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The Mag

February 2004



The British Parachute
Association Magazine



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editorial

The AGM was a little later than usual this year, being on 24 January. This combined with the timing of the World Record attempt has meant we haven't had the time to bring you a full report with photos. It's always a mad rush putting the article to press in literally two or three days after the AGM and this year just wasn't possible.

We do however have the news from the AGM. The elected BPA Council members and officers are listed here and on BPA Matters (page 23) with details of the new BPA subscription cost for 2004. The bad news is that BPA membership has gone up to £105 due to a huge increase in our insurance premium. Further details are contained within the Chairman's Report, presented at the AGM and enclosed with this magazine. Your membership renewal form is also enclosed. Remember to complete and return it to the BPA Office in good time to be jumping in April.

That's the urgent and most important stuff disseminated, the next (April) Mag will bring you the BPA Annual Awards, AGM happenings, hot gossip and of course the party photos.

Let's try and make this a safe year in British skydiving. If there's a New Year resolution worth making, it's to reach the end of the year without having a skydiving accident. No matter how big or clever we are (or we think we are) it's a big wide world out there and anything can happen. Be careful and keep your wits about you.

Wishing you a safe and successful 2004.

Lesley

EDITORIAL

The Mag, Station Road, Ailsworth,
Peterborough, PE5 7AH
United Kingdom

Tel/Fax: 01733 380 568

editor@skydivemag.com
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Jayne Notley
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TELEPHONE

Ad Sales – Jayne Notley
01778 391 189

Ad Production – Jo Cooke
01778 391 164

Fax: 01778 394 748

MANAGING EDITOR

Lesley Gale
lesley@skydivemag.com

EDITORIAL & WEBSITE CO-ORDINATOR

Colin Bridges
colin@skydivemag.com

DESIGN

Andy Venum
Tel: 01733 380 809
stylaprint@btinternet.com

British Parachute Association



Patron: His Royal Highness
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BPA, Wharf Way,
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PA to above officers	Trudy Kemp
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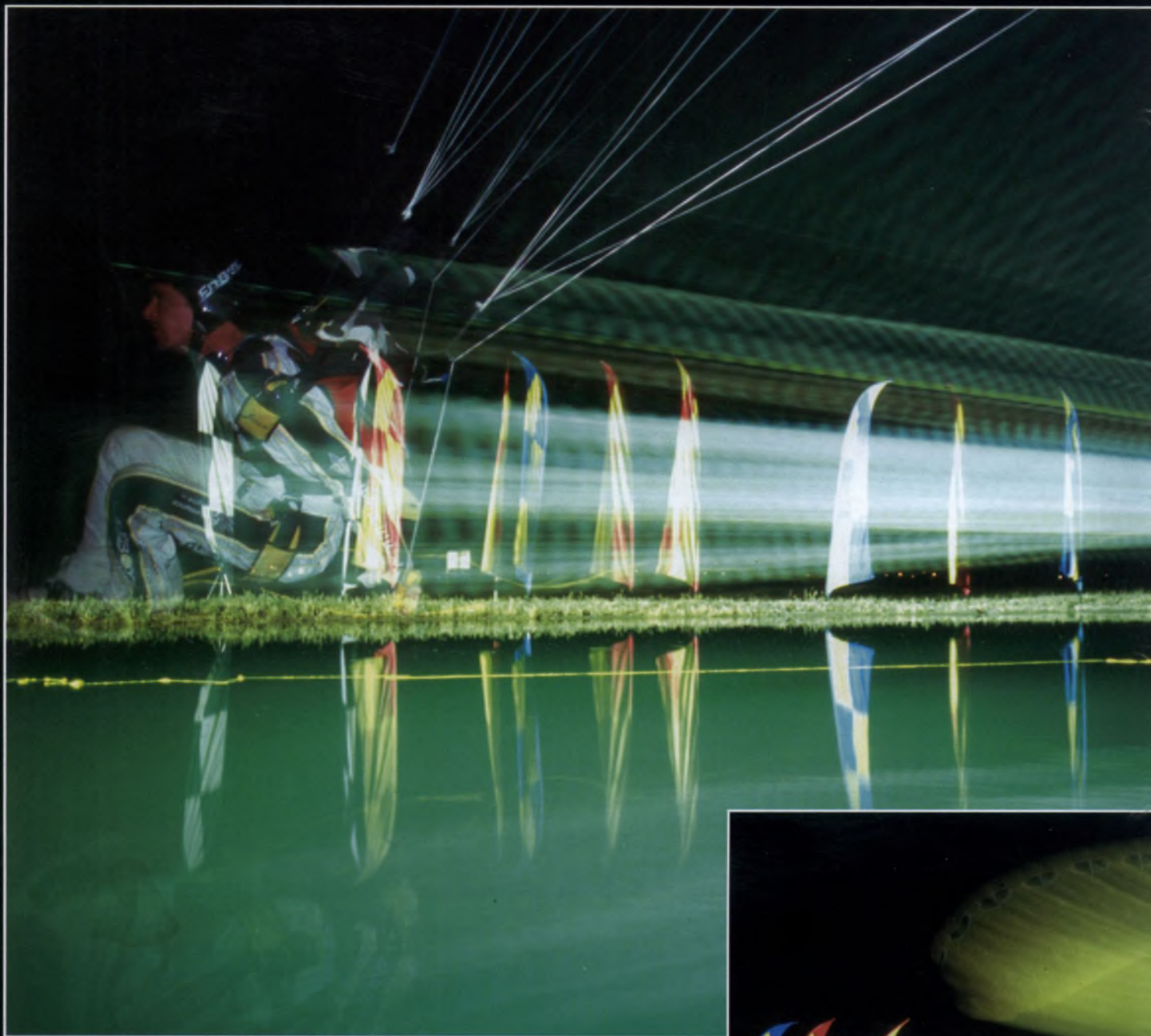
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Images: Craig O'Brien

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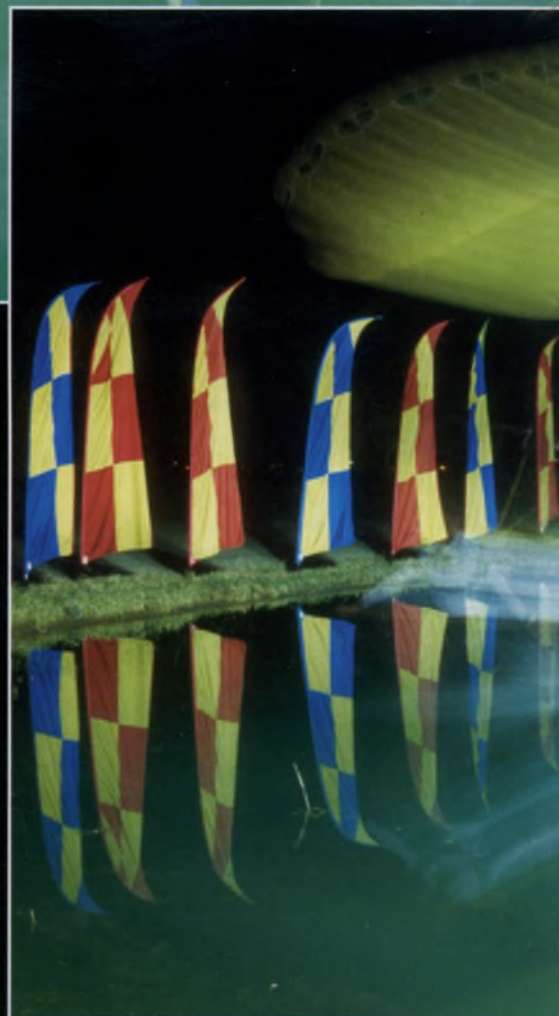
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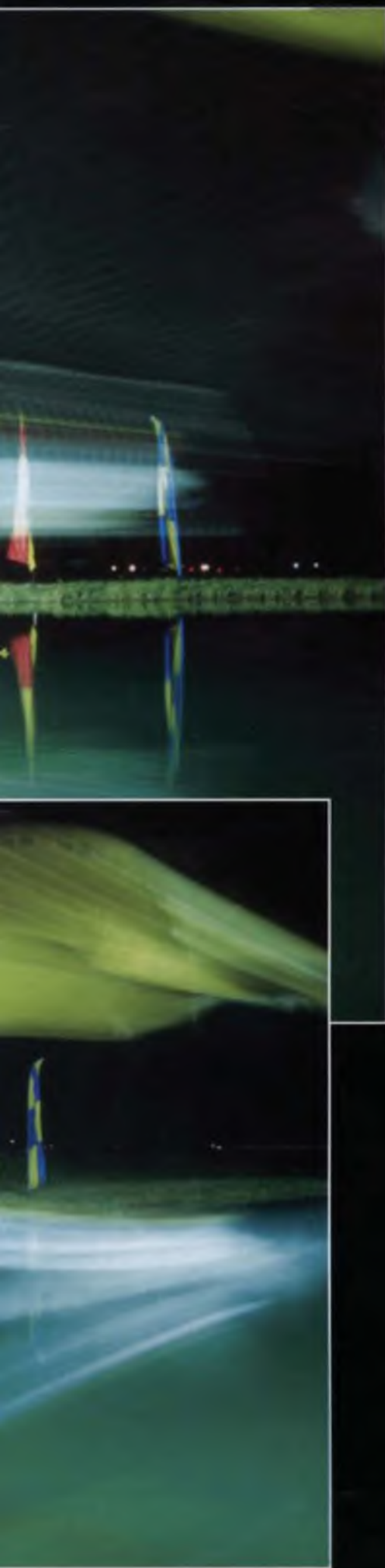
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The information in this magazine was, to the best of our ability, correct at the time of going to press. Reproduction, printing and mailing take a total of three weeks so some information may be out of date, or superseded.





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Cover photo: Norman Kent



Film Festival

*'Perris, Perris, Perris, so good they named it thrice',
...well that's how the song should go.
Closely followed by 'I left my heart in Perrissss
Valley'...*

I'm here to report on a truly excellent event, namely the FlyBoyz Film Festival, at – yes, you guessed it – Perris Valley Skydiving Centre.



'Blown away', is my initial comment. Blown away by the centre, blown away by the preparation and blown away by the welcome we received. Even though we didn't get there until 11.30pm Halloween night, a large group of people had stayed back to welcome us. It felt good and we were only three hours into a week long gig.

The FlyBoyz were out in force, with Eli, Fritz, Charles & Larry wiring and rewiring a fearsome looking array of audio-visual equipment intent in making the festival glitch-free and ensuring the 40x40 feet screen was always full with the most awesome free fly and extreme canopy piloting known to the human race. More 'Crosswig' than 'Crosswind' the images were as likely to make you fall about laughing as gape in wonderment. Marco Tiezzi & Gigliola Borgnis from Atmonauti, pointed out that these were only clips and test images, the best was yet to come. "You think this is good, wait to you meet Bernie" responded Eli to my comments on how excellent the venue was.

As a DJ I have spent my life dedicated to finding and exposing the finest dance music. With skydivers I've found a positive and responsive audience – with the Perris jumpers I found DJ heaven. Initially I was there to play for three evening parties – after the first one all of that changed and I was asked to move my decks down to manifest! There are many DJ's technically more proficient than I, but few with my ability to read and take hold of a crowd. This is no accident as I have upwards of 19,000 hours behind the decks, with crowds ranging from 30 to 2,000 in three continents.

During my time at Perris a synergy developed. The freeflying was so creative and diverse that it became aerial ballet, a vast eye candy spectacle in the sky, crying out for someone who understood and loved music enough to give the same level of commitment to the accompanying sounds.



All Images by Eli Thompson of the FlyBoyz unless otherwise credited

The rhythm of the day was beaten out by the *X Team* that the *FlyBoyz* had put together running from load to load, backed by *Team Extreme* taking awesome video again and again. The *X Team* was gathered from the people that the *FlyBoyz* had had the most fun with at boogies round the world. It numbered 12; the *FlyBoyz*, *Babylon* visiting from Spain, world champion team *Alchemy* who are now based at Perris full time, plus Marco & Gi from *Atmonauti*. One of the main formations was a 12-way head-down flower, breaking down into a 4-way flower with eight people forming a circle around the star and rotating it... with all of them wearing smoke canisters.. Awesome.

Marco and Gi from *Atmonauti* also held court, though in the mildest of fashions. If you have met them, you will understand what an anomaly they are. The driving force of Marco and Gi's belief in *Atmonauti* is belied by the gentle and almost humble way in which they conduct themselves. For those who haven't met them, take the time to check out their website (www.atmonauti.com), or see Marco and Gi at Lapalisse for most of the summer, or look out for an *Atmonauti* Boogie rumoured to be in preparation. These people can fly and are only too keen to help anyone do the same.

At my decks by manifest, I began to feel the innate rhythm of the place. The packers bobbing up and down; dirt-divers spinning around in 4s and 8s; manifest blatantly lying about biblical weather on the way, urging people to jump, cause it may be your last day of sun! Feeling the rhythm I began to spin the tunes; soon everyone was bouncing as they packed, walked to the restaurant or ran to the next load... I even began to take requests for people to land to! This continued until the 4.20 sunset loads, after which we chilled until 7.30 and then we partied our collective asses off.

The evening entertainment was varied and funny, the Halloween fancy dress party being an excellent example. People had made a real effort to produce innovative costumes. I stopped the music and went to buy a beer as the serious judging began. All the entrants were lined up, the crowd ready to vote (loudest shouts won), Eli on stage looking like he was born with a mike in his hand... organised or what? On my return, only minutes later... complete zoo!

A group of contestants had mistakenly thought they were out of the running and wandered off. There was wall-to-wall confusion, Gangsters, Tarts, Hugs & Kisses (large silver & gold costumes with kisses on them) and Bin Laden's Lesbian Schoolgirls were all milling around. Desperate to regain control, the compere began to shout. "No No No!... Hugs and Kisses are over there"... "Lesbian schoolgirls to me"... "Yes you"... "You are a lesbian schoolgirl aren't you?"... "Hurry up I've not got all night!"

Well it made me laugh... perhaps you had to be there?... I'll get my coat!

The days passed eventfully and happily, it was amazing to watch the interaction, no skygods here. Clint Clawson from *Team Extreme*, Rook Nelson from *Alchemy* and Stephane Fardel from *Babylon* were all squatting down and talking Lucie, 90 jumps, through some sit-fly. JC Colclasure of *Team Extreme* gave out many impromptu canopy tips. As soon as manifest knew you were a lone jumper, or new to the DZ, you were offered a group slot or introduced.





Tensions did mount when this year's trophies were unveiled for, after all, this was the famous FlyBoyz Film Festival. Four kilos of cylindrical laser-etched steel, enamelled with three swooping arrows, glinted in the firelight to collective 'Oooohs'.. Even the apparently unphaseable JC wanted one!

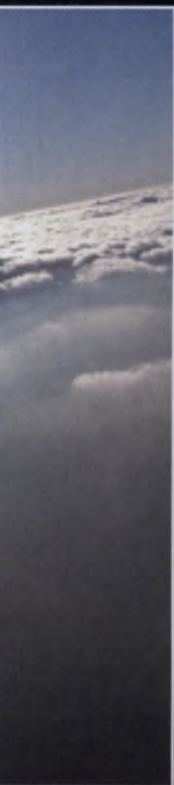
The FlyBoyz Film Festival, a skydiving video contest, was in its seventh year with an average registration of about a hundred jumpers. Originally the festival set out to attract people who would come, use the boogie as a backdrop and create the film on site. *"It was chaos!"* Fritz [Pfnur of the FlyBoyz] said. *"There was real undercover stuff going on, people setting up scenery in the hangers, secret filming in trailers, skulking around the backs of mobile homes, all hush-hush. The days started to get crazy. Everyone was running all the time, getting stressed over video editing, pushing for that 'must-have-it' footage on the last few loads. The festival was getting incredibly popular and it was only a matter of time before something went wrong, so we calmed it down."*

Now people register with the boogie and submit a film for judging which, in traditional Blue Peter fashion, they have prepared earlier. Some do add an elment filmed at Perris during the week to give it some local colour. There are four categories. 'Best Aerial Visuals', a veritable feast for the eyes; in freefall, off cliffs, under canopy, anything went as long as it made your jaw drop. 'Best Comedic' was definitely an eye-opener as I was expecting more of a cheap TV type production with funny clips; instead we got some carefully crafted, well planned films.

The 'Best Music Video' category was similar to Best Aerial Visuals in that the judging criteria was based around the interpretation of the music to the flight. The 'Daddy Phats' is the most coveted of all, judged solely on the following criteria... just when you believe that you can gape no more, you find yourself propelled upright, arms in the air shouting and whooping... that is the Daddy Phats!

Puzzlingly, people again mentioned that Bernie, whom I had yet to meet, was a Daddy Phats all on his own. Perris is a curious place; people keep secrets from newbies in a Santa-like fashion. Because meeting Bernie was best experienced as a surprise, they would not tell you who he was or what he did. Perris is also a wrinkle in the time-line; although the advertising lists the festival as a week long event, no one seemed to go home! I noticed that the computers (free internet access) in the bar had all the airlines' change of reservation pages stored as favourites on the browser. Our driver Kimberlee laughed when we told her there was no way we could change our flights. She laughed again as she took us back to the airport two days later than we had planned!





Saturday arrived and despite all the efforts of the sponsoring Red Bull, even Marco and Eli's shoulders were a little slumped and their steps a tad laboured. I suppose being on every load every day must be a little tiring! Suddenly it was over, 4.20 came and went, beer spilt on all of the swoopers in the swoop'n'chug. All that was left was the final judging, or so I thought.

Just half an hour before the films were due to be viewed I heard that Atmonauti were having computer problems, their audio wasn't working and they were possibly going to pull their film. No way! I offered to mix live for them. We quickly ran through the video, I made some sketchy notes. Luckily I was armed with the knowledge of what made Marco and Gi dance, gleaned from many hours of playing at the Espace Boogie. I had also watched many hours of Gi's freefall, entranced by its sheer beauty. There are moments on the Espace 2K Boogie video where Gi's precession aerial ballet transcended our understanding of what's possible. Not only was I ready, but I felt like I was the only person in the world who could pull it off. Serendipity! I was so in the zone I could feel the rhythm of their moves. I quickly rewired my equipment and we were ready.

The other videos came thick and fast. *Team Extreme's* film *Soul Flyers* was breathtaking, swooping for ever through snow-covered fjords, it made you weep, JC's whooping the only sound in a quiet arena. *A Year in the Life of* was another outstanding entrant, with Mark Lander saying that, after doing 300 base jumps, he felt he needed to know more about canopy control, so he decided to skydive!

The time soon came for the Atmonauti/Richie hybrid mix stylee; well I'm more than pleased to say that it went off! I began with a deep rumbling track matching the thunderclouds and lightning that opened their film, breaking into *Agent Sumo - 24 Hours* for Marco's fabulous freestyle. Gi gracefully twisting and tumbling to the sounds of *For An Angel* was more than man nor beast could resist. The crowd were still cheering ten minutes after we finished, so it was obvious we'd won the trophy big time, the coveted Best Music Video Award was ours!

The party began in earnest, and suddenly Eli began shouting "Bernie, here's Bernie!" At last I got to meet him a 40 foot high wooded X they were towing into view, fully lit up with loads of neon rope lights. When he finally came to rest all gathered round and, to everyone's amazement, they burnt him. Suddenly I understood... it's not 'Bernie', it's 'Burnie', cos they burn him!

This brings us full circle as I can only describe myself as 'blown away. To be invited to play for the *FlyBoyz* was excellent, but to come away as a medal winner in partnership with Marco and Gi was a dream come true.

Richie
djtune.raider@ntlworld.com



Best Music: Marco Tiezzi, Gi Borgnis and Richie





Film Festival Results

CATEGORY	WINNERS	FILM NAME
Best Aerial Visuals	Team Extreme	Rewind
Best Music	Atmonauti & Richie	Atmosphere Navigators
Comedic	Andrew Staich	Dust Devils
Daddy Phats	Jeb Corliss	A Year in the Life of

DVDs of these fabulous films are available from the FlyBoyz, Perris Valley Skydiving and Square 1

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www.iSkyDb.Com

Elsinore Fire

A fire in the student gear room at Skydive Elsinore in January destroyed the trailer and all its contents including rigs and video equipment. The drop zone remains open as usual.

jhammo408@skydiveelsinore.com

AADs at Dunkeswell

It is now mandatory to wear an AAD when jumping at Dunkeswell.

The Search

The Search 5 is planned for 19 March, including six canopy school jumps, six 1-on-1, six 2-on-2 with video, two 3-on-1 with video plus tunnel time, seminars and mental training.

www.skydiveu.com
annemaxwell1000@hotmail.com
Ooops!

The Council minutes published in the December 03 Mag mistakenly listed Lisbeth Harris as the Proprietor of Fliteline. We unreservedly apologise to Lisbeth and Fliteline for this error.

In the UK Swoop Meet write-up, Netheravon's Club news, it was Chris Guntrip who placed third, not Gary Wainwright. We apologise for this error which was due to misinformation.



Herc Boogie

Load organisers for the biannual Herc Boogie scheduled for July this year have been confirmed. In formation skydiving there are Gareth Holder who will be organising sequential 25-40 ways, Markku Teivainen, Guy Wright and Boxman who will be organising 60+ ways, plus established organisers Darryl Moran, Larry Henderson and Bushman. New this year are Kate Cooper, BJ Worth, Lesley Gale and Ken Hansen.

For freefly they have Boel Janerus, Swedish national champion plus Chris de Bar, silver and bronze US Nationals medallist. Flocks of birdmen and birdwomen will have fun flying with Jari Kuosma. The last Herc Boogie featured a the largest flock ever and this year it will be even bigger.

There are only 600 slots available, reserve one by registering at the website.

www.herculesboogie.com

Hans Berggren

Indoor Skydive Meet

The second Aerokart Indoor International Challenge in 3-way and 4-way will take place on 28-9 February at Aerokart's wind tunnel facility in Paris. There will be eight rounds of two minutes each with lots of prizes. The cost is 450 euros per 4-way team, 410 per 3-way team. This includes registration, tunnel time, meals and a party on Saturday night with a Go-Kart challenge



VMax in SkyVenture, Orlando
Photo by Rusty Lewis

also organised. Register before Saturday 21 February to make sure they include you in the meals.

00 33 1 30 25 72 88
fsimons@aerokart.fr



Silver for Pete at DeLand Swoop

Skydive DeLand's swoop competition on 13 December attracted 30 competitors, from intermediate to expert to fly five rounds each of high speed, fast paced canopy flight. The competition format is handicapped so that the intermediate swoopers can compete against the world's elite canopy pilots. There were two distance rounds and three zone accuracy jumps. Jay Moledzki won the competition, Pete Allum was placed second (Pete won the previous swoop meet) and Kaz Sheeky, the only female, placed third.

www.skydivedeland.com



Prizewinners Pete, Jay & Kaz

Did you know?...

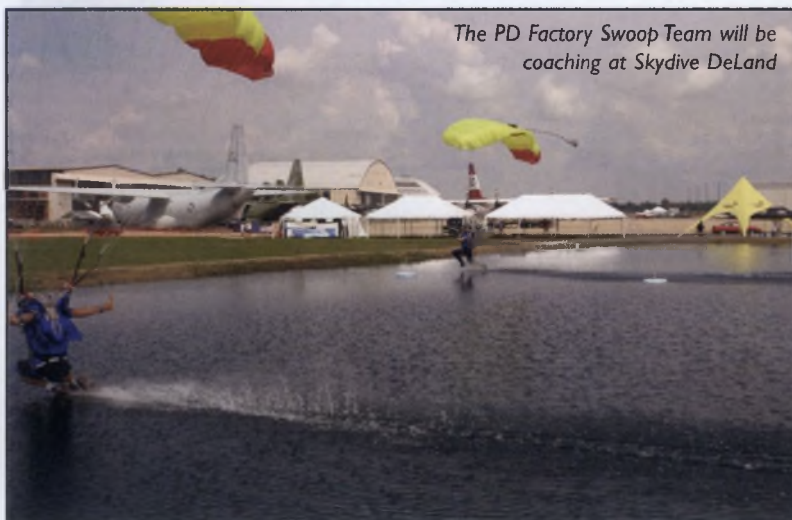
Pete Allum has attended every World Meet since 1985

Chicks Head-down World Record

Skydivers led by the *Sugar Gliderz* freefly team of Amy Chmielecki, Jen Key and Missy Nelson set a female world freefly record of 16 at Skydive Eloy, Arizona in November. The success followed three days of practice jumps and a steady build-up in records; first an 8-way record, then a 10-way, then 12, then jumpers were added one at a time to build a series of records culminating in the 16-way. Seven countries were represented on the record. Steve Curtis of *Arizona Freeflight* who coached at the event said "This is the most impressive display I've ever seen in the sport".

sugargliderzfreefly@hotmail.com

DeLand Launches Flight School



The PD Factory Swoop Team will be coaching at Skydive DeLand

Members of the PD Factory Swoop Team and DeLand's Freedom of Flight Canopy School have joined together to create a new coaching project called Flight-1. The group will hold a series of canopy flight camps at DeLand appealing to a range of people from novice jumpers who are looking to develop good basic flying techniques to advanced pilots looking to improve competition level high performance landings.

The project is being lead by Shannon Pilcher and Ian Bobo from the PD Factory Swoop Team plus Scott Miller, the Freedom of Flight Canopy School's Course Director. Scott spent five years working as PD's chief test jumper and

XL Update

XL are very sad to announce that we will be taking a break from the competitive arena for 2004. This came about as the result of a lot of discussion and soul-searching over the months following Gap. Although we were disappointed at again coming so close to a medal we feel that we gave our all, pushed our limits and had a fun, if exhausting, journey to France in 2003.



We are sad also at the loss of Thomas, who, after some serious decisions on his part, has elected to continue his skydiving career in new pastures. Anyone who has met Thomas and witnessed his exceptional talent will have no doubt that we will continue to see him at the top of our sport. We wish him a heartfelt good luck in the future.

As for the rest of us, we will still be involved in skydiving, coaching and having fun as always. We are all available for team, tunnel and 1-on-1 coaching. We'd like to say a big thank-you to the BPA and its members for all the support over the years. It's the end of a long chapter but maybe the XL story will resume in the near future. A bit like Lord of the Rings!

stevehamiltonxl@aol.com

has also run over 25 canopy skills camps at other drop zones in the last two years. Other members of the PD Factory team will act as coaches.

Flight-1 participants will be divided into groups based on their skills, experience and the canopy techniques they wish to develop. They will make fifteen jumps over three days with classroom training and video debriefing.

www.flight-1.com

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February 2004

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Photograph by John Dewys

Flight Test: **Katana**

Performance Designs have always taken great pride in ensuring very thorough research and development of new products before they are released to the jumping public; this sometimes means an agonising delay between talk of a product and its release.

For most of us this seriously increases our desire to jump the new creation. The Katana has some of the characteristics of the Stiletto with some of the added performance of the high-end cross-braced canopies from PD or Icarus.

Disclaimer

I think that any review of a high performance elliptical canopy needs to be read with an understanding of the reviewer's frame of reference. In other words, what can I compare it to? I have been jumping 90-96 square foot cross-braced elliptical canopies for the last 2,500 jumps and prior to that I spent 6,000 jumps on a Stiletto 120. In 2003, XL jumped an earlier version of the Katana both in training and at the World Championships in France. I have jumped the 97 three times and the 107 once.

Opening

I jumped the canopy at terminal on all four occasions. The first thing I noticed was the much smoother and slower transition from freefall to first stage inflation, totally on heading whilst the cells inflated and then a gentle nudge as the second stage inflated with a 45° turn to the left but with no twist in the lines.

The second jump was very similar, an even slower first stage followed by a 90° heading change (no twists). The canopy was then totally inflated and the slider was resting at the links. I have to say that this was a much calmer deployment sequence to any of the high end elliptical canopies that I have jumped.

For the first two jumps I had packed the canopy like a cross-brace, bringing the slider out in front of the nose. For the third jump on the 97 I kept the slider in the middle of the canopy and was rewarded with a totally smooth, on-heading opening! XL jumped the Katana's more extensively earlier last year and we had the same experience with the packing, finding that leaving the slider in the middle gave consistent on-heading openings.

In order to create a similar style of flight to that which I am used to, I stowed the slider and eased my chest strap looser.

107: a beautiful first stage of deployment, followed by an on-heading very gentle second stage.

Flight

Releasing the brakes and letting the canopy fly produced a very smooth flight and was without the diving sensation that is prevalent in cross-braced canopies. Toggle pressure was medium. The Katana is very easily controlled with small harness input via the leg straps.

90° dynamic toggle turns produced a very direct turn, with some dive and over-turning for a further 45° before stopping. 90° mellow turns stopped completely on heading, with no over-steer at all.

The canopy stalled as I bought the toggles level with my hips and before the stall it stayed totally on heading and

by Pete Allum

Talk of the Katana was reaching distant shores almost a year before its final release and PD had been advertising the canopy for some months so when the chance came to review this canopy, I jumped at it!



solid. The stall had the canopy rocking back, forward and the canopy collapsed rapidly with the two back corners touching. The stall recovery was smoother than Dairy Milk and the parachute was flying on all cells within a matter of a second, this was with a very careful stall recovery, ie, just letting it back up to half brakes.

"PD advises their customers to find the stall point but not take any high performance canopy into a deep stall where the canopy bends, due to the potential of losing control and possibly developing an unrecoverable situation."

I then proceeded to take the canopy through some deep brake flight patterns (flat, elevation and depression turns) and was impressed with its stable performance in this mode. I would consider sinking it in for a landing, if necessary (preferably in the pit!).

107: The only differences that I felt between the 97 and 107 were the increase in over-steer after radical turns and a slight depreciation in performance in deep brakes.

The Katana was very easy to take from full flight to flare, even giving me some 'swoop-time' parallel to the ground before it was time to ease the toggles a bit further down and produce a surprising amount of lift (for such a landing).

My next jump had me aching to test the limits of the canopy and its landing characteristics, so I set up for a 270° turn at the same height that I would for my Velocity and was rewarded with a very easy dive on the front risers (much easier than any of the cross-braced variety but with a similar loss of height). As I felt the canopy transitioning out of the dive and into its glide, I gently pressed the rear risers out (minimal pressure needed) and felt the canopy fly level with the ground. The distance of the swoop was not the same as my regular canopy but still way better than any other non-braced parachute that I have seen or jumped. At the end of the swoop I chose to slide on the wet grass rather than seeing if more radical lift was available and finished up without having to take a step.

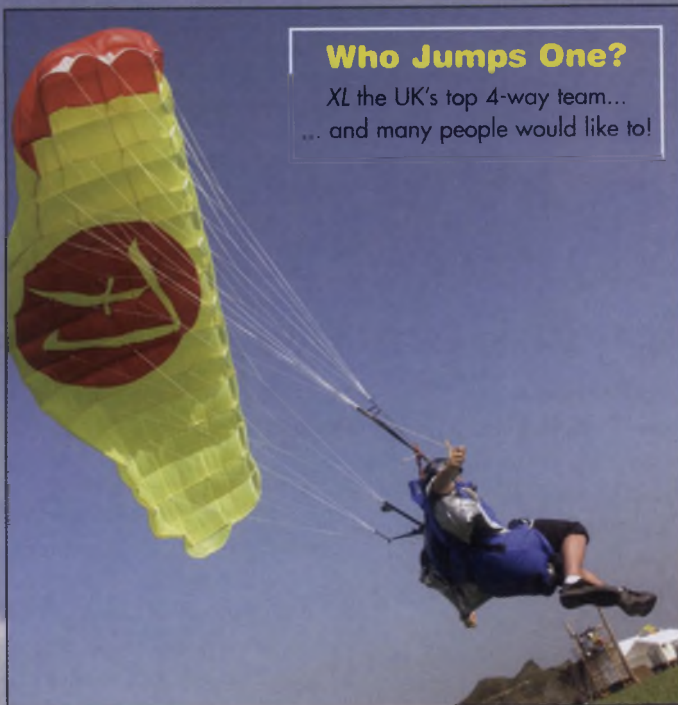
107: I broke my rule on this jump (my first jump on a new canopy) and did a big fat 270° turn, the conditions were a turbulent 20-22 mph, the Katana demonstrated absolutely no evidence of the existence of turbulence and dived similar to a cross-braced canopy. I transitioned with the rear risers to a very decent length of swoop and followed off with toggles. The lift at the end of the canopy was reminiscent of my cross-brace and I gained 10-15 feet and sunk down gently to land with no steps.

Landing

I always make it a rule to land every canopy that I jump 'straight-in' before I attempt any swoop landings; I feel that it is a necessity to be able to land a canopy in these basic conditions.

Who Jumps One?

XL the UK's top 4-way team...
... and many people would like to!



Suitable for

People who want more than your average canopy! This parachute is not for the faint of heart at mid to high wing loadings, it shares many characteristics with the cross-braced family of canopies; high speed dives and long swoops. I have no experience of jumping the Katana at very light wing loading. My wing loadings on the Katana are:

97	1.81
107	1.63

However for someone who wants some zip to their canopy but still desires predictability from the opening, flight and landings, this is a great choice. For someone who wants to jump the high performance end of the market but is not willing to suffer the rare squirrely opening then this is the beast for you.

I would even consider jumping the Katana at swoop events, especially those that required accuracy at the end, or where the course was slightly shorter. My personal preference was the 97; I perceived better performance at that wing loading.



Pete Allum
peteallum@aol.com



Front View

Katana

9-cell, elliptical, zero porosity

Manufacturer: Performance Designs

Aspect Ratio: 2.74

Sizes - Now: 83, 89, 97, 107, 120

Later this year: 135, 150



Back View

VERDICT - Stars out of 10

Toggle Pressure	★★★★★★★★
Front Risers	★★★★★★★★
Glide Angle	★★★★★★★★
Forgiving	★★★★★★★★
Landings	★★★★★★★★
In Turbulence	★★★★★★★★
Value	★★★★★★★★
Overall	★★★★★★★★

SUITABLE FOR

Novices:	★★★★★★★★
Intermediates:	★★★★★★★★
Experts:	★★★★★★★★
Extreme flyers:	★★★★★★★★

NB: The above is purely opinion and will change dependant on factors such as canopy size, wing loading and conditions.

Photos: Francisco Neri

www.performancedesigns.com/katana/



VMMax by Andy Ford



Sarah Laughton, with cameraflyers Andy Ford and Brian Vacher, saw culmination of a five-year dream that began when VMMax started rigorous training for the World Cup they won in Australia in '99. They went on to take the World Cup again in Spain in 2002 and then beat off hot competition to bag the top prize of all – the

Royal Aero Club Awards

World Champion 4-way women's FS team VMMax have been awarded the supreme accolade of the Gold Medal of the Royal Aero Club. This is the first time the prestigious Gold Medal has ever been awarded to a team. Claire Scott, Liz Groucott, Sacha Chilton and

World Championship at the Mondial 2003 in France last September.

John Smyth, who was Head of Delegation and Team Manager at the Mondial, is himself the proud recipient of the Royal Aero Club Bronze Medal for his services to UK competitive skydiving. John said he was "absolutely delighted" for VMMax. "They are a beacon of British skydiving and proof of what can be achieved through dedication and absolute commitment to their sporting goals. I cannot praise their achievements highly enough."



John Smyth

Darren Birkin

Brit Teams at the World Meet 2004

The winning teams from last year's selection nationals in FS, CF and artistic events have been invited by the BPA to attend this year's World Meet in Croatia during September. This is on the understanding they pay their own way. They will not be funded by the BPA as there are three consecutive World Championship events in as many years and a limit to the finances available.

Formation Skydiving

In FS, neither XL or VNE have accepted the invitations, mainly owing to their high level of commitment to date. Invitations are now being sent out to the runners up. As previously reported, Vmax have declined to attend. The British women's 4-way team will therefore be selected at the first regional meet of the year at Headcorn, 8-9 May.



Tumbleweed Freestyle, image by Babylon

Canopy Formation

A the time of going to press no invitations had been accepted.

Classics

The Classics team will be selected at this year's Nationals, 15-20 June at Bridlington, as the expressed desire of the competitors at last year's AGM.

Artistic Events

Airwave (Robbie Powell & Gary Dawes), gold medallists in skysurf, will be the British team at the World Meet in artistic events, Brazil during September. In freestyle and freestyle, National Champions Sebastian-Headcorn Free Jive and Style Jiver, have declined to attend owing to funds but both silver medallist teams have accepted. The UK Freestyle team will therefore be Tumbleweed (Deb Clarke and Jim Weir) and Freestyle Oh Boy! (Jim Harris, Dan Parker & Tim Carter).



Oh Boy!

Flick Wood

Renewal Time!

Your BPA membership renewal form for the year starting 1 April 2004 is enclosed in this Mag. Please complete and return the form to the BPA Office with your subscription payment before 1 April, in order to jump after this date. The form may also be obtained from your usual club/centre or downloaded from the BPA website.

Membership Subscriptions

The BPA subscription for the year from 1 April 2004 is £105, comprising an insurance component of £55.67 (approximately two and a half times last year's insurance component), a BPA component of £31.83 (3% increase) and a Magazine component of £17.50 (no increase). The significant overall rise on last year's subscription of £71.50 is because of the rise in the insurance premium. A similar percentage rise applies to the insurance component of student provisional membership.

The AGM on 24 January heard that the BPA had instructed brokers to scour the market to see if a cheaper insurance quotation could be obtained. Brokers were still working on this at the time of the AGM. However, the brokers were unable to come up with an alternative quotation. The BPA has, however, negotiated a modest reduction in the broker's fee which has resulted in the full membership renewal being 56p lower than the maximum figure approved by AGM.

The BPA has an internal working party on insurance, which is now clearly a major issue for the Association. The working party will review all aspects of insurance ahead of next year's renewal. This is against the background that certain other air sports, both within and outside the UK, have suffered similar or even larger rises in their insurance premiums in recent years – in fact some have found it hard to get any insurance cover at all.

BPA Council Election

This year there were 21 people nominated for the 15 seats on Council. An election was therefore held with 679 ballot cards returned. Of these, 91 cards were invalid as they had not been filled out correctly or had been returned after the closing date. The number of valid cards was therefore 588.

Election results were announced at the AGM. The votes cast were as follows with the fifteen people at the top of the list now elected to the 2004 Council of the BPA:

1	Chris Allen	421	
2	Paul Applegate	418	
3	David Hickling	379	
4	John Smyth	369	
5	Ian Marshall	364	
6	Weed Stoodley	333	
7	Brian Vacher	331	
8	Andy Scott	327	
9	Kieran Brady	315	
10	Eddie Jones	309	
11	Tony Goodman	300	
12	Ian Midgley	300	
13	Jim White	288	
14	Nigel Holland	277	
15	Calvin Blacker	276	[elected to Council]
16	Brian Dyas	273	[not elected]
17	David Ibbotson	257	
18	Geordie Page	256	
19	Ralph Fielding	248	
20	Adam Jones	214	
21	Billy Gollan	199	

BPA Officers

Immediately following the AGM itself, there was an inaugural Council meeting to elect the various officers of the BPA. Results are as follows:

BPA Chairman	Chris Allen
BPA Vice-Chairman	John Smyth
Chairman of Competitions Committee	John Smyth
Chairman of Development Committee	Kieran Brady
Chairman of Communications Committee	Eddie Jones
BPA Treasurer	Debbie Carter
Chairman of STC	John Hitchen
Royal Aero Club Delegate	John Smyth
Royal Aero Club Alternate Delegate	Ian Marshall
CAA Liaison Officer	Tony Knight
Club Representative (northern)	Jim White
Club Representative (southern)	Tony Goodman
Club Representative (central)	Andy Scott

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Where can you jump the world's fastest Turbine Porter this July?

- a. Costa Brava, Spain
- b. Florida, USA
- c. Lancashire, UK
- d. Arizona, USA



Photo by kind permission of Markus Herzig

F-GODZ "Godzilla", the world's most powerful Pilatus Porter, is operating every day in July at the North West's most accessible drop zone. This 750 horse power monster of a jump ship gets you to 15,000 feet in 12 minutes!

2004 DIARY OF EVENTS

Check www.bkpc.co.uk for the latest updates

APRIL

9th-12th

Drop Zone Open All Easter Holiday

16th, 23rd, 30th

Drop Zone Friday Openings

MAY

3rd

Drop Zone Open, Bank Holiday

7th -16th

BN Islander 10 place aircraft: Student progression and 8 way FS practice

31st

Drop Zone Open, Bank Holiday, DZ Party & BBQ

JUNE

25th Drop Zone Friday Opening

TBC DZ Party / BBQ

JULY

Open every day with Turbine Porter Aircraft, BBQ every night, DZ parties every Saturday.

3rd-4th FS 8 Way BPA Regional Grand Prix Competition

17th-18th CF & Classics BPA Regional Grand Prix Competitions

19th-23rd BPA Tandem / AFF Instructor Courses

TBC Tim Porter - Free Fly Coaching

TBC Chris Lynch - Canopy Seminar & Coaching

AUGUST

30th Drop Zone Open, Bank Holiday

TBC DZ Party & BBQ

SEPTEMBER

3rd, 10th Drop Zone Friday Openings

17th-26th BN Islander 10 place aircraft: Student progression and organised FS jumps

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"The response on the front riser is pretty dramatic. It's definitely easy to put into a dive and keep it in a dive."

"A perfect step between the Stiletto and the Velocity."

"Excellent toggle response."

"It has great slow-flight characteristics."



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A tandem video is more than a way to earn some spare money, it's a showcase of our sport.

A professional, good quality result will replay the story, convey the excitement and show the student's reaction to the skydive.

Gary Wainwright explains how in this step by step guide. He suggests handy ideas to try and gives advice on avoiding pitfalls.

It's aimed primarily at the fairly new cameraflyer but even an old hand may find a new trick here...



Students pay good money for their video and want to see themselves in close-up. It should be clear it's really them, not a stunt double. They want the finished videotape to look slick and professional.

Storyboard

My finished videos are 8-10 minutes long. They consist of:

- Title
- Student & instructor walking to the plane
- Take-off (fade-in music)
- In plane antics!
- Somebody else exiting
- The tandem skydive
- The landing (fade-out music)
- The student's reaction
- Freefall again with freefall noise
- Slowmo freefall with music
- Credits including advert for the centre

I have a brand spanking new non linear editing system at home. I don't use it for tandems! It is too time consuming. I shoot the video as I want the final version to appear and pretty much dump it straight down to the tape with an added music track.

Techniques

To do this and still have the video look professional there are a variety of techniques you can use:

Fades

Your camera will probably have a fade facility. After the initial title I fade into a sign on the DZ that says 'Welcome to Langar'.

Panning

This means smoothly moving the camera between one shot and another. On take-off I point the camera at the student then pan out of the window. I only start the camera recording after the plane has started its take-off run – that way I don't get a sudden lurch in my video. If I'm lucky I get the plane's shadow disappearing as we take off, then I pan back to get the student's reaction. It can be difficult to keep the camera steady whilst doing this – try to brace yourself against something because nothing looks worse than a wobbly image.

Cutting

This is when you simply stop filming one scene then start filming another. Always remember what the last scene you recorded was and don't have the following shot looking too similar. This is known as a jump cut and looks shoddy.

Special Effects

Your camera may be able to do various tricks. A popular one is to record an altimeter then cross-fade out of the window (overlap fade on Sony cameras). Don't overdo the effects though unless you want the video to look like something off *Top of the Pops* circa 1980!

Camera Settings

A lot of people use the sports mode or fast shutter mode on their video camera – one advantage is that it gives a slightly better slow motion effect. However, I don't like to use it because it looks bad if you have to face into the sun (on exit, or if you orbit the tandem) and it seems to produce a 'ghost' of the drogue bridle under the tandem in certain conditions. I use auto exposure – if you ever sell footage to TV companies they will much prefer this.

Vary the Shots

Look for things you can record for variety on the way to altitude. There should be a healthy dose of the student in close up interspersed by shots out the window, other people in the plane, perhaps an altimeter and there may be stickers that you can use, eg, at Langar there is a 'Danger – Sudden Drop' sticker by the door.

As a general rule of thumb keep these various shots a maximum of 3-5 seconds long. An exception would be the panning shots where you could perhaps shoot 3-5 seconds, then pan, then carry on shooting for another 3-5 seconds.

I typically shoot tandem videos from a Let 410 or Caravan (but have done everything from a C206 to an Antonov 72 including an interesting one out the side door of a Casa 235 from 8,000 feet running in at 140 knots!). Tandems will usually be last out so you can easily have 30 seconds from the first person out until your jump. Some people record everyone getting out; I only video the group out just before my tandem otherwise the jump run seems too long. I video the door being opened then pan back to my student... cut to the last group before my student in the door and video their exit... pan back to my student and try briefly to get a reaction... then climb out.

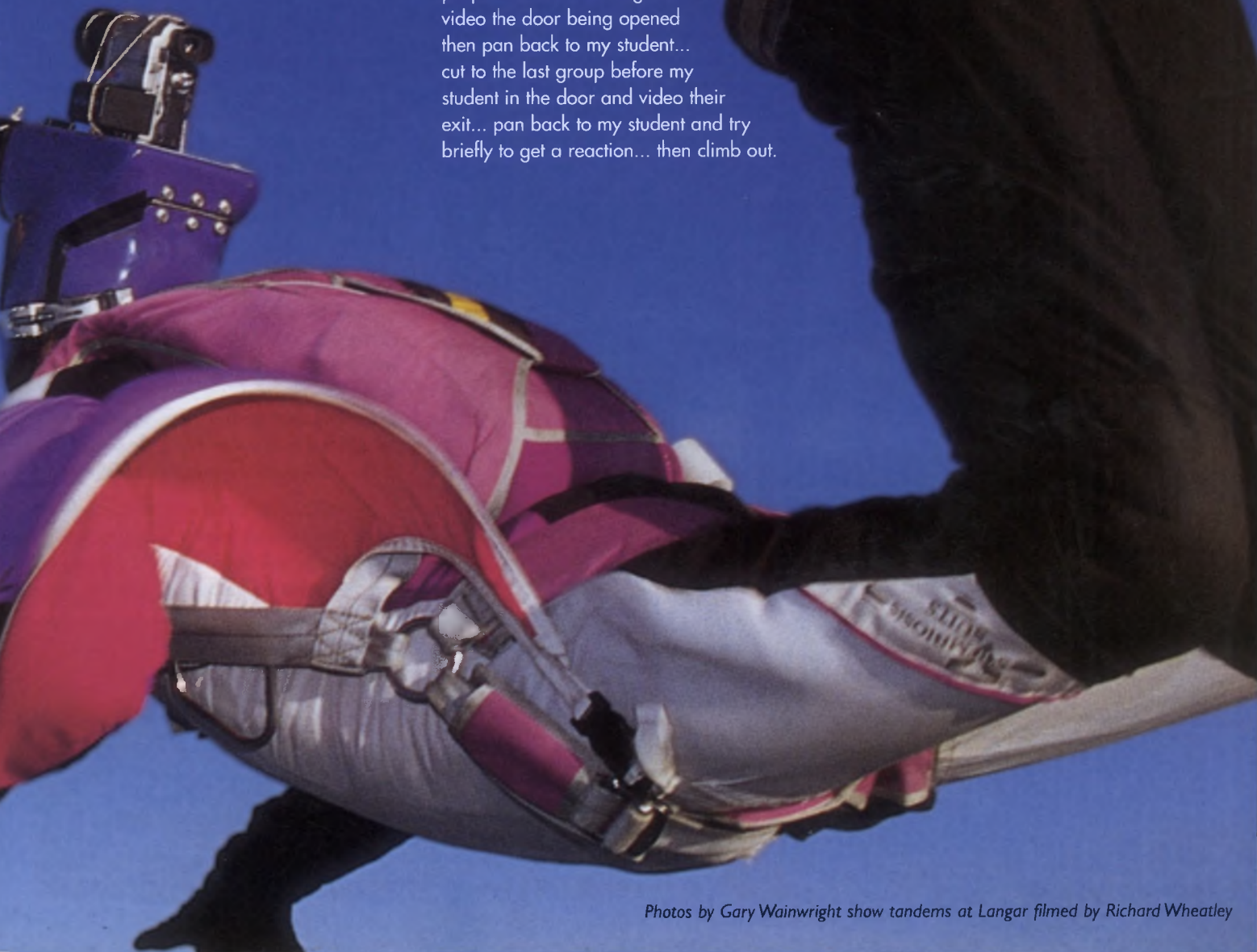
Tandem Photographs

Using portrait (vertical) stills can result in some exceptional shots. However, I think you will get a better percentage of good shots using landscape (horizontal). Try both and see what you prefer.

Briefing the Student

Remember that everything you tell the passenger is secondary to their main briefing from the instructor. I have a short chat with the student and remind them:

- Don't stare at the ground
- Adopt the position as per the brief, they will look better on video and make your job easier!
- Smile with a fairly fixed grin to avoid looking like they are performing fellatio on the invisible man.





Good communication is the key to a great exit video

Exit

Exits are a very important part of the experience for the student. The key to good exits and a good video all round is communication with the instructor. Think of you as a team whose aim is to give the student a safe, enjoyable and memorable experience. Know what exit count the instructor will give and be prepared. Initially stick to a rear float exit. As soon as you have

left the plane pull your wings in and start driving towards the tandem pair.

If you leave late you increase your chances of hitting the drogue. If this is combined with a tandem instructor who deploys the drogue immediately out of the door then all three of you could be in trouble. If you think you are going to hit the drogue then get your wings out and try to get out of its way.



The 'Money' shot is close enough to fill the frame, from a couple of feet below

Freefall

Hopefully the tandem instructor will face into the sun fairly soon after exit – this helps your video and stills by keeping the sun behind you. Try to get close quickly to get that 'wake-up' moment when the student realises that they are actually doing it and it is fun! The 'money' shot is close enough to fill the frame and a couple of feet below. If you are above or even just level you will not be able to see the student's face properly – particularly if they are not looking up.

You do not need to be able to sit-fly or be a contortionist to get a great shot from below looking straight up. Check out Andy Ford's great cover shot of *Brit Chicks* 50-way, October 2002 – he was flat when he took that. Adopt a slightly wide mantis-style arm position then push down a bit more with the palms of your hands. Keep driving forwards with your legs whilst doing this. You have a great opportunity on every deployment shot to practice this technique.

The exit altitude determines what you can do. On lower ones I just stay in front of the tandem, as this is the most important shot. If time permits you can get a bit more creative.

Varying the Angle

I have already described the money shot. I vary the angle from below (so the drogue is hidden by the tandem) to pretty much level. The on-level shots are so that you see the ground, giving non jumpers a sense of perspective. I also like to take some photos slightly offset (maybe 20-30°) to get the student's body length in the frame (below).

Shots I really like include doing an orbit around the tandem while the tandem does gentle 360's the opposite way, and going up and over the drogue (not directly over), back down the other side and back in front. The customers seem to like the perspective with the ground in this shot. I only do one of these shots in a typical video from 13,000 feet.

If you want to try something funky, don't make the customer pay for your practice. If you want to nail that front float or barrel roll, practice when you're paying your own slot.



An offset photo shows the student's body length

If you fancy taking grips on the student, make sure they're briefed; eg, if you plan on them holding your feet, tell them when to let go!

Some tandems are ballistic – others are incredibly slow. Some go straight down the tube – others you have to chase around the sky. When you are having to work very hard just to keep a decent standard shot, then concentrate on the basics and leave the fancy stuff for the next jump.

Deployment

This is an impressive shot for the customer because they get that sense of speed as you carry on in freefall. Backing off a few feet when the instructor waves off is the easiest and safest shot initially – the student's legs can swing up ferociously!

Another option is to back off and grab some air so you go up to drogue level looking down – you get a great shot of the bag coming off and initial deployment this way. If you can smoothly transition to head-down then this can look great on deployment. If you are jumping landscape stills you can take the opportunity mid-transition to get a portrait deployment shot.

If you have a steady nerve and there is total trust between yourself and the tandem instructor you can be directly below the tandem. When the 'trapdoor' effect occurs they drop to within inches of you before being pulled away. It looks very dramatic but I wouldn't recommend doing it to anyone! I've only seen one very experienced (6,000+ jumps) videographer do this. Make sure you can get out of the way if you're going to try it – better still, don't try it!

I watch the horizon on deployment so the video shows lots of wobble and the occasional(!) off heading opening. None of this looks good on video, so after the tandem has deployed I look straight down then turn my camera off before deploying.

Landing

I very rarely shoot any footage under canopy. Instead I concentrate on getting down to set myself up for the last 10-20 seconds of the canopy ride and the landing showing the student's reaction – a very important part of the video. The ideal student gets down and tells you how fantastic it was. If they are quiet you can interview them but I don't like to for two reasons; 1. The disembodied voice sounds weird on tape 2. My Wolverhampton accent sounds even worse!

When the student has finished talking I pan up to the sky and hold that shot for about five seconds to give some room to edit later on.

If it goes wrong

This can be difficult. At Langar we shoot video and stills. Occasionally if there is a failure of either camera we offer them half of the camera fee back. If everything fails you're going to have to give them the whole fee back – and hope they don't want a free tandem as well.

If for whatever reason you have only taken a couple of photos then pray that you have a good one and offer them a free enlargement – or try and lift frame grabs directly from the video.

My worst nightmare was on one of the first tandems I filmed. I fell off the step of the Porter while climbing out and got nothing! When the tandem landed I filmed it anyway and then apologised profusely for my cock-up. The guy just turned around and said, *"No problem mate, I didn't want video anyway – the missus made me have it!"*

Gary Wainwright
gary_wainwright_uk@yahoo.com

Top Tips

- Remember that tandem instructors have got more stuff to deal with than you – particularly if they are new.
- Have stock footage of tandems landing from a distance. If you don't get the tandem landing for whatever reason then still get a reaction from the student and edit in your stock footage. (this is even easier at Langar – all students wear red jumpsuits!)
- If the student throws up on the ground then don't embarrass them further by showing everyone (wait until they have gone and then show it in the bar!).
- Remember that what you are producing is also an advert for your centre – keep it professional.
- Never sacrifice safety to get a cool angle (not unless it is really really cool!).

You can really add to the student's experience, both on the day and afterwards, when they show their friends the finished masterpiece!



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Hib Events Diary

April 10-12	Easter Bash
April 17-18	FS 4 Way Scrambles Meet
May 1-3	BCPA Northerns
May 15-16	FS Skills Camp by XL's John McIver
June 12-13	Artistic Roadshow
June 20	Tandem Record Attempt (Tandem instructors & cameramen required, call office)
June 25-27	Speed Skydiving World Cup
June 26-27	FS 8 Way Grand Prix and POPS Meet
July 10-11	FS 4 Way Grand Prix
July 26-30	XL's John McIver FS Coaching (if you want team coaching with an XL member, please let us know asap)
July 31-Aug 2	FS 4 Way British Nationals
Aug 5-6	XL's John McIver FS Coaching
Aug 7-9	FS 8 Way British Nationals, Artistic British Nationals - Freefly, Skysurf, Free Style
Aug 14-15	Back up weekend for British Nationals
Aug 21-22	Wingsuit Festival
Sept 18-19	FS 4 Way Scrambles Meet
Oct 30-31	Halloween 10 Way Speed

Further events to come. All dates subject to change.

Please keep checking website in case any dates have to be changed.

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Photos by Patrick Passe

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The problem came to light after a *Minimax* 5-cell reserve was found with broken stitching at the secondary steering line attachment tapes. Because other reserves in the company's range were manufactured by the same method all canopies built between those dates must be inspected and a report sent to PdeF who plan to issue a further bulletin to recommend remedial action.

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To Infinity and Beyond

Velocity Sports Equipment (VSE) in Washington USA, are offering an improved main riser assembly for their *Infinity* harness/container system. The new risers feature an integrated metal hard housing set inside the riser sheath in order to protect the cutaway cable ends.

This in itself is not a new idea: Relative Workshop, Sunshine Factory and others have been supplying riser sheath housings for about two years now, but the VSE design goes one better by using the same grommet fitting commonly found on the end of a standard set of hard housings through which the small soft loop runs. VSE have taken a short length of this housing complete with grommet end and solidly connected it to the riser by setting the existing riser grommet through it. This prevents any risk of the small housing piece slipping out of its channel and fouling the loop and preventing a cutaway.



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A Cut Above...

Photo: Francisco Neri

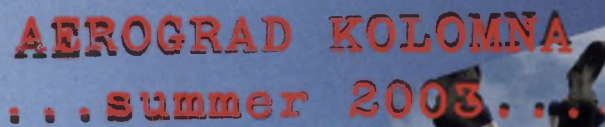
For what seems like an eternity now, we've been reading full page ads for the enigmatically named *Katana*, the newest 9-cell high performance, elliptical main parachute from Performance Designs. Well, by the time you read this it should have at last made it to the market place. Apparently *Katana* is a kind of Japanese sword, hence the ads - 'Slice up the competition' and 'are you cut out for', etc. Clever eh? Intended as a replacement for the long serving and popular *Stiletto*, the *Katana* is a high performance elliptical which reportedly sits somewhere between the *Stiletto* and the cross braced top of the range *Velocity* in the PD stable.

The Florida company claim that their new hot rod has nice light riser pressure and a long, smooth control range, which results in performance which is 'Not quite as twitchy as a *Stiletto*' - although I don't know many *Stiletto* fans who would call their favourite canopy twitchy!

The *Katana* has a fairly steep dive compared to the *Stiletto* - although not as radical as the *Velocity*, PD hasten to add. They claim that a lot of work has gone into the opening characteristics of the canopy resulting in low snatch forces and smooth symmetrical inflation of the cells. The *Katana* has impressive slow flying characteristics and an overall control range greater than most other canopies that have gone before. The company claim that the secret to the *Katana*'s excellent performance is due to what they call their 'optimised taper' ie; an even elliptical shape, and what they call a 'breakthrough in inner airflow techniques' which, at the time of writing, remain a secret to Kit News.

The *Katana* will be initially released in only five sizes - 83, 89, 97, 107, 120. The price will be similar to that of the *Stiletto*.

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CF World Records



After the formations were complete, a 'Starburst' call would be transmitted by radio for everyone to release simultaneously

The previous Canopy Formation World Record of a 56-way build in Kassel, Germany in 1996 was broken at Florida Skydive Centre in Lake Wales.

In five days, November 25-29, four CF world records were built. Organisers Chris Gay, Mark Gregory, Mike Lewis and Dave Richardson had spent two years planning for this event. One of their objectives was to keep building large canopy formations until all the participants had been on a record.

Tuesday 25 November

Canopy formation history was made by three 64-way formations being completed and two world records achieved in a single day. The initial 64-way CF World Record was completed on the first try.

To accomplish the goal of all the participants jumping on a world record the organisers rearranged jumpers to allow others to be on a 64-way and built another record. The FAI judges present ruled the second 64-way a world record also because of a new rule allowing that similar formations by different teams which are completed on the same calendar day will be judged as a world record. The third 64-way was completed, but could not be ruled as a record due to improper grips.

Judges Al Altendorfer, Dick Barber, Lori Bartlett-Harness and Marylou Laughlin knew that even though they couldn't award world record status to the third 64-way, their work wasn't finished as an even larger formation was planned.

Wednesday 26 November

Another world record, a 65-way kite formation was completed. Most participants who had not been on the two previous records were on the 65-way (shown to right).

Among the reasons for the phenomenal success was that the 49-way base was consistently building in less than five minutes and the 25-way base was built in less than three minutes. This speed of completion had never been accomplished before.

During the week while the base was practicing the remaining jumpers were kept jumping to keep all participants current and improving their skills.

Thursday 27 November

The first attempt was made at a 70-way which didn't complete. The second attempt had the same results, with fewer jumpers able to get into the formation before problems occurred. The organisers stopped the jumping and released all the participants for an early start the next morning.

Friday 28 November

World record participants were required to be at the DZ at 6am. They dirt-dived in the dark using flashlights to see their spot in the formation! At 6:45, as the sun was rising, the seventy jumpers climbed into two Casas and a Super Otter provided by Fayard Enterprises for another attempt at establishing a new world record.

Problems prevented the first and second attempts from completing. The third attempt resulted in the row nine wings, the widest part of the diamond, docking. Wendy Faulkner and Keith Macbeth were the first two jumpers to have docked and flown a row nine wing.

Problems on the right side of the formation prevented it from being completed. It only built to a 68-way. The jumpers were again released to rest and be prepared for another early start.





CF World Record

70-way

29 November 2003

Florida Skydive Centre, Lake Wales

Photos by Norman Kent

Organisers

Mark Gregory, Chris Gay, Mike Lewis & Dave Richardson





The canopy formation is already a considerable size as this jumper is exiting



Saturday 29 November

Florida Skydive Centre was filled with tired but determined jumpers. The weather had changed and was cold by Florida standards. Warm clothes were shared by the jumpers and the supporters who were encouraging the group from the ground. Everyone wanted to see the 70-way goal become a reality.

The first attempt left two people out. The jumpers docking on Faulkner's and Macbeth's lock-ups were flying in to dock as the Starburst call and countdown were being given.

The organisers knew the row nine wings and their followers needed more time. They decided that Lewis, the point of the 64-way diamond, would wear the radio and transmit the Starburst call.

As the row nine wings and the jumpers in their echelon watched the formation grow, they were also watching each other for the approach to the formation.

70-way Record Achieved

Left row-nine wing Faulkner and her group, Scott Shumway and Brett Higgins docked first. Right row nine wing Macbeth and his echelon, Russ Pinney and Lyn Hannah were right behind him. As soon as Macbeth's group was on the complete call was given at 4,500 feet. The project had culminated in a 70-way, adding 25% to the Kassel CF record.

Engineering

The accomplishments of the team are obvious. What isn't seen is the planning and engineering to design and build a formation that weighed over 14,000 pounds, stood 225 feet in height and spanned 155 feet. To understand the engineering needed for a world record formation, the organisers established a database to record information learned from the 2002 US record. This included the flight characteristics of various sizes of canopies, wing loading and the outcome of mixing different size canopies and weights in the same formation.

Lake Wales DZ

To accomplish a world record requires more than good design and competent jumpers. It takes a DZ that is enthusiastic and willing to support the event. The staff at Florida Skydiving Centre worked hard to make the week of the World Record as effortless as possible for the organisers and participants.

Debby Wharton, DZ Manager did a fabulous job in co-ordinating the aircraft, manifesting and making sure refreshments were always available, even at unusual hours. Debby is from Berkshire and her home DZ is Weston.

International Effort

Ninety-four jumpers were invited from eleven countries with a mix of skilled jumpers from USA, Europe, Australia, Canada and South America, which aided the organisers in the goal of multiple world records.

Results

The success of the event proved that two years of planning, precise engineering and choosing skilled jumpers yielded the desired results. In five days, 1,412 jumps were made, a 25-way diamond was built in 133 seconds, a 49-way diamond was consistently built in less than five minutes and – most importantly – four Canopy Formation World Records were completed.

Lyn Hannah
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70-way



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Velocity Sports Equipment (VSE) in Washington USA, are offering an improved main riser assembly for their *Infinity* harness/container system. The new risers feature an integrated metal hard housing set inside the riser sheath in order to protect the cutaway cable ends.

This in itself is not a new idea: Relative Workshop, Sunshine Factory and others have been supplying riser sheath housings for about two years

now, but the VSE design goes one better by using the same grommet fitting commonly found on the end of a standard set of hard housings through which the small soft loop runs. VSE have taken a short length of this housing complete with grommet end and solidly connected it to the riser by setting the existing riser grommet through it. This prevents any risk of the small housing piece slipping out of its channel and fouling the loop and preventing a cutaway.



Velocity Sports Equipment 001 360 893 6111
vse@velocityrigs.com



A Cut Above...

Photo: Francisco Neri

For what seems like an eternity now, we've been reading full page ads for the enigmatically named *Katana*, the newest 9-cell high performance, elliptical main parachute from Performance Designs. Well, by the time you read this it should have at last made it to the market place. Apparently *Katana* is a kind of Japanese sword, hence the ads – 'Slice up the competition' and 'are you cut out for', etc. Clever eh? Intended as a replacement for the long serving and popular *Stiletto*, the *Katana* is a high performance elliptical which reportedly sits somewhere between the *Stiletto* and the cross braced top of the range *Velocity* in the PD stable.

The Florida company claim that their new hot rod has nice light riser pressure and a long, smooth control range, which results in performance which is 'Not quite as twitchy as a *Stiletto*' – although I don't know many *Stiletto* fans who would call their favourite canopy twitchy!

The *Katana* has a fairly steep dive compared to the *Stiletto* – although not as radical as the *Velocity*, PD hasten to add. They claim that a lot of work has gone into the opening characteristics of the canopy resulting in low snatch forces and smooth symmetrical inflation of the cells. The *Katana* has impressive slow flying characteristics and an overall control range greater than most other canopies that have gone before. The company claim that the secret to the *Katana*'s excellent performance is due to what they call their 'optimised taper' ie; an even elliptical shape, and what they call a 'breakthrough in inner airflow techniques' which, at the time of writing, remain a secret to Kit News.

The *Katana* will be initially released in only five sizes – 83, 89, 97, 107, 120. The price will be similar to that of the *Stiletto*.

www.performancedesigns.com

Firebolt from the Blue



The Jump Shack Inc, manufacturers of the *Racer* harness/container system and much else since the 1970s, are extremely content with their recent entry into the high performance main canopy market with the release of their *Firebolt* range of ellipticals.

Jump Shack claim that the *Firebolt* is in fact truly elliptical in shape – both the leading and trailing edges are curved (all other so-called elliptical ram-airs in fact feature a curved trailing edge only).

In addition to its gracefully swept back leading edge, the *Firebolt* has a few more interestingly unique features worth mentioning; there are for instance, six steering lines per side and two control lines to each toggle. This configuration allows the canopy to be packed with only the outside steering lines stowed in half brakes, resulting in reduced opening shock, which apparently produces more stable, on-heading openings, whilst still providing maximum turn control when in full flight.

The *Firebolt* is also a hybrid design – in other words the top skin is constructed from zero-P fabric while the bottom skin is built from more porous PN-1 fabric. This arrangement benefits from improved performance and lift, plus fabric longevity, afforded by the use of a zero-P top skin, but provides for easier pack jobs due to the more porous and less slippery bottom skin. Parachutes de France were the first to use this idea with their *Merit* and now *Electra* mains, and PD followed suit with their *Silhouette* a few years ago.

Another interesting point is the *Firebolt*'s leading edge design which features partially covered 'Shark's teeth' nose vents which designer John Sherman claims produce a better airflow into the cells for improved lift.



According to reports, as far as performance is concerned the *Firebolt* falls roughly within the *Stiletto/Crossfire/Springo* group of canopies available today but with perhaps a bit of the top edge taken off, thus producing a brisk yet well behaved canopy with consistent openings and predictable response to toggle input. The *Firebolt* is available in ten sizes from 75 to 254 square feet with a 396 square feet tandem version available soon.

Jump Shack 001 386 734 5867
www.jumpshack.com

Booties Excel



Symbiosis Suits from Headcorn have introduced, as standard, on their top of the range *EXCEL* competition suit, a new mega bootie design which was trialled last year by the *VMax* and *VNE* teams before and during the World Meet in France.

The new bootie design features two stiffened ribs which run from knee to toe and are designed to add tension and rigidity to the bootie thus creating a more solid rudder and thruster. The new design, which includes leather soles and press studs as standard, is getting very positive feedback from teams and individuals.

Symbiosis Suits 01622 890967
www.symbiosisuits.co.uk

The Bigger Picture



A small company from Lautenbach in Germany have produced a couple of wide angle camera lenses which they claim are perfect for skydiving and other adventure sport uses. Chris Sester of Dream Optics describes his lenses as ultra high quality, 0.3X or 0.5X wide angle, with 110° field of view.

They are built from glass in a super low profile, single element construction, resulting in minimal barrel distortion and absolutely no Vignette (black corners). They feature a durable anodized aluminium casing and come in two standard thread sizes: 30mm and 37mm.

Dream Optics 0049 7802-7037552
www.xdream-optics.de/skyline_english.htm

Tony the Knife

Square One Parachute Sales at Perris Valley in the States have come up with a nice alternative to the ubiquitous orange plastic hook knife that we've all come to love and lose.

Tony Domenico, who designed the new knife, claims that the current plastic *zak* knives found on most rigs today are just not strong enough if the proverbial hits the fan. Square one's new knife is four inches long with a single slot for the fingers and is constructed from poly-carbonate plastic with a stainless steel blade. They claim their new baby is virtually indestructible. The new knife which is available in three colours and comes in a sheath with lanyard, has been subjected to brutal testing at both normal and freezing temperatures and has experienced no failures to date.



Square One www.square1.com
The Kit Store Ltd 01622 890967

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In Confidence

by Rick Boardman

Happy new year and many thanks for the good vibes I've had about the Christmas brainstorm on three rings. If the amount of people asking me about risers is anything to go by, then other riggers, packers and instructors around the country probably hate me by now!

No surprises about this year's first two tales of woe...

Report in complete confidence to:

Rick Boardman
281 Ablington, Figheldean,
Salisbury, Wiltshire,
SP4 8JX

Phone/Ans 01980 670598
Mobile 07747 114602
Email RicksRiggery@aol.com

The above are **confidential**

Image shows Andy Ford by Craig O'Brien

Turning a tad late on a high performance canopy

"We'd done a bit of 3-way but the spot made us work for a living to get back. I was on my 120, I've done a little short of 1,000 jumps and I'm about 10 stone with all my kit and dripping wet! As I turned into wind, I got half way through it before realising 'S**t, I'm too low.' I just had time to think 'Stop turning NOW!' and it seemed like only a split second later that I hit. I was later told I impacted at about a 45° (downwards) angle and slid like a sack of spuds across the floor for a further fifteen feet. DZ control thought I was a goner. Apparently I was out of it for a while; I didn't recall everything until several hours later in casualty. Amazingly, I was okay apart from some bruises and I left after a night in the ward. But it REALLY shook me up."

Contributing Factors

Quite a few! The skydiver hadn't jumped for a month, didn't normally use that particular landing area and was wearing a visor which couldn't be raised. The visor was also pretty fogged up.

"I have only started 90 degree turns to land in the last 100 jumps, and I've always thought I was very conservative. I'm not so sure now. It's a learnt skill and people have got to get more educated. I'm upsizing and I think I need to go learn a lot more on a less radical canopy. By that I mean you've got to be able to fly the canopy you've got, not learn as you go on the thing. By fly it, I mean REALLY fly it throughout its flight envelope, not just enough to drop to the next size down... most of us are getting far too focused on going smaller and faster, rather than flying the canopy properly."

Note: This page is partly compiled from Incident Reports submitted to the BPA and partly from the Confidential Reporting System of voluntary reports sent to Rick Boardman in secrecy. Rick extracts areas which he considers most relevant and removes personal details in such incidents to protect the confidentiality of the reporters.

A summary of incident reports is contained within the BPA's Safety and Training Committee (STC) minutes enclosed with each magazine. In the rare case of a UK fatality, a Board of Enquiry is formed which investigates the incident and reports to STC with conclusions and sometimes recommendations; these are covered in the STC minutes.

Turning a tad late on F111

"I'd not jumped at this DZ before and this was only my second jump on a new rig. I ended up deep, at the end of a long line of jumpers. The one thing I was totally 150% confident about was the canopy, which was a second hand but immaculate 7-cell. I'd noted on the preceding jump that the brakes weren't really long enough, but I've jumped stuff like Furs for years.

"Clocking my alti the whole way, I got back over the airfield, running with the wind. I wanted to get closer to the crossing point and turned at about 250 feet to get into wind. The canopy just seemed to drive at the ground and I just had time to brace up and try a flare.

"I hit feet, then knees, then forward hard onto my chest. I instinctively put my hands forward to protect myself and felt my back jack knife behind me into the hardest arch possible. I actually felt and heard that crunching noise the chiropractor can get out of you if she tries real hard. My ego had me up on my feet at once but I didn't really know I was okay for a couple of hours."

Contributing Factors

Complete complacency about the canopy and fixation on getting home at all costs with the minimum of a walk. This sorry tale just proves that low turns aren't just the domain of the small canopy fliers. They can catch us all. Even ten feet higher would have made the difference in this case and ten feet lower would have made more than a chiropractor necessary. Too many times we hear of just getting away with this sort of thing and there's virtually no difference between that and not getting away with it at all.

I make no apology for putting in still more low turns stuff. The fact is, they keep cropping up and they can be avoided by education. That's better than the other extreme, legislation. Both have their place but the first is better than the second.

Finally, I'm always on the lookout for experiences from the few which the many can learn from. If you have something which will help us enjoy our skydiving a little more by being safer then chip in! Let's all enjoy the season and look after each other.

For Starters TURNS

We've all demonstrated our ability to start and stop a turn or we wouldn't have our category 8. Turning is easy, just adopt any asymmetric body position.

But what's the most efficient way to turn perfectly around our centrepont? This is what we need to do when jumping with other people.

Here, Steve Hamilton goes though the exact science. He should know – 7,000 jumps, National Champion and Sebastian XL team member – take it from the top...



Much has been written and talked about techniques of FS (Formation Skydiving). As coaches, XL are constantly learning, revising and adapting our approaches to the personal skills involved in our sport. This process has been greatly helped by our extensive use of the wind tunnel. It has allowed us to observe and experiment to a degree that was never possible in the past, to get many repetitions of the same move and to see first hand what works and what doesn't.

The tunnel has enabled us to more clearly define the exact inputs needed to perform a certain manoeuvre in the most efficient way possible.



XL by Simon Ward

This is not to say that the techniques here are the only way to do it, nor am I suggesting that we know better than other coaches who may have shown you different techniques... but the following is information that our team has learned and observed for itself during a considerable experience of coaching, watching and listening.

When it comes to making turns in FS, I've found it quite confusing to hear so many different ideas; just the amount of information can be a little overwhelming and it can leave skydivers with no clear idea of the best approach.

Keep It Simple

Turning shouldn't be rocket science, so I'll try to keep it as simple as possible. First, let's take a model of something that we can aspire to be like, something that turns around a centre-point very efficiently. How about an aircraft propeller? I think we'd all agree that a prop is pretty good at spinning around, essentially performing an in-place turn over and over again (I wish I could be that consistent!). The prop has to be well balanced with an equal amount of input from all its blades. If not, it will quickly wear out and cause some damage.

For our purposes let's think about a two-bladed propeller. Imagine one blade is your upper body and the other your lower body. The fixed point where it's attached to the engine is your body's centre of mass, around your belly or your pelvis. See Figure 1.

Figure 1



Imagine yourself as a propeller with your upper body as one blade and lower body the other one



Sebastian XL by Adrian Nicholas

Now all we need to do is to feather both blades of the prop evenly, displacing equal amounts of air and hence pushing us around, creating a turn. Let's break down the technique into our upper and lower body input, then combine the two for the full move.

Upper Body

From your neutral position, lower one elbow whilst lifting the other to the same degree. At the same time allow your torso to bank over slightly to the same side as the lower elbow. See Figure 2.

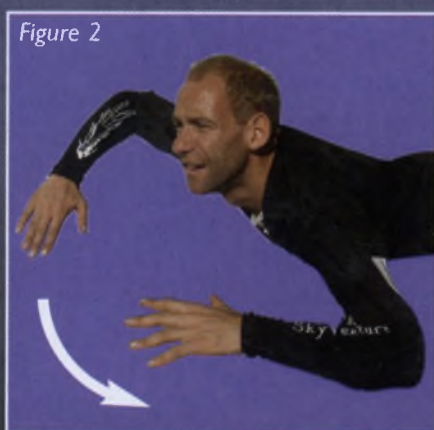


Figure 2

Upper body input for a left turn

Keep your head neutral and relaxed, looking straight ahead. By far the most important thing here is keeping your spine straight throughout the turn. Imagine a T-shape being formed between your spine and shoulders.

Any twisting or turning of your back, or if one elbow gets closer to the side of your body, will almost certainly compromise your turn and put you off balance. See Figures 3 & 4.



Figure 3



Figure 4

Keep your spine straight in the turn, do not twist

Remember the propeller? Think of a straight line from the tip of one blade through the centrepoint to the tip of the other. This should always remain a straight line so we should be aware to not allow our bodies to deviate from this.

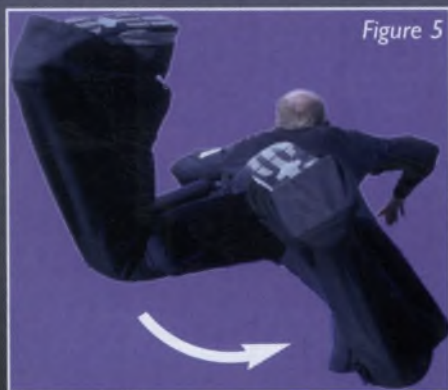


Head-switch

This brings me onto another hot topic; whether to head-switch or not (head-switching is looking back at your target during the first half of the turn, then looking over the opposite shoulder to regain eye contact). There is no right or wrong answer. A head-switch is not an inherently good or bad thing to do – provided we don't deviate from the T-shape. Where problems are caused by head-switching is at the point where you try so hard to see over your shoulder that the spine starts to twist and the blades of our prop become unbalanced. An argument I've heard says that a head-switch is necessary to keep your eyes on your target (say, another skydiver opposite you in a formation). Well, that's great if your target is not moving! But what if that person's centrepiece is not staying still during your turn? Perhaps they are not turning in place, and now your visual reference is telling you that you're screwing up your turn... so then you try to adjust your input mid-turn, you lose confidence in your ability and, almost certainly, you won't turn in place either. The bottom line is, if whatever you are doing works well for you and you're happy that your turns are pretty good, then stick with it and keep refining what you've got. If, on the other hand, you feel that there could be a better way for you to do it, ask a coach for some help, and experiment.

Lower Body

To displace the air with our lower body we need to lay our lower legs over to one side and allow one knee to push down slightly on the air whilst the other lifts up. See Figure 5.



Lower body input for a left turn

This combination of the knee dropping and the drive you get from your booties pushing on the air will create the propeller shape we need. We see a lot of people using their knees very well but by just pushing them straight down you lose the input available from your booties. You should notice that by just thinking about laying your legs over, the knee will drop automatically thanks to the bio-mechanics of the hip and knee joints. Try to make sure the angle between your thighs and lower legs remains the same, the action of laying them over from one side to the other should resemble windscreen wipers. The centre of our prop remains fixed so think of your hip bones staying level through the whole process and not rolling to the side.

It's pretty rare these days to see FS jumpers without booties on their suits and that's because they work very efficiently by acting as paddles to push the air around. If you use booties it makes sense that they work well so try to get your suit fitted with some degree of tension between your toes and knees. The exact size and tightness of them is somewhat down to personal preference but if they are loose the wind just blows them flat and they become expensive shoe covers!

Putting it all Together

Now we've isolated the physical movements involved in making a turn we need to combine these inputs smoothly and evenly for a nice, balanced move. As one elbow drops so should the opposite knee to form the basic prop shape. Lifting the other elbow and knee will displace the air you've just pushed and will keep you arching throughout the turn.

The most important part of the turn is to stop on the desired heading. If I just spin around as fast as I can but can't stop the turn in the right place, then I need to slow down and emphasise the 'stop' portion of the move. A good analogy is driving your car fast and trying to stop in front of a wall. If you just keep your foot on the gas and slam the brakes on a few feet from the wall, chances

are you'll be disappointed with the result! So how about taking your foot off the gas earlier, allowing the car to coast for a while then smoothly applying the brakes as you assess the distance and speed? Much more in control and cheaper on your garage bills! The input you would use for a turn in the opposite direction provides the brakes you need to stop.

Precision First

In his book *The Inner Athlete*, Dan Millman advocates using the formula of P-S-P when learning a new physical skill. This stands for 'Precision', then 'Speed', followed by 'Power'. For us this means learning how to consistently turn in place and stop on heading before we try to turn faster and with more power. It's tempting to leapfrog the 'precision' part of the process because turning faster is more fun than just plodding around but, believe me, it's well worth building the foundation of good technique before trying to rev it up, the speed will naturally develop later.

"The less effort, the faster and more powerful you will be"

Bruce Lee

It's All in the Mind

"Golf is 20% technique and 80% mental"

Ben Hogan

Techniques of mental training fill whole books so we'll just skim the surface here... I believe they are amongst the most powerful tools at your disposal to improve your sporting performance, your work, in fact every aspect of your life. Our sport of skydiving can get quite expensive, what with jump tickets, equipment, tunnel time, coaching, etc, so why not use something that is:

- 1 Free!
- 2 Not dependent on weather
- 3 Available anywhere any time.

In freefall you might only get the opportunity to perform a handful of turns but you can visualise as many as you like on the ground. Research with athletes has shown that proper visualisation of a physical action actually stimulates the neurons and muscle fibres that you would use to perform the task itself. Essentially you are creating physiological changes just by thinking about doing a turn.

Remember though, that 'only perfect practice makes perfect' so, if you find yourself visualising turns you're not happy with, you're just training bad habits!

Mental training is great for staying 'current' during the winter months when you're not jumping much or during a break from team training. We often experience the phenomenon of an improvement in performance after a long lay-off and this is a combination of a 'physical forgetting' of bad muscle-memory along with a commitment to a programme of mental training.

Keep your Sense of Humour

Trying to improve your skydiving skills can be a confusing, frustrating process and it's one we've all been through at some point. Try to learn the correct technique and get some coaching, stick with it and try to approach your learning with a

good sense of humour. As kids we would consistently wobble and fall over when we were learning to walk but we didn't give ourselves a hard time about it. We had a beginner's mind and were open to the whole learning process; we simply got back up, wobbled some more and maybe took a few more steps next time. Allow your improvements to come at their own pace, enjoy the journey and have fun!

"Anything worth doing is worth doing poorly at first"

Anon

Article and Figures by Steve Hamilton
stevehamiltonxl@hotmail.com

Brian Vacher demonstrates a side-slide to the right



Andy Ford

Side-slide

The inputs for a turn are the same as those used to produce sideways movement (side-slide). The only difference is that, instead of the inputs being from opposite sides of the body, they are now on the same side.

So, to generate a slide, pitch the body towards that side, using the same upper and lower body movements as for a turn. See Figure 6.



Upper & lower body input for a slide to the right

Sarah Hunt performing a side-slide to the left



Andy Ford



HOT TIPS

Practice on the ground to build muscle memory. Make sure it's correct, get a coach to watch or practice in front of a mirror.

Doing it eyes-closed can enhance the experience and build up your kinaesthetic awareness.

Try turning in freefall eyes-closed to get the feel of an in-place turn.

Feel your centrepont before you start, to help you turn around it.

Practice in a wind tunnel, if possible.



SEE ALSO

www.sebastianxl.org

www.skydivemag.com

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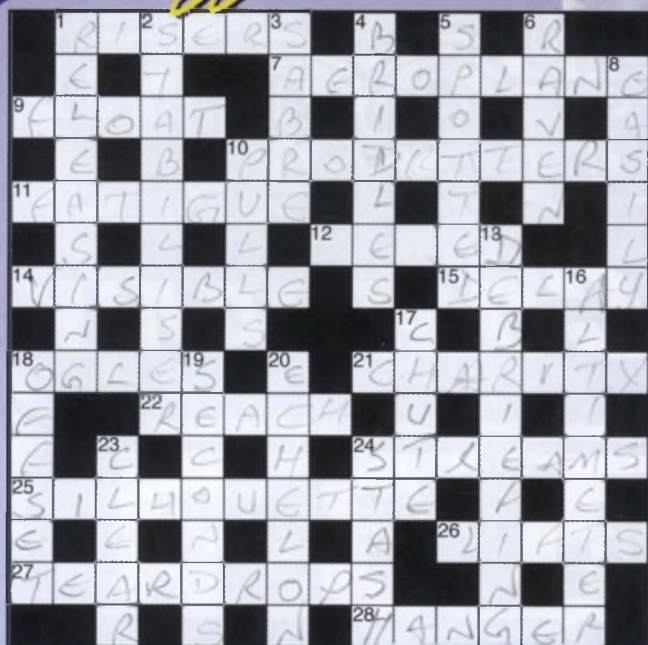
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ROB COLPUS



A skydiving related crossword with two sets of clues giving the same answers – use the cryptic main or the easy reserve!

Main (Cryptic)

Across

1. Knight turns queen's flight's supporters (6)
7. A hole turned back narrow road vehicle (9)
9. Raise aloft (5)
10. Rod's pretty confused reminders (3-7)
11. Chubby European Union soldier retreats in exhaustion (7)
12. 1000 looked ready to get plastered (5)
14. Revolting having bisexuals pirouetting in view (7)
15. Check over lock key (5)
18. Checks out contents of dog lessons (5)
21. Cautious about it giving (7)
22. Get to straight piece of river (5)
24. Runs, runs, runs about (7)
25. Sit for this position i.e. the lotus (10)
26. Raises itself up lacking energy (5)
27. Signs of pain? Start to take medicine (9)
28. Shed in centre of Afghan garden (6)

Down

1. Letting out a squeal after drunken leer (9)
2. Headcorn's CCI picks up bill (1.50) for canopy part (10)
3. Dicky bears a weapon (5)
4. Groom's mates have left bits of tack (7)
5. S-sunk and replaced (7)
6. Party with northern bird (5)
8. As one enters isle without difficulty (6)
10. Instructions for clay throwing! (5)
13. Gentle grilling, cooking, being fried (10)
16. Gauge change over time (9)
17. The sound of Nevil's canopy (5)
18. To the side of loud group (6)
19. Company sends out for more food (7)
20. Rank revolutionary joins with Liberal in time (7)
23. Unblocked left ear after cold (5)
24. Sat bewildered in quiet hide-away (5)

Reserve

Across

1. Parachute connectors
7. Aircraft
9. Don't sink
10. Larsen & Brusgaard audibles (3-7)
11. Tire
12. Signalled a new formation
14. Observable
15. Period from exit to deployment
18. Leers
21. Alms-giving
22. Stretch
24. Fails to open
25. PD canopy: Portrait
26. Elevators
27. TSE containers: Lachrymal fluids
28. Aircraft store

Down

1. Freeing
2. Canopy end piece
3. PD canopy: Sword
4. Pilot chute connectors
5. Checked for aircraft
6. Precision Aerodynamics reserve canopy: Corvus corax
8. Effortlessly
10. Operates ripcord
13. Post-jump critique
16. Height indicator
17. Canopy
18. Not in line
19. Measures of time
20. Arrangement (as if in steps)
23. Unclouded
24. Secret store

Solutions: Across 1. Risers, 2. Silhouettes, 3. Sink, 4. Audibles, 5. Tires, 6. Signals, 7. Visible, 8. Leers, 9. Parachute, 10. Larsen & Brusgaard, 11. Tyres, 12. Formation, 13. Critique, 14. Observable, 15. Deployment, 16. Lachrymal, 17. Containers, 18. Leers, 19. Measures, 20. Arrangement, 21. Alms, 22. Stretch, 23. Unclouded, 24. Fails, 25. Portrait, 26. Elevators, 27. Lachrymal, 28. Aircraft store. Down 1. Squeal, 2. Bill, 3. Weapon, 4. Tack, 5. Sunk, 6. Party, 8. Difficulty, 10. Instructions, 13. Grilling, 16. Gauge, 17. Sound, 18. Side, 19. Food, 20. Liberal, 23. Cold, 24. Hide-away.

LETTERS

Full Face Helmets

I personally do not comprehend the seemingly outdated rule apropos the B licence requirement to wear a full-face helmet. If my fading memory serves me correctly, when the full-face helmet was first introduced, a minimum of 200 jumps (then D licence) must be completed by a jumper in order to wear this novel piece of fashion accessory. This imposed limit was the same for frappe hats. It was, at that time, a new piece of equipment and the cautious attitude was a valid and sensible one. The limit was soon reduced to Cat 10. Together with the re-configuration of the BPA/FAI licensing system, the current requirement stands at the B licence. What is the relevance of an FS1/FF1/IC1 qualification with regards to head protection? Why should one have to possess the ability to turn a four points 4-way in order to wear the head gear that offers superior protection?

The first full-face helmet, the Fridge, was cool and groovy but had poor peripheral vision. But that was dinosaur stuff. Even the first Factory Diver helmets gave good peripheral vision and I see no reason why everyone should not be allowed to wear one. Not only do full-face helmets look good, they deliver the most protection. My vintage Factory Diver has guarded me against severe facial injuries and disfigurement from a spectacularly painful landing, where my face took most of the impact. Without it, I have no doubt that I would have had my jaw shattered and nose broken with my youthful good looks destroyed in due process. I may even have plates bolted onto my skull today. I have even heard (rumours?) about broken necks as a direct result of the Protec. The loose fitting and cut of the helmet at its rear portends broken necks. When an impact occurs where the helmet is pushed back and above the head, the back of the helmet could potentially break the poor chap's neck from behind.

There is no such rule that imposes the use of open-face motorcycle helmets by learner drivers. The DVLA does not require a motorcyclist to be able to perform gravity-defying stunts in order to qualify to wear a full-face helmet. How can such superior protection be denied for any skydiver? If people are concerned with the sensory deprivation due to its total encasement, the visor could be removed. May be a manufacturer could create a version with audio vents cut out, similar to those of the Protec.

From what I could gather, this rule is outdated. I understand its legacy, but from my personal experience, full-face helmets offer much more protection than anything else, and I believe that it should be made available to all safety conscious skydivers. I would also like to hear from those who agree with the current regulation.

Henry Chow
henry@3thirteen.co.uk

Image: Craig O'Brien

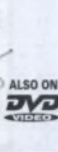
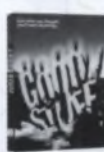
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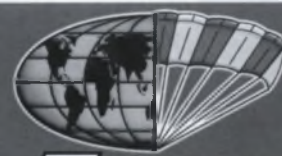
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James Alford

When I think of James, I remember his dark blue jumpsuit, the face he pulled when he skydived, especially when tracking, and his unbelievably diabolical cars.

But mainly I think of South Africa...

James loved his birthplace; if he wasn't there he was talking about it. Through his schooldays there he learnt to climb. He took many climbing trips around the world, but he knew Table Mountain like the back of his hand. He was an avid bridge swinger, swinging over the Gouritz River in Cape Town many times. He was also a scuba instructor, visiting dive sites in Australia and South America, especially the Red Sea. But it was the coastline off Cape Town he knew best.

He came to England to study for his 'A' levels at Brighton. Whilst studying he also learnt to fly at Shoreham and gained his Private Pilot's Licence. Flying was temporarily suspended to go to university but it wouldn't be long though till he was back in the air in one way or another.

As a student of Bath University he excelled in Electronic Engineering. A childhood also spent on computers meant he was very talented programmer. On finishing his degree, his advancement onwards towards a PhD was only halted by the fact he was head-hunted by a prestigious company specialising in programming. This led James to live and work in Cambridge, another one of his favourite places. He always enjoyed taking his friends punting on the river Cam – I'm not so sure



if it was just to watch them fall in! Once settled he was soon onto his next challenge, this time learning to skydive. Where else but South Africa, whilst there taking in another bridge swing at his old site now they'd made it official.

On his return as a newly qualified skydiver he found Peterborough Parachute Centre at Sibson. This is where I met James two summers ago. The first thing I found him doing there was repairing his car. His cars were usually hand-me-downs in extremely poor condition. One had a petrol tank with a hole in halfway up meaning he could only fill it up halfway each time or lose it through the hole. When the tax or MOT ran out he'd move on to the next old

banger he could find. He once devised and carried out a suitable end for one of his old cars by blowing it up with fireworks!

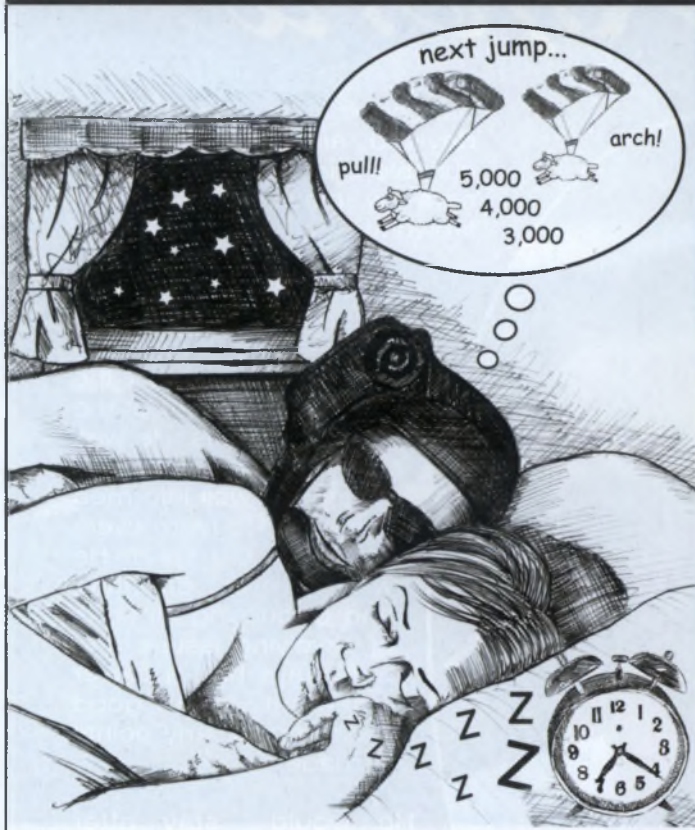
I jumped with James at Sibson many times. He was always learning from every jump he did, even all the mad fun jumps out of the back of Skyvans. He was a keen skydiver; knowledgeable, well informed and eager to learn every aspect of the sport. He was forever debating and discussing all sorts of skydiving issues and he always had a clever argument and good reasoning for any points he made.

He would stay after jumping for a drink and a laugh with his friends, usually involved in that particular evening's wind-up. It was then, over a drink you'd usually get a chance to know James. Although he had achieved so much in his short life you would be forgiven for not knowing his achievements as he never bragged about them. It was only when he spoke of South Africa or offered to take you on activities that you found out the extent of his accomplishments.

James was born on 25 July 1977 and died on 22 November 2003, aged 26. He led a short but extremely fulfilling life. His ashes are to be scattered on Table Mountain, a fitting end for someone who loved every aspect of life, the activities he pursued and the places they took him. Away from home his heart always with his family and especially South Africa. James will be missed by his parents, brothers and by his many friends all around the globe.

Michael Wilson-Roberts

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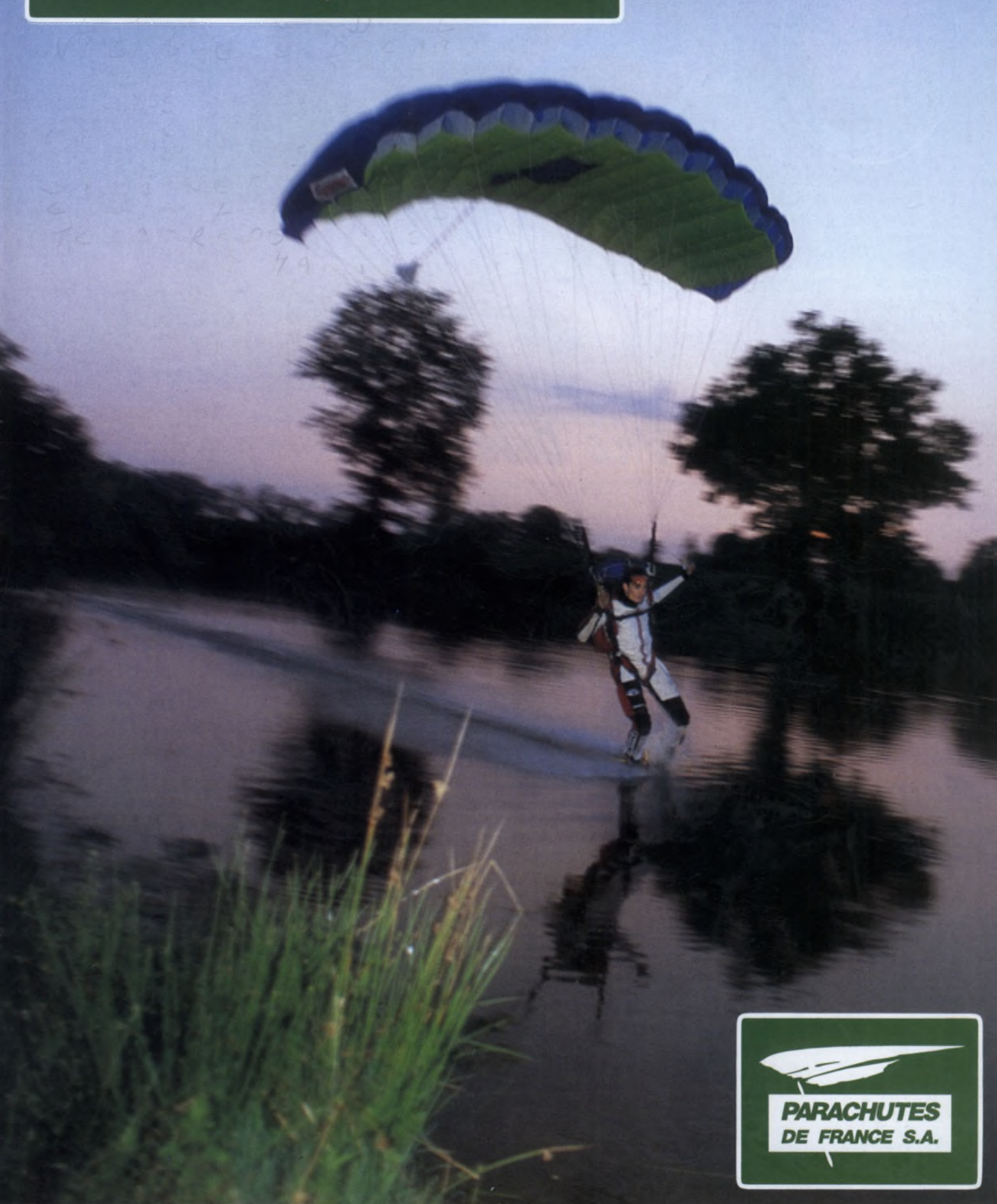
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Club News



By the look of your reports it looks like you all had a great time over Christmas.

Many of you have been off in sunnier climes over the break. Those of you planning trips this year will see our diary pages contain lots of events to keep you in the air both at home and abroad. The BPA have increased the number of FS competitions and coaching roadshows this year. Many of them are being held at the smaller drop zones, so why don't you give another DZ a visit? You will be made very welcome and, who knows, you might make some new friends or even team-mates.

Have fun and be safe in 2004.

Colin



Jane Oakley gains her FS1, photo by John McCourt

It's been a good couple of months jumping with our students progressing well. Visiting jumpers from Errol and Peterlee arrived on the weekend we were having a practice Christmas dinner. The official dinner was held the following weekend with

Maggie doing the presentations and thanking all the jumpers and staff for their support throughout the year. The crack was good and we danced the night away.

John McCourt

Achievements

First Freefall

Eddie Black
Gareth Brown

Student of the Year

Nick Marchant
(pictured)



Vicki Hasler

Christmas dinner this year was a great improvement on past years. Our much loved 'DZ Mum' Lynn prepared a fantastic spread. Lynn came to Brid for two weeks only whilst the Caravan was here but she did such a fantastic job we just could not let her leave. The centre is a more homely and much cleaner place with Lynn around looking after us all. We all appreciate the job she does and it is nice to have proper food available.

We had a triple celebration on New Year's Eve; it was a milestone birthday for Phil Lyall who made it to 50 (not that you would ever guess) and Simon

Cathrine returned to us from his exploits in the US. British weather prevented us from doing midnight jumps for the New Year. This did, however, mean that no-one needed to stay sober for jumping.

Adding a new toy to his long list, Nick Johnston now has his helicopter licence. He keeps turning up in a chopper only to tell us - much to our disappointment - that we are not allowed to jump it. He's no fun. We are still trying to get a helicopter in to jump, hopefully now our chances have greatly improved. Here's hoping for blue skies and an excellent year for everyone in 2004.

Tracy Pollitt

Achievements

First Freefall
Leroy Jewitt
Simon Jewitt
IC1
Sean Clavin

Jump Numbers

100
Rob Nelson
400
Tracy Pollitt
500
Simon Cathrine
700
Dave Walker
800
Phil Harris

Hours Freefall
Rob Nelson (1)
Rob Johnson (1)

ST ANDREWS

Night jumps were organised for two weeks running in November. All who participated completed at least two descents beginning with low altitude jumps from 5,000ft, then moving onto night FS and freely. Everyone agreed that this should be a more regular occurrence.

To celebrate the end of year the canteen laid on a traditional pig roast although, due to the novel nature of this, the majority of the DZ got involved in preparation and cooking. This was enjoyed by several of our university clubs and regulars alike.

It was great to see Sue Waterfield from the BPA office up at the DZ, she got to enjoy one of our parties and even got on to her first freefall!

Now that Aileen has successfully finished her PhD and Alex is just on the finish line of his they have both decided to move to Alex's home town of Thessaloniki in Greece. While both are looking for jobs, Aileen is smiling a lot and getting used to loud passionate discussions, 2-hour long coffee sessions psychotic driving and even the ouzo! We wish them all the best in their new adventures.

Gordon Morison

Achievements

First Freefall

Sue Waterfield (below)
Katherine Arthur
Ruth Morrison (below)

IC1

Rebecca Wardell

IC1 & FS1

Ewan Cowie



Dave Drewwette by James Stevenson

HEADCORN

A trip to Aerokart was highly educational and a lot of laughs. After clocking up 45 minutes of tunnel time each, we were a vision of black, blue and purple – knees and elbows mostly! Many thanks to our top coach Chris Shaw, for his never-ending patience, positive attitude, and for teaching us so many valuable disciplines (including the perils of low wall-mounted television sets, which he thoughtfully demonstrated several times). Despite having to type with the keyboard on my lap since I can no longer raise my arms, I can't

wait to get back in the air to put our new found skills to the test.

In November we hosted a couple of instructor courses. The award of the decade for disco dancing has to go to John Hitchen who strutted his decidedly funky stuff in Wings one night – pure entertainment but just a little scary.

We celebrated Christmas at the Ridge Golf Club and had a great time despite them closing the bar at 11pm prompt (Boo!). The party carried on back in the village at Max and Dave's, then at the DZ.

Ruth Cooper



Photo: Chris Shaw



Party photos: Dave Rofe



BLACK KNIGHTS

In the early hours of the morning those single males left standing were chased around the hotel by some females in their pyjamas. Their only escape when cornered outside was to jump the Lancaster Canal – which I'm sure must have been very refreshing on a December night at 3.30am. (Why is there never a video man when you need one?).

We're all pleased to see Danny Rowlands achieve Cat 8. He struggled in his early stages and even stopped for a while but, not to be beaten, he came back with a positive attitude and flew straight through the category system. Well done Danny!

Duncan Aspinall found out there are eyes all around. It is no good going away and trying to keep your 200th jump quiet, as he found out early January when he was given the traditional congratulatory trip into the farm trough!

We got our first day of jumping of the new year on Sunday 4 January with eight lifts and we're getting plenty of events lined up to keep everyone busy this year. Don't forget the 2004 diary of events is live on our website including details of the world's most powerful Porter visiting us for the whole of July (see our ad for more details). Here's wishing everyone a safe and fun 2004, see you on the DZ.

Matthew Walmsley



Nick Pickering
by Rob McVey

Achievements First freefall

Gary Whitehead

Cat 8

Danny Rowlands

Jump Numbers

100

Ian Currah

200

Duncan Aspinall

The Christmas bash was a complete sell-out with some people having to find alternative accommodation near by. After a typically splendid meal we sat back to watch the 2003 review video, expertly edited by Rob McVey and Neil Spellacy, who should be congratulated on catching so many humorous canopy landings – or should we say arrivals! Then Mark Backhouse led an attempt to empty the bar of every spirit and liquor bottle which for some meant an early end to proceedings whilst those with stronger constitutions carried on, dancing the night away. It was great to see several students from the Lancaster Uni Skydiving club led by Beth Richard joining us.

CARK

Fifteen of us flew off to Paris in November for a long weekend and spent several hours in the wind tunnel gaining valuable airtime. It was a fun yet worthwhile trip with experienced, newly qualified and student jumpers, which meant we could all use our time to work on different skills from FS to sit-flying. The facilities at Aerokart are great and we had nothing but good words to say about the coaches, very experienced and friendly, they even joined us for a drink afterwards. We will be arranging another trip in the near future.

We also spent a day at Euro Disney playing on the rides like big kids and found time to look round Paris and do the tourist 'thing' by going up the Eiffel tower. Cheers to everyone who came along, it was brill. The word of the weekend has to go to Matt Jagger who found the need to shout "Alors" everywhere he went. It kept us all amused, along with his impression of his Mum doing the Hoovering (don't ask!). Alors Matt, Alors!

Christmas Do

The Cark Christmas do was held at the Grange Hotel. In true fashion everyone got glammed up. After the meal, many awards were given out to those who achieved goals throughout the year and thank you made to everyone from Stu, Martine, Kay and Mike. A big well done to Matt Jagger, Maddy West, and Matt Lee who all received awards, being relatively new jumpers to the sport who have excelled in their own way.

Skydiver of the Year	Keiron Hayes
Student of the Year	Matt Lee
Little and Large Award	Jan Fallon
Commitment to the Sport	Maddy West
Outstanding Achievement	Matt Jagger

It is hoped there are going to be many changes at NWPC this year and the management wanted to express how pleased they are for the support they have received by their jumpers and staff.

The night went on with Dennis and his 'Daftas' as he surprised many of our jumpers by awarding them for their exploits throughout the year.

It certainly was a long night, some of us still up at 5am (even if the bar was closed and beer was supplied by D Buchanan) and opted out of breakfast for sleep instead. It was another great night to add to the history books! We won't be going back to the Grange Hotel for the next Christmas do, let's just say we all got caught up in the festivities and partied a bit too hard for them!

Congratulations

Congrats to Mandy and Pete Connor on their wedding. Congratulations also to Julia and Craig Kelsall who have recently announced they are expecting a baby, a welcome addition to Kelsall family and a new brother or sister for Katie.

Congratulations also to our 8-way team *Shedded* for winning Overall! Regional Intermediate 8-way Champions 2003, they will return this year under the new name of *Vision*.

Here's to 2004, it is hoped to be a busy year for all!

Michelle Meakins



Achievements AFF Graduate & Cat 8

Gayle Hogan

FS1

Danny Hogan

Both are pictured above



Photos: Duncan Stott & Michelle Meakins





AFF over Target, by Andy Wright

TARGET

The boogie out on the Algarve was another fantastic event. The weather was fabulous with jumping every day of the boogie for the 60-odd British skydivers who attended. Many jumpers started at 8-way and then went up to 20-way skydives. Wingsuits were available, briefings were given and many took advantage, including Rich Aveyard and Rob Bellamy doing their first. Unfortunately the evening chosen to do the beach jumps was a little too windy, so they were cancelled but we will try again in March.

With two G92s available the manifest was always busy but no-one had to wait to jump over this beautiful part of the

world. A highlight of the boogie was John Hitchen being taken head-down by Dan, Tim and Roger! This video is a 'must see'. Also Annette did her 1,000th jump on a big-way!

The little town of Alvor accommodated us yet again with our need for good food and enormous thirst for booze. The landlords of the bars got involved by doing tandems. Even Andy Montriou is welcome back to the Crow's Nest, after his antics on Christmas Eve! Everyone was out enjoying themselves with the cheap beer on New Year's Eve but we were still jumping the next day, how could we not take advantage of the glorious weather? With a total of 3,000 descents from 200 lifts, Skydive Algarve was a great success yet again. Why not join us for the Spring Boogie in March?

Hannah Swallow

Achievements AFF Graduate

Jason Choy
Cat 8
Liz Compton
Henry Tonnison
Kay Holford

Jump Numbers 100

Gerv Henderson
200

Flick Wood
Hannah Swallow

600

Rob Bellamy
1,000

Annette Williamson
Wes Bell

1,500

Rob Simpson
1,600

Jim Harris

Wes Bell's 1,000th jump, by Rob Simpson



HINTON

Justine Shotton by Alex Allen

The end of November saw 'goodbyes' to several people. We gave them a traditional Hinton send-off by having a party and getting them very drunk. The farewell speeches were super, Mike (going back to NZ) did a traditional Haka, Ian (off to USA) did a Glaswegian Haka, 'Humpty Dumpty' with thigh-slapping and hand-waving. We couldn't quite work out Jacob's (Nomad pilot) speech but it had something to do with him having 'the hat with the horns'. Clair (travelling the world) and Carl (gone to Australia) gave very tame speeches in comparison.

The Christmas Party was the usual highly alcoholic affair. I think Lucy regrets changing clothes with Brucie as her dress will never go back to its original after that much stretching...

We wish Anna Palmer a speedy recovery after breaking her ankle - anything to put her feet up over the Christmas holiday!

Don't forget our Memorial Scrambles on 10-11 April.

Caroline White

Achievements
50 Jumps
Barry Russell



Stuart Meacock

AFF instructors Kev Goode & Chris Allen



Harry Potter and pals, Lara Croft, Austin Powers and, of course, Bond. A special mention to Chris Donaldson for his frightening resemblance to Jack Sparrow and to Kev Goode, whose Ron Weasley was let down by an unsuitable wig which resulted in a more than passing resemblance to an inebriated Ronald McDonald. It was a great night, with more than one or two drinking casualties and the most fantastic news from Madeline and John Shaw who announced their engagement.

There was an air show at Sibson on 17 December to celebrate 100 years of flight. Masses of flying enthusiasts,

SIBSON

Achievements
Cat 8

Caroline Moran
Sarah Hales

100 jumps
John Parker

Is Sibson the hottest DZ in the country? We think so, a new heating system in Birdland Bar has provided a warm haven for the chilly winter days and apparently the gents' toilet is now positively sauna-like. We said goodbye to the Let in mid November and the sunset big load tracking dive enjoyed exceptional altitude and a glorious view over Cambridgeshire. Our Let pilots treated us to their customary beat-up and scared the life out of one or two of us! Meanwhile our warm and toasty 206 has been busy with students, tandems and experienced jumpers making the most of clear and crisp days for jumping before Christmas.

Sibson's Christmas party was a blast, fancy dress with a theme of characters from movies. There were Pirates From The Caribbean,



LANGAR



Team Photo and Small, by Sam Bailey

pilots and skydivers were treated to an awesome Harrier display, helicopter and aerobatic flypasts and a couple of most excellent skydiving demos.

With the DZ closed for Christmas, lots of folks travelled off for winter boogies; Eloy, Perris, Florida. Derek 'I do believe I can see Peckham' King went to New Zealand, we look forward to your return. Some of the Sibson locals still around at Christmas kicked the festive season off with the traditional 'Crown to Town' on Christmas Eve – nine Pubs over two miles. Nick Harris joined midway for his first pub crawl at age eight months but sensibly declined both alcohol and kebabs.

Sibson reopens for the season the first weekend in February and there is a packed events calendar for the coming year. Freefly with Babylon, coaching seminars with Ash Crick, a resident canopy school, FS load organising... These are just some of the planned events; look out for details at the DZ and advertised in Skydive Mag. We look forward to seeing you all at Sibson in 2004.

Just one more piece of news, if you haven't already heard, Chris proposed on Christmas day and we are getting married later this year, for those of you that know already, thank you for your congratulations... Looks like it'll be one helluva party!

Lizzie Harris

Party photos: Lizzie Harris



Anthony Gould by Philip Gould

2003 was another record year for Langar – we exceeded 30,000 (yup, thirty thousand) jumps. A fantastic performance by the customers and staff, helped by the best weather in years, good Boogies and well attended competitions and events. Thanks everybody!

2004 will be good, too: by the time you are reading this, Langar will be the proud owners of a second Cessna Grand Caravan. Sadly, we've parted with Charlie Echo (our trusty 206), from which thousands have done their first jump over the years; but then that makes

us an all-turbine drop zone, and that's pretty good, eh?

As usual, the Langar Boogie takes place the first week in May so get yourself along to start the summer season. Langar caters for all disciplines, so whether you're flat or free, on a surfboard, flying wingsuits or CRW canopies, you're welcome. Along with all the other stuff, the Boogie includes *Brit Chicks* training weekends to start preparations for the *Brit Chicks* 60-way record attempt at Boogie 2 in September. Join us!

Tony Danbury

Achievements

First Freefall

Stuart Faulkner
James Foster

Cat 8

Vas Onacko
Mark Lees
Luke Vickers

FS1

Andy Corrie
Paul Monaghan

Jump Numbers

100

Paul Fletcher
Guy Vickers

300

Angela Hickling
Alec Flint

400

Mike Outen
1,400

Steve Newman
2,000

Keith Johnson

We're getting back to normality here in sunny Perthshire. The year got off to a cracking start after the break for festivities, although you wouldn't have thought so had you seen the usual suspects the day after the Christmas party. Everybody had a fine time including our guests, Kieran, Karen and Hannah. Pilot John Brompton proved his navigation skills were second to none whilst on the dance floor, successfully avoiding a

particularly tall obstacle, namely Rob Noble Nesbit, moving in somewhat erratic fashion. They called it dancing but we're not so sure.

On a sadder note, it was with great sorrow we learned of the death of Bill Mudie. He was hugely admired by all who met him and he'll be sadly missed.

Bob Henderson & Lynsey McLagan

PARAGON

Achievements

300 jumps

Bob Henderson



Walter Gillan & Dave Arken, photo by Bob Henderson

DUNKESWELL

Photo: Skydive UK

Achievements FS1

Scott Pearce

50 jumps

Dan Batchelor



Andy Guest

Let's kick this off with a bit of good news, our great little DZ now has a second jump plane. Yep, it's another Cessna 206 and the aim with this little beauty is for it to be primarily for experienced and student jumpers, so leaving the other 206 for tandems. This should enable more students to progress to Cat 8 more quickly as well as getting experienced jumpers down to this part of the world... I challenge any DZ to have more picturesque scenery... come down on a good day and see for yourself!

With the Christmas do virtually finishing everyone off for the year thanks to everyone who put effort into making it a stonking party... you know who you are. With prizes at the bash

being awarded for abysmal landings, most progressed student, bubbliest person, etc our favourite CCI took to the floor... some of us vaguely remember him saying "In skydiving expect the unexpected!" and, true to his word, ripped off his trousers, Chippendale fashion, to be stood there in fishnet stockings... hmmm, looked as if he enjoyed it too with that smile on his face!

Please note that AAD's are now mandatory. Our aim throughout the year is to do more balloon, helicopter and night jumps so, if you don't normally jump here and wish to have as much fun as us, then call!

Colin Beck



Photo: Dan Batchelor

SILVER STARS

Last year South Cerney saw an increase in the number of skydives enabling the club to source a large turbine aircraft for 2004. We managed to double the student turnover and introduce lots more people to the joys of skydiving!

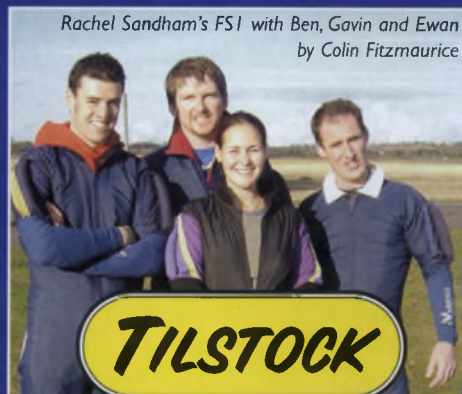
Although the Silver Stars Parachute Club was formed to introduce soldiers to an exciting adventure training pursuit, the facility is open to everyone. The Silver Stars also run a full time parachute display team and are kept very busy during the demo season. Thanks to all our civilian staff who help out at the weekends we are able to carry out both activities; running a drop zone and a display team would be impossible without their help.

Although the amount of static line students has increased significantly the trend is moving away from RAPS and shifting towards tandems. This has meant an investment in two more tandem rigs to keep up with demand. We have also purchased new display equipment so that kit hire is still available to club jumpers during demo periods. 2004 promises to be even busier and better; with the turbine aircraft everyone will be able to jump their socks off!

I'd like to thank everyone who has helped support the Silver Stars in 2003 and look forward to an exciting 2004.

Stuart Miller-Hall

Rachel Sandham's FS1 with Ben, Gavin and Ewan
by Colin Fitzmaurice



2003 was a year of highs and lows at Tilstock, but we made sure we ended the year with a brilliant Christmas party. More than eighty club members and friends joined the fun. The customary presentations were handed out with CCI Pat Walters awarded the Nick Irvine Memorial Plate and lifetime membership, and Mike Allsop awarded Student of the Year. Rosie Walls won the Braille Altimeter and Tony Lightfoot an award for Services in Spotting. Formalities over, the usual fun ensued and Daz Tyrer was particularly pleased to get his own back on Terry Hall after spending the last twelve months with a bad taste in his mouth!

Special respect goes to DZ operator Colin Fitzmaurice (and the bank manager) for taking the plunge and purchasing a second aircraft to keep all of our knees in the breeze all of the time. Nice one Colin - we'll try not to break it. I'm sure that all the club staff and members will make this year even better than the last.

Ewan Bent

Achievements

Cat 8 James Doyle

FS1 Rachel Sandham

November saw night jumps over Chatteris; with a lot experiencing them for the first time, a couple of night CF jumps followed by a good social in the bar. Over 25 people travelled out to Skydive Arizona on or around Christmas and between the group managed over 1,000 skydives. The new aircraft hangar and the creeper pad are now complete and the time of publication should see the cafeteria re-roofed with a newly tiled floor and the kitchen refurbished. The Christmas dinner this year was in house and well attended, with everybody making a good effort at drinking the bar dry.

The big news at Chatteris is that after a long battle with the Council we are now no longer restricted to one aircraft, so watch this space! Hope to see you all in 2004.

Steve Wilkins

CHATTERIS

Russell Smith

Bryn Chaffe held a camera seminar covering all aspects of camera work; equipment required, skills needed and the different types of camera jump. The seminar was an introduction for those not even considering camera work to those just entering into to this area and was very well received. As Bryn put it "A camera jump is not just another skydive".

Bryn is now off to New Zealand where he's been advised to take a kilt as apparently the sheep now recognise the sound of velcro and zips (the old ones are the best!).

A trip to DeLand wasn't such a success with two of the party ending up in different hospitals after separate accidents. We wish Kev 'Dangerous' Dynan (broken femur) and John Lawler (crushed vertebra) both speedy recoveries and, if Kev is to be believed, the weather is going to be bad until at least May.

The annual Christmas bash was its usual success with a host of awards presented for achievements throughout the past year.

Congratulations to everyone especially:-
Most Entertaining Landing
Most Persistent Student
Most Progressed Student
Club of the Year

Chris Beattie
Allan Adams
Georgina Impey
Durham University College

Let's not forget Ross Sibbald who was awarded the title of DZ Bitch by his very own Uni club.

There was a great turnout for Border's last operating weekend from Peterlee regulars some of whom made their first jumps at Border. Unfortunately the weather prevented any lifts but this did not put a dampener on the party that ensued. Peterlee would like to wish everyone at Border all the best and welcome anyone who wishes to make Peterlee their home DZ. We have the St. Patrick's Day Boogie on 17-21 March by which time the Let 410 should be back at Peterlee.

Paul McCormick

PETERLEE

Achievements

First Freefall
Edward Lilleyman
Dave Robinson

IC1
Allan Adams
Stu Ferguson
Matt Woods

FF1
Lindsay Widdall

FS1
Jane Oakley

Jump Numbers

50
Glynn Atkinson
Stu Ferguson
100
Thomas Grocutt
Jane Oakley

Participants at Bryn's camera seminar, photo by Paul McCormick



WESTON

Winter hasn't stopped our club members enjoying themselves. The more jet set among us have been soaking up the sun in Spain and the USA. A large group descended on Eloy for the festive period enjoying all that the Christmas boogie had to offer.

The Weston Plummets membership has grown to new and unprecedented

proportions of late and plans have been hatched to beat all previous Plummets FS records this year. The idea was first proposed during the Christmas party which took in several fine hosteliess in Oxford.

Congratulations to Sarah and Tony 'Moose' Silman on the birth of baby Harry.

Weston reopens on 6 March for a jam-packed summer season featuring loads of great events and competitions, check out the website for the full calendar:

www.rafspa.co.uk

Alf Batchelor



Andy Ford

Non BPA Affiliated centres



It was a very busy end to the year on instructor courses and three back to back AFF expeditions to Perris Valley, USA and Ramblers down under. It was the first time the team had ventured to Australia, and everyone found it to be a very worthwhile experience - except for Bish who spent the majority of the trip in hospital! The other guys even managed to get to some of the rugby world cup games. All the students we took qualified to Cat 8.

During the season we did over 100 displays and are looking just as busy for the coming season. The team are currently carrying out pre-season admin, organising more expeditions to Perris Valley and also Cuba and Cyprus. See: www.skydivgunners.co.uk

ROYAL ARTILLERY

POPS

A warm welcome back to George Franklin, Pops 195, after many years in

the wilderness. There will be a 50-way record attempt at the Langar Boogie in early May.

Contact: jack.felstead@connectfree.co.uk

Pre-registration is advised for the POPS world meet in Gruyere, Switzerland, 31 Jul - 7 Aug, check: www.swisspops.ch

Hotels: www.gruyeres-hotels.ch

Special jumps at the World Meet (not yet all confirmed): Glacier, Antonov 2, Super Constellation, Junkers JU 62, Super Puma and Noratlas.

Happy new year to you all. By the time you read this I hope to have seen a lot of you at the BPA AGM. Don't forget our meet at Hibaldstow 26-27 June.

Niels Hansen

New Members

Craig Kelsall, Mike Albert, Rick Bruce

POPS group at Langar by Tony Danbury



BCPA

Let me wish all BCPA members a fun and above all safe 2004!

For obvious reasons 2003 was a difficult year for the BCPA and the skydiving community in general. I sure you will agree when I hope 2004 brings with it a successful resolution to the investigation into Stephen Hilder's murder and the police find the person (or persons) responsible for this despicable act.

The BCPA organises events and competitions open to university clubs who have affiliated with the BCPA, this year's programme includes:

Freshers II	Peterlee	14-15 Feb
Southerns	Netheravon	20-21 March
US Trip	Perris Valley/Lake Elsinore	30 Mar - 14 Apr
Northerns	Hibaldstow	1-2 May

Freshers II replaces the usual Valentine's meet, and is a chance to catch up after the Christmas break and will be organised like the traditional Freshers meet. Regional and national events will continue with the traditional 3-way FS competition plus pre- and post-FF1 competitions. To keep up to date with BCPA activities, subscribe to our lists:

www.bcpa.org.uk/Lists.htm

Iain Firkins



Nikki and Lynne by Kat Install

PUMPKINS

Ranks are still growing thanks to a good course in Elsinore over Nov/Dec. It was really good to see some of the 'older' guys out fun jumping and getting some world class freely coaching from Elsinore Eclipse. Another group have spent Christmas in Eloy having fun, Steve 'Toxic' Tiller getting over 20 jumps on his new BirdMan suit. We're looking forward to the start of the season and will be running a safety and canopy weekend to assist in the younger guys' move back into the season nice and confidently.

Martin Williams

Achievements Cat 8

Tracie Harrison

Cat 8 & IC1

Clive Thomas

Steve Lamper

IC1

Chris Jinks

FS1

Pete Farrow

Danny Thompson

Jump Numbers 500

Peter Smith

Steve Tiller



Achievements

Jump Numbers

200

Nick Hepburn

Rich Anderson

400

Trudy Austin

600

Lee King

900

Vicky Tomlinson

1,500

Kath Salisbury

Trudy Austin won this jump with Airspeed

The Christmas party, themed Australia, generated an abundance of dodgy fancy dress costumes a la Dame Edna (Dave you look too good in a frock!), Steve Irwin, Rolf Harris and some very ropey looking sheep shearers – not to mention Adam, the extremely dodgy looking sheep! Could Mike, Smudger or Katie please explain why their inflatable sheep were wearing underpants?

With the DZ closed for the best part of December, a small but intrepid bunch of us spent Christmas and New Year at Eloy where quite a number of 'firsts' were achieved; Birdman – Kate Burn and Adam Jones, DC3 jump – Vicky 'birthday girl' Tomlinson, Nick Hepburn, Rich Anderson, Lee King, Frank, Kate, Adam and me! Rich 'Cue ball' Anderson will be more than pleased to explain his nickname after 'potting' a 12-way from the DC3! There were also balloon and high altitude jumps (23K) which were firsts for practically everyone. Airspeed were on hand for load organising and Trudy Austin was lucky enough to win their 4-way raffle, completing an impressive 26 points with Eliana, Todd and Mike, plus Mike McGowan on camera.

Everyone at the DZ wishes Charlie Cooke a speedy recovery following a recent illness. We also send our best wishes to Steve Chadwick, Bish and Matty McColgan following their various mishaps down under.

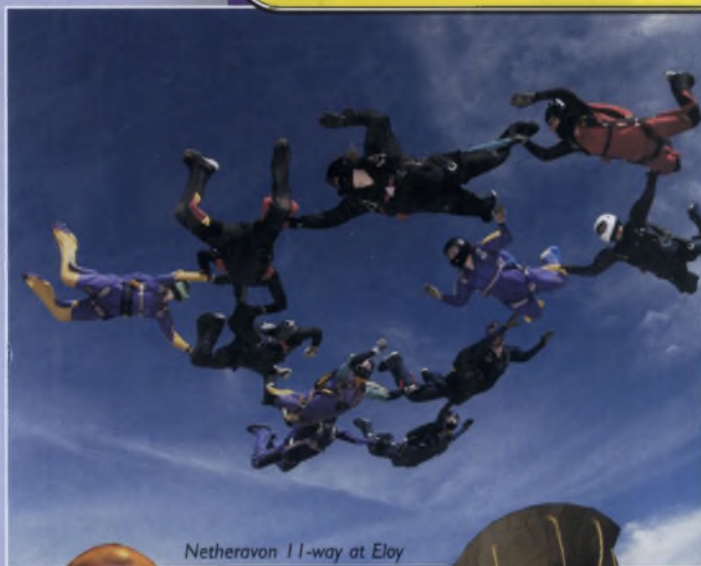
Kath Salisbury

In mid November Dave Tyler organised a, FS skills camp, named Exercise Fallen Eagle. Twelve jumpers with five coaches and two AFF students went to Fort Bragg in North Carolina, for a day at the Golden Knights' DZ at Raeford then two days in the wind tunnel. Driving south to DeLand, Florida, we completed 1,700 jumps, averaging about 70 each. At the start, jumpers had difficulty building an 8-way but we finished with a three point 16-way. The AFF students sailed easily through their levels, carried out consolidation jumps and then qualified for their FS1s. We enjoyed guest coaching from Thomas Hughes DeLand Majik and canopy coach Scott Miller. An additional nine hours was spent in Orlando SkyVenture. Everyone returned as skilled, disciplined skydivers. Plans are afoot for another camp this year, contact Dave at skillscamp@quiksilva.com

Al Macartney

Photos: Mike McGowan

NETHERAVON



Netheravon 11-way at Eloy

Kath Salisbury



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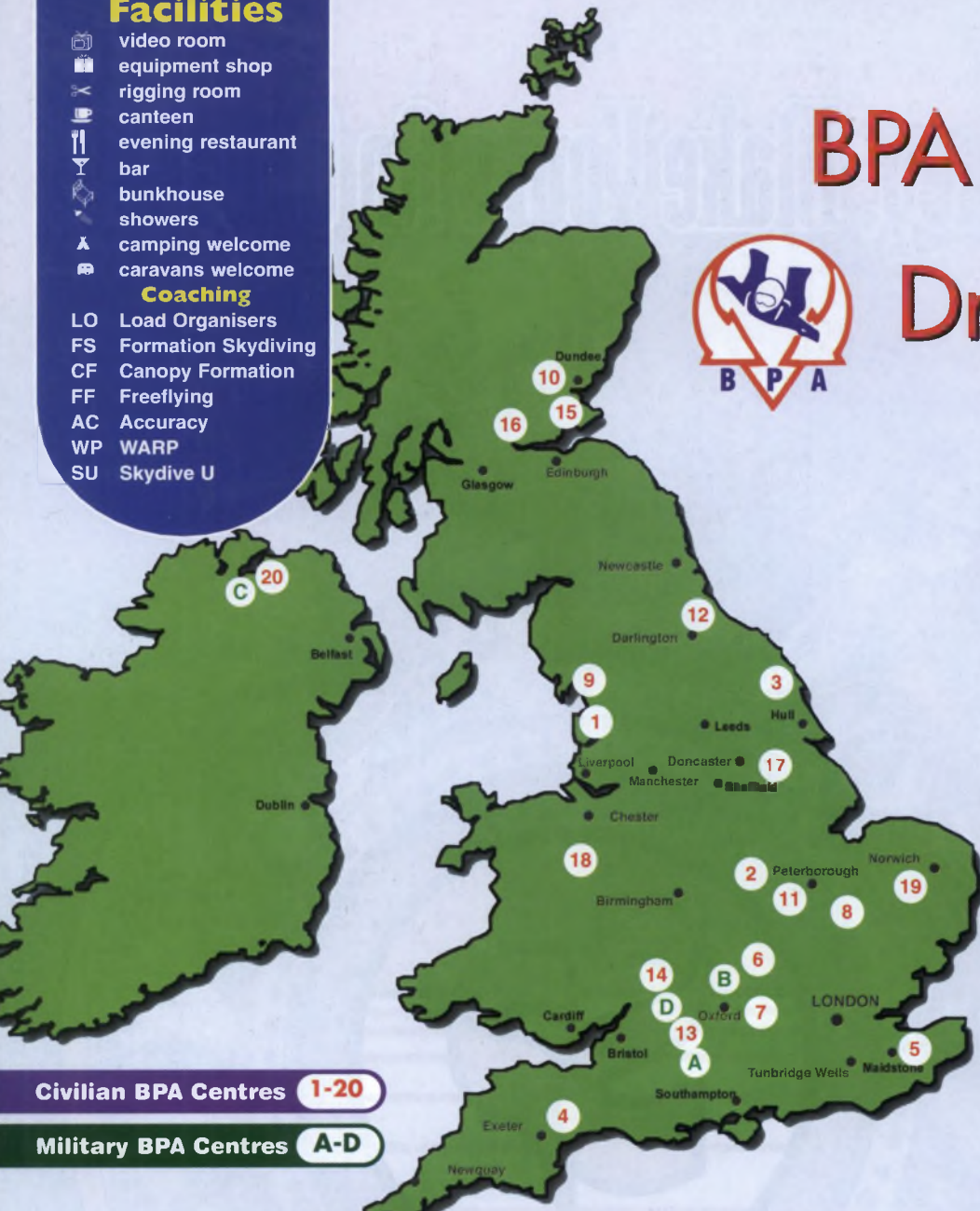
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- FS Formation Skydiving
- CF Canopy Formation
- FF Freeflying
- AC Accuracy
- WP WARP
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Military BPA Centres A-D

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Fax: 01262 401 871
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First Jump Courses: RAPS, tandem

CF SU

5 Headcorn 01622 890 862



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headcorn@btconnect.com
www.headcornparachuteclub.co.uk
Aircraft: Beaver (winter), Let 410 (summer), Islander
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LO FS CF AC WP

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NLPC

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www.ukskydiving.com

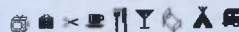
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Aircraft: Turbolet (summer), Cessna 206

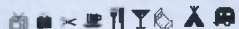
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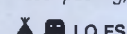
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www.skydivesthathallan.co.uk

Aircraft: Turbine (for various events), 2 x Cessna 206

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First Jump Courses: rounds, RAPS, tandem

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17 Target
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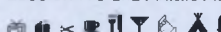
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First Jump Courses: RAPS, tandem

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www.wildgeese.demon.co.uk

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 LO FS CF WP

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apa@netheravon.fsnet.co.uk

www.netheravon.com

(B) RAFSPA & RAFSPA

Hawks Parachute Team

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Fax: 01869 343 676

skydiveweston.rafspa@virgin.net

www.rafspa.com

(C) Services Parachute Centre

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Fax: 02877 721 342

(D) Silver Stars Parachute Team

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Fax: 01285 861344

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www.silverstars.org.uk

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www.skydivencyprus.com

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PTC HQ ATG (G), BFPO 16

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Active Skydiving

Active Skydiving

Glengoyman, St Fillans, Perthshire PH6 2ND
Tel/Fax: 01764 685316
Mobile: 07803 041348
scotty@activeskydiving.com
www.activeskydiving.com
Contact: Scotty Milne
Courses: AFF
Location: Spain, USA

The Freefall Company

THE FREE FALL COMPANY

FreeFall Company

The Coach House, West St, Epsom, Surrey KT18 7RL
Tel: (Spain) 00 34 972 45 45 63
kevin@freefallco.com
www.freefallco.com
Contact: Kevin McCarthy
Courses: AFF
Location: Spain

Red Devils

RED DEVILS

Red Devils

Airfield Camp, Netheravon, Wiltshire SP4 9SF
Tel: 01980 678211 or 300 / 212
Fax: 01980 678349
reddevils@reddevilsonline.com
www.reddevilsonline.com
Displays, tandem
Contact: Edward Paxton
Courses: Tandem
Location: UK (Netheravon)

Airwaves

AIR WAVES

Airwaves International Skydiving School

78 High Street, Bexley, Kent DA5 1LB
Tel: 01322 557375
Mobile: 07802 472 566
France: 00 33 (0) 619 605 997
skydive@air-waves.co.uk
www.air-waves.co.uk
Contact: Rod Bartholomew
Courses: AFF, RAPS, progression, tandem
Location: France, USA

Parachute Training Services

PARACHUTE TRAINING SERVICES

Parachute Training Services

11 Godwyn Close, Abingdon, Oxon OX14 1BU
Tel/Fax: 01235 529570
doug@paratrg.demon.co.uk
www.paratrg.demon.co.uk
Contact: Doug Peacock
Courses: RAPS, progression courses
Location: UK (Hinton Skydiving Centre)

Skydive Academy

Skydive Academy

Peterlee Parachute Centre, Shotton Colliery, Co Durham DH6 2NH
Tel/Fax: 0191 386 5261
skydiveacademy@aol.com
http://members.aol.com/skydiveamy
Contact: Ian Rosenvinge
Courses: AFF
Location: UK (Peterlee) & abroad

Dave Morris Action Sports

David Morris Action Sports

2 Daleside, Cotgrave, Nottingham NG12 3QA
Tel: 0115 989 3538
Mobile: 0777 498 6600
dave_morris@btconnect.com
www.daleside2.demon.co.uk
Contact: Dave Morris
Courses: AFF, tandem
Location: UK (Langar), Spain, France

PhD Skydiving

PhD Skydiving

PhD Skydiving

Ramsdean House, Ramsdean, Petersfield GU32 1RS
Tel: 01980 621363
Fax: 01980 620609
Mobile: 07971 665815
aff@phdskydiving.co.uk
www.phdskydiving.co.uk
Contact: Martin Williams
Courses: AFF, Skydive U
Location: UK, Spain, USA

Skydive Limited

Skydive Ltd

Skydive Limited

Sibson Airfield, Wansford, Peterborough PE8 6NE
Tel: 01832 280066
Fax: 01832 280067
Mobile: 0785 000 7178
chris@skydiveltd.com
www.skydiveltd.com
Contact: Chris Allen
Courses: AFF, Skydive U, tandem
Location: UK (Peterborough) & abroad

East Coast

East Coast Parachute Centre

8 Burns Crescent, Chelmsford, Essex CM2 0TS
Tel: 01245 268772
slattery@blueyonder.co.uk
Contact: Val Slattery
Courses: RAPS, progression, AFF, tandem
Location: UK (London Parachute School)

Pops UK

POPS UK

Pops UK

21 Victoria Square, Clifton, Bristol, BS8 4ES
Tel: 0117 973 8341
www.thepops.org
Contact: Niels Hansen, Top POP
A society of skydivers over forty. We hold regular national and international meets at host parachute centres.

BCPA

BCPA

British Collegiate Parachute Association

5 Laxey Road, Horfield, Bristol BS7 0JA
www.bcpa.org.uk
chairman@bcpa.org.uk
Contact: Iain Firkins, BCPA Chairman
The BCPA aims to promote skydiving at collegiate level. We run regional and national events for over 40 affiliated university clubs. The BCPA provides a community where university skydivers can find like-minded people to jump and socialise with.

Overseas Associated DZs

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

SPAIN

CPCB (Centro de Paracaidismo Costa Brava)
PO Box 194, 17487 Empuriabrava, Spain
Tel: 0034 972 450 111
Fax: 0034 972 450 749
cpcb@gna.es
www.skyrats.com

Skydive Spain

La Juliana Aerodrome, Bullolus DLM, Seville, Spain
Tel: 0034 678 949 554
Fax: 0034 954 153 287
info@skydivespain.com
www.skydivespain.com

USA

Florida Skydiving Centre
440 South Airport Road, Lake Wales, FL 33859, USA
Tel: 001 863 678 1003
Fax: 001 863 678 1409
info@skydivelakewales.com

Freefall Adventures, Florida

400 West Airport Drive, Sebastian, FL 32958, USA
Tel: 001 772 388 0550
Fax: 001 772 581 4468
skydivemik@aol.com
www.ffadventures.com

Perris Valley Skydiving

2091 Goetz Road, Perris, CA 92570, USA
Tel: 001 909 657 3904
Fax: 001 909 657 6178
office@skydiveperris.com
www.skydiveperris.com

Skydive Elsinore

20701 Cereal Street, Lake Elsinore, CA 92530, USA
Tel: 001 909 245 9939
Fax: 001 909 245 3661
skydive@skydiveelsinore.com
www.skydiveelsinore.com

Skydive Sebastian

400 West Airport Drive, Sebastian, FL 32958, USA
Tel: 001 772 388 5672
Fax: 001 772 388 2105
info@skydivesebastian.com
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DIARY

FEBRUARY 04

20-22 Feb Canopy Piloting Course
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
info@skydiveempuriabrava.com

27-29 Big-Way Camp 20+
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
icoufal@skydiveempuriabrava.com

28-Mar 28 Algarve Spring Boogie
Algarve Call Hibaldstow 0113 250 5600
info@targetsky.demon.co.uk
www.skydive-algarve.com

MARCH 04

5-20 ESA Thai Sky Festival
Prachuap Khirikhan, Thailand
boogie@exoticskyadventures.nl

8-10 Canopy Piloting Course
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
info@skydiveempuriabrava.com

10-14 Freely March Madness Camp
Florida Skydiving Centre 001 863 678 1003
Lake Wales info@floridaskydiving.com

10-19 Desert Boogie
Umm Al Quwain, Dubai 01932 701321
Pete Marsden www.theboogieclub.co.uk
The Boogie Club pete@theboogieclub.co.uk

13-14 Skills Camp
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
icoufal@skydiveempuriabrava.com

13-19 The Search
Skydive DeLand 0113 250 5600
Florida info@skydivedeland.com
www.skydiveu.com

16-29 Brazil Boogie
Rio De Janeiro www.aerostore.com

17-21 St Patrick's Day Boogie
Peterlee 0191 517 1234
shottonairfield@aol.com
http://members.aol.com/skydivearmy

20-21 BCPA Southern Regionals
Netheravon iain_firkins@yahoo.com
www.bcpa.org.uk

22-28 POPS Spring Feast
Florida Skydiving Centre 001 863 678 1003
Lake Wales info@floridaskydiving.com

26-28 Canopy Piloting Course
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
info@skydiveempuriabrava.com

29-Apr 2 Instructor Course
Langar 0116 278 5271
Tandem/AFF trudy@bpa.org.uk

30-Apr 14 BCPA USA Trip
California iain_firkins@yahoo.com
www.bcpa.org.uk

APRIL 04

3-11 Easter Boogie
Skydive City 001 813 783 9399
Zephyrhills, Florida www.skydivemag.com

3-12 Easter Boogie
Florida Skydiving Centre 001 863 678 1003
Lake Wales info@floridaskydiving.com

3-18 Easter Boogie
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
info@skydiveempuriabrava.com

8 STC & Riggers Meeting
BPA Offices, Leicester 0116 278 5271
skydive@bpa.org.uk

8-11 Big-Way Camp 20+
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
icoufal@skydiveempuriabrava.com

9-12 Easter Boogie
Netheravon apa@netheravon.fsnet.co.uk
www.netheravon.com 01980 678 245

10-11 Memorial Scrambles Meet
Hinton 01295 812 300
info@skydive.co.uk www.skydive.co.uk

10-12 Apr Easter Bash
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

14-18 Freely & Tunnel Camp
Florida Skydiving Centre 001 863 678 1003
Lake Wales info@floridaskydiving.com

14-18 140-Way Sequential
Skydive City 001 813 783 9399
Zephyrhills, Florida www.skydivemag.com

17-18 4-Way Scrambles Meet
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

24-25 FS Grand Prix 8-Way
Langar 01949 860 878
www.bpslangar.co.uk info@bpslangar.co.uk

26-28 Canopy Piloting Course
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
info@skydiveempuriabrava.com

26-30 Instructor Course
Hibaldstow 0116 278 5271
Tandem/AFF trudy@bpa.org.uk

26-May 2 The Search Swoop Meet
Perris Valley, California 001 909 657 3904
www.skydiveperris.com

29-Apr 2 Freely World Record Attempt
Perris Valley, California 001 909 657 3904
www.skydiveperris.com

MAY 04

1 Fancy Dress Jumps & BBQ
Dunkeswell 01404 891 690
www.parachuting-uk.com
aguest1@compuserve.com

1-2 BCPA Northern Regionals
Hibaldstow iain_firkins@yahoo.com
www.bcpa.org.uk

1-3 Buy One Get One Free Weekend
Netheravon apa@netheravon.fsnet.co.uk
www.netheravon.com 01980 678 245

1-9 Langar Boogie 1
Langar 01949 860 878
www.bpslangar.co.uk info@bpslangar.co.uk

3-5 Brit Chicks Big-Way Weekend
Langar 01949 860 878
www.bpslangar.co.uk lesley@skydivemag.com

7-16 Progression Week
Black Knights 01524 791 820
www.bkpc.co.uk jeff@payco.net

8-9 Brit Chicks Big-Way Weekend
Langar lesley@skydivemag.com

8-9 FS Grand Prix 4-Way
Headcorn 01622 890 862
headcorn@btconnect.com
www.headcornparachuteclub.co.uk

8-9 Skills Camp
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
icoufal@skydiveempuriabrava.com

10-14 Instructor Course
Strathallan 0116 278 5271
CSBI/TBI/Advanced trudy@bpa.org.uk

12-16 Freely Spring Camp
Florida Skydiving Centre 001 863 678 1003
Lake Wales info@floridaskydiving.com

13-16 Big-Way Camp
Perris Valley, California 001 909 657 3904
www.skydiveperris.com
danbc@skydiveperris.com

15-16 CF & Classics Grand Prix
St Andrews 01334 880 678
www.skydivestandrews.co.uk

15-16 8-Way Meet
Netheravon apa@netheravon.fsnet.co.uk
www.netheravon.com 01980 678 245

15-23 May Spring Boogie
Lapalisse, France info@lapalisse-aero.com
www.lapalisse-aero.com

17-21 Instructor Course
Strathallan 0116 278 5271
CSI/Pre-Advanced trudy@bpa.org.uk

29-31 Bank Holiday Meet
Netheravon apa@netheravon.fsnet.co.uk
www.netheravon.com 01980 678 245

29-31 Grand Prix 4/8-Way & Scottish Nationals
CF, Classics, FS 07774 686 161
Strathallan www.skydivesthathallan.co.uk

JUNE 04

5-6 Espace Warm-Up Weekend
Lapalisse, France info@lapalisse-aero.com
www.lapalisse-aero.com

5-6 FS Grand Prix 4-Way
Cark 01539 558 672
www.skydive-northwest.com
skydive-northwest@totalise.co.uk

5-6 Speed 7-Way
Headcorn 01622 890 862
headcorn@btconnect.com
www.headcornparachuteclub.co.uk

10 STC & Riggers Meeting
BPA Offices, Leicester 0116 278 5271
skydive@bpa.org.uk

12-13 Espace Warm-Up Weekend
Lapalisse, France info@lapalisse-aero.com
www.lapalisse-aero.com

12-13 Rodders 4-Way Meet
RAFSPA, Weston 01869 343 343

12-19 RAPA 40th Anniversary Meet
RAPA, Bad Lippspringe 0049 5254 933 862
Germany alexbusby@t-online.de

15-20 Classics Nationals
Bridlington 01262 677 367
www.britishtskydiving.co.uk

18-20 Big-Way Camp 20+
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
icoufal@skydiveempuriabrava.com

21-25 FS Skills Camp 1 on 1
Texel 0113 250 5600
Netherlands info@paracentrumtexel.nl

23-27 4-Way Tunnel Camp
Perris Valley, California 001 909 657 3904
www.skydiveperris.com
danbc@skydiveperris.com

25-27 Speed World Cup Round
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

26-27 Espace Warm-Up Weekend
Lapalisse, France info@lapalisse-aero.com
www.lapalisse-aero.com

26-27 Grand Prix 8-Way
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

26-27 POPS Meet
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

JULY 04

1-4 Wildwood Boogie & Pro Swoop
Wildwood, NJ, USA
events@freefalladventures.com

3-4 FS Grand Prix 8-Way
Black Knights 01524 791 820
www.bkpc.co.uk jeff@payco.net

5-9 FS Coaching Week
Headcorn 01622 890 862
headcorn@btconnect.com
www.headcornparachuteclub.co.uk

10-11 FS Grand Prix 4-Way
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

10-11 Scrambles Meet
Headcorn 01622 890 862
headcorn@btconnect.com
www.headcornparachuteclub.co.uk

14-18 European Flying Convention
Lapalisse, France info@lapalisse-aero.com
www.lapalisse-aero.com

16-18 Island Freely Extravaganza 1
Texel 01524 791 820
Netherlands info@paracentrumtexel.nl

17-18 CF & Classics Grand Prix
Black Knights 01524 791 820
www.bkpc.co.uk jeff@payco.net

19-23 FS Skills Camp 1 on 1
Texel 0113 250 5600
Netherlands info@paracentrumtexel.nl

19-23 Instructor Course
Black Knights 0116 278 5271
Tandem/AFF trudy@bpa.org.uk

24-31 July Swedish Herc Boogie
Lidköping, Sweden info@herculesboogie.com
www.herculesboogie.com

25 Water Jumps
Headcorn 01622 890 862
headcorn@btconnect.com
www.headcornparachuteclub.co.uk

30-31 International Swoop Meet
Texel 0113 250 5600
Netherlands info@paracentrumtexel.nl

31-Aug 2 FS Nationals 4-Way
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

31- Aug 7 POPS World Meet
Gruyere, Switzerland www.swisspops.ch

AUGUST 04

5 STC & Riggers Meeting
BPA Offices, Leicester 0116 278 5271
skydive@bpa.org.uk

7-9 FS Nationals 8-Way
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

7-9 Artistic Nationals
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

7-15 Espace Boogie
Lapalisse, France info@lapalisse-aero.com
www.lapalisse-aero.com

9-13 Instructor Course
Bridlington 0116 278 5271
CSBI/TBI/Advanced trudy@bpa.org.uk

14-15 **CF Nationals**
Langar 01949 860 878
www.bpslangar.co.uk info@bpslangar.co.uk

14-15 **FS & Artistic Nats Reserve W/e**
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

14-20 **Karlovy Vary Boogie**
Czech Republic 01932 701321
The Boogie Club pete@theboogieclub.co.uk
www.theboogieclub.co.uk

16-20 **Instructor Course**
Bridlington 0116 278 5271
CSI/Pre-Advanced trudy@bpa.org.uk

18-22 **4-Way Tunnel Camp**
Perris Valley, California 001 909 657 3904
www.skydiveperris.com
danbc@skydiveperris.com

21-27 **Army Champs FS & Classics**
Netheravon apa@netheravon.fsnet.co.uk
www.netheravon.com 01980 678 245

28 **Fancy Dress Jumps & BBQ**
Dunkeswell 01404 891 690
www.parachuting-uk.com
aguest1@compuserve.com

28-30 **8-Way Speed & Swoop Meet**
Netheravon apa@netheravon.fsnet.co.uk
www.netheravon.com 01980 678 245

28-Sept 5 **Langar Boogie 2**
Langar 01949 860 878
www.bpslangar.co.uk info@bpslangar.co.uk

28-30 **Brit Chicks Base/Build-Up**
Langar 01949 860 878
www.bpslangar.co.uk lesley@skydivemag.com

SEPTEMBER 04

3-5 **Brit Chicks Record Attempt**
Langar 01949 860 878
www.bpslangar.co.uk lesley@skydivemag.com

3-5 **International 10-Way Speed**
Texel www.paracentrumtexel.nl
Netherlands info@paracentrumtexel.nl

4-5 **Weekend Boogie**
Lapalisse, France info@lapalisse-aero.com
www.lapalisse-aero.com

4-5 **CF Grand Prix**
Langar 01949 860 878
www.bpslangar.co.uk info@bpslangar.co.uk

4-5 **LAC Meet**
Headcorn 01622 890 862
headcorn@btconnect.com
www.headcornparachuteclub.co.uk

8-9 **Freely Skills Camp**
Texel www.paracentrumtexel.nl
Netherlands info@paracentrumtexel.nl

10-11 **Skills Camp**
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
icoufal@skydiveempuriabrava.com

10-12 **Island Freely Extravaganza 2**
Texel www.paracentrumtexel.nl
Netherlands info@paracentrumtexel.nl

11-12 Sep **FS Grand Prix 4-Way**
Langar 01949 860 878
www.bpslangar.co.uk info@bpslangar.co.uk

13-20 **Artistics World Meet**
Brazil 0055 (21) 431 61 82
aeroclube@skydome.com.br

16-24 **FS/CF & Classics World Meet**
Rijeka, Croatia 00385 4848 754
www.caf.hr info@caf.hr

17-26 **Progression Week**
Black Knights 01524 791 820
www.bkpc.co.uk jeff@payco.net

18-19 **4-Way Scrambles Meet**
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

20 **Water Jumps**
Headcorn 01622 890 862
headcorn@btconnect.com
www.headcornparachuteclub.co.uk

25-26 **FS Grand Prix 4-Way**
Peterlee 0191 517 1234
shottonairfield@aol.com
http://members.aol.com/skydiveamy

OCTOBER 04

7 **STC & Riggers Meeting**
BPA Offices, Leicester 0116 278 5271
skydive@bpa.org.uk

9-12 **Big-Way Camp 20+**
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
icoufal@skydiveempuriabrava.com

23-31 **Equinox Boogie**
Rambles PC 00617 5423 1159
Toogoolawah skydive@ramblers.com.au
SQ, Australia www.ramblers.com.au

30-31 **Halloween Speed 10**
Hibaldstow 0113 250 5600
www.skydiving.co.uk
info@targetsky.demon.co.uk

NOVEMBER 04

15-19 **Instructor Course**
Sibson 0116 278 5271
CSBI/TBI/Advanced trudy@bpa.org.uk

20-21 **Skills Camp**
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
icoufal@skydiveempuriabrava.com

22-26 **Instructor Course**
Sibson 0116 278 5271
CSI/Pre-Advanced trudy@bpa.org.uk

DECEMBER 04

2 **STC & Riggers Meeting**
BPA Offices, Leicester 0116 278 5271
skydive@bpa.org.uk

4-8 **Big-Way & Skills Camp**
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
icoufal@skydiveempuriabrava.com

18- Jan 6 **Christmas Boogie**
CPCB, Empuriabrava 0034 972 450 111
Spain www.skydiveempuriabrava.com
info@skydiveempuriabrava.com

KEY

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0049 419 599 770	
sales@my-skyworld.com	
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001 386 785 0800	
info@bird-man.com	
Black Knights	25
01772 717 624	
info@bkpc.co.uk	
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info@bpslangar.co.uk	
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puigmal@gmx.net	
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www.dzsports.com	
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cpb@gna.es	
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001 561 388 0550	
skydivemik@aol.com	
Florida Villas	46
0044 (0)1233 336 281	
crocks@ntlworld.com	
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www.go-wear.com	
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001 34 938 496 432	
info@icaruscanopies.com	
The Kit Store	32
0044 (0)1622 890 967	
www.thekitstoreltd.co.uk	
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www.lapalisse-aero.com	
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www.l-and-b.dk	
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mclamp@doctors.org.uk	
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0044 (0)1482 635 483	
chappy@original-lizard.com	
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0033 (0)134 327 777	
parachutes-de-france@csi.com	
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001 847 679 5905	
sales@paragear.com	
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004 968 377 375	
infosave@paratec.de	
Paramcanic	30
0046 171 555 25	
www.paramcanic.se	
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001 386 738 2224	
www.performance-designs.com	
Point Zero	34
0044 (0)1980 844 130	
info@skydivepointzero.co.uk	
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www.pureadrenalin.co.nz	
Rambles Parachute Centre	42
0061 754 231 159	
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