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The Mag

February 2006



The British Parachute
Association Magazine



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skydive *The Mag* editorial

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Well the last issue prompted a range of feedback, good and bad, see Letters (page 60) for a selection from our rather full inbox. It's funny that when we delight some people we seem to upset others, whereas there are other magazines where we have virtually no feedback, good or bad. Email us to add your thoughts, especially on what you'd like to see more of. There are so many diverse individuals in the sport it's good to get a range of opinion as that gives a better idea of how to direct the flavour of your Mag.

Happy new year – I hope 2006 brings all your desires. I'd like to welcome our new Council just elected for the coming year, see the list on this page and detailed results on page 37. We're going to press now just two days after the AGM so we have not had time to do a full report for this issue. We'll bring you all the photos, awards and run-down of AGM day in April.

Meanwhile, I'm off to the world record attempt in Thailand... so long and thanks for all the fish...



Issue	To Reader	Copy Deadline
April 06	Sat 1 April	Thurs 23 February
June 06	Sat 3 June	Tues 25 April
August 06	Sat 5 August	Tues 27 June

Miss Demeanour

We have lots of overseas subscribers, non BPA members who get The Mag because they like it.

If you're interested in skydiving, whatever nation you're from whether a first jump student, an adventure sports enthusiast, or you jump abroad, you'll enjoy The Mag.

If you subsequently join the BPA as a full member (after six jumps or when you progress to freefall) your magazine subscription amount is deducted from your BPA membership fee so, in all, **you don't pay any extra.**

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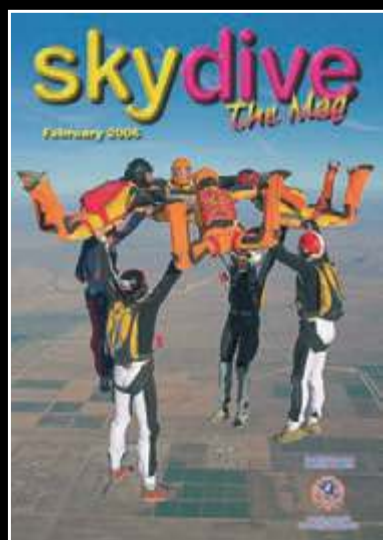
Four British teams at this international meet

Eddie Davies 57

Remembered by his friends

Colin Hicklin 63

Still in our thoughts



Cover

The Ukranian ladies 4-way and the Norwegian freestyle teams unite over Eloy, by Mike McGowan

Note the floating cutaway pad, serving as a reminder to check our gear before we jump and to be aware of an increased risk in hybrid jumps, however good we are!

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Photo from the Empuria Christmas Boogie by Bruno Brokken

skydive

The Mag

SUPPORTED BY



NOTE: Some of the photos in this magazine may show skydivers without helmets or altimeters, or otherwise not obeying the BPA Operations Manual, in which case they were taken abroad. In the UK it is mandatory to wear a helmet and alti for obvious safety reasons. Students within The Mag are complying with BPA regulations.

Skydiving training and systems vary in different countries. If you are considering taking a skydiving course or qualification abroad, we recommend you first establish its relevance in the UK, through your CCI.

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Eight Million

You may have seen an advert for Sky TV in the papers celebrating their 8 millionth customer. Well the ad was done at Langar, organised by Milko and photographed by Gary 'Swoop' Wainwright and Tony Danbury.

Swoop tells the story...



Do You Have a Flag?

Sky had various ideas about what they wanted – some good, some not so good! The first idea involved holding a flag with the 8 millionth customer's name. Problem was that Sky designed and manufactured the flag. After the three jumpers released the flag into freefall it lasted for about 6 seconds before it blew up – this really made me and Tony Danbury work for our money! The other problem was that the flag didn't have enough room at the top so it was difficult to read the first word.



Your Number's Up

Their next idea was to get Milko's merry band of men to hold up numbers spelling 8,000,000+.

It was Stumpy's job to hold the +. He said it made him nervous to dive out of an aeroplane holding a giant crucifix. Apparently he was screaming "Get behind me heathens!" as he dived out of the door!

We did build a very nice complete formation – the gaps are intentional, where commas would be normally. Dave Morris decided to have a mal on this jump – I guess that changes your drills when you are carrying a giant 'O'!



After Eight

Then we built an 8 in freefall, looked great but what about the million?



Board Stupid

Their last idea was to again build an 8,000,000 but with the jumpers holding boards. These are not so easy to fly with as you might imagine. The skydivers on the load had an average of 5,000 jumps each – it was quite amusing to see them totally out of control! I only managed one shot showing anyone looking vaguely in control (surprise surprise it was Milko!).

The exit shots were hilarious – it looked like a new form of in-air judging with each jumper holding up a number!



In The News

Sky were very pleased with the results and they got coverage in The Sun, The Mirror, The Daily Mail, The Independent, The Telegraph and the Scotsman.



Suits You Sir!

Owing to a screw-up by the courier company the custom-built jumpsuits ended up in Nottingham and had to be delivered in a taxi, arriving literally at the eleventh hour on Saturday. The guys immediately put them on, walked to the plane and jumped.

Massive thanks to Rob at Symbiosis for making eight jumpsuits in a day! And they all fit!

Skydivers

Milko
Stumpy
Phil Curtis
Kev Sargent
Marcus Beck
Andy Ibbetson
Rich Wheatley
Dave Morris

Photos

Tony Danbury
Gary Wainwright



MOZAMBIQUE

When is a boogie
not a boogie?

When it's the inaugural
Mozambique Beach Boogie...

There simply aren't enough superlatives to describe this uniquely beautiful and incredibly restful place. Bazaruto island is just off the Mozambique mainland on the south-east coast of Africa. The only bit of tarmac is on the runway, so this is somewhere to kick off your shoes and let the deepest, whitest powder sand trickle through your toes.

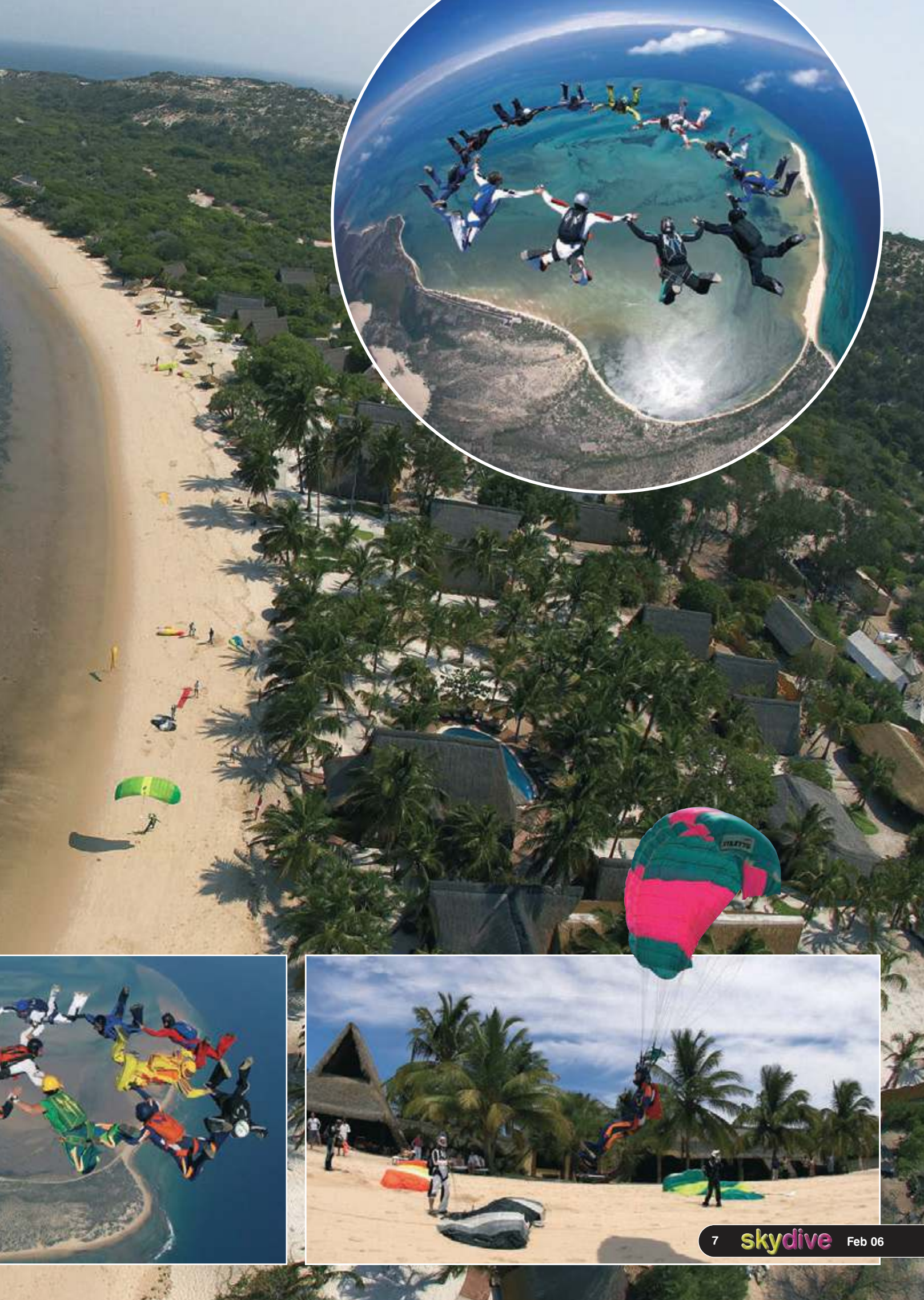
This is a place untainted by tourism. The people are poor but wear a genuine smile and have great dignity. You will not be pestered or hassled here. This is a place to rest and unwind.

Haven of Luxury

Having been cut off from tourism until only recent years, I expected basic accommodation but the four star Pestana Bazaruto Lodge proved to be a haven of luxury. The lodge consists of individual thatched cottages, located right on the beach with a freshwater pool and swim-up bar! They are well appointed with air con, ceiling fan, moszzy nets, tea and coffee facilities and free laundry service. Each cottage has a private outdoor shower, an exhilarating way to wake yourself up when the sun rises at six, or to freshen up under the stars at night.

There's a good and varied a la carte menu as well as a buffet service in the restaurant. The bar stays open until the last person goes to bed.





So, the Jumping!

The welcome brief outlined safety guidelines which were put in place for good reason. There is a long, high sand dune stretching 100 metres or so, running behind the hotel, which caused interesting turbulence during landings on the narrow beach. Every skydive was effectively a demo jump and had to be treated with respect. Most people landed on the beach but one or two less experienced jumpers landed in the sea – as well as one or two notably very experienced jumpers! Rescue boats were on standby and Land Rovers were positioned at alternative designated beaches for those who preferred to land on wider stretches elsewhere on the island, depending on tide, wind direction and conditions.

The locals were curious and excited to watch visitors land from the sky. The kids soon learnt how to high-five the skydivers as they landed onto the otherwise deserted beaches around Bazaruto and the surrounding islands. There were a couple of demos into Vilanculos airport on the mainland to honour the mayor, where we were greeted by hundreds of quizzical faces and given fresh coconuts as we repacked in the shade of the aircraft hangar before jumping back onto Bazaruto for sunset. All in all it was an adventurous, challenging but very safe boogie.

Caroline Allen
caroline_allen@tiscali.co.uk



Photos: Willy Boeykens



Boogie In A Box

Dates: 28 Oct - 13 Nov 05 – expect similar dates in 2006

Boogie organiser: Ronnie Limborg

FS load organisers: Patrick Passe, Dario Jotti, Alain Vejux

Jumpers: Freeflyers, FS, fun jumpers, AFF & tandem

Nationalities: English, French, Belgian, Swiss, Dutch, local

Equipment: A flotation device may be useful: be aware your AAD may not work after a water landing

Temperature: Around 30°C during the day: sea around 28°C

Other stuff to do: Deep sea fishing, scuba diving, waterskiing, snorkelling or simply relax!

Getting there: Fly via Johannesburg to Vilanculos, then a 15 minute hop on the jump plane directly to Bazaruto

Entry Visa: Available on arrival – \$25 US – Cash only!

Money: \$ US/Euros cash for jumps, credit cards at the Lodge

Health: Malarone or similar anti-malaria medication recommended

Hot tip: Be patient – everything operates on African time!

2006 Mozambique Boogie: ronnie_limborg@yahoo.com
www.skydivediscovery.com

SKYDIVE Langer

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Flytrix Freefly

Flytrix freefly team, Sarah Hall, Vicky Kilby and Jude Goodman, are organising a range of events at Sibson this year. A hybrid weekend has been planned to coincide with the Freefly Festival. Weekend load organising is always on offer with a focus on encouraging discipline in head-up. There will be plenty of opportunity to learn to fly different slots and progress, whatever your ability level. They especially want to improve the level of female freeflying in the UK.

skydivesibson@btconnect.com



Flytrix by Sarah Hall

Thomas Hughes Joins Airspeed

Thomas Hughes, formerly of Sebastian XL and Black Majick, has joined Arizona Airspeed, together with Eric Gin of Fastrax. They replace Airspeed veterans Dennis Rook and Neal Houston who both decided to leave and pursue different things.



www.skyleague.com

The Voss Experience

A week of 16-way, 8-way, 4-way and evening jump-ins (in-hoppes) to stunning surroundings is planned at Skydive Voss, Norway, July 9-16. Kate Cooper, Larry Henderson and Darryl Moran will join Even Rokne in running teams. Jumps over glaciers, flying down mountainsides and swooping over fjords will be on the menu.

Off-dropzone activities such as white-water rafting, surfing, skiing, climbing and even cliff-jumping are also offered. The week ends with a banquet of local produce. A Brit said of last year's adventure "The in-hoppes were fantastic fun. It was amazing, after twenty years in the sport to be so excited, scared and even moved to tears by the beauty of scenery and the unique way we were viewing it."

www.skydivevoss.no

World Class Coaching

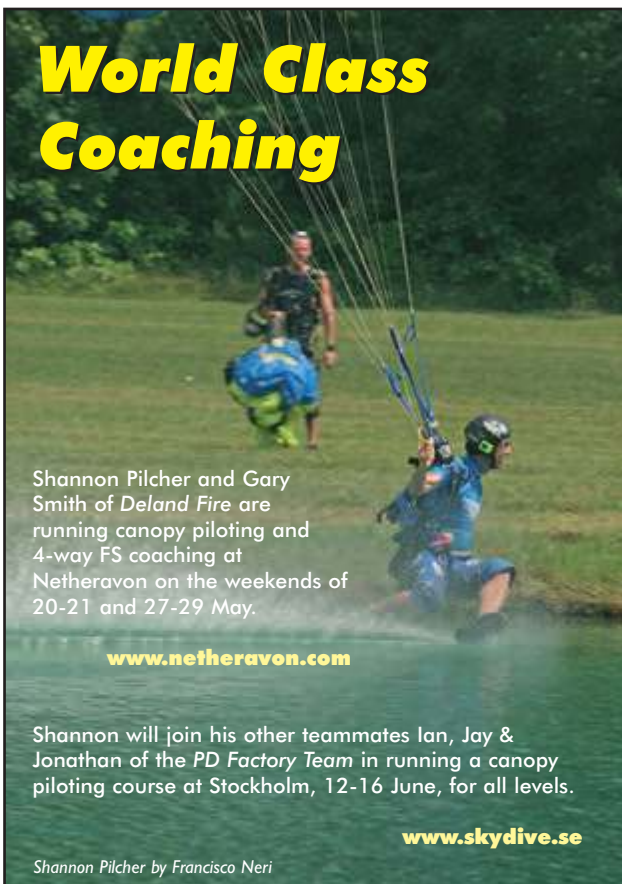
Shannon Pilcher and Gary Smith of Deland Fire are running canopy piloting and 4-way FS coaching at Netheravon on the weekends of 20-21 and 27-29 May.

www.netheravon.com

Shannon will join his other teammates Ian, Jay & Jonathan of the PD Factory Team in running a canopy piloting course at Stockholm, 12-16 June, for all levels.

www.skydive.se

Shannon Pilcher by Francisco Neri



JM^{Is} Newsround

Tracking Derby

Claude Tzifkansky, French world 4-way and artistic competitor has created a competition to span all disciplines, ages, sexes, experiences and countries. His 'Tracking Derby' is a tracking distance flying race with two categories: suited and wingsuited. Competitors jump with a GPS to record flight data, which is extracted and analysed to calculate the distance travelled in a set time. The suit race starts 15 seconds after exit and ends 45 seconds later; the wingsuit also starts 15 secs after exit but ends 105 secs later.

Claude comes to a host DZ with all the equipment. Every performer receives a printout of performance graphs after each flight. He adds the results on line to those of competitors from all around the world. Event participants can log on, compete online and even play with the software as a virtual coach. At each DZ Claude helps flyers to analyse their graphics and gives them hints to perform better. So far, 300 jumpers have taken part.

Claude's tips for the first 15 seconds' strategy are: exit head-down, then transfer energy to the horizontal; be slow on exit to keep the most altitude for the race window. So far the best performances have been from belly-to-earth tracks – but surely this will change!

www.trackingderby.com

Tim Porter





Rusty Lewis cutting the ribbon

AirKix

AirKix Celebrity Opening

On 17 November, AirKix wind tunnel officially launched as part of the fifth birthday party of Xscape Milton Keynes. The ribbon-cutting was performed by Rusty Lewis flying head-down with a pair of 10" scissors in one hand (don't try this at home!). The ribbon was held by Anthony Hutton, winner of Big Brother 05 and AirKix instructor Jules Sage. The party included *Girls Aloud* as well as a number of celebs, many of whom flew in the tunnel.

www.airkix.com



Kate Sanderson, Anthony Hutton & MD Simon Ward

AirKix

£16,000 Cash Prizes at World Challenge

Bodyflight wind tunnel in Bedford are offering cash prizes for both freefly (2-way) and FS (4-way) competitions. 8-9 April sees the World Challenge competition with the following prizes in both events:

1 st	£4,000
2 nd	£2,000
3 rd	£1,500
4 th	£ 500

The competitions will be run in line with FAI rules. All nations are invited and it is hoped that many will use the meet as a reason to visit the world's largest skydiving wind tunnel.

www.worldchallenge.info

Babylon Freefly Camp

World Freefly Champions Babylon are offering a tunnel camp at Bodyflight, 21-24 February, when Stéphane Fardel, Fred Fugen, Vincent Reffet and Cathy Bouette will be available for one-on-one coaching

www.bodyflight.co.uk

Photo: John Williamson



Algarve Boogie

About 50 Brits descended on the picturesque fishing village of Alvor near Portimao, Portugal, for the annual Algarve Christmas Boogie. A pair of fast-climbing 15-place turbine Dorniers hauled jumpers to 14,500 ft in no time over the scenic Portuguese coastline. Jumpers enjoyed warm winter sun and mostly unbroken blue skies, with load organising, freely, tandem, AFF and wingsuit coaching plus canopy piloting courses with Brian Vacher's Safe Flight School. Completing the package were formation loads, high altitude jumps to 21,000ft (with oxygen) and sunset skydives onto the nearby long sandy beach – with cold beer waiting! As always jumpers enjoyed a warm welcome with top food, good wine and cheap beer at this laid-back hidden gem. Motor sport fans were able to watch stunning New Year fireworks as the famous Dakar Rally staged through Portimao.

www.skydive-algarve.com

Young Artists Competition

The Royal Aero Club is running a competition for artists aged between 5 and 15, on the theme of 'Air Sports and Nature in Harmony'. Prizes include flights in light aircraft, trips on aviation experience camps and tickets to major flying events. There are three age groups for entries, which must be received by 31 March '06.

christopher.shaw@btclick.com

Six Skydivers Win Award

BPA members Alex Wigg, Kyle Thomas, Lorraine Dixcey, Jesse Karadia, Alastair Pringle and Jill Duncan have all been awarded a Royal Aero Club Trust bursary. Alastair Pringle said "The bursary has helped me further my skills in my sport by giving me the ability to jump when I might not have been able to. The money towards my FS1 grade was extremely well received and my centre, Skydive Strathallan, even included a free jump to help me along!"

Alex commented "I suggest to young people interested in any air sport: make the most of this opportunity!" Kyle (pictured below) added that "It only takes minutes to fill out the application form."

www.royalaeroclubtrust.org



Babylon by Bodyflight



FLY LIKE A PRO



Photo by Kenneth Gajda

ICON PILOT SMART MAMBA

"Being on the Norwegian National team and doing 800+ jumps a year, means we need to have total trust and confidence in our skydiving equipment. The incredible comfort of the Icon, the consistently smooth openings of the Mamba, and the forgiveness and security of the Smart Reserve, have really benefited the team in terms of endurance over our long training weeks. Allowing us to perform at our highest level possible in our preparation for the 2006 World Meet."

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Team Captain



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Learning to Freefly - Sitfly

Reviewer Jo Malone
Runs for 49 minutes
Extras Stretch, visualisation, camera & more
Cost \$49.95
Content 8/10
VFM 7/10
Summary Wish I'd seen this 600 jumps ago

I thought I almost knew what I was doing head-up freeflying until I watched this. Sideslip in a sit position? Really? Take a grip on level and hold it without tension?

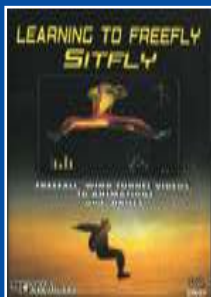
Hmm... Exit without looking worried? Yes, apparently you can; it's all on here and explained in a very easy-to-understand way.

Learning to Sitfly is the second in a series of six SkydiveU freefly videos, and takes the viewer into the world of sit-flying. (The first was *Backflying* which, until fairly recently no-one realised they were supposed to be able to do before they tried sit or head-down. See review in Skydive Mag, Aug 05.)

In true SkydiveU form this covers everything in easy steps, ranging from safety, equipment and visualisation to grips, exits, turns, forward and backward movement, jumpsuits, stretching, break-off and even something called super-positional movement. It has subtitles in six languages and both wind tunnel and freefall footage as well as groovy animated body positions.

It's not supposed to be a teach yourself sit-fly DVD but to be used alongside a decent coach. There's air-to-air video, wind tunnel flying, computer 3D graphics and a very calm voice-over (along with some pretty dubious music) so however you learn, this will help. There's even a guest appearance from 4-way FS world champion Joey Jones.

It's an excellent starting point for beginners or fine tuning for the more experienced. I wish I'd seen it years ago; I'd be a lot better by now! I'll be watching it again before I get in the wind tunnel and definitely before I join another head-up group.



www.skydiveu.com

X-Team by Tim Porter



Hat Trick for Richie at Flyboyz Film Festival



Richie takes all, by Craig O'Brien

DJ Richie and VJ Tony won the Best Music Video award for the *Brit Chicks '04* DVD, the third year for Rich T and the second for Tony Monturner. Aerial Visuals went to Bill MX Halsey for freefly eye candy *Four Days in Lodi* and the Daddy Phats to talented freeflyer David Gershfield for his movie *Tunnel Hybrid Project II*, showing him turning points with *Airspeed*. Coaching from the famous X-Team was offered at the festival with the chance to watch their latest aerial escapades in what Fly Boy Eli Thompson described as 'the year of the stand-up'.

www.funeraiderz.com
www.flyboyz.tv

By Spa-cial Invitational



Arizona Challenge by Willy Boeykens

Arizona *Airspeed* members Kirk Verner and Craig Girard join forces with Belgian 4-way team *Spa Hayabusa* to run invitational sequential, out of a Skyvan and two Caravans. Complicated 16, 30 and 50-way formations will be organised, 14-17 August at Spa, Belgium. Of course the event will end with a big party.

www.spacialinvitations.com

Thai Sky Festival

World Team organisers Bobbie and BJ Worth are again running the Thai Sky Festival offering organised jumps from a C-130, BT-67 and possibly a helicopter, over the seaside town of Prachuap. The boogie runs 5-18 March and includes time for non-skydiving activities such as hiking, snorkelling, scuba diving, day trips, canal rides, floating markets, beaches. Accommodation is in luxury hotels in Bangkok, Prachuap and Hua Hin.

The Exotic Sky Adventures' boogie in Sri Lanka during February has been cancelled; they recommend the Thai Sky Festival as an ideal alternative.

www.thaiskyfestival.com

Flying high in 2006

WANTED
Airfix is looking for a Sales Assistant. You will need to be an experienced skydiver with a strong work ethic and a can-do attitude. Based at Milton Keynes. For further information, email trevor@airfix.com



◀ No group too large...!



Airfix tunnel camps planned; FS flying with World Champions and former Arizona Airspeed members Gary Beyer and Mark Kirkby, Freelyfly with Rusty Lewis and Alec Cotten.

FS Tunnel Camps in March

- 7-8th Camp 1 (2 days) and Night flights consisting 15 minutes of one on one tunnel time plus briefing and debriefing sessions
- 9-10th **SOLD OUT** Camp 2 (2 days) and Night flights consisting 15 minutes of one on one tunnel time plus briefing and debriefing sessions
- 11-12th Weekend daytime sessions of 15 minutes tunnel time and Weekend 2 on 2 for the best 4 way you will ever do as Mark and Gary pair up with two of you for coaching and flying
- 13-14th Camp 3 (2 days) and Night flights consisting 15 minutes of one on one tunnel time plus briefing and debriefing sessions

Freelyfly Tunnel Camps in March

- 19th Evening, one on one coaching with Rusty and Alec. Booked as 15 minute sessions plus briefing and debriefing
- 20-21st 2 day camp limited to 6 people, includes 60 minutes tunnel time with more available in the evenings
- 22nd Evening one on one coaching in 15 minute slots
- 23-24th 2 day camp limited to 6 people, includes 60 minutes tunnel time with more available in the evenings
- 25th Weekend day and evening one on one coaching in 15 minute slots
- 26th Weekend day and evening one on one coaching in 15 minute slots

Airfix update

- ▶ New Pro-Flyer Zone completed upstairs with lounge, creepers and three team room including DVD and TV facilities
- ▶ AFF instructors, please contact us about free time for all your students
- ▶ Website updated
- ▶ Free Tuesday Night Coaching taking off - buy 10 minutes and coaching is free from Team Airfix and other Champions

Bookings & more information

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it's where people fly

Fall Rate **Control** In **HEAD-UP**

Fall rate control is one of the most vital skills in freeflying, there is a huge range of speeds that we must be able to fly.

Here, Louis Harwood gives a range of techniques for altering fall rate in head-up flight, a follow-up to his article on moving forward in the August 05 Mag.

As part of the FF1 qualification you must learn how to speed up and slow down from your neutral head-up position. When you start jumping with other freeflyers you must also learn to perform this relative to them. Fall rate control is one of the most important skills when skydiving in a group. Before we even attempt to move closer to another skydiver horizontally we must first ensure we are on level with them by adjusting our fall rate accordingly.

Freeflying has a huge range of speeds so we must learn how to fly at varying speeds while still having the ability to move around.

The basic principles of fall rate control are:

- present more surface area to the relative wind and you will slow down
- present less surface area to the relative wind and you will speed up.

On the surface it really is that simple but when we start jumping with others we need to make sure we are staying still horizontally as well as slowing down or speeding up.

Neutral Position

Before you start learning to control your fall rate you must first have a good neutral position to start from. This will be your natural speed, from here you can speed up and slow down to find your range.

Your neutral position should be comfy to move around and should be as close to an ideal head-up position as possible. This means your torso should be completely upright, your lower leg straight into the relative wind and your arms should be level with your shoulders and not behind you. An example is shown here.

There are a number of factors which affect the speed of our neutral position. Even if two people have exactly the same stance it does not mean they will be travelling at the same speed. Our jumpsuits, weight, physique, rig dimensions, body position and even how relaxed we are can all make a difference to our fall rate. The majority of these factors cannot be altered during a skydive so we must learn to change the ones that we can to fly with others.



Neutral Position

Side view



Neutral Position

Back view

Speeding Up

As mentioned before, to speed up we should decrease the amount of surface area that our bodies are presenting to the relative wind.

The most common method freeflyers are familiar with is by using a **'stand' position**. By this we mean to adopt a position like standing on the ground rather than sitting. This makes our body much more streamlined, presenting less surface area to the wind and therefore making us fall faster.

Some people have balance problems when trying a stand. This is because of two main factors. One is that we are travelling much faster through the air, so any change in body position has a greater effect than when we are going slower. The other is that many people make the common mistake of placing their feet together. Although slightly faster it provides only a small platform to support ourselves from. Try **standing up like you would on the ground with your feet shoulder width apart**.

This is only one method of speeding up and there are many more to try. The problem with using a stand to do this is that it produces large changes and it can take a while to learn to do anything else once in this position. Another way of speeding up but in smaller steps is by using our arms. If we raise our arms then, again, we are presenting less surface area to the relative wind and will speed up. Because our arms are smaller in area than our legs this produces a smaller change in speed. **Using our arms to speed up**, like stand, can also cause some trouble with stability. We are only able to stay in a head-up orientation by creating equilibrium in drag between two parts of our body. We push into the wind with our legs to stay head-up but we must also grab air with our arms to help us stay vertical. When we remove the drag from our arms we need to exert much more force with our legs to stay in this vertical orientation. So when we use our arms to adjust our speed we should remember to push with our legs even more.

These are just examples of decreasing our surface area, there are a multitude of methods available. Try to think of how else you can decrease your surface area.

We can also combine some of these methods to provide even bigger changes in speed. Try **standing up as well as raising your arms** above your head, the surface area will be minimal and you can increase your fall rate dramatically.



Faster Fall Rate

Stand position



More Stable

Stand position with feet apart



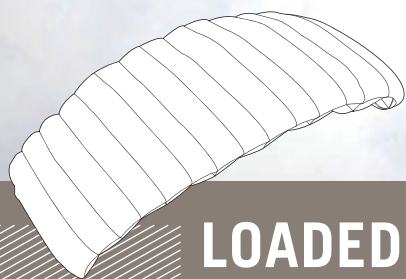
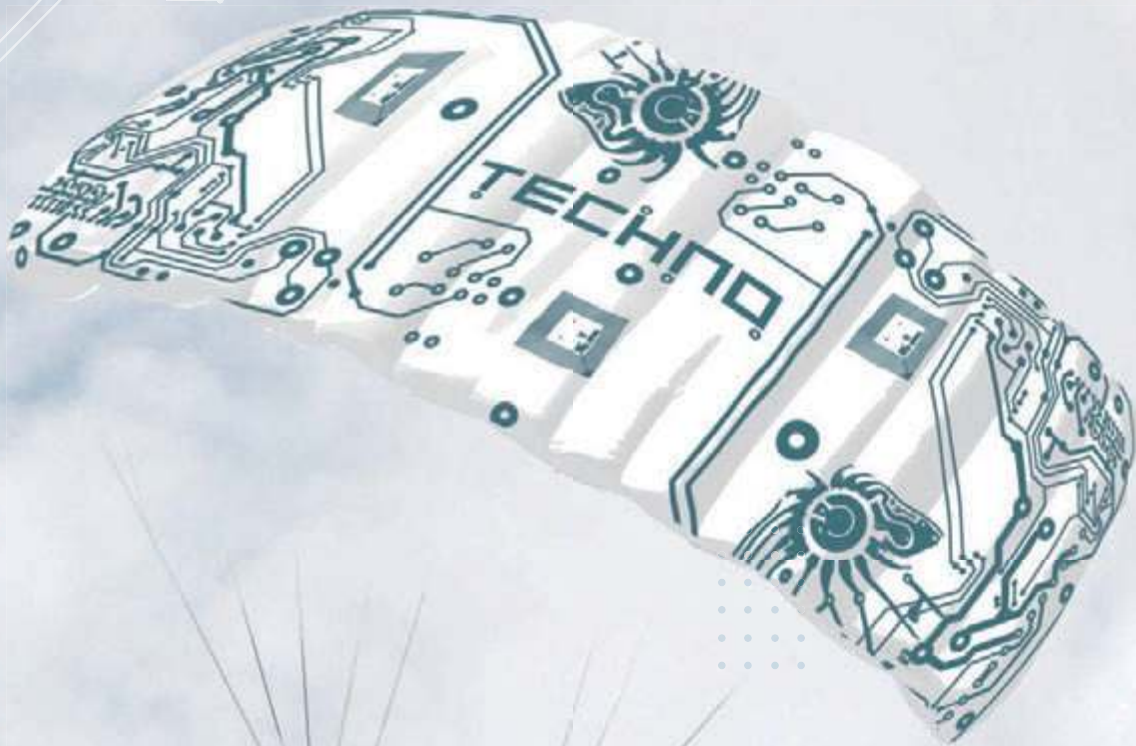
Even Faster Fall Rate

Raise the arms, push more with legs to balance



Fastest Fall Rate

Stand position with raised arms



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Main photos show Jude Goodman and Vicky Kilby over Sibson by Sarah Hall
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Slowest Fall
Backfly position



Neutral Fall Rate
90° sit position



Slower Fall
Push your lower legs out to the side



Even Slower Fall
Move onto your back



Bodyflight

Watch tunnel flyers for tips



Practice speeding up and slowing down relative to a friend

Slowing Down

To slow down in a head-up orientation, we need to increase our surface area so more of our body is exposed to the relative wind.

Many freeflyers simply move into a **backfly position** to slow down and then move back into a sit position once they are on level with whoever they are slowing down to. The problem with this is that their head-up position may be too fast and their backfly position may be too slow. They must learn how to slow down in a head-up position before going onto their back.

The first thing you must do is adopt a **90° sit position**. This means the angle between your legs is 90°, the angle between your torso and your legs is 90° and the angle between your torso and arms is 90°. From here there are many methods you can use to slow down, you have many body surfaces available to use against the relative wind.

You can **push your lower legs out to the side**, keeping your knees static but moving your feet out to the side. This starts to present the inside of your lower leg to the wind, hence slowing you down. The advantage of this position is that you are still vertical and can still take docks etc. From here you can also experiment by moving one leg forwards and one leg back to slow down even more.

You can only go so slow while you are vertical, to go even slower you should start stretching out so **eventually you will be on your back**. Push your lower legs forwards, lean back slightly and bring your arms as wide as possible. When you are doing this you should make sure you do not push with your hips until you are on your back. If you do this, you will move forwards.

Just like speeding up, there are many ways to slow down, what other surfaces can you expose to the relative wind to slow down? There are many ways to do this.

Watch freeflyers in some of the slower tunnels to get some more ideas on slowing down your head-up position.

Fall rate control is not just about speeding up and slowing down, you should learn to do this relative to another freeflyer. If you have your FF1, find someone else to jump with and practice speeding up and slowing down relative to each other. You should both be in front of each other in a head-up orientation, one person should gradually start speeding up, the other flyer should also **start to speed up gradually relative to other person**. Once you have reached your limit you should gradually start to slow down until you are as slow as you can go but still on level. The emphasis on this jump is gradual speed change, try to learn all the different speeds and be comfortable in them.

Remember: safety first, keep altitude aware, be aware of sudden speed changes and horizontal movement.

Louis Harwood
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CF World Record

An 81-way diamond built on the sunset load over Florida Skydiving, Lake Wales, set a new World Record Canopy Formation on Friday 25 November. The very next jump the following day bettered this with an 85-way World Record.

The 81-way was a 9 x 9 canopy diamond. To build the 85-way meant that row 10 wings and their immediate lock-ups docked for the first time in history – a pre-cursor to the future 100-way!

The previous record 70-way of 2003 at Lake Wales, born from the same organisation, was mostly made up of Americans, with no British proportion. So it was an excellent show to field a team of eight Brits this time, we were the third highest represented nation. Overall this record had ten nationalities with a far higher representation from Europe than previously.

British Team

After a selection camp at Empuriabrava in May 2005, five Brits – Eugene Brennen, Paul Speller, Gavin McLeod, Gordon Mission and Taz Causer – were invited to take part in this year's record attempt. A further three Brits were invited to join the bench after a final camp in Marl, Germany in October – enter Doug Preston, Martin Robiette and Ray Brewer.

Some of the troop flew out to Lake Wales early on Tuesday 15 November, to take part in warm-up dives. The event officially began from Saturday 19, when everyone turned up to register and have their PD Lightnings scrutinised in amazing detail by Rusty Vest of Performance Designs. The immaculate engineering of the formation required that every little piece of information was captured for every single canopy. Size, line trim, deployment method, type of slider, type of leading edge reinforcement, any modifications, and more minutiae were all captured. This was to make sure everyone had a canopy that followed a clear standard, adopted from analysis of the previous 70-way record and dives performed on practice camps.

"the centre would fly faster than the outsides, which makes the base 25-way unstable until the formation reaches a 64-way"

Formation Engineering

The organising committee; Chris Gay, Dave Richardson, Christophe Balisky, Brian Pangburn, and Mike Lewis, had been planning this record since the previous one in 2003. Meticulous engineering is required to ensure such a large formation will fly securely and safely. All canopies were PD Lightnings, with wing loadings in the range 1.300-1.375 lbs/sq ft. The placement of jumpers in slots within the formation was also critical, based on their height and their abilities.

Conventional thinking for canopy formations is that they become more unstable as they get larger. Chris Gay, the dive engineer and designer, constructed the 81-way so that the centre would fly faster than the rest of the formation. This makes the base 25-way unstable until the formation reaches a 64-way. Flying fast helps the formation stay stable. If the formation slows down, there is a chance the outermost canopies (wings) can start to out-fly the formation – if they get too far forward, they can fold in on the formation and cause serious wraps.

Every jumper on the record this year would carry a radio, modified to receive-only. This was to ensure everyone could hear clear instructions on the state of the formation as it built, commands to assist the flight characteristics of the formation once docked, and the starburst countdown (break-off).



Norman Kent



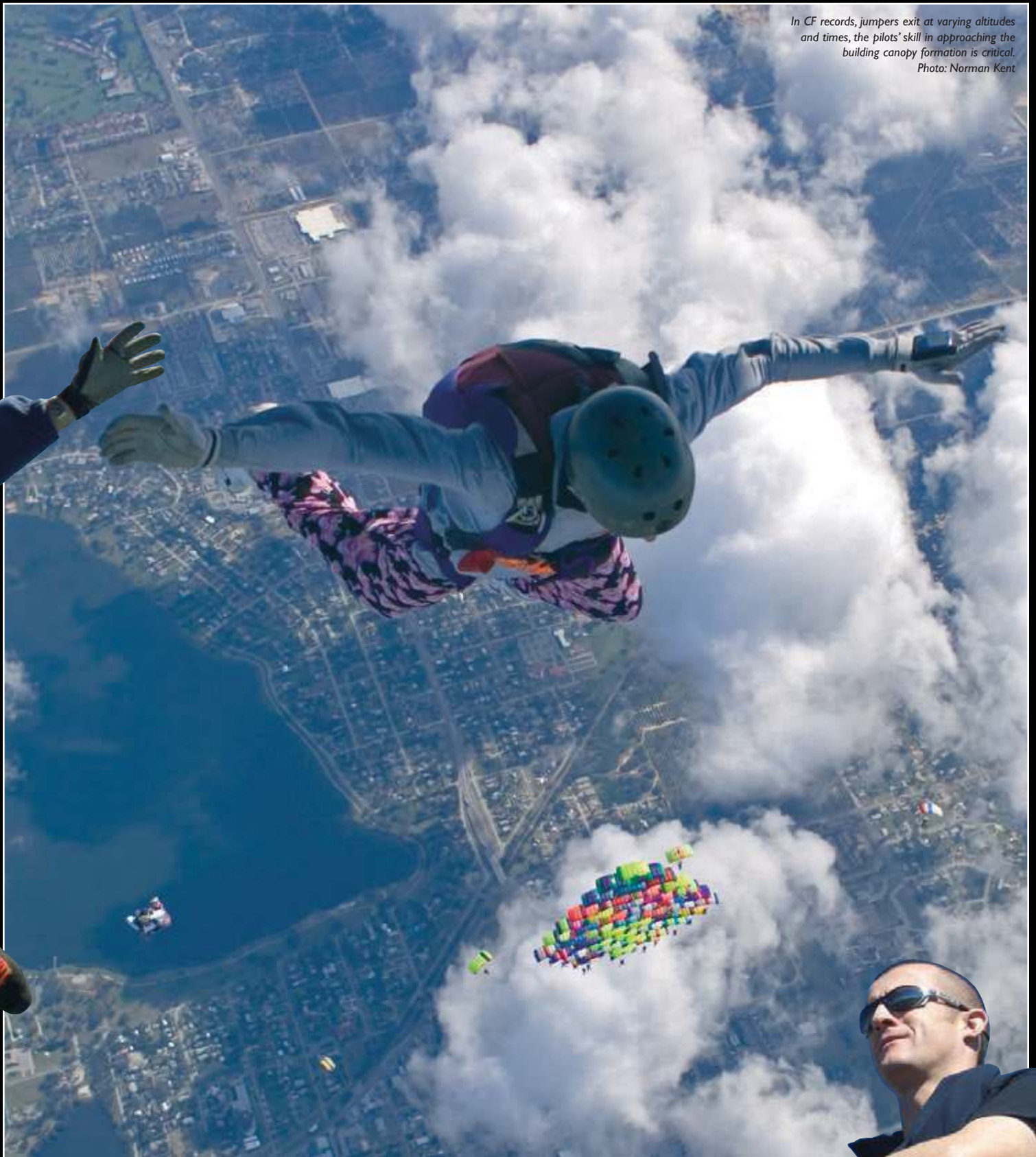
Rusty Vest (centre) scrutinised everyone's canopies



Brits Paul Speller (rear) & Ray Brewer work on the radios

Wendy Faulkner

In CF records, jumpers exit at varying altitudes and times, the pilots' skill in approaching the building canopy formation is critical.
Photo: Norman Kent



Preparing 95 radios, one for each participant and ground crew



Paul Spellar



Gordon Mission gets some rest



Sunday 20 November

Jumping started for real as the base 36-way went up to begin practicing. Due to poor weather their earlier planned practice weekend didn't get off the ground, so the team had a lot to do in a short space of time.

While the base began practice jumps, the remaining participants and members of the bench also began to warm up under the able guidance of Kees Topps, Kirk VanZandt and Cheryl Michaels. The organisers very cleverly matched teams together so that wings and lock-ups could as closely as possible simulate how and who they would dock on in the actual record attempts.

Many checked in with one rig and then found themselves jumping a completely different set of kit! Some simply had to add connector links or wear lead – others found themselves under a totally new canopy. Our own Eugene had to hand over his newly acquired canopy and found himself under someone else's!

Other preparations were made – a number of seminars were held covering the different techniques that would prove useful to participants, safety issues and also how to arch in the formation to make it fly faster! Yes, we CReW jumpers have to arch too!

Monday 21 November

Monday saw the beginning of the weather problems that were inflicted upon us throughout the week. Due to the success of the 36-ways on Sunday (6 x 6) the organisers had decided to put up the next stage, (7 x 7) 49-way. The other groups also got off to a good start, with some nice smooth 25- and 16-ways.

Unfortunately, high winds and clouds meant we were all stood down for the afternoon but seminars on big-way safety, optimal flying and docking techniques kept us occupied, with useful information being shared throughout the group.

Tuesday 22 November

Tuesday – or is it still Monday night? My goodness, is it really 4.30 in the morning? They've gotta be kidding right?

No, they most certainly weren't! As the air is at its most calm first thing in the morning the organisers wanted us to be in the air as soon as it was light. That meant getting to the DZ at 5.30am for breakfast, 6 was dirt-dive and kit up to board the planes at 6.30 so that at 7am, when the sun finally got out of bed (lucky thing!), the base was dipping its toes into the blue pool of sky beneath the jumpers.

All the groups got to jump but again we were grounded in the afternoon by high winds. A tropical storm was moving through the Gulf of Mexico out into the Atlantic, over the Florida Keys – thankfully we just caught the edge of it, with 20-30mph winds and rain – typical day for the Brits really!

"Yes, we CReW jumpers have to arch too!"



16-way warm-up dive
Photo: Harry Parker



36-way base practice
Photo: Norman Kent



Martin Robiette practises his arch



Doug Preston packing

Jumpers release when 'starburst'
is called on the radio
Photo: Harry Parker



Organiser Chris Gay calls for a hands-in



Organiser Mike Lewis (right) and his crew are ready for anything

Norman Kent

Norman Kent

Wednesday 23 November

Wednesday finally presented us with some decent weather but the base continued to struggle. In fact the smaller practice groups, light-heartedly nicknamed the B-Team, were delighted that they had managed to build a bigger formation with their 36-way than the A-Team. Unfortunately, it wasn't all success as this group also saw the first (and only) injuries of the week. One jump saw Gauda Balisky from Germany break her ankle on an off-landing, while the week's most spectacular wrap left two Americans (Liz Godwin and Steve Sassetti) with a sprained ankle and severe line burns between them – amazingly, both kept jumping!

Even more impressive was Mike Lewis, the intended pilot of the 81-way, who felt that he was not performing to the best of his abilities and, following the criteria he had established with his fellow organisers (two bad jumps and you were axed), he axed himself. This was an incredible gesture but Mike made it clear that, as the pilot, if he had a bad jump everyone had a bad jump. So Chris Gay took over the pilot seat and, to ensure the formation's engineering would not be affected, wore 90lbs of lead! Add that to his 30lbs of gear and he was carrying almost his own bodyweight.

Thursday 24 November

The storm finally left but, as the day progressed and the base continued to struggle, many felt for the first time that there was a chance that this record wasn't going to happen. Behind the scenes the organisers continued to make modifications to help the formation as much as they could. The base 4-way was redesigned to include those who had been in the base 4 of the 70-way.

Even though our 49-way still had not managed to fully build, the organisers decided to send up the next stage 64-way (8 x 8) on the sunset load, to at least allow the next row the chance to fly with the base and work on set-up positions. This time the inner 49-way completed but cloud build-up at 7,000ft forced a starburst before row 8 could dock. That evening the organisers announced that tomorrow we were going to go up as the 81-way (9 x 9) and try for the record. It felt like desperation – the biggest we had built so far was 49!

"Chris Gay took over as pilot and wore 90lbs of lead!"



In formation, most jumpers release their toggles, which is why wing loading and engineering is so critical
Photo: Norman Kent



Even crutches did not stop the determined jumpers
Photo: Gustavo Cabana

Practice jumps saw a few wraps and cutaways but no major injuries
Photo: Harry Parker



DZ manager Debbie Wharton wishes Eugene Brennan luck
Photo: Norman Kent



The whole DZ joined in the send-off
Photo: Norman Kent



Friday 25 November - 81-way day!

Pulse rates pounded in 81 stomachs. The bench cheered everyone out to the planes – they were as much a part of this team as the 81 selected for the record.

Unlike freefall records where all planes fly in close formation and exit together, ours flew past the building formation at different times and altitudes, needing to match the altitude of the sinking formation and maintain a slow run-in speed for exit. The lead Casa with the base 25-way would take off, heading to 18,000ft; the next two trail Otters then followed shortly afterwards carrying rows 6, 7 and 8 to 15,000ft. Finally the trail Casa would begin its ascent to 13,000ft with the row 9s – and lots of hopeful cameramen! The accuracy and timing of the aircraft's pilots were absolutely critical.

68-way

The base came off their oxygen and exited: the build went well. The trail Otters, one either side of the building base, released more eager crewdogs and the build continued. The trail Casa – the virgin of the group – finally caught sight of the formation. Oh no, we're late! "Exit! Exit! Exit!" As the 64th person docked, the row 9s were doing everything they could to get back to the formation. They didn't quite make it! We were both devastated and ecstatic! We didn't set a record but is it possible that we were so close?! We just built a 68-way!

75-way

The organisers got the team back up again and we managed to get even nearer – a 75-way. An unofficial world record, the largest formation ever built – but incomplete so not what we were aiming for!

70-way - and wrap!

Jump number three: things didn't go as well. We built a 70-way. The right side of the formation had problems during the build, resulting in a canopy flying in front of and then back through the formation, taking out three or four canopies – thankfully everyone got clear. Incredibly, the top 25-way had no idea this happened, thanks to the design of the formation. After this we had a few hours stand-down while some slots were rearranged and to give everyone a rest before the last attempt of the day.

81-way

The organisers and the bench motivated the team: "We are gonna build this thing!" As we headed up into the sky again, the light started to fade and we knew this would be the last jump of the day. The banquet planned for the evening wouldn't taste right without a side order of success. We've gotta do this! Come on team!

Again, things almost didn't go as planned. The trail Otters had difficulty locating the lead Casa, as jump run was heading into the setting sun. As the exit call was made, sun was spotted glinting off the Casa, and the Otters raced to reach the building formation. The base had made one of their quickest builds yet. The Otters managed to get there just in time. The trail Casa was in the right place, the last rows came in and we heard the call over the radio "Complete! 81-way! Complete!"

"We heard the call over the radio 'Complete 81-way! Complete!' "

The starburst breakdown command came soon afterwards. What a spectacular sight for the video, with the outer rows peeling off in waves at stages during a 10 second countdown, until finally the last 36-way exploded like a firework.

Official World Record

But still we had an agonising wait for almost 30 minutes while the team of judges deliberated over the video footage to ensure every grip was legal. After what seemed like an age they announced we had set a new official CF World Record!

At the banquet, the organisers informed us that the next morning we would go up again with an extra four jumpers from the bench and attempt to build an 85-way, by adding row 10 wings and their immediate lock-ups onto the 81-way diamond. We were asked to take it easy on the partying, so we could all arrive early in the morning and make an 85-way happen. Apart from the rubber band battle (ouch!), people managed to restrain themselves.

81-way world record
Photo: Gustavo Cabana





Keith MacBeth



Complete 81-way world record
Photo: Norman Kent



81-way top view
Photo: Keith MacBeth

Saturday 26 November 85-way World Record!

Thankfully, we were given a slight reprieve from the early starts – a whole extra hour! The 81-way came together slightly slower than the previous build, as some problems were encountered by row 9s. However, Mike Lewis could see how close we were, and held off initiating the starburst (usually started at 5,000ft). When the call “Row 10s, row 10s come in” was heard, all eyes were on Taz and Wendy. No-one had ever docked on row 10 before, no formation had ever been built so wide. They came in fast but smooth with their lock-ups in close pursuit. And then we heard it, “85-way! Complete!” Wow! What a feeling! If any of us had doubted this would feel even more euphoric than the 81-way then here was the proof; we were overwhelmed by an incredible sense of triumph.

“All eyes were on Taz and Wendy: no-one had ever docked on row 10 before”

What a spectacular way to finish the week – to have thought as late as Thursday that we would not build an 81-way and then perform even better by building an 85-way!

Again, the jump was judged and proclaimed a new official World Record! We had been wrong to doubt the organisers, who had had more faith in us than we had in ourselves! They had also done their homework and designed us a winning formation. They had chosen an incredible team of skydivers who had the ability to make the record happen and were just the friendliest group of people you could ever hope to meet – it's no wonder the crewdogs call themselves a family!

The organising team had got so many other things right which we had taken for granted – the choice of the Lake Wales DZ (such immaculate organisation!), the coordination of a fine group of pilots, the use of the best cameramen who captured our successes, and the organisation of the bench who were given the opportunity to learn new skills and fly in slots that they would never have normally experienced.

The stability and geometric perfection of the formations are testament to the meticulous engineering and planning that went into the design. It is even more impressive when you consider the size of the formations, and the fact that they are really only a collection of canopies flying in the same direction, just held together by a foot hooked into each corner line.

The 85-way's size was around 85m by 64m – nearly 300' high and about 200' wide. To put it into perspective, compare with a Boeing 747, which is 71m long with a wingspan of 65m. Jumps had to be co-ordinated with Orlando, Tampa and Miami Air Traffic Control, as the formation showed up as an unidentified echo on their radar screens once it reached around a 49-way.

The 81-way was completed in 9 minutes 12 seconds and held for 26 seconds. The 85-way was completed in 9 minutes 46 seconds and held for 17 seconds. The total weight of jumpers (including Chris Gay's 90lb of lead!) was estimated as 8,000kg, ie, 7.8 tons!

Every one of the British team, both those six who made it onto the 85-way and those who demonstrated great team spirit on the bench as they rejoiced on their fellow crewdogs' behalves, were grateful for such a fantastic opportunity. Here's to the Brits holding their own and fielding an even larger representation in two years' time when the organisers go for the 100-way!

Taz Causer,
Gav McLeod & friends



The formation usually broke off at 5,000ft but Mike Lewis delayed the call as he could see the final canopies were very close.
Photo: Norman Kent



It's official – a second world record
Photo: Gustavo Cabana





Complete 85-way world record
Photo: Norman Kent



85-way nears completion
Photo: Keith MacBeth



Happy record-breakers Taz Causer &
Gay McLeod. Photo: Wendy Faulkner

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Aranjuez where we "hang out" in the evenings is a modern city of 100,000 spanish city workers Who make the short daily commute to Madrid, European city of culture for 2005. Alternate activities, Restaurants, music bars, clubs and skydivers bars number in the 100's!

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SKYDIVE **SPAIN** **Christmas BOOGIE**

**Life is full of difficult decisions...
What a dilemma, which DZ to visit for Christmas?**

I'd already been to Deland twice in '05 so a change was in order. I looked around and the Christmas Boogie at Skydive Spain stood out by a mile. With consistent temperate weather, cheap car hire and flights, an aircraft fleet of two Dorniers and an SMG, local accommodation and a DZ café & bar it had all the ingredients for a great skydiving holiday.

Once the boogie started it was amazing, suddenly the DZ was overrun by Brits escaping the cold to rack up their jump numbers. Seeing Baz, Jason and Jamie using two rigs and a fleet of packers to make back-to-back loads made me smile every time. I thought I'd seen some jumphogs in America but these guys were doing it properly, managing 18 loads each on one day!

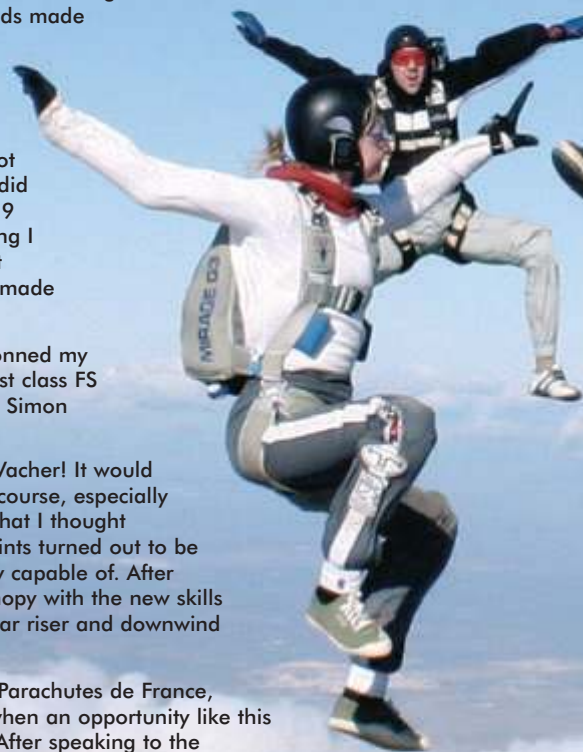
I went to Seville to learn to sit-fly and hopefully gain my FF1, a hard task I thought considering I hadn't got my FS1 or even attempted freeflying yet! Jim Harris did a great job, getting me through the programme in 19 coached jumps, the guy deserves a medal! The feeling I got from my initial experience of freefalling in the sit position was unforgettable, like the first jump I ever made on AFF level 1, I was smiling for the rest of the day!

On days when Jim was busy with other students I donned my sausage-grabbing suit and took advantage of the first class FS load organising by Steve Hamilton, John McIver and Simon Cathrine.

Yet another big name in skydiving turned up: Brian Vacher! It would have been rude not to take part in his canopy skills course, especially as my previous one had been on hire equipment. What I thought would have been a bit of relaxation from turning points turned out to be an intensive insight into what your canopy is actually capable of. After three days of tuition I was more confident under canopy with the new skills I'd learned. To cap it all off, I successfully nailed a rear riser and downwind landing!

My timing was perfect, completing Brian's school as Parachutes de France, Aerodyne and PD all arrived with demos. I figured when an opportunity like this comes along you should really take full advantage. After speaking to the instructors on the DZ, and with my new canopy knowledge, I tested the Springo 160, Electra 150, Pilot 150, Sabre2 170 and Sabre2 150 – a canopy I'll be downsizing to once I've really got the most out of my current Silhouette 170. This is a decision I could only have been sure of by trying out such a varied range.

By this time my jump total was escalating, I'd already managed to get my 100th in and was well on target to do my 200th before leaving on 7 January! Hmmm... did I hear in Spain you only need 200 jumps to start wingsuit ground school? Time to talk to Alex Thomson, the local BirdMan instructor!





The run-up to my 200th was fun, with a mix of canopy testing hop 'n' pops, FF and FS, one was a two-Dornier 28-way casually organised that day by Steve Hamilton. I was amazed and grateful that I made it onto this dive! We didn't build the full formation but I docked nicely and it was one of the best dives I've made. It was all new to me; such a great sight, being in the plane peering above the shoulders of people in the door, catching a glimpse of the lead Dornier, everyone waiting for the moment to swoop after the base immediately they exit. Seeing 27 people in the air is something I won't forget in a hurry.

I timed my 200th jump for the sunset load, the best of the day! There was always something organised whether a big-way or a tracking dive, something I had really grown to like. Jim Harris organised a mini-tracking dive; Olly, Lee and me in a beautiful sunset, the perfect backdrop for my 200th!

After a day of FS and freely it was finally time to put on the wingsuit and board the Dornier for my first BirdMan jump at sunset, my favourite time of the day. I had previously expected to be a little nervous at this point but I just couldn't wait to get in the air and try it out. I made my way to the door, checked the spot, checked in with Alex, commenced the exit count, saw the plane above me, opened my wings and headed off into the sunset! It felt so stable, calm and relaxed, turning was easy and seeing the ground move below you was wonderful! Time to do practice pulls, then make the final left turn into 'my time' where I could play around with arching and

dearching. The jump was enjoyable up until that point but dearching was simply amazing! I had to have another go where I could just fly around like this; next day I did a total of eight wingsuit flights, not bad for an A Licence!

It was now nearly home-time and getting cloudy so I figured I'd relax and maybe do some shopping in Seville... until someone said something about a JM1 brief! Andy Montriou ran it well, giving his own experiences and examples, well worth sticking around for. I was then signed off for a C Licence – the perfect end to a fantastic skydiving holiday and an incredible year, only having started jumping in January 2005.

I arrived at Skydive Spain with an A Licence, 87 jumps and not much else. I left four weeks later with CH1, CH2, JM1, FS1, FF1, 8 wingsuit jumps, C Licence and a grand total of 214 jumps! All thanks to the wonderful people at Skydive Spain, I couldn't have done it without you!

There was one major downside: I accomplished so many 'firsts' that I spent far too much money on crates of beer!

Mike Pilling

Skydive Spain sent a total of 375 turbine boogie lifts, resulting in over 4,500 skydives. Skydive Spain would like to make it clear that Mike is an exceptional young man with natural skydiving abilities and a huge appetite for knowledge. Not all low experienced jumpers would have progressed at the rate Mike did. All his progression was closely monitored by Skydive Spain staff and he was instructed and given his qualifications as per the BPA Operations Manual (other than the wingsuit jumps where different jump numbers apply locally).

Photos by Sarah Hall and Dave Pratt



AEROGRAD

A man wearing a blue helmet, sunglasses, and a wingsuit is shown in mid-air, having just landed in a pile of sand. He is holding onto the control lines of his wingsuit. The background is a sandy beach with some blurred structures in the distance.

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...every day from April till October

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2-way contest

MAY 22-28

80-way camp

JULY 20-23

Euro Swoop Tour

SEPTEMBER 23-24

Wingsuit boogie



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Council Election

22 nominees stood for 15 seats on the BPA Council 2006. A postal ballot was therefore held. 693 voting cards were returned by the deadline of noon on 16 January 2006. Of these, 624 valid cards (90%) had been completed in accordance with the voting instructions, and 69 cards (10%) had been incorrectly completed, and were therefore invalid. The result of the election was announced at the AGM. Thanks to all nominees for standing and to everyone who voted. The winner of the free membership 2006 draw was Garry Wishart from Cumbria, BPA membership number 809382.

Elected:	Votes
1 Chris Allen	438
2 Paul Applegate	436
3 Elizabeth Stoodley	423
4 Tony Goodman	356
5 Ian Marshall	353
6 Andy Scott	338
7 Grant Richards	336
8 John Smyth	330
9 Eddie Jones	327
10 Kieran Brady	326
11 Mike Rust	319
12 John Horne	309
13 John (Geordie) Page	308
14 Paul Moore	302
15 Mark Maynard	268

Not elected:	Votes
16 Ralph Fielding	263
17 Nigel Holland	260
18 Adrian Bond	247
19 = Roy Clarke	246
19 = Eric Hall	246
21 Jim White	237
22 Stephan Reynolds	139

Competitions

Rules

Our 2006 competition rules will be checked over and finalised once the IPC meet in February sends any international changes out. The rules then are drafted and submitted to Competitions Committee before ratification at Council. They should be available in March or April. As this is a year with a World Championship, we anticipate no major changes.

Roadshows

Details of the roadshows will be updated soon on the BPA website so, if you wish to take part, please contact the host clubs and let them know you are coming – we will arrange the appropriate number of coaches. Anybody who wishes to help coach, would you please contact the correct discipline rep via the BPA office – we are always on the lookout for willing coaches who can pass their tips on to junior and intermediate individuals and teams.

Have a great 2006 season – see you at a meet!

Andy Scott

BPA

Matters

GRAND PRIX LEAGUE TABLE

8-WAY FS FINAL RESULTS

Senior		
Gold	VNE	60
Silver	Fun Unlimited	59
Bronze	Whatever	15
4	ISK	11
5	Elsinore NRA	11

Intermediate		
Gold	Sounds Grr8	60
Silver	Blockworx	20
Bronze	Delangar Trajik	15
4	G8	11
5	Weston Plum8	11
6	Omlette	9
7	Soup Dragon	7
8	Detrimental	5



BPA Officers

BPA Chairman	Chris Allen
BPA Vice Chairman	John Smyth
Competitions Chairman	John Smyth
Development Chairman	Kieran Brady
Communications Chairman	Eddie Jones
BPA Treasurer	Debbie Carter
STC Chairman	John Hitchen
Royal Aero Club Delegate	John Smyth
Royal Aero Club Alternate Delegate	Jim Crocker
Northern Club Rep	Eddie Jones
Central Club Rep	----- (vacancy)
Southern Club Rep	Geordie Page
Central Club Rep	Andy Scott

Renewal Time!

Your BPA membership renewal form for the year from 1 April 2006 is enclosed in this Mag. Please return it before 1 April to the BPA Office with your subscription (now £112.60, a rise of only £1 or less than 1%), in order to jump. The form may also be obtained from your centre or downloaded from the BPA website.

New Ratings

Basic Instructor (BI)	AFF BI	Advanced Instructor
David Hartley	Sean Sutcliffe	Gary Small
Matthew Holford		
Rob Wood		
Diane Fricker		
Frank Robinson		
Rob Millin		
Richard Johnson		
Tandem BI		
David Haygarth		
	Cat System Instructor	Instructor Examiner
	Colin May	Stuart Albon
	Chris Lynch	Martin White
	Tim Carter	
	Christian Ivory	
	Lloyd Quenby	
	Simon Bristow	
		Advanced Packer
		Mike Evans (R)
		Stuart Smith (S)
		Dave Danskin (S)

Photo from the Empuria Christmas
Boogie by Bruno Brokken

The 'Perfect' **TEAM**

***Looking
for the
perfect
team?***



You might as well be searching for the Holy Grail...

How often have you heard of a team who's had a big argument and broken up before, during or immediately after Nationals, having already spent an exorbitant amount of money? Most of the time this could have been avoided by simple communication, honesty and a little bit of compromise from the outset. Instead, the 'volcano effect' takes hold and petty grievances, built up over the course of the year, come to an ugly head, usually at an important and stressful event like Nationals.

Quite often, a couple of months down the line, the issue that causes the break-up seems pretty minor. But it's an all-too-common practice in skydiving,

and one that detracts from teams and individuals being able to perform at their best. Most teams require a minimum of two years to even scratch the surface of their full potential. It takes time for teams to gel to the extent that they have true communication, anticipation and knowledge of working together. But this all-pervasive attitude, which makes it acceptable to break up a team over somewhat insignificant differences, prevents the sport and individual skydivers from growing and progressing. It's the syndrome of seeking the 'perfect' team, which has become so commonplace in skydiving that we could almost be forgiven for thinking it's acceptable.

By **Gary Beyer**
World & National Champion
AIRSPPEED (96-01)



Simon Ward



Airspeed at the US Nationals, photo by Wendy Smith

What is the 'perfect' team?

Most competitive skydivers have an idea of what the 'perfect' team is. They look at teams like the *Golden Knights*, *Airspeed*, *XL* and *VMax*, see these teams communicating and performing well, and make the assumption that, to some degree, team members are virtual clones of each other. They never see individuals disagreeing or arguing, and believe these must be 'perfect' teams comprised of 'perfect' skydiving individuals with 'perfect' personalities. They imagine how great it would be to be part of a team like this and that their own problems stem from being unable to replicate this perceived perfection in their own teams.

Because of this unrealistic expectation, too many talented skydivers waste their time not training with a team at all. There's nothing worse than not training – in fact, some of my steepest learning curves have come from being part of what could be described as 'dysfunctional' teams.

In a similar way, teams waste time by constantly replacing 'flawed' team members in search of the 'perfect' team dynamic; instead they should be working together, getting over personality differences to achieve a common goal, which is performing at the team best.

It may come as a shock but...

...there is no perfect team!

The truth is that on any team, individuals have their own ideas, flaws and times of stress – and often disagree with their teammates. Our unique qualities and imperfections make us part of this diverse human race; differences are inevitable. I can't think of a more diverse group of people than *Airspeed 8* – our disagreements ranged from how many jumps to do, to physical training and jumpsuit colours.

Despite this, I often hear how up-and-coming jumpers idealise the top teams and think they always get along perfectly with each other. The result is that when a disagreement naturally occurs on their own team, they assume it's an inherent, insurmountable fault and subsequently break up or switch members. Differences like this are to be expected; they are part and parcel of team training, no matter what level you're at.

A reply I often hear to this is, "Yeah, but we're not *Airspeed*", implying it's easier to deal with team disagreements and personality conflicts when you're a professional team; if you have to put up with it for 'work', then somehow you can. But when non-pro teams nowadays are spending between £1,000 and £10,000 per person per year, it seems like a few minor differences could be worth dealing with for longer than just one season! More to the point, there's really no alternative: if you want to perform you have to deal!

It's easy for teams to think their issues are unique and that problems can't be resolved. However, it is most likely that the individuals are not willing to work out their issues. Usually the problem is nothing more than the result of someone's need to express themselves and this, in turn, being taken the wrong way. Problems like this could have been resolved months earlier with the input of a good coach or by using truthful 'pass the rock' sessions where team members get the opportunity to vent and communicate openly.

Teams need to realise that what they're going through is normal; conflict is part of a natural evolution for every team. Every single team goes through conflicts. The difference between a successful team and a failing team is that the former works out their differences whereas the failing team does not. It's not a matter of individuals being unable to resolve their conflicts – it's simply that they are unwilling. *Airspeed* has gone through few big decisions without some pretty heated opinions being cast around the room.

Because every team goes through the same cycles of development, it's worth outlining what those cycles are, so they know what to expect. One way of looking at how teams grow and mature is to use Bruce Tuckman's 'forming, storming, norming, performing' model*.

Stage 1: Forming The honeymoon phase

When most teams join up, everyone gets along. Team members are excited about the new team and keen to get started. This is known as the honeymoon phase. Most skydivers are jubilant that they actually have a team to skydive with, morale is high and negative personality traits are kept in check. It's very important in the 'forming' stage to get an experienced coach for guidance and direction. Many teams also benefit from having a team leader and this is the time to appoint them. You should also spend quite a bit of time discussing your goals and aspirations as honestly as possible, as this will avoid problems down the line. It is very frustrating being in a team where people have completely different agendas; one wants to go to the World Meet and another just wants to snoop at the end of the dive!

Levels of commitment in terms of number of jumps, tunnel, money and time should be discussed as a priority. While not every member of the team will have exactly the same objectives, as long as they are in the same ballpark the team can succeed. It's important to come to a workable compromise and move on. Rejecting a team whose goals don't precisely match yours and ending up not jumping is much worse than doing only 200 team jumps instead of the 300 you wanted! Individual long term goals can be different. It's fine if one person eventually wants to become a World Champion and another just wants to compete for a couple of years before moving on to other things, as long as the collective team goal is agreed upon and compatible for the duration of the agreed term of the team. I refer to this as 'buying into the contract'.

The key agreements of this 'contract' are that individuals:-

- Agree to work together to achieve the common goal.
- Agree to communicate honestly with each other, often by having regular 'pass the rock' sessions.
- Value their differences; they recognise that every person has a different background and personality, so will have different ways of relating and behaving.
- Seek to gain insider learning about their impact on the team, ie, thinking before speaking, and recognising that what they say has the potential to impact the team in a negative (or positive) way. Individuals should be responsible and accountable for their actions and words.

Stage 2: Storming Guess what? The honeymoon is over!

This is the frustrating stage of learning with the team; individual quirks start to come out and team members vie for position as they attempt to establish themselves. Cliques can also start to form within the team – questions and uncertainties come up and the 'contract' itself may be questioned. This is where most teams sow the seeds of inevitable self-destruction. Simply put, this is the stage where arguments might occur over block techniques, individual performance and styles of relating. Even table manners, personal hygiene and fashion sense can all come under attack! It's important to realise that this is natural human behaviour in a goal-orientated team environment. It's also important for individuals and the team to reiterate the goals they set and believe that the team outcome is more important than individual needs. At this stage, outside help in the form of a coach experienced in dealing with team dynamics is invaluable.

I've heard more times than I'd like to recollect, "I guess I'm just not a team-player". I don't believe this. That individual is just not willing to compromise or never bought into the 'contract' in the first place. People who are described as 'team players' are just more willing than others to suppress their need to be heard all the time. I believe there's no such thing as a natural team player. Anyone has the ability to become a team player as long as they are prepared, at times, to put aside their own ego for the good of the team. Knowing that the 'storming' stage is normal and can be overcome by focusing and refocusing on the agreed team 'contract' is critical. There's no knowing when the 'storming' will occur or how long it will last. However the sooner a team recognises it and accepts it as normal, the sooner the team will leave this phase behind.

Stage 3: Norming Congratulations, you've got further than most teams

This is the phase where the team has recognised individuality as a strength and has matured as a group. Commitment and unity are strong. It could feel similar to the honeymoon phase but, instead of being based on enthusiasm alone, it marks a time of personal growth and acceptance. Roles and responsibilities are clear and welcomed: the team's everyday interactions have become like clockwork, and the daily training routine, including team meetings and 'pass the rock' sessions, is more instinctive and needs no prompting.

It's important to realise the individuals themselves have not fundamentally changed and disagreements will still occur. However teammates have come to understand that having their personal needs met is secondary to team growth. The same disagreements teams had in the 'storming' stage suddenly seem less important and are dealt with more quickly and in a more mature manner.

Stage 4: Performing The fun part!

In this stage the team has a high degree of autonomy and will be running like a well-oiled machine. The team is able to focus on performance; personal issues that would have held them back previously as a distraction have melted into the background and become irrelevant. This is also the phase where individual relationships and trust are consolidated within the group. On a personal level, team members trust that each one will always act for the good of the team – communication between piece partners is open and honest. In the sky, everything falls into an instinctual rhythm, more so than a forced or conscious act. Trust in individuals' ability runs high, allowing team members to be sure that others will also fly their slots with confidence. This in turn allows for faster keys, more confident moves and, ultimately, more points.

Teams should expect that disagreements will still occur – even arguments – but now issues are resolved within the team positively. It's also important to recognise that, even though a team has reached the 'performing' stage, teammates may not be the best of friends. However they trust and respect each other because of the understanding that they are all focused on the common goal, ie, the 'contract'. This phase is more easily attainable than most people think. It's the most fun part of training and the pay-offs are numerous. Individual growth, realisation of your potential, a load more points and the best skydiving you'll ever do are just some of them. It's a choice that anyone can make.

Gary Beyer
garybeyer1@aol.com



Willy Boeykens



Willy Boeykens



Mike McGowan



Jojo Priedemann



The Canopy **Toolbox**

“Left Turn, Right Turn, Flare”

Let's consider what physical tools we are given from an early stage to land a parachute safely. When we really stop and think, all we have ever been taught is: left turn, right turn, and flare. Is this really an adequate amount of tools to land the canopies of today in every situation we encounter, safely and softly?

Yet with almost every progression system, this is all the information we are given. Ultimately one of these three options is chosen in the wrong situation. If you jump for long enough you will encounter a situation that selecting one of these three tools is the wrong decision and will lead to injury or death. To drive a car you need a lot more information and inputs than just being able to turn the car left, right and stop!

My Toolbox

Today we must look at flying modern canopies differently. We must ask ourselves:-

- Do we have the skills to fly this parachute in every situation?
- What are the tools of flying the modern parachutes of today?
- How many inputs do I currently have and understand?



Basic Tools

Tool 1: Slow Flight

In every situation our defence mechanism under the parachute is to slow down. If we slow down we control our descent rate, give our brains time to kick into action, and maintain altitude to make decisive inputs. What is the definition of slowing down? Deep toggle input, close to but not at the stall point, allows us (for a period of time) to slow both our forward speed as much as possible and maintain as much altitude as possible. How long can we fly like this before we start to lose lift again and where is our hand position?

NB: When trying to fly slowly you will be close to your point of stall, so learn where this is first. Practice at a safe altitude.

Tools 2, 3, 4: Minimum Loss Turns

What type of turn loses the least amount of altitude?

A flat turn is defined as flying slowly with toggles and raising one toggle to turn in the opposite direction. Try several different toggle inputs to find out what hand position gives you the quickest turn with the minimum height loss.

A deep braked turn is defined as flying slowly with toggles and pulling one side down to turn in this direction. Again, try several different toggle inputs to find out what hand position gives you the quickest turn with the minimum height loss.

A combination turn, reducing altitude loss further whilst flying slowly, is defined as slow flight and a harness turn. To do this turn, fly slowly using deep toggles and experiment raising one knee to turn in the opposite direction.

NB: With all Minimum Loss Turns you are flying close to the point of stall, so learn where this is first. Practice these techniques at altitude.

Tools 5, 6, 7: Flares

How slowly can you fly and still have enough flare to land? Having a **flare from deep toggles** is essential for those situations where you have to avoid traffic when you are too close to the ground to return to full flight. Or perhaps that nightmare off-landing where you have to slowly sink the canopy into a tight landing area. To practice this flare, pull down evenly on the steering toggles and count five seconds to ensure the forward speed of the canopy is reduced. Now try and flare the canopy further with the toggles. How slowly can you fly and still have enough flare to land?

Can you flare during a turn? A **banked toggle flare** might be necessary during a landing flare to avoid an obstacle. To practice, initiate a 360° turn on toggles up high, noting your heading. As you come around to approximately 270°, initiate a flare but complete your turn during the flare to finish on your original heading.

What happens if you lose a toggle or a steering line? A **rear riser flare** is an essential tool to have to ensure we can still land the canopy without injury. Practice up high how the rear risers flare the canopy. By doing this you can find the flare range of the rear risers and the point of stall with the rear risers.

Understand the **progressive flare**. The progressive flare moves away from the 'student' and 'staged' flare which are mechanical. Students are taught to wait until a certain height from the ground and then to mechanically pull down evenly on the steering toggles. The progressive flare moves people on to understanding why the canopy is flared for landing. We flare the canopy to convert the energy of 'airspeed' into the energy 'lift'. To understand this flare, practice up high and find out your hand position of the first point at which you start to get lift. Then work out the hand position where you no longer get any lift (this can either be the point of stall or where your arms are fully extended in the flare). Now you have your flare range. Up high, practice feeling this exchange of speed for lift by working through the flare range, stopping every time you have the feeling of lift.

Safety First!

If attempting any of these drills, experiment above a good hard deck altitude (minimum 2,500 feet). Ensure you check Traffic, Altitude, Position (TAP) before you make any manoeuvre.

These basic tools are all about slowing the airspeed of the canopy down and creating lift. Before looking at any input to increase speed, be sure your toolbox contains all inputs to slow your canopy down, maintain altitude and obtain lift. Slow Flight is our 'foetal' position. This is the tool to select in nearly every type of pressured circumstance to allow time for our brains to catch up, manage any problems and make the correct decisions.

Building Your Toolbox

Whenever we progress on to further canopy objectives such as high performance landings, flying through gates or competitions, we need to ensure we have a good selection of repeatable inputs. Examples of more advanced inputs are: front risers, rear risers, harness turns and combination turns. Any person can grab and pull down on a front riser and dive a canopy towards the ground but what techniques do you have available if it all goes wrong? Using set-up points and understanding exactly how much height is needed for any input are the absolute minimum in order to perform speed inducing approaches.

High Repetition

High repetition builds technical understanding, altitude information, muscle memory and confidence. Ensure that you can move around all of your control inputs smoothly and quickly and that you can choose the correct input for the correct situation. Just because you have used a technique once does not necessarily mean you are comfortable with it and would be able to select it in a pressured situation.

Develop Your Toolbox

Understand this: if the only inputs you have at your disposal are "left turn, right turn, flare", you are at risk! You must develop the tools you have available, even if you are a very cautious pilot under the most conservative canopy. Ask questions from instructors you trust. Do not accept restrictions on the number of techniques you have available to use. This, in turn, restricts the amount of tools you have at your disposal to make the correct decision in a difficult situation. Develop your understanding, muscle memory and confidence by repeating these techniques in canopy-specific dives above a safe hard deck altitude.

Brian Vacher
info@safeflightschool.com



Brian Vacher



Freestylin' Over DIANI BEACH

This was my first Kenya boogie but definitely not my last! I have now jumped at quite a few drop zones around the world but can safely say that the Safari Beach Hotel is the most civilised! Where else can you jump above the ocean, land on the beach, hand your rig to a packer, watch the next load land whilst taking a dip in the pool, take a cool drink at the bar, only to repeat? Eating fresh lobster grilled on the barbecue is optional around lunchtime, that's if you can tear yourself away.

My girlfriend, Emily, and I had made no specific jumping plans but thought it would be a good opportunity to try out my new camera and give stills photography a go. From the first jump over Diani Beach I was mesmerised by the view, it was stunning! Looking down on the green of the land, turquoise of the reef and deep blue of the ocean made every jump a treat.

The new toy strapped to my head proved to become somewhat 'involving' and I became just a little bit addicted to seeing the results after each jump. The boogie atmosphere was excellent and there were plenty of people comparing photos and video after their skydives. It was a steep learning curve but the experienced camera guys around me were very willing to help out and share their knowledge.

If you are as sad as I am and look up the seasons in Kenya you'll see the boogie falls in the middle of the short rainy season. Don't let this put you off, we had fantastic weather: beautiful clear skies and it was always warm. I easily completed my twenty-five inclusive jumps and also fitted a three day safari into the ten day trip.

Kenya has a very well developed tourist industry and consequently there's a lot on offer besides skydiving. There are miles and miles of beautiful sandy beaches. Tsavo National park is only a couple of hours drive from Diani and offers an excellent opportunity to experience a big game drive. If you have a little longer the world famous Masai Mara park is a really good three to four day trip.

The country is poor but the people are very welcoming and a lot of fun. We had some pretty strange looks as we rode the shuttle bus through makeshift villages to the airport. One wonders what they thought about these luminescent people with backpacks only ever going to the airport, none coming back!

I highly recommend the boogie to anybody wanting a truly chilled-out experience. Congratulations to the organisers for putting together such a complete and well run package. The pilots were top blokes too! I'm sure they were supposed to stop climbing at 13k but, hey, I wasn't going to say anything! Some advice on these chaps:
One, if the pilot says "Five seconds till zero-G", put your hands above your head!
Two, if manifest announces a flypast, duck!

The sand in my rig only serves as a poignant reminder to get back to Diani Beach next year. See you there!

Chris Hines

chris_m_hines@hotmail.com

Photos show Emily Horwich by Chris Hines



Kenya Boogie 2006

28 October – 11 November

Geoff Wood at Hinton: info@skydive.co.uk

www.skydivekenya.com



Having coached in all of the United States SkyVenture tunnels I was very keen to try out the new SkyVenture re-circulating tunnel in the UK. Claims of 'great airflow' and 'lack of drop-out' were on everyone's lips.

Mark Kirkby and I planned to run a tunnel skills camp, flying for more than 30 hours. On first arriving, AirKix looked more like a building site than an operational tunnel but my worries were put to rest as I got closer to the structure and looked up – there they were, people already flying 25 feet above me – surreal! The tunnel has been designed so that people on the street outside can actually watch indoor skydiving as they pass by – an innovative and great idea. AirKix is the quietest tunnel I've heard so far from the outside – one of the many benefits of it being a re-circulator.

Facilities

As I entered the reception area I was impressed with AirKix's size and layout, including a big classroom decked out with the latest DVD debriefing set-up and a huge flat screen TV! The reception is very spacious, with another massive flat screen TV up above to give would-be flyers a chance to see what's going on in the tunnel whilst waiting to sign in. Along with all this is another classroom, a kitchen and a chill-out area complete with beanbags. Upstairs next to the flight area are another two smaller debriefing rooms and a creeping area, ideal for teams.

Staff

The staff were really friendly, obviously keen on their jobs and treat customer service as a major priority. AirKix Chairman Simon Ward and Customer Sales Manager Trevor Haines had pulled out all the stops to get the tunnel running in time for us – and we had the entire staff running around doing their best to ensure it was a great experience for the students from start to finish. This more than made up for having to climb over the odd builder!

Flight Chamber

The flight chamber itself is very similar to those at Orlando, Perris and Arizona, with a glass enclosure so spectators can get a full view of the 12+ ft diameter flight area. The airflow, to my pleasant surprise, was as good as they claimed. Whilst doing 4-way in there I often put it to the test by sticking my entire lower leg or both arms outside through the door but not once did I feel I had to fight to stay off the net. I also stood up against different parts of the walls whilst coaching, to see how this could affect the airflow. No matter where I stood or what part of the wall I touched, the airflow stayed consistent – a bonus and one less thing to think about! It was also reassuring to know we were running the power at a mere 56% throughout the camps. Being based in Arizona, one of my concerns was also the legendary freezing weather of Britain. In fact the temperature inside was regulated, to a balmy 30° at times!

The tunnel has two cameras set up to video each flight – one on level, and one above. This was invaluable for debriefs; being handed a DVD of the flight right after I stepped outside the tunnel made life easy.

Xscape Complex

As an avid snowboarder and rock climber, it was awesome having the rest of Xscape on the doorstep: all three of my favourite sports within fifty feet! There is also a Virgin Active sports centre with gym, swimming pool and sauna. Personally, after spending 10-14 hours a day running the camps, to be able to kick back at any of the restaurants and bars within the Xscape complex was extremely welcome, it gave me the chance to hang out with some of the campers and enjoy a pint! There are also hotels within walking distance, making it quite a handy package in all.

In Summary

Having coached tunnel camps since 1999, the professionalism of the AirKix staff, their openness to feedback and obvious desire to make this tunnel as good as it can be for skydivers made the whole experience enjoyable. I look forward to coming back for more camps at AirKix in the future, the next is 7-14 March, and hopefully we'll be making them a regular occurrence!

Gary Beyer
garybeyer1@aol.com



AirKix



FLIGHT TESTED



FS Tunnel Camp

Golf with Tiger Woods, football with David Beckham – a great pipe dream but in reality it will never happen. In skydiving it can, it does and it did!

Gary Beyer and Mark Kirkby, multiple world champions, trained six mortals for two days in the UK's first purpose-built skydivers' wind tunnel. What an opportunity!

Format

The tunnel camps have a great structure, with a fairly regimented approach to brief, fly, debrief; brief, fly, debrief; etc, through the day. Over two days this gave everyone an hour of flying time. Add some evening flights and we each came away with around 90 minutes. Having lots of short flying sessions meant there was not too much to remember for each. The format was simple: back to basics. It suited everyone, from the novice FS jumper through the more current skydiver to the old dog looking for new tricks. The debrief sessions were great; there was ample feedback to think about and do, but not enough to overload you. You were able to progress at your own pace. Mistakes were actively encouraged, as were questions and discussions on any aspect of skydiving.

Coaching

We worked through all the basics of FS. Refresher training is always welcome, as is a different set of eyes, and I found this to be some of the best coaching I've had in a while. Gary and Mark have a natural ability to communicate. Breaking each movement into its component parts gave an understanding of just how much power is available with different parts of your body. As an example: in standard FS coaching, a student is shown the 'slow fall' body position, they practice a couple of times, probably on the same jump as 'fast fall', and then move on. Here we found out how much fall rate adjustment was available with; just our arms; just our chests; just our thighs; or just our hips. Then we put the lot together. If you can't slow fall with the splinkys after that session, you should try golf!

From general body awareness through fall rate adjustment, through translation and then rotation, there probably wasn't a square foot of the tunnel that we didn't cover. Throw in a few games of tag and some stability drills that were a right hoot, to make a great first day! Although we were all pretty knackered, we took the time to relax with a fun-based evening flight.

Day 2 dawned to a few aching muscles for most but no drop in enthusiasm! It was now more physical than mental. To preserve what little brain cells we had remaining, there was not too much new stuff, mostly revision and consolidation. We looked at super-positional moves and some 3 and 4-way drills.

In Summary

I thoroughly enjoyed the two days. It was hard work but going back to basics always will be as there are inevitably some bad habits to overcome. The improvement in everyone's flying was easy to see, and enjoyment even more so. Gary and Mark are great guys; down to earth, fantastic coaches with a tremendous ability to explain something in many different ways so that it makes sense to everyone. Oh, and they can and do rip it out of you too! The AirKix staff worked hard to ensure we had everything we needed, nothing was too much trouble. It was a terrific learning experience with lots of laughing. Would I recommend it? Absolutely. Am I going again? Definitely. See you in March!

Dave Tunks
mail@jananddave.co.uk

Photos by Simon Ward



FS WORLD CUP

**October 2005
Eloy, Arizona**

The cream of the world's skydiving talent gathered in the pleasant Arizona autumn sunshine to enjoy the sociable international competition that is the World Cup

Held every two years, alternating with the World Meet, the World Cup is a chance for nations to send more than one team to compete in all disciplines including canopy formations, formation skydiving and artistic events. As such, rather than competing for the title of world champion, jumpers compete alongside their compatriots for the honour of the cup itself.

British Teams

This year, on behalf of the BPA, the UK was represented by three open teams in 4-way FS: *Army*, *4-Motion* and *South Parc* as well as *AirKix*, competing in the female 4-way event. Completing 'Team GB' were *Tumbleweed*, our freestyle team.

Opening ceremony

Eloy was buzzing with many different nations gathered together on the landing area for the opening ceremony, which included aerobatics and a skydiving demo consisting of the jumpers setting fire to their mains! I kid you not!

Day One

Down to business on day one, the teams made for their national tents in the shade of a hangar as the competition got under way. DZ management had 8-way going in the morning with 4-way in the afternoon.

Organisation was superb considering the number of teams and Eloy's fleet of Twin Otters was kept busy flying loads all day. The hangar was a constant buzz of activity as teams prepped, watched the huge OmniScore screens or hung around waiting for their call.

As day one finished, the 4-way leader board showed local team and current world champions *Arizona Airspeed* to be in a commanding position, with the fast draw of round three giving the top teams chance to pull ahead. The 8-way event was a two horse race between *Airspeed* and *Lapalisse Maubeuge* from France. The two old rivals were putting on a great display of skydiving with *Airspeed* just managing to out-score the French but only by one point per round!

Day Two

The following days were organised much the same; morning 8-way, then afternoon 4-way. CF and artistic seemed to be going on around both events, taking slots where they could. The Eloy manifest and organisation meant that the whole meet seemed to be running very smoothly. Team GB, meanwhile were enjoying themselves. *Army 4* were the pick of the bunch in the open event with a couple of points per round over the very evenly matched *South Parc* and last year's Grand Prix winners, *4-Motion*. The girls of *AirKix* were fourth in a competitive female event. *Synchronicity*, the US ladies team were strongest of the girls, with the French ladies of *Maubeuge* a very close second. However as *AirKix* and *Synchronicity* both use Dan BC as coach the similarities are striking, especially when he had both teams dirtdiving the same round standing next to each other!



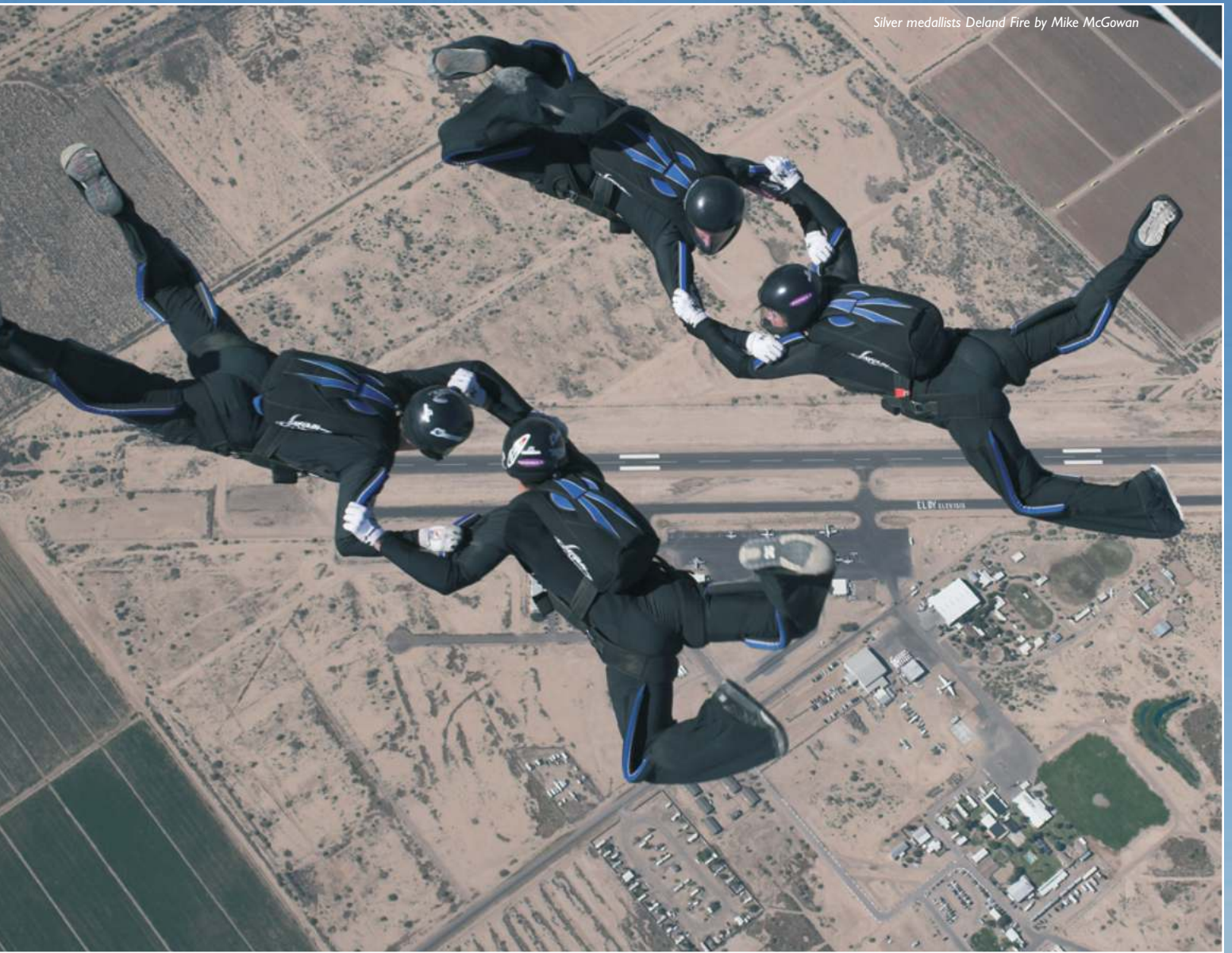
AirKix



Female 4-way winners Synchronicity by Mike McGowan



Silver medallists Deland Fire by Mike McGowan



Army 4 by Mike McGowan



South Parc by Mike McGowan



Background image by Andy Wright

Day Three

By day three, we were at the round eight cut: only the top half progress so, for Team GB in the open event, we were all finished. Army 11th, South Parc 13th and 4-Motion 14th. We settled down to watch the remaining few rounds, wanting some drama... and we weren't disappointed!

Results

4-way open saw *Airspeed* retain the number one spot they had held throughout the meet. An impressive performance from the local heroes, especially so if you consider they managed to hold off the French 8-way team to celebrate a double gold. *Airspeed* member Eliana Rodriguez became the first female skydiver to do so in the process, a proud day for one of the nicest people you could meet, and a good example to up and coming jumpers that this sport really has no gender boundaries for those who truly believe they can do it.

Meanwhile, US national champions *DeLand Fire*, despite not having jumped at all since their nationals managed to tie the Russian *Black Cats* for second place – a jump-off for silver! The teams dirtdived and embarked on the last load to much cheering; on their return all eyes fell upon the scoreboard once again. A fast jump by the Russians, but a very clinical jump by *Fire* saw the US take gold and silver as the Deland team outscored bronze medallists *Black Cat* by 3.

4-way female was won by *Synchronicity*, just edging out the girls of *Maubeuge*, after a nip 'n' tuck battle for top spot. *AirKix* had a different fight on. In an effort to secure BPA funding, the chicks had to match or exceed the fourth place score at the last world meet. Going into their last round they needed an 18 and, in the dive of the meet for them, they scored a 19 thus securing valuable financial assistance for their 2006 campaign. Cheers and tears (Yes, I saw you Andy!) followed, much to the bewilderment of other nationalities who must've thought these Brits celebrate coming fourth with style!

And finally

The end of meet was toasted in great fashion in the DZ bar, this was a great chance to get to know other nations' skydiving teams and reflected the whole idea that skydivers really are a global family. With so many countries coming together to compete and without the pressure of the World Championships, the World Cup truly is a chance for international skydivers to meet and compete in a relaxed, friendly atmosphere. Certainly I enjoyed every second of it, as did the whole Team GB squad. We did a Brit-way at the end with all 4-way teams which I think summed up the companionable nature of the competition. Several experienced competitors told me "Be careful – world meets are addictive!"

They're not wrong!

Chris Hollis
chris@southparc.co.uk

RESULTS

4-WAY FS OPEN

		Ave
1	USA Arizona Airspeed	22.2
2	USA DeLand Fire	21.2
3	RUS Black Cat	21.2
4	RUS Extreme.Ru	20.3
5	USA Team Fastrax	19.7
6	NOR Arcteryx	19.2
7	GER FSC Remscheid	18.1
8	RUS Sky-Light Barkli	17.9
9	DEN DaneZ	17.2
10	FRA Lapalisse Maubeuge	16.6
11	GBR British Army	15.3
12	BRA Optimum CTR	12.9
13	GBR South Parc	12.5
14	GBR 4-Motion	12.3
15	LIT Magic 4	10.5

4-WAY FEMALE

1	USA Perris Synchronicity	16.7
2	FRA Maubeuge	16.5
3	RUS Lady Birds	15.4
4	GBR AirKix	15.2
5	USA Fastrax Select	15.0
6	UKR Alfa-Fox	10.1
7	ESP Women's 4way	9.4

8-WAY FS OPEN

1	USA Arizona Airspeed	20.50
2	FRA Lapalisse Maubeuge	20.20
3	RUS RT Evolution Pro	16.40
4	ITA Italy Ex3mo	14.50
5	USA Deguello	9.00



AirKix by Andy Wright



Background image by Andy Wright



4-way open winners Airspeed by Mike McGowan



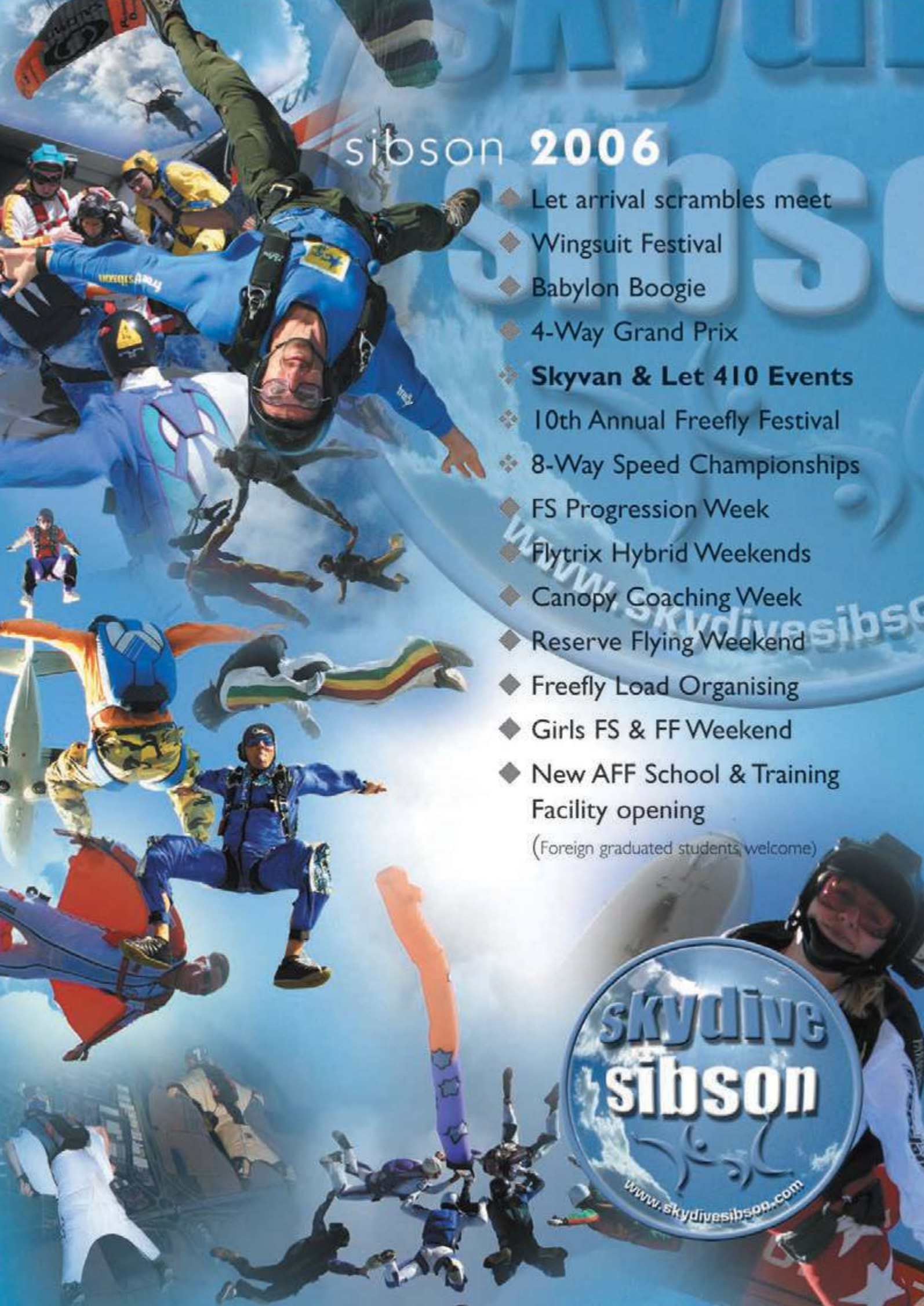
Lapolis Maubeuge by Mike McGowan



Brit big-way by Andy Wright



UK competitors by Andy Wright



sibson 2006

- ◆ Let arrival scrambles meet
- ◆ Wingsuit Festival
- ◆ Babylon Boogie
- ◆ 4-Way Grand Prix
- ◆ **Skyvan & Let 410 Events**
- ◆ 10th Annual Freefly Festival
- ◆ 8-Way Speed Championships
- ◆ FS Progression Week
- ◆ Flytrix Hybrid Weekends
- ◆ Canopy Coaching Week
- ◆ Reserve Flying Weekend
- ◆ Freefly Load Organising
- ◆ Girls FS & FF Weekend
- ◆ New AFF School & Training Facility opening

(Foreign graduated students welcome)

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www.skydivesibson.com



Aviacom, a small Belgium company formed by Karel Goorts, an ex director of the Vigil AAD company, is about to launch their first AAD onto the skydiving market.

Goorts teamed up with fellow Belgian Jo Smolders in 1999 to form Advanced Aerospace Designs in order to develop and market the Vigil AAD. But the partnership disintegrated in 2004 with much acrimony and several lawsuits. Smolders carried on with the Vigil which was finally introduced in 2003 and has now secured a foothold for itself in a market which is still largely dominated by the German Cypres system.

Goorts' new system, called Argus, in many ways resembles both the Cypres and the Vigil systems in general set-up and certain features. Like the Cypres, the Argus requires a check-up after a period in the field. The Cypres must be returned to a service centre every four years while the Argus requires a four yearly functional check-up which can be performed locally by a rigger.

In comparison, the Vigil does not require any mandatory checks or service although owners may choose to send their units back for an in-depth inspection and function check if they desire, and is sold with a max life of 20 years. Like the Vigil but unlike the Cypres, the Argus has no stated finite lifespan. Goorts claims that the Argus will last "at least" 12 years. Airtec's reasons for giving the Cypres a finite lifespan is that they hold the firm view that even the best electronic components deteriorate with time and any degradation in reliability should be unacceptable for an AAD. Smolders of Vigil and Goorts of Argus seem not to share this view. The rest of us must make our own minds up which point of view we trust.

On to batteries: one interesting feature of the Argus is that it makes use of off-the-shelf lithium batteries, available from most camera stores for less than £10, but these batteries must be replaced every year, which is four times as often as the competition.

The Argus can be operated in any one of four modes – standard, novice, tandem and swoop. While the Cypres and Vigil also offer the first three of these options, the swoop mode is unique to the Argus (although Airtec has recently released a swoop mode version of the Cypres which, at the time of going to press, has not found many interested shoppers).

When in swoop mode, the Argus goes into standby status when the unit recognises an opening shock with substantial deceleration, for all intents and purposes ceasing to be an AAD for the remainder of the descent under canopy.

Goorts claims that his new baby has sophisticated sensing capabilities which recognise the body position of the skydiver, thus eliminating the over and under pressure problems which have always plagued barometric AADs. He declined to elaborate however, citing patent considerations.

Like the present versions of the Cypres and Vigil, the Argus is extensively shielded against static electricity and radio transmissions, which plagued earlier versions of its two competitors. Like the Cypres2 it is also water resistant.

As far as price goes, Aviacom is promising a substantial saving over its two rivals.

www.argus-aad.com

Seeing Red!

Those guys from Sunpath Inc in sunny Florida issued a Service Bulletin in December concerning Javelin containers which were built from a rogue batch of red cordura fabric.

The red cordura in question may have a substandard urethane coating which, when used in a manner where it has a relationship with F111 canopy fabric, may cause the two materials to stick together – something you'd probably like to avoid at deployment time!



Due to the inconsistency of the chemical distribution throughout the dye lot, all rigs built from this batch will need to be inspected although not all will be affected.

A Javelin owner whose rig's serial number falls within the issued suspect list (which can be found at www.sunpath.com), should check that their rig does indeed have a red reserve container made from 1000 denier cordura and has a date of manufacture between 1 Feb 2002 and 30 Sept 2002.

If this is the case they then need to download a recall form from www.sunpath.com/downloads/service and then return the rig (without main) to Sunpath in Florida for inspection and modification if necessary. All inspections and mods will be carried out at no cost to the owner.

www.sunpath.com
001 813 782 9242

British skydiver Ian Gallifant is marketing a nifty little device which the more cautious amongst us or those with a medical condition might like to invest in.

Called the Zaptag this mini waterproof 256MB USB flash drive is able to store a person's complete medical records, insurance cover documentation and emergency information.

Ian's advertising blurb states that the Zaptag is ideal for adventure sports people or frequent travellers who would like to carry the said information on their person in case of an emergency situation, when medical personnel would be able to quickly access the relevant data by plugging the Zaptag into any computer equipped with a USB port. If the holder is unconscious the Zaptag is designed to display selected critical medical information as previously set up by the owner.

www.zaptag.com
08456 120510

ZAP+AG

EMERGENCY RECORD



Rob Colpus by Colin Bridges

French Letter



BT80 without mod

Parachutes de France has issued a technical information letter advising owners of certain BT80 tandem main canopies that high opening shocks may be experienced and that the said canopies may be returned to the factory in France for modifications.



BT80 with mod

The mod, which involves the stitching of a strip on the leading edge thus partially closing the nose, will be carried out free of charge.

All BT80s made after the guilty ones were manufactured with the said mod. Any BT80s other than the stated serial numbers are not affected by this notice.



New BT80 manufactured with a slightly closed leading edge

A list of affected canopies may be obtained from Philippe Scholtes:

pscholtes@zodiac.com
0033 1 34 32 77 57

Let the Miniforce be with You



Aerodyne International, manufacturers of the Icon harness/container system have issued a warning notice to owners of their miniforce 3-ring system which comes standard on the Icon but can be purchased separately.



The notice states that, although the miniforce risers may be used on harness containers other than their own Icon system, further care should be exercised when assembling them.

Because of the longer than standard middle ring on the risers, owners should check during assembly that the cable housings are able to move up a minimum of 1/2" from their standard location. They also need to check that the yellow cable runs a minimum of 4.7" past the loop and into the anti-twist housing, and that the top ring of the assembly is not covered by the main riser covers on the rig. Otherwise more than a miniforce might be required to release them!

www.aerodyne-int.com

Spy in the Sky

The latest in a growing line of electronic wizardry, the Tracker could be described as Alti-2's little 'spy in the sky'. Although it sports the same plastic case and LCD display, unlike its siblings the Neptune and Neptune Wave, the Tracker does not display altitude during a jump either audibly or visually.

In fact the Tracker is primarily designed to merely record data and is aimed at military users or parachute centres who need to keep a record of how many jumps are put on a parachute assembly or one of its components.

The Tracker is on continuously and cannot be erased by the user. It could be packed inside a reserve container for instance and would function unattended until its battery starts to fade. Alti-2 are not yet sure of the battery life but think it could be longer than a year.

The Tracker records jump number, date, time, exit altitude and deployment altitude of every jump, which is stored in a non-volatile memory which will not be lost when the battery dies or is removed.

A counter, which may be reset, allows a user to keep a tally of batches of jumps – for instance it could be reset before the rig is rented to a jumper for the weekend. The Tracker has a capacity of more than 4,500 jumps.

The unit's database may be downloaded onto a PC via an infrared port using software supplied.



The Tracker

www.alti-2.com

O2XS .COM

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EDDIE DAVIES

As you go through life, if you are lucky, you meet certain people who are special in one way or another. I met Eddie Davies in 1981 and, through years of skydiving and socialising, I came to appreciate how special he was, not just in one way but in many. His zest for living life to the full, his incredible sense of humour, totally unflappable temperament, roguish devilment and, above all, his straightforward sincerity.

Whichever DZ Eddie appeared on he commanded respect for his skydiving skills and achievements. People loved to jump with him for he had a unique way of transforming a pressure skydive into a fun jump. To Eddie any jump that ended with smiling faces was a success. An accomplished skydiver, Eddie always had time to help others. His attitude and enthusiasm were inspiring. He would always be remembered by those who met him.

Since returning to the sport after a short absence Eddie found a new lease of life with his cameraflying and was really enjoying life in general. I had the pleasure of sharing some of his new-found enthusiasm over the past 18 months and have come to appreciate his qualities even more.

Although skydiving was his obsession, Eddie's wife Jackie and his family always came first. He totally loved his family and, in turn, they adored him. Eddie was a skydiving role model and an ambassador on how to live life. I was honoured to call him my friend and will miss him greatly. Thanks for the great times gimpie.

*Bill Sharples
D7525*

Eddie had no ego, he was just a guy doing what he loved and sharing his sport with others. When people say we have a friendly sport it's because of skydivers like Eddie. He will be missed but long remembered by the many skydivers who knew him.

Matt Walmsley

Everyone who ever met Eddie would remember him for the rest of their lives. He was one of the most amicable blokes you could ever wish to meet. My own picture of him is one of him walking towards the packing area with an almost schoolboyish, cheeky grin on his face and shrugging his shoulders. You never knew what it was about, whether he had been up to a bit of mischief or the skydive had just not gone quite to plan. He was always the same jovial Eddie we all came to love.

Eddie used to bring his bike to the DZ. He was always ready to shoot down to the aircraft to pick up static line bags or go to the landing area to walk back and chat with a first timer. He could even turn this into laughter when he selected the wrong gear; his legs would be a blur and the bike hardly moving. Eddie saw the funny side of everything.

His skill as a cameraman and his determination to get that unusual shot was recognised by all. Oli, one of the Porter pilots was heard to say, "You go right and I'll go left". He'd checked out the position of the sun and just knew that Eddie would be looking for that extra special shot to make the tandem video that bit better with the aircraft and visuals in the background.

I could go on for ever but my eyes are full of tears and Alison is in the other room crying as I write this. Eddie will always be with us but at this time our thoughts are with Jackie and his family.

Jeff Illidge, BKPC

Eddie was the friendliest face in the sky and obviously liked by all.

Craig Nuttall



It saddens me to write this, it saddens me more to know his time in the sport and the memories so many of his friends have cannot be summed up in words. But I also smile and feel happy to have known Eddie. He was a very humble and giving skydiver. I've seen him on many occasions sharing his time to jump with newer skydivers for no other reason than the pleasure he gained from seeing someone get on.

I can honestly say my most memorable jump of last year was a 2-way with Eddie from F-GODZ at sunset, we had no dive plan other than to simply enjoy the visuals of Gabi the pilot flying around us and off into the distance. The rest of the dive we spent just carving around each other laughing our socks off at what we had just seen. We landed within feet of one another and just smiled, it was one of those jumps where there's no point trying to explain how good it was or how cool the sunset looked because you know there aren't words.

Eddie made great tandem videos and was surprisingly very creative and arty with his footage, often filming pretty random things and making it look great. Over the course of summer we built up a healthy competition on who could create the best videos: I didn't have an inch on him.

It was a pleasure to be on the same load as Ed, if he gave the nod we would pull high and fly our canopies alongside each other close enough to shout, usually abuse!

He was a true prankster and had a great sense of humour, he was always at it; if you were missing goggles, gloves and altis especially if pushed to make a load, you didn't have to look far! He once stood behind me for a good five minutes in the camera room with a remote control, and kept pausing my video camera as I was trying to edit a tandem video. I was turning the air blue and was ready to throw my camera against the wall when I caught his reflection in the TV screen. He loved it! If we weren't laughing we may as well go home, was his approach.

That Herc Boogie is going to have to wait Ed. Until then, Boston's *More Than A Feeling* will echo in that camera room.

Rob McVey



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Photo: James Stevenson

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Letters

Thumbs-Down

Cronyism

Is it just me, or has the Mag got increasing levels of cronyism? It seems that any events that Lesley is involved in are heavily featured. Surely 10 pages is too much? Even the American Skydiving news magazine kept the women's world record feature down to less than three pages. Or perhaps the standard of articles being sent in to you is of too poor quality?

Matt Abram

Too Much JFTC

I would like to congratulate you on the work that you do on the magazine. I have a query about the amount of space used for JFTC. I know it is a good cause which I wholeheartedly support. The Mag is for the sport after all, I think that more space could have been spent on the other articles in the December issue. I was disappointed that the *Mountains of Adrenaline* article in particular could have had a lot more prose!

The sport is developing in so many new ways and areas that, including more of these in the Mag, I personally would prefer. You might retort that I do not contribute to the Mag so am not in position to pass comment, but the Mag is for all, not the few.

Peter Warren
pedroalto61@yahoo.co.uk

*When a magazine is finished and in print we always look back and constructively criticise ourselves. My own feeling with this Mag was that, if I was to do it again I would take 2 pages from JFTC and allocate to the *Mountains* article – so we agree.*

*The problem is, it is easier to see these things with hindsight but it is not so clear from the other side. *Mountains of Adrenaline* came in well after copy date. I squeezed it in, around the articles we had already finished such as JFTC, as I felt it better to include immediately as trips are running over the winter. It's not an ideal world in publishing; if everything came on time and to a high standard it would be easy but we have to try to make the best out of what we have, when we get it.*

Overall, the allocation of 10 pages to JFTC which had 14 Brit participants is in line with previous issues, the previous record had 8 pages and featured 2 Brits.

Lesley Gale
lesley@skydivemag.com

Have you renewed your BPA Membership yet?

**You must be a member by 1st April in
order to jump after that date.**

A form is enclosed with this
magazine, or you can download
from the BPA website, or ask at
your local Drop Zone



Thumbs-Up

I received my copy of Skydive The Mag today in what is probably the fastest that the Royal Mail has ever accomplished sending mail from bonnie blighty to the US of A. An awesome magazine, a great amount of stuff to still read, lots of pretty pictures, smiling faces, memories, and memorable moments and people, all in one issue.

Bushman, Aerodyne
e.anderson@aerodyne-int.com

Got the December Mag this morning? WOW! I know you don't do this alone, but my congratulations to the whole BPA Mag team. Presentation, printing quality, articles, hard to find space for improvement. Maybe a button, when I push it, a sweet soft (female) voice reads me the articles (while giving a nice massage in the deluxe version!).

Willy Boeykens
willy@skycam.be

You made me cry...Tears of happiness and remembrance when I read the wonderful magazine that was delivered to my door not 10 minutes ago. The coverage is spectacular. Thanks for giving JFTC its due. As usual you rule the roost. The Mag ROCKS. You rock. We rock. Thank you.

The calendar too! It's even more outstanding. It's outstandier, er, outstandiest... uh, superb! And the photo of Rhino exiting with his foot under the chin of the guy behind him is hilarious.

I can't believe you are getting flack for the JFTC coverage. Let someone else do a quarter of the work you do to support FS in the country and you can write about them for a change.

Kate Cooper
kate@square1.com

I just flicked through the Mag. You made it a masterpiece again! Made me instantly homesick and I dropped a tear at seeing Adrian's picture.

Conny Van Setten
cjavansetten@yahoo.com

The Mag looks gorgeous and the cover is gorgeous. You make Norman's work shine and we appreciate that more than we can ever describe to you! I love the cover – it is perfect – I love the parachute opening and how the people that are tracking away are above the formation – too cool – you have a great eye Lesley!

Nicole Angelides-Kent
nicole@normankent.com

[Last issue's cover was a vertical slice of a horizontal image]

I just got my Mag in the mail today and am so excited. It's absolutely beautiful... of course. (My Mormon mother would be so proud, big picture of me with beer in hand, next to a pole dancer.) I love it!!! You put out such a fabulous product. I wish *Parachutist* and/or *Skydiving* were as nice. I brought my Mag to work tonight to show people who contributed to JFTC, and everyone seems so excited about it. I brought my American mags when they came out but the whuffos here weren't as impressed as with this. Anyway, it's awesome, please thank everyone on your staff for the fabulous, beautifully done keepsake.

Bekie Thompson
bekiet@juno.com

The Mag is fab... as it always is... I really love receiving it, you and Lucie are doing such a fantastic job. My mates keep trying to snaffle it for a righteous read. Everyone knows what a BRILL Mag it is! It was great to see so much on JFTC – we so deserve it: the effort it took and money we raised and all for such a good cause.

Julie Woodrow
juliewoodrow@hotmail.co.uk

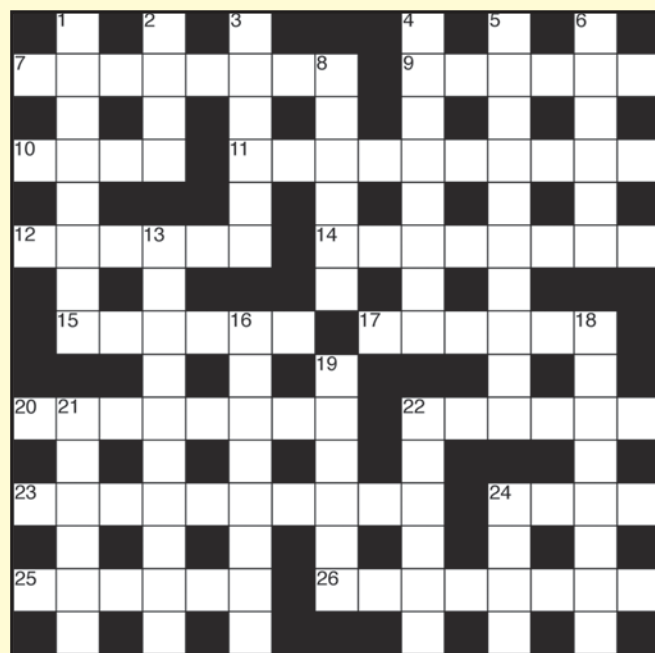
Classics Grand Prix

On behalf of the Classics competitors who attended the Grand Prix events in 2005, I'd like to thank the Black Knights Parachute Centre, Cockerham, and UK Parachuting, Old Buckenham, for hosting these competitions. Your hospitality is much appreciated. We also extend our thanks to the judges and crew who make these event possible. We look forward to the new season in 2006 and hope that we might see a few more competitors in junior, intermediate and senior categories who might be able to attend. Everyone would be most welcome!

Roger Flavell
rflavell@talk21.com

Puzzle

by Paul Boorer



Main (Cryptic)

Across

7. In formation, do 10 of them walk like a lobster? (8)
9. One computer system in New York ten years before the telegram (6)
10. Young man in love? Just the opposite, put on weight (4)
11. Foolishly sue man over arrangements (10)
12. Bison's stampeding to the drop zone (6)
14. Perhaps haul in the parascender in the direction he is facing (4,4)
15. At regular intervals but yards too soon (6)
17. Probe lie fully to demonstrate conviction (6)
20. Rookie nearly asks Queen to go round pub (8)
22. "... cut down trees." Made a record (6)
23. Tribal loon in Guyana hides swelling (10)
24. Return letter containing key for lockbox (4)
25. Pole stuck in ear after quiet start to evening dive (6)
26. Snarl as angel dances with net (8)

Down

1. Where air gets through ragged sooty rip (8)
2. Storage for Nelson perhaps (4)
3. Fight bloke for starting position (6)
4. Colonist girl returns English feelers (8)
5. Bernard lifted in sling moaning miserably (10)
6. Sprinkled casserole around rabbit's head and last of bacon (6)
8. Sister displays unused muscles (6)
13. New jumper uses this stable thread (6,4)
16. Too many words for the play? A problem with the opening (4,4)
18. Drop in Fahrenheit about onset of early autumn (4,4)
19. Come to a river where the end is at its source (6)
21. Give authority to flatten a bleeder on the inside (6)
22. When he becomes 50, raised areas become eyes (6)
24. Is skin wrinkled here? (4)

Reserve

Across

7. Formation: race of one-footed people
9. Gross/2 + score - brace
10. Burden
11. Deployments
12. Peterborough drop zone
14. Direction of airflow (4,4)
15. Annually
17. Faith
20. Novice
22. Made a note of
23. Travelling in a basket
24. Secure
25. Nose-dive
26. Intertwine

Down

1. Permeability
2. Grip
3. Skydiving position
4. Aerials
5. Streaming
6. Scattered
8. Tendons
13. Deployment device (6,4)
16. Type of malfunction (4,4)
18. Weightlessness (4-4)
19. Land (badly)
21. Turn on
22. Illumination
24. Fall too fast

DOWN
1. Porosity, 2. Hold, 3. Boxman, 4. Antennae, 5. Snivelling, 6. Stream, 8. Shews, 13. Static line, 16. Line-over, 18. Free-fall, 19. Arrive, 21. Enable, 22. Lights, 24. Sink.
ACROSS
7. Monopods, 9. Ninety, 10. Load, 11. Manoeuvres, 12. Sibson, 14. Wind line, 15. Yearly, 17. Bellef, 20. Beginner, 22. Logged, 23. Ballooning, 24. Safe, 25. Plunge, 26. Entangle.

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Colin Hicklin

Colin made his first jump at Skydive Brisbane, October 2000, and enjoyed it so much that he returned a year later to complete his AFF. When back in the UK, Colin joined Hinton, then moved to Basingstoke and became a civilian member of the APA, Netheravon. Regardless of the weather, Colin would turn up as often as he could, for skydiving or just socialising with friends. He was a gregarious character and liked by all. His junior 4-way team, *Aspect*, won the regional overall bronze medal for 2004.

Colin's passion for skydiving and enthusiasm for helping others meant that he wanted to teach skydiving. He qualified in 2005 as a BPA instructor in the UK and as an AFF & tandem instructor at Brisbane, with a view to emigrating to Australia. He left the UK in late October 05 to live his dream of teaching others to skydive in the very place he had learnt four years earlier. Although Colin felt the loss of his family and friends, he enjoyed the change of lifestyle and made new friends doing what he loved. Colin will be sorely missed by family and friends both here and the rest of the world, as he touched the hearts of all who knew him.

Mike Lewis & Laura Kenyon

Colin was one of the kindest, friendliest and most beautiful people I have ever met or had the privilege to call my friend. Colin loved so many things in life but his greatest passion was skydiving. As long as I have known Colin he has always wanted to go and live in Australia – I'm so glad that he achieved what he wanted, I know he was happy and that's all you can ask for in life. Material things such as cars and money were genuinely not that important to Colin – one of a thousand things that he helped me realise in the short time I knew him was that your friends and family really are the most important things in life.

Sian Dallaway

Colin was a rare breed – a truly genuine and big-hearted guy and I feel so proud and honoured to have known him. He loved life and adventure with a passion that burns in so few people these days and never had a harsh word for anyone.

Andy Wright

Colin would do anything to help a friend out, he has touched so many people in so many different ways with his generosity and good nature. It has been a pleasure to have known him and to be classed as one of his friends.

John Bagwell

Colin was a very brightly burning star that will go on lighting up my life and the lives of our friends with the memories of the great times that we've shared. It was my honour and distinct pleasure to know Colin. If a man can affect so much emotion with his passing, how much love and happiness must he have shared with his family and friends during his life? Immeasurable!

Mike Lewis

Colin was an absolute sweetheart, one of life's truly genuine people, who never had a bad word to say about anyone. A positive thinker at all times he would always turn a bad situation into a brighter one.

Beverley Tidman

Colin was truly one in a million, with a kind word for everyone and always a smile. He was missed by so many already when he left for Australia, a lifelong dream which he finally got the opportunity to realise.

Laura Kenyon

What a loony! I thought the first time we met him at Netheravon. This bloke with multi-coloured hair sticking out of his Protec! Thought, I must go and have a chat with him. There it was, as simple as that, another friendship that would last all the way to Australia. He spilt red wine on the new cream carpet, used up all my film on his foot, how could you get angry when he simply disarmed you with his stupid smile!

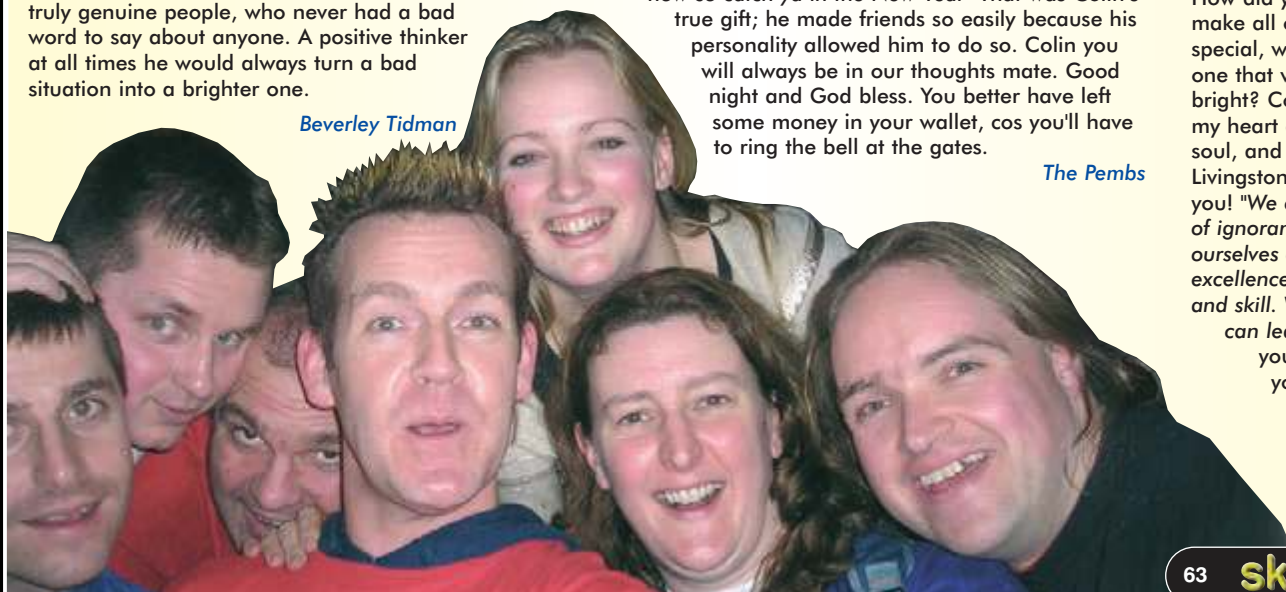
Unpretentious and infectious. We talked to him just before Christmas and invited him up to Townsville as we didn't want him to be on his own at that time as he had only been in Australia for a short period. We weren't surprised by his answer, "Ah, er, well you see, got loadsa mates down here now so catch ya in the New Year!" That was Colin's true gift; he made friends so easily because his personality allowed him to do so. Colin you will always be in our thoughts mate. Good night and God bless. You better have left some money in your wallet, cos you'll have to ring the bell at the gates.

The Pembs

My darling Colin. I want everyone to know what an amazing person you were but the word 'amazing' just doesn't seem to be enough. Caring, loving, passionate, so full of life and fun, and a complete adrenaline junkie! Colin seemed to operate on his own frequency. Once everyone had pretty much fallen down exhausted he was still bouncing along, raring to go. He was impossibly difficult to keep up with. Did Colin have a liver? Debatable. No hangover would stop Colin from being on the 'early bird', and no sunset would put an end to a full day's jumping!

How did you do it, Colin? How did you manage to make all of us feel so special, when you were the one that was shining so bright? Colin, you've touched my heart and inspired my soul, and I know Jonathan Livingston Seagull is proud of you! "We can lift ourselves out of ignorance, we can find ourselves as creatures of excellence and intelligence and skill. We can be free! We can learn to fly!" I love you Colin, and I'll miss you dearly.

Debs Lamsley



Club News

Lucie by Rhino



It was great to go to the AGM this year and receive so much positive feedback. Working in the Mag office sometimes feels a bit cut off from the rest of the world. We have no windows, which, although this is less distracting when the sun is shining, can feel a world away from skydiving. So, to get lots of lovely comments means a great deal to me.

That is not to say that there are not areas for improvement in the Mag, there always will be. If you have any feedback or a contribution that you'd like to make then please contact us. We are approachable and open to ideas. It is your magazine, we are here to create the best possible results for the members but, if we don't know what you want, it is very difficult to accomplish that.

I wish you good luck for the season and hope that your skydiving goals are achieved. When they are, let us or your Club Rep know about them and send us the photographs.

Lucie



Peter Connor lets his hair up for Keith Toyer

Cark

'Twas the fifteenth night before Christmas and descending on the Swan Hotel were 130 club members for Cark's annual Christmas Bash. There were high jinks in the pool and afternoon bar with Danny Hogan keeping everyone spirits up with some cracking jokes, whilst he emptied them from behind the bar. The dinner was its usual high standard and served extremely graciously whilst the hotel staff dodged the helium balloons filled with unknown concoctions that were floating around the room, counterbalanced by crackers and hats.

It was a cracking do! All credit to those who won awards, Kay's organisational skills and all the club members that attended. Mike and Stuart kick-started the evening with achievements and thanks. The awards had a host of nominations and seemed to come as quite a surprise to the winners:-

Student of the Year	Mark Lloyd
Outstanding Achievement	Karen Pickering
Skydiver of the Year	Cliff Wilson
Little and Large Award	MUFFPA, LUFFPA & UCLAN
Commitment to the Sport	Steve Nolan

(pictured, below left, with Jane Nolan)

The Christmas bash would not be the same with our CCI's humour, so Dennis was invited to take centre stage for his yearly DAFTAs (awards to those who have made a f**k-up somewhere in the year). With his usual satirical finesse, the place was alight with laughter and even tears from his witticisms.

After the frivolity, there was one, more sobering, award to complete – to raise a glass with a minute's silence in respect to the sad loss this year of Pete Shaw, our absent friend.

Stuart Morris

Happy new year all, here's to a busy and prosperous one. We will be hosting the first 4-way Grand Prix of the year on 13-14 May. Our jump numbers in 2005 are up from the previous year, the management would like to thank club members and visitors. They look forward to reaching five figures this year! More events and Christmas bash photos are on our website:

www.northwestparachutecentre.com

We waved (and drank!) goodbye to Matt and Fi, as they went off on their round-the-world travels. The vicars and tarts party they held produced some sights! No Cliff, put them legs away!

Michelle Meakins



Al and Debs Bould



Hennas, Jim & Trev



Bridlington

Photos: Blair Stent

With people from as far as London, Scotland and Cumbria coming to Mandy and Leanne's 18th birthday party, things were bound to be lively! Birthday cakes, buffet food, a disco, drinks and some unusual party games (Nelly the Elephant, 3Man Lift and, of course, Lancaster Bomber... all involved cold water and unsuspecting victims... er, volunteers) meant that the night was one to remember. Jumping the Cessna Grand Caravan the next day was a bonus – sadly it was way too cold for the girls to jump in their Playboy bunny costumes!

Bridlington's new owner, Blair Stent, has made a few changes, which include a newly fitted bunkhouse for around 20 people, complete with TV, DVD player and comfy sofas. Party nights, progression systems and a range of unusual things to do (in air and on the ground) have also been set up. Check the website: www.britishskysports.co.uk

CCI George McGuinness has plans for summer involving helicopters, water jumps (on rounds, including students and new jumpers), beach landings and boogies. The

Thunder-Bow Club has its first members: Dave Walker, George McGuinness and Nick Johnston. The Thunder-Bow is a high performance round (or so they say). Experienced jumpers, come and join the club!

Our new pilot, Captain Cabbáge, (real name Dave), settled in well during the party weekends, where his unusual taste in headgear drew plenty of attention (see photo). Congratulations to Kathryn Watersworth who six years ago started jumping in Aberdeen, then moved to Paragon, Border, Peterlee and finally Brid, where she got onto freefall for the first time! Congratulations also to Simon Cathrine who made his 1,000th skydive – with his original instructor Phil Lyall! A new approach meant the bar rather than the jumper supplied a bottle of celebratory bubbly.

Achievements

First Freefall

Kathryn Waterstone

100 Jumps

Vince Dockerty

300 Jumps

Derek Hand

500 Jumps

Blair Stent

1000 Jumps

Simon Cathrine

Blair Stent



George McGuinness



Captain Cabbáge

Do no evil, Hear no evil, See no evil, Speak no evil

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Static line jump over Strasbourg, France, in the 50's

CYPRES 2



Photo: Gérard Siller

Festive celebrations concluded 2005 for BKPC with the annual Christmas party. Thanks to Daddy Rowlands for a superb year-end video and Phil for the truly awful speech. Last year was our first season as a full time centre: if you visited and jumped the amazing piece of eye candy which is F-GODZ, we look forward to seeing you again for an equally jam-packed year... check out the change in scenery! With the new huge hangar, office building, manifest and shop, the centre looks like it should be in an episode of Grand Designs. With contemporary creeper pad, minimalist packing area and shaker-style manifest window, it's all very flash. Okay, so the shaker-style windows are a bit of an exaggeration, but you get the idea!

So, what's happening this year? A Classics and CF Grand Prix in April, with a barbecue and themed hangar party to keep the crewdogs and gimp-suiteders occupied. A Freefly Grand Prix in July; anyone with their FF1 or above can enter a team. If you want information about the competition ask Rob or Louis from Avalore, or see the BPA website. The week before there will be a freefly skills weekend with BPA coaches for anyone wanting to learn about any aspect of competition freeflying. Keep your eyes peeled for the Boogiemani and his partner in crime.

Thanks to the fourteen people it needed to throw Billy Sharples in the trough for his 2,000th tandem. Many have gone into hiding as a result, somehow I think sweet revenge is only matter of time!

Our thoughts are with Jackie and family after the heartbreaking news of Eddie Davies who sadly died while skydiving in Europe. See page 57 for a tribute to Eddie, an amazingly warm-hearted and genuine person who will be sorely missed by many. Blue skies Eddie.

Rob McVey

Avalore Freefly

40 years in the sport and Dean's still trying new things!



For one issue only, it's me in the chair. Lisa James has left us to take up teaching. We wish her good luck in her new career and are happy she'll still be jumping and instructing with us.

A big thank you to everybody who jumped at Langar last year – it's you who make the place what it is. We're planning another year of great jumping, with our two annual Boogies (29 Apr-7 May and 9-17 Sep) and, for the first time in the UK, we've got Go Vertical (31 May to 5 June) with Tim Porter and Martin Kristensen freefly coaching from the Beech 99 at 15,000 feet.

You may be aware I'm now a Director of BPS Langar along with Dave Hickling. Jumping is my 'thang' so there will be even more

top skydiving going on. I'll be organising invitational and multi-aircraft stuff, on specific weekends (dates TBA) and at the Langar Boogies, both feature the return of the Beech 99.

Dave Hickling is on the way to recovery after his accident a little while ago – his foot is out of plaster and he's mobile. A big get well soon from all at Langar.

Apologies for the lack of an achievements list this time round – we're in the process of improving the facilities, and the sign-up sheet disappeared. There'll be a new one up by now, so come and add your name. One achievement is quite something: Dean Fisher, who trained many of the great and good in his time, has clocked up

40 years in the sport! Dean appeared in *People in the Sport* in the December 2001 Mag; or you can see the article at www.skydivemag.com

The structural refit of the day room and bar area is nearing completion. There's a new, fully insulated roof to the building; it's already been much warmer for the winter and it should be cooler in the summer. Elaine and Phil Curtis have had the new, extended, plush Air Supply shop up and running for a while. We're pushing to get the new facilities block ready by the end of March – that's a eight new showers, eight new toilets, washbasins and so on, we'll be squeaky clean!

Milko

Black Knights



Achievements

FF1

Amelia Walters

300 Jumps

Vicky Scargill



Eddie Davies memorial dive, a 2 point 20-way by North-West skydivers out of 2 Dorniers at the Algarve Christmas Boogie, photo by John Williamson

Langar

Get well soon Dave!



Tony Danbury

Olympus



67

skydive Feb 06

Target

Achievements

First Freefall

Stuart Spark

Cat 8

Paul Wood

Cat 8, CH1

Paul Bailey

CH2, JM1

Andy Myers

CH2, JM1, IS1

Robert Kryztojiek

CH2, 50 Jumps

Illana Koornstra

CH1, CH2, 50 Jumps

Steve Kingdom

FS1, 1 Hour Freefall

Clara Melia

Mark O'Reilly

Dan Litman

FS1, FF1, CH1, CH2, 200 Jumps

Mike Pilling

FS1

Amy Kitson

Eddie Gaues

John Newborough

FF1, 100 Jumps

Declan Carlin

FF2

Rick White

50 Jumps

Matthew Hart

John Ly

100 Jumps

Lucy Kiff :)

Andy Price

Jonny Lowe

Trevor Dodds

Stephen Blau

300 Jumps

Jez Price

Dave Livesy

3000 Jumps

Jim Harris

1 Hour Freefall

Martin Schlaff

1800 Jumps, 24 Hrs Freefall

Tony Keightley



Our Christmas party was a good laugh with a free buffet put on by Noel and Annie, live band Mr and Mrs Swing taking the stage and Dibbo doing possibly his last performance with the decks and karaoke. Emily Handley was given the Most Progressed Student of the Year award, while Olly received Employee of the Month and Best Motor Coordination Skills!

The last few weekends before we closed had lovely crisp days for jumping – the Accuracy Money Meet had 14 competitors and was won by Darren Glover. We held the best attended BCPA Freshers Meet the same weekend, when the good weather enabled many RAPS students to storm through the system. Our progression days have been going down like hot cakes. More are planned, check the website if you need CH1, CH2 or JM1. The try-out dates for the BCPA record attempt are 4-5 March, contact Simon B for more info.

Sarah Hall



Strathallan



Spidey struts his stuff for Josey Wales

Inspired by recent articles in *Skydive The Mag*, Spidey has decided to give this pole dancing nonsense a bash to see what it's all about. Sporting his favourite Marks & Spencer straightjacket Y-fronts, he headed off to his local fire station and grabbed hold of the biggest pole he could find. We asked how he felt about the experience and he responded by saying he felt suitably liberated and may think about a change of career. "Did you do it for the Cause?" we asked. Looking a bit confused he replied "Yeah of course; I did it 'cause I wanted to!"

Our AGM was its usual lively self. Star of the show was Spanky's now ex bird Claire who got herself suitably inebriated, shouted barely legible obscenities, laughed, cried and was finally escorted out the door by Kenny Shaw, who claimed to stay true to his image of the perfect gentleman.

The annual awards were to Craig Maxwell for Student of the Year, and Fiona Pockett received the Albert Wheeler Trophy. Everybody (apart from Claire) then headed into the Star Inn and watched the end of year video compiled and edited by Roy Clarke: another great production much appreciated by club members.

The website has been updated and revamped, it's well worth a visit: www.skydivestrathallan.co.uk

The new year got off to a perfect start with a yet another day's free jumping. On Sunday 1 January 2006 we managed 15 lifts, 44 descents, of which 7 were students.



Harry Saunders demonstrates the best way to land in snow, captured by Ralph Fielding

Star of the day was Mark Collins who managed 3 RAPS jumps and saved over £100 in the process. He was last seen leaving the DZ with a happy wife, heading for the shops!

Married at the end of October was our own instructor Anne Johnson to our packer Ralph Fielding – guess that means free pack jobs for somebody, eh! Ralph adorned a kilt for the occasion and, according to Anne, he played the role of a 'True Scotsman' admirably. We all wish them well and hope they hurry back from New Zealand where they are honeymooning.

Many jetted off to sunnier climes in Seville for the Skydive Spain Christmas Boogie. Over 100 skydivers jumped from three turbines flying constantly; the weather was good, the organisers fantastic and the manifest quick. Nils (*FunkFlyz*), Steve Hamilton, John McIver, Jim (*Freefly Space*) and Simon Cathrine did a great job organising, with the help of many FS coaches to develop intermediate jumpers' skills. 375 turbine lifts made over 4,500 jumps possible. Jim Harris was the jump hog of the boogie with 175 jumps of which 115 were one-on-one coaching jumps. Check the website for the Spring Boogie dates.

Everyone at Target and Skydive Spain would like to say a sad farewell to Eddie Davies who tragically died recently. Eddie had been a part of the Hib community for a long time and we send our condolences and sympathy to Jackie, and all his family and friends.

Hannah Swallow



Vicky Kilby landing, by Flytrix teammate Sarah Hall

Achievements

First Freefall

Byron Murray
Fiona Holden

Cat 8, CH1, 50 Jumps

Richie 'Mr R'
Coventry

JM1, 200 Jumps

Kenny Shaw

600 Jumps

Alasdair Bajack

1300 Jumps

Rupert Connell

2500 Jumps

Eddie Jones

1 Hour Freefall

Alan Embleton



Ralph and Anne by Mary Fielding

Sibson



Achievements

300 Jumps

Grant Raedel

John Parker

400 Jumps

Liam Finch

Cat 8

Laura Hadley

Nicola Hickson

FS1

Leah Frost

FF1

Becky Austin

FF2

Andy Hughes

*Happy couple
Vicky & Liam,
by Sarah Hall*



We said goodbye to the Let until March... and everyone reached for their thermals for the Cessna! A few of us badly lost Met Roulette for our final day's jumping of 2005 after our end-of-season party with the fabulous DJ Richie – we blame Birdland Bar and their half price beer!

Mark Harris finally persuaded Paul from Bodyflight to let him fly his wingsuit in the tunnel. The wind speed was only at 10-15% before he got lift. (Normal flat fly speed is 75%). He said he felt trapped like a bird in a cage!

A few of us Sibsonites visited Skydive Spain over winter. The UCL chicks deserve slaps on their backs; Leah Frost got her FS1 (then shortly after went freeflying!); Becky Austin got a well deserved FF1 and Laura Hadley completed her AFF course, got her Cat 8 and even did a WARP jump as well. Husband and wife team Vicky and Liam were there and got

their first photos together since getting married!

I'm well chuffed to have joined Vicky and Jude's freefly team, *Flytrix*. Look out for girlie freefly organising and events with us this year. Sibson's 2006 will be jam-packed with wingsuit, FS and FF boogies. Get in touch if you'd like to go on our mailing list to keep up to date.

Sarah Hall

Mark Harris by Bodyflight



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Hinton

In November Geoff Wood organised another successful trip to the fantastic Kenya Boogie. 38 of us, myself included, escaped what the British weather was throwing at us and spent 10-16 glorious days jumping onto white sandy beaches in shorts and T-shirts. This was my fourth trip and I can honestly say it was as good as the first. Everyone should consider treating themselves to this great experience (28 Oct – 12 Nov 2006). See page 44.

November's freeflying firework extravaganza was a top night. A big thank you to all who donated to the fund, the fireworks were amazing and lasted close to an hour while – incredibly – beer is still stacked in the garage! Does no-one drink bottled Stella? I'm pleased there were no incidents or injuries this year, firework or alcohol related!

Santa's sack competition in December was good fun and a great way to end the year's jumping. Random teams of three were picked out of a hat. After two rounds of freezing hop 'n' pops the results were:-

- 1 Bob Miller, Duncan Humphreys & Adam Mattacola
- 2 Mike Beeden, Matt Abram & Mark Turvey
- 3 Brucie Johnson, Elaine Park & Georgina Wood

The day ended with our Christmas party, a delicious red Thai curry was prepared by Martin Brookes, very welcome in the sub zero temperatures, while Caroline White was once again the vegetarians' heroine. We were entertained with some unusual dance routines from *The Wild Boyz* and Bob Miller's version of *You Can Ring My Bell*. Don't call us guys!

New year began with Captain Tiggs at the controls of the PAC and we look forward to welcoming Catherine Glenister back from New Zealand when she will be giving the PAC a bit of 'girl power'. A fond farewell to one of the nicest guys on the DZ; after two years here Mike Beeden is off to New Zealand, we wish him all the best in his new job and for the future.

The Nish Memorial Scrambles weekend has been changed to 15-16 April (not 18-19 March).

Elaine Park

Indian Ocean, Diani Beach, Kenya, photo by Baz Zarour



Achievements

AFF Graduate

Shaun Price
Justine Aldwinckle

Cat 8

Dave Peters
Gary Aldwinckle
Hayley Baldwin

FS1

Mark Beardsley
50 Jumps & FS1
Julie Winchcombe
Ross Dagley-Cleworth

100 Jumps

Stephen Worrall
Nikki Malan
Pieter Malan

200 Jumps

Georgina Wood
Alan Gayton

500 Jumps

Matt Abram

1100 Jumps

Bob Miller

1600 Jumps

Mike Beeden

1800 Jumps

Maddy Moore



Georgina and Natalie model Tig's Christmas pulling pants for Caroline White

Fireworks night went off with a bang, with a display organised by Tom. Amazing planning went into this, with various wooden platforms, rocket racks and fans being constructed throughout the day. It was generally agreed to be the best display to date! This was followed by sparklers and toasted marshmallows around the bonfire, along with fire sticks and flaming ball performances!

A successful progression weekend saw training and jumping during the day, and seminars in the evening. More are planned for this year, by popular demand.

Damien, Louise's mad Aussie other half, has been a DZ regular for some time, always insisting he would never jump... until losing a drunken bet in the bar, his forfeit being a tandem jump! The ever-animated Freddy, soon leaving us to work as a SkyVenture tunnel instructor in California, took him up – Dave Gillan's video has been played many times in the bar! Damien insists that's enough but we know we'll get him up for AFF one day! Christmas dinner is always the highlight of the year, the one and only opportunity



Jackie

to see everyone scrubbed up! It was held in a nice restaurant in St Andrews, with excellent food and drink, followed up in the clubhouse by champagne – kindly donated by Billy Robertson – and just the world's worst karaoke. Congratulations to Toni and Ned Blyth for getting everyone started, mercifully Toni has not inherited her father's singing voice!

Tom Fletcher

St Andrews

Achievements

50 Jumps, FS1

Louise Runciman

Kirsty and the lads





Sarah Smith by Ash Hollick

Netheravon

Achievements

First Freefall

Matt Rowden
Ramsay Waller
John Thornton
Gordon Sweny
Russ Sayer
Chris Eden
Ryan Kestle
Ed Hands
Ben Richardson
Jamie Barrow

AFF Graduate

Katie Hearn

Cat 8

Martin Preston
Ramsay Waller
Jonathan Smith
Ed Smith

200 Jumps

Stew Parker

300 Jumps

Chaz Sagar-Goldsmith

800 Jumps

Jerry Greeves

At the World Cup in Eloy, Arizona, the Army 4-way team achieved a 15.3 average, the best by any UK Army team. At very short notice Adele Murray took over on camera, she did an outstanding job with no camera busts; and Andy Goodall took Dane's slot as outside centre – with no brainlocks! The team has a further 3 training camps prior to the World Meet 2006. Army 4 are sponsored by the Army Parachute Association (APA) Netheravon, Deland, Pro-Track and Instant.

Andy Goodall

In true Nethers style, the end of the year was celebrated in a sedate manner – well, maybe not! Fantastic effort everyone with the heroes and villains costumes – a pack of Dalmatians, three Cruella De Vils, two Darth Vaders, a pair of partially clothed Royal Marines and a posse of super chavs 'n' chavettes amongst many, many others. The carnage spilled over into the following day with Zena Warrior Princess startling the lunchtime regulars in the village pub – nuff said! The local casualty department were alarmed to find Cat Woman escorting one of the Cruella De Vils after a mishap on the dance floor – hope it mends soon Clare.

Thank you to Robin for organising a trip to AirKix. Among the many tunnel virgins, it was really nice to see reception girls Sandie and Sarah getting some airtime in at last. Maybe you girls might like to try it for real now?! Thanks to Godders and Kermit for saving us when we got a teeny bit overexcited!

Gary Smith (Deland Fire) and Shannon Pilcher (Deland Fire/PD Factory Team)

are booked for the last two weekends in May for canopy and FS coaching. We'll also be hosting the second Film Festival alongside the Autumn Ball in early October, so get filming! Keep an eye on the website for other events.

Kath Salisbury



Heroes and villains party captured by Kath Salisbury



UK Para



John Gullen and friends by Jess Day

The Christmas party, at our local skydiving pub The Game Keeper, was a huge success. Tomo and Grant generously supplied plenty of wine and a disco for the 65 strong turnout, which guaranteed a lively evening. There were some bizarre moments when fellow skydivers failed to recognise each other in their party wear resorting to the age-old excuse "Sorry, I didn't recognise you with your clothes on!"

The party marked the end of a successful first year for the club, based at Old Buckenham since February 2005. We have seen membership numbers rise to 105, made over 5,000 skydives, much improved the facilities and moved up from a Cherokee to an Islander! This year we will be taking the club to the next level with our own Turbine Nomad, arriving on 1 March, which will allow lots of regular jumping with larger loads from increased altitude.

Awards included Club Member of the Year to John Gullen for all his help and support throughout 2005. He was also club member number 001! Student of the Year went to Aaron Martin, our first to qualify through RAPS.

Grant and Tomo thanked everybody who helped during our first year, especially the packing staff and pilots. Our regular pilot, Adrian, received the biggest cheer when he stepped up, for the improvement in his dress sense, turning from Flight Captain to Man at Next! Thanks again to everyone, staff, students and club members for a fabulous year, we couldn't have done it without you.

On 16 December we held our first tunnel camp, at Bodyflight in Bedford, for an 18 strong group. Experience varied from 3 jumps to over 6,000 (Andy Page). Surprisingly this was Andy's first time and he, with the rest of the tunnel virgins, was coached by the excellent Bodyflight instructors. Thanks to Tomo, Grant and Jess for a brilliant, well-organised day and to the ever-patient, cheerful expert coaches.

Vikki Forrest

Achievements

First Freefall

Sian Crosweiler

FS1

Steve Brooks

200 Jumps

Aaron Ellen

300 Jumps

David Ney

Aaron Martin by Vik Garland





Headcorn

Bill & Rich doing their Best for Al Turner

The photo shows the 100th jump for both Bill Best and his son Rich who did their first AFF jump on 19 July 2003 on consecutive lifts. In November the Bests celebrated their joint 100th on a cold but clear sunny day jumping from the Beaver, joined by Rich Cole and Big Tony.

Congratulations to Jacqui, who runs the canteen at Headcorn, who became engaged to John (mechanic extraordinaire!) on Christmas day. Welcome to Gina who has succumbed to the pull of village life and moved down in January.

S-Sense 4-way team have reformed after a year off. Mark has chosen to stick to family stuff, so Michelle Garwood has taken his place. S-Sense will be coaching during FS week and training midweek at the club throughout the year. So come down during the week and improve your flying skills – coaching will be available, courtesy of the club and the team. There will be a better chance of getting in the air too!

Ruth Cooper

S-Sense by Nigel Rowlan



Achievements

AFF Graduate

Sam Cooper

FS1

Avril Hardy

CH2, JM1

Jackie Whyte

100 Jumps

Bill Best

Rich Best

200 Jumps

Laura Brothers

Peter Collins

700 Jumps

H

Tilstock

The Christmas do is over for another year but it was fantastic. Liz did a brilliant job, organising the whole thing by herself, yet again – cheers! We all ate and drank too much and had an excellent time. Scoop was on great form as ever, falling asleep in the soup by 9pm and not re-emerging until about 10 the next morning!

Congratulations to Louise Whitby, Student of the Year, and to Sally Thompson for winning the Nick Irving Plate for Club Member of the Year, both very well deserved! Other meritorious awards were to Pat Walters, for the Bum Spot of the Year, Steve Smith took the prestigious Crater Award and Daz Tyrer (aka Superman) won Party Animal of the Year.

Yankee Echo is now a regular aircraft at the DZ – with two planes we should have a really fruitful 2006. We may also have a new pilot, in the form of jumper Dave Major, who successfully landed a Cessna 206 at Tilstock! Our old pilot Shep has just got a post with Thomas Cook, good luck with your new job. Congratulations to Lyn and Jo George, who were married in December, we wish you all the best for your future.

Ria Bremner

Achievements

First Freefall

Dale Hesketh

Tony Coni

50 Jumps

Liz Boniface

Louise Whitby



Party animal Daz with Claire Wilkinson by Tye Grundy



Sally taken by Paul Morrison

While we gave the (air)field a chance to recover, us Lewknor lot had to find other ways to occupy ourselves – what better way than an end of season Christmas party? Gorgeous dresses and smart suits made a refreshing change, the transformations were amazing and the results unrecognisable in some cases – with the exception of Ralph who turned up in his shorts! We mustn't complain about the lack of effort though, he was wearing a shirt. The main focus – no, not the alcohol – was the presentation of a few awards: "And the winners were..."

Student of the Year	Tim Lawson
(pictured, below right with Rob Zealey)	
Most Improved Student	Tracy Curling
Bum Spot Award	Nick Anthony
Hedgehog Award	Jennie FitzStanley
(for most hedge landings)	

Huge thanks to Martin and Rachel for all their efforts in organising the evening. There is talk of a summer do too.

As we wait impatiently for the start of the new season, at least there are bimonthly trips to the Bedford wind tunnel. Come springtime with the promise of a helicopter and plenty of jumping, you try holding us back!

Jennie FitzStanley & Tracy Curling

The lovely Nick Anthony sports his Bum Spot award



London Para

Keith & Mike



Achievements

CH1

Jennie FitzStanley



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NETHERAVON EVENTS

MAR 25-26

MAR 25

APR 14-17

APR 16

APR 29 – MAY 1

MAY 19

MAY 20-21 & 27-29

MAY 28

MAY 27-JUN 11

JULY 29-30

AUG 2-4

AUG 5-11

AUG 12-13

AUG 27

SEPT 15

SEPT 16-17 & 23-24

OCT 14

OCT 28- NOV 11

DEC 9

Inter-University Accuracy Competition Big Prizes – (mostly drinkable!)

Party Night! Theme – Old Age Pensioner – (check your charity shops for the ideal gear!)

Hybrid Organised jumping Experienced freeflyers and flatties very welcome – and required!

Party Night! RASTA (no spliffs!)

Wingsuit Flock weekend (with coaching)

Night Jumps (B Licence +)

DELAND FIRE coaching World and US National Champions **Shannon Pilcher (PD Factory Team)** and **Gary Smith** 4-way, 8-way and canopy piloting coaching. Limited number of teams so book early

Party Night! American Red Necks / Hillbillies

All comers trip to Russia's **Kolomna Dropzone** Helicopters, Turbolets, big Antonov, cheap!

FREE 4-Way FS coaching for the Armies and BPA Nationals

Team Training for The Armies. Civilian teams very welcome

Armed Forces Parachute Championships 2006 Civilian and military categories for 4-Way and Accuracy. All levels. Civilian teams have jumping priority on weekend 5-6 Aug, military midweek. Prizes & Party 11 Aug

8-Way Speed competition New Improved Rules! 11 teams last year, let's get 15!

Beer Festival Trestle tables, lederhosen, Steins and Oompa band!

Night Jumps (B Licence +).

FS and Canopy piloting coaching from well known US Deland-based teams

Film Festival Black Tie Ball with jump-in if you wish. Huge screens in the packing hall.

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Party Time! Christmas!

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Packing lessons and test

NB All scheduled events are correct at time of going to press, but subject to change.

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Wild Geese jumped 44 Santa tandems in a day – surely a world record?

Santa invasion photo by Mike Murphy

Peterlee

The annual Christmas party and awards ceremony had its usual good turnout. Winners were:-

Most Progressed Student	Nick Collins
Most Persistent Student	Darren Pearce
Most Entertaining Landing	Mark Wilcox
Club of the Year	Newcastle University Para Club

Congratulations to the above and the other award winners. A lucky few managed to get on lifts on New Year's Day before the weather closed in.

The Airvan will be with us until the end of March, when another aircraft (TBA) will be with us for summer, in addition to the Cessna 182. Join us on 24-26 February for the annual Refreshers Boogie: a quiz on the Friday evening, party on Saturday night and activities throughout the weekend. Please contact the DZ to confirm.

Paul McCormick

Achievements

50 Jumps	400 Jumps	1200 Jumps
Adam Pencharz	Lee Saunders	Alan Thompson



Award winners by Paul McCormick

The kids at the DZ must have been having a nervous breakdown when over 40 Santas turned up to do tandems to raise funds for Foyle Hospice. A good day's fun was had and we set a new jump record at the Geese by jumping 44 Santa tandems.

John took delivery of his cool new wingsuit but, due to bad weather, has not jumped it yet.

The club's Christmas dinner was great fun as usual and it was good to see so many of the new Queen's students joining in. Mick Gook, one of the oldest jumpers at the club, was given a surprise birthday present which contained some useful things like spray-on hair and Viagra! Maggie thanked all for their help and support during the year and presented Connor Campbell with the Student of the Year award, pictured right. Unfortunately Rod McCarty was not present to accept his trophy for Skydiver of the Year.

John McCourt

Achievements

First Freefall
Finbar McClements
Alison Owen
Cat 8
Mark McGarvey



Mick is delighted with his Viagra!



New Queen's students

Photos by John McCourt



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Tarn Hollis and Phil Hartree were chosen for the senior Bodyflight 4-way team, flying with Steve Hamilton and John McIver. They have a big year planned, we wish them the best. AirKix 4-way team have been hard at it training in the AirKix tunnel over the winter. The AirKix tunnel is giving them a huge sponsorship deal and they have made the most of it. They have eight weeks planned in Perris with Dan BC before the World Meet. We wish them luck. If you've seen AirKix train in the tunnel or watched their world record turn-and-burn skydive at the Nationals you know they have a chance.

We open again on 4 March, hope to see you then!

AirKix with Dan BC by Andy Ford

Ash Kemp

Weston

Achievements

900 Jumps

Tarn Hollis

1100 Jumps

Phil Hartree

Non BPA Affiliated centres



Red Devils

We celebrated the close of the most successful display season in recent years with our customary team party. Red Devil statues were presented to those leaving the team (Ed, Noah and Geoff), before team cameramen Gav, Noah and Tim premiered the spectacular and much anticipated 2005 team film – reminding us all, if any reminding were needed, why it's such a privilege to be a Fred.

The prestigious Red Devil of the Year award was handed to team leader Mark Scobie for his continued dedication to the development and

direction of the current display team. In the team's 41 year history, Mark is only the second team member to have been presented with the award twice.

Congratulations to Mark & Steffi on the birth of their son Finlay.

If any serving members of 1, 2 or 3 PARA are reading this and are considering applying to join us – keep an eye out for details on Part 1 Orders, or get in touch!

Marcus Orme

BCPA

Happy new year! If one of your resolutions is to do more BCPA stuff then the following is for you... forget sleeping in icy tents, waiting around all day for a break in the winter weather, not being able to jump, and packing with frozen fingers... this year's Valentine's Meet will be **indoors!** The AirKix tunnel in Milton Keynes will host it, 18-19 February.

Our Freshers Meet in November had a great turnout. It was a fantastic event and even the weather played ball! Almost unheard of for the BCPA! Lots of students progressed in the RAPS programme and many other experienced jumpers took part in the competitions. A 3-way event was begun but not finished due to a shortage of cameramen; however many teams were formed. Some were even thinking of finding another member and training for the Nationals!

An accuracy competition saw 15 people entering. Each person put £5 in a pot for the winners. In the end Darren Glover took £60 by scoring a total of 1.97m over two rounds. Max Ruffo came second with 7.6m and Jack Harfield took a surprising third place with 11.4m.

Simon Brentford, who organised the BCPA 14-way record jump this summer, aims to increase the record. There will be a trial weekend for those looking to learn and practice the art of big-ways (4-5 March), followed by the event itself later in the year, out of two aircraft. Check the website www.bcpa.org.uk

Abi Van Hoorebeek

POPS

By the time you read this the AGM will be over and a new Top Pop will have taken over. (See POPS website www.pops.org.uk). I shall continue to run the SOS register, my contact details remain the same as now. Here is the new SOS list:

Skydivers Over Sixty (SOS)

- SOS 1 Peter Best
- SOS 2 Lenny Mobbs
- SOS 3 S Hopkins
- SOS 4 C Plummer
- SOS 5 E J McBride
- SOS 6 Anthony Massey
- SOS 7 Christopher Bennett
- SOS 8 Niels Hansen
- SOS 9 Len Doran
- SOS 10 Brian Laithwaite

The first POPS meet this year will be at RAPA, April 29-1 May. You can get flights from Stanstead to Paderborn; or ferries from Hull to Holland, Harwich to Holland, or Dover to Calais. I have a list of hotels and guest houses in the area. Our own meet is again at Target Skysports, Hibaldstow, on 24-25 June. The POPS World Meet in Eloy, USA, takes place 7-15 October, see POPS website www.thepops.org, this also links to accommodation in the area.

We welcome new POPS members Robin Faux and Andy Carr. Thank you everyone for your support the last three years and I look forward to seeing most of you around at our meet!

Niels Hansen

Ice Pops by Helen Carroll





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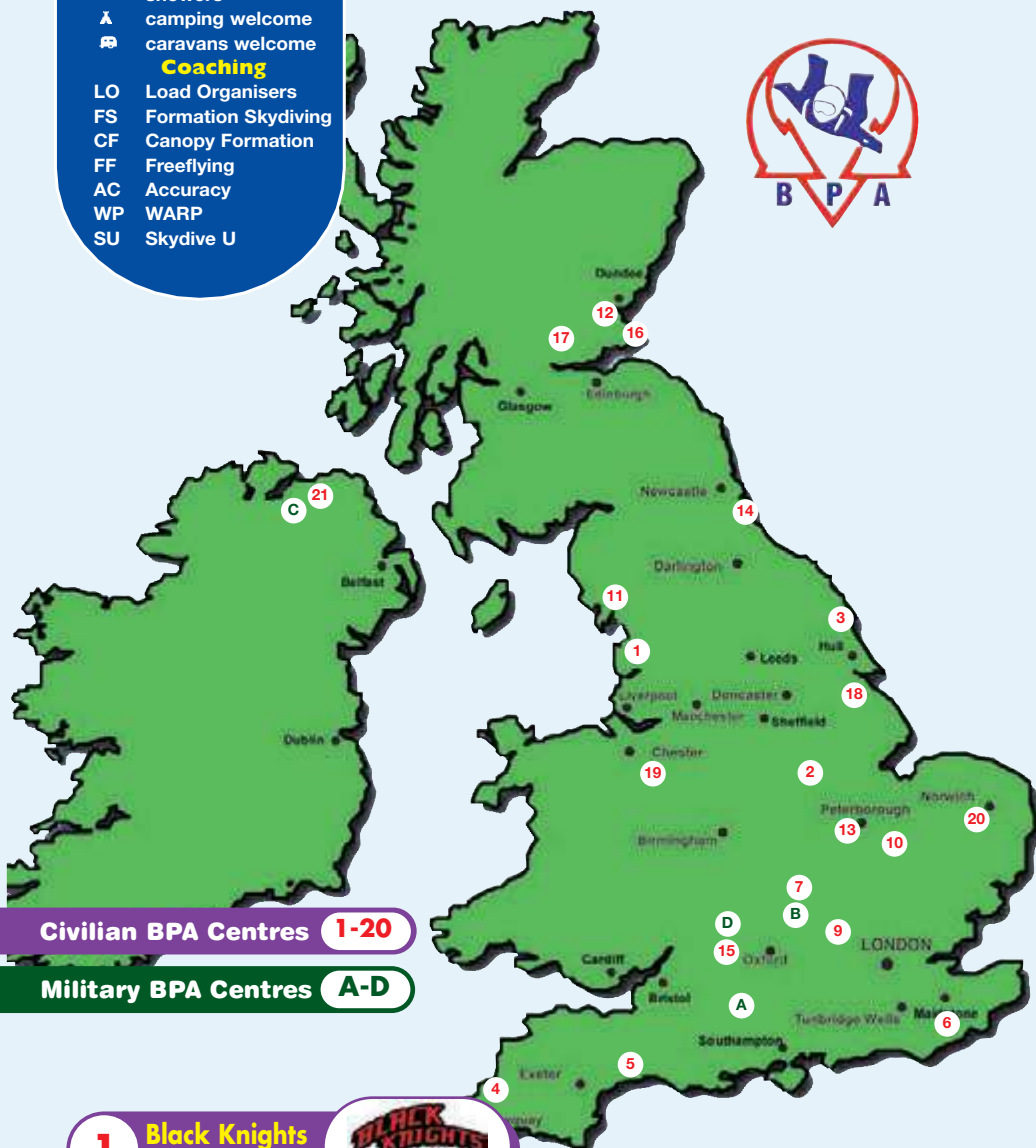
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- CF Canopy Formation
- FF Freeflying
- AC Accuracy
- WP WARP
- SU Skydive U

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Military BPA Centres A-D

4

Cornish PC
07790 439653



Cornish Parachute Club

Perranporth Airfield, Higher Trevelas,
St Agnes, Cornwall, TR5 0XS
Tel: 07790 439653 / 07970 727894
dwchainsaw@hotmail.com

Aircraft: TBC

Open: 4 March 2006

First Jump Courses: RAPS, AFF, tandem

WP FS CF

OPEN
4 MARCH
2006

5

Dunkeswell
01404 891 690



Devon & Somerset Parachute School

30 Tower Way, Dunkeswell, Nr Honiton, Devon EX14 4XR
Tel: 01404 891 690 Fax: 01404 891 690
aguest12@btinternet.com

www.parachuting-uk.com

Aircraft: Cessna 206

Open: 9am – sunset Wed-Sun, midweek by arrangement

First Jump Courses: RAPS, tandem

CF SU

6

Headcorn
01622 890 862



Headcorn Parachute Centre

Headcorn Airfield, Headcorn, Kent TN27 9HX
Tel: 01622 890 862 Fax: 01622 890 641
headcorn@btconnect.com

www.headcornparachuteclub.co.uk

Aircraft: Beaver (winter), Let 410 (summer), Islander

Open: 9am – dusk Tuesday to Sunday. 1pm – dusk on Mondays in summer.

First Jump Courses: RAPS, AFF, tandem

Come and join in the fun here at Headcorn!

LO FS CF FF AC WP

7

Hinton
01295 812 300



Hinton Skydiving Centre

Hinton Airfield, Steane, Brackley, Northants NN13 5NS
Tel: 01295 812 300 Fax: 01295 812 400
info@skydive.co.uk

www.skydive.co.uk

Aircraft: Nomad/Beaver (Mar-Oct), Cessna 206

Open: 8am – 9pm at weekends. 9am – 7pm, Tue-Fri

First Jump Courses: RAPS, AFF, tandem

Small and friendly

FS CF FF AC WP

8

Jersey
01534 747410



Skydive Jersey Ltd

States Airport, St Peter, Jersey JE3 7ZR
Tel: 01534 747410 Fax: 08708 313107
info@skydivejersey.net

www.skydivejersey.net

Aircraft: Cessna 206, occasional turbines

Open: Every day, hours vary with tide, call first before visiting

First Jump Courses: Tandem, AFF

Stunning views jumping onto the beach in St Aubins Bay. Good deals with local hotel.

LO FS CF FF WP SU

1

Black Knights
01524 791 820



Black Knights Parachute Centre

Patty's Farm, Hilliam Lane, Cockerham, Lancaster LA2 0DY
DZ: 01524 791 820 Tel/Fax: 01772 717 624

www.bkpc.co.uk info@bkpc.co.uk

Aircraft: Cessna 185, Porter (May - Sept)

Open: 8am – 8pm, Every day in summer (May - Sept)

Weekends and bank holidays in Winter,

First Jump Courses: RAPS, AFF, tandem

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LO FS CF FF WP

2

Langar
01949 860 878



British Parachute Schools

Langar Airfield, Langar, Nottingham NG13 9HY
Tel: 01949 860 878 Fax: 01949 860 012

www.bpslangar.co.uk info@bpslangar.co.uk

Aircraft: Cessna 206, 2 Caravans, SkyVan occasionally

Open: 9am – 8pm (or sunset) every day, 10am start Sun. Office open every day 8.30am – 6pm

First Jump Courses: RAPS, AFF, tandem

Lots of aircraft, always lots of jumping, busy every day – midweek too!

LO FS CF FF WP

3

Bridlington
01262 677 367



British Skysports, Bridlington

East Leys Farm, Grindale Rd,
Bridlington, E Yorks YO16 4YB
Tel: 01262 677 367 or 07836 276 188
Fax: 01262 401 871

www.britishtskysports.co.uk

info@britishtskysports.co.uk

Aircraft: Cessna 206

Open: 8am – 8pm every day

First Jump Courses: RAPS, AFF, tandem

FS CF AC WP

9 London

01494 459 500



London Parachute School

The Byre, Woods farm, Easthampstead Road,
Wokingham, Berkshire RG40 3AE
Drop Zone located off Junction 6 of M40
Tel: 0845 130 7194 Fax: 0845 130 7195
info@londonparachuteschool.com

www.londonparachuteschool.com

Aircraft: Islander, Cessna 206

Open: 9am – dusk at weekends

First Jump Courses: RAPS, tandem, AFF

LO FS CF AC WP

10 Chatteris

01354 740 810

NLPC

North London Parachute Centre

Chatteris Airfield, Nr Stonea, March, Cambs PE15 0EA
Tel: 0870 787 4900 Fax: 0870 787 4909
info@ukskydiving.com

www.ukskydiving.com

Aircraft: 2 Nomads, Cessna 206

Open: 8am – 8pm Tue-Sun in summer.

9am – dark Wed-Sun in winter

First Jump Courses: rounds, RAPS, AFF, tandem
A friendly, progressive drop zone with excellent facilities
that are constantly being updated.

LO FS CF FF WP SU

11 Cark

01229 889 516



North West Parachute Centre

Cark Airfield, Flookburgh, Nr Grange-over-Sands,
Cumbria LA11 7LS
Tel: 01229 889 516 Weekends: 01539 558 672
Fax: 01772 787 106 skydive-northwest@totalise.co.uk

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01821 642 454



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www.paragonskydiving.co.uk
billy.gollan@btinternet.com

Aircraft: Cessna 182

Open: 9am – 6pm Sat, 10am – 6pm Sun all year.

9am – 7pm Wed-Fri in summer for courses & tandems only

First Jump Courses: RAPS, tandem

Nice friendly DZ, beautiful scenery, barbecue every Sat
night so come along and chill out.

FS CF WP

13 Sibson

01832 280 490



Peterborough Parachute Centre

Sibson Airfield, Wansford, Peterborough PE8 6NE
Tel: 01832 280 490 Fax: 01832 280 409
www.skydivesibson.com skydivesibson@btconnect.com

Aircraft: Turbolet (summer), Cessna 206

Open: 8am – 8pm. Tue-Sun in summer (Mar-Nov). Wed-Sun
in winter (Dec-Feb). Closed January

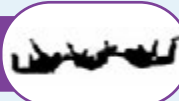
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14 Peterlee

0191 517 1234



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The Airfield, Shotton Colliery, Co Durham DH6 2NH
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shottonairfield@aol.com

www.skydiveacademy.org.uk

Aircraft: Nomad (summer), Cessna 182

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info@skydivelondon.co.uk

www.skydivelondon.co.uk

Aircraft: Cessna 206, Islander

Open: Mon - Sat 8am - 7pm, Sun 9am - 6pm

First Jump Courses: RAPS, AFF, tandem

FS CF AC WP

16 St Andrews

01334 880 678



Skydive St Andrews

Kingsmuir Airfield, Saint Andrews, Fife KY16 8QQ
skydivestandrews@mail.com
Tel: 01334 880 678

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First Jump Courses: RAPS, AFF, tandem

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17 Strathallan

07774 686 161



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Weekends: 01764 662 572

Tel: 07774 686 161 Fax: 01236 732 461

kbrady@fsbdial.co.uk

www.skydivestrathallan.co.uk

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

Open: 9am – 9pm weekends & bank holidays

5pm – 9pm Fridays in summer

First Jump Courses: rounds, RAPS, tandem

LO FS CF FF AC WP

18 Target

0113 250 5600



Target Skysports

Hibaldstow Airfield, Hibaldstow,
Brigg, N Lincs DN20 9NN
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www.skydiving.co.uk info@skydiving.co.uk

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skydive@theparachutecentre.com

www.theparachutecentre.com

Aircraft: 2 x Cessna 206

Open: 10am – dark Fri. 8am – dark Sat. 9am – dark on
bank holidays

First Jump Courses: RAPS, AFF, tandem

LO FS WP

20 UK Parachuting

01953 861 030



UK Parachuting

Old Buckenham Airfield, Attleborough, Norfolk NR17 1PU
Tel: 01953 861 030 or 08456 585 544

Fax: 01953 861 031

jump@ukparachuting.co.uk

www.ukparachuting.co.uk

Aircraft: PA-32 (available for displays), Islander

Open: Every day

First Jump Courses: RAPS, tandem, AFF

FS WP FF LO

21 Wild Geese

028 2955 8609



Wild Geese Skydive Centre

Movenis Airfield, 116 Carrowreagh Road, Garvagh,
Coleraine, Co Londonderry, N Ireland BT51 5LQ
Tel: 028 2955 8609 Fax: 028 2955 7050

parachute@wildgeese.demon.co.uk

www.wildgeese.demon.co.uk

Aircraft: Cessna 206, Cessna Caravan

Open: Dawn – dusk at weekends. 9.30am – 5pm
weekdays (or later by arrangement)

First Jump Courses: RAPS, tandem

Friendly atmosphere, fantastic views of north coast, excellent
facilities, no restrictions, plenty of local entertainment.

LO FS CF WP

UK Military DZs

A Army Parachute Association

APA Airfield Camp, Netheravon,
Salisbury, Wilts SP4 9SF
Tel: 01980 678 250
Fax: 01980 671 026
apa@netheravon.fsnet.co.uk
www.netheravon.com

B RAFSPA & RAFSPA

Hawks Parachute Team
JSPC (W) RAF Weston-on-the-
Green, Bicester, Oxon OX25 3TQ
Tel: 01869 343 343 / 343 201
Fax: 01869 343 676
skydiveweston@aol.com
www.rafspa.com

C Services Parachute Centre

Shackleton Barracks, BFPO 802
Tel: 02877 721 472
Fax: 02877 721 342

D Silver Stars Parachute Team

Duke of Gloucester Barracks,
South Cerney, Cirencester,
Gloucester GL7 5RD
Tel: 01285 868259
Fax: 01285 861344
info@silverstars.org.uk
www.silverstars.org.uk

Overseas Military DZs

Cyprus Combined Services Parachute Centre (CCSPC)

Dhekalia Garrison, BFPO 58,
Cyprus
Tel: 00 357 2474 4337
Fax: 00 357 2474 4180
skydive@logos.cy.net
www.skydivencyprus.com

Rhine Army Parachute Association (RAPA)

c/o Joint Services Parachute
Centre, (Lippspringe) HQ
ATG(G), Normandy Barracks,
Sennelager, BFPO 16
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The following organisations are run under the BPA Operations Manual when operating at BPA Affiliated Centres. The BPA takes no responsibility for training or advice when these organisations operate at other centres.

Active Skydiving

Active Skydiving

Active Skydiving

Glengoyman, St Fillans, Perthshire PH6 2ND

Tel/Fax: 01764 685316

Mobile: 07803 041348

scotty@activeskydiving.co.uk

www.activeskydiving.co.uk

Contact: Scotty Milne

Courses: AFF, tandem, FS coaching

Location: Spain, USA

PhD Skydiving

PhD Skydiving

PhD Skydiving

Laburnum, The Hollow, Shrewton,

Wilts SP3 4JY

Mobile: 07971 665815

martin@phdskydiving.co.uk

www.phdskydiving.co.uk

Contact: Martin Williams

Courses: AFF, Skydive U

Location: UK, Spain, USA

Royal Navy & Royal Marines Sport Parachute Association

RN & RM SPA

Airfield Camp, Netheravon, Wilts SP4 9SF

Tel: 07811 208 929

skydiveandski@hotmail.com

Contact: Phill Elston

Airwaves

Airwaves

Airwaves International Skydiving School

78 High Street, Bexley, Kent DA5 1LB

Tel: 01322 557375

Mobile: 07802 472 566

France: 00 33 619 605 997

skydive@aisportz.com

www.aiskydive.com

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@paratraining.co.uk

www.paratraining.co.uk

Contact: Doug Peacock

Courses: RAPS, progression courses

Location: UK (Hinton Skydiving Centre)

Skydive Academy

Skydive Academy Ltd.

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, tandem

Location: UK (Peterlee) & 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)

Red Devils

Red Devils

Red Devils

Airfield Camp, Netheravon, Wiltshire SP4 9SF

Tel: 01980 678211

Fax: 01980 678349

rd@reddevilsonline.com

www.reddevilsonline.com

Contact: Captain Edward Paxton

Courses: Tandem

Location: UK (Netheravon)

Skydive Limited

Skydive Limited

Skydive Limited

Sibson Airfield, Wansford,

Peterborough PE8 6NE

Mobile: 0785 000 7178

chris@skydiveltd.com

www.skydiveltd.com

Contact: Chris Allen

Courses: AFF, Skydive U, tandem

Location: UK (Peterborough) & abroad

BCPA

BCPA

British Collegiate Parachute Association

105 Brudenell Road, Hyde Park, Leeds,

LS6 1JD

www.bcpa.org.uk

chairman@bcpa.org.uk

Contact: Henry Tonnison, 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.

POPS UK

POPS UK

POPS UK

Flat 14, 21 Victoria Square, Clifton,

Bristol, BS8 4ES

Tel: 0117 973 8341

niels.hansen@thepops.org

www.pops.org.uk

Contact: Niels Hansen, Top POP

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Skydive Southwest

Skydive Southwest

Skydive Southwest

Duke of Gloucester Barracks, South Cerney,

Cirencester, Gloucester GL7 5RD

Tel: 07779 019 655

will@skydivesouthwest.co.uk

www.skydivesouthwest.co.uk

Courses: RAPS, AFF, tandem

Location: UK

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

Skydive Empuriabrava

PO Box 194, 17487

Empuriabrava, Spain

Tel: 0034 972 450 111

Fax: 0034 972 450 749

info@skydiveempuriabrava.com

www.skydiveempuriabrava.com

Skydive Spain

La Juliana Aerodrome,

Bullolus DLM, Seville, Spain

Tel: 0034 687 726 303

info@skydivespain.com

www.skydivespain.com

USA

Freefall Adventures, Florida

400 West Airport Drive,

Sebastian, FL 32958, USA

Tel: 001 772 388 0550

Fax: 001 772 581 2694

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

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Contact: Mick

Tel: 07918020008

Email: mickey-cooke@ntl.com

MICO.14

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Cost: £2,800

Location: Matlock, Derbyshire

Contact: Mike Smith

Tel: 07801 928494

MISM.1

COMPLETE RIG Javelin TJN navy blue, grey & teal. Sabre 135 (150 jumps). Mini Cricket 130 (never used). Excellent condition.

Cost: £1,200 ono

Location: Manchester

Contact: Ann or Goody

Tel: 0161 231 7693 / 07929125745

Email: abeckitt@hotmail.co.uk

ANBE.2

WINGS CONTAINER Brand new, never used, red, white & black, suit 6ft 2", 200lbs. New Raven reserve, Sabre 2 170 main, 40 jumps. 5 year old Cypres. Assorted gear, call for full spec.

Cost: £3,500 (offers accepted)

Location: West London

Contact: Martin Throsby

Tel: 01895 256506

MATH.3

VECTOR 3 COMPLETE RIG Spectre 150 main, black/white stripes, PD135 reserve, Cypres, mint condition

Cost: £1,250 (no offers)

Location: North London

Contact: Patrick O'Sullivan

Tel: 0208 8004021

Email: pados69@btconnect.com

PAOS

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Contact: Phil

Tel: 07813 196467

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- 8-10 - AFF pre-course training camp
- 11-16 - AFF Instructor rating course
- 11-19 - Canadian Dollar Daze (Canadians jump for \$20 Cdn Bills)
- 23-26 - Strong and Vector/Sigma tandem rating course
- 14 - Valentine's Day Specials - Tandems for 2!

March

- 3-5 - USPA Coach rating course
- 15-16 - AFF pre-course training camp
- 17-21 - AFF Instructor rating course
- 22-24 - Vector Sigma Tandem Rating Course
- 25-30 - AFF Pre-course and rating course
- 17 - (Friday) - St. Patrick's Day and the Irish Invasion.
- 17-18-19 - Muff Brother 20 Year Reunion,
(no one thought any of them would live that long!)
- Great dives, Muff Punch, even Dennis is coming!



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- 11-19** **Canadian Dollar Daze**
Zephyrhills, Florida www.skydivecity.com
- 11-20** **Belize Boogie II**
San Pedro, Belize www.skydivebelize.com
- 13-17** **BPA Instructor Course**
Netheravon 0116 278 5271
CSBI/TBI/AFFBI/Adv trudy@bpa.org.uk
- 17-20** **Valentine's FS Money Meet**
Eloy, USA www.skydiveaz.com
- 17-19** **Jonathan Tagle Canopy Course**
Elsinore, USA www.flight-1.com
- 18-19** **Tracking Derby**
Empuriabrava www.skydiveempuriabrava.com
- 18-19** **BCPA Valentines Meet**
AirKix Tunnel www.airkix.com
- 20-24** **BPA Instructor Course**
Netheravon 0116 278 5271
CSI/Pre-Advanced trudy@bpa.org.uk
- 21-24** **Babylon Tunnel Camp**
Bodyflight, Bedford www.bodyflight.co.uk
- 24-26** **Freefly Money Meet**
Eloy, USA www.skydiveaz.com
- 24-26** **Refresher Boogie**
Peterlee shottonairfield@aol.com
0191 517 1234 www.skydiveacademy.org.uk
- 25-26** **Indoor International Challenge**
Aerokart, France www.aerokart.fr
- 28-Mar 4** **4-Way Tunnel/Sky Camp**
Perris Valley www.perrisperformanceplus.com

MARCH

- 3-Apr 2** **Algarve Spring Boogie**
Algarve, Portugal www.skydive-algarve.com
- 4** **Cornish Parachute Club Open**
Perranporth dwchainsaw@hotmail.com
Cornwall 07790 439653
- 4-16** **Atmonauti Opening Boogie**
Marche, Italy www.atmonauti.com
- 5-18** **Thai Sky Festival**
Hua Hin, Thailand www.thaiskyfestival.com
- 7-14** **FS Tunnel Camp**
AirKix Tunnel www.airkix.com
- 8-12** **Atmonauti Top Patrol**
Marche, Italy www.atmonauti.com
- 8-19** **Umm Al Quwain Boogie**
01932 701321 www.boogieclub.co.uk
- 13-16** **Atmonauti School**
Marche, Italy www.atmonauti.com
- 22-26** **4-Way Tunnel/Sky Camp**
Perris Valley www.perrisperformanceplus.com
- 25-26** **Inter-University Accuracy Comp**
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APRIL

- 3-7** **BPA Instructor Course**
Langar 0116 278 5271
Tandem/AFF trudy@bpa.org.uk
- 7-9** **Flock and Dock**
Zephyrhills, Florida www.skydivecity.com

- 8-9** **World Challenge**
Bodyflight, Bedford www.bodyflight.co.uk
- 8-11** **Chicks Canopy Piloting Course**
Empuriabrava www.safeflightschool.com
- 8-16** **Easter Boogie**
Zephyrhills, Florida www.skydivecity.com
- 12-17** **Atmonauti Easter Boogie**
Marche, Italy www.atmonauti.com
- 13-17** **Easter Boogie**
Empuriabrava www.skydiveempuriabrava.com
- 14-16** **Easter Boogie**
Eloy, USA www.skydiveaz.com
- 14-17** **Organised Hybrid Weekend**
Netheravon apa@netheravon.fsnet.co.uk
01980 678 250 www.netheravon.com
- 14-17** **Easter 4-Way Comp**
RAPA, Germany jspcl-comdt@atgg.mod.uk
0049 5254 982 2378
- 15-16** **Nish Memorial Scrambles**
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01295 812 300 www.skydive.co.uk
- 15-17** **Atmonauti School**
Marche, Italy www.atmonauti.com
- 17-23** **Go Vertical**
Empuriabrava www.skydiveempuriabrava.com
- 20-23** **Babylon Workshop**
Empuriabrava www.babylon-freefly.com
- 20-23** **4-Way Tunnel/Sky Camp**
Perris Valley www.perrisperformanceplus.com
- 21-23** **Freefly Challenge Comp**
Perris Valley, USA www.skydiveperris.com
- 22-23** **Eclipse Skills Camp**
Elsinore, USA www.skydiveelsinore.com
- 22-26** **Atmonauti Games**
Marche, Italy www.atmonauti.com
- 27-30** **Rocky Point Boogie**
Mexico, USA www.skydiveaz.com
- 27-May 1** **Atmonauti Top Patrol**
Marche, Italy www.atmonauti.com
- 28-May 1** **Euro Pops Meet**
RAPA, Germany www.thepops.org
- 29-30** **CF & Classics Grand Prix**
BKPC, Cockerham info@bkpc.co.uk
01772 717624 www.bkpc.co.uk
- 29-May 1** **Birdman Flock Weekend**
Netheravon apa@netheravon.fsnet.co.uk
01980 678 250 www.netheravon.com
- 29-May 7** **Langar Boogie I**
Langar info@bpslangar.co.uk
01949 860 878 www.bpslangar.co.uk
- 30-May 16** **Easter Boogie**
Perris Valley, USA www.skydiveperris.com

MAY

- 1-2** **2-Way Contest**
Aerograd Kolomna, Russia www.aerograd.ru
- 4-7** **Phoenix-Fly Wingsuit Weekend**
Empuriabrava www.skydiveempuriabrava.com
- 4-7** **Big-Way Camp**
Perris Valley www.perrisperformanceplus.com
- 6-7** **Andy Kelly 4-Way Meet**
Headcorn www.headcornparachuteclub.co.uk
01622 890 862 headcorn@btconnect.com
- 11-14** **100-Way Camp**
Perris Valley www.perrisperformanceplus.com
- 12-14** **Europa Cup**
Belluno, Italy www.europacupskydive.org
- 13-14** **4-Way Grand Prix**
Cark skydive-northwest@totalise.co.uk
01229 889 516 www.skydive-northwest.com
- 15-19** **BPA Instructor Course**
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- CSBI/TBI/AFFBI/Adv trudy@bpa.org.uk
- 15-21** **Beach Boogie**
Empuriabrava www.skydiveempuriabrava.com
- 18-21** **G-Style Freestyle Time**
Marche, Italy www.atmonauti.com
- 19** **Night Jumps**
Netheravon apa@netheravon.fsnet.co.uk
01980 678 250 www.netheravon.com
- 20-21** **Deland Fire Coach FS/Canopy**
Netheravon apa@netheravon.fsnet.co.uk
01980 678 250 www.netheravon.com
- 20-28** **Spring Boogie**
Lapalisse, France www.lapalisse-aero.com
- 20-28** **CF Big-Way Camp**
Empuriabrava www.skydiveempuriabrava.com
- 22-26** **BPA Instructor Course**
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- 27-29** **Deland Fire Coach FS & Canopy**
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01980 678 250 www.netheravon.com
- 31-Jun 5** **Go Vertical**
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01949 860 878 www.bpslangar.co.uk

JUNE

- 1-5** **Atmonauti Top Patrol**
Marche, Italy www.atmonauti.com
- 2-4** **Europa Cup**
Lochen, Austria www.europacupskydive.org
- 3-4** **Speed 7 Meet**
Headcorn www.headcornparachuteclub.co.uk
01622 890 862 headcorn@btconnect.com
- 6-11** **World Atmonauti Pro 3**
Marche, Italy www.atmonauti.com
- 10-11** **4-Way Grand Prix**
Langar info@bpslangar.co.uk
01949 860 878 www.bpslangar.co.uk
- 12-16** **PD Factory Team Canopy Course**
Stockholm, Sweden www.skydive.se
- 16-18** **Europa Cup**
Rijeka, Croatia www.europacupskydive.org
- 17-18** **8-Way & Freefly Grand Prix**
Hibaldstow info@skydiving.co.uk
0113 250 5600 www.skydiving.co.uk
- 19-23** **Cark Week**
Cark skydive-northwest@totalise.co.uk
01229 889 516 www.skydive-northwest.com
- 23-25** **Safe Flight School**
Cark www.safeflightschool.com
- 24-25** **Pops Meet**
Hibaldstow info@skydiving.co.uk
0113 250 5600 www.pops.org.uk
- 26-30** **BPA Instructor Course**
Chatteris 0116 278 5271
Tandem/AFF trudy@bpa.org.uk
- 29-Jul 2** **Atmonauti Wingsuit Boogie**
Marche, Italy www.atmonauti.com
- 30-Jul 2** **Europa Cup**
Bled, Slovenia www.europacupskydive.org

KEY

BPA
Canopy Piloting
Formation Skydiving
Canopy Formation
Style & Accuracy
Boogies
Freefly & Skysurf
POPS
Speed Skydiving
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www.skydivespain.com

Skydive Tortuga 62
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Sonic Wear 78
www.sonicflywear.com

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www.thomas-sports.com

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www.velocityrigs.com

XLavation 79
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JULY

1-2 CF Nationals
UK Parachuting jump@ukparachuting.co.uk
01953 861 030 www.ukparachuting.co.uk

1-2 4-Way Grand Prix
Peterborough skydivesibson@btconnect.com
01832 280 490 www.skydivesibson.com

1-4 Power Play Invitational
Perris Valley www.perrisperformanceplus.com

8-9 Freelyfly Grand Prix
BKPC, Cockerham info@bkpc.co.uk
01772 717624 www.bkpc.co.uk

15-16 8-Way Grand Prix
Langar info@bpslangar.co.uk
01949 860 878 www.bpslangar.co.uk

15-23 RAPA Championships
RAPA, Germany jspcl-comdt@atgg.mod.uk
0049 5254 982 2378

20-23 Euro Swoop Tour
Aerograd Kolomna, Russia www.aerograd.ru

21-30 World Freefall Convention
Rantoul, USA www.freefall.com

22-23 4-Way Grand Prix
Hibaldstow info@skydiving.co.uk
0113 250 5600 www.skydiving.co.uk

22-26 Atmonauti Top Patrol
Marche, Italy www.atmonauti.com

22-30 Espace Boogie
Lapalisse, France www.lapalisse-aero.com

24-28 F5 Week
Headcorn www.headcornparachuteclub.co.uk
01622 890 862 headcorn@btconnect.com

26-29 Beach Swoop Challenge
Empuriabrava www.skydiveempuriabrava.com

27-30 Atmonauti Games
Marche, Italy www.atmonauti.com

29-30 F5 Coaching Roadshow
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29-30 4-Way F5 Coaching
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31-Aug 4 BPA Instructor Course
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AUGUST

2-6 Benne Boogie
Les Diablerets, Switzerland www.epco.aero

4-7 2-Way & 10-Way Comp
Aerograd Kolomna, Russia www.aerograd.ru

5-13 Northwest Skyfest
Clark skydive-northwest@totalise.co.uk
01229 889 516 www.skydive-northwest.com

5-11 The Armies
Netheravon apa@netheravon.fsnet.co.uk
01980 678 250 www.netheravon.com

5-15 Marche Summer Boogie
Marche, Italy www.skydivemarche.com

6-11 F5 & Artistics World Meet
Gera, Germany www.worldmeet2006.com

7-11 BPA Instructor Course
Hibaldstow 0116 278 5271
CSI/Pre-Advanced trudy@bpa.org.uk

12-13 8-Way Speed
Netheravon apa@netheravon.fsnet.co.uk
01980 678 250 www.netheravon.com

12-20 CF & Classics World Meet
Stupino, Russia www.worldmeet2006.com

13-15 Atmonauti School
Marche, Italy www.atmonauti.com

14-17 Spa Invitational Challenge
Spa, Belgium www.skydivecenterspa.com

19-21 4-Way Nationals
Hibaldstow info@skydiving.co.uk
0113 250 5600 www.skydiving.co.uk

19-23 Atmonauti Top Patrol
Marche, Italy www.atmonauti.com

23-27 Canopy Piloting World Meet
Stubenberg, Austria www.worldmeet2006.com

24-27 Atmonauti World Record Attempt
Marche, Italy www.atmonauti.com

26-28 8-Way Nationals & 4-Way Reserve
Hibaldstow info@skydiving.co.uk
0113 250 5600 www.skydiving.co.uk

26-28 Artistics & Speed Nationals
Hibaldstow info@skydiving.co.uk
0113 250 5600 www.skydiving.co.uk

27 Beer Festival
Netheravon apa@netheravon.fsnet.co.uk
01980 678 250 www.netheravon.com

29-30 4-Way Scrambles
Headcorn www.headcornparachuteclub.co.uk
01622 890 862 headcorn@btconnect.com

31-Sep 3 Pops World Record Attempt
USA www.thepops.org

SEPTEMBER

1-3 Europa Cup
Altenstadt, Germany europacupskydive.org

2-3 LAC Meet
Headcorn www.headcornparachuteclub.co.uk
01622 890 862 headcorn@btconnect.com

2-4 Artistics, Speed, 8-way Nats Reserve
Hibaldstow info@skydiving.co.uk
0113 250 5600 www.skydiving.co.uk

8-10 ESL Finals
Spa, Belgium www.euroskyleague.com

9-17 Langar Boogie II
Langar info@bpslangar.co.uk
01949 860 878 www.bpslangar.co.uk

15 Night Jumps
Netheravon apa@netheravon.fsnet.co.uk
01980 678 250 www.netheravon.com

16-17 F5 & Canopy Piloting Coaching
Netheravon apa@netheravon.fsnet.co.uk
01980 678 250 www.netheravon.com

19-23 Flyboyz Film Festival
Perris Valley, USA www.flyboyz.com

23-24 8-Way F5 Speed Nationals
Peterborough skydivesibson@btconnect.com
01832 280 490 www.skydivesibson.com

23-24 F5 & Canopy Piloting Coaching
Netheravon apa@netheravon.fsnet.co.uk
01980 678 250 www.netheravon.com

23-Oct 1 MaGiA Boogie
Marche, Italy www.atmonauti.com

23-Oct 1 Go Vertical
Empuriabrava www.skydiveempuriabrava.com

27-Oct 1 Big-Way Sequential
Perris Valley www.perrisperformanceplus.com

27-Oct 1 Airspeed Challenge
Empuriabrava www.skydiveempuriabrava.com

27-Oct 1 Atmonauti Top Patrol
Marche, Italy www.atmonauti.com

28-Oct 1 Babylon Workshop
Empuriabrava www.babylon-freefly.com

29-Oct 1 Europa Cup Final
Locarno, Switzerland europacupskydive.org

30-Oct 1 CF Grand Prix
Langar info@bpslangar.co.uk
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OCTOBER

4-8 Pops World Record Attempt
Perris Valley, USA www.skydiveperris.com

7-14 Pops World Meet
Eloy, USA www.skydiveaz.com

14 Film Festival
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01980 678 250 www.netheravon.com

21-29 USPA Nationals
Eloy, USA www.skydiveaz.com

21-29 Equinox Boogie
Ramblers, Australia www.ramblers.com.au

28-Nov 11 Kenya Boogie
Kenya www.skydivekenya.com

NOVEMBER

1-5 Atmonauti Top Patrol
Marche, Italy www.atmonauti.com

1-11 150-Way
Eloy, USA www.skydiveaz.com

1-12 Break-Off Boogie
Marche, Italy www.atmonauti.com

6-8 Atmonauti School
Marche, Italy www.atmonauti.com

KEY

BPA
Canopy Piloting
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Canopy Formation
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