

- a very experienced, unafraid and capable skydiver
- a 360ft high altitude balloon built to withstand sub-zero temperatures and high radiation sunbeams
- freefall training in military wind-tunnels
- life-sustaining space-suit technology
- expert team members working towards the mission.

CHERYL STEARNS

is an astounding woman. A commercial airline Captain on Boeing 737's and a member of the US Army Reserves, she is the elite in skydiving

- current and twenty-one times US women's champion
- more jumps than any woman in the world
- most jumps in 24 hours of any woman on the planet
- 30 world records
- held four different world records simultaneously – a feat no-one, male or female, has matched.

RISKY BUSINESS

One of the longest standing aviation records will be broached as Cheryl Stearns goes up in a balloon to skydive from 130,000 feet. Cheryl aims to complete this HALO (High Altitude, Low Opening) World Record Skydive. The dangers and difficulties of this attempt cannot be overstressed. Cheryl will be jumping from above 99% of the earth's atmosphere, where temperatures will range to as low as minus 90 degrees F. Consider the difficulty of building a balloon of mylar film only a few microns thick but 365 feet tall and about 300 feet in circumference. It will take several hours and a small team of experts to lay out and inflate the balloon. If even a tiny amount of helium enters the balloon, it must be discarded as the balloon

cannot be drained and reinflated. If the launch had to be aborted, for weather or other unexpected reason, the balloon cannot be reused.

An open, mostly aluminium gondola must be constructed with elaborate communications, monitoring and tracking instrumentation, plus the critical oxygen delivery system. Cheryl will have to operate these systems while wearing a fully inflated, pressurised space-suit. There are only two sources for these suits in the world and they are custom built for the individual. The suit must be strong enough to contain the pressurisation and resist buffeting, impacts, and temperature extremes. It must also be flexible enough for arm, leg and head movement so Cheryl can control her body in freefall whilst operating the instruments and controls.

SPEED OF SOUND

The helmet will have an inbuilt head-up-display (HUD) so she will know her altitude, attitude (eg, head-down) and orientation. She will wear a GPS which will give her location to tracking aircraft and chase vehicles. Any loss of pressure or oxygen from the suit or helmet from a puncture or fracture of the face plate could result in instantaneous death. During freefall Cheryl must keep her body in a head-down attitude while enduring the violent buffeting of going trans-sonic. She will certainly exceed Mach 1 and possibly reach Mach 1.3. (Mach 1 is the speed of sound – probably around 750mph at this altitude. Mach 2 is twice the speed of sound.) The maximum speed is expected to be 900mph but this will depend on body position, temperature and air density. Maintaining a head down position will get her through trans-sonic, supersonic and then, as she begins to enter heavier atmosphere, the very dangerous trans-sonic phase again. This is where her superb athletic ability and skydiving skills will be vital in maintaining stability until time to deploy.

HALO Productions will apply this project to scientific research, education, entertainment and aerospace adventure.

CHERYL STEARNS BIOGRAPHY

Cheryl won her first World Championship of Style and Accuracy Skydiving in 1978 at just 23. Sixteen years later she did it again! She won the overall women's title at the military world championships in 1991, 1995 and 1996. Cheryl Stearns is the most successful competitive skydiver in the world.

Cheryl began skydiving in Scottsdale, Arizona at age 17 and convinced her mother to loan her the \$40 jump fee. Her father tried to encourage her in a new direction by paying for flying lessons. Cheryl fell in love with both activities. She developed her flying and parachuting whilst at Scottsdale Community College on a tennis scholarship. In 1975, she graduated with an Associate's in Arts, with highest distinction. Cheryl contacted world-renowned skydiving coach Gene Paul Thacker to see if she could work for him and learn competitive parachuting. With the promise of his help, Cheryl moved to Raeford, North Carolina, with her dog, her parachute gear and \$50.

**"the most
successful
competitive
skydiver in
the world"**

Between flying and maintaining planes, Cheryl learned her chosen sport, focusing on competition in style and accuracy. In 1977 she won her first national championship and establishing a world record in accuracy. Then, she joined the US Army and became the first woman member of the *Golden Knights*, their elite parachute team. She served two 3-year tours with the team, winning many national and international championships.

During this time Cheryl won recognition as the leading performer in her sport and did numerous special skydiving demonstrations, such as jumping the American flag into the grounds of the Statue of Liberty. Cheryl holds the Guinness World Record for the woman to do the most parachute jumps in 24 hours. (352 jumps, November 8-9, '95). Cheryl did accuracy each time (on a 5cm disc) and scored DC's a record 188 times; 104 in the day, 84 at night.

So far, Cheryl has won 63 first place women's titles from the annual US National and biannual World Championships, plus scores of medals from other national and international competitions. Cheryl has been overall US Champion four times, most recently in '98. She has over 13,300 skydives, more than any woman in the world.

Cheryl excelled as a pilot. After earning her instrument, multi-engine, and instructor ratings in Arizona and gaining experience flying for Raeford Aviation, Cheryl taught flying during her free time while in the Army. She also earned the degrees of Bachelor of Science in Aviation Administration (magna cum laude) and Master of Aeronautical Sciences. She flew medical evacuation, taught and competed in aerobatics, flew for Henson Airlines and both flew & jumped for Air Show America. Currently Cheryl is a full-time pilot for US Airways, Captain in the Boeing 737-200. She has over 13,500 flying hours and over 18,000 aircraft landings. Cheryl Stearns has been awarded the Diplome Leonardo da Vinci, the world's highest award in airports for her unique achievements.

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Be a

PILOTDo you
fly your
canopy?Or does
it fly you?

There are far too many people hurting themselves or others during landing or approach.

Better canopy flying skills must be developed, to keep us all alive.

IC1 is a good start but there are many more pilot skills to be learned. Ideally these should be trained.

This excellent article by Chris Lynch suggests some safe ways to build canopy awareness and pilot ability.

Photo by Roger Bradfield
shows Chris Lynch

This should be read alongside previous canopy articles:

Control your Deployment	Pete Allum	June 96
Canopy Control	Dove Morris	June 99
Land Alone	Eno van der Post	December 99
Burnt Toast *	Adam Rosen	April 2000

*includes Shuffle Turn by Adrian Nicholas

Landing priorities

1. Into a clear space
2. With the canopy above you, ie, not during a turn
3. Into wind

All three should guarantee you safe landings all the time but, if the options are running out, stick to this order. When I first wrote them down, I had 1 and 2 the other way round because way too many people have been hurt, and worse, landing part way through a turn. 1 and 2 are of equal importance but setting them in the above order allows for small toggle input to maintain level flight throughout the flare.

1. Into a clear space

Landing into a clear or hazard-free area is really just a case of making a flight plan as early as you can while you have plenty of height (you should have a plan before you board the aircraft). If you think it's even slightly possible that you won't make it back to the drop zone, pick out other landing areas and mentally file a flight plan and landing approach for each one.

2. With the canopy above you

The importance of landing with the canopy above you should be obvious but, just in case you're not sure what I mean, understand that your descent rate increases if you are turning and that landing during a turn has proven to be painful or deadly.

3. Into wind

Landing into wind gives you the softest and easiest to control landing but a lot of injuries have been caused by giving it too high a priority, with victims turning into wind without enough height to complete the turn, plane out and flare.

Land with the canopy above you, not whilst still in a turn



Jim Stevenson

Ways to improve canopy flying skills

Before attempting these exercises, talk to an experienced, skilled and safe canopy flyer who can advise you on the finer details such as the type of canopy you're jumping and how it will react. Regardless of your experience, also talk to an instructor. This discussion should include spotting, exit order, opening height, a 'hard deck' (ie, no more work height) for each exercise, local conditions and restrictions (eg, it's good to have plenty of altitude but is it okay to open in controlled airspace?). Let the pilot know if you plan to open high.

Plan your flight to include the normal flight drills and check airspace before each exercise. (Am I going to interfere with anyone else's flight plan?), check alti (Do I have enough height to complete the exercise safely or shall I leave it until the next jump?) and check landing area (Will this exercise affect my chances of getting back to the drop zone?) before each exercise.

AAD Check: Airspace, Alti, Drop zone.

Practice at altitude to improve your pilot skills close to the ground



Tony Danbury



Mentally file a flight plan of approach to the DZ every jump

Finding the stall point

The stall is that point when you are applying enough brakes to the canopy so that it loses forward speed and starts to collapse. It is vital that you know at what point your canopy stalls so that you don't stall it as you land. You don't have to fully collapse the canopy to find the stall point, just touching the stall is enough and recovering is easy; smoothly raise the toggles. Until you are comfortable with this I would recommend the hard deck for this exercise being the same as your hard deck for cutaway drills.

Slowly bring both toggles down whilst watching the canopy. As your airspeed decreases you should also notice that the angle of the dangle (between you and your canopy) is changing slightly. As you go through full brakes into the stall, the canopy will appear to buckle as the pressure inside the cells decreases because the trailing edge is below the leading edge, so the air literally falls out of the cells. To recover smoothly, let

Perfect landings in all conditions

I have to say that there are far too many rogue landings with people 'just getting away with it' due to lack of practice. You don't have to limit your landing flare practice to one per jump (when you land). You can improve your landings by doing practice flares virtually all the way down from 'Locate DZ and make a flight plan' to your downwind leg.

When practising the flare, your aim is to learn or get a feel for the point where the canopy's forward speed is converted to lift so you will touch down gently. Also check your heading maintenance as even a small turn during the landing flare may result in, at best, one of those funny, side-stepping landings or, worse, damage to the wrist, elbow, shoulder and side of head (see 'Control in deep brakes' overleaf).



Milko above Langer by Tony Danbury

up on the toggles; it's possible that you may have to 'pump' open an end cell or two, though unlikely due to cross-port venting. Now repeat the exercise (after checking airspace, alti and dz), this time looking straight ahead so you feel the stall, rather than see it.

If you keep the toggles held down, the stall will get more radical and your descent rate increases drastically. 7-cell canopies tend to maintain their squareness and fly backwards. 9-cell canopies tend to distort into a horseshoe shape, lose their heading and can be a lot more 'lively' during the recovery.



Tony Danbury

Student canopies tend to be de-tuned by having the brake lines set so long that the canopy will not stall. Understand that the deep flare used on student canopies (above), could stall a more 'tuned' canopy



Jim Stevenson

Practice makes perfect and World Champion Craig Girard has had plenty! Have patience and take plenty of time to build up your pilot skills

Control in deep brakes

Once you are happy with finding the stall point and your flares are nice and straight, it's time to practice heading control in deep brakes. This skill is useful when you want to make a turn without losing too much height (see Adrian Nicholas's *Shuffle Turn* article, April 2000) and to keep you upright throughout the flare.

Going over sideways during the flare can be caused by:

1. pulling one toggle lower than the other *or*
2. not being square into the wind as you flare.

The latter can be compared to a boat travelling upstream; if it turns slightly the current will take it the rest of the way round. This situation under canopy happens more often when landing in strong winds and is made worse if the flare is too high. It is also compounded by the body's natural reaction of reaching down with the lower arm for balance, taking the toggle with it.

Canopy flyers need to train the opposite response of letting *up* slightly on the lower toggle to level the canopy out. I can guarantee that this feels a bit strange at first so don't wait till the ground is really close to try it for the first time. Try the following exercise to get used to deep brake control. This is a fairly mellow exercise and the skill is used close to the ground but, due to the close proximity of the stall point, it is best to practice above your cutaway hard deck until you are comfortable with it, which shouldn't take too long.

Pull the toggles down to full brakes and, after flying straight for a short while (7-10 seconds should be enough), practice changing your heading by slightly raising the opposite toggle to the direction you want to turn. After about 30 degrees of turn, raise the other toggle so both are level, to fly straight again. At this stage you can either take both toggles back down to full brakes and try turning the other way or recover to full drive.

You can also practice changing your heading from full brakes and recovering to straight flight by using one toggle, raise it to turn and bring it back level with the other to fly straight.

During the flare, letting *up* slightly on the opposite toggle is the best way to maintain heading control; practice this skill at altitude first



Photo: Milko by Tony Danbury

The Obsession of having to own a

What I see as the major downside of going too small and fast too soon, is that now you're on a canopy that is so lively that experimenting is scary. This results in canopy flyers not training and learning techniques that guarantee safe landings on the drop zone and improve their chances in testing conditions like demos, nil wind days, windy days or off landings. Extra performance is fun for sure, but:

- Do you need it?
- More to the point, can you handle it?
- Can you get more performance out of your existing canopy?
- Are you taking it to the edge of its performance?
- Can your canopy do more than you can?
- Have your last 20 landings been perfect?
- Do you stay current enough to handle the extra excitement in all conditions? (eg, upping performance means malfunctions are more radical)
- Do you want a smaller canopy just so you can have a smaller container?
- Are you a victim of packing shed peer pressure?
- Are you within recommendations for size to weight ratio and experience level?

If your mind is set on a higher performance canopy, make a point of training your canopy flying skills on the existing one to prepare. Don't move on until you're ready.

Hook turns

The perfect height for a hook turn is high enough for the canopy to fly out of the dive to level flight (plane out) all by itself. If you always hook from this height you should be okay. The problem is that it's difficult to judge this height perfectly every time because depth perception can be affected by many factors including changing light from different times of the day, shot on your goggles, misted up visor, jumping over water, unfamiliar drop zone and fatigue.

Another reason for getting the height wrong is using an unfamiliar canopy and just not having the experience to deal with it. As you go smaller in size and up in speed, canopies tend to dive longer and therefore need more height to plane out.



The perfect height for a hook is high enough for the canopy to fly out of the dive to level flight all by itself. If you regularly use the toggles to recover from hook turns then you are hooking too low.

Simon Ward

High winds

Canopies also tend to dive longer when hooked into high winds because the wind pushes on the top skin, delaying the start of the plane out. Now I'm not exactly sure if that last sentence is scientifically correct but, for whatever the reason, it does happen.

I would strongly recommend that anyone intending to do hook turns gets some coaching and practices up high until they are fully familiar with both the natural recovery and the 'urgent' recovery.

Recovering from a turn

Even if you plan never to do hook turns, it is a really good idea to know how long your canopy takes to recover from a turn and how to make it recover quicker. This skill will come in handy if you have to make an avoiding turn in your final approach or if you simply turn too low. This exercise will involve sharp turns so it is crucial that you do the checks: Airspace, Alti and DZ beforehand and continue to check airspace throughout the whole manoeuvre.

Make a sharp turn, 180 degrees should be plenty, let the toggle up and assess the time it takes for the canopy to plane out. It will be difficult to measure exactly how much height you've lost, it's much more of a feeling thing. When you've done this enough to have a feeling for the recovery, now is the time to practice making the canopy recover more quickly. This time, after making a sharp turn, let the toggle up and immediately flare with both toggles. As the canopy quickly planes out, you should get a feeling of being heavy in your harness as your body continues to drop but your canopy is pulling out of the dive and getting lift. This should eventually turn to a feeling of buoyancy.

Smaller canopy

Go too small too soon and you'll be on a canopy so lively that experimenting is scary



Luigi Cani's Icarus Extreme 46, by Larry Helzer

Food for Thought

There has been a huge development in canopy performance in recent years. In skilled hands, this is fun and exciting but sadly there has also been a drastic rise in fatalities and severe injuries under a fully open parachute, proving that canopy flying skills are lacking. It would be easy to blame the canopy's higher performance but that is a lame attitude to take, just like blaming guns instead of the people who pull the triggers. It's time to work on the people pulling the toggles.

Toggles or front risers?

It is generally agreed that a toggle hook is more potentially dangerous because it is total commitment – as opposed to a carving front riser turn that will start its recovery sooner and you can 'bang out of it' early. Of course it is more down to your input on the controls – you can do a radical, total commitment hook on a riser (twisting your torso to help whip it round) or a gentle carve on a toggle. It's really a case of knowing your canopy, which can only happen through practice and experimentation.

My preference is definitely front risers for landing turns. Of course, a front riser turn will lose more height so should be started higher. On the odd occasion I've gone for the carving turn lower than I should have or the canopy's just not coming around fast enough – then I release the front riser and finish the turn with a touch of toggle.

Make sure your gear is up to it. Toggles have come off the brake lines just when they were needed most. Someone lost a grip on a toggle during a turn because they were wearing webbed gloves. Tiny problems like this can be fatal.

Hook height

If you regularly use the toggles to recover from hook turns then you are hooking too low.

- **Perfect height** – Canopy planes out on its own
- **Slightly low** – Needs a slight stab on the toggles to get the canopy to start its own recovery
- **Too low** – Needs major toggle input (flaring) to pull canopy out of the dive
- **Way too low** – Be Afraid, be Very Afraid!

This article is not a fully comprehensive guide, so ask instructors or experienced high performance canopy flyers for more testing ideas and get a full brief before trying any of them. Remember to do the three checks; airspace, alti and DZ, before starting any exercises and to respect all other canopy flyers.



Chris Lynch's canopy history:

My first jump was a static line round in '82. All my progression was done on rounds, then about 30 jumps on Para Commanders (PC's); high performance rounds with loads of drive slots. Once I'd converted to squares I tried everything they had in the packing shed before I finally got around to buying my own gear, a Merlin 200 sq ft 7-cell. After about 400 jumps I bought a Firefly 170 sq ft 7-cell; both were very handy for CRW and okay for accuracy, two very good disciplines for learning canopy flying skills. I was a member of Gan Canny CRW team who came second in 8-way speed and third in 4-way rotations in the 1984 Nationals. We came second in 8-way and first in rotations in '85. Another sharp memory from those days is docking 14th on a 18-stack, the only type of large formation being built at the time. It was also cool to represent UK at the World Cup of CRW in Australia in '84.



In 1986 I got into FS and 9-cells, firstly a Surfair 175 then a PD 170 which I remember being a really enjoyable ride. I had at least 2,000 jumps when I got my first zero porosity canopy, a Jonathon 150 and progressed to a Jonathon 135 after about 500 or 600 jumps. At some point I got a second hand Stiletto 120; a superb canopy that opened softly, got you back from long spots and swooped amazingly, which I used until I stopped jumping and travelled east. After travelling for 14 months I returned to skydiving, joined Sebastian XL and continued jumping Stiletto 120's, which today are still my canopy of choice.

As you can see, it was a rather gentle progression through canopy sizes and performance with time to learn about canopies and how they fly. I can't remember ever being bored by my canopy, a reason quoted by many for getting something too high performance. It's not the canopy that's boring, it's the unskilled pilot.

Article by Chris Lynch — chrislynchxl@compuserve.com

7,400 jumps, AFF instructor, tandem master, cameraman, formation skydiving and freeflying coach
Get in touch with Chris with any input on his ideas – or see his canopy skills seminar at the AGM

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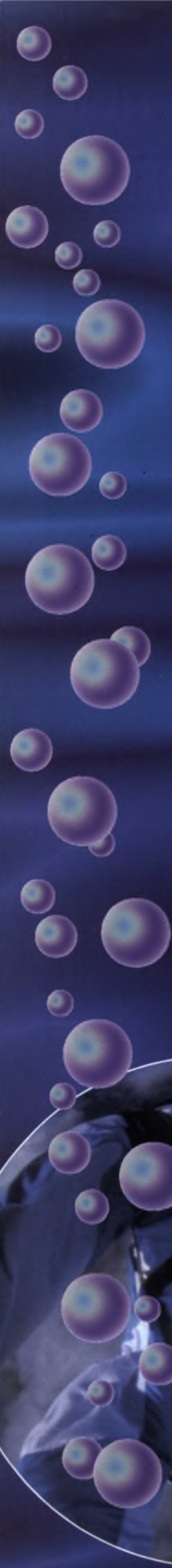
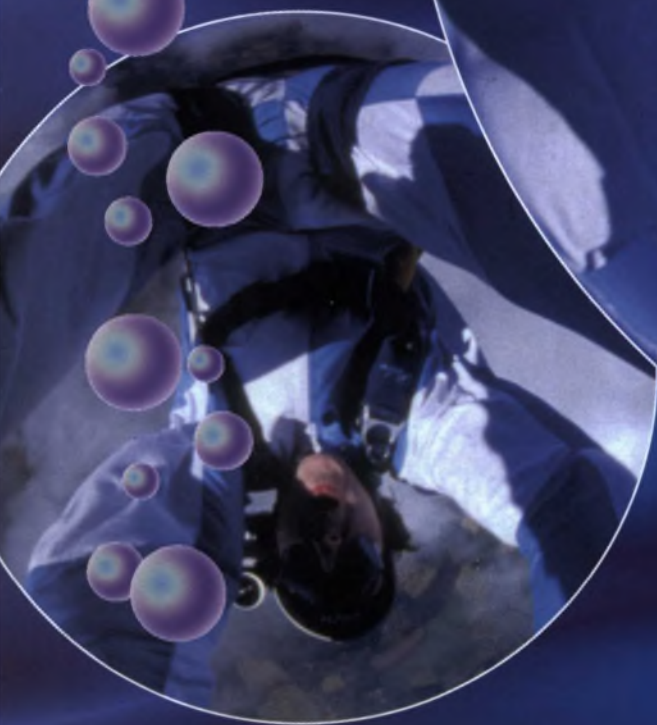
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Head Up Flying

Feel the Air

Many people use the phrase 'feel the air' to avoid explaining technique – or just because it sounds cool!

But when we realise that feeling plays a vital part in learning, just as looking and listening, we gain a better understanding of how we fly.

So, next time you're in freefall, really think about what the air feels like. Use all your senses. Feel the difference between the pressure on your front or back. Hear the change of noise as you speed up or slow down.



Advanced

The third and final part of the Giles Fabris series

Spocks and Docks

When flying head-up with others, you'll probably find that everyone flying head-down wants to put their hands on your head and 'spock' you. If you want to return the favour, remember these important facts:

You are creating a 'burble' for anyone flying slightly above you, so don't make any rapid radical movements – unless you want them to come crashing down on your head! The key thing is to practice moving your arms solo. When you feel confident and stable, then you are ready to try with others. Remember to fly smoothly and slowly and don't grab if you cannot gently dock – fly the docks. As you raise your arm(s), you will tend to fall away so widen your legs a small amount to ensure that you keep proximity.

If you have two people each docking on an arm, you will lose stability, so make a few jumps practising flying with your arms in and ask people beforehand to dock gently on you, to make the balancing act a little easier.



Backing Up Quickly

Try this one out for size. If you need to move back a couple of feet quickly...

Bend your hands at 90° at the wrists, they will naturally blow up in the airflow. Push your hands in front of you, about 6" (an honest 6"!), and then push your hands quickly, as if trying to push somebody over. The action is to push against the wall of air in front of you and then return quickly. Whilst pushing, exhale deeply and tense the muscles in your forearms.

The desired result – rapid movement backwards for a couple of feet. I find this really useful if someone moves towards you fast and you think that they are on a path to hit you.



Carving

To carve, mix the Hang 10 for forward motion (see last article) and turn the centrepont towards the centre of the carve (forward and turn at the same time).

I find that my hand nearest the centre of the carve is slightly lower than the outside hand. Some people raise or drop a leg slightly in order to initiate a carve – this seems to work well.



To reverse the carve, think of backwards movement with a conscious twist at the waist so that you are looking across the shoulder to the centre of the carve (reverse and turn at the same time).

The backwards carve is a strange looking move – it always makes me laugh!



For relative carving, you will have to make fall rate changes as you begin to carve



Face to Face Carving

'The Spin Dryer'

Face off with your partner and decide which way the carve is going to go around.

Once you have started the carve and it picks up a little speed, start to face in a little towards your partner, who will be across from the centrepont of the carve.

It will feel as though you are in a spin dryer. The forces involved are acting on you, moving you outwards from the centre of the carve, so drive a little towards the centre line to keep going around



When learning to carve, try it first in a low speed position and then pick up the pace when you master the move



Totems



Totems are great fun and one of the most fun skills to use in freeflying. You can dock on the vertical and surf other people or provide a platform for others to stand on. Remember, when touching anyone else, be aware of their handles, you do not want to dislodge them in freefall. Move slowly.

Decide whether you want to build from the top or from the bottom. Let one person build at a time. When building, get close first, just a small space away (half an arm's length to start). There are two ways to build totems, from the top or from the bottom.

Building from the Top

Remember that as you fly above the other person, you will be in their 'burble', so get in close first, then move gently. Think smooth, think soft and be really careful that you don't injure their neck or head with a fast dock. When you enter the 'burble', you will naturally drop a little. If you are too far away, you will drop a lot and this can be dangerous. I recommend trying to stand on someone's knees first, there is more room for error when learning.

Once you have made your gentle dock, speed up a small amount, with your arms as your legs are occupied. This will make your position more stable and you do not want to speed up too much, just enough to keep you together. It's great fun to lean over to face the person on the bottom but this will affect your stability!

For the person on the bottom, don't speed up, stay as you are. You are the base. If you are flying with others, you will want to slow down as the totem usually dives away really fast.

Building from the Bottom

The top person is the base flyer. Fly in from the bottom near to the start as described above. When you fly in, the above person will drop onto your shoulders. They have to trust your skills and judgement, so go easy, and be aware that they will be in your 'burble' – so no rapid movements. Once the totem is formed, stay together as described above.

Hot Tip

Consider a reserve 'pillow' rather than a handle

Triple Totems

Totems are fun with two people and even more fun with more. They are fast, really fast with three or more people...

So, think about how you would set up for a two person totem and then add another person. This time you all need to be really close.

Try building the totem from the bottom and top at the same time – the person in the middle becomes the base. Spacing is important. You need the two people building to be on opposite sides of the base, so that they do not create a burble for each other.

Timing is crucial too. Both people building need to move in at the same time. If the top goes on first, then the totem will run past the lowest person. If the bottom goes on too fast, the totem will leave the top person behind as it accelerates. Everyone needs to think of keeping the totem falling slower to start with.

Another way is to build the totem in slow head-up (sit) and then stand it up. This is easier to start with. Remember when standing it up, try to keep your profile straight. This will stop it wobbling and, if you decide you're going to hold the totem for a long time, it's going to travel fast. Be careful of your necks – no-one wants whiplash – well, not in freefall anyway!



Hot Tip

Don't kiss girls with blisters

Corkscrew Carving

Try this first in a low speed position (sit).

Imagine a carve: your inside arm is a little lower than your outside arm. Now you are also working to keep the fall rate the same as the person(s) or object that you are carving around.

If you raise both your arms a small amount together, you will carve a downwards spiral. If you lower your arms (or push more against the wind-flow) a small amount together, you will carve an upwards spiral.

You can use the same principle for a reverse downwards spiral or a reverse upwards spiral.

"Deftly they opened the brain of a child and it was full of flying dreams"

Stanley Kunitz



Feel the Air

OK, now go out with an audible and two friends that you trust... Hold onto each other and take turns. Close your eyes whilst your friends hold you. I call this one the 'freaker'. It feels like you're going at about a million miles an hour!

Feel the air – yes, really feel the air, the way it travels around your torso and limbs. Use all your senses. In school we learned sight, sound, touch, smell and taste. What the teachers forgot to tell us was that there is more to it than that – pressure and balance play a big part too.

We tend to almost solely rely on our sight to act and react. By closing our eyes we are able to sensitise our body to the airflow. That is why sensory deprivation is such a great tool. It alters our perception of freeflying and puts us more in touch with our other senses.



Article by Giles Fabris: gilesfabris@pocketmail.com
Ground shots of Emma Grundy & Giles Fabris by **Tony Danbury**

Jump with Giles in the Persian Gulf, February 2001 (call Pete Marsden 01932 701321) or at Sibson from March 2001.

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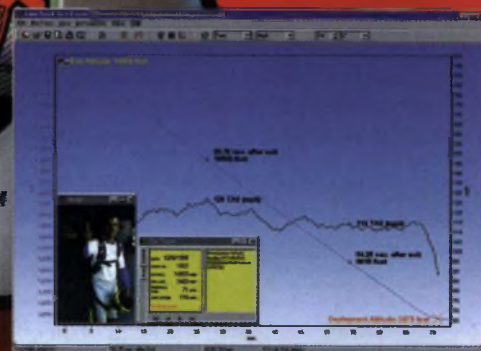
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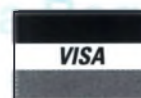
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STC



**An interview with
STC Chairman,
John Saunders,
who explains this
committee aren't the
kill-joys some
people think**

STC, what does that stand for?

STC is the Safety and Training Committee of the BPA, responsible to Council. STC establishes the rules by which we operate.

Why do we need STC?

To ensure that, as an association, we make British skydiving as safe as we can and to develop progression training.

Who's on the committee?

Every CCI in the country sits on the committee and BPA Officers attend as non-voting advisers.

Are CCI's the best people?

They are best placed to know the problems that arise when people decide that they know better than the rules! So CCI's are in a better position to head off the problem by devising suitable controls.

When and where do they meet?

Every couple of months in the County Arms pub in Leicester, just around the corner from the BPA office.

Who's in charge?

Ultimately STC reports to Council. STC's Chairman aims to ensure matters are given a fair hearing and voting is conducted in accordance with our BPA Exposition. The STC Chairman is usually an elected member of Council, nominated at the first meeting of the new Council in January after the AGM.

But aren't we regulated by the CAA?

Yes. But to explain fully, a few years ago the BPA became the official arm of the Civil Aviation Authority (CAA) in matters relating to parachuting. We have been acknowledged as experts in our chosen field and have been tasked with ensuring that safety and training standards are maintained. We are audited by the CAA and obliged to provide them with any information they require in respect of skydiving activities in the UK.



Display jumping is regulated by STC

How do we interact with the CAA?

The BPA have a good working relationship with the CAA, who consider us to be one of the most professional organisations they deal with. David Bevin is the CAA contact most directly involved with BPA matters. As a jump pilot himself and an ex-jumper, he understands our needs. At the risk of sounding as if I'm creeping, I've always found David to be approachable and helpful.

Surely it doesn't matter if we break the odd BPA regulation?

Since our appointment as a CAA agency, our rules are effectively laws of the land. So the next time you are thinking about 'smoking it down' realise that, if you do deliberately open low, you are technically breaking the law.

Justify our student training systems holding people back!

When it comes to a decision between quicker progression and safety, there can only be one winner. Safety is paramount and the principle of erring on the side of caution has given us a safety record which is the envy of many other countries.

Many would say we are complacent

Certainly not. We are not afraid to learn development methods from other countries. STC strives to achieve the right balance and, whilst we might not always get it right first time, continual review of our training systems makes sure that, on the whole, students at BPA Affiliated centres receive the best instruction available.

If the rules are so good, why change them?

Occasionally they need to be amended, sometimes following an incident from which we can learn. Changes in aviation laws or good ideas can also prompt STC into re-evaluating the rules. Sometimes a CCI thinks through a particular process and presents an alternative, possibly safer method of achieving a similar or better end. Not all CCIs will agree! Some of the issues raise strongly contested and heartfelt discussions. It makes for interesting meetings and healthy development.

Yet, aren't STC just kill-joys?

Most jumpers accept rules as a necessary evil and understand that an absence of them would be good for no-one.

Fk STC, I just want to skydive!**

Many jumpers aren't interested in politics or administration, they just want to turn up and jump, enjoy a bevvie with friends and go home smiling. That's a good attitude which I respect. But you wouldn't be able to enjoy your jumping safely like that if STC and the CCI's hadn't done the background work so you can jump with peace of mind.

Photos: Simon Ward

What about new areas such as freeflying?

Freeflying has really taken off and I am genuinely impressed at the skill level of some of the up and coming jumpers who take up this exciting area. I am even more impressed by the levels of responsibility demonstrated by many of this new breed as well as their drive to develop and implement their own guidelines and rules of safety. Great skills – great attitude!

Losing ratings is STC's fault, isn't it?

STC awards BPA ratings, so is the correct body to regulate their use. Dealing with discipline when people's livelihoods are at stake is never an easy task. CCI's are sometimes presented with the unenviable task of authorising disciplinary action against someone who is a friend or colleague. It is to the credit of the committee members that the general safety and well-being of all jumpers is the overriding factor when making their decisions. It is not the CCI's that bring about disciplinary action, it's the individuals themselves.

Sometimes STC's decisions really wind me up!

Ask questions of your CCI. Explained answers can help you understand the thinking behind the decisions that are made at STC. I am always happy to discuss any STC area, my details are below, call or email me.

Why are STC minutes in the Mag so out of date?

The minutes need to be ratified (approved) by Council, usually at two weeks afterwards, to make sure they are correct and that decisions are upheld. Council and STC meetings happen every other month. Unfortunately they are in the same month as magazine publication so are always just too late. *(Editor's Note - We tried to move the magazine publication dates to make the minutes more up to date but it appeared this would not give sufficient time for membership renewals following the February magazine. But we will revisit this area next year.)*

How can I read the minutes any sooner?

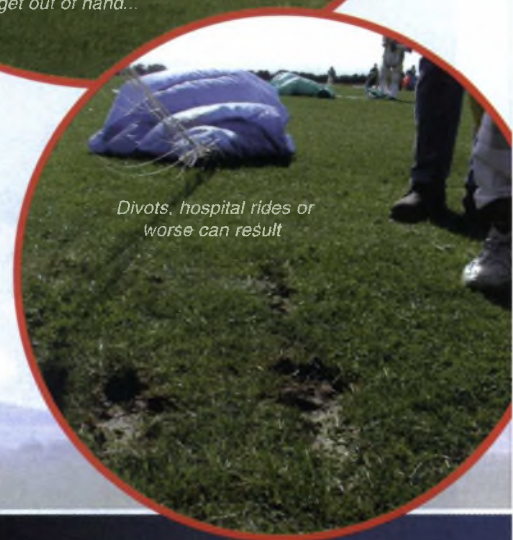
The STC minutes are usually available on line shortly after each Council meeting at: www.keme.co.uk/%7Etboughen/index.html

How do I find out more about STC?

Come along to a meeting and see what goes on. Dates are in the diary on the inside back cover. All BPA members are entitled to attend as observers although occasionally, for fairness, confidentiality or legal



CCI's have reasonable discretion at their own drop zone – for example, to ensure hook turns don't get out of hand...



Divots, hospital rides or worse can result



“erring on the side of caution has given us a safety record envied by other countries”



reasons parts of the meeting may be held 'in camera' (ie, committee and Council members only). Observers can get involved in discussions but are not entitled to vote.

No-one knows how to approach STC

Any BPA member can write to STC to ask questions. If this includes a proposal to change the status quo, this must be presented by a CCI. If you intend to present to STC, add credibility to your case by going to the meeting

STC	Safety and Training Committee
BPA	British Parachute Association
CAA	Civil Aviation Authority
CCI	Club Chief Instructor
RAFSPA	Royal Air Force Sport Parachute Association

John Saunders

jks@actionairsports.co.uk

STC Chairman, 2 years as Vice-Chairman
ex-CCI, Weston on the Green (RAFSPA)

John has worked
with students for 18 years



Even though we still need parachutes ... (*)



Photo: Michel Pissotte

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(*) Notice: The use of wing suits may prevent the necessary vertical speed for a CYPRES activation.

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Merry Christmas and a Happy New Year.

After a successful year with all our facilities, new plane, and now another plane on its way - next year will be bigger and better than ever! Thanks to everyone bearing with us during all the changes this year; new accommodation block, packing hanger, aircraft, shop etc.

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See their ad on page 76

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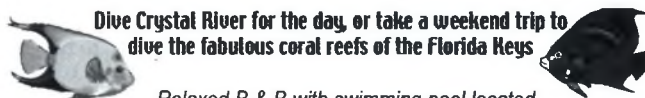
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SCIENCE FRICTION

In the October issue of Kit News we reported on the Australian Parachute Federation's concerns about hard cutaway forces experienced on the Strong Tandem System. Well it seems that somebody at Strong has been taking notice of the problem, because in Strong's Tandem training syllabus, revised September 2000 it reads 'In order to reduce friction within the cutaway system where the cable passes through the loop, at the 3-Ring, at the 180 degree turn in the cable housing on the main lift web, and across the yoke, Strong Enterprises suggest lubricating with liquid Teflon.'

Tests have apparently shown good results without any negative effects. The liquid dries leaving a non-sticky deposit of Teflon flakes that will not collect sand or dirt.

'Liquid Teflon is available at most bicycle shops, although some brands contain oil which will attract dirt and grit. A dry formula Teflon lubricant that dries to a non sticky coating is ideal. This makes the cutaway smooth and easy, with no metallic scraping noises and a fraction of the force previously required'.

'Metallic scraping noises?' – so they presumably accepted metallic scraping noises in the past? – makes me wonder!

Meanwhile back in Oz, the APF are continuing their efforts to assess the relative cutaway forces between stainless steel and the more common yellow teflon cables. – good work APF!

STRONG – 001 407 859 9317
APF – TEL 0061 412 159 472
FAX 0061 262 853 989

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

Kit News



by Rob Colpus

Free Nickel



One of the many US harness/container manufacturers has started building rigs with nickel-plated hardware. The *Quasar 2*, one of a flock of small production rigs which have sprung up in the USA over the last five years is built by Strong Enterprises, makers of the Strong tandem and Strong reserve parachutes. The company reports that the nickel plated rings and hardware look so good they're often mistaken for stainless steel. Nickel plating comes as standard on the *Quasar 2* at no extra cost.

The rig has an order lead time of only two weeks – which means they either have excellent production facilities or the rigs are just not popular!

Strong Enterprises – 001 407 859 9317

Flyaway Loops

Rigging Innovations, manufacturers of the Voodoo, Talon, Telesis family of Harness/container systems has issued a Service Bulletin which relates to their 3-ring risers.

Apparently one of the locking loops on a pair of RI's risers had not been bar-tacked at the factory and consequently the loop pulled out thus cutting away that riser – bit of a shock for someone!

RI believe this to be an isolated error but have devised a simple test to insure that other risers manufactured by them are not also deficient of bar tacks.

The test involves removing the riser from the rig and fastening the small locking loop around a smooth hook or similar object that will not damage the loop material, and which is anchored securely.

40 lbs of tension should then be applied for three seconds along the plane of the risers in the direction of the rings. If the bar-tacks are missing, the loops will pull free – In this case the risers must be returned to the manufacturer.

If the loop holds, the rear side of the loops should be marked with two dots of a blue permanent marker. The risers may then be returned to service providing no damage has been done to the loops during the test.

All risers manufactured after Jan 2000 will have an identifying QC stamp on the rear of the locking loop and do not need to be checked as above.

Rigging Innovations – 001 520 466 2655
www.rigginginnovations.com

Opus Pocus

Parachutes de France are due to release a new accuracy canopy at the end of this year. Named *Opus*, this 7-cell tuffet-stomper is based on the same technology as PdeF's popular *Techno* reserve series. Both *Techno* and *Opus* are constructed using what PdeF call their 'bi-convex' airfoil technology. This means that the non load bearing ribs (every other rib) reach only two thirds of the way to the trailing edge of the canopy. The last third of the top and bottom skins are therefore sewn together creating a kind of scalloped effect, like a STOL aircraft with flaps down, which they say generates a lot more lift at low airspeeds for a given surface area. The great advantage to the serious stomper is that the *Opus*'s pack volume is considerably less than traditional accuracy machines which allows the serious competitor to use the same canopy in a smaller rig for both accuracy and style jumping, thus allowing them to practice their stomping on all their spinning jumps – must be a bonus!

PdeF will be releasing a smaller version of their *Atom Axis* style/accuracy rig in the first quarter of 2001 to take the new canopies.

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

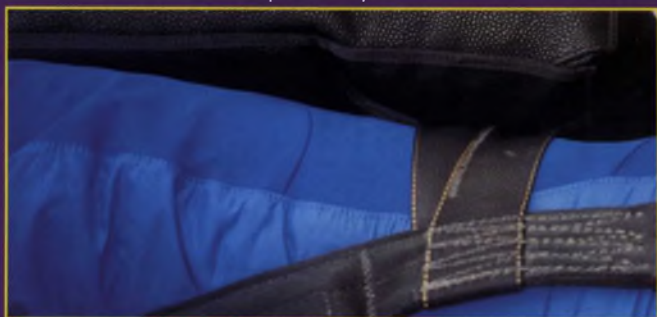


Elementary my dear Sunpath!

Sunpath Inc, Anglo-Floridian makers of the popular Javelin have come up with a few nice little improvements

1. New STRAP ON harness

Available early next year, you'll be able to get a Javelin with relocated lateral straps (the ones that normally come out of the bottom corners of your rig and attach to the main lift web of the harness) which exit the back pad much closer to the centre of the main container. This allows the lateral strap to contour around your lower back keeping the container snug against your back and resulting in less container movement. - We at Kit News tried this out and were impressed by the difference in feel.



Javelins are now more comfortable with relocated lateral straps for a snug fit

2. Do you wanna FUNK?

Also early next year you'll be able to order some funky new fabrics on your Javelin: a black and white 'Hound's Tooth' - which Sherlock would be proud of, a black fake leather look fabric (if you're into that sort of thing) and a plastic holographic material resembling a chequered flag and known as 'racetrack'.



Javelins are now available with a range of funky fabrics such as the Hound's Tooth shown here

3. Snug FIT

In production now is an improved method of attaching the cutaway and ripcord housings to the harness at their terminal ends on ringed harnesses - prior to this the cable ends on ringed harnesses were free for a couple of inches making them susceptible to possible snagging.

Sunpath - 001 813 782 9242

www.sunpath.com

info@sunpath.com

EURO - STASH



PERFORMANCE DESIGNS have set up what they call Euro Demo Centres, in an attempt to provide a better service for their European customers.

Located in five European countries: France, Sweden, Germany, Holland and the UK, these selected dealers have a stock of PD demo canopies available to try for up to two weekends. As in the US, there is a nominal charge for this service. Other PD dealers in each of the five countries are able to 'borrow' demo canopies from the Demo Centres for customers in their respective areas to try out.

Euro Demo Centres

UK - Thomas Sports Equipment
Bridlington: 01262 678 299

Sweden - Uffe's Hopp Shop
Vasteras: 0046 21 355750

Germany - Fallschirmdepot
Greiling: 0049 8041 70319

Holland - The Parachute Case
Ad Twello: 0031 5532 31928

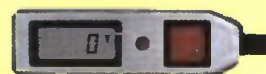
France - Parafun
Le Luc: 0033 494 734788



Thirteen's UNLUCKY!

Airtec has announced a finite life of twelve years for the Cypres AAD

Based on what the 'Airteccies' call 'knowledge gained from work carried out during eight year maintenance checks on hundreds of units' the German company has decided that the ubiquitous AAD will function reliably for another four years. As a result of this, the previously announced ten year maintenance will not be necessary. However, according to their manufacturers, some of the vital, primary components of the Cypres have a restricted time of use. The replacement of these parts is apparently not possible due to technical as well as economical reasons.



Airtec
0049 2953 8010

The company stated that 'the analysis of the condition of older CYPRES units has shown that in accordance with our quality standards, a 12 year life of the CYPRES is the maximum limit' Thus upon reaching the age of 12 years from the original date of manufacture, plus a maximum of three months, a Cypres unit should no longer be used. The first Cypres units will reach the age of 12 years in January 2003.

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by Doug Peacock and Andy Allman

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Mr D C Williams FRCS

Those of you who were jumping in the UK in the late 70s and early 80s will be saddened to learn of the death of David 'Doc' Williams who passed away on October 17 after a short illness. Doc, as he was almost universally known, was very much a regular on the RW scene in many southern DZ's, but particularly at Weston on the Green, where the fancy dress parties were never quite the same without his fish-net stockinged legs. He competed for several years at the Nationals and was a key member of the *Byte* 8-way team.

Apart from his passion for jumping his career was very important to him and he rose quickly through the medical branch of the RAF to become one of the youngest ever ENT consultant surgeons in the country. Before specialising in ENT he worked in orthopaedics which was particularly useful around the drop zone. I well remember lying in the pit at RAPA (don't a lot of people) knowing that the linkage between my hip and my foot was no longer continuous, only to be told by Doc that "I cannot say your leg isn't broken".

When he was posted to Wegberg he easily moved into the European jumping scene at Lippspringe in Germany, Turnhout in Belgium, and any other drop zone that would take him. One result of this was that he met, fell in love with, and wooed Patricia, they married in 1986. He left the RAF and set up his own ENT practice in Belgium. Pat sold her boutique (appropriately called Free Fall) and helped Doc to develop the practice and they had a beautiful house built for them. Doc continued jumping, mainly in Belgium, and he always seemed to be a member of one team or another. Back in 1995 he was a member of the 'European Group' that jumped onto the North Pole. He tried, but failed, to keep it a secret from those of us in the Brit group that were jumping with the Americans, but that was typical of his competitive nature: he hated anyone (especially me!) being one up on him. Of course, not being content with being 'just a part' he was one of the designated medical personnel – a very useful mate, in the circumstances.

Lest anyone should think that he could be set in his ways, he had an adventurous bent. He was an early BASE jumper back in the days when it could get you banned, and every jump was experimental. Along with a fellow RAF Officer he got himself arrested by the German police following a rapid descent from a bridge near Stuttgart. The police were so astonished that anyone would freefall from a 600 foot bridge that they suggested they should see a doctor. Once they knew he was one they let them off!

Latterly Doc had been turning his hand to sailing. Since getting his day master's ticket he seemed to think that the seas were his oysters. The Bay of Biscay and a missing mast soon put him right. My experience of sailing with him and Pat around the New England coast actually had more memories of eating vast quantities of sea food, boastful excesses of beer and the odd photo of a sea bass that we 'had just caught'!

What we as jumpers rarely saw were his qualities as a doctor. At his funeral it was wonderful to hear of his reputation with all patients but especially children. We learned that one of the main reasons his practice grew so successfully was that he always allowed twice as much time for each patient as others did.

Just in case there are some who think his whole life centred around his own passions, he also had two daughters from a previous marriage who do him proud. Even during the difficulties of the last few months their character and fortitude has shone through. I know they have been a great comfort for Patricia. The loss of Doc is not only the loss of a great friend to many, but also a husband to Pat and father to Vicky and Bethen. He is irreplaceable.

Brian Mason D2415
brian.mason@vistek.co.uk



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World class coaching for 4-way and 8-way

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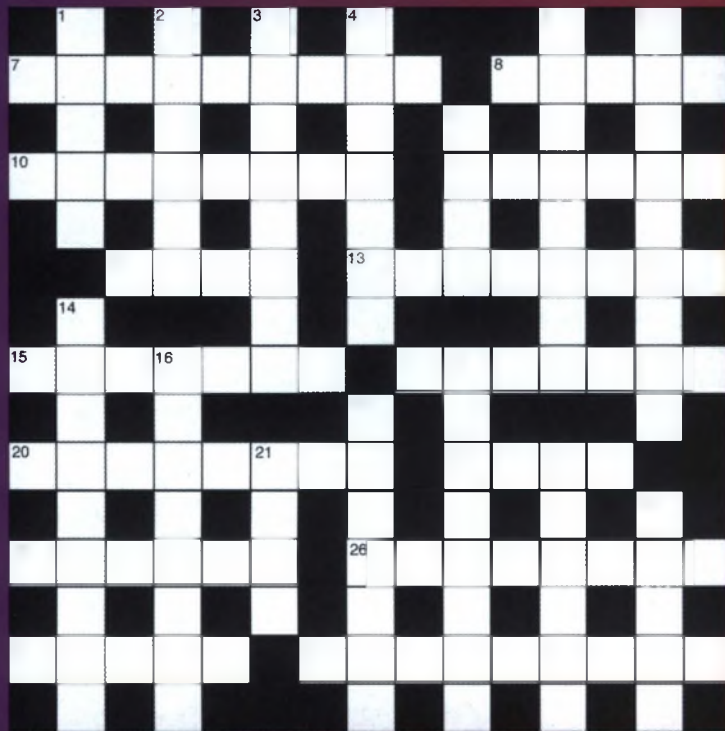
E-mail cpcb@gna.es Website: <http://www.skyrats.com>



CUTAWAY CROSSWORD



Two sets of clues with the same solutions



Reserve clues

Across:

- 7) UK DZ
- 8) Leg bone
- 10) Malfunctioned (at high speed)
- 11) Loafing
- 12) Knock out
- 13) Collide two canopies
- 15) Sit, stand or head down
- 17) Pin extractors
- 20) Ear clearing manoeuvre
- 22) Czech Aeroplanes
- 25) Scrape by (4,2)
- 26) Compensating for drift
- 27) Plummets
- 28) Stress hormone

Down:

- 1) Canopy
- 2) Urban road
- 3) Maximum freefall velocity
- 4) More gusty
- 5) Exited
- 6) Botched the exit
- 9) One way plane ride
- 14) Escape (5,4)
- 16) 90 degree wind
- 18) Cuts away
- 19) Line junction
- 21) Closing component
- 23) Leg bones
- 24) Ear bone

The main clues

the reserve clues are much more controllable.

ARE ELLIPTICAL AND TWISTED

Make a decision - stay with the **main** - or cut away and use the **reserve**

Main clues

Across:

- 7) Drop zone for Alice's mad friend in the CIS (9)
- 8) The right fume mixture brings you to your knees (cf 23) (5)
- 10) Malfunctioned, but mastered flying (8)
- 11) Drifting for the unconscious fish (6)
- 12) Overcome shock (4)
- 13) Fly too close and upset agent Len (8)
- 15) Fortissimo and not flat (7)
- 17) Displays anger at PC connectors (7)
- 20) Blow your hooter when performing this manoeuvre (8)
- 22) Twin turbines are hindrances (4)
- 25) Manage to get by (4,2)
- 26) Sidling up and sticking one's oar in (8)
- 27) Everyone, in formation skydiving, backslides (5)
- 28) Epinephrine injections not required by skydivers (9)

Down:

- 1) Civil engineer has shed and canopy (5)
- 2) The way of the clouds (6)
- 3) As fast as you can go on a fractured tramline (8)
- 4) More frightened and more talkative (7)
- 5) Removed the aircraft or removed from it (8)
- 6) Bumped bodies and had fun with Nell and Edward (9)
- 9) Aerodynamic force will cheer us up (4)
- 14) Leg it with malfunctioning video (5,4)
- 16) Wind that rises with the sun (8)
- 18) Lets go and rehires (8)
- 19) The cataract that reduces the lines you see (7)
- 21) Packing essential part of HALO opening (4)
- 23) The ground-bait is up to your knees (cf 8) (6)
- 24) Proverbially homesick jumper takes a hammering (5)

By Paul Boorer

answers - inside back cover

Quote of
the
Month:

"Don't compromise yourself.
You are all you've got"

Janis Joplin

Club News



Hinton

Roller Coaster Fiends

In October we welcomed POPS to Hinton. Spirits were high and it paid off with Sunday being glorious (but cold) with lots of jumping. Despite a mini exodus to the Kenya boogie, we had a brilliant fireworks party, thanks to Mike and John and the inside of the hangar's had a face lift with an excellent skydiving mural by Katie Johnson. At last we have showers and some new toilets, thanks to Steve Saunders and helpers for building them (the aroma will never be the same). The roller coaster fiends enjoyed a day at Alton Towers. Stunt Duck managed every ride and staff were bemused by the way we did the Nemesis (bare foot with trousers rolled up)!

Farewell

Bon voyage to Donny and Helen MacDonald, who are off to Australia to live. We've said goodbye to the huge packing tent. It left us during the storms to go on a tour of the countryside — a more faithful replacement is being sorted. We close 17 Dec and re-open 6 Jan. The Let 410 will be back for when we re-open. Failing that, there will be a Cessna Caravan available.



Caroline White

Achievements

Cat 8: Malcolm Hurst, Thaddeus Lawrence, Neil Garrido, Peter Turner.
100 jumps: John Cruickshank, Diane Fricker
200 jumps: Allison Rowland
400 jumps: Clair Tuckett
500 jumps: Rich Orford, Martin Wood
700 jumps: Dorian Harwood
2,000 jumps: Mike Browne
3,000 jumps: Micky Matthews

Photo: Gazbo & Tim Carter by Bob Spratley



We had a well attended meet at Hinton at the beginning of October. We were visited by American Bill Wood, POPS #2 and one of the POPS founders back in 1966. The weather was against us on Saturday but we met friends and had an excellent evening at the local hostelry.

Sunday started well so we kicked off with the Hit n' Rock. Alan Camp was presented with Pete's Pot. Second was Julie Shew and third Tony Dale who has recently returned from Australia. We held a round of 5-way speed star, won by a team containing a ringer. Caroline O'Hagan, Tony Dale, Roger Flavell and Graham Fowler were joined by Hinton's Steve Saunders (pictured above). We had four Top Pops there too; Graham St Clair, Mike Allum, John Crowhurst and current Top Pop, Sue Hill.

New Members

Alan Camp and Norman Whitford

Pete Shew



World POPS Meet
New Zealand
4-10 March 2002
www.pops.co.nz

POPS World Meet

The sixth POPS World Meet will be in New Zealand whose POPS society has presented us with a great opportunity. Two riggers will be on the DZ throughout. Packers and 4-way video are available. Any POPS camera jumpers should make themselves known. Local insurance is compulsory for competitors.

Aircraft

Six Cessna 206, plus a 16 seat Nomad, a WWII Catalina, A DC3 and — as a special treat — an M18 helicopter, book early.

The Meet

The 4-way will consists of 3 categories: scrambles, 4-way international and

barbarian teams. No jumper will be allowed in more than one category. Each event will be called after two days and include three rounds except Hit n' Rock which will be one.

Canopy Formation will be included for the first time and is very much in the minds of the organisers. This might be at the beginning during 1-2 March before the main meet begins. Load organisers will be available and large formations are in mind. Awards will include cash prizes as well traditional medal awards based on Maori culture.

Facilities

This is a well used aero, glider and parachute centre. The area is dry so outside

packing is easy. On site catering carts are available. Whatever accommodation you need is there; space for camping, rent a motorhome 2-6 berth, airfield bunkhouse or motel.

Off DZ Activities

Golf, gliding, fishing, dairy and stud farms, thermal and volcanic areas, adventure parks (black water rafting, jet boating, bungee jumping (what's that?)), gardens and some of the most unspoiled bush in the world.

I'm Interested, What Now?

Any questions, ask me or Peter Carbines (peter@carbines.co.nz).

John Crowhurst — World TOP POP
john.crowhurst@cotecna.com.ec
Office: 001 593 2 253555 or 269606

St Andrews



Photo: Graham Harris *St Andrews clubhouse from the outside*

The Facilities

The road's still muddy and the weather a bit – well, Scottish, but things are taking shape. Thanks to the hard work of many, the indoor classrooms, packing hall and manifest are warm, the toilets and showers are on the go and the bar should be up and running soon (sigh of relief). A bunkhouse and patio are next. We've got bunk beds and extra springy mattresses (innuendo) already. We have extremely happy pilots who have their very own room (albeit padded!). Chief Pilot Sandy 'Where's the lingerie party' Barnett already feels important. We are devoting individual rooms to CF and FF so all the squaddies and hippies can bond in privacy. Our manifest will be computerised.

We have the culinary stylings of Jo 'When is my birthday' Todd and Trish 'The dish' Gordon to keep us going while the canteen is finished. We manage hot meals every day and have a good supply of drinks and snacks. We WILL feed you! Entertainment: Our clubhouse will sport a fireplace and telly (you can watch whichever you like). We could even have some Karaoke!. Kelly 'I can do the splits' Strachan is, as always, our morale (note I don't say 'moral') support and keeps us in stitches.

Progressive Skydiving

We are really striving to be the friendliest and most progressive DZ in the UK. When you also have the most accomplished and experienced coaches in Scotland at your DZ, it makes jumping so very nice! Our AFF, WARP and Skydive U coaches have been in high demand and have done wonders. Because of our excellent FS coaches, we have seen significant (and refreshing) progression for all of our participating jumpers. The atmosphere is very relaxed and constructive. The emphasis on progression seems to pull everyone together to keep students of all levels moving. There is nothing like coming away from a jump and saying "I was good, eh?". Even a certain Pete 'It was me' Geppert remarked "I was brilliant" after his WARP jump. Brian 'When is Jo's birthday' Dyas and Graham 'Gimme a hug' Harris have given us a nice place to practice and some planes with doors to keep us toasty (lovely). We can foresee

some real FS teams forming in the future. Every weekend, someone is achieving a goal, and it's exciting to watch. We also have a number of individuals attending instructor courses and we wish them success!

Photo: Graham Harris

Ball and Chain

Calum Bissett and Katrina Winter became engaged in freefall over our awesome DZ. Katrina said yes (Wouldn't you? Calum – hubba hubba), and we're all extremely happy for them!



I Do! I Do!

Congratulations
Calum and Katrina

Fun Plans

Beach jumps and night jumps, all involving food, drink, and mandatory fun! We are hoping to organise a club trip/skills camp in the near future. We plan to have serious coaching for all disciplines available on a larger scale. We're dealing with bad weather days by organising horse riding, boat trips and swimming. There is so much to do nearby and Toggle the DZ dog can fetch WDIs, carry pilot chutes, close Javelins, pack reserves, freely...

Important Stuff

1st freefall: Aileen Dowling

AFF graduates: Jon Ingledew, Fraser Lawson, Stuart McIntyre, Julie Matty, Robin Powell, Andy Watts

Cat 8: Sally Powell

FS1: Ben Larpent, Katrina Winter

FS1 / 1C1: Rona Dickson

200 jumps and FS1: Vicky Wilkinson

500 jumps and FF2: Alistair McLaren

1,000 jumps: Alan Wilkinson

Vicky Wilkinson

Chatteris

Good luck to manifestor **John Stevens** who heads off to the States to begin a course of flying instruction. John has been keeping things running smoothly for nearly two years and, as well as becoming an expert clairvoyant and weather forecaster, still found time to progress to B licence. John's shoes will be filled by Dave Lace who, despite competing against a seasoned competitor, won gold for intermediate accuracy at the Hibaldstow Regionals. Well done and welcome.

Andy Parkin goes off to Deland soon with about 50 jumpers and instructors for the first of many holidays. At a recent briefing party, he laid out some pretty impressive plans, explaining this was a great opportunity for all levels to learn and have a great time. Surprisingly, in view of the ensuing merriment, every one of them is still fit to go!

Congratulations to Susan Crossley, Carrie Canteen and Jude Rust, who are expecting babies. It must be something in the Chatteris air! A sadder (and unconnected!) announcement was made by Bruce who's heading off to pastures new.

Achievements

Cat 8: Sharon Dawson, Tony Labbadia, Angela Wienand

FS1: Dave Lace, Andy Marsh

FF1: Jim Harris

100 jumps: John Doherty (pictured), Rob Ellis

500 jumps: Clloyd

1,000 tandems: Mike Rust

1,500 jumps: Sharon Simonian

Brid

Strut Hanging

Our ever faithful Cessna 206, Victor November, has been away for a bit of a makeover and lick of paint. In her place we were treated to the delights of a Cessna 182 and quite a few experienced jumpers started doing student exits – must have been something to do with having to hang off the wing strut!

CCI Nicki Johnston has just returned from the World Championships in Japan. Unfortunately due to a bad first round, he spent the rest of the championships playing catch-up and finished an uncharacteristic 94th.

Goodbye for the moment to Dave and Lynne Johnston who are going for a well-earned rest in the USA. Lynne's toasties and cooked breakfasts will be sorely missed as will Dave's cheerful Irish brogue echoing around the DZ. See you lucky buggers in the spring. Also bidding farewell is long-time club stalwart and instructor Phil Lyall who is going to work in the Middle East. Adios Phil and don't forget to pack your SANDwiches! Instructor Kelvin Raines celebrated 21 years in the sport. Well done.

Achievements

1st freefall: Kerry Connell, John Utley, Tracy Thorpe, Danny Rowlin, J. Pearce

Cat 8: Alex Rennie, Craig Pearson

500 jumps: Phil Harris got the beers in

900 jumps: Joanne Johnston

Paul Simms



*Words by George Katsoulis
Picture by Steve Wilks*

Wild Geese

All Irish National Meet

9 September saw the Geese host the first All Irish National Competition for 4-way FS and accuracy. The meet was well supported by both Wild Geese and the Irish Parachute Club, this being the first chance for most to take part in a competition. Five 4-way teams and 30 accuracy jumpers of all skill levels competed. On Saturday night, we had a BBQ and everyone took time to relax and get to know their fellow competitors.

4-way Gold

Senior: IPC Vision

Intermediate: All But One

Novice: Bog Warriors

Senior Accuracy

Gold: Ian Forman

Silver: Ray Hennessy

Bronze: Evan Simpson

Intermediate Accuracy

Gold: Gary Gartland

Silver: Jim Hunter

Bronze: Oliver O'Regan

Novice Accuracy

Gold: Steven Robinson

Silver: Steven McGuigan

Bronze: Kenny Rooney

Club Achievements

Cat 8: Una O'Hegarty

IC1 & first demo: Mike Murphy

600 jumps: Pete Lehane

On 30 September, we had beach jumps — two lifts and 19 jumpers. We landed on Portstewart Strand and had a BBQ and campfire.

Words & photos: John McCourt



Intermediate 4-way gold: All But One

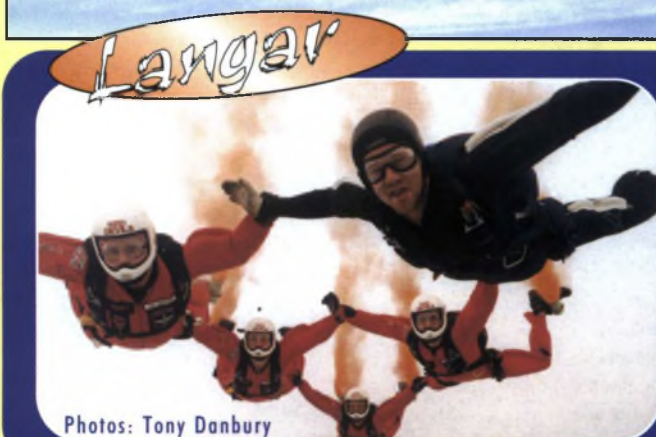


Senior 4-way gold: IPC Vision

Before I embarked on the AFF course in March this year, the Red Devils heard that after losing my legs serving in 3 para in Northern Ireland, I would become the first double amputee in the UK to become a Cat 8 skydiver. They pledged that if I passed the course, they would like to jump with me — what a great incentive! Well, I passed the course and true to their word, a date was set. The lads arrived at Langar ready (after being ambushed by the media) to jump. Jump one was an 8-way speed star which came off quite well — it was the biggest formation I have been part of! Jump two was a 6-way zipper, both jumps with smoke canisters. Tony Danbury joined us on the second jump and kindly did some extra video and stills work. Thanks to the Freds and also Dave & Dave (Hickling & Morris) without whom I would only have watched the Red Devils on TV but — no — instead I jumped with them!

Alistair Hodgson

Alistair Meets the Freds



Photos: Tony Danbury

Fantastic Freds

The Red Devils also did Langar proud with a 3-day CF seminar; spectacular results with just two days of jumping. 15 rookies were taken through CF intro jumps, rotations and transitions, stacks, diamonds, and Canadian T's. Having achieved all this in just over a day, one thing still had to be done: beat the Langar stack record of nine, set two years previously. Result: three Red Devils and the local Magnificent 7 brought in a new Langar record of ten on their very first attempt! Two 10-stack members deserve special mention: Craig Poxon (it was only his 4th CF jump — he did his intro the previous day) and Barry Carey, who was awarded his CF1 on the 10-stack! Record breakers, from stack pilot down, were: Dane Richardson, Nick Davison, Mack McLellan (all Red Devils), Craig Poxon, Gavin McLeod, Barry Carey, Gordon Hodgkinson, Jack Felstead, Bill Miller, Barry Joss. Thanks also to Aaron Jones of the Freds, who would have loved to be on the jump, but for his broken leg. Nothing to do with us, I

hasten to add! Plans are afoot to meet the boys in red again in February and May 2001, so contact Langar for further details and buckets-full of adrenaline.

UPCOMING STUFF

The Langar annual do is 27 January. The girls at T&B Entertainments have decreed a masked ball at a posh hotel. Collar Martine Howland, Sally Beck or Vicki Priest at the DZ for a ticket. Press your best clobber and start making a mask. The next Crazy £100 Weekend will be 10-11 February 01. Experienced jumpers pay just £100 and get to jump all weekend — two whole days — for that. Bit of a gamble on the weather, but the last time went very well for those who had the bottle...

Langar Boogie is moving!

We're going to START the 2001 season with our big event. Jump in at the deep end for the first May bank holiday onwards — 4-12 May.

RISEING FALLERS

1st freefall: Louise and Teana Tarren (mum and daughter)

Cat 8: Ben Wilkins, Julian Deplidge, Chris Stringer, Ian Currah

FF1: Rich Batten

Lotsa Jumps: Catherine Keeling (100), Andy Blevin (100), Martine Howland, Craig Poxon.com (300), Poke It! Paul (400), Ivor Flowers (500), Billy Payn (600), Rich Wheatley (2,000) having completed a quarter of his jump total in the last year — after 11 years' jumping. See what an AFF rating can do!

Laugh of the Month

Instructor Chris McCann has not only clocked up 900 jumps & 12 hours freefall, he's created our most comprehensively trained tandem student this year. He got through five hours of the RAPS course before dear old Chris noticed something odd! Laughed, we nearly...

Junior 4-way team Handbags at Dawn vowed they'd do better at their next meet. Well, they did, taking gold at the Woodmouse meet — not bad, huh? (We won't dwell on the Handbags at the Central Regionals!) But we will mention Muppet Show, who brought home junior silver medal from the Regionals at Hibble! Well done to all. Bonfire night went off with such a bang the locals were abandoning their displays and coming to ours. Traditional baked spuds were provided by Sue and Pete and Chuckles Bar (.co.uk) was running full tilt all evening, with a new DJ, too. Good job we had him, cos we blew our own speakers to bits!

Tony Danbury & Jack Felstead

Paragon Go Spanish

Photo: Graeme Baxter

Glorious skies, two Twin Otters & a Porter were a welcome sight to Paragon jumpers let loose in Empuria recently. All 16 jumpers averaged about 3-4 jumps per day. Of course, there's always got to be one that takes it to the max... Frenzy was knocking in about 8 a day!

With the help of Billy Gollan, Graeme Baxter, Billy Currie and Allan MacKenzie, we got video and photographic evidence of both the aerial antics and the evening's fun and frolics. The stakes are high and the prices rising, but Reenie, yours is the most sought after!

RW, freeflying, training jumps and several attempts on a Scottish Way, kept us all busy and the days turned into nights. It was all just one big party, continuing down in the Captain's Cabin and the Surf Inn after dark.

I got my FS1 in the Sky of Rats. Over the town with the bay in the background, the sun on your back, and the wind in your face it was a memorable one! I was rewarded greatly after a hard weeks training with Dave. Same again next year?

Sandra Inglis

Allan Mackenzie, Sandra Inglis & Billy Currie by Paul Gorteen



Photos: Allan Mackenzie



CARK

A busy time for the club with new offices and shower facilities now in place, phase two begins with installation of new lecture room/training areas. Our last round canopy course was completed in October. The end of an era as one instructor put it. With the significant amount of static line and freefall RAPS equipment at our disposal, we are more than able to support the increased numbers of students expected.

TURBINE CARK

From 11 November, for a couple of weeks, a Nomad (Australian) 18 place turbine operated from North West, negotiations are ongoing for either the Nomad or another turbine to operate full time from the airfield next year, yet another indication of new owners Stuart Morris & Mick Carruthers' commitment to skydiving.

Congratulations

Cat 8: Jo Brass,
Colin Higginson,
Michael Lloyd (in 6 weeks!)
Cat 10: Mike Henderson

Doug Summers

Black Knights

REFURBISHMENT of the main buildings started with a new roof on the packing area, kit store and canteen (just in time for that wet October!). At least we are guaranteed to be dry now.

CONGRATS TO IAN AND TRACEY CHICK on the birth of daughter, Emily Dawn.

SUCCESS FOR BILLY BLANCHARD who did AFE. Two months on and he's been accepted into the training programme with the Red Devils. Not all down to the jump-suit then Billy! Well done.

PETER SHAW was prevented by the bad weather from achieving his ambition of doing

his 900th jump on his 70th birthday so off he goes on his second passion - Go-kart racing. Go for it Peter!

MIKE HARGREAVES, sit/head down/speed freak has left for a job in the States. He's got a DZ just down the road with a couple of turbine jumpships. Mike says he's just going to work hard and earn some money!

ACHIEVEMENTS

1st freefall / Packing certificate:

Robert McVey

Cat 8: Karen Bain

Cat 8 (AFF): Joanne Preston

6 hrs freefall: Craig Kelsall

900 jumps: Peter Shaw

3,000 hrs flying time: Gordon Cooper

Jeff Illidge



Cameraman and instructor Danny Branstion (pictured here) has had an awesome year, winning silver in senior 4-way at the British FS Nationals with 4Pak and coming 'best of the rest' for the UK at the World Cup.

Photo: Chris Clark

Sibson

On a day that weather forecasters could speak of nothing but doom and gloom, Sibson was skydiving, with *Tarnya Bayes* qualifying FS1 and *Mark Layzel* making his first freefall – and the fireworks were great! Congratulations to *Darren Jones* for his first freefall and to *Martin Ball*, *Catherine Hardesty*, *Haydn Harris* and *Steve Hillyer* for achieving Cat 8. *John & Michelle Coleman* have increased their family, with a baby girl, Beth. On the more bizarre front, *Pete Male* and *Chris Harris* starred in a sketch for a new Channel 4 comedy show, which involved mounting sharks to Turbolets!

Woodmouse Meet

This was pretty well attended, in spite of being during the fuel crisis. Several people risked running out of petrol and were rewarded with jumpable weather and plenty of Jet A1. Winners: Senior: *Half a Bear* Intermediate: *Angels* Junior: *Handbags at Dawn*

Winter Closing Info:

Shut through January, open weekends only in February and full time again, with our *Turbolet* in March.

Cornelia Waymouth

Big Fat Party

A lovely gesture by the club was to lay on a huge party to celebrate George Todd and myself clocking up ten years in the sport. I did hear it was more to do with someone called Guy Fawkes but no-one could point him out! We had an excellent party on 4 Nov with the now famous Strathallan 'big pan doo' (following special approval from Andy Frew) to feed us, a huge bonfire with several guest 'guys' and a spectacular fireworks display courtesy of the club pyrotechnics, plenty champagne and loads of beer.

We welcome new pilot *Pete Connor*, also instructors *Andy Gibson* and *John Finnegan* who are no strangers to Strathallan but who are now making it their home DZ. Thanks to Langar, for the loan of a packer. Congrats to *Doug McLellan* and *Laura Bremner* on their marriage.



For those who haven't been to Strathallan lately, camping and caravans are allowed on the airfield, which is no longer an alcohol free zone. Once jumping has finished for the day, open your carry-outs and... let the party begin!

Anne Johnson

Peterlee

HIGH TECH at Peterlee

The Turbo C206 on long-term hire from Wild Geese complements our own C182 well and offers regular lifts to 12,000ft. The C182 has been measured up by Andy, the aircraft engineer, for an in-flight door. Our **computerised manifest system** is now up and running, with departure viewers showing lift manifests positioned in the **new reception, shop, packing area and canteen**. The system also enables us to project powerpoint presentations and messages, ie instant **Weather Updates**.

The **University Clubs** are back after summer recess, including **Teesside** and **Newcastle**. **Durham Freefall Club** has a new driving force in **Charlotte Fox**, **Ollie Neuberger** & **Jo Birch**. **Northumbria** has just reformed its parachute club under **Tim Best**. **Teikyo University** of Japan sends an annual course through Durham, usually in spring, just before they return to Japan. They trained in November this year so some may make freefall or even Cat 8 before they return.

Our **AFF students** continue, including the occasional invasion from the Stranraer crowd of **Billy Hamilton**, **Stuart MacIntyre** and **Sтивен Whitelaw**. Billy would love to get a DZ going in his neck of the woods; perhaps they could get **Mac McQueen** (ex CCI JSPC Lippspringe) out of retirement in Port Patrick to look at West Freugh? Paul Ward, recent AFF graduate, now produces the **Dirt Dive** web site. The content is good and the weather links for our DZs are excellent.

Ian Rosenvinge

Strathallan Achievers

1st freefall: John Kennedy

IC1: "Bunny"

FS1: Alan Russell

100 jumps: Ben Larpent

200 jumps: Rupert Connell

1,000 Jumps: Eddie Jones

Diary Date

26-28 May 2001

Scottish Nationals

4 & 8-way FS, CF, freestyle, freefly, skysurf, classic

Headcorn LAC

11 teams showed for the 20th Launch and Accuracy competition. All four rounds were completed on the first day. The seven senior teams launched an Opal, Adder, Compressed Accordion and Cat from 5,500 feet and then scored up to 10 metres for the accuracy (wind limits – 20 knots). The intermediate teams launched a Snowflake, Sideflake Donut, Donut and Cat. All teams managed to launch at least one, only three teams managed to show all four in under 15 seconds. Six people failed to land in the pit at all, some even missed the right field! 14 jumpers landed in the pit consistently, and 14 competitors hit 22 pads between



Intermediate LAC

Billy's Mates (bronze), Out of Focus (gold) and Purple Puppies (silver)

them. **Why Us?**

retained the senior title beating **Zygosis** on the tie break.

Out of Focus won the intermediates with **Mo Sherwood** winning intermediate accuracy and **Jane Buckle** once again taking the rosebowl for senior accuracy.

Pete Sizer



Intermediate Accuracy

Tracy Wadeson (bronze), Mo Sherwood (gold), Tim Humphries (senior)



Senior Accuracy

Dave Crowhurst (bronze), Jane Buckle (gold), Michelle Pollard (silver)

Congratulations:

1st freefall: Kevin Dawes, Glenn Slack
Cat 8: Paul Barnes, David Jones, Peter Collins
FS1: Tracy Wadeson, Liam Guy
FF1: Al Crawford
100 jumps: J Applebee
200 jumps: Iain Millis, Al Crawford
500 jumps: Phil Cosgrove, Vicki Tomlinson
700 jumps: Paul Stockwell
800 jumps: Ed Leary
24 hrs freefall: Chris Shaw
32 hrs freefall: Clem Quinn
48 hrs freefall: Jane Buckle

Congratulations to Charles Henley, who at 74 is our oldest member. Charles has over 600 jumps, many static line and he recently static lined from the Nomad aircraft.



Michelle Pollard

Special Shell Michelle Pollard

We are all thinking about Michelle and wish her a full recovery from a landing accident at the Sibson Woodmouse 4-way on 16 September. Her husband Nigel wants to thank everyone at Sibson for their helpfulness and friendliness, and all at Addenbrookes Hospital who have helped Shell. We're missing Shell and look forward to seeing her back on her feet, propping the bar up again! She's a part time instructor at Headcorn, who won the senior silver medal at our LAC meet, pictured left.

Fancy Something HOT?

Jump the Beaver – only £14 on Fridays! Our **Let 410** departed in October to be replaced by a **GAF Nomad**, now replaced by the **Black Beaver**, (yeah, yeah...!) here all winter. The Beaver is a very fast climbing turbine with a well fitting door, good heater and can cope with a wet runway! Chris Lynch is here for the winter, the font of all knowledge!

We'll be closed 25-29 December and open at noon on 1 January for New Year jumps! Mick 'The Builder' Danby is planning to give Skid Row a makeover during the winter. Headcorn's website has recently had a major overhaul thanks to webmaster Darren Connaghan. Check out:

www.headcornparachuteclub.co.uk

Ruth Cooper & Vicki Tomlinson



Dave Crowhurst



Clem Quinn



The Kit Store and Symbiosis Suits have moved to smart new premises on Headcorn airfield

Headcorn LAC photos by Stuart Mighall



The untouchable
Chris Shaw

Devon Success in 2000

Fred Chivers, who hung in there and finally achieved Cat 8 after 13 years and 197 jumps – an inspiration!



Father and daughter Paul & Becky Davis – Cat 8 within 2 weeks of their RAPS course



The school has had its best year with more first time students jumping than ever before and it isn't finished yet. The Cessna 206 has worked flat out – 500 flying hours, our thanks to pilots Patrick Keene, Ian Wilson, Paul Norman, Jim Greenshields, Rob Wotton, Pete Guest and Mark Gibbons. Meanwhile, club members are preparing to spread their wings over winter as far as Australia, USA and Spain. We had another film crew visit us, for advertising, with a web camera following a skydiver. Our thoughts are with Jules Harrison who was recently injured at Netheravon, keep the chin up girl, you will bounce back!

Achievements

1st freefall: Lee Fitzhenry, Paul Fitzhenry, Tony Gillies, Steve Bradley

Cat 8: Arthur Hotson

IC1 / 50 jumps: Paul Davis, Gavin Horrell

100 jumps: Helen Harding

300 jumps: Gary Harbird

Gary Harbird

Border NIGHT JUMPS

At the back end of the week of the worst floods in Britain for decades, it didn't look promising for our planned night jumps! But 4 November dawned bright and sunny with moderate winds. We had several visiting jumpers from Peterlee whose runway was waterlogged and who decided to chance their luck with us. It was well rewarded. After non-stop jumping all day, we had a clear sky with a perfect half moon and millions of stars. All that, coupled with the fact that all the local villages were holding their bonfire and firework displays, meant that the visuals for night jumps couldn't have been better. Dave did a great job flying, spot on run-ins and the jumpers all managed to land on the DZ!

Well done to John Hillam, Dave Hogg, Alex Smith, Alan Thompson, Glen Staley and Eric Hall on doing their first night jump. Dave, Alex, Alan and Glen then went on to do their first night FS.

Sunday, we carried on to make it one of the most memorable weekends in what has been a pretty poor year. A very merry Christmas to all our friends in skydiving, see you in 2001.

Katherine Andrewes

RAFSPA



Of 25 AFF students, 22 are now regular skydivers! Ashley and Amanda Kemp tied the knot on 2 September, and Andy and Claire Scott followed suit on 16 September. Heap big drinking at the respective receptions challenged the alcohol tolerance of the most hardened skydivers – excellent parties! Love and blue skies to both couples. Congratulations to Ian Pilon and Becks on the arrival of their baby daughter, Olivia, DON'T sell yer kit, Pilon!

End of Season Panto Party

The clubhouse and marquee were filled to bursting for the panto party. With amazing entertainment from Grounded and DJ Richie, an impressive array of costumes (who was the back end of the cow?), and an even more impressive consumption of champagne and cocktails, the party was a fantastic finale to 2000. Hero of the party was Shane Wood who raised over £340 for Cancer Research having his cherished locks cut off; Andy House wielded the scissors with grim delight, in front of a stunned audience. No-one was more shocked than Shane the

following morning when the vodka had worn off!



Other Stuff

Winter blues? Missing your mates? Brighten up your sad life by visiting a fun website designed and run by a group of RAFSPA skydivers – www.homestead.com/westonplummetts/homepage.html

BPA Dinner Dance – contact Dave Stephens, who's arranging the RAFSPA tables (davestephens@iname.com)

Fancy Dress pictures from mad skydivers all over the UK

Achievements

Cat 8: Bill O'Kane, Paul Harrison, Nick Corby, Jonathan Bailey, Emma Gillett, Gareth Davies, Pete Law, Charlie Paterson, John Patterson, Russell Phillips, Pete Whiting, Michelle Cullinane, Jude Goodman, Ben Green, Chris Cox, Andy Holder, Sarah Price, Jane Bembridge, Jason Everitt, Kris Kolb, Manish Patel, Mick Jones, Vicky Kilby

1st freefall: Paul Mallard

100 jumps: Nigel Holland, Simon Stephenson

400 jumps: Scouse Green

Bev Ford



Target

Photo: Daniel Parker

Bash of the Year

Scully and Baldrick's 30th birthday was top — everyone made real efforts with the fancy dress — especially Choppy and Steve Murphy, who's special birthday treat rendition was a mixture of Village People and Rocky Horror Picture Show — complete with leather hotpants!

The hard core winter jumpers have been taking advantage of our great Dornier altitude. The collegiates continue to spice up the bar with their drinking habits! The northern university clubs are bringing their new recruits for jump courses and this sudden influx makes for a great party every weekend. And never again a tuneless moment in the bar — with our new CD juke box full of our own choices (where ARE the sound police?).

SLOT GOING GOING GONG!

Angels are sad to say au revoir to their fantastic Mr 'Outside Centre' Chris Peacock who is flying on to postures new after a brilliant two year stint. Chris will be hard to replace, but, if you are interested in joining a Sunpath sponsored, mad-for-it team who are hitting the senior FS category next year, then get in touch ASAP. Call Regan on 07973 802625 or email regan.tetlow@virgin.net.



AWOL

Marie 'bar bitch' Forbes has to flee the country after cradle



snatching
allegations (!), Netty,

who left because she decided that sitting at the manifest all winter would get a bit cold, Claire Newbold, last seen boarding a plane for South America (to set up a drug smuggling operation to fund her skydiving addiction), and young Dave!

ACHIEVEMENTS

1st freefall: Becky Colebrooke
Cat 8: Mark Hewitt, Barry Woods, Claire Newbold, Justina Becousse, Rob Rossall
FS1: Rich Aveyard, Stephen Barr, Erica Peters
FF1: Jim Harris, Kai Sherwood
AFF rating: Paul Hollow
100 jumps: Erica Peters, Tom Wheeley, Beth King
200 jumps: Marie Forbes

Erica Peters / Regan Tetlow

Tilstock

Congratulations
to Chris
Gilmore on
his engagement
to Charlie.

Good luck to
Tim Ragdale
and Francesca
on their move to
Kuala Lumpur.
Welcome back for a
quick visit from the
States to Russ and
Jennifer Wylie.

Diary Date

We are closed until Sat 27 January 2001

Achievements

1,000 jumps: Gwyn Anthony Ackery
100 jumps: Ollie Dregghorn, Daz Tyrer
FS1 & 100 jumps: Rob Grayth (12-way, last jump of the Czech boogie)

Liz Rimmer

Halfpenny Green Reunion

Anyone who jumped at Halfpenny Green contact either Lin Brazier: L.Brazier@bham.ac.uk or Liz Rimmer: liz@rimmeril.demon.co.uk

Nethers

Plenty of new faces!

A big hello and welcome back to all at Southampton, Portsmouth, Bristol and Bath universities. Nice to see you again — where were you all summer? The instructors were concerned that they'd managed to scare all our students off and have conducted an informal survey. Early results reveal that the average Nethers student's favourite colour is orange, and that Dave has the worst chat up lines!

Tomy Trindal has joined the permanent staff — welcome aboard. Welcome also to VMax who are spending the winter team training at Nethers before the World Championships (that's the sub aqua world championships!) Style gurus may have noticed a spot of trend-setting by our very own Andy Godwin (see picture). A makeover team recently got together, and, inspired by Laurence Llewellyn-Bowen, subjected his kit to the Laura Ashley treatment. Mmm, nice!



Party season is in full swing

What a scary Halloween bash! It was debatable whether some people were actually dressed up. There were plenty of ghosties, ghoulies — and a crocodile and a rabbit! Congratulations to Mr Steve Apps, who has finally retired from the Army. Rumour has it he has been offered employment as a mattress tester (to sleep on of course!). Everyone sends their best wishes for a speedy recovery to Christine Macarthur and Jules Harrison — currently taking a break with the NHS.

Kath Salisbury / Dave Paton

Achievements

1st freefall: Lloyd McRitchie, Piers Roberts
AFF graduate: Bridget Radice, Troy Leacock, Tracy Bonnar, Darren Grant
Cat 8: Helen Taylor, Kate Burn, Barney Hawes
FS1: Tom Arnold, Christine Macarthur, Graham Wood, Kerry Gibbs, Marc Kiely
FF1: Graham Harrison
200 jumps: Helen Angove, Keith Gilluley, Barry Heron
400 jumps: John Bagwell
1,000 jumps: Mick Tyler
Advanced packer: Gordon McConnell



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TONY SUITS	BEV SUITS

Dealers still required for some
drop zones. Call for details

Reserve Repacks

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

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

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

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

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

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UK DROP ZONES



1 Black Knights Parachute Centre

Patty's Farm, Hilliam Lane, Cockerham,
Nr Lancaster LA2 0DY
Tel: W/end 01524 791820 or 0151 924 5560
www.bkpc.demon.co.uk

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

LO FS CF AC WP     

2 Border Parachute Centre

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

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

FS AC WP  

3 British Parachute Schools

Langar Airfield, Langar, Nottingham NG13 9HY
Tel/Fax: 01949 860878 info@bpslangar.co.uk
www.bpslangar.co.uk

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

LO FS FF WP     

4 British Skysports, Bridlington

East Leys Farm, Grindale Rd, Bridlington, E.Yorks YO16 4YB
Tel: 01262 677367 / 07836 276188 Fax: 01262 401871

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

FS CF AC WP     

5 Cornwall Parachute Club

Frans Ranch, Old Naval Airfield, St Ervan,
Wadebridge, Cornwall PL27 7RT
Tel: DZ 01841 540691 CCI 01208 813 310
da.bentley@virgin.net
www.skydiveccp.com

Open: Weekend 8am – dark, 3pm – sunset Wed – Fri (summer)
First Jump Courses: squares, tandem
Aircraft: Cessna 182, 206

FS CF FF AC WP SU     

6 Devon & Somerset Parachute School

30 Tower Way, Dunkeswell, Nr Honiton, Devon EX14 4XR
Tel/Fax: 01404 891 690
AGUEST1@compuserve.com
www.parachuting-uk.com

Open: 9am – sunset Wed – Sun, midweek by arrangement
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 206

FS CF WP SU     

Coaching			
LO	load organisers		equipment shop
FS	formation skydiving		canteen
CF	canopy formation		evening restaurant
FF	freelying		bar
AC	accuracy		bunkhouse
WP	WARP		showers
SU	Skydive U		camping welcome
Facilities			
	rigging room		1–22 Civilian BPA Centres
	video room		A–D Military BPA Centres

7 Headcorn Parachute Centre

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

Open: Every day 9am – dark
First Jump Courses: squares, AFF, tandem
Aircraft: Turbolet (Apr–Sept), Beaver (Oct–Mar), Islander

AC WP  

8 Hinton Skydiving Centre

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

Open: 9am – 7pm Tues – Fri, 8am – 8pm Sat and Sun
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Cessna 206 (all year), Turbolet March – Dec

FS CF FF SU AC WP

9 London Parachute School

31 Green Street, Hazlemere, Bucks HP15 7RA
Drop Zone located off Junction 6 of M40
Tel: 01494 459500 Fax: 01494 444326
info@londonparachuteschool.com
www.londonparachuteschool.com
Mob: 07970 818 458

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

WP 

10 Merlin Parachute Centre

Alanbrooke Barracks, Topcliffe, Nr Thirsk, N Yorks
Tel: W/days 01204 391860 W/end 01748 875 367

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

FS CF AC 

11 North London Parachute Centre Ltd

Chatteris Airfield, Manea, March, Cambs PE15 0EA
DZ: 01354 740810 Office 01473 829 982
Fax: 01473 829 515 www.chatpara.com

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

LO FS CF WP     

12 North West Parachute Centre

Cark Airfield, Flookburgh, Nr Grange-over-Sands, Cumbria
Tel: 015 395 58672 Fax: 01772 774 188
dave@skydive-northwest.com www.skydive-northwest.com

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

LO FS CF AC WP     

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: DZ 0191 517 1234 Tel/Fax: Office 0191 386 5261
skydiveamy@aol.com http://members.aol.com/skydiveamy

Open: All day Sat/Sun/Bank holiday Mon all day. Occasionally mid week
(especially Wed & Fridpm – phone to confirm before travelling)
First Jump Courses: rounds by advance group booking only,
squares, AFF, tandem

Aircraft: Cessna 182, Turbo 206

FS CF WP     

16 Skydive St Andrews

Kingsmuir Airfield, Saint Andrews, Scotland
Tel: 01224 865 000
skydivestandrews@mail.com
www.skydivestandrews.co.uk

Open: Every w/end & Public holiday 8am – 10pm.
Regularly open midweek (by arrangement)

First Jump Courses: squares, AFF, tandem

Aircraft: Cessna 206, Cessna 185 with inflight door

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

LO FS CF FF AC WP     

18 Skydive Wales

Pembrey Airfield, Pembrey,
Carmarthenshire,
Wales SA16 0HZ
Tel: 01554 891534 Mobile: 07779 019655
wil@skydivewales.co.uk www.skydivewales.co.uk

Open: Friday – Sunday

First Jump Courses: tandem. Squares available March 2001

Aircraft: Cessna 182

FS AC WP 

19 Stirling Parachute Centre

Thornhill, Nr Stirling, Scotland FK8 3QT
Tel: 01786 870788 Fax: 01786 870748

Open: Weekends 9.30am – 9pm, sometimes midweek

First Jump Courses: rounds

Aircraft: PA-32, Cherokee 6

LO FS CF WP   

20 Target Skysports

Hibaldstow Airfield, Hibaldstow, Brigg, N Lincs DN20 9NN
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: (192 Turbine, Dornier Skyervant, Cherokee 6

LO FS FF WP     

21 The Parachute Centre

Tilstock Airfield, Whitchurch, Shropshire SY13 2HA
Tel: 01948 841111 Fax: 01948 840638
skydive@theparachutecentre.com
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     

22 UK Parachuting

Old Buckingham 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 

23 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, Gloucester, Oxon OX6 8TQ
Tel: 01869 343343 / 343201 Fax: 01869 343676

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 Cerney, Cirencester, Gloucester GL5 5RD
Tel: 01285 861344 or 01285 860551 ext 8259
info@silverstars.fsnet.co.uk www.skygod.u-net.com

Drop Zone Focus

Border Parachute Centre

CCI: Tim Andrewes

Instructors: Katherine Andrewes, Dave Hutchinson, Mark Willcox, Dave Brown, Scotty Milne, Freddy MacDonald

Aircraft: Cessna 182 (4 place), various visiting aircraft in summer.

Altitude restrictions: None

1st Jump Courses: RAPS, Tandem, AFF

Jump Prices:
RAPS: £30 static line, £25 freefall
Advanced: £18 to 12,000ft, £16 to 10,000ft

Coaching: FS – WARP Style and Accuracy (from British Champions Tim & Katherine Andrewes and Scotty Milne), CF

Special Events: Student progression weeks, accuracy and CF training camps, beach jumps, night jumps, barbecues.

Canteen: Serving full breakfast, hot rolls, sandwiches, baked potatoes, snacks.

Other facilities: Fully carpeted hangar, carpeted packing shed, video room, limited DZ shop, accuracy tuffel and electronic pad.

www.borderparachute.co.uk
Tel: 01665 589 000

Accommodation: Camping on DZ for special events (but no shower facilities). Lots of local B & B, hotels, camping and caravan sites, holiday cottages in local tourist villages 3 miles from DZ. Special winter rates for skydivers at some.

Night Time Facilities: Most jumpers eat and drink in the Craster Arms in Beadnell, 3 miles from the DZ. There is also a wide choice of bars and

hotels serving excellent food, as well as Chinese takeaway and fish & chip shops in Seahouses. Silks nightclub in Seahouses for those who want to dance into the early hours and watch the locals perform!

Local Attractions: There is plenty to do for non-jumpers or on bad weather days. The DZ is near a beautiful coast with clean beaches and clear sea, very popular with divers. There are lots of castles, including Bamburgh (where Roman Polanski filmed Macbeth) and Alnwick (where they are currently filming Harry Potter). The Farne Islands are famous for birdwatchers and both Holy Island and Hadrian's Wall are steeped in history. Just inland are the Cheviot Hills, great for walking and views.

Other Information: Border Parachute Centre has been going for nearly 30 years. In the seven years since Tim and Katherine took it over, the buildings have been totally replaced, a hangar built and running water with a toilet block installed. This winter's project is to rebuild the kitchen to provide a better canteen facility. We operate mostly at weekends but also open midweek on request and regularly throughout the summer.

View from the outside: If you want big aircraft, large formations and loads of skygods then Border isn't the DZ for you. If you want a small, friendly club with a great atmosphere then pay Border a visit. Everyone is treated the same, from the novice to the guy with thousands of jumps. Children are welcome (they even get to play on the pool table!). The area is spectacularly beautiful and well worth a visit.



Border Parachute Centre is a large airfield near a beautiful stretch of coastline in the friendly northeast area

DIRECTIONS:

By road:

From the A1, 5 miles north of Alnwick, take the B6347 signed for Christon Bank and Seahouses. Follow the road all the way to the end, 3 miles (ignore further signs for Christon Bank or Seahouses). At the T-junction turn right. After 1/2 mile turn left at the crossroads. The airfield is a mile up this road. Follow the perimeter road round to the left and the car park is on the right opposite the trees.



Public Transport:

Trains run to either Berwick-upon-Tweed or Alnmouth. From Berwick you can get a bus to Seahouses. Someone from the centre will pick you up from the railway station or from Seahouses if you let them know what time you are due to arrive.

Recommended Local Accommodation:

The Victoria Hotel

Bamburgh, English Tourist Board recommended 4 Crowns. (8 miles from DZ)
Winter rate £10-£15 per person if you eat a meal in the restaurant (AA food rosette).
Tel: 01668 214431

Wyndgrove House

Seahouses (5 miles from DZ) Winter rate for skydivers £10 per person.
Tel: 01665 720 658

Westside House

9 King St, Seahouses
From £15
Tel: 01665 720508

Malabar

20 King St, Seahouses
From £15 Tel: 01665 720296

Rowena

99 Main St, North Sunderland, Seahouses
From £17 Tel: 01665 721309

Kingsway

19 King St, Seahouses
From £20 Tel: 01665 720449

Beadnell Bay Camp Site

Beadnell From £4.80ppn high season
Tel: 01665 720586

Annstead Camping, Caravans & Holiday Cottages

Beadnell. Caravans, 12 place bunkhouse, cottages (sleep 2-8). From £3ppn Tel: 01665 720387

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E-Mail: info@sunpath.com



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

Ace Free Fall Adventures

Skydive Wales, Pembrey Airport, Pembrey,
Carmarthenshire,
Wales SA16 0HZ
Contact: Carl Williams
Tel: 01554 891534
Mobile: 07779 019655
will@skygod.u-net.com
www.skydivewales.co.uk
AFF Adventures offering courses in UK & Spain. Course includes 1 tandem & 7 jumps. Carl is a British team member and current national champion. Ratings include BPA examiner, AFF/tandem instructor with several years experience in AFF instruction. Personalised instruction with somewhere to go once you've finished.

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.

Airwaves International Skydiving School

78 Bexley High Street, Bexley,
Kent DA5 1LB
Tel: 01322 557375
Mobile: 0802 472566
France: 00 33 (0) 6 19 60 59 97
skydive@air-waves.co.uk
www.air-waves.co.uk
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British Collegiate Parachute Ass

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.daleside2.demon.co.uk

Dave specialises in AFF courses and tandem introductions in the UK, Spain and France. The AFF course includes free jumpsuit, altimeter, helmet, goggles, video log with re-jumps at cost. A great deal if you want to learn to skydive. Dave has over 7,000 jumps and is a BPA Instructor, Examiner, tandem and AFF.

East Coast Parachute Centre

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

FreeFall Company

The Coach House, West St, Epsom, Surrey KT18 7RL
Tel: 01372 801 851
Mobile: 0796 871 2020
Tel: (Spain) 00 34 619 356 202
kevin@freefallco.com www.freefallco.com
Operated by Kevin McCarthy, National Champion with over 6,000 jumps and over 18 years experience. Probably the best AFF school in Europe. State of the art equipment and professional, personalised training gives you safe, rapid progression to Category 10 and beyond! Videos with all jumps. Courses available all year in the Costa Brava. Flexible payment to suit YOU!

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23 Heywood Gardens,
Prestwich, Manchester M25 1FW
Contact: Chris Miller
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chris.miller@zetnet.co.uk
www.manchesteparachuteschool.com
Based in Stockport, Manchester with 2,000 sq ft of full time dedicated training premises for RAPS static line & AFF courses. We also offer tandem skydives and AFF courses in the UK at weekends. Train midweek day/evening & jump at weekend. All AFF jumps include FREE video. Operating at Black Knights PC. See our web site for more details.

Parachute Training Services

11 Godwyn Close, Abingdon,
Oxon OX14 1BU
Tel/Fax: 01235 529570
doug@paratrg.demon.co.uk
www.paratrg.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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pete@thepops.com www.thepops.com
A society of skydivers over forty. Regular national and international meets at host parachute centres.

Red Devils

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

Scottish Sports Parachute Ass

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

Skydive Academy

PO Box 192, Durham DH1 5WD
Contact: Ian Roseninge
Tel/Fax: 0191 386 5261
Mobile: 0786 015 6779
skydiveamy@aol.com
http://members.aol.com/skydiveamy
7 day AFF courses our speciality. Late May-mid September at Peterlee. Outside this period, courses can be arranged abroad. Centre 15 mins drive from Durham city (2.45hrs from Kings Cross and less than 2 hrs from Edinburgh). B&B in local pubs from £12.50, in Durham City from £18.

Skydive Limited

Sibson Airfield, Wansford,
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 Organisations

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

CPCB

PO Box 194, 17487
Empuriobrava, Spain
Tel: 00 34 972 45 01 11
Fax: 00 34 972 45 07 49
cpcb@gna.es www.skyrats.com
Skydive Spain! AFF courses (1 tandem, 7 jumps with air-to-air video), tandem flights, freestyle school, Babylon freely school, Skydive U, free load organising, team coaching (special rates), gear hire (with Cyprus). Pilatus Porter and Twin Otter all year. All jumps from 12,500ft. Open all year — and now club house, tennis and pool!

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Fax: 00 1 863 679 9449
skydivemik@aol.com
www.fradventures.com
BPA and USPA qualified instructors. Owned by Brit Mick Hall. Offers and Casas. Over 600 acres, classrooms, state of the art equipment, undercover packing, wind tunnel training, free camping, showers, bunk rooms, rigging, store, restaurant.

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Tel: 001 813 783 9399
Fax: 001 813 782 0599
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.

Skydive Sebastian

400 W Airport Drive, Sebastian,
FL 32958, USA
Tel: 001 561 388 5672
Fax: 001 561 388 2105
info@skydiveseb.com
www.skydiveseb.com
Seb XL: pete_allum@compuserve.com
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SKYDIVE LILLO

Skydive Lillo started operating in the summer of this year and is situated just south of Madrid, and its international airport. After an amazing stroke of luck, we had a hectic but enjoyable start with the arrival of Train In Spain who had recently closed in Bailen, and Jan's 2 super twin Otters. They sadly left at the end of November for other pre-planned commitments.

CLUB 'COMPLUTO'

Club 'Compluto' carries on full time continuing where it started 3 months ago with the same level of professionalism just with a different turbine aircraft. We now have another very fast jump ship, Steve Swallow's and Hibalstow's Dornier G92. If you haven't jumped it, ask someone who has! All our installations are brand new and quite impressive. Nice clubhouse, bar, restaurant, showers etc, indoor packing room, video room - the lot. In fact, all you'd expect nowadays, (the bar also serves cheap litres of beer!)

WE ARE OPEN!

We are open throughout Christmas and with **easyJet** prices the way they are, we are probably the cheapest alternative for Brits wanting to avoid seeing that brass monkey looking for a welder! We cater for everyone. We have instructors trained in every discipline there is. The now famous 'Danilo' has his free fly, head down and sit fly school with us and offers instruction to all those who realise that maybe, begrudgingly, we all will have to learn to move with the times!

AFF & TANDEM

Compluto is a full time AFF and tandem school and welcomes without question all BPA instructors who want to bring their students for courses away from Britain and the floods, typhoons etc. We have load organising and RW coaching as well.

Please ring with any questions and for more information. We can arrange anything within reason! We definitely can't arrange some of the things that we've been asked for, and I can't print what they are either!

CONTACT US NOW! - DON'T DELAY

Contact: Mike Shaw Tel/fax 00 34 91 523 1253

Mobile 00 34 607 601593

Email: mj.shaw@mad.servicom.es Website: www.compluto.com

How to find us - N IV south from Madrid Airport. Exit Junction KM81 signposted la Guardia/Lillo.

Jump prices: 3,200pts for 14,000 feet AGL. Team rates available and BPA licenced AFF instructors call for special conditions.

SKYDIVE AT LILLO - FOR AN UNFORGETTABLE EXPERIENCE!



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Airtime Designs/Tony Suits	58
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Avia Special Limited	53
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Centre De Paracaigudisme	60
00 34 972 450111	cpcb@gna.es
Classifieds	57
Devon & Somerset Parachute School	53
Diving With Doris	53
	www.divingwithdoris.com
Dodingtons	10
00 44 (0) 1948 662179	
Fiery Pig Films	77
001 212 420 8997	jon.g@worldnet.att.net
Freefall Adventures, Florida	26
001 863 679 9779	skydivemik@aol.com
Hanson Safety HB	10
0046 404 50260	
Harrison-Beaumont (Insurance Brokers) Ltd	58
00 44 (0) 1993 700 200	info@hbinsurance.co.uk
Hinton Skydiving Centre	14
00 44 (0) 1295 812 300	info@skydive.co.uk
Larsen & Brusgaard	48
00 45 46 75 77 22	www.L-and-B.dk
Norman Kent	37
001 800 691 4970	www.normankent.com
On Top Aviation	2
00 33 5 49 94 20 94	ontopaviation@wanadoo.fr
Original Lizard	56
00 44 (0) 1482 635 483	chappy@original-lizard.com
Parachute Training Services	56
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Parachutes de France	16, 71
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Paragear Equipment Co	24
001 847 679 5905	sales@paragear.com
Paratec GmbH	37
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Performance Designs	42
001 904 738 2224	www.performancedesigns.com
Skipper Press	58
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Sky Ads	56
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Sky Chimes	56
00 44 (0) 161 345 1974	www.skychimes.fsnet.co.uk
Sky Science	70
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Skydive America (Palm Beach)	30
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Skydive Dallas	17
001 903 364 5103	www.skydivedallas.com
Skydive Eilat - Israel	17
00 972 76 33 23 86	ritterroy@yahoo.com
Skydive Lillo	76
00 34 91 523 1253	mj.shaw@mad.servicom.es
Skydive Sebastian	43
001 561 388 2105	info@skydiveseb.com
Skydive University	17
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Sunpath Products Inc	74
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Symbiosis Suits	10
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00 971 6768 1447	aeroclub@emirates.net.ae
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001 813 780 7339	gearstore@aol.com

DECEMBER

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

16-17 Jan Christmas Boogie
Empuriabrava, Spain. Tel 0034 9724 50111
cpch@gna.es www.skyrats.com

17-5 Jan Hinton - Closed

20-1 Jan Christmas Boogie
Skydive Lake Wales, Florida.
Tel 001 863 678 1003 info@skydivelakewales.com

22-1 Jan Christmas Boogie
Sebastian, Florida
Tel 001 561 388 5672 www.skydiveseb.com

22-1 Jan Christmas Boogie
Skydive City, Zephyrhills, Florida
Tel 001 800 404 9399 www.skydivecity.com

23-1 Jan Holiday Boogie 2000!
Perris Valley, California
manifest@skydiveperris.com

23-1 Jan Holiday Extravaganza
Skydive Arizona, Eloy.
Tel 001 520 466 3753

22-2 Jan BPA Office Closed
Closed from lunchtime on 22 December

25-29 Headcom - Closed

JANUARY 2001

15-22 Freefly Festival
Sebastian, Florida
Tel 001 561 388 5672 www.skydiveseb.com

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

27 Masked Ball
Langar. Tel 01949 860 878
bpslangar@aol.com

29-2 Feb International Parachute Symposium
San Diego, California. Tel 001 619 291 7131
www.pia.com

FEBRUARY

10-11 Crazy £100 Weekend
Langar. Jump all weekend for £100
Tel 01949 860 878 bpslangar@aol.com

10-17 Air Force Boogie
Dominican Republic. Two Casas. Huey helicopter.
Registration fee \$285 US pp. Includes one week's
accommodation, all meals, jumps, transfer from
airport base. Slots are limited.
Contact Eugene: trvl@email.com

14-24 Dubai Boogie
L410 Turbolet, free load organisers. Video and
coaching. UK contact: Pete Marsden
Tel 00 44 1932 701 321
pete@boogieclub.co.uk www.boogieclub.co.uk

20-28 Superfest
Sebastian, Florida. 'Quincy South'
Tel 001 561 388 5672 www.skydiveseb.com

24-4 Mar Mardi Gras Boogie
Skydive City, Zephyrhills, Florida
Tel 001 800 4004 9399 www.skydivecity.com

MARCH

1-5 Big-ways
Sebastian, Florida. Organiser Roger Ponce
Tel: 001 561 388 5672 www.skydiveseb.com

Email your event to
skydive.mag@virgin.net
with **Diary** in subject line
by **6 January (latest)** for next mag

APRIL

7-15 Easter Boogie
Skydive City, Zephyrhills, Florida
Tel 001 800 404 9399 www.skydivecity.com

13-16 Easter Boogie
Sebastian, Florida
Tel 001 561 388 5672 www.skydiveseb.com

MAY

4-12 Langar Boogie
Langar. Tel 01949 860 878
bpslangar@aol.com

5-7 All Ireland Open Boogie
Wild Geese, N Ireland. Our 18th Anniversary
Tel 028 295 58609
parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

5-7 Classics / CF Grand Prix
Bridlington. Tel 01262 677 367

19-20 FS Grand Prix
Wild Geese, N Ireland. Tel 028 295 58609
parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

26-28 Scottish Nationals
Strathallen. All disciplines: 4 & 8-way FS, CF,
freestyle, freefly, skysurf, Classics
Tel 0374 686 161 or 01764 662 572
bradyk@fsbdial.co.uk

JUNE

16-17 FS Grand Prix
Hibaldstow. Tel 0113 250 5600
info@targetsky.demon.co.uk
www.skydiving.co.uk

23 - 1 Jul WORLD AIR GAMES
Spain. Includes World Championships in the
following disciplines: FS, freestyle, skysurf,
CF, style & accuracy. The World Air Games
includes a huge range of aerial sports, held at
different places, the skydiving venue is
Granada.

JULY

14-15 Classics / CF Grand Prix
Border PC, Brunton. Tel 01665 589 000
skydivenorth@email.com

20-22 FS Nationals - 1st w/e
Hibaldstow. Tel 0113 250 5600
info@targetsky.demon.co.uk
www.skydiving.co.uk

27-29 FS Nationals - 2nd w/e
Hibaldstow. Tel 0113 250 5600
info@targetsky.demon.co.uk
www.skydiving.co.uk

AUGUST

3-5 Classics / CF Nationals - 1st w/e
Bridlington. Tel 01262 677 367

4-6 Irish Open Nationals
Wild Geese, N Ireland. Tel 028 295 58609
parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

10-12 Classics / CF Nationals - 2nd w/e
Bridlington. Tel 01262 677 367

14-23 World Games
Akita, Japan. FS freestyle, skysurf, CF, style &
accuracy

17-19 New Age Nationals
Will continue on 24-26 August if necessary
Sibson, Peterborough. Tel 01832 280 490
www.skydivesibson.com

Crossword Solutions

Across

7. Chatteris, 8. Femur,
10. Streamed, 11. Idling,
12. Stun, 13. Entangle,
15. Freefly, 17. Bridges,
20. Valsalva, 22. Lets,
25. Make Do,
26. Crabbing, 27. Falls,
28. Adrenalin

Down

1. Chute, 2. Street,
3. Terminal, 4. Windier,
5. Deplaned, 6. Funnelled,
9. Lift, 14. Break Away,
16. Easterly, 18. Releases,
19. Cascade, 21. Loop,
23. Tibias, 24. Anvil

Key

**BPA
FS
CF**

**Style & Accuracy
Boogies
Freefly & Skysurf
POPS
Unclassified**

18-26 Karlovy Vary Boogie

UK contact Pete Marsden
pete@boogieclub.co.uk
Tel 00 44 1932 701 321
www.boogieclub.co.uk

SEPTEMBER

1-2 FS Grand Prix

Langar. Tel 01949 860 878
bpslangar@aol.com

8-10 5-Nations Competition

Wild Geese, N Ireland. Competitions in 4-way
FS, accuracy and freestyle
Tel 028 295 58609
parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

15-16 Classics / CF Grand Prix

Wild Geese, N Ireland. Tel 028 295 58609
parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

MARCH 2002

4-10 6th World POPS Meet
New Zealand. john.crowhurst@cotecna.com.ec
www.pops.co.nz



Nice One 4Pak who competed at the recent World Cup in Eloy, Arizona and gained an average of 13.4. Their top score was 18 and all jumps were in double figures. They came joint tenth with the Danes. Sorry guys that we printed the wrong colour medal on your Nationals picture last issue, we all knew it was silver really! 4Pak are Mark Scott, Danny Branson, Steve Mursell, Craig Cunningham and Phil Lupton.

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frequently updated JM's Newsround:

www.skydivemag.com

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