British Parachute Association skydivethemag.com June 2014

skydive

the mag

50TH ANNIVERSARY ISSUE 1964-2014



INSIDE: 50 YEARS OF THE MAG BUMPER SPECIAL SKYDIVING ON ICE AT THE NORTH POLE LANDING THE JVX 35 BLESMA TRANS4MERS SITFLY EXITS WITH ALLY MILNE XRW FOR BEGINNERS DO YOU KNOW A BPA STAR? PLUS ALL THE LATEST NEWS, IDEAS AND EVENTS

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Welcome to the fiftieth anniversary special edition of the Mag! What a long way the magazine has come, from its humble yet ambitious black-and-white beginnings as *Sport Parachutist* to the magnificent creature that it is today. We are celebrating with a bumper 100-page special, up from the usual 84, and all at no extra cost to the reader.

I had great fun putting this issue together and many thanks as always to all our contributors. BPA Archivist Graham Spicer continued to put in countless hours behind the scenes to bring us the history of the Mag and its Editors. Ally Milne's article made me realise how many of my sitfly exits have actually been unintentional backfly exits (I bet yours have too!) – but, more importantly, his article explains how to fix this. I was fascinated by Mark Smitherman's jump over the North Pole – something quite different altogether. And, talking of different, I still haven't got over the fact that I jump a 135 and yet Ernesto Gainza has now landed something a whole hundred square feet smaller.

So, it's been a great month and it was all topped off with a posh do in London for the Royal Aero Club Awards where I was honoured to receive my award for Aviation Journalist of the Year from HRH The Duke of York. Thank you for the nomination, but I am only one of the many people who make this Mag what it is. All our contributors should be proud of what we have achieved together, and in my mind the award is shared by us all.

Liz Ashley

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Cover: As the Mag celebrates its 50th birthday by diving into the archives, Dean Fisher dives after yet another static line progression student. Dean has been instructing for more than 45 years, making him a worthy cover star for this special issue. By Gary Wainwright

Welcome: The Red Devils *fly a 3-stack over Edgbaston Cricket Ground on May 17 2014. By L/Cpl Lee Crudgington*

Contents: Stack pilot L/Cpl Danny Kelly (right) and Cpl Mike French (left) fly a bi-hand downplane. The Red Devils *were training at Elsinore, California ahead of a busy demo season showing off our sport. By L/Cpl Lee Crudgington*

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No POPS/SOS jumpers were harmed in the making of this cartoon



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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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Anyone can contribute to *Skydive the Mag* and we welcome news, articles and photos from everyone, regardless of experience.

Deadlines you need to know:

Issue	Copy deadline	To reader
August 2014	June 17	July 29
October 2014	August 26	October 07
December 2014	October 21	December 02



BPA staff, Council members, award winners and friends, by Martin Gammon for RAeC

Royal Aero Club awards

The Royal Aero Club awards ceremony was held at the RAF Club in London's Piccadilly on May 13 and three BPA members received their awards from HRH The Duke of York. John Curtis was awarded a Silver Medal for his considerable contribution to BPA Rigging since 1964. BPA Secretary General Martin Shuttleworth was awarded a Certificate of Merit for his devotion and service to the BPA. Liz Ashley was awarded the Aviation Journalist of the Year Trophy.



Sibson winners, by Rob Lloyd

Sibson UKSL

The first 4-way FS competition of the season was held in perfect blue skies over Sibson on May 17-18. Thirty teams attended. Congratulations to the following winners in each category:

AAA: *Raykipo* – 11.8 average
AA: *Phoenix* – 11.7 average
A: *Hard Corps* – 7.5 average
Rookie: *Perpetual Chaos* – 5.2 average

Dutch invite

The Dutch equivalent of the BPA, the KNVvL, have been in touch to say that their Nationals are an Open event and they welcome competitors in all disciplines. The event will be held at Paracentrum Teuge from July 3-8. All the information you could need can be found on their website, and KNVvL Secretary Ronald Overdijk says "we hope your country will send competitors to our Nationals". Let's show them what we've got!

paracentrumteuge.nl/Events-2014/NKP-2014

Two world records in one day!

Nick Batsch continues to be unstoppable in Canopy Piloting. Despite breaking his ankle as the April Mag went to press, he has recovered enough to set two new world records as the June Mag nears completion. The Distance World Record now stands at 175.43m. This is nine metres further than Nick's previous Distance record, which we reported on last time, and which was itself his eighth consecutive Distance record.

However, even more impressively, Nick also set a new Speed World Record on the same day. Using a prototype canopy by NZ Aerosports, he managed 2.034 seconds. The sub-two-second hurdle is now tantalisingly close... watch this space!

Mag wins Highly Commended

Skydive the Mag was Highly Commended at the recent Memcom Membership Communications Awards in London. The Awards are recognised as one of the signature events of the year for membership organisations. We were up for an award in the Sport and Recreation category against some tough competition. This is the first time we've got this far – now let's try to win it next year!

Mars Milk Fund

Roll up for more free money! Mars Milk has launched their scheme for 2014. The fund, which runs from May 1 2014 until September 30 2014, will donate cash awards to sports individuals and clubs in need of extra funding, whether they need new kit, help with travel costs, extra pitch time or competition entry fees.

Each month, ten deserving applicants will be selected to receive a donation of £300. There will also be a £1,000 award for the monthly People's Choice Award where the public can vote for their favourite individual, club or team. Several skydiving teams have received £300 each in previous years, so what are you waiting for?

marsmilk.com

SOS World Record Attempts 2014


L-R: Scotty Milne, Dick Barton, John Kallend, Caroline O'Hagan, Pete Stone, Jack Felstead, Ron Wands and Stewart Brookes

Almost 90 skydivers gathered at Skydive Elsinore, CA for an attempt to beat the current Skydivers Over Sixty World Record of a 60-way set in April 2012. Unfortunately, for the second year running, the record was not broken. The attempts ran from April 9-13, with a day of four practice jumps from 12,500ft in smaller groups and then 12 record attempts from 16,500ft. The attempts started with 76 skydivers in a four-plane formation. This was reduced to a 66-way by the last day, but without a record. The record attempts were preceded by a Skills Camp at Elsinore on April 5-6 led by John Hammond, co-owner of Skydive Elsinore, and Jeff Jones. April 8 was tunnel day for SOS participants to sharpen up their skills in the Perris tunnel with John Hammond. The Skills Camp and tunnel training have been major contributors to the success of SOS over recent years. Many people still do most of their jumping at Cessna dropzones, so do not get to do much bigger than 4-ways. Being more than 60 years old may be an essential qualification to attend this event, but being a good skydiver is vital too.

Skydivers from around the world attended the event; Australia, Austria, Canada, Belgium, France, Germany, Gibraltar, Italy and UK were represented. The UK and Gibraltar contingent, the biggest ever in recent years, included: Dick Barton, Stewart Brookes, Jack Felstead, John Kallend, Scotty Milne, Caroline O'Hagan, Pete Stone and Ron Wands.

In 2010, Carol and Bill Jones took over the organisation and administration of the SOS record attempts. They found that John Hammond at Skydive Elsinore provided an atmosphere, attitude and facilities to support the SOS mission and the introduction of the Masters Skills Camps prior to the record attempts has improved the skills of the participants. The success of this resulted in world records being set in 2011 and 2012, with a 55-way and then a 60-way. SOS jumpers are looking forward to April 2015 and to welcoming even more SOS jumpers to join the fun. ***Pete Stone***

WORLD RECORD 2015


On the way to the existing record 138-way, by Rolf 'Kuri' Kuratle

The existing Head Down World Record is a 138-way, set at Skydive Chicago in 2012. The plans for the future are BIG, with a 175-way planned for July 25-Aug 2 2015. As you'd expect, the event is invite-only – if you want to be on it and you're not already known to the organisers, you'd better get yourself along to one of the five US try-out camps in late 2014 and 2015.

skydivechicago.com/events/world-record-2015/

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By Rob Lloyd

APRIL'S WINNER



By Paul Dewey

Winner: "...and Tail never complained about being unable to see the key again."

Sean Sapsford

Runner-up: "The prequel to Dave mastering the elusive 'foetal' flying position."

Jose Videira

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Win a Larsen & Brusgaard SOLO audible alti, courtesy of The Jump Shop! To enter the competition, just send your caption to compzone@skydivethemag.com and include your name so we can let you know if you've won! The closing date for entries will be **July 11 2014**



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APP

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BPA MEMBERS' FREE APP ACCESS

To access either version of the App free of charge, simply give the BPA members-only login details when prompted. The updated details can be found in the BPA e-Newsletter or on the address label that came in the post with this mag!

ARCHIVE

BPA members can also access the Archive of *Skydive The Mag* back issues via the *Skydive The Mag* website at skydivethemag.com. The *Starter* Mag is absolutely free to access in the dedicated *Starter* section, and regular issues can be accessed free of charge using the same BPA members' login details as the App.

SUBSCRIPTIONS

BPA members get *Skydive The Mag* free as part of their membership. Also, if you take out a magazine subscription and subsequently join the BPA as a full member, your magazine cost is deducted from your BPA membership fee so you don't pay any extra.

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Online renewals

Some 1,250 members have renewed online this year. Members who can renew online are those aged over 18 without current or lapsed ratings and living at UK or BFPO addresses. If you know anyone who has yet to renew, please remind them to log on to bpa.org.uk/member

It's Nottingham again, again and again!

Adrian 'Mr AGM' Bond, BPA Communications Chair, has negotiated a great deal at East Midlands Conference Centre and the on-site Orchard Hotel, Nottingham, to host the BPA AGM and Associated Events over the three years of 2015, 2016 and 2017. The fantastic facilities at this purpose-built venue and its central England location proved to be extremely popular with members attending this year's AGM, seminars, exhibition and annual dinner. Having already hosted our event, the venue has that experience to call on to deliver the service, especially of food and drink, to keep up with all our grazers and guzzlers – we're not a typical convention with timed refreshment breaks followed by quiet periods to replenish stocks of food and drink in between! The AGM working party of the Communications Committee is planning an even bigger and better 'do' for Saturday 24 January 2015, so watch this space!



Adrian Bond, by Paul Bayfield

Bursary success

Young BPA members have been successful yet again in receiving bursaries from the Royal Aero Club Trust. Each year, 16- to 21-year-old participants in all airsports are invited to apply for bursaries of up to £1,000. The money can be used for progression towards milestones like FS1, FF1 or a C Licence. In 2013, 20 out of 37 awards were to BPA members, and 2014 has seen 18 out of the total 28 awards go to BPA members. The scheme will open again in September 2014 for applications for 2015.

Congratulations to Emily Aucutt, Oscar Ball, Samuel Boardman, Sam Carter, Emma Dayman, Linley Ewing, Christopher Granger, Reuben Griffiths-Thompson, Megan Hollis, Samuel Jones, Alex Leslie, Marcus Muir-Smith, Thomas Ravet, Ellie Roberts, Rachael Rushton, Andrew Thomas, Stefan Wawrzyniak and Aaron Wilkinson.

BPA STARS

Talking of encouraging, mentoring and supporting up-and-coming members, nominations for BPA Star Awards 2014 are open. We're inviting A Licence holders and above to tell us about great service over-and-above the norm they have received from other BPA Members – **S**ervice that deserves **T**o **A**chieve **R**ecognition. For full details and information on how to make a nomination, please see bpa.org.uk/star. Nominations are open until Tuesday 4 November 2014.

British Parachute Association

BPA STAR AWARDS

BPA FULL MEMBERSHIP NEARS A RECORD 6,000

Figures for BPA full membership year ended on 31 March 2014, compared with the previous year:

	2013/4	2012/3	Variance
Full Members	5,950	5,704	+4%
Temporary Members*	2,630	2,601	+1%
Student Provisional Members	52,397	52,035	+1%

*includes 2,000 Joint Services Adventurous Training (JSAT)

Council is delighted to note that the total of full members (including renewals, new and conversions) was at an all-time record, just shy of 6,000 – a year-on-year increase of four per cent. This suggests that the multi-pronged strategy to encourage retention within the sport is working. Council is extremely grateful to Affiliated DZs and their teams, instructors, individual members and all who have supported and encouraged colleague members, especially those who are coming up and progressing in the sport, for the contribution they have made to this growth in our ranks. A collective pat on the back to everyone!



Martin Shuttleworth

GOOD GOVERNANCE

As part of its strategy to pursue excellence, Council is engaging an independent consultant to advise on 'the most challenging 20 per cent' of meeting the Voluntary Code of Good Governance for the Sport and Recreation Sector. The BPA already meets many of the principles in the Code, to which more sports' National Governing Bodies (NGBs) are signing up. The alternative to good governance is typically arrangements that were fine years ago, but which don't pass muster in the more complex and faster-paced world of the 21st century. Today, sports NGBs, including the BPA, are facing new challenges to continue to deliver the optimum service to their members and their sports. In the future, for a NGB to be able to function effectively and efficiently, it is increasingly likely to depend on having firmly entrenched the principles, culture and behaviours associated with good governance. Council is, therefore, delighted to be working with consultant Amanda Bennett, whose sporting CV includes roles of Governance Adviser to the Sport and Recreation Alliance, Head Coach for the England Rugby U20 and former Head of Policy at UK Sport.

BPA election goes digital

If there's an election for Council 2015 – in the event that there are more nominations than the 15 elected seats available – we'll be defaulting to an e-election. This means that, as a full (voting) member, you will not receive a ballot pack by snail mail – unless you opt-out of e-notification, in which case please advise BPA membership services if you have not already done so. Members will receive their personal security details to access the voting website by email from the independent election administrators. The timetable and procedure for nomination to Council 2015 will be announced in the next issue.

What's with Wharf Way?

With the notable exception of its up-to-date computer system and forward-looking staff (guess who wrote this!), a visit to the BPA Office with its retro 1970s-style furnishings and fittings is like a trip down Memory Lane. But, while that is just cosmetic, the long narrow Board Room is functionally quite the wrong shape for meetings. Gutting the building for total refurbishment to include an ideal meeting room would cost about the same as the building is presently worth and, because of its location on a suburban industrial estate, would be unlikely to be a good financial investment for the Association. Therefore, Council is looking for a middle way to invest in the building to enhance BPA's effectiveness, efficiency and service to members while avoiding unnecessary expenditure. Council understands that the framework to achieve this balance is a business case, and this is now being prepared.

December meeting

BPA Council meetings are held every two months and, for years, have been on Tuesday evenings in Leicester. They have always been open to all BPA members to attend, but the timing might mean that some who would like to attend are unable to do so or they would have to take time off work. As a result, Council is trialling a Saturday meeting on December 6. So that we can get an idea of numbers, and therefore space needed, please indicate your intention to attend at **tinyurl.com/BPA-Council**

2-way VFS dive pool

If you're planning on going to the brand new 2-way VFS trial competition at Hibaldstow on 12-13 July, then check out the dive pool and rules on the Hib website. BPA Artistics Rep Weed Stoodley has been working hard behind the scenes to bring this new competition to life and the event will be supported with free coaching from Nationals silver medallists *QFX*.
skydiving.co.uk/competition-2wayVFS

NEW RATINGS

AFFI
Simon Guest
Glen Lowerson
Yolande Lee
Victoria Bradley
Rebecca Bradley
Will Major
David Mellish
Kris Cavill
Jordan Willcox

TI
Jon Moulder
Sara Orton
Adam Gooch
Mark Collins
Tom Grady
Rob Gunson
Conrad Brown
Tony Timlett
Mark Clayton
David Ferguson

Advanced Packer (S)
Charlie Smart







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+

2014 National Skydiving Museum Hall of Fame Inductions

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Tribute to the US Army Parachute Team

11-12 October

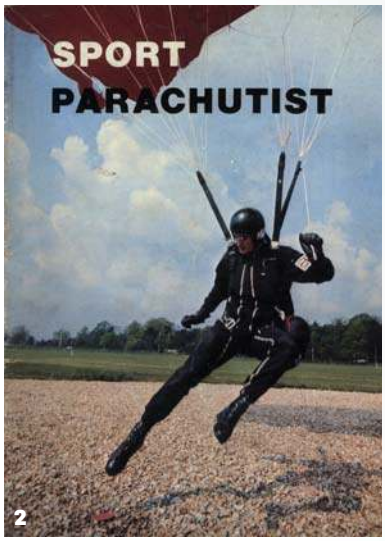


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1



2


3

1 The very first cover from summer 1964

2 Scotty Milne on the cover of April 1979

3 The still-unbroken world record CRW stack on the cover of October 1985 (article below)



50 YEARS OF THE MAG

FROM HUMBLE YET AMBITIOUS BEGINNINGS TO AN AWARD-WINNING MEMBERSHIP MAGAZINE – HAPPY BIRTHDAY TO US! **WORDS** GRAHAM SPICER, BPA ARCHIVIST

THE CREATION OF THE BPA MAGAZINE

An early newsletter had been created and circulated for the first members of the BPA during 1961. Mike Reilly, the first Chairman of the BPA, makes reference to this in correspondence from that year to a member.

The requirement for a BPA magazine was first raised in the autumn of 1963 and the aspiration was noted in the BPA General Committee (the forerunner of Council) minutes for September. American sport parachutists at the time enjoyed three different magazines, one of which was the official publication of the Parachute Club of America (which later became the USPA). It was therefore proposed by BPA Chairman, Col. R. D. Wilson, that consideration be given to the creation of a BPA magazine. Two options were discussed; the first to have an independent magazine controlled by the BPA and the second to share a magazine with another sport or pastime (*Popular Flying* was a potential contender at the time). Possibly fortunately, the first option prevailed and the spectre of a magazine entitled *Keeping a Goat & Sport Parachutist* receded. It is not generally known, but *Sport Parachutist* was not the original working title as Col. Wilson favoured an independent quarterly publication entitled *The British Parachutist* instead. It was decided that the proposal would be taken to the 1963 BPA AGM the following month and, if accepted by the membership, an editorial committee would be created. The resolution was carried unanimously at the AGM.

Topics considered by the Editorial Committee included finance, whether to have a single editor or a team of editors, frequency of publication and possible use of the successful British Glider Association magazine as a model. Costs were a key consideration because, at the end of 1963, the BPA only had £479.2s.11d in the bank and the initial proposal was to produce 500 copies at a cost of 1/6d per copy.

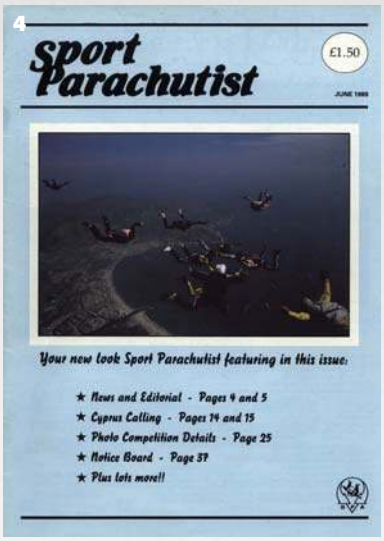
Publication of the first *Sport Parachutist* occurred in June 1964 and the first copies were circulated at the General Committee meeting on June 3 1964 by Editor David Pierson, who undertook to send out all the magazines personally and independently of the BPA Office. The fate of the BPA Newsletter was also discussed at the meeting and it was decided, as member subscriptions to the new magazine were low, to keep producing this until the new magazine could be supplied to all members free of charge. By the next meeting of the General Committee on July 17 1964, prospects for the new magazine were starting to look rather bleak when the first edition made a loss of £150 – a considerable sum at the time. The Secretary General, Group Captain Caster, proposed that the magazine be discontinued as there was a distinct possibility that continuing losses could render the BPA insolvent, causing it to close. However, David Pierson stated that the poor attendance by the public due to the weather at the Championship Finals was the primary reason for the loss. It is interesting to note that, at the time, success of the magazine was viewed as dependent on selling it to the general public rather than just BPA members, who had to purchase a subscription because it wasn't covered by their membership. It was suggested that including the magazine with membership ➔

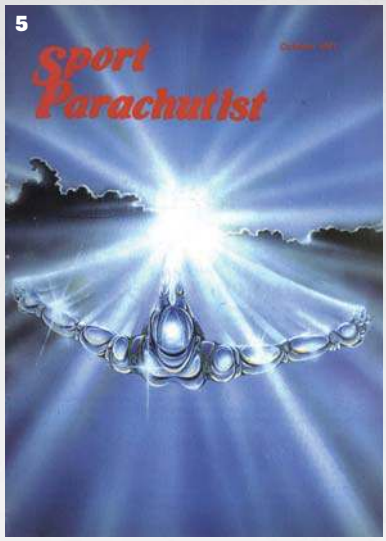
4 June 1989 was not a cover that set the world alight!

5 October 1991

6 Now-Chairman Martin Soulsby gracing the front of April 1997

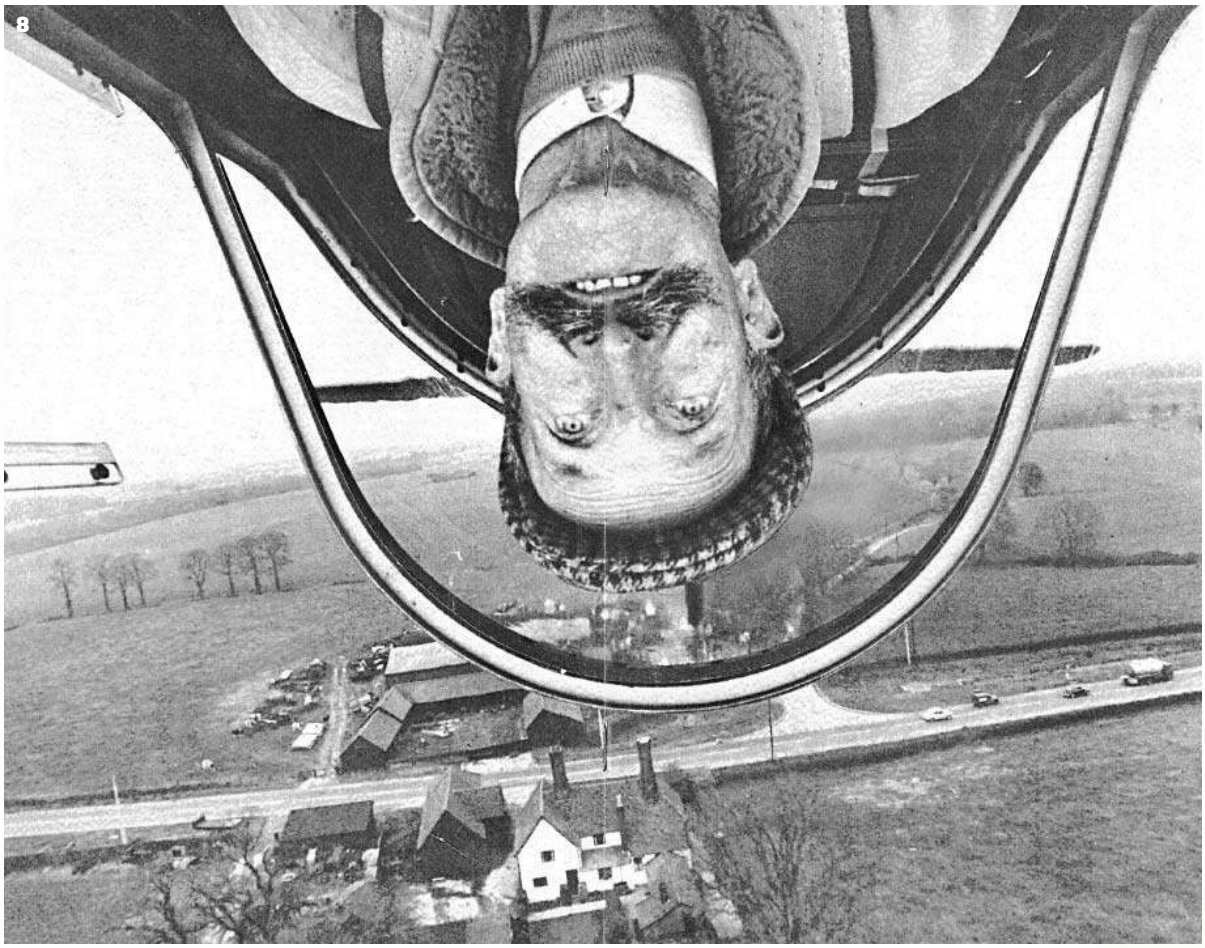
7 Spring 1965 featured Diane Knipe and carried a price of three shillings











8 Charles Shea-Simonds, Editor 1973-1981

9 As freefly grew in the nineties, it inspired covers like this one from February 1999

10 New century, new name, new logo

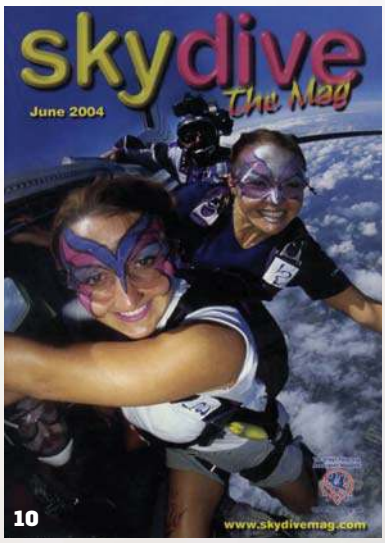
11 Terry Crawley exiting in autumn 1965

would be the best way forward, but this would require approval by the members themselves – which would take time. The magazine would probably have been cancelled at this point had David Pierson not offered to cover the printing costs of the second edition personally. Peter Lang also guaranteed £10 towards postage and it was agreed by the Committee that a second edition of *Sport Parachutist* could be produced on these terms.

At the AGM in November 1964, a resolution was passed by a show of hands to increase the annual subscription from £2 to £2.10s to include quarterly editions of the magazine. This was confirmed at the BPA Council* meeting of December 16 1964 when it was agreed that the new subscription would come into effect on January 1 1965. It was also noted that, prior to this, magazine subscriptions and interest from non-members (particularly in the USA and Australia) had seen a healthy increase. Against the odds and despite a shaky start that would continue for a little longer yet, *Sport Parachutist* was starting to establish itself.

As for the newsletter, it lingered on into the early seventies. However, by this time, it had become a channel of communication for the Secretary-General. Although unconfirmed, the rationale for this was likely to be that the retention of the newsletter allowed communication to the membership between editions of the magazine – particularly as magazine production was sometimes sporadic in the early days. Today, this functionality is delivered by the BPA website, Facebook page and the BPA e-Newsletter which is emailed to members in the months between magazines.







** The General Committee became the Executive Committee in September 1964 and the BPA Council one month later.*

A SHORT HISTORY OF EDITORS

The first edition of *Sport Parachutist* was launched on a wave of optimism in the summer of 1964 with David Pierson installed as editor. However, as anyone who has ever edited anything will tell you, not only is it sometimes a thankless task, but readers far outweigh contributors. ➔



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Photo courtesy of KOE

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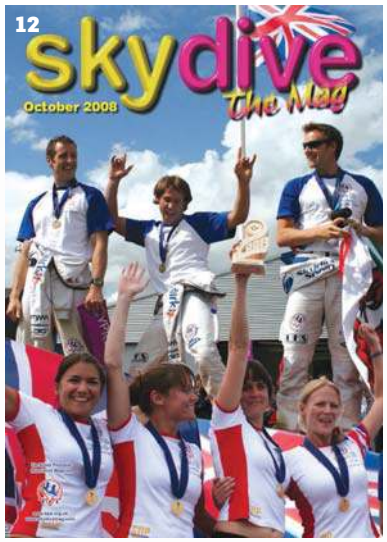
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This was apparent from the outset with an appeal for material in the first editorial: "All contributions are very welcome, so please make every effort to keep us supplied for the future editions, and start thinking something up NOW! This is your magazine, get to work!" There was also a whiff of recrimination for the club secretaries who had failed, in spite of multiple reminders, to respond with information before the editorial deadline. Notwithstanding this, the first edition contained a number of diverse and interesting articles as well as a fair amount of white space (which was a feature of the early editions). In his penultimate editorial in 1966, David Pierson wrote about the current state of the Association: "You are the Association and it is there for you and only you. If you don't help it and take an active part in its affairs, you have only yourself to blame – don't blame the Association." Sage words indeed and, in an organisation such as ours, still true today. To some extent, David Pierson regarded his tenure as that of a self-professed 'amateur' – but this is unduly critical. He nursed the magazine through a very shaky start, covering some financial loss personally following a slow take-up, and produced a total of nine editions.

In 1966, David Drake took over as editor. David ran a print shop in Ipswich at the time and it was hoped that this would elevate *Sport Parachutist* to a more commercial footing – particularly as David also part-edited and produced the Airborne Forces magazine *Pegasus*, which enjoyed a good reputation. It was hoped that publication of each edition of *Sport Parachutist* would generate a profit of £50 to the BPA, but this failed to materialise. To make matters worse, as reported in the December 1967 meeting of Council, production of the magazine would incur a potentially significant loss, threatening emerging BPA initiatives, and so publication reverted into the hands of the 'amateurs' once more after just four editions. Five people in particular rose to the occasion – David Pierson, Dave Waterman, Anne Serpell, John Meacock and Chris Sharman – and produced the next five editions between them in various combinations.

Then, in 1969, *Sport Parachutist* acquired a new editor – Bernard Bagge. Unfortunately, this arrangement only lasted for four editions due to artistic differences. This culminated in edition 24 of *Sport Parachutist* having no recorded editor or identification. For many years, this was referred to as the edition ➔





***12** Bronze medallists Volairkix and World Champions Storm in October 2008*

***13** 2010 saw a new design*

***14** Christmas 1967 saw Brian Jones practising for a water jump*



15



16



17



with 'An 8-way on front cover and 1970 Nationals Report on page 9'. Fortunately for *Sport Parachutist*, John Meacock then stepped in to provide a welcome period of stability and quality between 1971 and 1973. Due to the amount of time John's increasingly successful parachute centre was starting to take up, he reluctantly handed over the reins to Charlie Shea-Simonds in April 1973 after 10 editions. Charlie's initial ambition, stated in his first editorial, was to "try to achieve the same high standard that John has now set." Instead, he excelled and produced 49 editions between 1973 and 1981 at six editions per year – setting a new standard for quality and consistency. The halcyon days of Charlie's editorship were ended rather abruptly by his 'promotion' to BPA Chairman when Council decided that the two roles were mutually exclusive.

In another fortunate step for the magazine, Dave Waterman took over as editor with two assistants (Andy Meysner and Sarah Brearley), resulting in a further period of stability that was to last for 37 editions between 1981 and 1987. Time was again a significant factor in Dave's decision to vacate the editor's chair and Charlie Shea-Simonds once again saved the day by agreeing to become caretaker editor until the end of the year.

In March 1988, Carol Saunders took over the role and produced six editions of the magazine until, disillusioned by the turbulent state of the Association at the time, she decided not to continue. Steve Eversfield volunteered to step in as caretaker, ostensibly for two editions, but he eventually stayed for eight until artistic differences with Council precluded continuing in May 1990. Despite causing raised eyebrows, and possibly raised blood pressure in certain quarters, Steve's robust style of journalism was popular with the membership. This was the most well-documented editorial departure to date, with coverage in both *Sport Parachutist* and Council Minutes, resulting in John Horne and Bryan Davies receiving a cunningly worded invitation to take over the hot seat.

Ola Soyinka was appointed as permanent editor in February 1991, drawing a short but turbulent period of the magazine's history to a close. Ola produced 28 editions before deciding to stand down in the autumn of 1995.

The editorial role had always been voluntary prior to this point, but it was now decided to engage a paid part-time editor as it was felt this would allow the post-holder more time to focus on quality. As a result, Lesley Gale was appointed and produced her first magazine in December 1995 – the rest, as they say, is history. Not one to do things by halves, Lesley injected a huge amount of passion and hard work into the role as she set about creating a new magazine that was fit for purpose. Lesley overcame a number of challenges along the way, including a format firmly stuck in the eighties, the unstoppable march of technology which was to change the face of photography and magazine production forever and the greater commercial pressures and new opportunities arising from increased advertising. Following a phased overhaul of *Sport Parachutist*, the eagerly awaited new *Skydive* magazine was launched in June 1999. This was originally entitled *Skydive the British Mag* but the title was shortened to *Skydive the Mag* after just two editions. Lesley went on to produce a total of 89 magazines over 15 years and was responsible for the transformation of the magazine from an association journal into a publication that could compete with the best and of which the BPA could be proud.

How do you follow an act like that? With difficulty, but all the more credit to Liz Ashley for not only trying but succeeding. Liz took over the role in autumn 2010 and has continued to develop the Mag with a sure touch to ensure it firmly remains the premier skydiving magazine and a jewel in the crown of the Association. This was acknowledged when Liz received the Royal Aero Club's prestigious Nexus Sport Aviation Journalist of the Year Award in 2013.

This edition of the Mag is not only a celebration of the last 50 years, but also acknowledges the contribution of all the editors. Some achieved more than others, but there can be no criticism of any of them – for the first 30 years, they were all unpaid volunteers who wanted to put something back into the sport. It's unlikely that any of the editors were left untouched by the experience, but their contribution and hard work helped to shape our magazine into what it is today.

The current Mag is, without doubt, the best ever. I say this with some conviction, having read every BPA magazine produced several times over during digitisation and checking of more than 11,000 pages for the Online Magazine Archive. By its evolution from journal to specialist skydiving magazine, the Mag has, at last, achieved its full potential. Long may it continue! ●

***15** 2012 marked a fresh start in design, and the style that we still use today*

***16** The 50th anniversary issue*

***17** Illustrative photo from a 1981 article on How to Enter a Relative Work Dive*

***18** 1986 advert for a Wally Gubbins VHS tape*

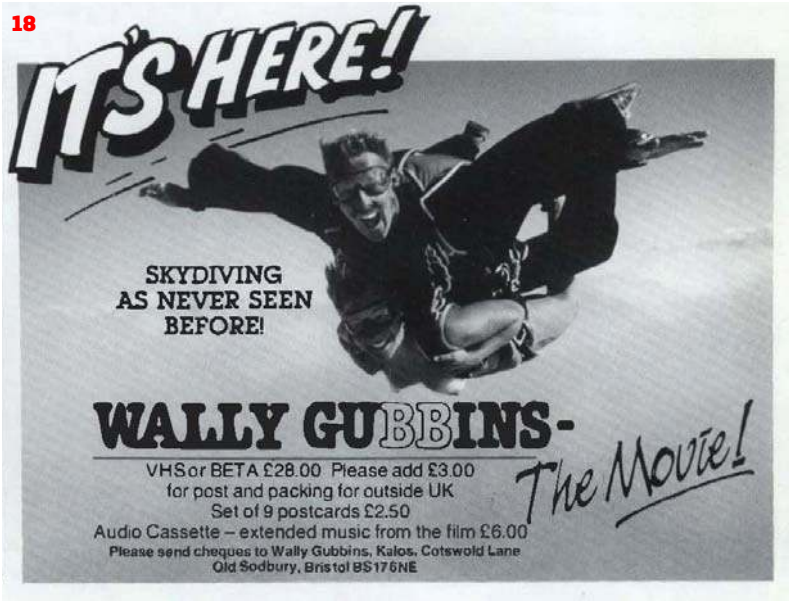
***19** After the 1987 hurricane*

***20** 1982 advert for the BPA Shop*

***21** The worldwide audience for the 1988 Seoul Olympics was two billion and they got to watch this 30-way as part of the opening ceremony*



18



19

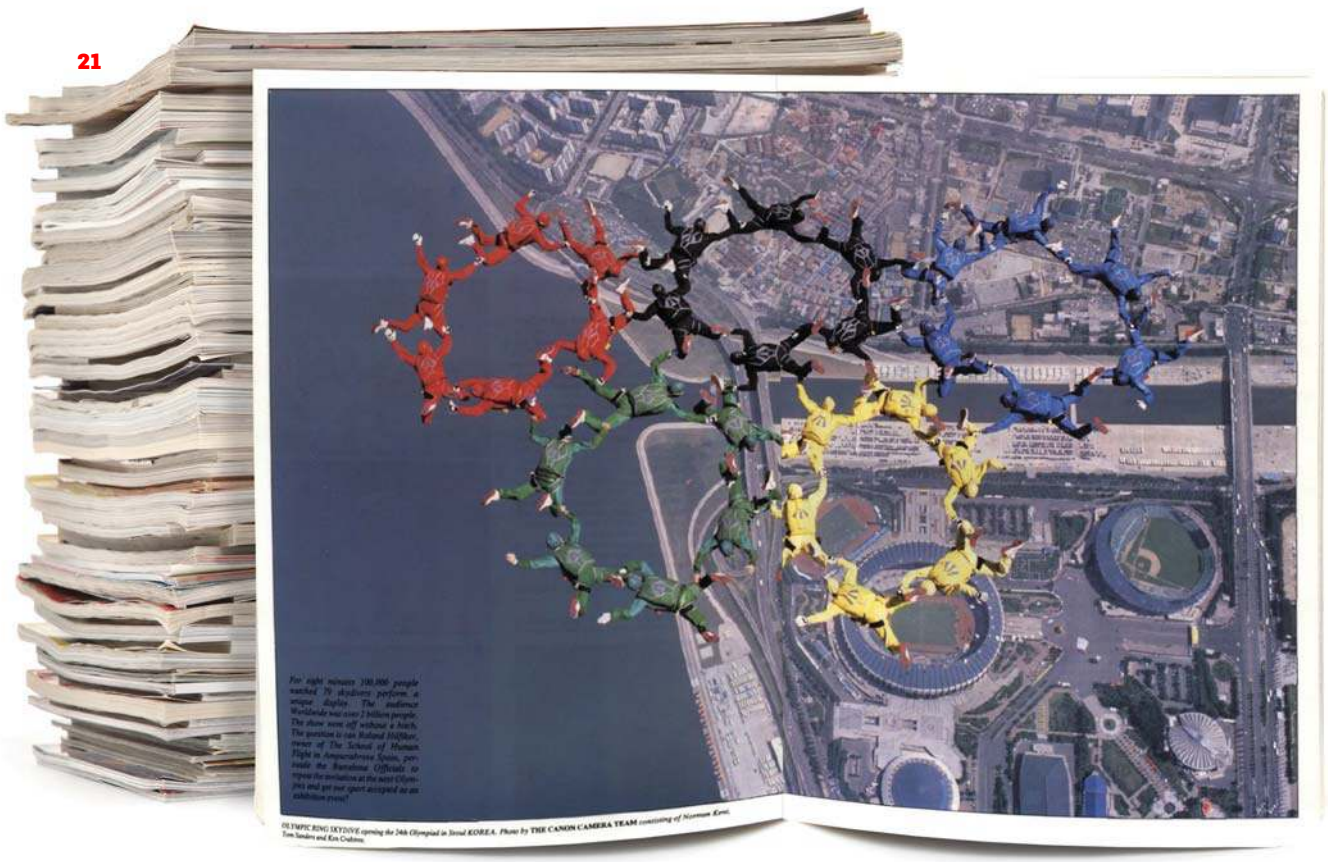


Things have been pretty topsy-turvy since last October's hurricanes took their toll... Thruxton skydivers are making the most of it though, with their stranded-but-still-favourite jumpship.



20

21



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1



LANDING THE JVX 35

A QUARTER-SIZED CANOPY. COULD IT BE BUILT? WOULD IT FLY? WAS ANYONE WILLING TO RISK LANDING IT? ➔

WORDS GEORGIE ROLES **PHOTOS** PROJECT XCF AND NZ AEROSPORTS





1 Ernesto Gainza with the world's smallest canopy above him and another two packed on his back. By David Ludvik

2 Parts laid out before stitching

3 Seetha at NZ Aerosports stitching the JVX 35



We have a new skydiving World Record, set by Ernesto Gainza at Skydive Dubai – landing a smaller parachute than ever before. He safely landed the 35 sq ft JVX canopy on April 2 2014.

It was nothing short of a privilege to have been with Ernesto and his team for a few days during this project. To watch the way he prepared for each jump and to see first-hand the mixture of his desire to fulfil his dream and the fear of flying the unknown was inspiring.

Ernesto and the team at Skydive Dubai left no stone unturned in the build-up to this record attempt. Even so, these small canopies fly so differently to what we all know as 'regular-sized' parachutes that Ernesto had to find out how to fly each of the progressively smaller canopies as the days and weeks of the project progressed. They all had very different flight characteristics from the one before, due to the tiny inputs involved in flying each one.

WHAT GOES UP...

On the day of the record attempt, Ernesto had only had the JVX35 in his possession for five days and not all of those days had had good enough weather to jump as planned. One of the more unexpected challenges of the project was retrieving the canopies after they had been intentionally cut away by Ernesto. On canopies this small it would have been unwise to try to land on the first occasion he flew each one, so several jumps were planned during which Ernesto would fly the canopy, testing its flight characteristics, and then cut it away to land his own canopy instead. They found that the tiny canopies were actually very good at staying almost fully inflated and therefore flying even without a pilot underneath. As a result, they were able to continue flying with the wind much further than you might see other cutaways travel. This made calculating the perfect spot so that the cutaway canopy landed on the PLA very tricky. On one jump, a malfunction and hence a hasty cutaway occurred as soon as Ernesto had exited the plane so the canopy flew all by itself for more than nine miles, landing in the middle of the city. Given that these are prototype canopies and are therefore one-of-a-kind, radical action was taken to retrieve it when the team jumped out over the city to follow it and land with it to ensure it could be used again.

Ernesto and all of those involved in Project XCF had an amazing team at Skydive Dubai supporting them throughout and a huge part of his success is owed to them. From trusting the person who held the D-bag with the canopy in it not to cause a

"Once you know there is nothing else humanly possible you could do to make your dream come true, that's the day that you will be ready for it!"



4 Kamal at NZ Aerosports checking the canopy over before the lines are attached

5 Ernesto's kneecam on the record jump. Notice the cutaway pad mounted on the chest strap and the two Cypres AADs

6 NZ Aerosports General Manager Attila Csizmadia



malfunction (the canopy was deployed as Ernesto left the aircraft, using a separate D-bag held by a member of the team who stayed on the aircraft), the pilots and ground crew, those filming the attempts to get it on record, to his wife, Darja, for being on the PLA to watch every landing, Ernesto had the team he needed to make it happen.

I asked Ernesto if he would take the canopy into the air to experience its 68 feet per second descent rate again, and it turns out he already had. A couple of days after the record was set, Ernesto repeated the jump on the JVX35 and performed a stand-up landing on this attempt.

THE SKY ISN'T THE LIMIT

When I asked Ernesto what advice he could offer to any other skydiver who has a dream similar to his, this was his response: "Dreams will always be dreams if we don't have the willpower and determination to make them reality. It is not only about skills but it is also about mental and physical preparation and the amount of sacrifice a person is willing to go through in order to achieve a goal. Progression is a long road, and each person has to know their own limitations in order to be able to survive in the sport. Having said that, boundaries are broken by those who push the limits while maintaining high standards of safety and preparation. Once you know there is nothing else humanly possible you could do to make your dream come true, that's the day that you will ➔



BUILDING THE JVX35

WITH ATTILA CSIZMADIA, NZ AEROSPORTS GENERAL MANAGER AND JULIEN PEELMAN, NZ AEROSPORTS AERODYNAMICS ENGINEER

WHY DID YOU WANT TO BE INVOLVED WITH PROJECT XCF?

Attila: We could say no, just carry on selling canopies and not go into such a risky project, but it's not who we are. We have always been on a quest of making better canopies, flying faster, and further, and having more fun. It's a great industry. You come out with a new design, and skydivers invent a new sport, and throw a new challenge back at you. Landing such a small canopy is part of the evolution of our sport.

Julien: It's always exiting to be involved in a big project with new challenges. It pushes us to be creative and to think out of our usual frame. I also feel proud to be part of its success now!

WHAT ARE A FEW OF THE CHALLENGES WITH MAKING SUCH A SMALL CANOPY?

Attila: • We had to film Ernesto's canopy...

• We make all our parachutes in any and every size, so scaling it to the right size is no problem. We can scale it up to 400 sq ft or down to 35 sq ft.

• We had to modify the lineset. We shortened Ernesto's lineset to make the recovery arc shorter. The canopy dives so much already with such a great wingloading, so making the lineset shorter was helping the canopy to come out of the dive quicker.

• We also had to extend the inside lines. He is so close to the canopy and the risers are the same distance apart, so the canopy becomes distorted.

• We had to extend the lower brakelines because Ernesto's hand wasn't scaled with the canopy size.

• We had to film Ernesto's canopy!

Julien: We scale canopies to different sizes every day, but this time the size is so different to what it has been designed for that it caused some issues. The main problem is that when we scale the canopy down, many other things are not scaled. The pilot still has the same drag, the lines are still the same thickness, the thread tension of the seams is still the same and any lack of accuracy in the manufacturing is now critical. A good example is the lineset, which had to be redesigned to fit the unchanged space between the risers and compensate high pilot drag with a shallower trim.

WHY A JVX FOR THE PROJECT, NOT PETRA?

Attila: We have lot more experience with the JVX. The JVX was released nine years ago in 2005 and it was evolved from the VX which was released in 1999. We have millions of jumps on that canopy. Luigi also used the same canopy for his record, so we have experience with extra small sizes.

Julien: Petra is already extremely sensitive and fast – we didn't need to add that to the project. Plus, we have much more experience with the JVX because we have been building it for years!

HOW LONG DID IT TAKE TO MANUFACTURE THE JVX35?

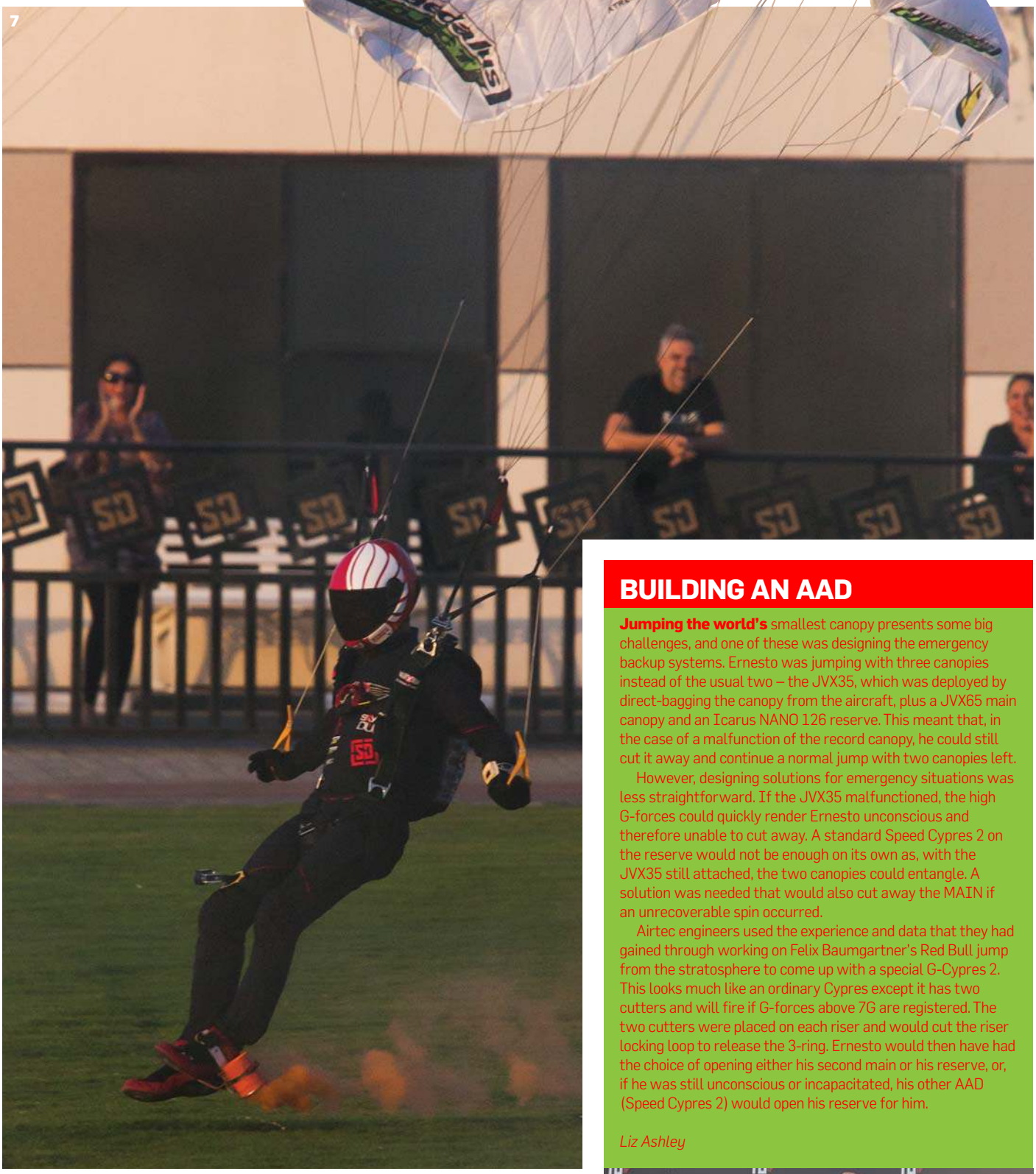
Attila: It only took few days.

HOW MANY PIECES MAKE UP THE WHOLE CANOPY?

Attila: Crossfire has 39 pieces, not including slider and lines. JVX has 64 pieces not including the slider and lines.

WHAT ARE THE DIMENSIONS OF IT LAID OUT?

Julien: The centre chord is 1.16m, tip chord is 0.88m, span is 3m and the lines are approximately 1.8m (smaller than me!)



be ready for it! I will always encourage people to keep learning as much as possible along the way, be humble and ask for advice. There is always someone out there with lots of knowledge willing to help. Luigi Cani (previous record holder for landing the JVX37 in 2008) was a prime example of how a true sportsman should act when asked for help. The data and the knowledge we gained from this project is here to be shared with manufacturers and individuals alike, which will make the sport I am so passionate about even safer.

"Records are set to be broken. I hope I can give the same assistance to future generations willing to break my record or attempting a new one."

Congratulations to Ernesto and all involved in Project XCF. ●

***7** A stand-up landing and a place in the record books. By Max Haim*

***8** World Record holder Ernesto Gainza and a triumphant Alan Gayton, General Manager at Skydive Dubai, as they enter the Guinness Book of Records. By Max Haim*

BUILDING AN AAD

Jumping the world's smallest canopy presents some big challenges, and one of these was designing the emergency backup systems. Ernesto was jumping with three canopies instead of the usual two – the JVX35, which was deployed by direct-bagging the canopy from the aircraft, plus a JVX65 main canopy and an Icarus NANO 126 reserve. This meant that, in the case of a malfunction of the record canopy, he could still cut it away and continue a normal jump with two canopies left.

However, designing solutions for emergency situations was less straightforward. If the JVX35 malfunctioned, the high G-forces could quickly render Ernesto unconscious and therefore unable to cut away. A standard Speed Cypres 2 on the reserve would not be enough on its own as, with the JVX35 still attached, the two canopies could entangle. A solution was needed that would also cut away the MAIN if an unrecoverable spin occurred.

Airtec engineers used the experience and data that they had gained through working on Felix Baumgartner's Red Bull jump from the stratosphere to come up with a special G-Cypres 2. This looks much like an ordinary Cypres except it has two cutters and will fire if G-forces above 7G are registered. The two cutters were placed on each riser and would cut the riser locking loop to release the 3-ring. Ernesto would then have had the choice of opening either his second main or his reserve, or, if he was still unconscious or incapacitated, his other AAD (Speed Cypres 2) would open his reserve for him.

Liz Ashley



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A CYPRES for Project XCF
smallest canopy - biggest challenge

CYPRES 2
Reliability made in Germany

by Airtec GmbH & Co. KG Safety Systems, April 2014

CYPRES BRIEFING

The major difficulty with small canopies is their dramatically changing flight characteristics and landing speeds. The possibility of a malfunctioning canopy due to a wide range of scenarios is a real risk throughout Ernesto's flight, not just on the opening stages of the main canopy. A rapid body weight shift or a little too much toggle input could result in an instant spinning malfunction which could cause an almost instantaneous loss of consciousness due to excessive G-forces.

The spinning canopy would almost certainly create a rapid loss of vertical altitude (descent rate) dramatically. In this scenario the 46 m/s (102 Mph) activation parameters in combination with the activation altitude window of 225 to 100 meters (750 to 330 feet), the Speed CYPRES is able to start the reserve deployment sequence by cutting the reserve container's closing loop. Although in this situation Ernesto could be unconscious and would still have his two main canopies attached, meaning there would be a high possibility of a main/reserve entanglement.

THE RIG

To rescue Ernesto from a spinning situation, in addition to the Speed CYPRES unit, there was the need for providing an automatic cutaway mechanism/system for the 35 sqft main canopy. In close cooperation with the Project XCF team and the CYPRES riggers and technical staff, a highly advanced system was designed: a CYPRES-powered 3-ring release system in case of Ernesto being unconscious and unable to manually cutaway the 35 sqft main canopy. The second main canopy function remained unchanged with the manual release and cutaway system.

THE RESERVE AAD

The reserve was equipped with a Speed CYPRES 2, activation at approx 225 meter at 46 m/s. Another potential difficulty was if this activation speed was exceeded just by flying this tiny canopy; so it was made possible for Ernesto to manually switch off the Speed CYPRES.

THE MAIN AAD

How to determine the right moment when to cutaway? The normal activation instances of altitude and speed are not suitable parameters to describe spinning momentum. Learning from our experiences with Felix Baumgartner's Red Bull Stratosphere Mission to the Edge of Space, we refined the G-force measuring modules which we developed for that project and optimised its interpretation of the software readings.

To integrate the G-Force parameter as an activation criteria into a specifically designed CYPRES architecture was a task that took the CYPRES technicians and their sophisticated skills some time to realise. Special connections and custom cable set-up finalised this unique custom CYPRES. The result being that if Ernesto's moves result in values above 7G, the G-CYPRES 2 will initiate the 2-pin cutters to activate the 3-ring release of the 35 sqft main canopy

EMERGENCY SET-UP

After the cutaway Ernesto can manually open his second main or the reserve parachute. In the case of unconsciousness his Speed CYPRES 2 initiates the reserve container opening sequence. ■




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BODYFLIGHT WORLD CHALLENGE

WORDS STEVE HOWES (FF, varialfreefly.com) AND LIZ ASHLEY (FS)
PHOTOS VANIA DA RUI

1 Dynamic competitors having fun after the final round

2 Challenge champions Adam Dare and Steve Howes, who won the new Dynamic 2-way category for the UK with their team Darial

The Challenge seems to just get better and better, this year taking it into the 21st century with online scoreboards as well as World Challenge TV broadcasting to the whole world (of skydivers).

It seems to be getting better for our little gang of freeflyers too. When we once occupied just one small table in the corner of the Flowhouse surrounded by what seemed like hundreds of 4-way FS teams, we seem to be steadily growing in numbers and gaining slightly more of the limelight every year.

Last year saw the introduction of a 4-way Dynamic freefly category alongside the always-popular 2-way Freefly category to the Challenge, which proved to be huge fun and a great addition to the competition. With more and more Freefly comps popping up around the globe, Bedford tried to create their own niche with an all-compulsory 4-way Dynamic comp this year. The idea was great; a simpler and less subjective category where speed and accuracy were king, not whether the whole team had matching ➔





3

shoelaces or not. Unfortunately, this had to be amended to a 2-way comp instead as not enough teams initially entered – hopefully, in future years, 4-way will be more popular as the skill level of flyers steadily improves. The 2-way Dynamic proved a massive success, with seven teams throwing their hats into the ring at very short notice.

2-way Freefly saw an amazing display of talent and imagination, with 10 teams fighting it out and the top three only separated by 1.4 points at the end of the comp. The execution of ever-more complicated linked trickery seems to go up 10-fold every year. The skill and commitment to training that these guys show is extremely impressive. As ever, the kids proved to be the most fascinating to watch – some younger than I wish to dwell on throwing moves that the rest of us only dream of. Hopefully a new season of *Peppa Pig* will slow down their progress so the rest of us have a chance to catch up before next year. The competition ended with *Hurricane Factory 2* from the Czech Republic in third, *Maktoum* from the UAE in second and *Hurricane Factory 1* taking the gold.

The new category of 2-way Dynamic saw an amazing display of fast and furious, if slightly confusing, flying. This is all about speed so, for the untrained eye, it may have looked like a mess. However, it was actually a finely choreographed set of snakes, layouts and moves with live busting adding a lot of excitement to each round. The rounds are drawn similar to 4-way FS at the start of the competition, so dirt diving is now an integral part of FF too! We do it with a lot more style, though, thanks to some funky toys found in our nearest Toys 'R' Us store. The clock starts when the first person enters the tunnel and stops when the last person exits, which provided some pretty lively crashes into the staging area and a few good bruises too. Fastest time wins; simple! Again, the kids from Singapore and Dubai showed us all that size doesn't matter and zoomed around at crazy speeds, managing to post fastest times in Rounds 4 and 6 respectively. At the end of eight rounds it was *Mini Maktoum 1* that took bronze, *iFly Singapore 1* that took silver and *Darial* (myself and Adam Dare) taking gold and bringing some glory back to the UK.

Once again, Bodyflight put on an amazing competition and made the whole event run smoothly throughout. Bring on 2015!

4-WAY FS

The competition was absolutely huge yet again and saw 88 4-way teams competing. Thirty-six of these were from the UK, which is no surprise given that the competition is held on home turf. Fifty-two teams had travelled to represent nearly 30 countries at one of the biggest events on the international calendar.

In AAA, Belgian team *Hayabusa* continued their undefeated streak, although it was a shame not to see their closest rivals *Airspeed* at the competition. Nevertheless, the standard was exceedingly high, with the top 12 teams all posting 20+ averages. The top-placed British teams were *Vision99* (19.5) and *Raykipo* (19.1), who came 13th and 14th, and, of course, a reunited

***3** An all-Brit podium in AA 4-way*

***4** Silver medallists XL have still got it*



4





2WD is all about speed so, for the untrained eye, it may have looked like a mess. However, it was actually a finely choreographed set of snakes, layouts and moves



5 Hayabusa *have now equalled* Airspeed's *four gold medals*

6 *British female team* Kaizen *keying the top of block 10*

7 *Killa, Håvard and Ged kept everyone smiling*

now-international *XL* who have definitely still got it! *XL* (Pete Allum, Steve Hamilton, Thomas Hughes and Brian Johnson) can't exactly be called a scratch team, but they are not a trained team anymore either. They started off strongly and improved throughout the competition, climbing the leaderboard from fifth to joint second. They only dropped a single point to *Hayabusa* in the last three rounds and finished with a blisteringly fast jump-off for silver (A-B-E-Q-9), which they won by a point. This left France to take third and fourth, with Russia in fifth.

The French girls led the female AAA throughout, finishing the competition just six points ahead of their closest rivals, the *Golden Knights* (US). The UK took the next three places, with *Kaizen* posting a best-ever 21.5 average to take bronze. Scratch team *Skydivas* consisted of previous World Meet competitors Sparky, Luci, Siân and Helen and managed an impressive 20-point average, just two points ahead of *Isis,* who took fifth.

AA was the UK's most successful category, with *Equal Pay 4 Women* (18.7) leading a UK sweep of the medals. This is a team to keep watching – they have won the BPA Nationals in Rookie in 2012, took silver in 2013 in A and have now moved up to the top of AA already. A was dominated by the team from Bahrain, coached by Brits Aaron Faith (*Satori*) and Andy Goodall. The highest-placed UK team was continuing team *ChatterChicks,* who improved to a 17.4 average. Rookie was a very mixed bag, with the top three averages being 33.0 (CZE), 22.2 (ITA) and 15.2 (IRE), and then the rest of the field being around the eight-point average mark.

This brings up an interesting question; should such amazingly high scores be allowed in Rookie, or are they a sign that a team is competing below its true level and should move up the categories? Answers on a postcard, please – how would it work if we decided to cap scores with some kind of upper limit? Should it continue to be left to the integrity of the teams? If you are training world champions from scratch, then surely we should expect to see teams achieving really high scores in Rookie? You will need a 30-point random average anyway in order to get close to a 20+ average by the time you've added all the blocks in... ●




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WORDS MARK SMITHERMAN
PHOTOS MARK SMITHERMAN AND PETER OOM

NORTH POLE ICE





CAMP SKYDIVE

Two years ago, through business contacts, I was offered the opportunity to skydive into the North Pole. It was one of those off-the-wall conversations that, at the time, you think: "well, that's not going to happen". But I was contacted in January this year and, unbelievably, it was on for March!

Working in the firefighting industry, I come into contact with a range of emergency services across the world. The most extreme and highly specialised I have met, and am now friends with, is a team of firefighters and emergency responders who provide Special Air Response across Russia – including the Arctic. Their main role is to respond to emergencies such as aircraft crashes and isolated incidents throughout Russia's vast territories by parachuting in with the full capability to operate independently under the most extreme conditions. In emergency services terms, this is about as hardcore as you can get. Each year, the team skydive into the North Pole to establish the most northerly airstrip in the world.

I was part of a multinational group of six other skydivers invited from the more traditional side of skydiving. We were certainly not tourists – we had the privilege of being at the sharp end as part of the team. The others included a colleague from Sweden, a Czech, an American, a Russian and (most surprisingly) Omar Alhegelan from Skydive Dubai, who is now involved in organising the annual Everest jumps which some members of the group had completed with him in October – the North Pole was next on their list.

1 Looking out of the ice camp towards the North Pole

2 Ready to depart from Murmansk on the Ilyushin Il-76

TO RUSSIA, WITH GLOVES

We arrived in Murmansk on March 23. The scene was set for the jump to the Pole on the third cargo lift out, planned within the next three days; the first lift was planned for Monday morning and left on schedule. The guys on the first lift have it tough, jumping into the centre of the Arctic Ocean with no established camp at approximately -40°C and then having to locate tons of cargo and fuel to establish the camp from scratch. At this point, I was glad to be on the third lift!

The logistics are fascinating, carried out in multiple stages and each moving as far north as possible. Firstly, a pathfinding helicopter team establishes the DZ for the first group. The heli team leave Murmansk, which is about 1,500 miles from the Pole, and move north in three stages with ➔

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3 De-icing and ready to jump – Libor Fryzek and Alexander Zadirov

4 Ice camp – three tents and an airstrip!

distance limited simply by the size of the fuel tank. The Mi-8 helicopter is then resupplied by airdrops, allowing it to move further north to establish the most appropriate site for the DZ and the airstrip. Typically, the second and third lifts from Murmansk were delayed on a weather hold (which now accounts for my increasing taste for Russian vodka!). It was a week before the second lift departed with additional crucial supplies, including a 25-ton bulldozer needed to complete the airstrip. Our lift left two days later on April 1 (the significance of the date did not pass us by). We moved to the airport to load onto our jump aircraft, the Ilyushin Il-76. The Il-76 is an enormous strategic airlifter capable of carrying a cargo of 40 tons or 140 military paratroopers. Being more used to jumping club-size aircraft, mostly Caravans, it was hard for me to get my head around the sheer bulk of the Il-76.

“Murmansk is two degrees into the Arctic Circle and it still took three-and a-half hours to get to the Pole in a four-engined jet aircraft!”

THE BEAR NECESSITIES

The flight from Murmansk to the Pole took about three-and-a-half hours and was fully pressurised. The pre-flight brief had prepared us for potential low cloud with visibility only expected very close to the ice. Interesting considerations for an off-landing came to mind as a female polar bear and her two cubs had passed within 30 metres of the ice camp the day before our jump and many fissures crisscross the ice, opening it to large sections of the Arctic Ocean. Fortunately, on arrival over the dropzone, we were pleased to find the weather had cleared with good visibility all the way down.

It was fascinating watching cargo exit as the Ilyushin literally tipped tons out from about 1,000ft. It also gave us the first opportunity to set our altimeters and AADs as the aircraft depressurised. We all confirmed an added safety margin with a pull height of 5,000ft and we kitted up while climbing to the exit altitude of 9,000ft AGL. Kitting up is an interesting process involving many warm layers and thick multilayer gloves combined with needing to keep flexibility and feeling. It's advisable to not allow any part of the skin to be exposed for obvious reasons, but the biggest problem is visibility – with goggles immediately icing up from any moisture from the heat of the face or breath.

The Il-76 has an approach speed of 300km/h; hence the exit was always going to be interesting at 80m per second with separation being a pretty automatic process! Following a short drop of dead air, you hit a very powerful blast as the full impact of the airspeed hits you and, as you turn to get the money shot, your total vision is filled by a 50m-wingspan. I was pleased to maintain a good position, and watching this monster of an aircraft speed away from me will be a lasting skydiving memory. In reality, apart ➔



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Their main role is to respond to emergencies such as aircraft crashes and isolated incidents throughout Russia's vast territories by parachuting in with the full capability to operate independently under the most extreme conditions. In emergency services terms, this is about as hardcore as you can get

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7







5 Libor Fryzek under canopy on approach

6 Exit at 80 metres per second

7 High five – Mark Smitherman, Alexander Zadirov and Omar Alhegelan

8 Mark Smitherman at -30˚C!

GEAR IDEAS

Layered clothing was worn to overcome extreme cold conditions, making sure that all handles were still within reach. AADs and altimeters also presented a challenge. Instead of a normal 15-minute climb to altitude, this jump also included the 1,500-mile flight to the DZ in the first place. It was not possible to set AADs and altimeters before take-off and then leave them, as they would be affected by the pressurisation and then de-pressurisation of the aircraft. There was a skydiving triple fatality at the South Pole in 1998 when a 4-way lost altitude awareness, made worse by cold, hypoxia and lack of visual references, and only one was wearing an AAD.

On this jump, the cargo drop at 1,000ft allowed time for altimeters to be adjusted to 1,000ft and AADs turned on. This meant that, since the AADs had been turned on at 1,000ft instead of the ground, they would now effectively fire 1,000ft high, so pull heights were raised accordingly to provide a margin for error. *Don't* try this at home!

Liz Ashley

from the exit and the extreme temperatures (-50˚C to -60˚C at altitude), the remaining skydive was relatively straightforward. However, the context was unbelievable – a low, constant sun, propped by the illusion of two smaller sundog suns sitting above a huge expanse of ice which stretched to the horizon in every direction. Large wide fissures of ocean crisscrossed the distant view; 'beautiful desolation' is a term that sticks in my mind. The only break in this vast area of complete nothingness was the small dots of three tents and an airstrip which was still under construction!

HAVE BULLDOZER, WILL TRAVEL

We spent four days on the ice until, with the help of the successfully dropped bulldozer from lift two, the airstrip was capable of landing an Antonov AN-74 from Svalbard. The Antonov, while not anywhere near the size of the Il-76, is still a sizable twin-jet cargo carrier with the role of bringing in a complete research station: 'Ice Camp Barneo'. Barneo operates on the ice for a month, accommodating scientists and a number of fee-paying tourists who want to strike off the Pole from the bucket list. During the short time Barneo exists, you can run the North Pole Marathon or even skydive as a tourist from an Mi-8. I was glad I had the opportunity to have a different and rawer experience, the sum of which was much greater than its parts.

We evacuated on the AN-74 to Svalbard and left the construction of Barneo to the team we had left behind. The experience felt like a dream in most parts, which admittedly could have been vodka-induced, but I left the Pole with a feeling of admiration for the whole process – not just the experience of the skydive but, more importantly, respect for the Russian Special Air Response team who do this year-on-year. It was a privilege to be involved and to make a lot of new friends in the process. The only problem is what's next. The South Pole, maybe? Or perhaps Everest (a free plug for Omar)? This one will take some beating! ●

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BLESMA TRANS4MERS

LEARNING TO SKYDIVE IS AN ACHIEVEMENT FOR ANYONE. DOING IT DESPITE LIMB LOSS IS A PROBLEM THAT PROVES FUN TO SOLVE

BLESMA (British Limbless Ex-Service Men's Association) is a national charity that directly supports all of our men and women who have lost limbs and the use of limbs or the loss of eyesight in the honourable service of our country. The charity has existed in one guise or another since WWI and has continued to support veterans since then. It exists to empower and promote the welfare and wellbeing of all serving and ex-service men and women who may have rehabilitative needs post-limb loss.

BLESMA is a membership association and members sit at the core of what the charity does. We believe that only an amputee can understand the needs of another and that is the reason BLESMA members rely on each other for support, counselling and for the "fellowship of shared experiences". While the majority of members are ex-service men and women, there are a number who are still serving.

The BLESMA activities calendar defines the actions and values of shared experiences through challenging and dynamic activities; these programmes are funded by the invaluable goodwill of the public from across a wide supporter base that spreads across the military community and beyond. These activities could be sailing across the Atlantic, skiing in Sweden, skydiving at Netheravon or perhaps a peaceful day's fishing or photography. The activities programme forms a significant part of a member's social life while being vital to their recovery process. It has been one of the mainstays of the membership service for many years, allowing wounded serving and ex-service personnel to experience activities they would normally never encounter.

BECAUSE THE DOOR WAS OPEN

Jumping out of a perfectly good aeroplane brings together the core values of what BLESMA aims to provide for its members. The planning meeting for the 2014 *Trans4mers* project took place in November 2013, where we set out the scope of what we wanted to achieve and how we wanted to do it with a projected date of early March to depart for Lake Elsinore, California. The instructors were all serving or recently retired members of the British Army who had all served multiple operational tours – Dave Pacey, Andy Myers and Kim Myers.

The plan was to meet up in February at Netheravon DZ to meet the members of this year's trip and to conduct tandem skydives. The tandem tests the members' head for heights as well as allowing them to fly and land a canopy under the watchful eye of experienced tandem instructors. Due to some members' injuries, it might not physically be possible for them to skydive on their own, so a tandem allows them to tick off yet another item on their bucket list of life's achievements. Unfortunately, due to the bad weather, we were unable to conduct the tandem jumps. Instead, we had to move to the next phase; tunnel training at Airkix Milton Keynes and Basingstoke. This was the first time we got to meet the members of the 2014 project as we have no input as to who is given a place on the expedition. The only thing we ask is that any participant has a minimum length of stump (so that if the prosthetic comes off, the leg strap will not come over the stump) and that they have full range of movement in their upper body. The full use of both hands is not a prerequisite.

The tunnel allows us to teach the guys how to fly their bodies. We understand how to teach fully able-bodied people how to fly, but how do you teach someone who is asymmetrical and who has only one or two natural flying surfaces? The answer is by coming up with some unique and interesting positions; we almost have to throw out the rulebook when it comes



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to body positions. This year, we had our first triple amputee – who caused us to rethink everything we know about flying. Not only that, but missing his right hand meant that we had to devise a way of him deploying his canopy. The answer came from Brian Krause at Sunpath, who we met at the AGM in January, who agreed in principle that a Single Operating System (SOS) on a left-handed pull could be made for him – good news! The only problem was that we flew to California in three weeks. Without missing a breath, he said the rig would need to go into production on Monday morning to meet the deadline and today was Thursday – no pressure then!

***1** The 2014 BLESMA AFF students after another successful jump*

***2** Exiting the Twin Otter with both instructors on an early AFF level*

***3** Kingsley Ward performing a practice touch. Kingsley was the project's first triple amputee, so was jumping kit with a left-hand pull*

HOME OF THE BRAVE

We flew to Skydive Elsinore on March 12, to be met with blue skies and less than favourable winds. This did not deter the guys and, as soon as the winds dropped to acceptable limits, we went with the first lift. From there, they never looked back. We did conduct two tandems on the first day for safety reasons because two of the guys had hand injuries. We wanted to be certain that they could operate the toggles and fly a canopy safely prior to going up on their first jump.

The staff at Skydive Elsinore had ploughed part of the landing area to soften it up for landings, as the guys are taught to land on their bums like a tandem. This stops any force going through the prosthetic and transferring to the stump and further into the body if they have a fast or hard landing. With gentle help given by the instructors over the radio, the landings went from strength to strength. Soon they were weaned off radios and left to their own devices, but still under the ever-watchful eyes of the instructors. Moving around the plane can be cumbersome at the best of times, but trying it with legs that don't bend is a time-consuming skill. Quite often, we would start to get deep on jump run and we'd ask for a go-around. This could cause friction at some DZs as the DZOs see dollar signs going down the ➔





4

drain, but not here or at Netheravon. The pilots were amazingly helpful in accommodating us and what we needed. Sometimes taking 30 seconds from entering the door to exit was common.

At the end of the first week, a trip to San Diego had been organised to meet up with an American charity called Wounded Warrior Project. This allowed British and American wounded veterans to get together and talk about their shared experiences. 34 Battalion, National City Fire Department San Diego hosted the evening. It was a fantastic event with gracious hosts and the chance to meet members of New York Fire Department who served during the 9/11 terror attacks. We also had a chance to get to know the boys and find out more about them, and them about us in an après skydiving kind of way.

It's testament to their spirit that, less than a week after their first jumps, they were onto consol jumps by themselves – diving out, somersaulting and back-flipping out of the plane with ease and confidence. We completed the trip on March 26, having achieved our aim of welcoming seven new skydivers into our sport. We pushed them further than they thought they could go, we asked them to do things that they never knew they could do and they came through with flying colours. What now?

UNSTOPPABLE

Now the fun part; those who want to return and keep jumping are preparing to undertake their Formation Skydiving training at Netheravon DZ in Wiltshire. The aim from there is to team up with members of last year's project and hopefully form a fully amputee skydiving team at the British Nationals. And what about amputees teaching amputees? Ed Appleby now has more than 100 jumps in less than a year after starting jumping on last year's trip. If he keeps going next year he could be a BPA static line Instructor! From there, who knows?

These trips don't just happen on their own and there are far too many people to mention. Much respect and thanks to the following organisations and individuals: Brian Krause and all at SunPath for your professionalism and dedication, and to all their customers whose rigs were delayed a few weeks; all the staff at Airkix Milton Keynes and Basingstoke – your help and understanding has never been found wanting; BLESMA for believing in us and allowing us to teach your members; finally, all the staff at Skydive Elsinore – Carl, Hammo, manifest staff, pilots (sorry for all the go-arounds), all the Mikes, Jacub, Josh and all the packers for your hard work; Paul Capsey for your video work, and instructors Dave Pacey, Andy Myers and Kim Myers. ●

> **"How do you teach someone who is asymmetrical and who has only one or two natural flying surfaces?"**

4 Ryan Goodman doing a solo unstable exit



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XRW IN THE UK

IT BLOWS YOUR MIND WHEN YOU REALISE YOU ARE IN FREEFALL FLYING RELATIVE TO SOMEONE WHO IS ALREADY UNDER CANOPY. YOU CAN'T HELP BUT THINK: IF THEY CAN LAND IT, WHY CAN'T I?

WORDS JACKIE HARPER **PHOTOS** JACKIE HARPER, SPIKE HARPER AND WEZ WESTLEY





At break-off, you see the canopy spiral below you, losing thousands of feet, then streaking across the ground. At this point, you are very thankful that you exited the plane in a wingsuit rather than with a Peregrine on your back.

The reality, of course, is that when a wingsuit is flying next to a canopy, they're operating at opposite ends of their range. The canopy is in full flight with maximum forward speed while maintaining a heading and is fairly ground-hungry. The wingsuit is flaring, slowing the forward speed and maximising lift. Get the right equipment and people with the right experience and there will be an overlap of these ranges. It is within this narrow overlap where XRW is possible.

A small group of experienced canopy pilots and wingsuiters have tried XRW at Netheravon recently, with varying success. The latest attempts over the Easter weekend worked well with a combination of the Peregrine and one of Tony Uragallo's latest R&D wingsuits, the C3POh (which was very compatible). The smaller leg wing reduces the forward speed without a noticeable reduction in lift. The light arm pressure means you can control it more easily and have enough left in the tank for multiple attempts.

The timing of the exit is absolutely critical. The canopy pilot needs enough time to deploy (sub-terminal on the Peregrine), stow the RDS and position ready for the wingsuit approaches, while the wingsuiters need to delay in the door until the angle is right, keeping the canopy in view all the way. This type of hybrid flying isn't for the faint-hearted, though, and nothing prepares you for the visuals as you approach. You are achieving average forward speeds of approximately 70mph and 30mph vertical.

Pictured are Spike Harper in a Tony Suits prototype (blue and orange), Wez Westley on a Peregrine 64 and camera Jackie Harper (yellow Rebel), flying over Netheravon Airfield in Wiltshire.

Wez Westley is a medal-winning member of the BPA CP competition team and competes at world level. Spike and Jackie Harper are experienced wingsuit coaches with more than 1,500 wingsuit jumps each. All three jumpers have more than 3,000 jumps and all XRW jumps were pre-planned with CCI approval. ●

SKYDIVER SPEAK

XRW: X-treme Relative Work, the term used for a wingsuiter flying in formation with a canopy pilot.

RDS: Removable Deployment System. Canopy pilots jumping very small canopies will often detach their slider, deployment bag, bridle and pilot chute after deployment and stow them in a jumpsuit pocket to decrease drag.



SITFLY EXITS

MOST SITFLY EXITS ARE ACTUALLY UNINTENTIONAL BACKFLY EXITS. IT'S ALL ABOUT THE RELATIVE WIND...

WORDS ALLY MILNE

Sitflying in groups is one of the most popular types of freefly skydive, but getting people together on exit can often be done without great forethought or experience of different exit techniques. Do you always fall onto your back when making a sitfly exit, or would you like to learn some more imaginative or technical methods of getting out of the plane? Perhaps you want to start launching mixed VFS formations? In which case, read on – this is the article for you!

Like every exit technique for any body position, you need a good set-up in the door, good presentation to the airflow and a good timing count for a successful launch when jumping with others. We are going to look at the simplest method first – a standard solo face-to-tail sitfly exit – and then look at the basics of a few other different ways you can exit in sitfly.

BACK IN A SECOND

Most people on a sitfly exit end up backflying and this is down to both set-up in the door and presentation to the airflow. The key when setting up in the door is to get the body in a sitfly position before exiting. If your set-up is upright or standing up, you would have to quickly put your body into the correct position on the airflow. However, if you are already in the correct position, you do not have to do this in the weak sub-terminal air. To perform a backfly exit, the air during the door set-up should be hitting your body on your rig or the back part of your torso. To perform a successful sitfly exit, the undersides of your thighs should be presented to the airflow. In a standard face-to-tail exit, this requires you to tilt forwards while keeping a body position that should still have good 90° angles between your torso, thighs and lower legs.

The reason for this is the initial forward speed of the aircraft and your downwards



"It should appear that the ground fills your centre of vision. Don't worry – this means you're doing it right"

1





***1** QFX on the hill, by Ewan Cowie. The visual perspective is often different on an exit*

***2** Good presentation during a mixed linked exit, by Ewan Cowie*

***3** A good 2-way sitfly exit setup. Turn your head 45° to the right while looking at this photo – see how the fliers are presenting their freefall positions to the relative wind. By Chris Cook*

acceleration. You will probably already be familiar with this concept – it is often referred to as 'the hill'. It has a steep gradient on the exit and will have completely flattened off after approximately 10 seconds.

Little force or effort should be required to place your body into the airflow. However, it may take some strength to get set up and hold the float rail in the airflow, especially if the run-in speed of the aircraft is fast. Use too much force when stepping off the aircraft and you may be introducing a turn during the exit, which is difficult to control when flying in the sub-terminal airflow. The aim is to keep still – unnecessary arm movements, such as 'winding down the car windows', do not assist your stability. When you exit, the air should be hitting you where it would normally hit you when sitflying – at a weaker rate, however, until you have accelerated to terminal velocity. Your visual perspective at this point can be confusing because, when looking forwards, it should appear that the ground fills your centre of vision. Don't worry – this means you're doing it right. If you were to see either the horizon or, worse still, the plane, then you would not have tilted far enough forward. If you are jumping with someone else, then you can look at them until you have accelerated to terminal velocity (which is when your visual perspective is as per normal).

ALRIGHT, WHAT'S NEXT?

Once you have mastered the standard sitfly exit, it can be too easy to fall into the trap of always using the same exit jump after jump. Next, we are going to look at another solo exit that is slightly more challenging because you are facing the front of the aircraft – into the airflow.

The basics that we learned for rear-facing exits also apply here. Get a good set-up in the door in your sitfly position. Once out, present your thighs to the airflow. For facing this direction, you will need to lean back. A useful tip is to have your right arm (which is holding onto the float rail) as straight as possible. When jumping with others using this exit, the angle of your torso should be parallel. It is useful to have your left leg floating onto the airflow as you exit rather than helping support your bodyweight. You should exit shortly after you are in the correct position as it may be difficult to hold yourself in the correct position for too long. ➔



4

Once you step off and place yourself onto the airflow, your visual perspective should be of the aircraft flying away from you. By keeping this in your vision, it can help you maintain heading control.

GRIPS AND TIPS

A more complex and rarer technique is the floating side-on sitfly exit. As with the other techniques, thigh presentation to the airflow is a must. This can be helped by placing your left foot high up the front edge of the doorframe. The visual perspective for this exit type would show the horizon initially at 45˚ and, to prevent confusion, it is better to maintain eye contact with another person in your exit group.

Exit techniques where a flyer or group of fliers hop from inside the airflow are also possible. When hopping into the airflow, you may introduce unnecessary motion that may cause you or others to roll off the sitfly position – only use enough effort to get yourself onto the airflow. Once on the airflow, you are looking to get the airflow immediately in the correct place and maintain the air presentation to the thighs.

When taking out a sitfly formation with grips, all of the previous points about presentation are still valid for all fliers in the formation. However, the grips add another layer of difficulty. Gripped sitfly exits actually are a level of difficulty above head down linked exits. New VFS teams are advised to launch an all head down exit, grip switch and transition down to the first point when the first formation contains one or more sitfliers. This prevents time being lost on a failed launch and having to get people back together when sub-terminal.

When launching gripped exits, the grips should be held tightly and all fliers must be prepared to fly strongly on exit – others in the exit group may be pulling on them in the initial few seconds. When subjected to pull force on the grips, the key is to keep the presentation to the airflow constant and prevent the pull from making the body (mainly the shoulders) asymmetrical. This can induce unwanted turns and also causes people to bail from the sitfly position. Also, by keeping your hips toward the centre of the formation, this prevents you from being pulled off sitfly and potentially onto your belly – it is easy to let the hips slip back.

Like all aspects of freefly, there are many combinations and techniques that can be combined to form different and new ways of exiting the aircraft with your friends. By learning different ways of exiting, you will be improving your skills level and opening up new possibilities both for your solo and group jumping. If you need any further help, assistance or advice, then your CCI or local BPA FF Coach should be able to point you in the right direction. ●

Ally Milne –Team *QFX*
tryskydiving.co.uk
UK European Record holder
BPA Instructor and FF Coach



5

***4** Successful launch of VFS Random 'T Bird', by Ewan Cowie*

***5** Although this jumper is sitflying from the perspective of the cameraman, he is actually backflying on the relative wind. By Ally Milne*

Sitfly exit pro tips

- Stay strong setting up in the door
- Present thighs to the airflow
- Keep airflow on thighs during exit phase
- Hold still and fly strong

With thanks to:
Airtec, PD, UPT, Airkix, Jedi Airware and Cookie

Performance Designs







Photos by: JP Teffaud

PD BASE

Designed with the Alpine BASE jumper in mind who will benefit from carrying less weight to the exit point. The combination of PD's proprietary low bulk fabric and Microline provides jumpers with a BASE canopy that is 30% less volume and 20% less weight than standard construction BASE canopies of the same size. The substantial reduction in pack volume also allows for use of a low profile rig, which enhances the aerodynamics of a wingsuit.

The Proxy is non-vented and comes standard with 825 Microline, a zero porosity leading edge, and a small hole mesh slider. Dacron line set and large hole mesh slider available upon request.

The Proxy has excellent flight characteristics, with great on-heading opening performance, fast and even pressurization, great slow flight capability, superior glide and unrivaled flare power.

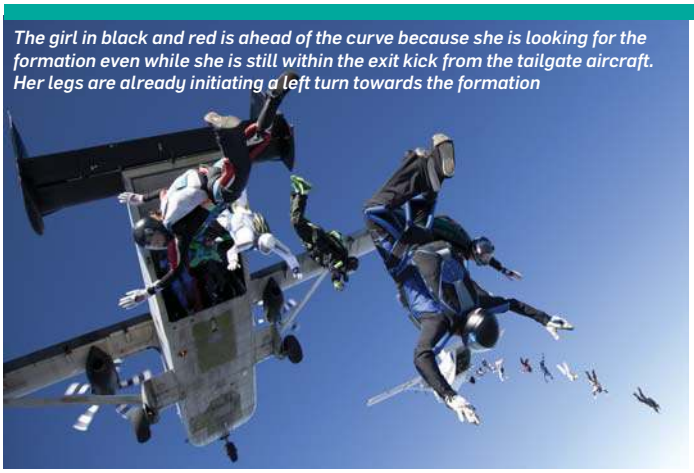
Standard Features

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The girl in black and red is ahead of the curve because she is looking for the formation even while she is still within the exit kick from the tailgate aircraft. Her legs are already initiating a left turn towards the formation



Still with her back to most of the load, she has now picked up the base and can transition smoothly into a dive towards it without wasting any time



With her eyes on her target all the way, she sweeps her arms and legs back and angles her body towards her slot. She will flare out of this position before reaching the formation, then close the last section more cautiously. Photos by Andrey Veselov

FS1 SKILL – DIVING TO A FORMATION

The best way to get together in freefall is to leave together in the first place

When the group size is small, this is easy to do with a good setup in the door and a count that everyone can see. However, sometimes you might need to leave the aircraft suddenly and catch up the formation. This could be because you are doing a big-way or it could be for an unexpected reason – such as somebody falling off during climbout!

Either way, your priorities are to 1) exit 2) gain control and 3) find the formation – in that order. There is no point spending time in the door worrying over the perfect setup that allows a stable exit. Yes, it's nice to do if you have time but, if the formation is accelerating away from you at 120mph, then your first priority is just to get out after it as quickly as possible. It's better to flop out unstable and then arch than to exit with beautiful stability 1,000ft above your friends!

Once you're out, you can then gain control and work out where you're going. At least 90 per cent of the time, the situation will require you to dive down to the formation. Therefore, it makes sense to only gain as much control as is needed to work out where you're going because you will likely be transitioning into a fast-fall or diving body position. If you got out and arched hard for stability, you now have to speed up again.

Finally, for safety's sake, never dive towards a target that you can't see. Make sure you have an eye on both where you are going and also on your peripheral vision to avoid collisions with other skydivers also going the same way. As you get closer to the formation, slow down and close the last bit smoothly and gently, docking with no momentum. Your approach should look like the seats in a stadium – the further up you are, the further back you should be. This keeps things as safe as possible and is also the easiest approach. It is far harder to get back up to a formation that you have overshot than to take your time and not go past it in the first place!

Skydive Starter

Why not spread your passion for our fantastic sport by giving this free magazine to your friends? *Skydive Starter* is available in print and online

Did you know that the BPA produces a special version of the Mag, printed annually and aimed at total beginners? *Skydive Starter* contains articles on starting skydiving via tandem, static line or AFF, as well as educational articles. There is a double-page spread on each of the disciplines that the new jumper might want to aim towards, from FS and FF to WS and CP.
If you have non-skydiving friends who listen to your tales from the weekend with envy, why not pick up a free copy of the *Starter* Mag from your local DZ to pass on to them? It's also available for free online at skydivethemag.com/starter and an app is in the planning stages.





NEW COACHES

The DZs given are the ones where the coach achieved their rating, but they may be available to coach at other DZs. Congratulations to all.

FS COACH
Henry James Woods, Netheravon
Mark King, Beccles
Ryan Stew, Netheravon
Sean Sapsford, Old Sarum
Darren Strafford, Peterlee
Stuart Murray, Langar
Luca Vinante, RAPA
Freddie Huntley, Netheravon

FF COACH
Simon Beech, Headcorn
Sean Freeman, Netheravon

WS COACH
Kevin Tucker, Netheravon
Michael Williams, Dunkeswell
Nicky Young, Netheravon
Redy Redfern, Netheravon

BPA Freefly coach Andy Godwin, cameraman for Euphoria Freestyle, *took this photo while coaching Mark Bayada. Mark co-wrote the CH Manual in 2005*



OPS MANUAL QUIZ

An introduction to the BPA Operations Manual forms part of the requirements for JM1. Each issue, we'll ask relevant questions and answer them in the wording of the Ops Manual.

Q1 Do flightline checks stop being compulsory past a certain experience level?

A1 Section 1, paragraph 4
BRIEFING AND CHECKING OF PARACHUTISTS
4.1.1. All parachutists must be briefed and checked before enplaning.
N.B. All persons conducting 'Flight line Checks' should be holders of Grade JM1 (see Section 2 – Designation and Classification of Parachutists, Paragraph 6.1).
4.1.2. All Student Parachutists must be briefed and checked by at least a Basic Instructor before enplaning, including checking the equipment fitted is an appropriate system (ripcord, BOC etc) for the planned descent. These checks must be recorded for each individual Student Parachutist, signed by the instructor who carried out the check, and the Jumpmaster is to refer to this record before accepting responsibility for the parachutists.
4.1.3. BPA 'A' Licence parachutists and above (see Section 2 – Designation and Classification of Parachutists) may check each other, provided they are JM1 qualified. It is the responsibility of the Jumpmaster to ensure that these checks have been carried out.
4.1.4. Tandem Instructors must be checked by a suitably qualified and briefed JM1 parachutist. The check must include a visual check of the AAD.
4.1.5. The check for all Student and BPA 'A' Licence parachutists must include a visual check to ensure that Automatic Activation Devices (AADs), if fitted to the equipment, are switched on.
4.1.6. All Student Parachutists must have a pre-jump check. This is an equipment check made in the aircraft shortly before exit.



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EXIT ZONE

With 16 single-point 'random' formations labelled A-Q and 22 numbered double-point 'block' formations when doing 4-way FS, you can stand in the aircraft door already holding onto the right combination of arms and legs, jump out all together and let it unfold and fly. Exit Zone brings you tips from National Champion team *Satori* on how to successfully manage each exit. This edition is brought to you by E and 6...

WORDS JULIA FOXWELL (FS) AND DAVE HEAD (CAMERA)



By Dave Head

E: Meeker

The E exit, although typically one that a lot of new teams will launch, can easily rotate. Here are some tips on how to launch this exit without any rotation.

OUTSIDE CENTRE

Stand fairly central in the door, holding onto the rail with your left hand and holding onto Tail's left leg with your right hand. Pick up the highest part of Tail's grip. Stand on your right leg and lift your left leg up and into the slipstream so your hip is already presented to the slipstream. When leaving, you are aiming to rotate so your hips are higher than your head – this will stop any rotation on the hill. In order to do this, you need to really push hard away from the aircraft to give Inside Centre the space they need when exiting the plane. Once you have pushed off the plane, drop onto the arm grip on Inside Centre and use both this grip and Tail's grip to rotate your body so your head is lower than your hips.

INSIDE CENTRE

Stand in the door in front of Outside Centre with your left foot at the edge of the door. Hold onto Outside Centre's left arm grip and Point's

left leg grip. Take a high grip on Point. On Outside Centre's count, push out of the door with your weight on your back leg. Work your presentation to the slipstream and arch to fly underneath Outside Centre. Have strong grips because Outside Centre will be using your grips for their rotation. Work with your left knee down so you are working an open accordion angle with Outside Centre.

POINT

Stand at the very front of the door with your left foot in the door and your right foot back. Pick up the high grip on Outside Centre's left leg grip. On the count, you are aiming to leave slightly later than Inside Centre so you are the highest person on the formation. When leaving the door, help Outside Centre by lifting up their leg grip to help them with their rotation.



By James Stevenson

Present the right side of your body to the slipstream and work with your left knee down to help to stop any potential rotation.

TAIL

Stand at the back of the door, standing on your right leg and bending your left leg so it's easy for Outside Centre to pick up your leg grip. Outside Centre ideally needs the grip in front of them – it helps with their balance. Bend at the waist with your head forward and hold onto Inside Centre's left leg grip. Look over your left shoulder so you are watching the count. Leave slightly early and work hard to lift your left leg up. You also need to drop your right side down so you are working your presentation to the slipstream.

CAMERA

An E exit is similar to an H. Putting yourself anywhere in the 1-5 o'clock position will do, provided you are clear of Inside Centre's burble. E can rotate anti-clockwise. This will change the heading of the formations that follow. If this happens, anticipate that you may need to adjust your position for best framing of what comes next.

Exit Rating



By James Stevenson



By Dave Head

By James Stevenson



By Dave Head

6: Stardian-Stardian

OUTSIDE CENTRE
Stand in the centre of the door holding onto the rail with your left hand. For balance and presentation, I find holding onto Inside Centre's left arm grip with my right hand helps and I let go of this as soon as I am leaving the door. Stand on your right leg and have your left hip presented to the slipstream. Give the count and, on leaving the aircraft, work hard to push away, spring off your right leg and keep your head held high.

INSIDE CENTRE
Stand in front of Outside Centre with your left foot at the front of the door. Hold onto Tail's right outside arm grip with your left hand and Point's left leg grip with your right hand. On the count, push off your back leg and work to lead with your hips, arching to get underneath Outside Centre on the slipstream. The further you can travel to get underneath Outside Centre, the better – it helps to lift Outside Centre up, which will give a better start to the block.

POINT
Stand at the front of the door with your left foot on the edge of the door. Hold onto Outside Centre's left arm grip on the inside of their arm. Position yourself so your hips are square to the door to make sure Inside Centre has plenty of room. On the exit, work to be across line of flight and work to stay there by putting your left knee down to hold you in place. Work the presentation with your right arm and hip presented to the slipstream.

TAIL
Stand in the door holding onto the rail with your right arm and holding either Outside Centre's left upper arm grip or wrist grip (whichever they would prefer). Stand fairly stretched out so you are away from the door – this will give Inside Centre some room. On the count, spring off to get away from the aircraft and work your right side down to get a good presentation. Pick up communication with Point to help you get ready for the start of the block.



By James Stevenson



By Dave Head



CAMERA

A 6 is a straightforward exit similar to an M. Putting yourself anywhere in the 1-5 o'clock position will do provided you are clear of Inside Centre's burble. 6s present well, so anticipate a quick key for the block move out of the door.

Exit Rating



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Skydive Wild Geese has gone from strength to strength since its inception 31 years ago.

Boasting some of the best facilities of any dropzone in the UK, Skydive Wild Geese would like to send the B.P.A. our very best wishes as it marks 50 auspicious years governing and advancing sport parachuting (skydiving) in the UK.

Having just celebrated our 31st anniversary, we look forward to many more years working hand in hand with the B.P.A. to develop and take our sport further still.







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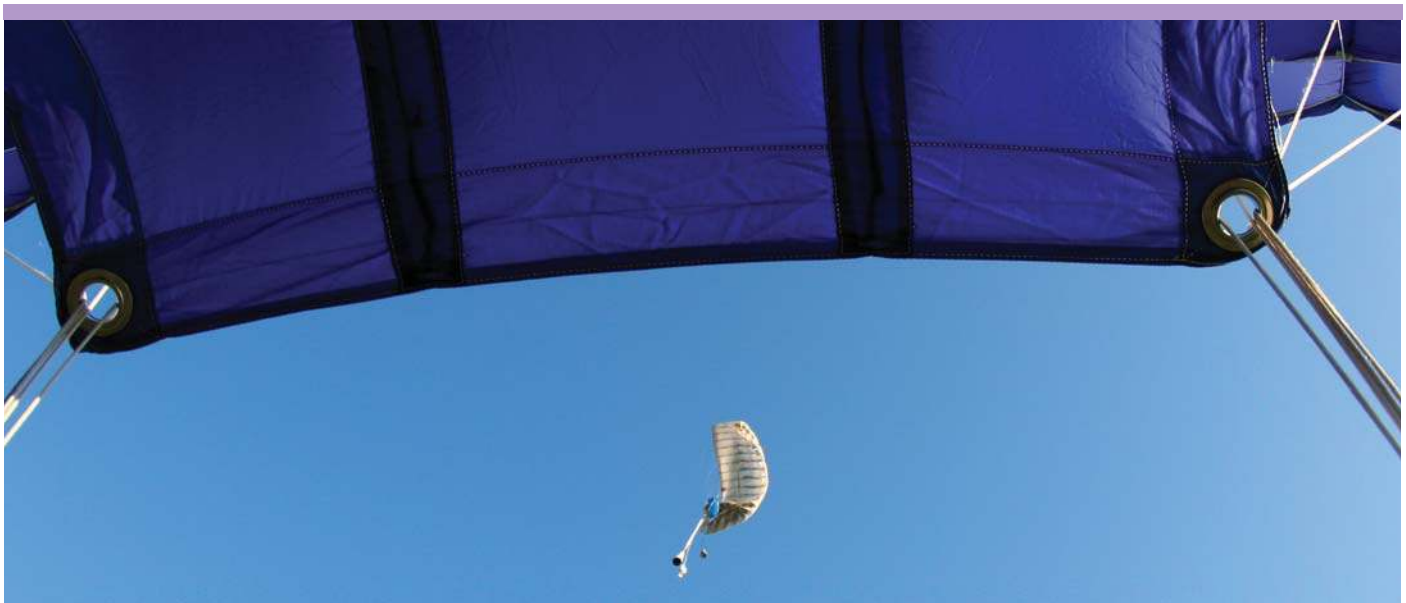
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CHOP CHOP!

A cutaway canopy after its owner had departed! By Tony Danbury

It's the question that all your non-skydiving friends want to know the answer to: "What are the chances that your parachute won't work?" In fact, you're probably fairly interested in the answer yourself! There are several different answers, most of which are worth listening to. There's the 'bar' answer, where we swap "There I was" stories and where everybody knows of someone who chopped on their first jump as well as someone else who's never had a mal. These are interesting to listen to, even if the stories may sometimes get elaborated, as they help us to consider scenarios we may not have thought of.

Then there's the 'official' answer, coming from the BPA through its Safety and Training Committee. All malfunctions and deployment problems are reported by clubs and the statistics for all BPA dropzones are collated and analysed. This answer has the benefit of being factually correct and technically accurate due to combining all of the available data. However, the overall malfunction rate is simply a calculation of the total number of malfunctions against the total number of jumps and does not take individual circumstances into account. It may not reflect YOUR personal chances of a malfunction.

Finally, there is the answer that does consider your personal circumstances. Not all skydivers are equal, and some are more likely (or less likely) to have a malfunction than others. What can you do to reduce your risk?

THE 'BAR' ANSWER: FROM THE ONLINE BAR THAT IS FACEBOOK – ARE YOU FRIENDS WITH *SKYDIVE THE MAG*? **facebook.com/pages/Skydive-the-mag/336339302468**

HOW MANY JUMPS DID YOU HAVE WHEN YOU HAD YOUR FIRST RESERVE RIDE?

David MacFarlane-Day Getting close to 500 and not one yet.

Bryn Chaffe 1,000... and 15 more after that!

Fiona Birnie 2,000 jumps and no reserve ride yet :-)

Gordon Lindsay 53, line over.

Adam Roberts 18!

Ali Woodhouse 129, I believe... God-awful packing by yours truly.

Chris Smith 113, total on second jump on new rig (pad pull slipped out of hand).

Bob Barnes 11, total, pulled belly mount reserve at terminal with no pilot chute. Crack!

Callum Adam Still waiting...

Viki Cumming Eight. Static line. Flipped out the plane head first and got tied up in the lines. Doh.

Duncan Cockburn About 400 or so, I think – plenty more since!

Laura Muller 18, my AFF Level 8, couldn't get my ripcord out!

David Goodwin Seven, dropped handle on first freefall (B12 4-pin).

Regan Tetlow 3,605.

Matthew Gries 337, threw both handles like they were rattlesnakes.

Johnny Gunn Jump 2,007... 1,048 jumps on Spectre 170, landed on hot desert moon dust and packed on moon dust-covered concrete. Three holes twice the size of my head... Very low speed...

Gerry Cepelak What's a reserve ride? (Oh dear, I know I'm going to regret that!).

Andy Myers First on 68th jump at the Nationals, third was the second static line jump at the new centre at Netheravon on my BI course. Last one in Elsinore in March, averaging one in 500 at the mo.



Liz Ashley

Kate Stephens 1,100... and it was under the most wonderful set of circumstances! I was coaching a lady who had a gorgeous boy called Forest and she wanted to pull a little higher so she had extra time "just in case." I was under a rotating mal at 4k. I didn't need the extra time, but was wonderful karma!

Graham Ribbons Three before 100 jumps. Then none till 2,700.

Jason Legg 1,040 none yet, one intentional but it was a cutaway rig.

Colin Fitzmaurice Around 160. Borrowed gear, first night jump, pilot chute in tow!

Koppel Solomon 1,082 and entirely preventable... Should have installed the new line set instead of leaving it in the cupboard.

David Bruce Jump 34! Just this weekend.

Chas Lawson 237, and moaned as I had just spent hours on my advanced packing course packing the reserve I was just opening. What was I going to do, not get the reserve out? Duh!

Scotty Milne One.

Peter Coville 140 – although I reckon if it had been the same situation a few hundred jumps later it would not have required a reserve ride as I might not have flipped out so much.

Jeff Chandler More than 200, as one was not allowed to jump square 'til 200 jumps! Terminal hem reefed and did not give enough time or speed to continue opening and landed reserve in the pit. Much too dangerous! Also, at Weston, one had to do a deliberate cutaway no matter who you were or how many jumps. Now have 9,500 with nine reserve rides, some due to CREW (CF) wraps. Biggest gap was 4,000 between reserve rides.

Mike Allsopp 373 for a reserve ride (poptop caught on exit) but no chops yet (1,265 jumps).

THE 'OFFICIAL' ANSWER

261,951 jumps were made at BPA dropzones in 2013, and 332 malfunctions and deployment problems were reported. This works out as a rate of one malfunction for every 789 jumps. This figure is for ALL types of jumping combined. The rate for certain types of jumps on their own is higher; for example, there was one tandem malfunction per 699 tandem jumps so these are slightly more frequent.

There has been a general downward trend in malfunction rates over the past decade or so. 2002 saw a rate of one in 661, but every year since then has had a lower rate than this. Overall, the rate since then has fluctuated between one in 702 and one in 855.

THE ANSWER FOR YOU

Statistics are clumsy when you calculate them for the whole skydiving population but, at the same time, the data set isn't large enough to be able to break it down into fine detail and still get a meaningful rate for individuals. What we do know is that you can take steps to decrease your chances of a malfunction on every jump you make. You can never eliminate the risk entirely, of course, but here are some steps that improve your chances:

- Pack carefully. Many incident reports blame packing errors as the cause of the malfunction.
- Maintain your gear properly. It is better to fix wear and tear on the ground before it breaks than to let it become unairworthy while you're trying to open it in freefall!
- Jump conservative gear that is appropriate for your experience level. The opening characteristics of many high-performance canopies make them more prone to malfunction.
- Pull high enough that you have plenty of time to deal with any surprises.
- Pull stable.
- Stay current. If you have become uncurrent, plan a conservative first jump back.

WHAT IF...?

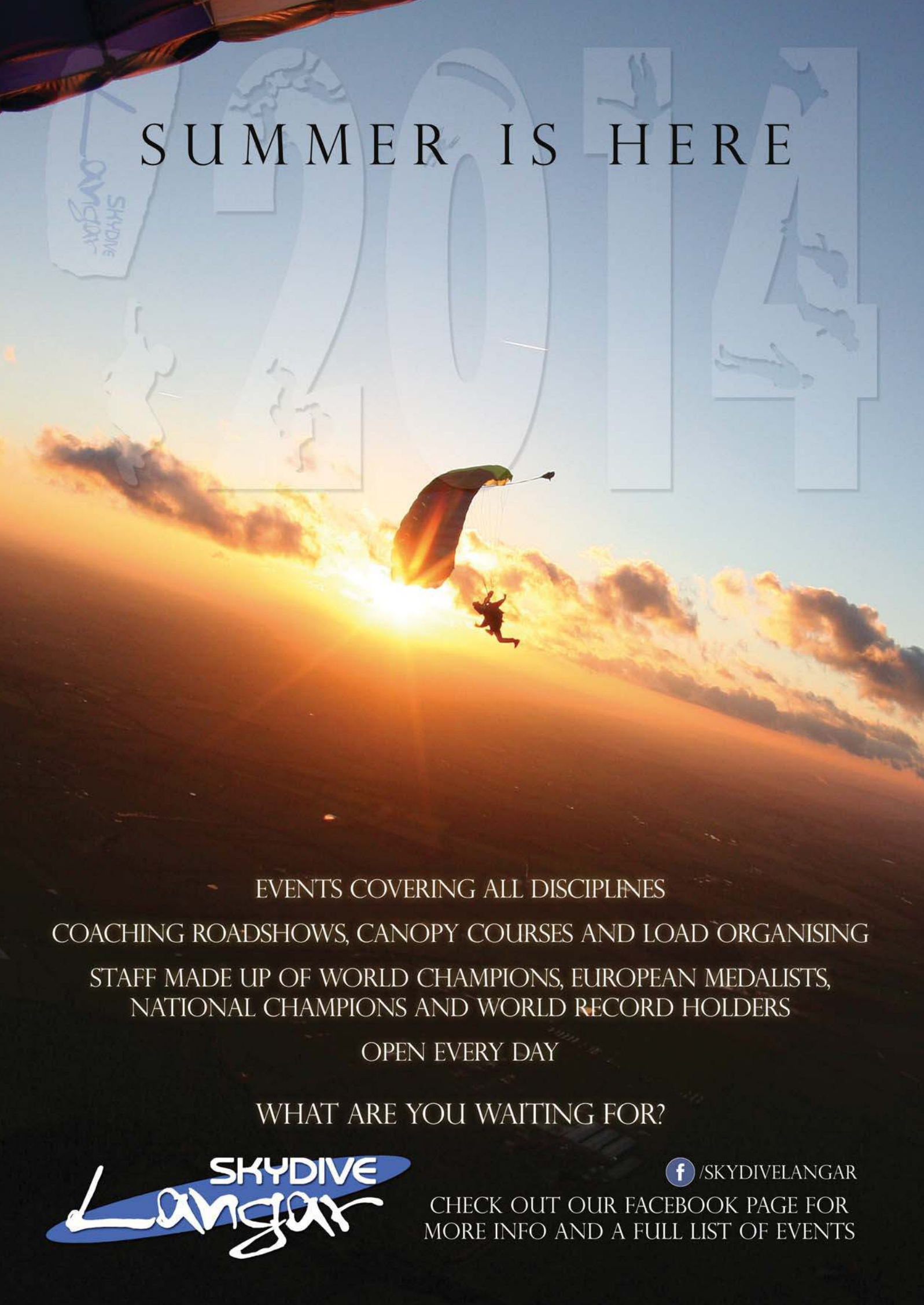


We ask the questions... you provide the answers. The aim of this section is to get people thinking about abnormal skydives and considering how they might react. There often isn't a 'right' answer and the situations are sometimes deliberately vague to allow for maximum discussion around the DZ. After all, isn't it better to cover every angle while on the ground, with input from all your local hotshots, than to have to work it out for yourself under pressure when it happens? Do not change any of your drills without first consulting a BPA Instructor and/or your CCI.

What if... you open a very long way from the DZ?

Points to consider

1. Make a decision early – can you make it back to the main landing area or do you need to pick an alternative place to land? If you're going to land off, it's better to have as much time as possible to plan it.
2. If you think you can make it back, does this include a safety margin as well as alternative options along the way in case you fall short? Does 'making it back' mean flying in a straight line and landing the same way, or does it mean getting back over the landing area with enough height to fly a predictable pattern and land in the same direction as the rest of the load?
3. Are your CH exercises intuitive – Can you increase the range of your canopy now that you might need to?
4. If you need to pick somewhere else to land, where is the best option? Have you already studied the DZ map and made yourself aware of good 'outs'? Is anyone else landing off? – it makes sense to land in the same area and to still follow a pattern. Sometimes the best landing area could be behind you. There's no point squeezing into a tiny field next to the DZ if there's a nice big safe field a little further away – you'll need picking up either way and DZ control would rather find you in one piece.
5. Be extra vigilant for hazards such as power lines and fences that may be hard to see from above. If landing in crops, are they recently harvested or six feet high? Is your new landing area on a slope? Which landing direction uses the longest runway and overflies the fewest hazards and, if that is crosswind or downwind, are you confident landing that way?
6. Do you have a mobile phone and the DZ phone number? Does the DZ have your up-to-date phone number on their system?
7. How did you end up in this situation and how can you avoid it next time? Did you check the spot? Were you aware of wind speed and direction, both ground wind and uppers?


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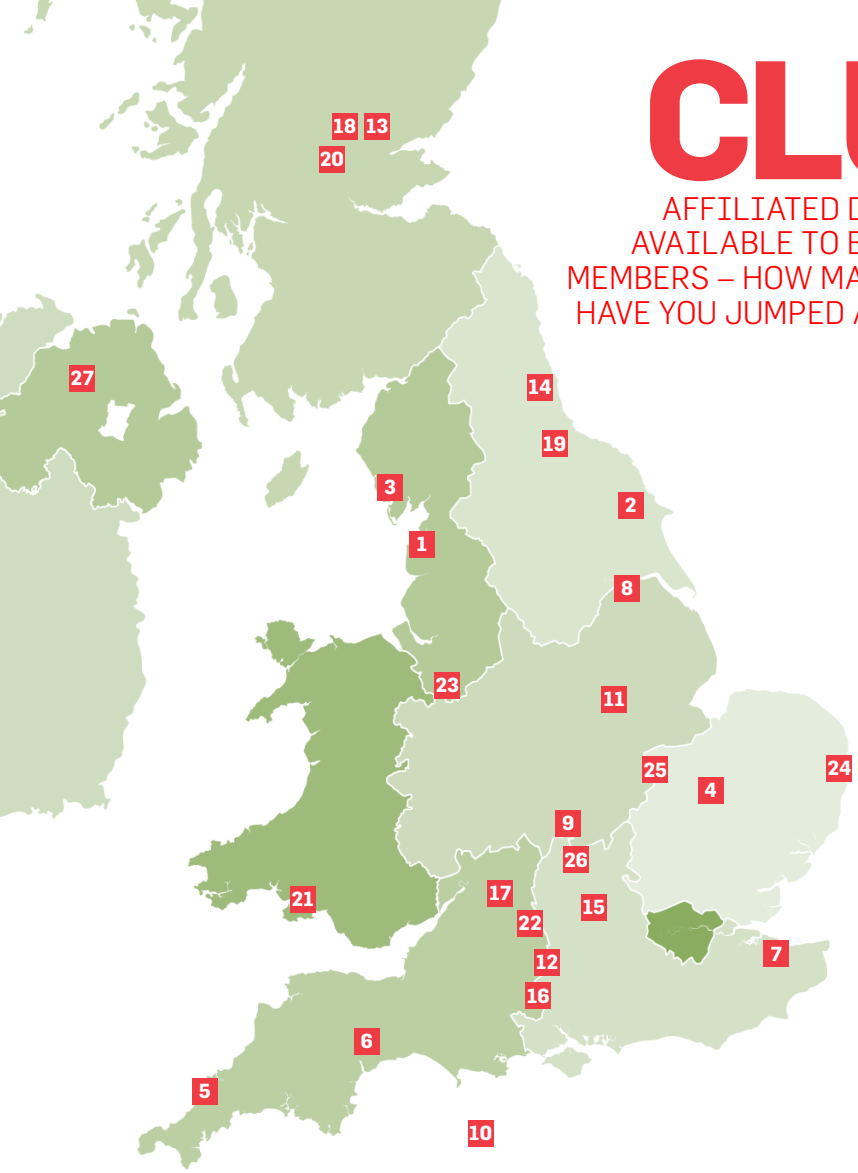
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CLUBZONE

AFFILIATED DZS AVAILABLE TO BPA MEMBERS – HOW MANY HAVE YOU JUMPED AT?



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Mob: 07970 764850
bkpcinfo@googlemail.com
bkpc.co.uk
Blackhawk Caravan

2 Bridlington
Skydive GB
East Leys Farm, Grindale Road,
Bridlington, E Yorkshire YO16 4YB
T: 01262 228033
Mob: 07522 335713
info@skydivegb.com
skydivegb.com
GA8 Airvan

3 Cark
Skydive North West Club
Cark Airfield, Flookburgh,
Nr Grange-over-Sands,
Cumbria LA11 7LS
DZ: 01539 558672
T: 01229 889516
skydive-northwest@totalise.co.uk
skydivenorthwest.co.uk
PAC 750XL

4 Chatteris
North London Skydiving Centre
Chatteris Airfield, Nr Stonea,
March, Cambs PE15 0EA
DZ: 01354 740810
T: 0871 664 0113
info@ukskydiving.com
ukskydiving.com
Twin Otter, Nomad

5 Cornish
Cornish Parachute Club
Perranporth Airfield,
Higher Trevellas, St Agnes,
Cornwall TR5 0XS
Mob: 07790 439653
cornishparachuteclub@hotmail.co.uk
cornishparachuteclub.co.uk
Cessna 206, guest aircraft

6 Dunkeswell
Skydive UK Ltd
Dunkeswell Airfield, Dunkeswell,
Devon EX14 4LG
T: 01404 890222
Mob: 07718 638000
info@skydive99.com
skydive99.com
Two Beech 99s and Caravan

7 Headcorn
Skydive Headcorn
Headcorn Airfield, Headcorn,
Kent TN27 9HX
T: 01622 891670
info@headcorn.com
headcorn.com
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8 Hibaldstow
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Hibaldstow Airfield, Hibaldstow,
Brigg, N Lincs DN20 9NN
DZ: 01652 648837
T: 01132 505600
info@skydiving.co.uk
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Dornier G92 twin turbine, SMG-92 single turbine, Cessna Caravan

9 Hinton
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Hinton Airfield, Steane, Brackley,
Northants NN13 5NS
T: 01295 812300
info@skydive.co.uk
skydive.co.uk
PAC 750XL

10 Jersey
Skydive Jersey Ltd
C/O Jersey Aero Club, L'Avenue
de la Reine Elizabeth II, St Peter,
Jersey, Channel Islands, JE3 7BP
T: 01534 747410
info@skydivejersey.net
skydivejersey.net
Cessna 206, guest turbines

11 Langar
British Parachute Schools
Langar Airfield, Langar,
Nottingham NG13 9HY
T: 01949 860878
info@skydivelangar.co.uk
skydivelangar.co.uk
Two Cessna Grand Caravans, guest aircraft

12 Netheravon
Army Parachute Association
Airfield Camp, Netheravon,
Salisbury, Wiltshire SP4 9SF
T: 01980 628250
generalenquiries@netheravon.com
netheravon.com
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13 Paragon
Paragon Skydiving
Errol Airfield, Grange, Errol,
Perthshire PH2 7TB
T: 01821 642454
billy.gollan@btinternet.com
paragonskydiving.co.uk
Cessna 182

14 Peterlee
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The Airfield, Shotton Colliery,
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T: 01915 171234
enquiries@skydiveacademy.org.uk
skydiveacademy.org.uk
Cessna 182, Cessna Grand Caravan

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Chiltern Park Aerodrome, Icknield
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T: 0845 1307 194
info@londonparachuteschool.com
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16 Salisbury
Skydive Southcoast Ltd
Hangar 3, Old Sarum Airfield,
Old Sarum, Salisbury SP4 6DZ
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19 St George
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Durham Tees Valley Airport,
Darlington, DL2 1LU
T: 01253 592002
steve@skydivestgeorge.co.uk
skydivestgeorge.co.uk
Airvan

20 Strathallan
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Strathallan Airfield, Nr Auchterarder,
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Redlands Airfield, Redlands Farm,
Wanborough, Swindon SN4 0AA
T: 01793 791222
info@skydivelondon.co.uk
skydivelondon.co.uk
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The Parachute Centre
Tilstock Airfield, Whitchurch,
Shropshire SY13 2HA
T: 01948 841111
skydive@theparachutecentre.com
theparachutecentre.com
Airvan

24 UK Para Beccles
UK Parachuting
Beccles Airfield, Ellough,
Beccles, Suffolk NR34 7TE
T: 01502 476131
jump@ukparachuting.co.uk
ukparachuting.co.uk
Cessna Caravan

25 UK Para Sibson
UK Parachuting
Sibson Airfield, Wansford,
Peterborough PE8 6NE
T: 01832 280490
skydive@ukparachuting.co.uk
skydivesibson.co.uk
Cessna Caravan

26 Weston
RAF 22 Training Group
Availability TBC

27 Wild Geese
Wild Geese Skydive Centre
Movenis Airfield, 116 Carrowreagh
Road, Garvagh, Coleraine,
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BPA Overseas Affiliated DZs

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info@skydivecyprus.com.cy
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RAPA
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T: 0049 5254 982 2378
info@skydive-badlippspringe.com
skydive-badlippspringe.com
Cessna Caravan 208

Parachuting Societies

BCPA
British Collegiate Parachute Association
Jack Bradford, BCPA Chairman
mail@bcpa.org.uk
bcpa.org.uk
A community for university skydivers

POPS
Parachutists Over Phorty
Jeff Chandler, Top POP
1 Beaulieu Road, Boscombe Down,
Amesbury, Wiltshire SP4 7PD
T: 07779 580399
jeffchandler@hotmail.com
pops.org.uk

SOS
Skydivers Over Sixty
John Houghland
13 Bowers Croft,
Cambridge, CB1 8RP
johnhskydive@hotmail.co.uk

RAPA

skydive-badlippspringe.com



Wolfgang takes a view of the DZ in the horizontal, by Wolfgang Matussek

Let the fun start!

The season is off to a flying start with what promises to be a very busy year. With various organisations filling up the months with weekly and two-week courses and weekend One Jump Courses bringing the fascination of skydiving to the inquiring masses, it's all systems go at RAPA.

Preparations and confirmations for the fast-approaching RAPA 50th Anniversary Boogie at Bad Lippspringe are taking form and registration numbers are increasing daily. Remember: this is going to be a pre-registration only Boogie with the registration running until June 30 at the latest, closing as soon as the numbers reach 200. If you haven't already done so, it can be done easily by following the link on the Skydive Bad Lippspringe website at skydive-badlippspringe.com. Among the already confirmed vendors are many well-known big name skydiving brands such as Cypres, Aerodyne, Performance Designs, Vector and Larsen & Brusgaard.

"What's going to be available?" I hear you ask. Too much to list in this article, but here's a taster of things to come...

- Two Skyvans and a Caravan confirmed, Dornier to be confirmed
- World-class load organisers over a variety of disciplines:
  RW – Nick Grillet, Rob Kendall and Dave Lewis
  WS – Paul and Elana Cain
  FF – Melanie Curtis, Tim Hedderich, Eva Walzel and Dominic Leser
- Big-way multi-plane RW jumping
- German Ladies HD Record attempt

And much more, not to mention the after jumping hours entertainment and the spectacular *Starsky and Hutch*-themed fancy dress party on Saturday evening.

Check us out at skydive-badlippspringe.com or find us on Facebook. Come and visit us at THE best BPA DZ in Germany!

Rich Oakley

ACHIEVEMENTS FIRST FREEFALL **James Bridle, Jay Dudding, Glenn Hossel** CAT8/CHI **James Bridle, Jay Dudding, Glenn Hossel** CH2/JMI **Moritz Ortjohann** FSI **Alex Lilburn, Isabel Navara** JUMP NUMBERS 1,000 **Meike Kendall**

Beccles

ukparachuting.co.uk

Something borrowed, skies blue

We've had another superb couple of months here at Beccles, with plenty of club jumps, AFF levels and consols. There have been more than 180 AFF levels completed, so a big well done to all you students and a massive thank you to our AFF Instructors for all their hard work. Let's hope this amount of teaching carries on for the rest of the season and we see plenty more new faces around the dropzone.

Huge congratulations have to go out to Tony Kerry, as he proper rocked the last couple of months – achieving his FS1, FF1, 100 jumps and B Licence. Good job, buddy! Let's hope your achievements carry on for the rest of the year. Welcome back to the packing mat to Freddie Mowforth, who will be packing tandem and student rigs for the season. I'm sure all the tandem instructors are looking forward to your soft openings and speedy packing. Talking of the packing mat, we also had the non-jumping packers try a tandem jump to see what the buzz of jumping is all about. Good job on giving it a go, guys. Your faces on the plane were something I won't be forgetting for a while...

Evening club jumps started on April 15, with nearly 20 clubbies turning out for some fun after work. The weather was ace and plenty of loads got off the deck to enjoy the setting sun over the beautiful Suffolk coast. Just remember (Sam Carter...) to always look both ways before you track!

Something to be pencilled into all of your diaries is the FF Coaching weekender at the beginning of August. It'll be open to all levels and should really help out the budding Freefly scene that's growing within the club. Just remember, as with all events this year, that preregistration will be needed. Don't forget to fill in a form and drop it off to manifest.

Finally, with much joy and happiness, I want to say super congratulations and best wishes to Rob and Jennie on their marriage earlier in the year – it's taken a while, but you finally got there. So, from everyone here at UK Para Beccles, we hope your skies are always blue and you continue to enjoy each other's company far into the future.

James Page



Andy Parker showing jumpers coming in to land on the evening sunset load

ACHIEVEMENTS CAT8/CHI **Justin Cooper, Phil Dawson, Rueben Thompson, Richard Waters** CH2/JMI **Yuri Hamilton, Tony Kerry, Stewart Salmon** FSI **Tony Kerry** FFI **Tony Kerry** JUMP NUMBERS 50 **Matt Grimwood, Yuri Hamilton, Stewart Salmon** 100 **Tony Kerry, Dan Semper** 200 **Ian Whayman** 600 **Danny French** 1,000 **Michael Wemyss** 1,400 **Barrie Bremner**

Black Knights

bkpc.co.uk

Blue Skies – Finally...


By Danny Coultrup


By Danny Coultrup

Finally! The sun is shining and we've been taking full advantage, with a busy few months for the centre and more to come.

The new AFF school is under way and we already have our first graduates – a big well done to James, Ian and our team of Instructors for facilitating this. The next AFF school dates and details are on our website, and our Instructors will be available most weekends for progression from here onwards.

The BK flock has grown again, with several of our experienced jumpers taking their WS1s and making massive progress with flocking and formation skills, and WS Coach Roger Hughes taking it to the next level by achieving his Phoenix Fly coach rating. Well done, guys.

Our camera team have also been hard at work furthering the already amazing quality of our tandem photos and DVDs, with the production of some awesome footage for our tandem customers to take away. The results, as you can see, are outstanding!

Our ever-excitable FS contingent are all set for their charity jumps in aid of the Air Ambulance and the whole DZ is getting into summer party mode as part of this event. Please come and join us on June 21 for some hilarious jumping antics, followed by a barbecue and plenty of giggle juice.

Our very own Connor Lynch has finally come of age, completing his first static line jump and several more thereafter. Well done Connor – you'll be qualified in no time, providing Sharon's nerves can take it! All of the students who attended our last open week made great progress and we expect many beer fines in the next one.

The next open weeks start on June 27 and August 1, and we will have RAPS and AFF Instructors available for our students and CF, FS, FF and WS Coaches for qualified and experienced skydivers. Get yourselves here and join the fun.

Great news from Sue, Emma and the team at the Drop Zone Cafe, who have retained their five-star food hygiene rating. We always knew Emma's baps were superb.

As ever, all of our upcoming events, competitions and courses are on our website and Facebook pages. We hope to see you here soon.

I'd like to conclude with a small mind-bender, entitled 'The Curious Malfunctions of Elliot Mitchell'. Elliot has experienced three malfunctions in his short jumping career. His first was with his mum while she was expecting him, his second was on his own 50th jump and his third was on tandem with dad Ralph for his 200th. A unique set of circumstances indeed. Now, should Elliot be concerned about his parents, or should his parents be concerned about Elliot? You decide...

AJ Taylor

ACHIEVEMENTS AFF GRADUATE James Allen FSI Phil Murray, Jonathan Tate, John Welch WSI Alex Munroe WS2 Ruth Morrison JUMP NUMBERS 200 Elliot Mitchell 300 AJ Taylor 400 Dave Bloomfield 600 Marvin Lloyd 700 Steve Searle 800 David Simpson 1,100 Ruth Morrison ONE HOUR IN FREEFALL Michael Doherty, Pud Waterhouse

Sibson

skydivesibson.co.uk

Paging Sir Isaac Newton...


David Haygarth, by Chris Parson

It's all change at UK Parachuting Sibson. As we continue to invest and improve in the way we operate, we have completely re-fitted the old and disused front hangar. We have also built a dedicated packing area and a couple of temporary debrief stations which are soon to be permanent. This means the old packing shed is no more. The new packing area has been cushioned and astroturfed with the highest grade available so, on those bad weather days, get your clubs out and we can knock a few golf balls about.

The AFF programme is going great – we are up to our 50th AFF student already and we are only in April at time of writing. Thankfully, once they have finished AFF, we can hand them over to our dedicated FS school instructors who can carry on the good work and train them up to their FS1 and beyond.

Our resident FS teams have been taking advantage of the recent great weather and *Newton's Nightmare* are rattling up the jump numbers. We also welcome *Team Fragment*, who recently came up to do a bit of FS team training with us.

Let's not forget the freeflyers slowly coming out of the woodwork now that the weather is getting nice – Mike and Karen Wilson-Roberts have been taking some good groups these last few weeks. Soon you will have three new freeflyers who have been hammering the tunnel time over the early start to the season to mess with. I'm not saying who, but you will all be in for a shock when you see some of these mad skills. That's all I am saying for now...

Great to see Macca from Phoenix Fly up recently, coaching some of the wingsuiters. Justin Gumm made his first wingsuit jumps... and, yes, yours truly donned the wingsuit again.

Please send me more pictures to office@ukparachuting.co.uk for club news and our Facebook groups.

Why not follow us on Twitter, add us to your Facebook (UK Parachuting Sibson Airfield or Sibson Skydivers) or check out our website at skydivesibson.co.uk/events to keep up to speed with all the happenings at UK Parachuting Sibson.

Paul Dorward

Cark

skydivenorthwest.co.uk

When in doubt, fly

Blessed with sunshine across the North West, the Easter break started with a 23-lift Good Friday cracker. Wingsuit dynamics and DZ familiarisation started early in the build-up to the Wingsuit Championships. Jarno Cordia, the very prestigious wingsuiter, had entered the competition along with a further 15 competitors. With blue skies and a slight cool breeze, it was ideal conditions for not only the Distance but Speed wingsuit category too. Roger Hughes maintained the edge on the flying Dynamics and steered groups through their paces in prep for the beginning of the competition. The Dutch and Irish contingent made up a very strong field with appropriate team names of *The Cloggies* and *Mad Micks*.

BPA Judges Kate and Bob Charters, the two Ruths and Dave McMinn stored themselves away in the judging room while Jim Scott beavered away on the load organising, system set-up and configuration. Mike kept Alpha Yankee on track with faultless run-ins for the competitors, allowing all to maximise the conditions. By close of play on Saturday, another epic 24 lifts had been completed and virtually all of the wingsuit competition completed. In the evening, Steve Steward kept us all fed and his culinary skills offered quality evening meals to all club members.

Sunday morning saw the competition complete and the lunchtime medal ceremony was, of course, presented by our CCI Dennis in his humorous way. Congratulations to the winners and all those who took part. Thanks go out to all of the judges and all competitors, especially those who travelled some distance to be with us. Big thanks as well to Jim Scott for his hard work in organising such an event and, as ever, all those behind the scenes who made it run like clockwork.

MEDALS
Intermediate Small: Craig Hicks (gold), Keiron Bridges (silver) and Dave Francis (bronze)
Intermediate Open: Dave Duffy (gold), Mike Williams (silver) and Jonathon Charles (bronze)
Open: Jarno Cordia (gold), Martyn Maas (silver) and Ed De Khors (bronze)

The Canopy Piloting team (Steve, Dave, Kie, and Eddie) took advantage of the gentle Easter breeze with numerous downwind landings. Peter Mather made numerous attempts to navigate the gates and would have achieved this if they had been the height of rugby posts! *Hard Corps* spent their sunshine time team-training, with coaching provided by Laura and Kyle. Ming swapped wingsuits for FS and then rigs from FS to swooping – he's getting to be a very greedy discipline junkie.

Great to see Anna, H, Speds and the Carlisle lads playing out with some FS fun, with Dunc on camera to capture the footage. Congratulations to Sam Boardman, who has been awarded a bursary from the Royal Aero Club. Being our Student of the Year, Sam is gaining competence and improving his skill levels to follow in his father's footsteps.

Ned had an out-of-caravan experience after he forgot that Friday was a bank holiday and he rolled onto the DZ just as the last tandem was landing! Thanks to all our Instructors and camera team for your hard work over the Easter Break.

Congratulations to all of our achievers and, now the weather is improving, no doubt the list will grow!

Stuart Morris


8-way open, by Dunc Haynes

ACHIEVEMENTS CAT8 **John Robinson, Karim Shokraee** FS1 **John Robinson** WSI **Craig Hicks** JUMP NUMBERS 2,200 **Jim Scott**

Cornish

cornishparachuteclub.co.uk

Long drop with a backdrop

The sun just keeps shining on us down in the South West and, when the sun is out, there really is no better backdrop to a skydive! We have been doing plenty of AFF at Bodmin, with Jon and Sam Smith qualifying for their A Licences, Dodge is onto her consols, Kenny 'The Legs' is cracking through now and the likes of Pete Sutton and Rich Abbott are building jump numbers. All of the newly trained guys – Rik, Colin, Ben, Cameron, Dean and Craig – have done at least a Level One. Well done to all of you, and it's been great fun already. If the weather carries on like this, Perranporth is gonna be a busy little DZ come summer.

With a view to our coastal DZ getting busier, we are more than happy to welcome Justin 'Admin vortex, flag snapping' Underwood onto the camera team so that he can keep the beer fridge stocked for the rest of us. He has fitted into the team well and is producing amazing footage for everyone jumping at the club. He just seems to have that camera everywhere – no-one is safe, so avoidance of brambles is a must!


Sam Looker, by Monty

ACHIEVEMENTS CAT8/CH1 **Jon, Sam Smith**
JUMP NUMBERS 200 **Neil Kirby**

The skies have been filled with hybrids, tracking dives, 4-ways, canopy piloting and the odd hop and pop. It's been great to see old faces (Roger) and old friends back at the club – is Joe Baker the happiest skydiver ever? Well done to Neil Kirby on his C Licence, doing a 200th jump with Maddy and Monty over the coast. I was there somewhere...

With all this jumping and fun going on, we must not forget the hard work that goes on behind the scenes on a daily basis. Massive thanks go to Dave, Chrissy, Dodge and Jon the new DZ control, and to the team of fantastic pilots – Stefan, Chris, Simon, Callum and Ryan.

Here's hoping the sun shines on us all through the summer. Stay safe!

Ben Wood



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It's all over but the flying

After a slow start to the year, the jumping season finally got under way at the beginning of March. Hurrah!

Firstly, we would like to say a big welcome back to Charles Henley who, after a 10-year lay-off, made his 707th jump – a static line descent – at the grand old age of 89. Pete understandably had concerns about his comeback but, having been put through his paces by Del and then undergoing several revision sessions, he finally made a textbook jump. I think he could teach some experienced skydivers a thing or two about exits.

A successful FS Coaching weekend took place, with lots of progression and a couple of FS1s from James Vassallo and Mutian Li. Simon Hughes' Florida trip was another resounding success, with 10 students completing their AFF and progressing students returning with their licences and with FS and FF stickers.

Richard 'Polly' Parrott is back flying after being grounded in October 2012 due to the new European rules. All credit to him; he studied hard and passed all of his Commercial Pilot written exams last summer while still working full-time in his job as a farrier. He then completed the practical flying during the atrocious winter and is finally back flying the Caravan again after a proficiency check from Jane.

Del is away on a working holiday in Perris, teaching AFF to soldiers on the PWRR exped. He recently gained his A Licence in cutaways, which obviously kept Jane busy repacking his reserve. Pete is Accuracy training in Italy for the forthcoming World Championships. Welcome back as well to Mark Bayley and Hazel Peto, who have returned to the sport after a lay-off due to injury.

Demo training has started in earnest, with Simon Soper and Marcus Muir-Smith being the first two to qualify this year and both on their Lightnings. This means the possibility of adding some CF to our display repertoire.

The new roof on the Tandem Meeting point is complete and very smart it looks too. We now have a nice dry training and kitting-up area for our tandem students.

The best news of all is that Wings Bar is now open again under new management – we can finally celebrate the day's achievements onsite. Simon Beech is planning a big party there at the end of May for when he leaves his full-time job to become a DZ bum and hopefully gain his CSI and tandem ratings later this year.



Charles Henley with Simon Beech and Chris Sparks, by Clem Quinn

Finally, Walk-up Wednesdays have returned with Ken Gregory in charge of organising for anyone with FS1. He is going to be at the club come rain or shine every Wednesday this summer and, if we are not jumping, he is happy to do B Licence, canopy handling or any other general briefings – please take advantage of his expertise.

Jane Hopkins

ACHIEVEMENTS CAT8/CHI Fahd Akbar, Joe Ball, Sean Cawley, Chris Dangounakis, Dave Hillwood, Wayne Kennedy, Mark Mawson, Nick Price, Katy Seymour, Felix Weaver CH2/JMI Alex Leslie, Ben Wilks, Sarah Wilks FSI Dean Andrews, Alex Leslie, Mutian Li, Hazel Peto, Georgie Rhodes, James Vassallo FFI James Cook, Trevor Cowell, Sam Everett, Mike Hitchcock, Charlie Puttick WSI Craig Crosbie JUMP NUMBERS 100 Charlie Puttick 200 Mike Hitchcock, Chad Smith, Stewart Taylor, Craig Weller 300 Michael Morton 500 Geoff Cowell 600 Holly Goodfield 700 Craig Crosbie, Sam Laming 10,000 Clem Quinn

Cyprus

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Wind, sun and more wind!

Spring is upon us! For us here in Cyprus, this means we have an average temperature of 25 degrees and an average wind speed of 21 knots!

Many of the locals have now emerged from winter hibernation, joining the hardcore jumpers who stay through winter. As always, we have had a steady flow of RAPS students coming through and keeping our instructors Phil, George and Pelham busy, with many students achieving a great deal despite the wind blowing over for students around 10am every day.

Many of the guys have progressed off of the line now and are well on their way to achieving CAT8, so a big well done to our awesome students! Our AFF Instructors Chas and Dylan have been keeping busy as well, with guys achieving Level 8 status and progressing through towards A Licence. When Chas and Dylan haven't got an AFF student in tow, they have a tandem student instead – with the warmer temperatures tempting more people into doing a tandem.

Our experienced jumpers have been as committed as always, showing up no matter the weather. The windy spring conditions have made everyone better under canopy because everyone has been met with challenging winds. Brian Vacher from Flight-1 paid us a visit to conduct his 101, 102 and 201 canopy courses. Fifteen jumps with 22 people over three days is pretty good going for Kingsfield and, with 32 jumps being completed in total over that weekend, it could be a record. Brian's instruction has helped everyone progress and it is not very often we have someone of his expertise visit us. Please come back again as soon as you can, Brian!

We have had many minor achievements from our experienced guys recently as well, with people conducting a wide variety of firsts – including first camera, smoke and flag jumps – which keeps the bell ringing in the bar! We also had a 700th jump consisting of a first static line jump, first frappe hat jump and a rather fetching pair of boxers (it was not a pretty sight!).

The events programme has been finalised and there's a lot to look forward to. First up is the 3-way Scrambles, giving everyone a chance to shine, followed by the more serious stuff with the Cyprus 4-way Championship and (a firm favourite on the calendar) the Cyprus Parachute Festival in July!

We welcome new and experienced jumpers alike so, if you find yourself in our neck of the woods, please do pay us a visit. Make sure you ring ahead first to avoid disappointment!

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Tunnel time and trick-shots

Now that the sun has been showing his shiny face, the jumping season is well and truly under way at Skydive Chatteris. I've lots of news to mention, but first I must congratulate a couple of staff at the centre. Firstly, Adam Gooch for getting his TI rating (scary stuff!) and, secondly, Yolande Lee for finally becoming an AFF Instructor. Both worked incredibly hard for a long time, so it is very well deserved!

April saw the world's largest indoor competition – the World Challenge at Bodyflight in Bedford. This year, there was a large delegation from Chatteris and everyone had such a successful meet. This was the first competition for back-flying 4-way team *BackChatt*, made up of Yo Lee, Dragos Lupu, Lorraine Dixcey and Craig Poxon. Without much training at all, they made such a great effort for their first meet and other 4-way flyers were commenting on how hard it looked and how well they were doing for the whole weekend. Word on the street is that they'll be back next year in Single A category!

All female team *ChatterChicks* competed for the second time, this year in Single A category. We went in hoping to place in the top half of the table (having finished second from last in Rookie in 2013) and, surprisingly, we finished in fifth place, top UK Single A team, scored our highest round to date and hit our highest overall average. There were also several other teams made up of Chatteris flyers. AAA team *Pink Stingers*, made up of Rich Rust, Craig Poxon (of *BackChatt*), Sarah Ashworth (of *ChatterChicks*) and Langar jumper Dave Grzeskowiak finished with an awesome average of 13.1 for their first meet as a team and Sarah's first meet in AAA. Well done to everyone from Chatteris who competed. We did everyone proud!

Sticking on the subject of 4-way, as you all know, Chatteris will be hosting BPA Coaching Roadshows this summer. I can confirm that, for the FS weekend, we are very lucky to have British female 4-way team *Kaizen* here providing free coaching to our skydivers of all levels. *Kaizen* won silver in AAA at the British



Making good use of the new hula hoop, by Graham Ablett

Nationals for the past two years and will be representing the UK at the World Championships in Prostejov later this year. It really will be a great opportunity that is not to be missed.

And finally, a small mention goes to Graham Ablett, who will soon be hitting our TV screens after taking part in a football-meets-skydiving challenge that consisted of skilled trick-shot footballers and Graham with a hula hoop. I'll say no more (mostly because he's sworn to secrecy until it airs), but keep an eye out for more updates.

Robynne Haynes

ACHIEVEMENTS FIRST FREEFALL Andy Dodson **CAT8/CHI** Mark Henning, Jack Hook, Alex Kean **FSI** Robin Auld, Jordan Webb **FFI** Sarah Ashworth, Sean Healy **WS2** Lewis Jones **JUMP NUMBERS 300** Tim Freegard **500** Dragos Lupu

Hibaldstow

skydiving.co.uk



Jay Leighton's 500th jump by Jordan Wilcox

In da house

By the time you read this, our new clubhouse will be open! Fridges are stocked (well, restocked after being emptied many, many times!), the ovens are hot and the building... stunning. You simply have to see it. Thanks to everyone for all their hard work in making it happen – it was worth their while! We're expecting a few more good nights in there now, especially as the new cocktails and shooters seem very popular. What started with a simple squashed frog or 10 has become a bit of a thing. Keep an eye out for even more colourful cocktails and shots in the near future...

Freefly-fest continues as the summer approaches, with Liz Boniface, Paul Cooper and Adam Dare bringing droves of people to Hib to head up, head down or even angle fly. Liz and Adam's groups are putting the fun in fun jumping, while Paul's VFS workshops are challenging the head down flyers.

The momentum is really growing now, with jumpers here every weekend flying together and having a great time, so let's keep it going!

Our first 14-way competition, the Blackjack meet, got under way and pitted Dave Lewis' group against the home team lead by Dave West. After some brutal jumps against a difficult draw, Hibaldstow's Aces came out on top by only a few points. Can the home team now win the 28-way? Only time will tell! With formation loads coming up this month, we've got time to practise.

The coaching is really going well, with loads of new FS1 and FF1s being handed out and some amazing displays of ability – including the York University FS1 massive. It was Tom Chan last time, but now Lucy, Amelia and Carmen all have FS1 – meaning all of the committee can jump together for the first time ever. Let's also not forget Declan Manning's super-chilled-out 13-point FS1, his first jump on a sunny spring Friday afternoon. Loads of fresh meat for the organisers to play with, then. See you on the big-ways soon!

It's fantastic to feel a happy vibe on the DZ, no matter where you're from and what you do. With summer coming, it can only get better. Keep an eye on our website or Facebook for events in the next few months – we guarantee there's something to take your fancy. With the new clubhouse, there's never been a better time to visit.

Stubert Ferglstein

ACHIEVEMENTS CAT8/CHI Dean Baylin, Ryan Logan, Wayne Radforth **CH2** Lee Jagger **FSI** Jay Bambridge, Amelia Collins, Lucy Ford, Ant Hill, Declan Manning, Carmen Sumadiwiria **FFI** Mike Hitchcock-Ford **JUMP NUMBERS 200** Evan Grant, Mike Hitchcock-Ford, Nigel Thurston, Lucy Westgarth **400** Dave Hart **500** Jay Leighton **1,500** Kris Cavill **1,900** Crazylegs Spour **30 HOURS IN FREEFALL** Kris Cavill

Bridlington skydivegb.com


Ray Armstrong


Sara Orton, by Dave Saville

Grin and bear it

The recent bank holiday saw the creation of the Skydive GB Hop and Pop Club, which proved to be hugely popular with the regulars. We aim to make this happen on a regular basis. Everyone completed a minimum of eight jumps and Alec Flint ensured that it was a precision operation which ran smoothly throughout. Darren Glover was also available for quality coaching, and the participants progressed and achieved in their canopy handling skills. Eddie O'Brien and Chris Milnes achieved their CH2. Darren has developed and is organising further courses in canopy handling which will be a regular feature at Skydive GB. All jumpers of any standard are welcome and will be coached in accordance to their needs.

Skydive GB staff completed a first aid course recently (which proved a positive experience) and it's good to know that they have some knowledge in the area of defibrillation – hopefully they will now manage to get the DZ Land Rover started.

Improvements to the centre are ongoing and the new day room is now fully functional. This is specifically for our regular jumpers to use and is a relaxing and airy space with beanbags – everyone loves beanbags at a DZ.

Nuno Da Silva is the latest addition to our crash of pilots ('crash' being the collective noun in this instance). Nuno has completed his training phase and is now regularly flying for us.

Mikey McCulloch has purchased his first rig but has not managed to jump it yet due to every unforeseen circumstance possible. Racheal Poole is also sporting nice new kit that she is very proud of. Ian Baistow-Davis completed his 100th jump with a spectacular hop and pop. Chris Milnes completed his 50th jump with a static line jump – keeping it real, Chris! Mick Dawn has broken his long-standing record of bad weather omens and actually managed to jump for four days in a row.

The first barbecue of the season happened and it was a good one. We wore hoodies, coats and hats, and refused to go inside until hypothermia started to set in!

Our regular pilot Liam Watt has lost his teddy bear, affectionately known as Pickles, and he has put a reward out for anyone who returns it. The bear has been seen in various places, including bound and gagged, in a jar of pickled onions, completing a tandem and as a stowaway with cameraflyers. Until the reward is significant, the bear's whereabouts are likely to remain a mystery...

I have crossed over to the dark side and have passed my Tandem Instructor course. This was a roller coaster ride but, with the support of Alec Flint, Ray Armstrong and Andie Harrison, I got there in the end. Thanks for believing in me – the learning starts here.

Sara Orton

ACHIEVEMENTS CH2 **Chris Milnes, Eddie O'Brien** CH2/JMI **Racheal Poole** JUMP NUMBERS 50 **Chris Milnes, Eddie O'Brien, Racheal Poole** 100 **Ian Baistow-Davis** 600 **Steve 'Ninja' Perkins** 800 **Paul Gibbs**

BCPA bcpa.org.uk

Sun, sea, sand, skydiving



BCPA get serious at Inflight Dubai, by Inside-Out Bodyflight

The BCPA's first dropzone event of 2014 was BCPA Peterlee in March. There was no jumping because it was unfortunately windy, but Peterlee Parachute Centre proved excellent hosts and we made the most of it with seminars by the Peterlee staff and WS coach Roger Hughes instead – thanks to all for sharing your knowledge with our members. Not letting the weather put a dampener on our spirits, Saturday night was a St Paddy's party and we saw the night away in normal BCPA style with two live bands and many Jägerbombs.

As I write this article, the BCPA Easter Tour attendees are waiting for their return flight following an epic two weeks at Skydive Dubai organised by our Tour Organiser Hannah Parker. Achievements include three A licences, two WS1s, an FS1 and a C Licence, with three people doing their 100th jumps and one completing his 1,300th jump. Two of our members got to jump The Palm and all partook in a tunnel night at Inflight Dubai for 3.5 hours of flying time including coaching, a scrambles competition and some 8-way carnage – massive thanks to Simon Whittle, Mikie Davey and Lucy Eldred for making this happen. Away from jumping, when not sleeping off the 5am skydiving starts, our members were desert buggying, indoor skiing and chasing camels. For those of you wondering, nobody got arrested, there was only one mal and our chairman even kept his kit on – an undeniably successful adventure for the BCPA.

Our next event will be celebrating the end of (most) people's uni exams at Dunkeswell for BCPA Dunks on June 6-8. The dropzone will also be open Wednesday-Monday if three days of BCPA isn't enough for you! We will have FS, FF and CF coaching, a canopy handling course, plentiful load organising, three types of competition, a beach party in the Aviator... and we haven't even finished organising it yet! We're planning to make up for that big March-June gap you had to go without us for, so get ready to go big.

If you think BCPA Dunks sounds fun, remember that this year's BCPA Nationals will be at Skydive Hibaldstow on June 30-July 6. Taking Nationals to Hib will give us the load capacity and bar capacity to deliver a huge event for the ever-increasing BCPA. Nationals doesn't need selling to anybody who has been before, so prepare for more jumping than all our other events put together, jelly wrestling, UV parties and the massive BCPA raffle. We will also be attempting to finally beat our big-way record!

The weather is hotting up and so is the BCPA! If you want to get involved, find us on Facebook or at bcpa.org.uk.

Ali Woodhouse

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Langar

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UFO? LOL, ATC


25-way diamond with Milko organising, by Tony Danbury

We kicked off the new season with our annual Safety Day in mid-March, where more than 60 people at all levels of experience took the opportunity to enhance their basic knowledge and skills. Many practised reserve drills in suspended harness under the critical eyes of the staff and we held sessions discussing equipment issues, relative canopy flight, response to canopy collisions and more. If you missed it, don't forget that we are always available to help you with anything and everything. Well, skydiving-wise that is!

After a bit of a struggle with the weather (so what's new?), we managed to complete all of the jumping for the BPA Tandem and AFF Instructor Evaluation week – we've unleashed a whole bunch of new instructors on an unsuspecting world. Congratulations to everybody!

FS Scrambles is always a fun competition and ours at the end of March was no exception! Five 4-way teams jumped on the Saturday, led by Martin Score, Karen Nielsen, Des Meyer, Cath Anderson and Sam Doughty. It's a great way to get the up-and-coming people mixing it up with experienced jumpers and everybody has a chance of a winning on a pretty level playing field. A great time was had by all.

A short Langar Boogie 1 over the long Easter weekend achieved approximately 1,500 jumps and that was with a day off for bad weather on the Sunday. That was also handy for those who had far too good a time at the Langar Hangar Party on Saturday night. Three aircraft on hand, organisers for everybody that wanted them, Flatfly, Freefly and even canopy formations built big enough to get picked up as an unidentified aircraft by air traffic control...

Will Cooke is running a Big-way FS practice weekend every month for groups of eight or more, building up to formations from multiple aircraft. The first couple have gone well, so come and join in to make even bigger skydives. Scott McKenzie's regular canopy handling courses are proving popular too, so look out for his 'Weapons of Grass Destruction' courses to join in.

Lots of other stuff is coming up: Freefly Introduction on June 7-8 (total newbies welcome), BPA Canopy Formation Roadshow on June 14-15 (top coaches for everybody who wants to have go), BPA Freefly Artistics and VFS Roadshow on June 21- 22 (with VFS team *QFX*, and *Euphoria Freestyle/Freefly*), the hugely popular UKSL 4-way FS Grand Prix on July 12-13 and a Tracking weekend on July 26-27 (extra aircraft planned for that one!). Details of all these and more at facebook.com/skydivelangar as ever!

Tony Danbury

ACHIEVEMENTS FIRST FREEFALL Helena French CAT8/CHI Denise Borgstrom, Rosie Manning, Victoria Pitt, Jack Walker CH2/JMI Tamsin Gulliver, Tyler Mason FSI Aiden Chaffe, Si Flisher FFI Oli Ellis, Hannah Parker, Roy Wimmer CP2 Jack Bradford JUMP NUMBERS 50 David Gagno, Tyler Mason 100 Tamsin Gulliver, Brian Kilroy, Stefan Pacel, Kim Plaskett, Rob Smith 200 Si Flisher, Ben Mitchell, Hannah Parker 300 Jonathan Charles, Ben Smith 400 Matt Willson 500 Ben Barber, Raph Barbier 600 Charlie Walker 700 Ben White 800 Karen Nielsen 900 Ruth Jordinson 1,000 Mike Wemyss 1400 Nick Robinson 2,000 Will Cooke 2,400 Siân Stokes 3,500 Ruth Green ONE HOUR IN FREEFALL Kim Plaskett, Peter Storey

Paragon

paragonskyding.co.uk

Flocking Marvellous

Things are picking up at Paragon thanks to the spell of lovely weather we have been enjoying. We have seen the tandem and static line students getting in the air and all leaving with big smiles on their faces, which is always a bonus.

The Vowel finally came out of hibernation and took to the skies to perform camera duties, giving our hardcore cameraflyer Chik a break between lifts. CCI Jim decided it was now warm enough to swap the pilot's seat for one on the floor and exit the plane while it was still in the air. Apparently the '80s called him to ask for their jumpsuit back!

Billy and Mark completed their first wingsuit jumps. Never have there been two more apprehensive faces in the plane on the way up, but they managed to perform a flock over the DZ (albeit with a mile of separation both horizontally and vertically...).

Of course, all of the usual people have been working away to make everything possible too – big thanks to you all, and you know who you are. Alice has even recruited Lukasz in the packing shed and we are hoping he will one day pass on his packing skills to the latest addition to his family: Olaf the beautiful baby boy. Huge congratulations to Lukasz and his family from everyone at Paragon.

Now, I know it's early, but the Christmas party is planned for December 13 and a reduced early booking fee has been mentioned. For those who wish to attend, contact Connie on manifest at the weekend for details.

On a more serious note to all those who are due beer fines, get 'em in. The fridge is looking a tad bare!

Markie D10168


Mark and Billy pre-flight with Andrew 'The Boss', by Alice

Netheravon

netheravon.com

Springing into action



Ed Moss at the PC Freefly weekend, by Paul Capsey

Winter may have slowed us down, but nothing was going to stop Netheravon jumpers from enjoying an all-out event-packed spring. *Euphoria Freestyle* coaching, canopy skills camp, Mike Lewis' Big-way Camp, Paul Capsey's Freefly coaching, wingsuit load organising, *Entropy* FS coaching, B Licence progression days and packing courses – what a start to the season!

Multi-skill-level 13-ways were a common sight during Mike Lewis' Big-way Camp in April. Awesome video footage from cameraman Spencer Bailey and thorough debriefs meant that each jumper had the opportunity to learn something new from each skydive.

Improving canopy skills is a subject high on the APA priority list and all participants in Wez Westley's camp in April gained valuable skills to keep themselves (and others) safe. Wez organised a briefing package focusing on accurate landing patterns and correct flare techniques. All jumps were video debriefed, and every student has both improved and carried on practising.

Paul Capsey's first Freefly weekend of the year started with four people registered but, within a few hours, the numbers had swelled to 13! Those with FF1 and FF2 enjoyed organised group jumps while there was one-on-one coaching to bring on potential freeflyers. Sunday's weather was even better than Saturday's, with six amazing jumps and three new FF1s. Paul's events are now so popular that a second coach, Alex Murphy, is coming on board to help out.

Easter weekend was crazy – on Good Friday and Easter Saturday there were more than 40 lifts per day! The *Euphoria* team were coaching like crazy with Andy, Alex and Sean making sure all 12 of their students got quality tuition. Swannie, Robin Fisher, John Monday, Freddie Huntley, George Marsden and Jeannie Cook all achieved FF1s and are totally hooked.

Meanwhile, the Flockers were getting everywhere! Spike and Jackie Harper organised some amazing flights: flat flocks, vertical/flat combination flocks and multi-plane loads with 23 wingsuiters in formation. On Easter Monday, the Harpers joined up with Wez Westley for some amazing XRW – leading the way in the UK! For more, see p48.

A big mention goes out to *Entropy,* who spent the Easter weekend helping other FS jumpers improve without asking for anything more than their slots covered. This has got to be true club spirit! Eight students signed up and a fantastic 22 coached jumps were completed. Two FS1s were awarded and lots of progression was made by everyone.

Easter just wouldn't be right without a great party! Thanks to Stacey Canning for the 'Rubik's Cube' theme – where did she come up with that?

Finally, congratulations to Murf, who took his boss on a tandem and then got miraculously promoted! Suspicious, eh?

Elana Cain

ACHIEVEMENTS CAT8/CHI **Claire Humphries, Samantha Patel** CAT8 **Ruben Erasmus** CH2/JMI **Joshua Haigh** JMI **Neil Taylor** FSI **Nick Arrandale, Holly Ashton, Luke Bright, Aaron Harding, Neil Hooper, Claire Humphries, Coz Morrell, Samantha Patel, Trevor Richardson, Dan Williams** FFI **Laura Bamford, Brian Caswell, Jeannine Cook, Robin Fisher, Freddy Huntley, George Marsden, John Munday, Harry Shanker, Neil Taylor** FF2 **Charles Goodhew** WSI **Gerwyn Legg, Neil Taylor, Nick Yu** WS2 **Keith Clarke, Tom Owen, Neil Taylor, Robbie Way** JUMP NUMBERS 50 **Joshua Haigh** 100 **Charles Goodhew** 200 **Harry Shanker** 200 **Nick Yu** 500 **Robin Fisher** 600 **Keira Sidford** 700 **Simon Donnelly** 1,300 **Tom Canty** 2,000 **Thea Westley**

POPS/SOS

pops.org.uk

The trick is to keep jumping



SOS Women's World Record by Terry Weatherford

Congratulations to Caroline O'Hagan, seen here in the red jumpsuit over Elsinore, California, in April. Caroline, an enthusiastic member of POPS/SOS UK, and eight others set a new world record for SOS women's formation skydiving and a new world record for SOS women's sequential skydiving. Well done!

For details of two more record attempts later this year and the World Meeting in Argentina in November, take a look at Facebook page POPS/SOS UK or the POPS website.

John Houghland




















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The price is plus extra charge options. Standard options vary by rig.

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The price is plus extra charge options. Standard options vary by rig.

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2014

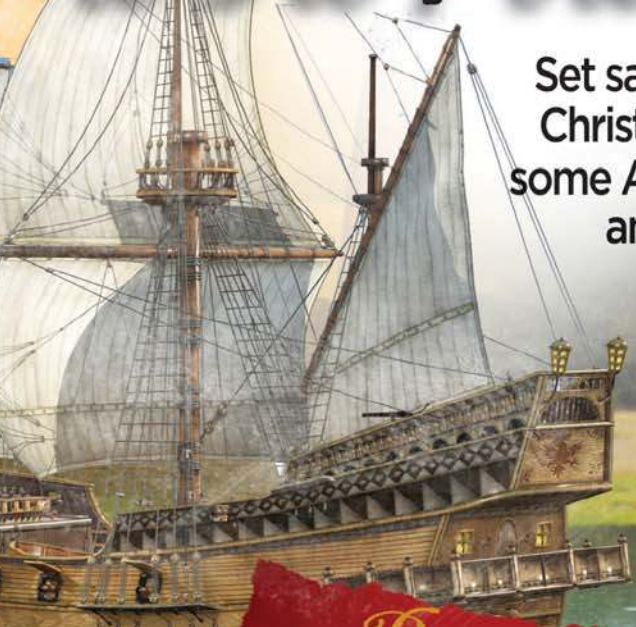
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Jersey

skydivejersey.net

What happens on tour...

It's on! Jump season is open again and the enthusiasm for jumping is sky high. Many happy smiles have been seen around the club and DZ thanks to people being back in the air after the winter break. The beer fines are already stacking up, with new jumpers in Jersey lining up to take their first leap, break in their new kit and practise a new discipline.

A successful trip to Florida saw four guys nail their AFF – the only clean stories I've heard involved flying TVs, shooting big guns and rental car abuse due to the Americans driving on the wrong side. They all confirmed it's probably safer to be in the air than on the ground!

The dates for jumping have been agreed for this year, so look out for them on our website at skydivejersey.net. There are plenty of openings to choose from, so get in touch if you're thinking of coming down so we can show you a Jersey welcome.

We've got a new clothing range for the club including t-shirts and hoodies – they've been flying off the shelves so far. Keep an eye on our Facebook page for details of the new releases and ordering details at facebook.com/skydivejersey

Nigel O'Brien



James Evans, Johnny Kelly, Liam Hardman, Janusz Zasowski and Brian Heath, by Nigel O'Brien



Richard Hamilton, Claire Louise Smith, Mally Richardson, Peter Dolbel and Liam Hardman, by Alun Griffiths

ACHIEVEMENTS AFF GRADUATE Conor Hall, Robin Johnson, Shayne Lightfoot, Callum Shales, Jonathan Storey CAT8/CHI Jonathan Storey JUMP NUMBERS 100 Claire Louise Smith, Michelle Traynor

Peterlee

skydiveacademy.org.uk

Picking up the pace

The atmosphere is electric around Peterlee now. We have had some really nice weather and things are starting to build up, with lots of jumping and lots of progression.

The BCPA has been at Peterlee in March. Despite the bad weather, many people turned up from all over. Briefs helped many people out during the day and it all ran smoothly thanks to Ian Rosenvinge setting up a great timetable to suit everyone's needs. Big thanks go to the Instructors who turned up to do the briefs. On the night, everyone had a great time with some great entertainment from the band and the party games keeping everyone busy. Big thanks as well to Paul Moore for being on the bar and keeping everyone happy with drinks.

Bryan Dyas, who runs the AFF School, has returned from sunny Spain with two local students who have had a great time and achieved lots – both Gary Owen and Kieran Plats did their AFF Consols and FS1 in just five days. Congratulations to them.

Peterlee now has a new pilot to fly the Cessna 182 in the form of Simon Johnston, formerly a jump pilot at RAPA and currently an ATPL taking the Cessna Grand Caravan rating as well.



Peterlee 9-way, by Tom Derbyshire

ACHIEVEMENTS FIRST FREEFALL Sam Parker CAT8 Gary Owen, Kieran Plats FS1 Gary Owen, Kieran Plats, Aaron Wilkinson

The free FS coaching is working out brilliantly here at Peterlee and we have people travelling from all over for it! Sadly, however, we have to say goodbye to one of our most known FS coaches, Tom Fletcher. He is leaving the rain in England to live under the sun in Australia with his girlfriend. You will be missed very much, Tom.

After three years together for Lisa Stephenson and Simon Minto, they did a jump together to celebrate. The jump itself was excellent... but it ended up as a reserve ride for Lisa! Thankfully, she landed safely. Happy anniversary!

Seventeen-year-old Aaron Wilkinson now has his FS1 and has only done a total of 42 jumps so far – well done, Aaron. Shortly after he achieved this, he did a 3-way skydive with his parents Lisa and Will Wilkinson. The jump went great and they enjoyed every second of it. They just need the youngest one in the family, Rebecca Wilkinson, to start jumping and form a family team. Go Team Wilkinson!

Aaron Wilkinson

Tilstock

theparachutecentre.com

A taste of summer



Louise Wilson after her first freefall with Rob Wilson and Beth Richards, by Simon Wilkinson



Dan Griffiths after his FS1 dive with coach Mike Pritchard, Simon Wilkinson and Ellie Southworth, by Dan Cope

It has been a busy few months at Tilstock with some beautiful weather, and we certainly made up for the lack of jumping at the start of the season!

The bank holiday weekend in April was fabulous; it is not very often that we get a bank holiday which allows jumping all day Friday, Saturday and Monday. We did just short of 50 lifts in total which, for one of the smallest dropzones in the country, is fantastic. We had the ever-growing Tilflock doing some wingsuiting. Louise Wilson got her first freefall, with experienced family members Rob Wilson and Beth Richards on the plane to watch her go.

All of our club members got plenty of jumps in, as well as all of the tandem customers. To finish off, both Gary Windon and Sean Crooks achieved CAT8 on the Monday and Dan Griffiths got his FS1 from 10k despite a funnelled exit and, impressively, only one bootie (not too sure how the one bootie came about). Awesome job, guys.

Massive congratulations to Ellie Southworth and Johnny Galbraith on their new ratings. Ellie is now a canopy handling coach, which was put straight into practice with talking down lifts full of first-time jumpers. Johnny got his wingsuit coach rating and he wasted no time in awarding his first WS1 to Alex Busby-Hicks.

It really has been a great couple of months at Tilstock with the weather, atmosphere and all of the amazing achievements. It's great when it all runs smoothly with the perfect weather, and hopefully this was an insight into how amazing the summer will be. Finally, a huge thank you to everyone involved in running the DZ and all of our wonderful jumpers.

Mary Carbutt

ACHIEVEMENTS FIRST FREEFALL **Sean Crooks, Dave Egerton, Louise Wilson** CAT8/CHI **Sean Crooks, Gary Windon** CH2/JMI **Dan Griffiths** FSI **Dan Griffiths** WSI **Alex Busby-Hicks** JUMP NUMBERS 50 **Dan Griffiths, Gary Windon** 600 **Johnny Galbraith** ONE HOUR IN FREEFALL **Dan Cope** 12 HOURS IN FREEFALL **Steve Smith**

Wild Geese

skydivewildgeese.com

Wild Geese vs weather gods

Finally! The weather gods have given us a break and have let us get our knees in the breeze.

Bodyflight Fly Wild held their first successful tunnel camp, with Nadine and Gordon joined by Stephen Campbell, and Linzi got her first taste of flight this year. Keep your eyes peeled for more tunnel camps throughout the year.

Meanwhile, Linley Ewing pushed through the category system and has been awarded CAT8. Welcome to skydiving.

Finally, congratulations to Rod and Joanna, who celebrated their wedding in May. Plenty of gear for sale soon – another one bites the dust, LOL...

Blue skies and safe swoops.

Rod McCrory

ACHIEVEMENTS CAT8 **Linley Ewing**


Rod, by Stuart Ryan

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Get your WINGS on!

We are pleased to announce the launch of our brand new wingsuit school here at Skydive99. Jumping from our Beech99 aircraft at 15,000ft, wingsuiters normally get almost two minutes of freefall – so it's a perfect place to learn. We will provide the suits and our BPA-rated coaches Fraser Corsan and Neil Empringham, and you will be looked after by the friendliest bunch to gain your WS1 and WS2. We will also have wingsuit flocking weekends, so check for the dates on our Facebook page.

Wingsuiters have also worked together with our Freefly load organisers and we've had the most ridiculous amounts of fun with Tracking groups chasing wingsuit rodeos (when manifest gets out to play). Freefly has really picked up here and been a great success this season. We are so pleased that we decided to have full-time Freefly/tracking load organisers here on the weekends. FS big-ways are popular as always and, even though they are officially organised only once a month, they happen pretty much every weekend in real life as long as we have people willing to join in.

We have news regarding FS1 coaching as we now offer a package for those fresh from AFF to have dedicated FS coaches from our 4-way team *Vision99*. This is world-class coaching and we are more than happy for *Vision99* to help the dropzone with this.



Wingsuiting from 15k on the exit of Beech99, by WS coach Neil Empringham

We are open every Wednesday, Friday, Saturday, Sunday and a lot of extra midweek days this summer, so check out our events calendar at skydive99.com to see which dates suit you best. The swoop pond will be busy in July when we host the Canopy Piloting Nationals. Exciting! Make sure you don't miss this season's second Twin Beech Boogie in the end of August. It will be EPIC as always.

Miko

ACHIEVEMENTS FIRST FREEFALL Michael Briggs, Ellis Figg **CAT8/CHI** Matthew Aland, Michael Briggs, Matthew Dyer, Ashley Gale, Victoria Pitt, Speed Rebel, Alice Stuart Lee, Ben Turner, Merlin Webster **CH2/JMI** Codie Housam, Thomas Keyte, Aija Stikane, Ryan Waters **FSI** Arthur Amarra, Bill Booth, Michael Briggs, Phil Cane, Neil Hooper, Ben Wilkins, Sandy Wilson **FFI** Tom Currington, Michelle Larsen, Gary Powell **WS2** Seb Bates, Jeremy Garner, James Palermo **JUMP NUMBERS** 100 Adam Thomas, Dominic Lamb 200 Ryan Waters 300 James Palermo 400 Michelle Larsen, Jordan Price 600 Neil Empringham, Richie Taylor 900 Chris Griffin 1,000 Gary Powell, Joe Matthews 1,500 John Price 1,600 John Price 2,000 George Clack, Dan Guest **TWO HOURS IN FREEFALL** George Clack

St George

skydivestgeorge.co.uk

You ain't seen nothing yet

What an amazing start to the season at Skydive St George! With so many firsts, achievements and news, the beer fine fridge will be generously stocked for at least a few weeks...

The club's first lift was made by Jon Bradley, Steve Lamb, George McGuinness, Jim Coupe, Steve Searle and myself. It was also my 300th, which made it extra special! Our first-ever tandem skydive was also made by Nicky Johnston and Nicola Pearson, raising money for the MS Society.

Skydive St George would like to thank everyone who has helped to get the dropzone up and running. Without these people, the first few weeks would not have run so smoothly – you know who you are. The Old Armoury Cafe is looking fantastic, but it couldn't have been done without Bill and Brendan.

We have had an ongoing struggle with the weather, not unlike most dropzones in the UK, but we have managed a lot of good jumps to get us into the swing of things. One of those was our club cameraman Blair Stent getting his knees back in the breeze after an 18-month lay-off. Well done, Blair – I'm sure you won't leave it so long again. We limited Chief Pilot Bill Tiplady's fines to just the one for his first drop.

And lastly, but by no means least, we would like to congratulate our fantastic CCI George McGuinness on his 7,000th jump. Well done, and I'm sure there will be many more to come.

We've obviously had a few teething problems, but these are all falling by the wayside and the club is getting better week by week. Come and check it out for yourself!

Mandy McGuinness



The experienced jumpers at the dropzone

ACHIEVEMENTS WS1 Mandy McGuinness **JUMP NUMBERS 300** Mandy McGuinness 7,000 George McGuinness

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Teej Quigley's 800th jump, by Adam George

ACHIEVEMENTS FS1 Kiran Chandra, Will Tenison FF1 Chris Dutton, Jonathan Johnson
JUMP NUMBERS 100 Nicola Lemon, Jane McNamara 200 Darren Porter 800 Teej Quigley

The return of a legend...

Ever since I first began skydiving at Swansea, there were many whisperings of one man's name. Some described him as the nicest guy and a legend, others said he was a madman, while many more... well, best not to repeat what they said! But, one thing was for sure, he was a well-loved and much-missed face at our DZ. Well, I'm happy to report that Ryan Mancey is back at Skydive Swansea! The tone of the banter at our DZ has lowered an octave or two since his return and we couldn't be happier. It seems we also have much to learn from this all-round guru, including the dangers of drinking water, but I'll leave you guys to ask him about that yourselves. Nice to have you back, Ryan.

The number of fun jumpers coming to play is rapidly increasing as the weather gets better and better. With it, the number of achievements is beginning to soar. Super cool Chris Dutton reached his 100th jump, which he celebrated by not telling anybody, going up for a coached jump and attaining his FF1 – you sneaky badass! Nice one to JJ on also getting your FF1, and to Will Tenison and Kiran Chandra for their FS1s. Well done to Teej Quigley on an 800th jump, which was celebrated ninja-style with a tube jump!

We've had a few other jump milestones since our return in 2014, which were also acknowledged in style – we love a bit of fancy dress here at Swansea! Jane McNamara celebrated her 100th with an aviation-inspired big-way, while Darren Porter made his 200th jump in pyjamas. An impressive array of onesies, but I think Bill Beynon's 'The Hulk' onesie was my favourite. Love you Bill! Nicola Lemon celebrated her 100th jump in true carnage style too! Aren't those jumps the most fun? I think you've all set the bar now for future jump milestones!

Unfortunately, due to unforeseen circumstances, our Freefly Fridays have been put on hold until further notice. However, it's been confirmed that we will be jumping from an increased altitude of 15,000ft for a discounted price every single Friday this year. Yippee! Any freefly ninjas, flatflyers, freestylers, general specialists, experienced, inexperienced and students are all welcome to come and enjoy this extra freefall time. We also have two new FS coaches – Anthony Andrews and Teej Quigley – for all of you wanting to play with their friends in the sky. Here's looking at an epic summer!

Laura Turner

Swindon skydive london.co.uk

Rhyme AND reason!

There have been some complaints recently about the lack of visits I have made to Skydive London – how can I write the news if I am not there? So, for this month's column, we have a guest writer in Jenny Bouquet. To make matters better, it's a poem. Oh, and we know it's June, but it's late, the Mag deadline is 10 minutes away and it's the best I could do! Enjoy!

March starts the year for the Redlands crew
So much has happened, recognition is due
In just a few weeks, the beer board is long
Thanks to successes and the bits we did wrong
Landings are a highlight as a matter of course
And leading the way in arriving with force
Young Adam does cartwheels, he bounces well
He called it style, but we know he fell
Dermot took on the world and he made a dent
But the planet fought back and now his leg is bent
Landing's a skill the angels are yet to explore
This bizarre liaison between skydiver and floor
Best get them up close to show them again
As they give Looby Lou a human swoop lane
And just when the girls were keeping it sane
Camera girl Shaz went and fell off the plane
Some FS jumps for Rockstar Sue and the Snake
Cracking out points with new formations to make
Meanwhile Jasper and Cath are on the dark side
Proving their skills and wearing new suits with pride
It's taken some time but the day has now come
That GK made a hundred along with FS1
A mal, an off-landing and a flat-out refusal
Gave Mattridge a Sunday that was most unusual
Langar played host to the Redlands on tour
Where Jonny proved tandems to be no chore
To those I've not mentioned more effort is due
If your name is to feature in this rhyming review
So that was March and much fun did it bring
Lots of jumping and sunshine, bring on the spring!
Oh, and Brucie is awesome.

Dylan Griffith-Jones



Ricky Capanni and his student over Skydive London, by Jon Eeles

ACHIEVEMENTS CAT8/CH1 Heath Flicos, Craig Lillington, Tomasz Pedowicz, Aaron Wood CH2/JM1 Darrell Gibson, Emma Tipton CH1 Peter Dinnage FS1 Matt Alder, Darrell Gibson, Andrew Griggs, Emma Tipton FF1 Jasper Smith, Catherine Thorne JUMP NUMBERS 100 Matt Alder, Phil Drenning 1,000 Simon Cresdee 2,000 Robert 'CrazyLegs' Spour


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Chambers: 21
Cells: 7
Structure: Crossbraced
Aspect ratio: 2.65
Tip to Center Chord Ratio: 0.4
Wing loading: Above 2.2
Materials: ZP or Hybrid
Lines: Black HMA 400
Features: No stabilizers, integrated slider stops
Deployment System: Slider. RDS available as option.
Openings: Awesome terminal and sub-terminal
Turns: Responsive to harness, easy on risers
Recovery Arc: Very long
Flare: Ballistic

2 DESIGN

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Hybrid Construction: To cater for swoopers who want to have their everyday canopy and compete her too, we have created a more advanced version of Leia with sail fabric internals. This configuration only slightly adds to the pack volume (about 5-7 sqft) but turbo-charges the wing and gives you an extra burst of speed and power.

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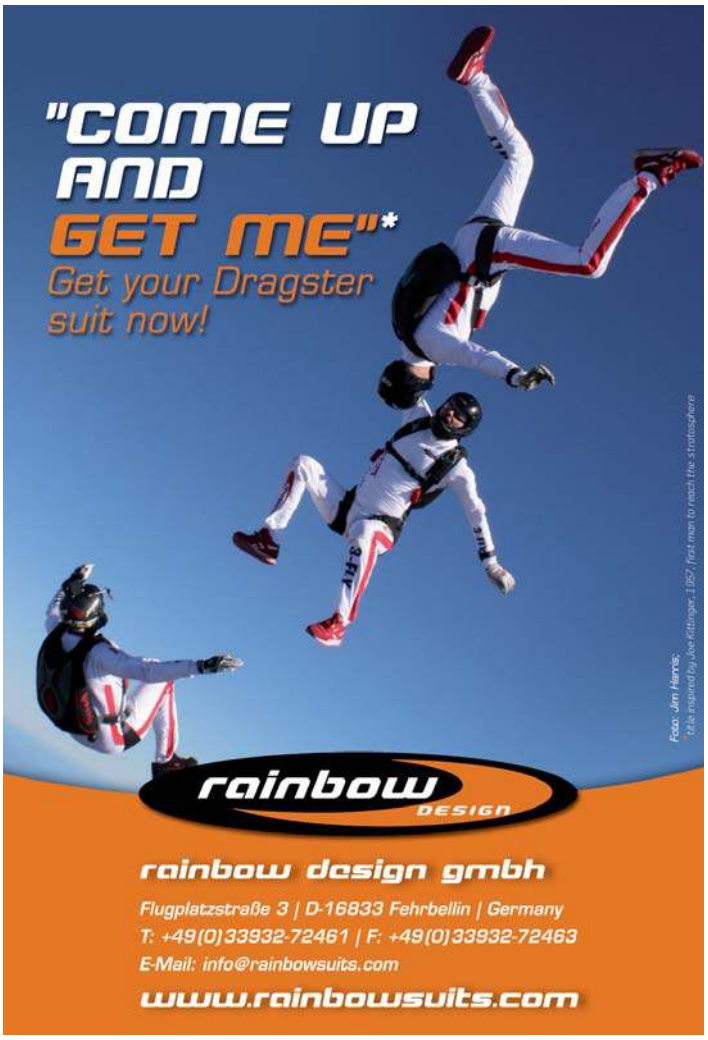
4 How can I get one?

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May

May 31-June 1
A FF Scrambles
Location: **Dunkeswell** · skydive99.com

June

June 5
BPA STC Meeting
Location: **BPA Offices** · bpa.org.uk

June 6-8
U BCPA Meet
CP Canopy Course
Location: **Dunkeswell** · skydive99.com

June 7
U B Licence Progression Day
Location: **Netheravon** · netheravon.com

June 7-8
FS BPA FS Roadshow
Location: **Beccles** · ukparachuting.co.uk

June 7-8
CP Flight-1 Canopy Course
Location: **Sibson** · skydivesibson.co.uk

June 7-8
A Freefly Intro Weekend
Location: **Langar** · skydivelangar.co.uk

June 7-8
FS FS Big-way Weekend
Location: **Dunkeswell** · skydive99.com

June 7-8
FS Load Organising with Stubert
Location: **Hibaldstow** · skydiving.co.uk

June 7-8
FS Pinch Jump (40-way)
Location: **Netheravon** · netheravon.com

June 7-8
U POPS Record Warm-up
Location: **Hibaldstow** ·
jack.felstead@btinternet.com

June 11-15
CP Nick Batsch Canopy Coaching
Location: **Dunkeswell** · skydive99.com

June 14-15
CF BPA CF Coaching Roadshow
Location: **Langar** · skydivelangar.co.uk

June 14-15
A Girls' Head Down Record
Location: **Sibson** · skydivesibson.co.uk

June 14-15
FS UKSL Meet 2
Location: **Netheravon** · bpa.org.uk

June 17
BPA Council Meeting
Location: **BPA Offices** · bpa.org.uk



June 21
B/F Summer Party
Location: **Black Knights** · bkpc.co.uk

June 21-22
A BPA Artistics Coaching Roadshow with *Euphoria*
Location: **Langar** · skydivelangar.co.uk

June 21-22
FS BPA FS Coaching Roadshow
Location: **Chatteris** · ukskydiving.com

June 21-22
A BPA VFS Coaching Roadshow with *QFX*
Location: **Langar** · skydivelangar.co.uk

June 21-22
FS FS Progression
Location: **Dunkeswell** · skydive99.com

June 21-22
FS *Team Elite* 36-40 Diamonds and Jewels event
Location: **Hibaldstow** · skydiving.co.uk

June 26-29
FS Power Play
Location: **Perris, California** · p3.com

June 27
U Mike Wills Memorial Day
Location: **Dunkeswell** · skydive99.com

June 27
U Open Week starts
Location: **Black Knights** · bkpc.co.uk

June 28
U Packing Course
Location: **Netheravon** · netheravon.com

June 28-29
FS A Coaching weekend – FS with *Isis* and FF with Paul Capsey
Location: **Netheravon** · netheravon.com

June 28-29
A Dynamic Group Flying with Steve Howes
Location: **Hibaldstow** · skydiving.co.uk

June 28-29
A Tracking Weekend
Location: **Dunkeswell** · skydive99.com

June 28-29
FS 28-way Competition
Location: **Hibaldstow** · bpa.org.uk

June 30-July 4
BPA Tandem and AFF Instructor Course
Location: **Sibson** · bpa.org.uk

June 30-July 6
U BCPA Nationals
Location: **Hibaldstow** · skydiving.co.uk

July

July 5
U B Licence Progression Day
Location: **Netheravon** · netheravon.com

July 5-6
BPA Camera Coaching Roadshow with Dave Head and Dave Butterell
Location: **Hibaldstow** · skydiving.co.uk

July 5-6
A Freefly Coaching with Paul Capsey
Location: **Netheravon** · netheravon.com

July 5-6
FS FS1 and Load Organising with Stubert
Location: **Hibaldstow** · skydiving.co.uk

July 5-6
FS Pinch Jump with Dave Lewis
Location: **Sibson** · strollerweb.co.uk

July 5-6
U Progression Weekend
Location: **Langar** · skydivelangar.co.uk

July 8-13
B/F Vector Festival
Location: **Empuria** · vectorfestival.com

July 12-13
FS FS Big-way Weekend
Location: **Dunkeswell** · skydive99.com

July 12-13
FS Load Organising with Mike Lewis
Location: **Netheravon** · netheravon.com

July 12-13
FS UKSL Meet 3
Location: **Langar** · bpa.org.uk

July 12-13
A 2-way VFS Trial competition
Location: **Hibaldstow** · skydiving.co.uk

July 18-20
CP Canopy Piloting Nationals
Location: **Dunkeswell** · skydive99.com

July 19-20
CF BPA CF Coaching Roadshow
Location: **Chatteris** · ukskydiving.com

July 19-20
FS Will Cooke's Big-way FS
Location: **Langar** · skydivelangar.co.uk

July 19-20
FS 50-way POPS Record Attempt
Location: **Hibaldstow** ·
jack.felstead@btinternet.com

KEY

BPA BPA EVENTS
CP CANOPY PILOTING
FS FORMATION SKYDIVING
CF CANOPY FORMATION
S&A STYLE AND ACCURACY
B/F BOOGIES/FUN
A ARTISTICS
WS WINGSUIT
U UNCLASSIFIED (inc POPS)

EVENTS ZONE

July 21
B/F Three DZ Challenge (TBC)
Location: **Beccles** · ukparachuting.co.uk

July 21-27
FS European Skydivers Over Sixty Record Attempt
Location: **Eisenact, Germany**

July 21-27
B/F Sibson Summer Boogie
Location: **Sibson** · skydivesibson.co.uk

July 23-27
B/F 50th Birthday Boogie
Location: **Bad Lippspringe, RAPA** · skydive-badlippspringe.com

July 25
A FF Coaching with Steve Howes
Location: **Hibaldstow** · skydiving.co.uk

July 26
U Packing Course
Location: **Netheravon** · netheravon.com

July 26
U Summer Party
Location: **Sibson** · skydivesibson.co.uk

July 26-27
A BPA Speed Skydiving Roadshow with Mikey Lovemore
Location: **Hibaldstow** · skydiving.co.uk

July 26-27
U *Bullet* Tracking Weekend
Location: **Langar** · skydivelangar.co.uk

July 26-27
A Dynamic Group Flying with Steve Howes
Location: **Hibaldstow** · skydiving.co.uk

July 26-27
FS FS Progression
Location: **Dunkeswell** · skydive99.com

July 31
BPA STC Meeting
Location: **BPA Offices** · bpa.org.uk

August

August 1
U Open Week starts
Location: **Black Knights** · bkpc.co.uk

August 1-10
B/F Cark Week 2
Location: **Cark** · skydivenorthwest.co.uk

August 2
U B Licence Progression Day
Location: **Netheravon** · netheravon.com

August 2-3
A BPA Artistics and VFS Coaching Roadshow with *QFX*
Location: **Beccles** · ukparachuting.co.uk

CYPRES 24 hours verified waterproof at 5 feet

August 2-3
U Progression Weekend
Location: **Langar** · skydivelangar.co.uk

August 2-3
FS 4-way Cup
Location: **Hibaldstow** · skydiving.co.uk

August 4-8
BPA CSBI, AFFBI, TBI and Advanced Instructor Course
Location: **Headcorn** · bpa.org.uk

August 5-10
B/F AN28 Boogie
Location: **Magdeburg** · mdskydive.de

August 9-10
A BPA Artistics Coaching Roadshow with *Varial*'s Steve Howes and Joel Strickland
Location: **Chatteris** · ukskydiving.com

August 9-10
FS FS Big-way Weekend
Location: **Dunkeswell** · skydive99.com

August 9-10
A Head Up Progression
Location: **Langar** · skydivelangar.co.uk

August 9-15
U Armed Forces Parachute Championships competition
Location: **Netheravon** · netheravon.com

August 11-15
BPA CSI Course
Location: **Headcorn** · bpa.org.uk

August 12
BPA Council Meeting
Location: **BPA Offices** · bpa.org.uk

August 15-23
CF S&A World Championships in CF and Style and Accuracy
Location: **Banjaluka, Bosnia**

August 16-17
CP Flight-1 Canopy Courses
Location: **Sibson** · flight-1.com

August 16-17
FS Will Cooke's Big way FS
Location: **Langar** · skydivelangar.co.uk

August 16-17
A Speed 8 Competition with *SAVoA*
Location: **Netheravon** · netheravon.com

August 16-17
U Tracking Weekend
Location: **Dunkeswell** · skydive99.com

August 20-24
B/F Twin Beech Boogie 2
Location: **Dunkeswell** · skydive99.com

August 23-24
A Tracking with Paul Capsey
Location: **Netheravon** · netheravon.com

August 23-25
FS Big-way Invitational with Dave West
Location: **Hibaldstow** · skydiving.co.uk

August 23-25
A Hybrid Weekend
Location: **Langar** · skydivelangar.co.uk

August 24-31
FS A World Championships in FS and Artistic Events and Speed Skydiving World Cup
Location: **Prerov, Czech Republic**

August 29-31
CP Canopy Course with Simon Larcombe
Location: **Dunkeswell** · skydive99.com

August 30
U Packing Course
Location: **Netheravon** · netheravon.com

August 30-31
CF CF Grand Prix
Location: **Netheravon** · netheravon.com

September

September 6
BPA B Licence Progression Day
Location: **Netheravon** · netheravon.com

September 6-8
FS 4-way FS and VFS Nationals
Location: **Hibaldstow** · skydiving.co.uk

September 13-15
FS A 8-way, Artistics and Speed Nationals and 4-way FS and VFS Reserve Weekend
Location: **Hibaldstow** · skydiving.co.uk

September 19-21
FS ESL
Location: **Teuge, Netherlands** · euro-skyleague.com/2014/details.php

September 20-22
FS A 8-way FS, Artistics and Speed Reserve Weekend
Location: **Hibaldstow** · skydiving.co.uk

September 25
BPA STC Meeting
Location: **BPA Offices** · bpa.org.uk

September 25-26
U B Licence and Packing Days
Location: **Hibaldstow** · skydiving.co.uk

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A ARTISTICS
WS WINGSUIT
U UNCLASSIFIED (inc POPS)

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Photo by Pao Li (Paul Myers)

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National Champions Euphoria Freestyle *in training, by their coach Will Penny*



September 26-28
CP Canopy Course
Location: **Dunkeswell** · skydive99.com

September 26-28
CF S&A FS CF, Classics and 8-way Speed Nationals
Location: **Sibson** · skydivesibson.co.uk

September 27
U Packing Course
Location: **Netheravon** · netheravon.com

October

October 4
BPA B Licence Progression Day
Location: **Netheravon** · netheravon.com

October 4-12
B/F Equinox Boogie
Location: **Toogoolawah, Australia** · ramblers.com.au

October 7
BPA Council Meeting
Location: **BPA Offices** · bpa.org.uk

October 8-12
CP SunPath CP Open Championships
Location: **Raeford, NC, USA** · sunpath.com

October 12-18
FS Women's World Record and Men's World Record
Location: **Perris, California** · p3.com

October 18
CP Basic Canopy Skills with Wez Westley
Location: **Netheravon** · netheravon.com

October 18-19
FS Multiplane Skydiving with Dave West
Location: **Hibaldstow** · skydiving.co.uk

October 23-24
U B Licence and Packing Days
Location: **Hibaldstow** · skydiving.co.uk

October 25
U Packing Course
Location: **Netheravon** · netheravon.com

October 25-26
FS Hibbleween 12-way Meet
Location: **Hibaldstow** · skydiving.co.uk

November

November 1-8
CP CP World Championships
Location: **Z-Hills, FL, USA**

November 3-7
BPA CSBI, AFFBI, TBI and Advanced Instructor Course
Location: **Hibaldstow** · bpa.org.uk

November 10-14
BPA CSI Instructor Course
Location: **Hibaldstow** · bpa.org.uk

November 11-16
U First Indoor Skydiving World Cup (IPC-sanctioned)
Location: **iFly Austin, Texas**

November 13-21
U World Parachutists Over Phorty (POPS) Meet
Location: **Argentina** · aeroclubsanjuan.com.ar

November 15-16
FS Load Organising with Stubert
Location: **Hibaldstow** · skydiving.co.uk

November 20
BPA STC Meeting
Location: **BPA Offices** · bpa.org.uk

November 20-21
U B Licence and Packing Days
Location: **Hibaldstow** · skydiving.co.uk

December

December 6
BPA Saturday BPA Council Meeting
Location: **BPA Offices** · bpa.org.uk

December 13
U Christmas Party
Location: **Paragon** · paragpnskydiving.co.uk

2015/16

August 19-28 2015
S&A European Championships in Style and Accuracy 2015
Location: **Bulgaria**

August 23-30 2015
CP CP World Cup 2015
Location: **Montreal, Canada**

September 9-23 2016
BPA CP FS CF S&A B/F A WS U
Mondial 2016
Location: **Skydive Chicago**

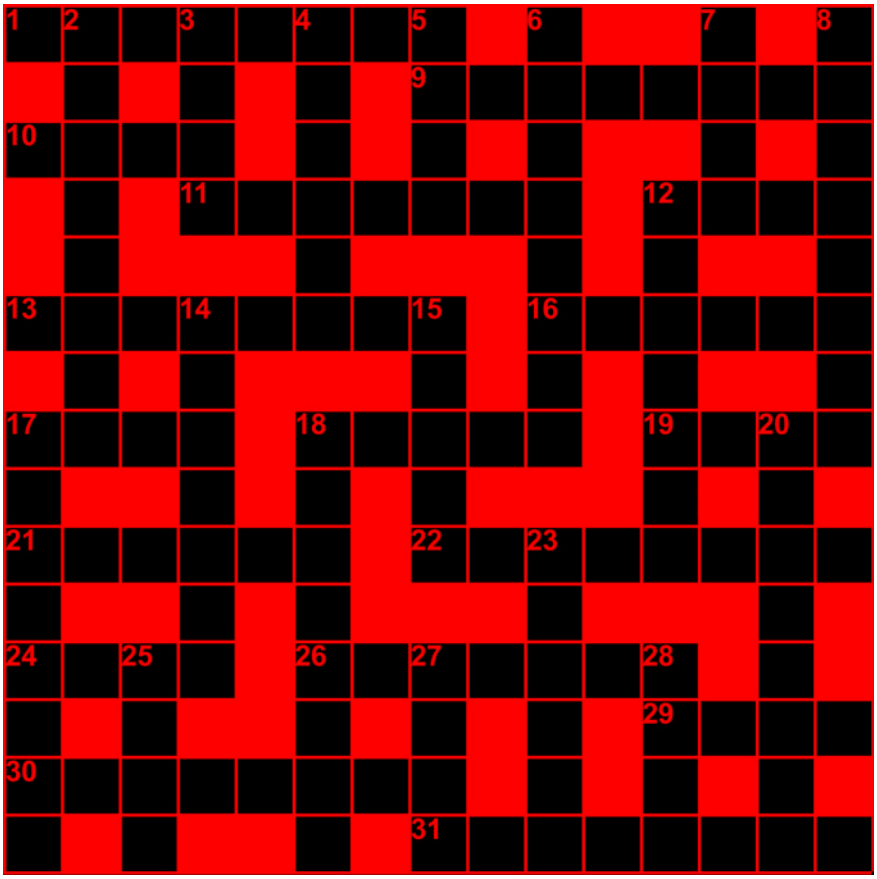
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PUZZLE



Paul Boorer



Across

1. Not in equilibrium
9. Practice trolleys
10. Skydived when 1 across!
11. Fastener/Emotional completion
12. Not in danger
13. Aerodrome
16. Physical pastimes
17. Encourage
18. Grips
19. Small body of water
21. Pilatus aeroplane
22. Mishap
24. Alight
26. Canopy folders
29. Plane's or ship's company
30. Completely failed to deploy
31. Combination of container, main, reserve, etc.

Down

2. Sky Systems camera helmet (1,7)
3. Very soft mineral
4. 4-way formation
5. Unbleached linen (colour)
6. Lets loose
7. Greek letter
8. Estimated
12. Delayed landing with horizontal flight
14. Concentrated on a single thing
15. Greek letter/Tracking position
17. Flyer's assistants
18. Difficult deployment – requiring strength (4,4)
20. Type of canopy (4,4)
23. Flight line examinations
25. Western hemisphere defence group (acronym)
27. Musical end piece
28. Confidence trick

CARTOON



Across
1. Unstable 9. Creepers 10. Fell 11. Closure 12. Safe 13. Airfield 16. Sports 17. Coax 18. Holds 19. Pond 21. Porter 22. Accident 24. Land 26. Packers 29. Crew 30. Totalled 31. Assembly

Down
2. N Vertigo 3. Talc 4. Bipole 5. Ecru 6. Releases 7. Beta 8. Assessed 12. Swooped 14. Fixated 15. Delta 17. Copilots 18. Hard pull 20. Nine-cell 23. Checks 25. NATO 27. Coda 28. Scam


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