

SKYDIVE

THE MAG



JUNE 2010
skydivemag.com

The British Parachute Association Magazine

Come skydive in Central Spain -

Beginner and intermediate courses available

The Freefall University is an independent skydiving school based in Ocaña 20 minutes south of Madrid. We are located minutes away from the modern city of Aranjuez which has all the nightlife you can handle. We have our own equipment, qualified rigger, British Instructors, facilities and professional ethic.

We cater for holiday makers who wish to do an AFF course and also have BPA coaches full time for FS1 and FF1, FF2 and CH1. Remember we have a vibrant mid week dropzone so getting the jump numbers you want on holidays is not a problem.



One Instructor, One Student.

We provide you with your own exclusive UK AFF Instructor to personally see you through your course from ground school to completing your level 8. This means no waiting for 'your turn', leaving you free to focus on skydiving.



Good Links with UK dropzones.

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Package Deal. What you want, when you want.

Talk to David or Lola in customer service about what type of package you would like. Whilst many things are included free such as video of all your skydives there are many options. For example you might want a car to visit Madrid or prefer to have your own hotel room. We can mix and match based on your requirements, and you can have your holiday at a time that suits you!

Jump all day and don't get bored in the evening!

The FFU Ocaña is the home of the Madrid Skydivers. It is also host to turbine aircraft, the Swiss national teams and some of the best facilities a skydiving centre can offer, of note is a 30km² landing area, swimming pool, onsite hotel and bar/restaurant.

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

Sample Package available.

Silver Package Budget	£1280
-----------------------	--------------

- Return flights LGW, Luton, Lypool.*
- Transfers / Car Hire 7 days
- 7 days 2** private hotel room
- 8 Level **AFF Course** with British Instructor

✓	Recomended Upgrades	Prices
---	---------------------	--------

- | | |
|----------------------|-------------|
| • 10 solo jumps | £280 |
| Cost per jump £28.00 | |

- | | |
|---------------------|-------|
| • Group Discount | £call |
| • Military Discount | £call |

Call our London office on **02075588701**
7 days a week, 9am-8pm or contact us
online at **www.freefalluniversity.co.uk**

FREEFALL UNIVERSITY

* The FFU does not book your flights, when you book with us, we will advise of the flight cost and our ATOL protected travel agent will call you to make the flight reservation.

SKYDIVE THE MAG



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I am very excited to announce that I have been successful in gaining a grant from the Winston Churchill Memorial Trust, to travel overseas in 2011, study large formation skydiving and make a documentary video resource about big-way techniques. I aim to use this, and the the knowledge so gained, to organise a fifth British Women's Record and ideally a new open British Record (in collaboration with many parties), both projects are clearly in demand, judging by the word on the streets.

The Winston Churchill Memorial Trust is the living memorial to the man voted our greatest twentieth century Prime Minister (BBC Poll in 2000) and the greatest Briton of all time (BBC Poll, 2002). The Trust makes awards every year to British citizens for worthwhile projects involving travel, where there is a clear benefit to the UK. I hope I will live up to the previous recipients' accomplishments, you can read about them at wmct.org.uk if interested.

So, that's the good news. The bad news is, I am leaving the editorship of *The Mag*. My Fellowship journey begins in spring 2011, I need some time to plan beforehand to gain the most out of the dropzone trip, travelling from one side of the States to the other. I also need to rest and recover, after fifteen years of editing your Mag. It's certainly time for a change!

We are looking for a new editor (see page 5 if you're interested) and I hope to work with my replacement to hand over the reins with the horse still charging. If all goes according to plan, the next issue of *The Mag*, August 2010, will be my last. So, if you ever want me to publish your photo or story, you'd better send it in quickly!

Wishing you a safe, successful season.

SUBSCRIPTION FORM

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

1 Year/6 issues UK £25 Overseas (Air) Europe £30 USA £40 Other £40

Please send me a copy of *Skydive* on each of the next six bimonthly publication dates. I enclose a cheque/PO to the value required payable to 'BPA Limited' (UK subscriptions only) OR: please debit my Mastercard/Visa as follows:

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Name: Date:

Signature:

Address:

..... Postcode:

Fill out the form and post or fax to the BPA (details below) with your payment. Or email skydive@bpa.org.uk for an electronic form, which can also be downloaded from skydivemag.com. Online subscriptions are in progress but not active yet. You can also subscribe over the phone if you prefer.

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A company limited by guarantee.
Registered in London No 875429.
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The views expressed in *Skydive The Mag* are those of the contributors and not necessarily those of the BPA. Opinions in the editorial are those of the Editor, not of the BPA. The Editor retains the right to withdraw any advertisement at her discretion and does not accept liability for delay in publication or for errors, although every effort is taken to avoid mistakes.

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.



Cover Photo
By Russell Smith



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Photo by Kurt of Babylon

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Gary Wainwright

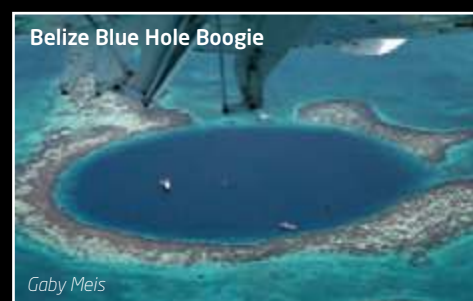
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Gaby Meis

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www.cypres.cc



Photo: Jojo Priedemann



LUCIE FENTON >>

For the latest news, visit the News Zone at skydivemag.com



Wingsuit Surfing

For the first time a canopy pilot has surfed on the back of a wingsuit skydiver in freefall. On 24 April, wingsuiter Jeff Nebelkopf matched the slower vertical speed of Jonathan Tagle on his Velocity 71 for more than 20 seconds over Skydive Moab, Utah. The stunt was organised by Raise the Sky as part of the recently launched Project XRW.

raisethesky.org
operationfreefall.com

Phil Peggs



Skydive Cover Story

The famous Honda live advert, filming skydivers creating the letters of the word HONDA in a three-minute broadcast live on Channel 4, has been featured in a recently published book. 'This is Advertising', written by Eliza Williams and published by Laurence King in March 2010, looks at the changes occurring within advertising. The cover is one of Tony Danbury's photos from the Honda Ad.

laurenceking.com

Bursary Success for UK Skydivers

The Royal Aero Club Trust is pleased to announce that the Flying for Youth bursary winners for 2010 include seven BPA Members out of the 20 awarded. The Trust exists to help young people develop their full potential through air sports and it offers several annual bursaries including the prestigious Peter Cruddas Foundation Scholarship worth up to £1,000, towards the achievement of a specific qualification.

This year's skydiving winners were Tim Bacon working towards CP1, Daniel Guest for FF2 and Ryan McCreanor, Claire Seymour, Gregory Lucas, Christopher Mayhew and Westleigh Guest for FF1. Next year's applications can be made through the website in February 2011.

"Thanks very much to the RAeC Trust for the bursary and everyone who supported my application, it will enable me to train towards FF1 while still competing in 4-way Nationals this year. I look forward to starting the training at Weston soon!"
Gregory Lucas



royalaeroclubtrust.org

Brazilian Record

Over 100 Brazilians descended upon Eloy, Arizona, in April to set a new FS National Record. Despite challenging weather and aircraft issues the new record of an 82-way was set on the very last jump of the last day of the six day event. Organisers Carmen and Ricardo Pettena worked on the 'Brazilian Dream Team' project for over a year, holding training camps in Brazil, orchestrating the event in the US, and using coach Kate Cooper-Jensen.



Brazilian Record 82-way by juanmayer.com

Canopy Piloting Tip

While waiting for the plane watch the canopies in the air from the previous load and see what effect the wind is having on them

Al Macartney

EDITOR WANTED



After 15 years' nurturing your fabulous Mag into the much-loved, world class publication it is today, Lesley Gale has made the tough decision to resign as editor.

Lesley is keen to hand over to someone who will breathe new life into the magazine and guide it on its next journey. Have you got what it takes? If you live for skydiving, have a deep knowledge base, across all disciplines, of the global skydiving community and - more importantly - closer to home here in the UK, this could be the role for you.

The new editor will work closely with the BPA and the publishing team at Archant Dialogue to craft each bimonthly issue. While editorial skills and publishing experience are preferred, it's more important to demonstrate that you have passion, knowledge and energy to educate, inform and enthuse your fellow skydivers through the magazine.

Skydive The Mag is more than a journal reflecting the times; ideally it should be steering British skydiving towards improved safety, development and competition performance, so a strong, clear editorial lead is required. It is most important to get the right person, so conditions offered by Archant would depend on the successful candidate (eg, time commitment, self-employed/employed, remuneration, etc).

The following would be an advantage:

A wealth of national and international contacts; a BPA rating (instructor, rigger, etc) and/or coaching experience; status in competitive skydiving; skydiving reputation worldwide; previous involvement with *The Mag*, whether this is submitting photographs or writing articles or Club Zone; communication skills; ability to work to deadlines; knowledge of photography and ability to take quality photographs. Computer literacy, especially knowledge of publishing packages such as Quark, Adobe Indesign, PhotoShop, Illustrator, Adobe Acrobat, Microsoft Office; video editing ability; website experience, especially content management.

The role will involve editorial planning, commissioning/sourcing appropriate content, some writing, and all aspects of magazine production, all supported by the editorial, design and advertising teams at Archant Dialogue. In addition, the editor will take full responsibility for the approval of the magazine on behalf of the BPA. As well as the bimonthly Mag, the new editor will also be involved in publishing the Starter Mag and annual BPA calendar.

It is hoped that the new editor would work alongside Lesley in July during the production of the August issue to ensure a smooth transition, with full new editorship commencing from September.

If you think you've got what we're looking for, please get in touch with Zoe Francis, Editorial Director at Archant Dialogue.

zoe.francis@archantdialogue.co.uk

Learning to Fly Head-down

By: Joao Tambor
Cost: \$49.99
From: skydiveu.com
or joaotambor.com
Reviewer: Tarn Hollis
One Liner: Pure genius!



This is the fourth DVD from the awesome Joao Tambor and, as with his previous DVDs, it doesn't disappoint one bit.

It follows the same format as the others with crystal-clear verbal and visual instruction. This DVD is packed full of informative knowledge that has been collected over the years, all tried and tested techniques that are now available to us at a touch of a button - how cool is that?!

Each move is explained in a clear, easy to follow format from the narrator and, at the same time, you get to see the move being executed both in the tunnel and then in the air. The moves are performed in a slow deliberate manner with such precision it's impossible not to learn from this DVD.

Every move is broken down into small stages, so you really understand what you should be doing with each part of your body to succeed in carrying out what some find the hardest move in freeflying.

We all know that being able to visualise is a brilliant skill, but first you need to have something to visualise - right? Well this is where this DVD comes into its own. It's all there on the screen for you to see, time and time again, pause it whenever you like to study what the flyer is doing - pure genius!

As with each of the DVDs in this series, the footage is brilliant and the skill of the flying is amazing, it leaves you with a new sense of wanting to push forward your own flying skills.

It's easy to view, with just the right amount of time spent on each topic, never leaving you wanting to fast forward. The visuals are cool and even the music is okay.

If you really want to progress your freefly, get a copy of this DVD, study it fully and then book your freefly coach. Put these two things together and you will succeed! Happy viewing guys and happy flying.

Congratulations to Joao, Skydive U and associates for another piece of brilliance!

Flag & Wingsuit Flyby



On 24 April, at Lodi in California, a new stunt was successfully executed involving a 1,000-square-foot flag, a couple of canopy pilots and a flock of birdmen. Rex Pemberton flew the American flag under canopy, whilst a 3-way wingsuit formation, Brian Drake, Jhonathan Florez and Ed Pawlowski flew by, filmed by Chase Bradshaw. The feat, organised by *Team ILL Vision* required precision timing, group coordination, and elite flying ability.

teamillvision.com

Jade Christopher Tatom

First 'Virtual' Competition!

The first international competition of 2-way and 4-way in atmonauti has begun, taking place 'virtually' on the internet through the World Atmonauti League website by teams uploading their videos. The competition started on 1 May 2010 and there will be six draws, made every two months. Teams have two months to complete their best performance and upload the video. The winning team will be awarded the 'world champion' title and there will be prizes for the best video in both categories. Twelve teams from five different nations have registered so far.

worldatmonautileague.com



Bas Drissen

Skydivers on the BBC!

Objective Productions are creating a new BBC1 show, 'John Bishop's Britain', to discover what the public thinks about living in Britain. The show's host, comedian John Bishop, will take a close and comical look into people's lives. He is searching for some enthusiastic, fun, outgoing people to contribute stories and is especially interested in skydiving teams. If you want to be interviewed on camera get in touch, the closing date is 16 July 2010.

takepart@objectiveproductions.com

Canopy Piloting Tip

To help judge the correct flare height, keep your head up during the flare and look out across the ground at a point further away than you expect to land

Brian Vacher



What's Your Odyssey?



PHOTO BY MIKE MCGOWAN



PHOTO BY BENJAMIN FORDESIGN

PHOTO BY BENJAMIN FORDESIGN



CRAIG GIRARD, ARIZONA AIRSPEED, FORMER GOLDEN KNIGHT 7 TIME WORLD CHAMPION

I MADE MY FIRST JUMP IN 1981 WHEN I WAS 15 YEARS OLD.

FOR ALMOST 30 YEARS I HAVE BEEN "LIVING THE DREAM". I CAN'T SEE MYSELF DOING ANYTHING ELSE AND JUST LIKE MY JAVELIN ODYSSEY, LIFE JUST GETS BETTER!

GETTING BETTER WITH AGE, THATS MY ODYSSEY!

WHAT'S YOURS?



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COME VISIT US IN RENO AT THE 2011 PIA SYMPOSIUM

Netheravon

Solstice

Boogie

Friday 18th - Sunday 20th June

Bigway and freefly load organising

Ronan Whelan • Caroline Allen • Army Euphoria

3 Caravans All Weekend!



Army Parachute Association
www.netheravon.com

Design by Holly Blake
design@hollyblake.co.uk



Minutes of BPA meetings once ratified may be downloaded from the BPA website

BPA ZONE

For the latest BPA news, visit bpa.org.uk.
BPA office phone: 0116 278 5271
Email: skydive@bpa.org.uk



Martin Shuttleworth >>

2011 AGM

Sending ourselves to Coventry

Having nearby food and accommodation proved so popular at this year's Blackpool AGM that the 2011 AGM will now not be held in Daventry (as previously advertised) but at the Coventry Hilton on Saturday 22 January 2011. Planning is going ahead with an exciting and different evening's entertainment, and the popular goodie bag will be back! We're making a nominal charge for exhibition space, as there's only a limited amount, and will contract Istead Business Presentations as exhibition manager.

Film Festival 2011

We are also very pleased to announce that, after the very successful final of last year's competition in Blackpool, the BPA Film Festival will be held again this year. The final will be held at the AGM in Coventry. Keep a look out for the rules, which will soon be on the BPA website. We are currently on the search for a sponsor so that there will be a trophy and prizes to award. So start thinking of some great cinematic ideas and get filming!



Photo: Bodyflight Ltd

Get on Facebook!

At the time of writing this, the BPA has more than 1,360 fans on Facebook and *Skydive Mag* more than 950. We're also on Twitter. Please join us if you haven't already.

What a Stream!

The 20 April Communications Committee meeting was streamed live but due to a technical hitch (sorry!) was not available for later viewing on demand. We pressed 'stream' but not 'record'. We'll try to do better next time, on Tuesday 22 June. Please pre-register on the BPA website.



Editorship of The Mag

The Council was extremely sorry to hear of Lesley Gale's decision to resign as editor of your favourite mag. Martin Soulsby, Communications Chair, has said that he and other Council Members had tried to persuade Lesley to reconsider but she believed that, after 15 years as editor, it was time for a change.

At its April meeting, the Council expressed their gratitude to Lesley for her sterling contribution to *Skydive Mag*. They noted that the magazine had grown and developed hugely under her editorship, which had been marked by her great

passion and enthusiasm. It was testament to Lesley that *Skydive Mag* was now widely regarded as the best skydiving magazine in the world.

The Council now has time to consider how to honour Lesley's many years of service. Martin Soulsby confirmed Lesley Gale would edit the June and August issues, with arrangements for September depending on when a successor can be in place. The Council has engaged contract publisher Archant Dialogue to produce *Skydive Mag* on a three-year contract. In this issue, we are advertising for a new editor (see page 5), who Archant Dialogue will appoint in consultation with the BPA.

TAKING ACTION

The Council has agreed the following BPA Action Plan for 2010-11 covering Communications, Competitions and Development.

Communications

1. Develop a communications plan
 - 1.1. Communicate regularly with members by email
 - 1.2. Run more regular, shorter membership surveys each focusing on a specific theme
 - 1.3. Publish campaign posters to send to DZs on:
 - (i) BPA information; (ii) safety.
2. Consult stakeholders on developing a marketing and retention strategy for the sport.
3. Publish a BPA Skydiving Calendar 2011.
4. Re-apply for a Heritage Lottery Fund (HLF) grant to create a historical image archive of sport parachuting in the UK.

Development

1. Commission a new BPA website and database.
2. Develop a resource package for safety events at DZs.
3. Research provision and adequacy of information / courses for first-aiders at Drop Zones.
4. Update the BPA's governing instrument, its Articles of Association, to reflect the BPA in the 21st century. Present this to the membership for consideration for approval at the AGM 2011.

Competitions

1. Organise a programme of skills coaching roadshows for juniors and intermediates.
2. Review BPA competitions equipment.
3. Maintain the judging pool, including engaging new trainee judges as appropriate.
4. Provide a national team uniform.
5. 'Off-year' funding of targeted coaching support (details tbc)





Bodyflight Storm winning the last World Championships. Photo by Wendy Smith

COMPETITIONS

British Teams at World Championships 2010

FS, CF & Artistic
31 July - 6 August
 Menzelinsk, Russia

Freestyle: *Speedkix, The Bizzards*
Freefly: *Volare, Army Euphoria*
VFS: *The Outbreak of Bad Lieutenants*
2-way CF Sequential: *Yappy Dogs, Cellmates*
4-way CF Sequential: *Cellmates 4*
4-way CF Rotations: *Canus Barkus*
4-way FS Open: *Satori*
4-way FS Female: *Team Bodyflight*
8-way FS: *We'll Take It*
wpc2010.skyjump.ru

Canopy Piloting
7-15 August
 Kolomna, Russia

List of invitees
(Attendance tbc)
 Deane 'Smudge' Smith
 Alastair Macartney
 Brian Vacher
 Simon Larcombe
 Spencer Hogg
 Sean 'Sooty' Sutcliffe
 Wez Westley
 Martin Reynolds
wpc2010.com

Style & Accuracy
28 August - 4 Sept
 Niksic, Montenegro

Team list
Senior:
 Pete Sizer
 Glenn Stephenson
 Esther Reynolds
 Janos Leszko
Junior:
 Lee Harrison
 James Bacon
wpc2010.me

Good luck to all teams and competitors training hard for world 2010 events. You can support them and keep up to date with their progress at each event's website.

Weed Stoodley
 Artistics and VFS rep



Team Satori

BPA MEMBERSHIP



Membership Survey

Congratulations to Ben Lawford from Surrey, winner of the Olympus 850 SW digital camera - the lucky draw prize for survey respondents, courtesy of Archant Dialogue. 780 members responded to the survey, more than twice as many as for the 2008 survey. The results can be viewed on the BPA website.

Online Renewals - Next Year

We're sorry not to have been able to offer online renewal this year, as the BPA was let down by its supplier. We're changing supplier for next year, and hope to be able to offer at least a trial of online renewals then. Sorry for the delay - we know it's frustrating.

Membership is Up!

Figures for the full membership year ended on 31 March 2010 and, compared with the previous year, full membership had risen by 5% and temporary memberships by 39%. Student provisional membership was also up by 21%.

Weather is always a factor, sometimes a significant one, in year-on-year variance. However, there appears to be an underlying trend of an increase in membership each year.

BPA Membership Figures

2009/10

Full Members	5,436
Temporary Members*	763
Student Provisional Members	43,416

2008/9

Full Members	5,190
Temporary Members*	549
Student Provisional Members	36,017

Variance

Full Members	+5%
Temporary Members*	+39%
Student Provisional Members	+21%

*excludes Temporary Membership for up to 2000 Joint Services Activity Training (JSAT) participants each year

New Ratings

Advanced Packer

Dave Parry (R)
 Eamonn Fairhead (S)
 Chris Lynch (S)
 Ian Matthews (S)
 Christine Downer (S)

Tandem Instructor

Andrew Harris
 Richard Green
 David Newton
 Paul Dorwood
 Jim Scott

Andy Clark
 Phil Coates
 Joseph Bickerton
 Matthew Attridge
 Steve Saunders
 Steve Thain

Luke Ingram
 James France
 Kevin Fyfe
 Paul Blair
 Ross Foster
 James Graham

Daniel Kelly
 James Peace
 Phillip Webley
 Chris Davison

AFF Instructor

Iain Anderson
 Garry Wotton
 Chas McNeil
 Dylan Griffith-Jones
 Mark Tether

Adrian King
 Derek Hopkins

INNOVATION

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COMFORT

STYLE

PERFORMANCE

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✓ Spacerfoam back pad	no charge
✓ Hackey or freefly handle	no charge
✓ Kill line pilot chute	no charge
✓ Cut in laterals	no charge
✓ Fat cutaway handle w/insert	no charge
✓ Steel Benchmade hook knife	no charge
✓ Patented mini force ring	no charge

We charge for just a few options:

Custom pinstripes	\$50 to \$160
Custom embroidery	quote
Skyhook RSL	\$250 

DELIVERY TIMES:

- 8-10 weeks: full custom Icon.
- 2 weeks: Icon Elements from stock with custom harness.



BETTER GEAR BETTER VALUE BETTER SKYDIVES BETTER GEAR BETTER VALUE BETTER SKYDIVES BETTER GEAR BETTER VALUE BETTER SKYDIVES



by

Aerodyne
Skydiving equipment



**PERFORMANCE
DESIGNS**

Photo By Nik Cantel

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Roy Janssen >>

Readers' reviews of skydiving gear
Submit your own product review at skydivemag.com

The Gas

Can a good helmet contribute to better training?

Yes, it can!

These days almost everybody is using a full-face helmet for skydiving or wind tunnel flying. It isn't always easy to find a helmet that does the job properly. There can be many different requirements that people want from a helmet, but most of us do have the same needs.

The more you are jumping or flying in a wind tunnel, the more a good helmet can benefit the pleasure of training. There is no helmet on the market that will make you a better skydiver, but there are helmets that can make skydiving safer and more comfortable.

Personal Background

My team, *NMP-PCH Hayabusa* and I spend quite some time training and coaching in the wind tunnel and we do several hundred jumps a year. Finding the right equipment for everyone's needs is important. After testing numerous different full-face helmets, we discovered that the 'Gas' helmet from Cookie Composites, released in April 2009, had most of the advantages we were searching for.



Team NMP-PCH Hayabusa jumping with Cookie Composites' Gas helmet. Photos by Danny Jacobs

Requirements

What we wanted from the helmet:

- Clear vision
- An anti-fog, anti-scratch and impact resistant visor
- A visor that is quick and easy to replace (and clean)
- Great freedom of movement
- Lightweight helmet
- No velcro for fastening the helmet (it is easily worn out)
- A good flow of air intake for breathing
- Good quality parts (no plastic screws)
- Audible altimeter pockets
- A safe and impact-resistant outer shell
- Foam designed for a good fit and to reduce impacts
- Good looks and aerodynamics
- Quick and easy to fasten and open

The Gas helmet scored very well on all these points. The only thing it is (maybe) missing is that you cannot put an audible altimeter on the outside of the helmet.

Fixed Visor or Flip-up?

The Gas has a fixed visor, which means that you cannot open it. This has advantages and disadvantages. What is great is that it can't come open in freefall, even if you get a direct hit on the head, whereas with some flip-up visors hard impact can cause the visor to open spontaneously. Equally, with a fixed visor there are no opening parts that could get worn out.

However, when you are working with students, a flip-up visor – compared to a fixed visor – has the advantage of easier communication. Usually you need to take off your helmet if you want to talk to someone, whereas with a flip-up you can keep the helmet strapped on. If you have problems in clearing your ears under canopy, it can also come in handy to be able to open the visor and squeeze your nose to clear your ears.

Cookie is currently developing a new helmet with a flip-up visor. Those who have been in DeLand during the Skydive Expo days could have seen the prototype. There will be a follow-up with more information about this helmet on the Kit Zone pages in a future issue.

Summary

Since its release in April 2009, we have been test-jumping the Gas, together with *Airspeed*, for more than a year and have given feedback for improvement. If you care about having a good, safe and comfortable helmet, I can recommend the Gas.

For more info: cookiecomposites.com

Review by Roy 'Rolls' Janssen
roy@skydivehayabusa.com



Cookie Composites' Gas helmet

The Next BIG

Thing



Monday 27 July

Day off. Phone call from Amanda Kemp, "Would you be available for a PR stunt? LG have this great idea to promote their new washing machine. They're after a parachute display with huge items of washing, to kick-off a global advertising campaign in Berlin. Could you just give them a call?..."

Tuesday 28 July - Friday 31 July

I talk to LG's PR company, and we discuss the various possibilities and technical issues. They want the demo into the IFA - the world's largest consumer electronics trade fair in Berlin - in a month's time!

Thursday 6 August

We finally agree to a display into the Messe Exhibition Centre using four jumpers, two trailing 1,200-square-foot flags, and two armed with as many cameras as possible.

Wednesday 12 August

We order canopies specifically for the display.

Thursday 13 August

We fly to Berlin to check out the site. The people are all great, but the landing area is tight, to say the least. A bit of discussion gets us the use of the Sommergarten just behind the exhibition hall. It's a bit bigger, and only surrounded by 120 foot poplar trees. Hmmmm...

Friday 14 - Sunday 16 August

Phone calls between Nottingham, London, Seoul and New York - and we're still trying to finalise the finer points of dates, times, aircraft, clearances, flag sizes and images!

Monday 17 August

The latest plan is, to do the whole thing in advance so that they can

use an edited video of the demo at the exhibition. We're due to do the jump on 25 August.

Tuesday 18 August

Last details are agreed - but the artwork is still changing on an hourly basis!

Thursday 20 August

Suits and helmets are finally ordered.

Friday 21 August

The artwork and manufacturing issues have finally been resolved and we order the printing for the LG flags.

Saturday 22 August

The huge fabric prints are delivered - but they still need sewing together into flags. We're aiming to travel to Berlin on Monday so time is tight...

Sunday 23 August

Amazingly, it all comes together with a huge effort from manufacturers and friends. We even get to practice jump the flags.

Monday 24 August

Despite one or two further little problems, our team drives through the night to Germany. We arrive in time. Phew.

Tuesday 25 August

We take off from Tegel International Airport in an Agusta 109 helicopter, and jump in beautiful weather and nil winds - and it all goes swimmingly well! All done in one take. Fantastic.

The moral of the story?

Watch out for those "Could you just?...?" requests!



Milko



Huge thanks to:
Air Service Berlin
Dave Ruffell
Helmut Bastuck
LG
Paul Moore
Ray Armstrong
Rob Colpus
Scannerprint
Sian, emergency taxi
Simon Atterbury
Skydive Langar

Demo Team:
Milko
Phil Curtis
Billy Payn
Tony Danbury
Gary Wainwright





2010
June-July



upcoming events

- 16.-20. June **Babylon Freefly Workshop**
- 16.-20. June **Vector Festival**
- 26.-27. June **Hot Weekender - Regan's Group**
- 10.-11. July **National League FS**
- 16.-18. July **Fuxion Camp**
- 24.-25. July **Hot Weekender - Regan's Group**
- 21.-22. August **Hot Weekender - Regan's Group**



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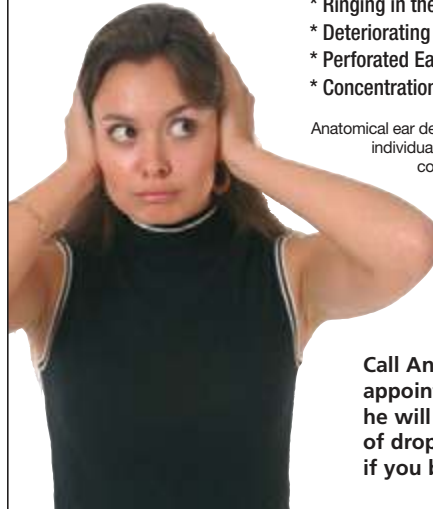
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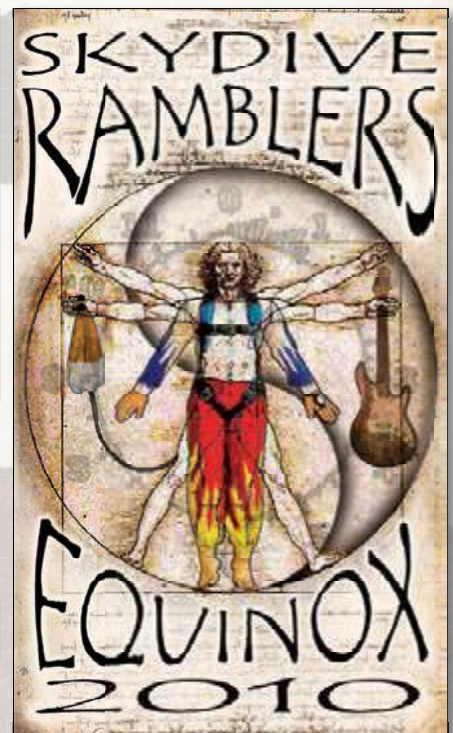
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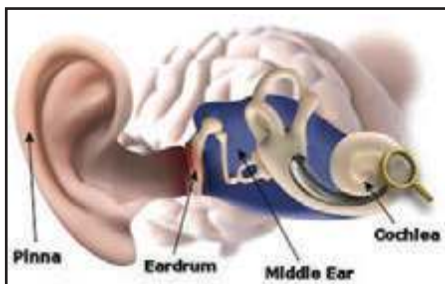
Why use earplugs on the climb to altitude?



Excessive noise exposure is the most common cause of hearing loss. If noise is loud enough and lasts long enough, it can damage your hearing.

The damage caused by noise, called nerve deafness, can be caused by several factors other than noise, but Noise-Induced Hearing Loss (NIHL) is different in one important way – it can be reduced or prevented altogether.

NIHL occurs when too much sound intensity is transmitted into and through the auditory system. An acoustic signal from an energy source, such as a radio or an aeroplane, enters into the external auditory canal, and is funnelled through to the tympanic membrane (eardrum). The eardrum acts as an elastic diaphragm and drives the chain of small bones of the middle ear system into motion.



These bones transfer mechanical energy to the cochlea by way of the stapes footplate hammering against the oval window of the cochlea. This hammering causes the fluid within the cochlea to push against the ends of the hair cells, which then transmit a signal to the central auditory system within the brain. When the ear is exposed to excessive sound levels or loud sounds over time, the force placed on the ends of the hair cells becomes damaging, producing abnormalities of the cells.

NIHL is therefore the consequence of over-stimulation of the hair cells and supporting structures. Structural damage to hair cells will result in hearing loss that can be characterised by an attenuation and distortion of incoming auditory stimuli.

People differ in their sensitivity to noise. As a general rule, noise may damage your hearing if you have to shout over background noise to make

yourself heard, the noise hurts your ears, it makes your ears ring, or you have difficulty hearing for several hours after exposure to the noise.

Sound can be measured scientifically in two ways. *Intensity*, or loudness of sound, is measured in decibels. *Pitch* is measured in frequency of sound vibrations per second. Frequency is measured in cycles per second, or Hertz (Hz). The higher the pitch of the sound, the higher the frequency. Human speech, which ranges from 300 to 4,000 Hz, sounds louder to most people than noises at very high or very low frequencies. When hearing impairment begins, the high frequencies are usually lost first.

Intensity of sound is measured in decibels (dB). The scale runs from the faintest sound the human ear can detect, which is labelled 0 dB, to over 180 dB, the noise at a rocket pad during launch.

Approx Decibel Level Example

- 0 Faintest sound heard by human ear
- 30 Whisper, quiet library
- 60 Normal conversation, sewing machine, typewriter
- 90 Lawnmower, shop tools, truck traffic; 8 hours per day is the maximum exposure to protect 90% of people
- 100 Chainsaw, pneumatic drill, snowmobile, wind tunnel; 2 hours per day is the maximum exposure without protection
- 115 Sandblasting, loud rock concert, auto horn; 15 minutes per day is the maximum exposure without protection
- 140 Gun muzzle blast, jet engine; noise causes pain and even brief exposure injures unprotected ears. Maximum allowed noise with hearing protectors.

Experts agree that continual exposure to more than 85 decibels is dangerous. The longer you are exposed to a loud noise, the more damaging it may be. Also, the closer you are to the source of intense noise, the more damaging it is.

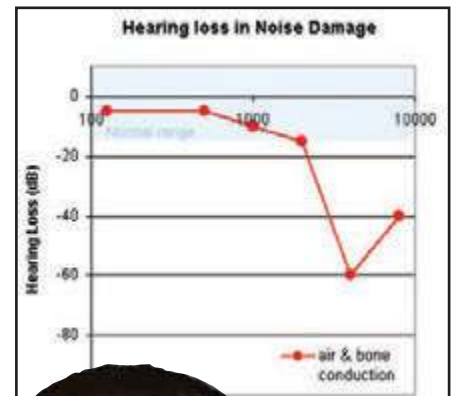
Intensity (in dB(A))	Max time
80	8 hrs
83	4 hrs
90	48 minutes
100	5 minutes
110	30 seconds

there is no treatment that completely restores your hearing once it is damaged by noise

A ringing in the ears, called tinnitus, commonly occurs after noise exposure, and it often becomes permanent. If you think you have grown used to a loud noise, it probably has damaged your ears, and there is no treatment – no medicine, no surgery, not even a hearing aid – that completely restores your hearing once it is damaged by noise.

Hearing protection devices decrease the intensity of sound that reaches the eardrum. Properly fitted earplugs or muffs reduce noise by 15 to 35 dB. They must be snugly sealed so the entire circumference of the ear canal is blocked. An improperly fitted, dirty or worn-out plug may not seal and can irritate the ear canal. They are available in a variety of shapes and sizes to fit individual ear canals and can be custom made (as above photo).

Many of us are accustomed to wearing earplugs when flying in a wind tunnel but may not consider their use near aircraft. Remember any loud noise can and will damage your hearing irreversibly if prolonged.



Dr Conny van Setten



Photos by John Baggaley, Gary Wainwright & Simon Ward

Exit to Dock



Continuing our series covering big-way techniques for all disciplines, how to get from the aircraft to the formation

Flat Formations

Exit

There are three different options for exit positions; floater, in the door, and diver.

Floaters can be physically outside the aircraft but also include any person who exits earlier than and therefore is below the base.

In the door can be the most challenging, as it is quite often blind, with no view of the exit, but you're expected to dock quickly.

Divers require skill and timing but have one of the simpler jobs as it is usually a straight line from exit to formation.

Present, Identify and Intercept

These words are the basic tenet of any exit where you are not physically attached to the base.

Present - You must present to the relative wind. Failure to present will result in losing eye contact with the base or even tumbling. While it seems to add time to the exit, proper presentation actually saves time.

Identify - Seeing where you are going. You may be docking on a base or you may be entering a line of divers (or floaters) en route to the stadium, but you need to identify your precise direction.

Intercept - See not where the target is, but where it will be when you get there and plot an

intercept course. A base chunk, especially out of a tailgate catches more air than an individual and 'sails' on exit, so you have a moving target.

Approach

As you dirt dive and create your visualisation, identify your quadrant and design your approach so that you enter first into the stadium, and then can move in a straight line to your slot.

Most larger formations are built around a 4-, 6- or 8-way base. Mentally divide this into four to give your quadrant, and again to an eighth piece of the pie when looking at the full formation.

Find your quarter, then eighth and follow a radial from the centre of your pie directly into your slot.

Large formation approaches are often compared to a football stadium. Each ring of non-docked people are set up at a rough 30-45° angle, with (say) the first row 2m up and out, the next row 2m behind and above, and so on. As the row in front of you moves down and forward to their slot, your row takes their place in the stadium,

and so on. Stadium size varies with the formation. The important thing is not the size but that the rows are clearly defined and follow each other down in an orderly fashion. If you start your skydive below the base you will need to float *above* the formation to your correct place in the stadium.

Memory & Visualisation

Remember your approach and slot by choosing marker people as signposts. As you dirt dive notice things that may stand out in freefall and remember them. Use two words for ease of memory; eg, 'red grips', 'neon stripes', 'yellow helmet'. It is easy to know that you are docking

on a specific person on the ground but they may look different in freefall, so be very clear on the exact equipment.

Choose marker people in the base and scattered through the

formation. Have at least one from a line docking behind you - then if you have a horrible exit you will not be caught out. One of your identifiers should be from a different aircraft so you can identify the 'cusp line' (where skydivers from the two aircraft intersect). Six markers on a 100-way is about right. Don't fall into the trap

Don't fall into the trap of having only one marker, you will regret it when that person gets lost



Photo: juanmayer.com

of having only one marker, you will regret it when that person goes low or is lost.

Place your markers on a mental checklist in the order you anticipate seeing them in freefall. Recite your list and make it part of your visualisation. If, in freefall, your first identifier is not there, simply move to the next one on your list.

Visualise your perfect skydive, from run-in to deployment. Know who and what you expect to see. This is the most important tool available to a big-way skydiver - regardless of discipline. If the jump differs from your visualisation take a moment to find out why, and then incorporate your new knowledge into your improved visualisation.

Fall Rate

On a large (50+) formation do a fall rate check midway through your approach. Don't stop diving - simply look at the formation and the body positions of those who are waiting before you. If they are in tight, fast-falling body positions then continue diving aggressively; if they are stretched out, stop early and hard.

Choose equipment to place you in the middle of your fall rate zone. This may mean wearing weights, a larger suit or a sweatshirt over your jumpsuit. Lighter people often need to wear weights or remove booties. Larger bases (6- and 8-ways) fall faster than smaller 4-way centres

or intricate bases such as donuts or compressed accordions. Make equipment decisions accordingly.

The red zone is the area around a large formation caught on camera, where most problems occur. Red zone violations often result in freefall collisions, so this is the area to place greatest awareness. No lateral movement is acceptable, only forward to your slot. If you absolutely must move sideways, be uber-aware of the people around you. All jumpers in the red

zone must be on the same stadium approach angle. An altitude difference of a metre can be catastrophic in a collision.

Only perfect docks are acceptable. Arrive at your slot, match the fall rate, come to a complete stop. Only then pick up your grips. Make the taking of the grips secondary to the placement of your torso.

In the Formation

Match the fall rate prior to docking but be prepared to change as needed to maintain level with the base. If you are in the middle of your fall rate range this is not an issue. Keep your eye contact to the centre and match its level.

Be light on grips. Do not float or push into the centre, nor drag down and away. Adopt a body position that would keep you exactly in place if you let go. One advantage of wingsuit formations is that without grips every person must fly their slot perfectly - FS jumpers could learn much from this precision.

Do not give up if you notice someone low. Keep the fall rate going and the formation strong. These people can make it back if the fall rate is consistent and everyone concentrates on the centre.

Mental Aspects

Give 100% every skydive. It is easy to fall into the trap of complacency when performing the same slot jump after jump. This usually leads to personal judgment errors. Don't be a victim. Yes, things will happen. You may have a bad exit. Someone might fly under or land on you. You may feel pushed after you are docked. Deal with it.

Set personal goals every jump; small achievable aims that allow you to land with pride in your own accomplishment. Watch video and learn from others as well as yourself. Listen. Take what you like, learn from it, and discard the rest.

Do not bank your pleasure on completion. The joy in large formation skydiving is the journey of making many individuals into a team. If you do your best and improve your skills, then accept the event as a success no matter the overall outcome. Then you will continue to enjoy your adventures in big-way skydiving. >>

Kate Cooper-Jensen

The ideal approach is a stadium set-up, with everyone moving down and forward to the formation, photo from Back to the Future by Willy Boeykens





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Wingsuits



Photo, by Craig O'Brien, shows the 68-way US National Wingsuit Record



Matt Hoover

There are many similarities between large belly and wingsuit formations and we have learned a lot from established FS organisers' advice. There are notable differences however.

Large wingsuit formations are currently unlinked due to the sustained forward movement of all participants, who must maintain control of the large surface areas between their arms, legs, and torso. The formations travel two miles or more, and are judged based on participants' positions relative to their neighbours, and the overall shape of the entire formation (eg, the symmetry of a diamond as a whole). The US, South Africa and Australia recognise National Records by showing each person within their slot using a standard grid digitally superimposed on the formation photo. The IPC Wingsuit Working Group is now formulating standards for a World Record category next year.

Exit

Because all wingsuiters exit and immediately begin flying in a pre-determined direction, we take different precautions to avoid collisions with other aircraft and blind spots on the approach. Aircraft fly in a staggered line-up to make sure they are not on skydivers' approach path.

When exiting, the wingsuit base appears to take off and starts flying right from the start, as opposed to dropping down like on an FS jump. By the time the last divers are out, the base could be a quarter of a mile away. This means we have a different angle to be looking for the base from. Often on larger aircraft there is no chance of actually seeing the base; instead you have to find the trail of people heading towards it. Identifying your approach angle is critical. The exit angle will depend on the formation's flight pattern (often 45-90° off the line of flight).

Presentation is even more important than FS. With all the extra wings and surface area, any air on the wrong side is more likely to make you unstable, and with some of the larger wings it can be hard to regain stability quickly. This does seem to slow exits down as everyone wants clean air but the principles are the same as FS; a clean exit saves more time than it would take to recover from a tumble (or never making it into your slot). We also take special care not to open wings too early on exit, to avoid impacting the tail on a side-door aircraft.

Approach

Flying to the formation is crucial because in a wingsuit, closing speeds are high. Just a slight difference in approach angles could result in a collision course. Looking around while tracking to the formation is a must.

In the Formation

In order to maintain positions without grips, we use sight-lines. Some slots in the formation may only have one or two sight-lines, whereas more

challenging slots can have up to five or six sight-lines, meaning that you are constantly checking your position compared to the lines of the formation and others. We use secondary and tertiary bases through the formation to try and maintain a solid spine made up of the more solid flyers, making it easier for people to pick up their sight-lines.

Once in your slot the work doesn't stop. Losing concentration could result in slowing down, speeding up, dropping out, or drifting side to side. A big-way formation that is unlinked is extremely difficult. Try not to react to any small movements the people around you make. Small movements in the front of the formation magnify and cause waves of oscillation that 'blow out' the back of the formation, making it impossible for the last people to get into or hold their slots.

By the time the last divers are out, the base could be a quarter of a mile away

Staying on level is also extremely important, as the tendency is to rise up slightly from the person you are following to gain a visual of the entire line ahead of you.

However, a few inches or a foot of vertical 'stair-stepping' brings you closer to the burble coming off the person in the front, and then the person behind you rises even higher and we end up with a stair-stepped formation rather than a level one, with a burble that again makes it nearly impossible to approach for the last people in.

Mental Aspects

Everything we do is based on Kate's last point of advice: give 100% and the results will be beautiful, satisfying, and fun. >>

Mark Harris & Taya Weiss
wingsuitbigway.com



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Canopy Formations



Photo from the World Record 100-way, by Bruno Brokken



Norman Kent

A lot of the points Kate has made are valid for CRW, however there are some aspects that need some additional information.

Exit

A huge difference is that the planes do not fly in formation when dropping. Once the lead plane has emptied and skydivers have started building the formation, the next plane will fly a separate pass slightly higher and to one side of the canopy formation. Once the plane has flown forward of the formation, jumpers exit and work their way back (see above photo).

Communication is both visual and vocal.

The pilot will signify when the lead plane has emptied and the trail plane is on run-in. The plane captain for the trail planes will visually spot the building formation as the plane flies over and will give commands for when the exit starts and the amount of deployment delay time. This depends on how close the plane has flown to the formation.

Unlike FS, canopy formation jumpers generally only use one type of exit called a hop 'n' pop, ie, a very short delay (1-5 seconds), which can be used with any door configuration. Just like FS, present to the relative wind with a balanced body position before deploying. Once open take control of your canopy and watch the next person open before identifying your line of flight to the formation.

Memory & Visualisation

Run the dirt dive out slowly and take the time to look at who will be in the air close to you. Learn who is docking onto you as well as your own slot and the people around you, as you may have to move up to fill a slot. Run the echelon out to see your quadrant, it should be 30-45° off to the side of the formation. Work your way back slowly making sure you stay in line and don't fly in front of the formation. Practice arching in the dirt dive to build up muscle memory - yes, I said arch, it's not just for freefallers!

Approach

Move to your echelon and set up so that you're flying 30-45° off to the side of the formation. You need to stay level and forward of your slot while you wait to dock. Set up just behind the person who is docking before you and follow them in. Aim your end cell at the centre-most person and, once they have taken a grip, you can fly the canopy to the other person. Make sure you have killed off all speed for the perfect dock.

The big red zone for CRW is the centre line down the formation - do not cross over as you

may come into contact with canopies trying to dock from the opposite side.

Fall Rate

Just as in FS, large canopy formations need to start with a speedy base. This may mean wearing lead - in the World Record 100-way, Chris Gay wore 90lbs! It's important to match the speed when docking, and arch to maintain it.

Recognising the fall rate is slightly different for CRW but, just like FS, certain formations will have particular flight characteristics. For example, when a diamond is building, the formation will start to slow down as people

continue to dock; once the bottom point docks on, the formation starts to pick up speed again.

Always look at the canopies approaching the formation to see the amount of movement

they are making and how distorted the canopy is. If the formation is sinking then you may see people applying a large amount of cross-control (one hand on an outside riser and other hand on opposite brake) or if it's slow then you may see people sitting on brakes.

In the Formation

When docked in the formation, arch as it will keep the formation flying fast and healthy. Stay quiet and listen for any communication. Use your legs to absorb any waves going through the formation.

Mental Aspects

Just as Kate said, the amazing thing about big-ways is to enjoy being surrounded by so many special talented, and funny people. >>

Yes, I said arch, it's not just for freefallers!

Maria Russell

Freefly

Despite the increase in the number of powerful wind tunnels worldwide, helping freeflyers gain more efficient static flying positions, big-way freefly formation skydives remain a unique experience, requiring a specific skill set.

Experiences from the flat world have been drawn upon to accelerate the progression of freefly big-ways. Base, stingers, pods, whackers and last divers are terms which bridge the worlds of big-way skydivers. Level, proximity, flying the slot before taking the grip are all not only descriptions freefly coaches can be heard telling their students, but also freefly big-way organisers to participants on the formation loads.

Exit

Exit positions can be summarised into floaters, divers and the base. For freefly, floaters have the added bonus of an extra speed differential between the vertical speed on the back and the vertical speeds of head-down. The speed difference between floating on the back and flying head-down provides a very powerful method for getting a large number of people together in a formation in the quickest possible time. By exiting on the back and looking for the base, a constant visual is also maintained.

The number of floaters and divers is solely dependent on the formation size, number and type of planes. In recent years 'super floaters' (floaters who exit the plane well before the base exits) have been utilised as much as possible.

Correct organisation of exit order is key. Slots closest to the base, required to dock first, should have an exit position close to the base. For multiple plane loads, first stingers often accompany the base in the same plane. The next nearest slots aim to leave their respective plane at the same time as the base - hence, on level - reducing the distance and work required to dock on the formation. This can lead to jumpers that are required to dock early leaving the plane after many others. Often the first floaters out of the plane have slots furthest from the base. The ultimate goal is for the jumpers to arrive in a logical progressive pattern which reduces traffic and the danger associated with the high horizontal and vertical speeds possible in the head-down orientation.

Approach

As some of our friends across the big pond say: Level - Slot - Dock.

Level first, then proximity. Irrespective of floating or diving, the first goal on exit is to make head level. This allows all the jumpers to see each other and navigate their way to their required locations in the safest manner. Cruising off level, especially with the fast speeds possible from flying in the vertical, inevitably leads to collisions and crashes. With the exceptionally high movement speeds possible this is a major safety issue. Worse still, erratic flying off-level is a sure way to find yourself being



The build of the Freefly World Record 108-way, by Babylon

asked to rotate out of the next jump for someone else, ie, you're cut!

Finding the correct level requires a lot of experience, as every jump is slightly different from the last and different speeds are often encountered. A good rule of thumb is to see the head levels of the other freeflyers bisected by the line of the horizon in the sky. There is a tendency to fly a little high, as nobody wants to get too low on a formation and not be able to make it back up. However, hanging out above the formation means you may be in someone else's blind spot - not acceptable.

Make level, then approach in a controlled manner. Having become perfectly level with the formation, it's time to find the slot. Different coloured streamers are often worn by flyers in the base, used as reference points. During dirtdives, references relative to streamers, jumpsuits and rigs should be taken so that the jumper can find the slot in freefall. Just following people who are positioned close to you is not advisable. It's very easy to get lost in big-way formations; relying on others is not a good idea. Make references and check your markers.

In the Formation

As formations build, their vertical speed slows. To prevent the last stingers having to fly at speeds out of the normal range, formations are often created with the base flying faster than normal to compensate for the slowing effect as the formation builds.

During the 2009 World Record, the organisers promoted an umbrella effect which was the inverse to what flat formations have been using in recent years. On taking the slot's grip, flyers were encouraged to accelerate a little past head level so that the inside would appear lower and the outside flyers higher. In reality the base was above the rest of the jumpers, the idea being that as jumpers docked they would each

accelerate the formation rather than slow it down.

The most effective flying position is one which does not disturb or burble others and which is resilient to knocks, tension pushes and pulls. The common consensus is that a daffy position is preferential to a straddle position. Ideally being able to fly both daffy orientations and shelf/stall positions is an advantage, but typically most freeflyers have one favoured stance. Tension is easily created, but flying a strong clean position which does not affect others allows the formation to fly in the optimum way.

Fall Rate

The goal should be finding a medium speed range so the jumper can adjust to increases or decreases. If you're a big person for example don't wear the a tight, figure-hugging fashion suit. Being on the end of your speed range can be soul-destroying!

Mental Aspects

Be honest with yourself. Rushing into a larger formation when you are not ready is a waste of time and money, and can also put you and others in unnecessary danger. Take the time to know you can fly at different speeds and fly strong with others around you.

Try not to be disappointed with decisions. You may not be ready for larger formations or perhaps you have to wait for a chance to be included whilst smaller formations are achieved at record attempts. Stay positive and make sure you are ready for any opportunity that comes. If

your skills aren't quite there, get the information and knowledge from a skills camp and then go away and work on the techniques at your local dropzone. Training is the key to performance!

Getting Involved

How do you get to fly in larger formations? The key point is experience and having the

confidence to fly safely with others surrounding you. Group jumps will inevitably have different speeds, tension and unforeseen issues. Being able to deal with these is key

to all the participants jumping together safely and, ultimately, achieving the formation's goal.

A lot of the vital skills can be achieved from flying in much smaller groups, such as 4-ways. There is a wealth of knowledge around the world and in the UK with many skills events for all levels. At these events, you'll meet many others in the same situation, increase your skill set at a faster rate, and meet some of the record organisers, in doing so getting on their radar.

UK Freefly Record

The experience of a group coming to achieve a goal is fun. It's great to meet new and old faces from different places. A British Record is being organised later this year by *The Bad Lieutenants*, with a training programme beforehand, see Event Zone page 71 or their website. It's never been easier to obtain the skills for a freefly big-way. So, what are you waiting for? Get out there and train!

The Bad Lieutenants
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“
Level - Slot - Dock
Level first, then proximity
”

Getting on a **TEAM**

Getting on a Team

Have you ever arrived on a dropzone and felt like everyone else is part of a group, and there just doesn't seem like there is a slot for you? I know I have!

I am often asked by people what they can do to get themselves on a team. So, here is some advice to help you climb up what can sometimes feel like a very slippery ladder!

Promote yourself!

Quite often, the reason why we may not be in a team is because people don't know we want to be on one. People will make assumptions that it isn't for you, so they don't think of asking you. Sometimes we may be scared of letting people know, in case we still don't get asked or, even worse, are turned down.

When you are on the team circuit and you lose a team member, when you start to look around it is often quite a challenge to find a new person. Frustratingly for all parties, there may be teams on your local dropzone looking for a new person and you are not aware they are looking and, equally, they aren't aware you are an option.

Letting people know your goals and desires puts you in a good position for people to consider you when there is a slot available. There are many forums to let people know what your aspirations are. Social networking sites such as UKSkydiver and dropzone.com are great, along with local dropzone websites. A particular favourite of mine is in the bar when you get the chance to chat to everyone over a few beers!

Confidence is appealing, and arrogance is unattractive, and it can be a fine line between the two. It can be dangerous to oversell yourself, and tell people how amazing you are and how they would be lost without you. Be careful not to show off, or exaggerate your talents. But showing confidence through your enthusiasm and commitment goes a long way for teams looking for new members.

Swot the dive pool

There is so much you can do meanwhile to increase your chances of getting on a team. Firstly, learn the dive pool within the discipline and category you would like to join. If people see that you have put some effort into improving your knowledge, they will be impressed. Once you have learnt what the shapes are called, then learn the letters (for the randoms) and numbers (for the blocks). Once you are on a team the dirtdives, etc, are much quicker and easier when people know the letters and numbers.

Watch and learn

Watch videos of teams that you aspire to be on, and visualise yourself being on that kind of team. Through positive affirmations you will be amazed at what can actually be achieved!

Train yourself

Brush up on your individual flying skills in the tunnel and in the air. Never underestimate the power of one-on-one training and quality coaching, it will pay dividends. Once you are on a team you won't be able to focus so much on your individual flying skills, so make the most of it now.

Join a skills camp

There are many events run in the UK and worldwide where all abilities are welcome and they are a great way to increase your experience and profile. Team *Satori* run Satori Academies throughout the year for individuals looking to improve their FS skills. These will be full of like-minded people wanting to progress and, you never know, you may form a team out of one of them.

When am I experienced enough?

Providing you have your FS1, you are experienced enough to join a team. In 4-way there are four categories, and the beauty of the Rookie and A class category, is that they are in place to encourage people to join a team as soon as possible. As long as you are honest about your current experience, along with what you are willing to put in to improve, then there is no reason to wait any longer before you start to put the feelers out.

When teams look for new people, they not only look at experience and ability, but also at the person's personality, character and desire. These areas are most often more important than someone's logbook. It's relatively easy to improve your flying but more of a challenge to improve someone's teamwork skills. So, don't be put off if you still feel like a young flyer, it's the person that you are on the ground that is just as important, if not more so. Believe in yourself, know that you deserve to be on a team like anyone else and that you are going to do everything you can to make it happen.

“confidence is appealing, and arrogance is unattractive, and it can be a fine line between the two”



Forming a Team

Start your own team

If you draw a blank with joining an existing team you can always start your own. What should you look for in a teammate?

Attitude - Are they a team player and flexible in willingness to accept new ideas?

Commitment - Are they committed to the team and will put teammates before themselves?

Ability - Do they have the required skills in the air?

Start with a short term goal

When starting a team it is a good idea to offer your potential teammates a short term goal, as many people will be put off by someone saying they want to do 700 jumps or spend £10,000. Pick a short term goal like a meet that may be coming up (UK Skydiving League 4-way, the Nationals) or even just a weekend of jumping or a BPA Roadshow. See how that goes and discuss options at the end of the weekend. Be flexible with your own goals and desires.

Don't wait for the perfect team, do something

Sitting around waiting for the perfect team is never going to work; you have to make it happen. Your desire to be better will drive you through any adversities.

Set goals

Discuss each person's individual goals and team goal ideas. Then you can come up with a common aim for the team and this is what will get you through the year. Anyone can achieve great success with a realistic goal, a solid plan, and by budgeting accordingly.

Agree your commitment

Collectively decide how much time and money you are able to commit towards your goal.

- Agree your training dates asap and block your calendars
- Agree a regular tunnel plan with dates if desired
- Decide whether you will have a coach and, if so, who
- Decide whether you want your own team cameraperson

Make a team budget

Here are rough items you should budget for:

UK tunnel - Add up your desired tunnel time amount (if any), eg, an hour a month and work out the cost.

UK jumping - Choose a number of training weekends and work out the finances required for your desired number of jumps.

Training camp (UK or overseas)

Add up all the individual elements, using the following headers, based on a desired but realistic number of jumps, days, etc. You may have a favourite dropzone/coach and just cost that, or you may wish to cost various options and see which looks the best for your team budget. It's probably worth looking at a number of dropzones in the UK, Europe and USA.

Training costs

- Flights
- Accommodation
- Jumps
- Coaching
- Camera
- Food & drinks
- Travel insurance
- Car hire and fuel
- Packing
- Team room
- Tunnel
- Odds

Divide by exchange rate if overseas

You can first decide how much you can each afford to spend and then work out how to get the best from your available budget. Or you can look at what you want to do and see if you can all afford it. Either way you then have an agreed spend and you all know what you're letting yourselves in for.

And finally

Remember, you don't have to be best friends and hang out in the bar every night, you just have to have similar goals and mutual respect for each other. Each team member will bring something different to the team, embrace these differences and make them work. Good luck and enjoy the ride!

Julia Foxwell, Satori
juliafoxwell@btinternet.com
teamsatori.co.uk



Photo: Team Satori
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PEOPLE in the SPORT SPARKY



Claire 'Sparky' Scott is the world's most accomplished competitor in the female 4-way FS event, having won five World Championships (and the 2004 Malevsky Cup). She must be the key to international success, having been on every one of the gold medal-winning British FS teams to date. For the last three years her team has won the UK Nationals, an open competition.

She is a two-times World Record holder, with *Team Airkix* 4-way in 2005 performing 30 formations in 35 seconds, and being on the 181-way Women's World Record last year.

Her list of decorations includes being awarded two Gold Medals and the prestigious Prince of Wales Cup three times by the Royal Aero Club. In 2008 she was voted Extreme Sports Person of the Year in the Oxfordshire Sports Awards and in 2009, was awarded the FAI Sabiha Gökçen Medal. Sparky was the first recipient of the Jim Crocker sword for outstanding contribution to skydiving, a special award not made annually but only where there is brilliance.

Sparky must surely be the most inspirational person in British skydiving.

Storm by Willy Boeykens



How long have you been skydiving?

I've been jumping for 18 years. My first jump was a static line at Netheravon while I was at Portsmouth Uni. I now have around 6,000 jumps and more hours in the wind tunnel than I can remember!

When did you get interested in 4-way?

I got the bug as soon as I got my Cat 10 (FS1). I loved that you could measure your progress by the number of points you achieved. I did find it really difficult in the beginning to find people to jump with as I would normally only last one point before going low for the remainder of the skydive!

Tell me about your first 4-way team

My first 4-way team was *In-Sync* in 1998. We did Intermediates at regional level. I entered my first Nationals with *Cosmosis*, an all-female intermediate team. The team was just for fun really but it did open my eyes to what could be achieved if you trained hard with teammates with similar goals.

What do you like about being in a 4-way team?

It's a close-knit family unit, where you all learn together, want the same things and are willing to do anything to get them. Also the feeling of being part of a family knowing that you can call on your mates when you need to.

Do you prefer training or competition?

I love both. I love the training, especially when you are trying out new things and when you see a plan coming together. I also love arriving at a meet knowing the hard work is done, seeing old friends, soaking up the atmosphere. Yet I still get nervous on each competition jump and only really enjoy from the second to third page!

How did VMax come about?

VMax evolved at the 1998 Nationals. I had already been speaking with Sarah Laughton (*Army 9*), and

then Solly Williams, about putting an all-female team together – at that time there were rumblings of a female 4-way event being formed. We then started talking to Liz Matthews and Sacha Chilton. Liz had to pull out because of work exams so we asked Kate Stephens to join us.

Tell me about the first few years with VMax

It was a steep learning curve! We trained in Deland with Solly and dedicated all of our holiday to training. With Solly's encouragement we became a familiar team in the women's event, which grew from just four teams in Oz in 1999 to around ten in Gap in 2003. The team won three world gold medals during that time and finished with a 16.5 average.

What do you think the female 4-way category achieved?

In the beginning it helped give women a focus and gave them the opportunity to try out for the open teams, for example, Eliana (*Airspeed*) and Ditta (*Norgies*) originally started out on female teams. It's great to see how the standard has improved and the female scores are starting to challenge the top open teams.

How did Storm come about?

Storm was originally formed by Hannah Betts and Sarah Smith with Caroline Guest and Amanda Karlsson and competed in AA in 2006, winning the Nationals with a 13.3 average. Hannah and Sarah wanted to continue into AAA and qualify for the World Championships in 2008. At that time, my team *Airkix* was looking like it wasn't going to continue past the Germany World Meet and so I jumped at the chance to join *Storm* when I was asked, as they were super keen with so much enthusiasm and a can-do attitude. At first we were self-funded but then we were fortunate to get some significant sponsorship from an old work colleague of Sarah's, allowing us to leave our jobs and train as proper athletes rather than juggling



Winning the 2003 World Championships with VMax

numerous commitments. However, this unexpectedly stopped after the first year so we were back to credit cards, bank loans, selling anything we owned and in some cases our houses!

How did that feel?

It was very scary to leave our jobs, even when we believed that the deal would be good for two years. We all had good careers, some also with the stability of pensions, health care and company cars, so it was a lot to give up. Even in the beginning when we were sponsored we had to drastically change our lifestyles and spending habits. When the sponsorship ceased it was very stressful – not knowing whether you would meet your next mortgage repayment was a scary thought. Yet I think it made us a stronger team, making us more supportive of each other and more resourceful in funding our next training camps. We are also very thankful to the BPA, whose funding based on us meeting the criteria helped us enormously.

Why do you think the UK has a great record in world female 4-way?

I think VMax helped massively in the beginning to pave the way and set a standard to aspire to. Also the fact that we have never really lost the experience drawing on members of all three past successful women's teams. Members of VMax, Airkix and now Storm still compete, bringing on new people. The current female team, Bodyflight, has a wealth of experience from those three teams.

Any regrets about leaving your job now?

None at all. I would probably still be stressing about sales targets and having meetings about meetings! I now work in skydiving full-time having set up my own website business as well as teaching AFF and coaching a number of individuals and 4-way teams. I still work stupidly long hours but I enjoy them!

What's good and bad about your work?

My work varies depending on the season. During the winter it tends to be a mixture of one-on-one and 4-way coaching, whereas at the moment it is predominantly 4-way. AFF also keeps me really busy. I love passing on knowledge about something I am so passionate about. You learn a lot watching people fly – I understand more now than when I was team training! Being self-employed does have its drawbacks; I work all day on the website if I am not coaching a team and then am in the tunnel most evenings, not getting home much before 1am. Sometimes I will go over a month without a day or evening off.

How do you think wind tunnels in the UK have affected British skydiving?

You only have to look at the scores to see how standards are improving, especially among the grass roots. As an AFF instructor I have found them to be a great tool for encouraging those struggling students to persevere and stay in the sport. They helped Airkix and Storm massively, especially as we started out as inexperienced AAA teams.

What did winning the World Championships feel like each time?

Completely different! It depends on the starting points of the teams, the different point-average goals, the teams we were up against, and whether we were the favourites or the underdogs. Jumping mirrored from the Porter in 2003 and 2008 made our goal of winning even more challenging, but then the result felt even more deserved.

What's your most satisfying victory?

I think it has to be with Team Airkix at the World Meet in Germany in 06. We were the underdogs all year and gave the French team a shock in round 2 that they never recovered from! I was kind of gutted not to get the same feeling in France with Storm in 2008 where we won by just one point. We all felt that we didn't really show what we were capable – it was our average skydiving that won, not our best.

What kept you competing for so many years?

I loved being part of a team, pushing myself to the limits. I couldn't imagine doing anything else. Also, I was never satisfied with our average and always knew we could do better!

How does it feel not to be training now?

It's the first time in years and, if I'm truthful, it has been pretty frustrating, especially if I am coaching a team that is rotating either with Satori or Team Bodyflight! I wanted to spend more time with my husband Andy and my family after ten years of serious competing. However, I do get some solace with the teams I am coaching. I was very proud when six of the teams I coached last year won medals from the twelve available at the 4-way Nationals.

Do you have any advice for new jumpers?

In terms of 4-way, understand that everyone in your team is different and might not approach things in the same way, but trust that they are working just as hard for the same goal. And of course, respect them! Soak up all the information you can... there is loads available, badger experienced jumpers on your DZ for advice and try and get to some organised

events whether you have a team or not, eg BPA Coaching Roadshows, UKSLs, tunnel and skills camps.

What does it really take to get to the top?

A lot of hard work, dedication and sacrifice – you need to live and breathe your goal 24/7. You need the self-belief that you will succeed and not be put off by obstacles. Expect it to be hard!

How was the Women's World Record 181-way?

I was scared sh**less on every jump! Big-ways are not my thing – I hate being surrounded by so many canopies. Whilst I hadn't been training for the event I was inspired by the number of women who had – it was like a World Meet to them. And to be part of such big project raising money for such a worthwhile cause, jumping alongside people who were breast cancer survivors – I wouldn't have missed it for the world.

What's your most memorable jump?

Turning 47 points in time with Storm while doing a random jump in training. Me and Hannah 'chatted' all the way down and our eyes just got wider and wider!

Tell us something new about you

I took 17 jumps to get off static line onto freefall, and over 18 months and 50 jumps to get my Cat 8. I wasn't a natural!

What does the future hold?

I will carry on with my coaching for as long as I am still passionate about it and developing my own business. I would never rule out seriously competing again. For skydiving in general – there are a lot of talented young skydivers who I think will keep pushing British skydiving from strength to strength.



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Royal Aero Club Awards

I had never seen a World War 2 Lancaster Bomber in real life before, they are massive! The first thing I realised is how much fun it would be to jump out of one.

Directly under the nose of this incredible aircraft and surrounded by a multitude of RAF flying weaponry from across the eras, the annual Royal Aero Club Awards evening began.

The stunning setting was the RAF Museum in Hendon, hosted by His Royal Highness The Duke of York, President of the Royal Aero Club. HRH had previously piloted two of the very aircraft in the museum, and mingled with the award-winners as well as presenting many of the trophies.

Several BPA members were up for gongs this year for their achievements in the preceding one. No surprise, Sparky Scott was yet again receiving an award, this time the prestigious FAI Sabiha Gökçen medal for outstanding women in aviation. *Volare* were receiving the RAeC Gold Medal for their World Cup and European Championship gold of 2009. Chris Lynch was picking up a RAeC Bronze Medal for being such a trophy-hoarder he has amassed 22 National Champion titles across more disciplines than I can name. And a Certificate of Merit went to Ian 'Bobby' Robertson for 38 years of riggery-pokery, developing the systems that still keep us safe today.

So, things kicked off with the first award of the night going to Paul Bonhomme who was receiving the Britannia Trophy for being the first

British pilot to be crowned Red Bull Air Race World Champion (in 2009). He arrived in a chauffeur-driven limo with his initials on the number plate. Team *Volare*, picking up the third award of the night tried to go one better than Bonhomme, crafting an ingenious plan to bring some youth and excitement to the awards with their trademark straight-laced, serious poses for the cameras... Okay, not quite so serious as you can see from the picture but it got a laugh out of the Prince. Being some of the youngest in the Hall of Fame that night *Volare* got away with it and actually gained some compliments from other air sports in the process!

As the night drew to a close after 40 separate awards had been dished out it was time for the annual BPA group photo. Chairman of the Board John Smyth was on hand along with Council members Weed Stoodley and Craig Poxon to help round up all the skydivers. We must have made an impression last year as the photographer mentioned he was relishing the challenge of getting the skydivers to pose for him after last year's 'interesting' (as he put it) group shot. All in all it was a very successful evening for both the award-winners and the profile of the BPA. Thanks to everyone who turned up to show their support.

Mike Carpenter
mike@volare-freefly.com



Chris Lynch - RAeC Bronze Medal



Sparky Scott - FAI Sabiha Gökçen medal





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Wobby Robertson – Certificate of Merit



Volare – RAeC Gold Medal

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DESIGN BY HOLLY.KILHAM@GOOGLEMAIL.COM



Bodyflight World

We Brits are very lucky that the annual Bodyflight World Challenge offers the opportunity of mixing with and competing against the best athletes in the world. Once again, the organisers pulled out all the stops to run a fantastic meet, with a new format and added facilities that seemed to please the 250 competitors.

Freefly Pro

New Kids on the Block!

With two out of the top four freefly teams being made up of teenagers and younger, the spectators and competitors at this year's Bodyflight World Challenge

witnessed a giant leap towards the new generation taking over.

Josh and Alex of US team *Antigravity XP* aged 15 and 16, along with Maya (11) and Meera (13) of the UK team *Kansagra Katz* showed that no adult team is safe with some very exciting and skilfully presented free routines. This is not the first time we have seen kids' teams enter the Challenge. *Team Future* along with this year's *Kansagra Katz* have competed in the past, even then beating some 'grown-up' teams, but this year would show a swing in favour towards the flying youth.

Gunning for the top slots were returning champions *Team Bodyflight*, made up of Adam Mattacola and Fabian Raidel along with last year's runners-up *Team Volare*, of Alberto Fuertes and Mike Carpenter. The mix of returning medal-winners along with the new youth teams was looking like a very exciting combination.

In the amateur class there were four teams battling for a place on the podium, all the teams showing a lot of creativity, working around their limitations and lesser flying experience. Some chose routines consisting of very well choreographed back and belly flying whilst others used sit-flying. There were no clear favourites going in as they all had such great routines in different styles. What was clear at that point was no-one fancied the task the judges had lying ahead of them.

So it was time for the competition to get under way. All eyes were on the freefly, what could the kids bring? How about the top two returning teams from last year?

In the pro class *Team Bodyflight* took the early lead, with two very technical and fast-paced free routines, as well as posting the highest compulsory scores. *Volare* found themselves in a strong second place with three different free routines. On some rounds there was only a tenth of a point separating the top two teams in the free routines. In third place were the flying youth of *Antigravity XP*, with a flowing free routine featuring some interesting new tricks and some very strong compulsory rounds that came close to matching the scores of the top two.

It was great to watch the battle in the amateur class where it was all about the compulsories as the free routine scores were all so close. In the end it was team *Combination*, the competition's 'Iron Men' competing in both 4-way FS and freefly that took the gold.

Team Bodyflight were able to hold onto their lead to take the pro class gold with the fastest compulsory scores of the event. *Volare* took the silver ahead of *Paraclete XP* in third. *Kansagra Katz* managed to hold off the rest of the grown-ups to round out the top four.

Congratulations to all the teams for a fantastic show. We hope next year to see even more teams take on the freefly Bodyflight World Challenge.

Mike Carpenter
Volare

Alberto Fuertes

36 SKYDIVE



The brand new Flow Rider



Paul Mayer, Bodyflight MD



The Smurfs



Team Bodyflight



Volare



Antigravity XP

Results - Freefly Pro

		Total
1	Team Bodyflight	87.00
2	Volare	81.75
3	Antigravity XP	78.82
4	Kansagra Katz	75.17
5	Twist Freefly	73.54
6	The Smurfs	71.54
7	Not Sure Yet	63.80

Challenge



Volare



Combination



Bull Fighters



Windchill

Results - Freefly Amateur

	Total
1 Combination	72.10
2 Bull Fighters	71.00
3 Windchill	70.58
4 Dragon Fly	69.75

Photos: Bodyflight Ltd

No Pressure but Don't Screw Up!

Working as a receptionist at Bodyflight, I was well chuffed to get the opportunity to compete in the intermediate freefly category, reinstated this year. Four teams entered; all of us were new to competitive freeflying and some, to freeflying itself!

Freefly Am

Months of training were about to come to a head as we nervously lined up for our first free round. Watching each other's flying, it soon became very clear that it was going to be close! I had expected to feel less nervous after the first flight but oh nooooo! - it just got more and more nerve-racking every round. Although of a similar standard, we all brought something different to the party; this made for very close scoring and really exciting viewing! At the end of day one, we all sat around watching the scores come in. There was plenty of laughter and cheering as our four teams jiggled up and down the scoreboard after every round! Day one finished with *Combination* in first, *Windchill* in second, *Dragon Fly* in third and *Bull Fighters* in fourth, with everyone clearly still in contention.

As Sunday dawned, we realised that we needed to pull out all the stops. We flew our higher scoring routine (ditching our second one), and put everything we had into the compulsory round, which carried the biggest score difference. Despite the ever-rising tension, there were still practical jokes and banter between the teams in the line-up waiting to fly. Then the *Bull Fighters* (who dramatically improved overnight) flew a blinding compulsory round, taking them from fourth to second! With one round to go, we were actually at our most relaxed, knowing we had tried our best and all that was left to do was to enjoy flying one final time.

Suddenly, it was all over and we were stood with a well-earned beer in our hand, watching the scoreboard. It was gripping stuff as *Windchill* took the lead at round 7, then *Combination* jumped back ahead after round 8. The next hour seemed to pass in slow motion and all eyes were fixed on the board - well, except Lesley and Stikkos of *Combination* who were happily chatting away with their backs to it! Then, in what seemed like a blur, the results were finally in. It was hugs and high-fives all round as *Combination* took the gold, *Bull Fighters* got silver and *Windchill* took the bronze. With a huge grin, I pushed through the crowds to congratulate the oblivious victors. Due to the continuous jokes between our two teams, Lesley was convinced it was yet another wind-up when I told her she had won!

We had all had a fantastic weekend, with great people, a nail-biting competition, lively prizegiving and a superb after-party, including free rides on the brand-new Flow Rider, launched at the competition and providing entertainment for most of the night.

I'm sure I'm not just speaking for myself when I say that the best thing about the Challenge was the fantastic vibe between all the competitors. Bring on 2011!

Rachel Gentle
Windchill

KATS AA 4-way



4-WAY



Brit Chicks 1

Inspirational in AAA

The 2010 Bodyflight World Challenge saw the top four from last year returning; reigning champions *Airspeed*, USA's *Perris Fury*, Belgium's *Hayabusa* and of course *XL* reunited again for this meet, now in its fifth year. The French contingent arrived fresh from training in the US and having the highest placed male and female teams at the Shamrock Showdown in Deland. The field of 37 teams included many other national teams from around the world ready to battle it out including our own *Satori* and *Team Bodyflight*.

Practice rounds had been completed on the Friday before the meet began on Saturday. A slow draw for the first round left the scoreboard looking tight and whet our appetites for the following rounds. Looking at the draw it was plain to see that round 2 (J,M,E,D,L) was going to be the fastest 4-way competition round in the sport's history! *Fury* managed to outstrip last year's high score with an amazing 66 points, that's 1.9 formations per second! It looked like only the French teams of *Aerodyne Cypres Maubeuge*, *Aerokart PCs* and *Deep Blue* were able to stay in touch. The round proved to be a headache for many of the top teams with one imploding after 29 seconds!

Two technical, triple-block rounds followed and at the halfway point on Saturday evening only 5 points separated the top four.

All eyes were on the ever-changing leader board the next day, with some fast rounds it could be anybody's meet! By round 9, the top four teams were separated by just 3 points! *Airspeed*, last year's winners, had not managed to recover completely after the random round. *XL*, however, managed to claw back 5 points on the leaders, *Aerodyne Maubeuge*, so there was only 1 point in it. Following a nail-biting side-by-side viewing *Aerodyne Maubeuge* and *XL* tied round 10 with 23 points, which left the French team as the winners!

It just shows how high the standard is at the top that *Airspeed's* small mistake in the random round 2 meant the four-times World Challenge Champion team were this time not even on the podium, as four teams romped past them. I'm sure they'll have something to settle next year!

There were many battles all the way down the scoreboard of 37 teams. *Satori* took a worthy ninth place with a 26.3 average, pushing the USA team *XP4* all the way. The title of 'best amateur team' was also contested by Denmark's *Voluntas*, Italy's *Ex3ma* and the Swiss *Bodyflying* team.

This year's challenge was a fabulous meet and it was a privilege to be part of it and rub shoulders with the world's best. Bring on next year!

Rai Ahmed
Kaizen

High Standard in AA

For the teams in AA, it was a great chance to get some well-needed competition practice ahead of the outdoor UKSL meets, to hang out with other teams and generally get a sense of how the 2010 season might unfold.

This year's event again saw ten teams enter, the same as the previous year, but now in addition to the newly-introduced Rookie class, which gave lower experience teams the opportunity to take part in the meet with a more even playing field.

The new World Challenge format saw most teams arriving on Friday afternoon, allowing them to complete their practice rounds a day early and ensuring the competition atmosphere was in full swing.

Once again in AA, the standard was high at the top, with some international teams, *Usual Suspects*, *Phantom Force* and *KATS*, achieving outstanding scores of 40 and 36 in the random round. The all-UK teams were *Brit Chicks*, *Old Skool*, *Unagi* and *Slot Machines*. With *Brit Chicks* not continuing at outdoor 4-way meets, it should make for an interesting season for the other three. *Unagi* were back fresh from a camp in Seville and looking very strong, scoring 31 in an all-random round for example. *Old Skool* and *Slot Machines* by contrast had only just started their 2010 training. It was interesting to see that the UK teams were pretty close on some of the rounds, especially all-block rounds. It should make for an exciting season!

In the end Germany's *Usual Suspects* triumphed ahead of the half-British tunnel team *KATS* with Belgium's *Phantom Force* in third and a close-knit pack a little way behind. *Slot Machines* received one of many special donated prizes, this one an hour's coaching from UKTunnelCamp.com, awarded for a clean meet with no busts.

Watching *XL*, *Arizona Airspeed* and *Perris Fury* was inspirational for teams in every category but especially for aspiring AA competitors, most of whom have ambitions to qualify to represent the UK next year at the World Cup.

Rich Rust
Slot Machines

Rookies Ramp it Up

The Rookie division was originally advertised as 'A' class, which in recent years has meant a dive pool consisting of the randoms plus the eight simplest blocks. For one reason or another, this was changed to be a randoms-only 'Rookie' competition during the registration process. Possibly as a result, the division consisted of



Henry Chow



Sonic Nutz



XL

five teams of roughly 'A' standard. Last year's Nationals Rookie silver medallists *Gr4vity*, with a tweaked line-up and coached by XL's Steve Hamilton and Pete Allum, were the early tip for the gold. However, there was a dark horse in the form of *Pinky and the Jets*, about whom rumours had been circulating for weeks, plus the inevitable BCPA supergroup *Shaven Eclipse* to contend with. The division was rounded out by *Faffdango*, a new team from UK Para at Sibson aiming for A in the Nationals this season, and *Mildly Moist*, dubiously-named but well up for it, despite having entered with a view to learning the single-A dive pool!

It was the first competition for a few, and the first round saw a lot of points turned and a sizeable number of busts to go with them. *Pinky and the Jets'* clean 17 put down a marker for the others. This seemed to stir *Gr4vity* into action, roaring back into the lead in the next round with a mightily impressive 21. Indeed, by the end of the day *Gr4vity* were running away with it, leaving *the Jets* and *Shaven Eclipse* to fight it out for silver.

Dinner would prove costly for *Mildly Moist*, whose outside centre picked up a case of food poisoning and had to withdraw after round 6, looking a very unhealthy colour! Good sportsmanship to the fore, the other teams kindly agreed to a substitute so *Moist* were able to continue the meet with a friendly freeflyer, in a suit borrowed from the editor of this very Mag.

In the end *Gr4vity* lived up to their odds as favourites, finishing with a blinding 28-point round 10, while *Pinky and the Jets* posted mostly 20-plus scores for the final day and pulled away from *Shaven Eclipse* in third.

Feedback from the competitors was great. We felt very welcome at a world-class event like this, and the opportunity to rub shoulders with teams at the very top of the 4-way game is unique. The general feeling was that 'A' would be the right class for an entry-level division, but that would be a matter for the next crop, since we'd all be back for AA next year!

Joel Gluth
Mildly Moist

Results

4-way AAA

			Total	Avg
1	France	Aerodyne Cypres Maubeuge	305	30.5
2	International	XL	304	30.4
3	Belgium	NMP-PCH Hayabusa	301	30.1
4	USA	Perris Fury	298	29.8
5	USA	Arizona Airspeed	296	29.6
6	France	Aerokart PCs	294	29.4
7	France	Aerokart	272	27.2
8	USA	Paraclete XP4	264	26.4
9	UK	Satori	263	26.3
10	USA	SDC Rhythm XP	253	25.3
11	Russia	Kaktus Hunter	252	25.2
12	UK	Team Bodyflight	246	24.6
13	Netherlands	Dynamic Fource	236	23.6
14	Finland	Pro Team	232	23.2
15	Germany	ISB Air	219	21.9
16	Switzerland	Bodyflying 1	215	21.5
17	Denmark	Bodyflight Voluntas	213	21.3
18	Italy	Ex3ma	205	20.5
19	Norway	Norgies	202	20.2
20	Monaco	Aerial	200	20.0
20	France	Oxygene Armor	200	20.0
22	Italy	The Zoo	197	19.7
23	Norway	Polaris	196	19.6
24	Austria	Alpen Glow	191	19.1
25	UK	Sonic Nutz	190	19.0
26	France	Peros	187	18.7
27	Switzerland	Parabola	179	17.9
28	Portugal	Atmosfera G4	178	17.8
29	International	Team X	177	17.7
30	Lithuania	Magic 4	176	17.6
31	UK	Phobia	173	17.3
32	UK	Kaizen	162	16.2
32	Italy	Evolution	162	16.2
32	Italy	Area 51	162	16.2
35	UK	Brit Chicks	160	16.0
36	UK	Fend 4 Yourself	148	14.8
37	UK	Escondido	146	14.6

4-way AA

			Total	Avg
1	Germany	Usual Suspects	190	19.0
2	UK	KATS	182	18.2
3	Belgium	Phantom Force	172	17.2
4	UK	Unagi	145	14.5
5	UK	Brit Chicks AA	143	14.3
6	Switzerland	Bodyflying 2	139	13.9
6	Austria	Weight and Balance	139	13.9
8	Portugal	Atmosfera Nutry	138	13.8
9	UK	Slot Machines	123	12.3
10	UK	Old Skool	113	11.3

4-way Rookie

			Total	Avg
1	UK	Gr4vity	211	21.1
2	UK	Pinky and the Jets	188	18.8
3	UK	Shaven Eclipse	173	17.3
4	UK	Mildly Moist	108	10.8
5	UK	Faffdango	105	10.5

Stop Press!

Next year's World Challenge will include four 4-way categories - AAA, AA, A and Rookie

Full scores: worldchallenge.info



AAA

1

Aerodyne Cypres Maubeuge



2

XL



3

NMP-PCH Hayabusa



AA

1

Usual Suspects



2

KATS



3

Phantom Force



Rookie

1

Gr4vity



2

Pinky & the Jets



3

Shaven Eclipse

Belize **Blue Hole** **BOOGIE**



On take-off I hear "Have the best skydive ever!" After making 5,500 skydives and having a lot of incredible jumps in my memory, I couldn't see how a no-suit loose load could be just that. Once I was airborne and saw all the incredible visuals the boogie in Belize had to offer, I quickly realised that these would indeed be some of the best skydives of my life.

From the Super Otter at altitude you can see the waves crashing on the reef quite easily - you are directly over them on most jumps. The crystal-clear, light blue water, boats darting about and the view of the entire island adds even more excitement as you begin to experience one of the best boogies you can ever imagine. After opening, the same words you may have said on your first jump are uttered again: "Wow... Wow... WOW!"

This is a boogie like no other - it is not the go hard, skydive-till-you-drop boogie that we as skydivers tend to frequent. You can choose to do that if you want, but you would be missing out on all the other adventures Belize has to offer. You can scuba and snorkel with sharks, rays and other amazing sea creatures, cave tube, zip line, see ancient Mayan ruins and even cruise from bar to bar by foot or by golf cart. The people of Belize are friendly and accommodating and only add to your experience in what you could call 'a little slice of paradise'. This is one boogie you can go to with a non-jumper and they too can have the time of their lives.

Rich Grimm does a fabulous job with the tourist board and local establishments that make being a skydiver on the island that much more special. With a schedule of local bars printed on your boogie T-shirt, you need only visit your dirty laundry to know where the jumpers will be for any given night. All the bars are within walking distance - you just have to remember which foot to have in the ocean on the way there and which on the way back.

The highlight of this boogie will be different for everyone, but without a doubt mine was a jump into the famous Blue Hole. The Blue Hole is a 1,000 feet diameter, 400 feet deep hole in the ocean about 60 miles offshore, filled with various marine life with an

emphasis on sharks. Talk about an adrenaline buzz! The excitement begins the night before the jump when Rich does the Blue Hole briefing. From that point on the adrenaline builds to proportions you haven't felt since your early days of skydiving.

All the bars are within walking distance - you just have to remember which foot to have in the ocean on the way there and which on the way back

One of the things that makes the jump so special is that you will become one of the relatively small amount of people in the world that have seen the Blue Hole from the air, an amazing sight in its own right, as well as become one of less than a hundred people to

have ever jumped into it. If you have an Open Water Diving Certificate, you can add to this amazing experience with a dive into the Blue Hole to a depth of 130-140 feet. If that isn't enough to get the blood running, you might even bump into a bull or hammerhead shark on the way up or down. Whether you have 300 or 3,000 skydives, this is one jump that is guaranteed to get your heart pumping and will no doubt be an amazing experience, or possibly the 'best skydive of your life'. I know it was mine!

Bobby Goldman



Photos by Bruno Brokken and Gaby Meis

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ROB COLPUS >>



Tony Uragallo flying the X-Bird, by Jeff Nebelkopf

X-Rated

Tony Suits of Florida has recently launched a nice new website which deals exclusively with Tony Uragallo's range of wingsuits.

A few years ago, ex-Brit Tony Uragallo, a very experienced FS and freefly jumper, became hooked by a relatively new discipline of our sport. Since then he's enthusiastically deployed his considerable talents in the direction of wingsuit design and development, not only achieving personal success at competition level but also producing some awesome wingsuit products.

Tony's new company site at tonywingsuits.com lists five wingsuit designs ranging from the *Intro* for beginners, through to the *T-Bird*, *R-Bird* and *S-Bird* for intermediates (5-25 wingsuit jumps), advanced (25-50 jumps) and experienced (50-75 jumps) respectively, and then up to the top-of-the-range *X-Bird*, designed for the expert wingsuit pilot with 75+ wingsuit jumps under their belt.

Tony enthused: "The *X-Bird* is our top-of-the-line wingsuit, and with the 'fastback' design (a large, full-length, inflated air deflector that streamlines the parachute container to improve the airflow over the back) we're getting wonderful results. I can average a 35mph descent speed and, from 45mph, I bend at the knee just a touch and my nose comes up like an aircraft when you pull back on the stick. I can hold that until I slow to 7mph descent - then a slow stall, my nose will drop and I'm back to 45mph, where I can do it all again. Last year I attained a 3.59 glide ratio in competition, and this year's suit is even better."

The *X-Bird* features a semi-rigid and shaped leading edge created by the use of foam inserts to improve the airflow over the arm wing. Tony explained, "The *S-Bird* is our next suit down the line and is also a fast suit, more suited to a lighter wingsuiter who wants to 'flock' with others and doesn't need the extra fabric."



Rino Gasser flying the S-Bird, by Jeff Nebelkopf

Tony went on to say that all of his suits are equipped with what he calls 'escape sleeves', designed to be able to reach up to the toggles after deployment without having to undo any zips, etc. If measured loose, the jumper can even reach their slider after deployment without unzipping the arms. Tony's whole range comes standard with 'air-locked' inlets in various parts of the suits to allow air to enter and be trapped there, providing rock solid pressurisation.

Tony's wingsuits are all built from a hardwearing paracord fabric, and constructed like a parachute, using heavy duty stitching says the company.

tonywingsuits.com

Go HD Pro

Go-Pro's HD
Helmet Hero



Back in October last year we reported on the release of the *Go-Pro* mini camera system, which was soon in use by many adventure sports camera people worldwide.

Well now the company has added an HD version of this mini marvel. *Go-Pro* claims that the *HD Helmet HERO* is the world's highest performance, wearable 1080p HD-video and still photo camera. Professional quality 1080p / 960p / 720p HD resolutions record at 30 and 60 frames per second (60 fps in 720p). You can record up to two and a half hours on a single charge and up to nine hours in total on a 32GB SD card.

The HD camera can also shoot automatic 5MP photos at 2, 5, 10, 30 & 60 second intervals during the skydive - hands-free. You just press the shutter button once before exit and record up to two and a half hours of poster-print-quality photos of the dive.

Unlike the standard *Go-Pro*, the HD version uses rechargeable batteries. But like the standard *Helmet HERO*, the HD model's package also includes four quick-release adhesive mounts, a vented helmet strap, headlamp-style head strap, a three-way pivoting side arm assembly, two quick-release buckles and a USB/RCA combo cable.

Adhesive mounts are removable but require purposeful removal, and are safe on a painted surface.

A new accessory for the *Go-Pro* is a range of snug-fit, multi-coloured silicon cases to protect against knocks and scrapes.



At around £300, the HD version retails at about twice the price of the standard model.

goprocamera.com

The Optimum reserve
by Scott Jontes

Cypres Packaging



In a nod to the god of marketing, the Airtec company of Germany has given its Cypres AAD package a bit of a facelift.

The long-serving white cardboard delivery box of old has given way to a sleek black number with nice logos on the outside and Cypres benefits listed on the inside.

Now included with the package, and replacing the long-time give-away belly pouch, is an Airtec-designed black skydiving log book complete with a quick guide to Cypres operation, plus a matching pen. And, to crown it all, a 'must-have' Cypres pull-up cord is also supplied.

cypres.cc



In Pursuit of the Optimum

Leading canopy manufacturer Performance Designs, has been building its *Optimum* reserve canopy from its super low-bulk and lightweight fabric for three years now. Because of this proprietary high-tech fabric, developed by PD and a partner company, the Optimum reserves pack up one size smaller than canopies of the same size built from regular F111 or other ripstop nylons. Which begs the question, do they have any plans to use this fabric or similar for their range of main canopies?

Well, we contacted PD on the subject and were told that, in fact, the company has partly been doing so for over a year now since the introduction of its *Pulse* main canopy (Kit News April 09).

The *Pulse* indeed has a lower pack volume than regular canopies of the same square footage, and is very easy to pack. This is because PD has put what it calls 'the right fabric in the right place'. The *Pulse* is therefore not built entirely from the low-bulk fabric but is a hybrid, using regular zero porosity fabric on the top surface, end cell ribs, and stabilisers, with the rest of the canopy built from the same proprietary low-bulk fabric as is used in the *Optimum* reserve.

According to PD's John Leblanc, the use of this fabric combination along with subtle aerodynamic improvements results in a canopy that opens nicely, has a very flat glide, and offers easy landings.

Well, what about an all-ZP low-bulk main? PD says it is indeed interested, but only if the fabric meets its standards, and the parachute design is specifically tailored to the fabric, saying, 'Changing the fabric on an existing design can change the performance in undesirable ways'.

In fact, PD tells us that it began research on ZP low-bulk mains more than two years prior to starting development of the *Optimum* reserve. Although none of

the ZP fabric samples it has received and tested so far have met all its standards – for instance, one low-bulk low porosity fabric nicely met its needs for the *Optimum* reserve project. That's why its first low-bulk product was the *Optimum*, even though its original plan and testing started with ZP mains.

The next obvious question is – why hasn't any low-bulk ZP fabric yet met PD's standards even though it has worked together with several fabric manufacturers, trying many different test samples over the years? John tells us that there are a variety of reasons for this. PD found that several fabric samples didn't maintain their zero permeability over many jumps. In some cases there were some inconsistency issues from one lot to the next. Some samples were not strong enough, and other samples did not pack significantly smaller than regular fabric. A few samples looked quite promising and actually did maintain their zero porosity, but after many hundreds of test jumps PD found the test parachutes did not retain their proper aerodynamic shape over time, resulting in a noticeable decline in performance.

The skydiving industry's total fabric needs are a miniscule portion of the overall textile industry of course. Even though, in the small world of specialised parachute fabric weavers and finishers, PD is viewed as a large client and quite a desirable account to win. Therefore, multiple suppliers are working very hard on improving their technology, in hopes that their next samples will fully meet PD's standards.

John concluded by saying that we may be seeing low-bulk ZP mains from PD in the future, but only after it has built test parachutes that prove that both the fabric and the parachute designs will meet all of its goals.

Watch this space...

ATOMIC

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LIZ ASHLEY >>

Safety Focus The Great RSL Debate

Standard RSL

A standard RSL, or Reserve Static Line, is usually a thin piece of webbing called a lanyard, around 12-15" long, with a small metal ring on one end and some kind of attachment on the other. The attachment is usually either a small metal link or a detachable shackle, and it connects to a small ring on one of the risers (although NEVER to the smallest of the 3-rings, only to the separate RSL attachment ring). The lanyard then lies flat and out of the way, often tucked under a reserve riser and/or held in place by Velcro. The small metal ring on the other end of the RSL lanyard goes around the reserve ripcord. The idea is that in the event of a cutaway, the lanyard pulls tight as the jumper falls away from their now-disconnected main canopy. This tension pulls on the reserve ripcord, removing the pin from the loop and initiating reserve deployment.



RSL front view



RSL back view

The purpose of an RSL is as a back-up method of opening the reserve container. It shouldn't replace jumpers pulling their own reserve handle. However in the event of a low cutaway (eg, after a spinning malfunction or canopy collision), or being unable to find or pull the reserve handle, they can be invaluable.

Skyhook RSL

The Skyhook RSL is another invention to come out of Bill Booth's workshop (he who invented the 3-ring release system and the throwaway pilot chute). It's a special kind of RSL that goes further than the conventional sort. Firstly, it incorporates a Collins' Lanyard, which is designed to pull on the cutaway cable going to the non-RSL side riser. So if the RSL side riser breaks, the other riser will be automatically disconnected just before Skyhook deploys the reserve.

Secondly, it has an extra piece of red line at the reserve end, which goes under the reserve flaps and connects to the reserve bridle itself via a flat hook. Now, as well as pulling the pin out of the closing loop, the departing main canopy also acts as an anchor in the sky, providing far more drag than the comparatively small reserve pilot chute ever could. The result is, the reserve leaves the free bag in a split-second, far faster than normal. After that it deploys as normal, so it's not a harder opening - it's just the first bit that is faster. In the event of a main total malfunction, the Skyhook is designed to automatically release and the reserve pilot chute will be able to function as normal.

The Skyhook looks quite different when you lift the reserve top flap. Rather than a ring going around the reserve cable, the Skyhook incorporates the reserve pin, and the reserve ripcord has a ring or loop on it which goes around that. You can also see the red line disappearing under the reserve flaps, and the yellow Collins' Lanyard going around the yellow cutaway cable



The Skyhook incorporates the reserve pin, and the reserve ripcord loops around that. The yellow Collins' Lanyard goes around the yellow cutaway cable



All photos by Liz Ashley



Pros, Cons & Limits

Standard RSL

Pro FAST - great in the event of a low cutaway

Con A broken riser on the RSL side could contribute to a main-reserve entanglement (but modern risers rarely break if correctly assembled)

Con Possible twists in reserve if the RSL activates while unstable after a spinning malfunction, so potentially unsuitable with a highly loaded, high-performance main (although a twisted reserve is still better than no reserve at all as it can take a LOT of altitude to regain stability)

Con Potential for a main-reserve entanglement if the jumper is entangled with their main, although can disconnect it if it has a shackle

Con Often 'kinks' the reserve ripcord - replacement needed if this causes damage

Limit Only functions if there is a departing cutaway main. If not, pulling the reserve ripcord will deploy the reserve as normal

Skyhook RSL

Pro Even FASTER! - so fast that reserve twists are unlikely even after the spinniest malfunctions, thus suitable for use with even the smallest, fastest main canopies. A typical reserve deployment can take 75 feet instead of 2-300

Pro Can be easier to find your cutaway main, reserve freebag and pilot chute, as they will probably still be connected together

Pro Collins' Lanyard cuts away the other riser in the event that the RSL one breaks

Con Uncertain outcome in the event of an entanglement with the main canopy - although potentially better off compared to a standard RSL, and you can still disconnect it

Con Some riggers feel complexity adds failure modes

Limit Currently only available on Vectors, new Javelins and some new Icons

Limit Only functions if there is a departing cutaway main. If not, pulling the reserve ripcord will deploy the reserve as normal

Should I have an RSL at all?

RSLs can certainly complicate matters in the event of an entanglement, and plenty of jumpers choose not to use one where the risk of an entanglement is increased, eg, when doing CF or jumping a camera helmet that could pose a snag hazard. You might think 'but it's an unnecessary back-up; I'm not going to cutaway low or take ages to pull my reserve' - but then people have done just that and been unable to explain why. I landed next to a girl who was badly injured after cutting away from a spinning malfunction at around 300 feet. If she hadn't had an RSL she would almost certainly have died - her reserve slider wasn't even all the way down when she landed.

If you have not yet gained your A Certificate then the BPA makes the decision for you - RSLs are mandatory on all student and tandem kit. After A Certificate it's your choice, and you'll hear strong opinions both in favour and against. Perhaps a good guide is to have an RSL as a default unless you are experienced enough to make an informed decision to jump without one.

Crowded airspace by Norman Kent



INCIDENT IN DEPTH

Air unaware

"I was one of those people that just took the canopy ride for granted as a means to an end and forgot that the skydive doesn't actually finish until you are safely back on the ground. I'll never forget that again now..."

"I was taking part in a big-way formation attempt. Break-off was in three stages with me tracking off with the first wave. On the key, our group turned and tracked away, deploying at 3,000ft. My opening was pretty normal and I continued to carry out my radial checks before I lifted my visor on my full-face helmet. I quickly spotted another skydiver who had opened not too far from me and was now heading in my direction. In previous skills camps, we were told to kick our legs and if the other person was aware you were there, they would kick back. If they didn't notice, it should at least help bring their attention to you."

Kicking and screaming

"I kicked and got no response, we were fairly close now so I could see the person under the other canopy had lifted her visor on her full-face and was now collapsing her slider. At this point I took avoidance action and riser-turned my canopy 180 degrees to try to gain distance between us and get away. The other canopy was right on my heels at this point and luckily the other skydiver finally noticed (probably helped by me now screaming at the top of my voice!) and narrowly avoided colliding with the back of me. It all seemed to happen very quickly, I'd say within the first 20-30 seconds after opening."

"Now sure that I was in clear airspace, I lifted my own visor and joined the pattern for landing, a little shaken but glad it didn't turn into anything worse."

Thankfully this jumper was aware enough to prevent an incident, even if the other jumper wasn't. **It takes two people to have a canopy collision, but only one to avoid it.** In terms of priorities, you can land with a visor down and with an un-collapsed slider, but an in-air collision could potentially be fatal.

The sky can be pretty crowded immediately after opening, especially after a large formation skydive. Off-heading openings within the group can contribute to making matters worse. A high priority is for the group to spread out to clearer airspace and then fly a predictable pattern, and this should form part of the dirt dive for the jump. Debriefing a skydive should include the canopy ride where possible, especially if there has been a conflict or near miss – prevention is better than cure.

Crowded airspace

A distinction can be made between airspace that is simply crowded, and airspace where a collision is imminent. In the former, kicking your legs at someone and looking for them to kick back can be a useful reassurance that both of you are aware of each other and not about to cut into the other's airspace. It's a kind of mutual understanding that says 'I've seen you, yes it's crowded but we'll share the space we've got'. However, if a collision is imminent then there isn't time for politeness, and no point in expending effort trying to get the other jumper's attention. EVERYONE needs to have their head on a swivel in case of an impending collision with someone who can't avoid you – eg, someone who's having a malfunction or kicking out twists.

How to avoid someone

In terms of HOW to best avoid someone, the general rule is to turn right to avoid a head-on collision. If two jumpers are side by side and converging towards a point then they should steer away from each other – so the jumper on the left steers left, and the jumper on the right steers right. The most likely time to need to take avoiding action is shortly after deployment, and it can be done before adjusting any other parts of your kit. Rear riser turns as an avoidance manoeuvre are part of CH2 and can be done before even releasing the brakes. Shouting is good too, but will be muffled with a visor still closed so use it as an added bonus only. Also remember that we're working in three dimensions, not just two. If you're lightly loading a large docile canopy then you could spend some of your canopy ride flying slowly in order to create some vertical separation as well as just horizontal, leaving yourself towards the top of the stack. Similarly someone on a smaller faster canopy, or who has ended up lower after opening, could help the group by not hanging about unnecessarily.

Finally, it's easy to forget that this advice applies to all of us on every jump, not just when jumping in larger groups. Even on a solo it's still possible to end up too close to other people. I'll leave you with a story where this happened and where a solo jumper suddenly needed to use all these skills...

REPORT IN CONFIDENCE

These kind of safety articles rely on people sending me their stories – so please do! Post to Liz Ashley, 49 York Road, Windsor, Berkshire SL4 3PA or email eightwayliz@yahoo.co.uk – in complete confidence

Air unaware 2

"I've got about 600 jumps and was doing a solo freely jump at my home dropzone, exiting last. As I threw my pilot chute at 3,500 feet, I suddenly saw another jumper in front of me below doing the same. I watched in horror as our canopies deployed practically on top of each other and reached straight up for my rear risers to turn away as soon as I was able. Even so, I could practically kick the top skin of the other guy's canopy as I changed direction and got away. I spoke to him later and, as the lower canopy, he hadn't even seen me. It turned out he had about 80 jumps and had planned a solo flat jump, then 'got bored' halfway through and done a long track. He had no idea about not tracking along jump run so had passed under another group before ending up beneath me! He was very apologetic once he'd been taught the importance of only tracking in a pre-determined direction, and coordinating that plan with the jumpmaster."

What if?

We ask the questions... you provide the answers. The aim of this new 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 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 hot-shots, 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?...

- 1 ...you've been on deep brakes getting back from a bad spot but you're now at 100 feet and still facing downward
- 2 ...you are next to exit after a 4-way team and the red light goes on as they have just climbed out
- 3 ...you are under canopy and think you can see an unmoving jumper off the dropzone in a tricky landing area

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PETERLEE skydiveacademy.org.uk

Tom Derbyshire
and Craig Hicks,
by Tom Owen



ACHIEVEMENTS
First freefall Rebecca Ormshaw, Adam Patterson, Alex Rowlett, Takgeun Lee, Will Wilkinson, Jeremy Beckingham, Owen Burbridge, Emma Scrivener **FS1** Simon Minto

JUMP NUMBERS
100 Simon Minto, Dan Cusack, Mike Wallace
200 Paul Hardy **700** Andy Brumby **1,400** Dave Taylor **1 hour freefall** Dan Cusack, Mike Wallace

Get your five-a-day!

We start off with a pat on the back to Simon Minto who seems to be progressing at the speed of light! April saw him complete his FS1, his 100th jump and an 8-way star. Nice going Simon.

Paul Moore has been spending a lot more time with us and the plan is that we'll see more of him when he comes onboard the Peterlee team upon leaving the army at the end of June.

Looks like there will be some new items on the menu this summer in the bar for the hot weather (at least we hope its going to be hot). Fresh fruit smoothies and ice cream will keep you cool. There will be a choice of alcoholic and non-alcoholic smoothies so you can get your five-a-day and get hammered at the same time.

There's been some serious spring-cleaning so Ian would like to say a big thank you to all of the regulars for their hard work. The caravan area looks like a bowling green compared to before!

Sue Scott



Mal Smith, by Kev Dynan



Adam Patterson & Rebecca Ormshaw, by Kev Dynan

"Some of the guys attempted a 5-way head-down jump - could it be a Chatteris record?"

Flying the Otter, by Lorraine Dixcey



CHATTERIS

ukskydiving.com

The Otter flies!

The season is now in full swing and so is the jumping. Some of the guys attempted a 5-way head-down jump – could it be a Chatteris record?

Well done to Bryn Chaffe for doing so well at his pre-advanced course and to Phil Coates for achieving his tandem rating. Welcome to Glen Staley our newest full-time tandem instructor Adam 'hover boy' Gooch gave us all a lesson on how not to ride the hovercraft and Phil the mechanic got to experience his knees in the breeze while being taken on a tandem with Martin

The Otter has started flying, hopefully soon it'll be with 'passengers'! For the latest information on the progress of the Otter, keep checking our news section on the Skydive Mag website.

Lorraine Dixcey

ACHIEVEMENTS
100 Jumps, 1 hour freefall & FF1
 James Addison
JM1 & CH2 Ryan Jones

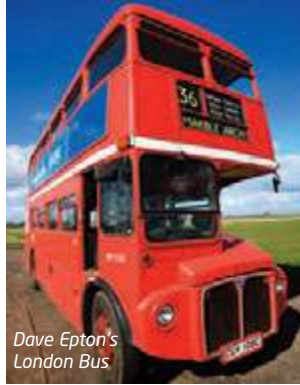
JUMP NUMBERS
600 Rowena Owen
3,000 Craig Poxon
5,000 Lloyd Quenby
9,000 Gary Small
12 hours freefall
 Phil Coates



3D tube jump

LANGAR

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Dave Epton's London Bus

DON'T MISS!
Go Vertical with the Beech 99 – 14-18 July
BPA FS Roadshow 14-18 July

ACHIEVEMENTS

First Freefall Majjed Dubrowski, Tom Busby
Graduated AFF Matthew Flint, Jordan Rowland **Cat 8** Nick Robinson, Lizzy Carroll, Adrian Wilson, Rachel Harper, Edward Penny, Jonathan Francis, Georgie Marsh **CH1** Nick Robinson, Lizzy Carroll, Adrian Wilson, Rachel Harper, Edward Penny, Jonathan Francis, Jordan Rowland, Georgie Marsh **CH2 & JM1** Nick Robinson **FS1** Michael Weinstein, Simon Minto, Paul Johnson

JUMP NUMBERS

50 Michael Weinstein, Nick Robinson, Paul Johnson
100 Steve Lawrence, Simon Minto **200** Keiron O'Rourke
300 Ryan Briddon, Gary Davidson, Emma Pilkington
400 Paul Domanski, Terry Connor, Ruth Jordinson
600 Scott Calcraft **900** Will Cooke **1,200** Dan Williams
1,300 Tim Aucott **3,000** Ally Milne **3,200** Pixie MacLeod-Hodgson
8,000 Tony Danbury **1 hour freefall** Steve Lawrence

An Easter kick-start!

Our second Grand Caravan D-FBPS returned from its annual maintenance complete with a new PT6 engine, so we're back up to full speed and ready for a busy 2010 season. We started off with Dave Lewis' first Pinch Jump weekend which, except for a few frozen noses and visors, made a great warm up weekend for...

...the Easter Kick-Start Boogie! Dave Lewis began with some smaller 12/15-way formations before progressing onto 24-way, two aircraft formations! Keiron O'Rourke celebrated his 200th skydive with a well-disciplined 10-way dive organised by our very own Milko. Unfortunately, howling winds stopped play early on Sunday, but thanks to our pilot Dave Epton and his London Bus everyone was kept entertained either driving it or getting, 'on the bus, off the bus'!

The Icelandic volcano got in the way for a few days (got to keep the new engines in good nick!) but it didn't stop us for long. Fortunately, the ash cloud cleared in time for our first display of the season – jumping into Jamie Walker's fifth charity football match at Mansfield's Mill Field Stadium to deliver the match ball for kick-off, all in aid of the Lymphoma Association, the King's Mill Children's Ward and the Nicholas Appeal.

Check out skydivelangar.co.uk weekly news and events, plus all our latest pictures!

Words and pics by Tony Danbury



Keiron O'Rourke's 200th jump

SWANSEA

skydiveswansea.co.uk



"the actual moment Tom managed to go head-down!"

Tom Hare, by Kolio Shamburov

ACHIEVEMENTS

Cat 8 Indy Alright, Paul Alright
Graduated AFF Ben Jenkins, Jane McNamara

JUMP NUMBERS

100 Toby, Angie, Lewis, Ricki
200 Mr & Mrs Tom & Lou R Hare
400 Angus Croall
500 Dan The Man

Rikki's 100th jump, by Carl Williams

Spring cleaning

It's been a brilliant four months, with us operating every weekend since opening this year – apart from when volcanoes are erupting! Club membership is increasing and AFF students are lining up to keep Ryan Mancey on his toes. Well done to Amy Thomas for doing the AFF course and, again, we now have three skydivers in one family. Fortunately, Clive has decided to go back into full-time employment, offering boat-cleaning services in Swansea Bay to pay for them all!

It was good to see Nick Anthony back in the air after a four-month layoff due to a back operation. We welcome Mick McPhee who has decided to do a full season with us this year. This gives us four full-time tandem/AFF instructors.

Kolio has been at it again, convincing everyone to try his wingsuits and providing some great tips, as well as producing a fab shot of the actual moment Tom managed to go head-down, unfortunately a feat never repeated since!

Carl Williams



Nicely does it!
By Phil Tzourou



"A huge thanks to Holly Blake for organising the trip"

Back in one piece (just!)

It may have only been two months since the last article but it's been a busy two months! Details have now been confirmed for the next three BCPA events - Southernns, Scots and Northernns - and I'm happy to report that all 112 students taken to Perris Valley for our Easter Tour returned in one piece (just about!). In addition to this, plans are now under way to ensure Nationals is as unforgettable as ever before... a huge challenge given the quantity of free alcohol on offer!

After years at Skydive Spain, this year we decided to make a move back to an intercontinental Easter Tour, and what a tour it was! We kept the three Twin Otters and the super Skyvan running back-to-back for 15 days, with just a few days off for some unfortunate bad weather (typical!).

Congratulations to all those AFF graduates, A Certificates, FS1s, FF1s and other achievements. Judging by the amount of beer bought on the trip, there were quite a few of them! And a huge thanks to Holly Blake for organising the trip; I don't think any of us can appreciate just how much work went into it!

Sam Lee

WESTON

skydiveweston.com

Skyvan action

The first of our Skyvan weekends ended up only being a day as the weather played its role once again. It was still great fun though, with 30 lifts on the Saturday, along with the Dornier. Unfortunately, one guy (you know who you are) left his foot in the plane and ended up spending the night with a couple of nurses! Get well soon.

It was also my first proper day of Skyvan flying and was great fun. We will be using the Skyvan on a few other weekends so look on our website or join our Facebook group for regular updates.

Our Scrambles has now been scheduled for 24-25 July, which sees the return of our Summer Ball. We will be hoping to fly a mix of Skyvan and Dornier for the Scrambles, so it should be great fun. Email me at skydiveweston@yahoo.co.uk to register or fill in the form at the clubhouse. As usual, each team will consist of a skygod, demigod, pro rookie and rookie with lots of prizes, for all sorts of things, on offer.

Ash Kemp



Matt Atridge,
by Paul Floyd

ACHIEVEMENTS

Graduated AFF Ash Powell, Jo Williamson, Steve Morris, Paul Healy **FF1** Chris Mayhew **WS1** Doug Mcllraith

JUMP NUMBERS

100 Adam Lillywhite **300** Kerstein Griep **700** Sharron Davey **1,200** Mark Stone **2,400** Phil Hartree



Blizzard open diamond, by Dave Lewis

CLUB ZONE

For more news from all UK clubs, visit the Club Zone at skydivemag.com



BPCA

bcpa.org.uk



8-way with Dan BC, by TC Weatherford

Big arch! By Joey Pinnell



RAPA

jspcl-comdt@atgg.mod.uk



Last year's CP Nationals at RAPA: Alastair Macartney, by Wez Westley

Ash gazing

ACHIEVEMENTS

Cat 8 Sam Stevens, Phil Parsons

The arrival of some lovely late-April weather after such a hard winter meant some great pre-summer jumping. Unfortunately, due to the dreaded volcanic ash it meant that for most of it we were looking up at blue sky, drowning our sorrows, and frantically searching for a hot air balloon for hire!

Acts of God aside, we have run three successful JSAT (RAPS) courses with budding new skydivers in each. We say farewell to Foxy and Geordie who return to their regular jobs in the Army - stay in touch lads! We welcome new trainee instructors Charlie and Dougie, as well as a new bunch of incremental staff eager to make their mark.

We look forward to the glorious German summer weather for the CP Nationals, to be held here on 8-11 July (rather than 21-24 July as previously advertised).

Dougie MacPherson

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Ben, Jan and Popey over Bodmin, by Ross Houlston

Our pilot Tom, by Ben Wood



Dave Wood with Ryan Kent, by Ben Wood



CORNISH

cornishparachuteclub.co.uk

A Cornish beauty!

Over the past five years, moving buildings and landing areas has become a trademark of the club, perhaps the Cornish PC sign should say 'Pickfords of Cornwall'.

However, we have some new buildings to call our own: a refurbished canteen and a nice viewing area overlooking the airfield. The latest move has been with the help of the airfield manager, Tony Arthur, and should prove to be a great success. The landing area is a spectacular World Heritage Site. The 350-acre WW2 airfield, and coastal area beside it, is an Area of Outstanding Natural Beauty (AONB) and of Special Scientific Interest (SSI)

— no wonder the views are so stunning! Well done to Matt Hollins on completing his AFF consols and achieving his A certificate, especially after completing his 100 mile run for charity a few days before.

During August this year, check out our events as we may have a larger aircraft with 15,000ft available. A display clearance is required for our beach jumps; remember a B Certificate is required to jump on the airfield. Check out Blue Hills campsite, right beside the airfield.

We have had a run of poor luck just recently and we would like to thank Tiggs for his assistance.

Chris Wood

ACHIEVEMENTS

FS1 Tam Stephens 500 Jumps Ross Houlston

UK PARA BECCLES

ukparachuting.co.uk

Top Gun fun

We had a great night at our Easter fancy dress party, with Gavin Rixon scooping first prize! I must say Gav, a lot of the men were strangely attracted to you that night!

The canopy handling course led by Stu Murtha was very popular, with some great improvements made all round, so well done to you guys.

Congratulations to Stephanie and Brandon Maxwell on the arrival of Brandon Junior born on 8 April; he's a real cutie.

We're looking forward to a fun-packed summer kicking off with Top Gun wingsuiting skills 12-13 June and then a coaching week, 14-18 June. The PD tour will be here on 16-18 July, and keep an eye on our club zone area for reduced price slot days coming up soon! Our Summer Bash will be Sat 28 August.

A huge thank you to Thea Follett for helping us out with our Islamic Help charity day – a female instructor was needed and we couldn't have done it without you!

Go-karting day out, by Steve Wilkins

Hannah Steele

ACHIEVEMENTS

FS1 Steve Niemiec, Mike Wernys

Cat 8 & CH1 Trevor Johnson

CH1 & CH2 Ed 'Stretch' Cole JM1 & CH2 Graeme Cleave

JUMP NUMBERS

50 Graeme Cleave 500 Jennie Sedgwick 8,000 Andy Page



Easter fancy dress, by Steve Niemiec



SWINDON

skydivelondon.co.uk



"The volcano tried its best to interrupt our jumping but our spirit has not been broken"

Dylan Griffith-Jones, Vicki Blow and Lee Read, by Pieter Potgieter

Chilli Fest mayhem!

The volcano tried its best to interrupt our jumping but our spirit has not been broken. Big thanks to South Cerney, who allowed us to use their landing area (apart from Benson who somehow missed it) when ATC gave us a 6,000ft limit.

Team *Sexual Chocolate*, aka Luke (tandem) and Dylan (AFF), have been on instructor courses, both passing, ably assisted by Andy Shaw and Brucie (who admitted to being proud).

Crazy Legs took Redlands on Tour to Hibaldstow, where we managed to break the pilot and an AFF student! Big thanks to Sally Uren for manning the bar and Legs and Naked Phil for, um, being naked the whole evening. Crazy Legs – we all await your return challenge.

Luke Shaw has been flying through his warp alongside Crazy. Nick Brown and Naudes have been helping out with ground schools and even Dunny made it down for a few tandems. The PGI boys returned, Redlands is in full swing, and the old jokes are back. Jess Campbell has finally overcome the fact that her rig is bigger than her, gaining her A Licence, together with Johnny Moulder. Congratulations!

Redland's first annual Chilli Festival resulted in various people not being allowed in the plane next day and Buncey won't be adding hot sauce to Luke's super chilli again...

Dylan Griffith-Jones

SKYDIVE Langar.co.uk

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BPA FS Roadshow 17-18 July
Billy Payn's Walk-up FS 14-15 Aug
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Photo by Andy Lee



ACHIEVEMENTS

Graduated AFF

Charlie Code, Rachel Hughes, Mark Jarne, Callum Todd, Katheryn Campbell, Sarah Russon, Mike Sanders, Anastasi 'Taz' Tason, Rob Philips

First freefall

Richard Cotton

1 hour freefall

Kate French

500 Jumps

Stu Ferguson

700 Jumps

Mike McNulty,

Clair Armstrong

Get some Dornier & Finist goodness

We've had an awesome start to the season, with big-ways and attendance by coaches and load organisers, such as Simon Cathrine, Billy Payn and many others for the flat flyers. The freefly scene is stronger than ever with *The Bad Lieutenants* leading the way with load organising, and our resident coaches Olly Burgin and Chris Brook bringing on the new freeflyers.

Events such as Brian Vacher's Safe Flight course, Scrambles, Big-way for Beginners, Sticker Fest and Skysaver weeks have all had a high attendance with lots of fun had by all involved. Check out the diary on our webpage and come on down for some 15,000ft Dornier and Finist goodness.

With all the fun in the sky and the bar, with games and Saturday night bar tape, this season is shaping up to be one of the best yet, so get involved in the great action at Hib.

Mike McNulty

HIBALDSTOW

skydiving.co.uk

Freefly load organising, by Olly Burgin



"The freefly scene is stronger than ever with The Bad Lieutenants leading the way"

Tilly on Tour!

'Tilly on Tour 3' saw club members fly over to Empuriabrava for a week of mojitos, fry-ups and lots of jumping. Four of us went on the Safe Flight Canopy Course, which was challenging, educational and fun. We are grateful to Mike for his unrelenting patience!

Most of the group joined Regan's Hot Weekender and were in fits of laughter during debriefs. Peter Coville became an honorary Tilly member, earning his Tilstock Jump 1 sticker (although it was in Spain). Now you've actually got to jump at Tilstock! Unfortunately, I managed to write myself off for a while. Apparently my bones aren't stronger than steel crash barriers. At least I now have plenty of time to write the Club Zone news!

We welcome Hareth Abdulla to the camera team. He's been doing an excellent job; expect to see his photography skills in print soon. Jules Bergel has completed her FS Coach rating (congratulations!) and is available for coaching at Tilstock.

ACHIEVEMENTS

First freefall Seth Pierce, Anne Furmedge, Jaroslaw Jochymczyk FS1 Paul Wood, Rob Wilson

JUMP NUMBERS

200 Matt Goodman 600 Mike Allsopp

Johnny Galbraith and I won his April work competition for the most unusual place 'The Know' (Co-op's in-house financial services magazine) was photographed.

While most DZs came to a standstill during the ash fiasco, we kept on jumping. Colin found it so exciting he actually jumped in the UK - almost unheard of!

It is Regan Tetlow's 20th skydiving anniversary and we're holding a celebration party for him at Tilstock (where he did his first jump) on 17-18 September, with a Grand Caravan. Details of the inevitable mayhem will follow.

Katy Tsesmelis

Ann Furmedge after her first freefall, by Dave Major



TILSTOCK

theparachutecentre.com



Tilly on Tour 3, by Mike Gorman

Johnny Galbraith & Katy Tsesmelis win photo competition, by Herbie Loureiro





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"The bar will be open on Wednesday evenings in the summer"



Andy Godwin in Elsinore, by himself!

ACHIEVEMENTS

First freefall Scott Hinton, James Richards
Cat 8 Paul Swancott, Semra Kurutac, Bev Lindsell, Mark Parsons, Lizzi Hossack, Stuart Chalder
FS1 Emily Clunn, Semra Kurutac, Oli Washbrook, Amelia Katze, Helena Trigg
JUMP NUMBERS
50 Rick Foti, Matt Gottwald, Lucinda 'Margot' Blake, Helena Trigg, Oli Washbrook
100 Craig Chalmers, Peter Hodges, Ed Moss, Claire Louise Reynolds, Emily Clunn
200 Bahram Heydari, Matt Rowden
900 Jason Legg **1 hour freefall** Peter Hodges

SOUTH CERNEY skydivesouthcerney.co.uk

Hog roasting

The DZ is busier than ever, even with the faint hint of volcano fart floating about. We were lucky to have been able to operate through the volcanic panic, with jumpers from other local DZs coming down and enjoying the good vibes. Many thanks to Gary for sorting that one out.

April saw the second Tracking Progression weekend and we (*Rusty Stars*) plan to run more of them. There was a great turnout for the event from the club jumpers, so many thanks to all involved. We held a hog roast evening and everybody turned out in their finest rags to jump, drink and eat their bodyweight in vodka jellies.

And congratulations to Nigel and Justine for tying the knot at last, good luck to you both. Also many thanks to Sean Williams for building a new kit up/flightline area. Good stuff all round, thanks all!

Alex Murphy



Cairen's exit, by Alex Murphy

ACHIEVEMENTS

First freefall Sean Williams **FS1** Vaidas Grazulis, Martyn Harris **FF1** Adam Dare
FF2 Nigel Page **CF1** George Clack
JUMP NUMBERS
100 Duncan Parsons, Martyn Harris
200 Pamela Jones, Glynn Somers, Dr Ed Ruscoe **600** Tim Roberts
800 George Clack **1,000** Chaz Mc Doosh
1,100 Alex Murphy **1,400** Marcus Sutton



Hog roast weekend



NETHERAVON

netheravon.com

Bar open!

The days of scaffolding, nasty niffs from under the floorboards and distinctly dodgy plumbing are fast-receding memories as we continue to settle into the new hangar. The bar will also be open on Wednesday evenings during the summer – and if anyone has any special requests for bar stock, just let Alex know.



Cookie with students, by Tony Lock

The year was getting off to a promising start... then someone upset that Icelandic volcano! Being grounded was hard to swallow. Still, a lucky few managed to get an extra fortnight in the Californian sun... although an extra two weeks with Godders is a high price to pay!

Congratulations to club regulars Teresa McGowan and George Easton on their recent engagement, and everyone sends Stacey Canning best wishes for a speedy recovery following her recent mishap! Heading airborne again after layoffs are Polly Chandler and Chicken, aka Mrs Pokie.

Check out netheravon.com for details of events planned for 2010 including Skyvan weekends, FS and canopy coaching, load organising, night jumps and more. We're also always on the lookout for Club Zone photos!

Team Heat win Best Army Sports Team. Soldier Magazine Crown Copyright

Kath Salisbury



BRIDLINGTON

skydivegb.com

Opening success

The decidedly hurried opening weekend of Brid proved to be a successful one, due to an array of old faces returning to their Yorkshire roots! It was good to see you all and we welcome your support.



Skydive GB owner, Ray Armstrong, by Simon Ward

Much work has been completed (and some is ongoing!) to resurrect Brid above and beyond its former glory, with the ethos of fun skydiving and a welcoming atmosphere in mind. The clubhouse has been raised from the ashes and the renowned barbeques are back, along with a few cheeky beverages! The packing area is a work-in-progress (the phoenix did not rise from the ashes in a few weeks!) and is expected to be completed by the beginning of June.

The weekend was highly successful and charity tandems were completed for Parkinson's disease, multiple sclerosis and cerebral palsy, to name but a few. The centre was featured on the front page of the local media and has warranted a lot of welcome attention.

Alec Flint

nzskydivingschool.com



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CLUB ZONE

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UK PARA SIBSON

skydivesibson.co.uk

Cheap beer and good food!

The season is now under way and we have had a great response from club jumpers old and new. All disciplines are in full swing: freeflying groups, tracking groups, 4-way training and large wingsuit jumps. There is even talk of some CF.

Guy Martin from *Escondido* has been FS coaching as well as looking after *Faffdango*, our very own single-A 4-way team. All members of *Escondido* are available for FS coaching at the weekends. Whether it is one-on-one, 4-way or larger, coached jumps start at £42, so why not take advantage?

We have had some great achievements and I did remember to take the posters home this time! A special mention goes out to the Top Gun Birdman guys, Mark and his team of 'flockers' have been at the dropzone every weekend. There are wingsuit events during the whole season, with a planned 25-way in October. First Flight courses are available every weekend, so call the DZ to book. Also, well done to Liz Soley who has finally stood up on landing, not bad after 100 jumps!

The Jump Shop is now established in its new home and Nathan is on hand to answer any questions. The social calendar is also filling up, with Andy and his team at the Phoenix bar and diner serving evening meals every Friday and Saturday. Take advantage of cheap beer and good food. The bunkhouse is up and running - with 17 bed spaces so book early. Camping is also available.

For all events, check out the club zone on our website or the events page on the new Skydive Mag website.

ACHIEVEMENTS

WS2 P Coville, Chris McCann, Brian Cummings, Grant Richards, Brett Robinson, Rai Ahmed **WS1** P Coville **FF1** Rachel Gentle **CH2 & 100 Jumps** Liz Soley

JUMP NUMBERS

50 Richard Oliver **100 & 1 hour freefall** Ailwyn McGeorge
800 Anthea Harrison **1,000** Marc Fletcher, Rai Ahmed

Grant Richards

Birdman flock, by Mark Harris



Birdman flock on the ground! By Mark Harris

BLACK KNIGHTS bkpc.co.uk

Old and new

April at the BKPC has been a mixed bag of weather including having our parachuting interrupted by a volcano, how rude! Despite being grounded by ash, we have achieved a high number of AFF and static line descents.

The open week saw lots of coming and going at the drop zone, with students and experienced skydivers interacting both on the ground and in the air. A few 9-ways were even achieved - congratulations to everyone involved. The week ended with another party organised by Megan. A big thank you from all at the BKPC!

Our website also offers students and skydivers the opportunity to see what's going on at the dropzone throughout the year, so keep on looking for events such as the CF Nationals and FS Weekends. Liz Fletcher and Danny Rowlands are on the DZ most weekends for FS coaching, and don't forget our regular party nights.

If you wish to book a bed in the new bunkhouse please contact the centre for availability. Camping, as always, is available.

Sharon Beeson & Megan Bee

ACHIEVEMENTS

First freefall David Butterworth, Martin Cookson **Cat 8** Declan Manning, Jayne Girdham, Gavin High, David Simpson **FS1** John Norrington, Ben Henshall, Graham Macleod, Steve Searle, Sarah Bellew **CH2 JM1** Dave Belsire

JUMP NUMBERS

100 Mario Morbelli, Dave Belsire **500** Liz Fletcher **800** Ewan Cowie
1 hour freefall Ben Henshall, Dan Sutherland



AI, by Ewan

"The open week saw students and experienced skydivers interacting both on the ground and in the air"

WILD GEESE

skydivewildgeese.com

Busy in the sunshine

Marty has moved to London to work. He did a great job as the club rep, so thanks for that and all the best. We now have a new club rep, Rod McCrory.

At last the sun has shone upon us and we are busy again. If you have photos or any info that you would like to get in the Mag, let Rod know.

We are looking forward to a good summer and seeing more of the regular jumpers again. We have purchased another two Sigma systems, which makes all the tandem equipment the same, as well as eight new student rigs from Thomas Sports - oh, and a new toilet block!

Judith Lees and Taff

ACHIEVEMENTS

First freefall Calum Thompson
FF2 Eddie Monteith **Cat 8** Chris Retailic

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HINTON

skydive.co.uk



"The days on the ground were not wasted; we now have a new addition to the DZ control tower"

Martin Lee, by Mike Pascoe

ACHIEVEMENTS

FS1 Andy Jones **Cat 8 & CH1** Bryan Buswell
FF1 Tom Lumb **CP1** Martin Lee

JUMP NUMBERS

50 & FS1 Amanda Jones **100** Daniel Timms **200** Chris Murphy
400 Lee Petherick **600** Kristin Theyers **100** Mario Morbelli
2,100 Matt Abram

DON'T MISS!

Tent City Boogie 22-27 June

Nish Scrambles

To kick-start the jumping year we held the annual Nish Memorial Scrambles. For the first time in quite a few years, the scrambles was completed on weekend one, with only a couple of weather holds. The atmosphere was brilliant and all six teams had an awesome weekend. A particular well done to Nathan Bister and Aaron Kirkham who both entered the competition with less than 30 jumps each and managed to get gold and silver placings respectively. A big thank you to the cameraflyers and to Geoff and Mike who give the camera slots free every year. A massive thanks to Caroline who organised the weekend and made sure that everyone played fair and, most importantly, that we all got fed in the evening – the first BBQ of 2010 was well received!



Scrambles gold medalists Rich Orford, Chris Murphy, Lee Petherick and Nathan Bister



Scrambles silver medalists Chris Griffin, Martin 'My Martin' Lee, Tally Ann Keith and Aaron Kirkham

Scrambles Results

Gold - I'm Glad I'm not Rich Lumb

Silver - You Slag!

Bronze - Babylon

Along with many other drop zones across the UK, we were affected by the ash. However the days on the ground were not wasted; we now have a new addition to the DZ control tower – 'the potting shed' as it is lovingly known.

Tally Ann Keith

DUNKESWELL

skydivethewell.com

Famous females

It's all been happening at The Well, starting with the girls' FS weekend when, despite the bad weather, the girls got up and cranked out lots of 4-way FS action and even attempted a 17-way! The Famous Females party went off with a bang and guest appearances came from Betty Boop, Madonna and Wonder Woman.

On a cold and wet April morning, complete with 40-knot winds, the new buildings arrived and only took five hours to crane into place! These will accommodate a new indoor packing area, club lounge, team rooms, kit store and classrooms, with a huge concrete creeper pad being installed between the buildings!

Thanks to Tim Porter for a great tracking weekend. It started with solo tracking loads from Tiggs' C150 on Friday and continued on Saturday and Sunday with loads from 10,000ft. Dust not a problem!

Congratulations to Mr Pete 'Grumpy' Stone – eight jumps in his first weekend back jumping! He is available for FS coaching all summer.

A big welcome to James McAlinden and the official UKS Gear Shop permanently based at Dunkeswell!

Scoby

ACHIEVEMENTS

FS1 Neil Ewins **FF1** Rob Gray

JUMP NUMBERS

50 Josh Clark
100 Michelle Larsen, Vince Upham
300 Shane Hardwick
1,100 & CP2 Rich Lees

DON'T MISS!

Dave Lewis FS 12-13 June
BPA CF Roadshow 16-18 July
Beech Boogie 2 26 July-1 August



Dave Howerski, by Les Cooper



Michelle, Hippy and Lizzy, by Jason Farrant

LEWKNOR

londonparachuteschool.com

Blast from the past!

Well, what can be said about Icelandic volcanoes and the wonderful British weather? Someone wants to remind the atmosphere that we are in summertime! Still, it is all going off down on the farm... we are jumping inbetween it all!

It appears to be the year of the 'blast from the past' – so many people who trained here and then left have returned and got their knees in the breeze. AFF is just unbelievable – we are now fully booked for almost the whole year with Level 1s and it appears that over half of those are carrying on for the full course. It had to come eventually, but it would appear that RAPS has had its day and we are, with great regret, going to stop running S/L courses at the end of 2010 – still, change is good, so watch this space...

Martin Harris

CLUB ZONE

For more news from all UK clubs, visit the Club Zone at skydivemag.com



3-way over the bay



Mally with former Jersey Prime Minister, Frank Walker

JERSEY skydivejersey.net

Jersey Prime Minister jumps!

Skydive Jersey is again open for business, on front page news and getting local television coverage. Mally jumped a tandem with the former Prime Minister of Jersey who raised £20,000 for local charity, Holidays for Heroes.

Mickey Nielson has started his skydiving career with an AFF course at Hib – another Jersey skydiver is born. Eager local jumpers turned out in force for the first load of 2010 over the island. We have a new video shack and enlarged day room for this season, plus a PA system with music. Oh, and the Shogun now has brakes!

New CCI George McGuinness has settled in and taken his first jump over the island. This year's Jersey Beach Boogie is to be held on 26-29 July; the aircraft will be the Airvan, with the focus on fun jumping. All enquiries to mally@skydivejersey.net. Wingsuits and tubes welcome. The minimum requirement for Jersey beach landings is an A Licence. We shall also be returning to Guernsey later in the year.

Our opening dates are in Events Zone. Be a fan on Facebook for the latest updates.

Mal Richardson

The Accuracy Grand Prix medal winners by Simon Hughes



- ACHIEVEMENTS**
JM1 & CH2 Chris Sparks **WS1** Chris Lynch
JUMP NUMBERS
50 Phil Prah, Ross Woodgate, Edgar Perez
100 Lizzie Knowles, Tim Price
200 Nick Mentz **300** Michael Cambridge
900 Lucy Smith-Wildey **2,000** Steve Tomkins

HEADCORN headcornparachuteclub.co.uk

Accuracy Grand Prix

Farewell to Vicky, our club secretary, who has headed up north to join Paul in Tilstock – we wish them both happiness for the future.

Building and decorating continue at the club, with the accommodation rooms freshly decorated and a new concrete area for creeping. The ash crisis coincided nicely with our CHAT (Canopy Handling And Training) weekend so, although the crisis did affect us, we did still manage to carry on once the total ban on flying was lifted. George Raft has been perfecting his 4-way skills, taking each and every opportunity to get better every day. We love you Georgiel!

The poor weather forecast kept the numbers down for the Accuracy Grand Prix, but the judges and techies turned up with lots of clever scoring equipment and the ten competitors completed the six rounds on the first day. The intermediates had their own target on the grass and Fleur Jones took the gold. The three senior medallists all kept their scores in single figures and the one dead centre scored by Janos Lesko meant he won gold just 1 cm ahead of Dave Crowhurst.

Ruth Cooper

CARK skydivenorthwest.co.uk



Demolition crew by Simon Haynes

Demolition crew!

With the weather bright but the skies full of ash, club members revelled in the opportunity of demolishing our old canteen. Within a day the building was stripped, materials sorted and skipped, and a huge bonfire built. Within a fortnight Kie, Mike and John had made the new build watertight and completed the refit. With shuttered double-glazed windows, Cark's sky-diner was open. A very big thank you to the demolition crew and Chris Occamore. A long list of freeflyers awaited Al and Pixie who ran the BPA FF roadshow. Thanks for your commitment, our regulars appreciated your in-depth coaching and debriefs. Dave and Helen enjoyed a hard-working weekend providing top-quality FS coaching to a great number of visiting jumpers. Chicks and Dawes coached by Dave shocked themselves by achieving their first launch and completed six jumps in one day to boot. Thanks to all!

Our second Cark week begins Saturday 31 July and ends Sunday 8 August. Why not pay us a visit? Bring the family and take advantage of our airfield farm with indoor soft play area for the children, bring your clubs for a round of golf or simply pull high after break-off and take in the glorious Lake District views!

- ACHIEVEMENTS**
First freefall Andy Brown
Cat 8 Lawrence Fsadni **100 Jumps**
& JM1 Luke Morris **50 Jumps** Simon
Widdup 100 Jumps Dot Riley

"A long list of freeflyers awaited Al and Pixie who ran the BPA FF Roadshow"



Stu Morris

Chicks and Dawes by Neil McLaren



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Skydive Jersey



Mal Richardson, CCI of Skydive Jersey speaks to Lesley Gale



Pete Dolbel over St. Aubin's Fort



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How long has Skydive Jersey been operating?

There has been skydiving in Jersey for many years, but the most recent operation was started up under the USPA in 2003.

What facilities do you have?

We are based at Jersey International Airport, and have two large prefabs - one has a packing area and office, the other is a day room and separate video suite. We also lay mats outside for packing. We have a large screen for debriefing, and downloading facilities. The dropzone itself is a beach! Situated one and a half miles away, it is the bay to the south of the island.

What are your operating hours?

The tide covers the DZ twice a day, so our opening times have to be scheduled to coincide with the tide. Generally, it's Monday to Thursday, every other week. I arrange our operating dates to give us afternoon until evening opening times. This advances about one hour each day. We aim to finish at sunset, but this is sometimes high tide, whichever comes first! You can check the exact schedule on our website:

skydivejersey.net/calendar. We open April to September inclusive, to make the most of the summer. The climate is generally warmer than the UK - but of course is not guaranteed!

What are the extra safety considerations for jumping onto the beach?

We have been cleared for A Licence jumpers when there is at least 500m width of beach from the sea wall to the sea. For B Licence and above, the width need only be 250m. In real terms, this means that A Licences only have about a two-hour window, and B and above can jump for six hours a day. A Licence jumpers are welcome, but it would be more beneficial to achieve your B Licence first if you want to jump as much as possible. Each parachutist must carry a buoyancy aid, which we can supply. We have a manned safety boat on the beach, and you receive a safety brief of the water landing procedure. To date we have not had any parachutists in the water!

Are you the only dropzone in Jersey?

Yes - our capture area (the island) is only nine miles by five, and the population of Jersey is about 90,000. We can also sometimes jump onto

nearby Guernsey, and are again operating as part of its Aviation Week, 6-8 September. Requests are in place to jump Guernsey more frequently but permission is yet to be granted.

Is your membership rising or falling?

The BPA policy to allow two temporary memberships this year for foreign jumpers has attracted some locals who have previously only jumped in the USA or France. Full members in Jersey are still required to pay for the year, when we only operate for twelve weeks in total. This begrudges some people.

Tell me about your aircraft

We use an Airvan, which comes from Skydive London, Redlands. We are restricted to only operate midweek, due to airport traffic at weekends, so the time-share of this aircraft works very well for us. Altitude is usually 10,000ft, sometimes more. This takes around 25 minutes but it gives you time to take in the scenery of the other Channel Islands, and France, which is only 20 miles away.

Do you welcome visitors from the mainland?

Yes we do. We would like to attract more experienced jumpers. We have capacity to more than double our loads. We have been accused of being a tandem dropzone, but this is often due to there not being enough experienced people here to make a flight viable. Our high overheads and landing fees make it necessary to fill each load the best we can.

What's the best way to get to you?

There are many low-cost airlines flying to Jersey, for typically £120 return. You could also take a Condor ferry from Plymouth Portsmouth or Weymouth. There are fast and slow boats, car and passenger. We can arrange a pickup to our base, situated at the airport. For a discounted ferry, call iTravel Jersey on 01534 631390.

How about the best places to stay?

Jersey is full of tourism with numerous guest houses and hotels. Camping is also available at the DZ for £5 a night, basic facilities included. Call or email for further information.

Is there anything worth visiting locally?

Jersey is a beautiful island with many beaches,



Gorey Castle



The landing zone at St Aubin's Bay

harbours and lovely countryside, it is renowned for the variety of restaurants with locally-caught seafood a speciality. There are also two intact castles open for viewing, as well as museums and a good zoo. There are many outdoor activities available, such as canoeing, land yachting, coasteering, climbing, surfing, walking, jet skiing, zorbing, golf, cycling, etc. Jersey also has a rich war history. The German occupation has left behind numerous bunkers and defences, some of which have been restored and can be viewed. An underground German military hospital is also a popular attraction. We have a good relationship with the community and have the support of Jersey Tourism, who recognise the importance of promoting activities and making Jersey an attractive place to visit. Check out jersey.com

What are the most popular disciplines?

FS is the most popular. We can offer coaching jumps but most people join a group and have fun skydives. The regulars are always happy to jump with visitors.

Do you think skydiving differs abroad?

Yes I do. Skydiving in the UK is strictly regulated compared to foreign organisations. This has its pros and cons. Our structured training guidelines from first freefall to FS2, CP2, etc, promote good levels of skill and development. I also believe our BPA instructors are well qualified, and such ratings are sought after and highly valued in the UK and worldwide. Yet there are some enforced restrictions that could be better left to our judgement, such as weather and who can jump with who.

Why are you in the BPA and not the USPA?

In 2003 when Skydive Jersey most recently started up, we did belong to USPA. The following year, we affiliated to the BPA, to meet the requirements of the local Jersey authority, who requested the centre to be audited, as every other centre in the UK is. An audit is essentially a check to see that you are adhering to rules and regulations, and a way of policing operations. This is a role of the BPA within the UK, but is not required by USPA.

Do you feel cut off from the BPA?

No, I feel that we do belong to the BPA, and they fully support us operating in Jersey. I attend meetings in the UK, and I think our good safety record is giving us credibility around the circuit. We are acknowledged to consistently provide skydiving, in a fantastic location, under difficult operational restrictions

Is there more the BPA and The Mag could be doing for you?

The BPA has always been helpful in its support for Skydive Jersey. We are sometimes the victim of caution as far as some operating procedures go, due to the proximity of the sea. I will be working with the BPA to try to relax some limitations in order to provide skydiving for longer periods in the day, and possibly occasional larger visiting aircraft. The magazine has always represented us well, and helped secure our place as a member of the BPA family. Without *The Mag*, few people would know we are here. Hopefully this article will promote some BPA members to visit us - everyone is welcome any time. Why not come for our mini boogie, 26-29 July?

Tell me about the social scene

The vibe of the place is very good. We have a core of local jumpers who have supported us

now year after year, and I would like to take the opportunity to thank them for doing what they can to help the continuation of Skydive Jersey. The jumpers here love skydiving, and purvey their enthusiasm to the students and visitors. The skydiving often continues to sunset, then we have a beer on the beach and on to the social club, on the same site as our cabins.

What's the best thing about jumping in Jersey?

Can I have three? The sights of the island are among the best I've seen worldwide, and the beach landing zone is an added novelty. Also, you can bust the 40mph speed limit three times over and not get nicked!

What do you see next for Skydive Jersey?

We will never be a large dropzone, but my aim is to increase the profile of skydiving locally. I have plans to further improve the facilities, replace one of our buildings, and encourage more visiting jumpers. We probably have the toughest operating limitations of all UK dropzones - controlled airspace, a split dropzone, a tidal beach landing zone, landing fees, small capture area - but we have an aircraft here to skydive! Thanks to all those who continue to help make it happen, and please come and visit Skydive Jersey!



The onsite DZ cafe

Check out Jersey's upcoming events in Events Zone or contact info@skydivejersey.net

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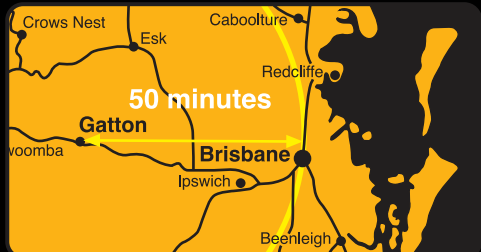
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bkpc.co.uk
Turbine Porter

2 Bridlington

Skydive GB

East Leys Farm, Grindale Road,
Bridlington, E Yorkshire YO16 4YB
01262 228 033 / 07595 952 802
info@skydivegb.com
skydivegb.com
Cessna 206

3 Cark

North West Parachute Centre

Cark Airfield, Flookburgh,
Nr Grange-over-Sands,
Cumbria LA11 7LS
DZ: 01539 558 672
T: 01229 889 516
skydive-northwest@totalise.co.uk
skydivenorthwest.co.uk
PAC 750XL

4 Chatteris

North London Skydiving Centre

Chatteris Airfield, Nr Stonea,
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info@ukskydiving.com
ukskydiving.com
Twin Otter, Nomad

5 Cornish

Cornish Parachute Club

Perranporth Airfield,
Higher Trevellas, St Agnes,
Cornwall TR5 0XS
01872 553 352 / 07790 439 653
cornishparachuteclub@hotmail.co.uk
cornishparachuteclub.co.uk
Cessna 206, guest aircraft

6 Dunkeswell

Skydive UK Ltd

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7 Headcorn

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Cessna Caravan, Islander

8 Hibaldstow

Target Skysports

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skydiving.co.uk
Dornier G92 twin turbine, SMG-92 single turbine, Cherokee 6

9 Hinton

Hinton Skydiving Centre

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skydive.co.uk
PAC 750XL

10 Jersey

Skydive Jersey Ltd

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skydivejersey.net
Airvan, guest Turbines

11 Langar

British Parachute Schools

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01949 860 878
info@skydivelangar.co.uk
skydivelangar.co.uk
2 Cessna Grand Caravans,
guest aircraft

12 Lewknor

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0845 130 7194
info@londonparachuteschool.com
londonparachuteschool.com
Islander, Cessna Grand Caravan

13 Netheravon

Army Parachute Association

Airfield Camp, Netheravon,
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01980 628 250
generalenquiries@netheravon.com
netheravon.com
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14 Paragon

Paragon Skydiving

Errol Airfield, Grange, Errol,
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01821 642 454
billy.gollan@btinternet.com
paragonskydiving.co.uk
Cessna 182

15 Peterlee

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The Airfield, Shotton Colliery,
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0191 517 1234
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Airvan, Cessna 182

16 Salisbury

Skydive Southcoast Ltd

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kkbrady@btinternet.com
skydivestrathallan.co.uk
3 Cessna 206, guest Turbine

20 Swansea

Skydive Swansea

Swansea Airport, Fairwood,
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skydiveswansea.co.uk
Turbine Islander

21 Swindon

Skydive London

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info@skydivelondon.co.uk
skydivelondon.co.uk
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PBN Piston Islander

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Rhine Army Parachute Assoc.

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British Collegiate Parachute Association

Contact: Sam Lee, BCPA Chairman
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POPS

Parachutists Over Phorty

Contact: Dick Barton, Top POP
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01249 701805 / 07860 5591 12
dbarton@fsmail.net
pops.org.uk

SOS

Skydivers Over Sixty

Contact: Niels Hanson
Flat 14, 21 Victoria Sq, Clifton,
Bristol BS8 4ES
nielshsn@yahoo.co.uk

22 Tilstock

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25 Weston

Skydive Weston

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26 Wild Geese

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EVENTS ZONE

For more event details, visit the Events Zone at skydivemag.com

UK Head-down Record

A new British head-down record attempt is being organised by *The Bad Lieutenants*, 28-29 August at Hibaldstow. The aim is to go bigger than the 14-way record set last year. In preparation, skills camps will be held on 3-4 July and 25-27 August. Freeflyers wishing to learn head-down formation skills or with aspirations to make the actual record attempts are encouraged to attend. The minimum requirement for the record is FF2, with some previous head-down group experience.

thebadlieutenants.com



Andy Lovemore

Wingsuit Weekends

Flying Circus

This fun weekend is for those who want to focus on alternative wingsuit flying. It's 19-20 June at UK Parachuting, Sibson and will include: rodeo, hybrid rodeo and trackers, double rodeo, baton-passing, plug hole dives, combat wingsuit, rice crispy flights... and maybe even a hula hoop skydive! The idea is to just get out there in a wingsuit and have a blast!



Mark Harris

25-way Diamonds

This event, 8-10 October, also at Sibson, will be run alongside the FS 25-way diamonds organised by Skydive Choreography. There will be two Caravans available and, no doubt, some healthy competition between the two disciplines!

bird-man.com
skydivechoreography.com

KEY

BPA EVENTS
CANOPY PILOTING
FORMATION SKYDIVING
CANOPY FORMATION
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BOOGIES/FUN
FREEFLY & SKYSURF
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JUNE

1-4 Summer Open Week

BKPC, Cockerham • bkpc.co.uk

2-4 Flock & Swoop Camp

Empuriabrava, Spain • safeflightschool.com

2-13 Aussie Record 100-way Attempt

Perris Valley • aussie100way.com

4-6 Freestyle Camp

Aerograd Kolomna, Russia • aerograd.ru

4-6 FS Camp

Empuriabrava • skydiveempuriabrava.com

4-6 Safe Flight School

Seville, Spain • safeflightschool.com

4-12 POPS World Meet

Reggio Emilia, Italy • pops2010.it

5-6 Speed Star 10-way

Headcorn • headcornparachuteclub.co.uk

5-6 Freestyle Scrambles

Hibaldstow • skydiving.co.uk

5-6 28-way Warm-up

Langar • skydivelangar.co.uk

5-6 Accuracy Grand Prix

South Cerney • skydivesouthcerney.co.uk

5-6 Tracking Weekend

South Cerney • skydivesouthcerney.co.uk

5-6 Nordic Freefly Babes

Göteborg, Sweden • skydivesweden.se

5-11 Progression Week

Peterlee • skydiveacademy.org.uk

5-20 In & Outdoor Freefly

Aerograd Kolomna, Russia • toratora.nl

7-11 Skysavers

Hibaldstow • skydiving.co.uk

7-11 Nordic Freefly Project

Göteborg, Sweden • skydivesweden.se

10 STC & Riggers Meeting

BPA Offices, Leicester • bpa.org.uk

11-13 Safe Flight School

Empuriabrava, Spain • safeflightschool.com

11-13 48-way Sequentials

Raeferd, USA • bigways.com

11-13 Freefly Competition

Prostejov, Czech Republic • jump-tandem.cz

12-13 Wingsuit Coaching

UK Para (Beccles) • ukparachuting.co.uk

12-13 UKSL 4-way FS

Carl • skydivenorthwest.co.uk

12-13 FS Weekend

Dunkeswell • skydivethewell.com

12-13 Summer Sequentials

Hibaldstow • skydivechoreography.com

12-13 Freestyle Coaching

Molinella, Italy • flygang.com

12-13 Fun 4-way Scrambles

Crosskeys, USA • skydivecrosskeys.com

14-17 Jersey DZ Open

Jersey • skydivejersey.net

14-18 Skysavers

Seville, Spain • skydivespain.com

14-18 Coaching Week

UK Para (Beccles) • ukparachuting.co.uk

Kit Tip

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Go Vertical

Go Vertical, with Jan and his Beech 99 will be on 14-18 July, at Langar. Europe's fastest climbing jumpship will fly loads to 15,000ft in about ten minutes. This year's confirmed organisers are Martin Kristensen of *Funk Flyz* and the Nordic Meet, Tim Porter, Al and Pixie of *Speedkix*, Axel Zohmann of *Axis-21*, Big Leigh and hopefully PD's Detric Hourde.



Photo over Langar by Gary Wainwright

This is a freefly event but absolutely everybody is welcome at any level. There will be all kinds of fun jumps including tracking, head-up, head-down, tube jumps, pylon races, VFS, big-ways and small-ways. Social events include special jumps into the Boot and Shoe pub - where your food and drink will be waiting for you - Matt and Tim's place for a barbecue bonanza and Shaggy's mobile bar.

Registration is £25 for the weekend or £10 per day. The Bullet Freefly crew will be on the ground if you need help, advice or coaching.

skydivelangar.co.uk

15-22 **Skyfest Boogie**
Raeford, USA • skyfestboogie.com

16-20 **Vector Festival**
Empuriabrava • skydiveempuriabrava.com

16-20 **Freefly Workshop**
Empuriabrava • skydiveempuriabrava.com

17-18 **Wingsuit Course**
Empuriabrava • skydiveempuriabrava.com

18-20 **Solstice Boogie**
Netheravon • netheravon.com

18-20 **Blocking Weekend**
UK Para (Sibson) • skydivesibson.co.uk

19-20 **FS Weekend**
Hibaldstow • skydiving.co.uk

19-20 **CF Grand Prix**
Langar • skydivelangar.co.uk

19-20 **Flying Circus**
UK Para (Sibson) • bird-man.com

19-20 **Swoop Competition**
Molinella, Italy • flygang.com

19-20 **Sunpath Demo Weekend**
Crosskeys, USA • skydivecrosskeys.com

21-27 **FS & CF Russian Cup**
Aerograd Kolomna, Russia • aerograd.ru

22 **BPA Council Meeting**
BPA Offices, Leicester • bpa.org.uk

22-25 **Progression Week**
Dunkeswell • skydivethewell.com

22-27 **Tent City Boogie**
Hinton • skydive.co.uk

26 **NJ POPS State Record**
Crosskeys, USA • skydivecrosskeys.com

26-27 **BPA FS Roadshow**
UK Para (Sibson) • skydivesibson.co.uk

26-27 **28-way Sequential**
Hibaldstow • skydiving.co.uk

26-27 **Hot Weekender**
Empuria • regan@skydiveempuriabrava.com

27-Jul 4 **Extreme Week**
Voss, Norway • ekstremспортveko.com

For more event details, visit the Events Zone at skydivemag.com

28-Jul 1 **Jersey DZ Open**
Jersey • skydivejersey.net

28-Jul 2 **Kaleidoscope East-West**
Aerograd Kolomna, Russia • bigways.com

28-Jul 2 **Skysavers**
Hibaldstow • skydiving.co.uk

28-Jul 2 **BPA Inst Course (T, AFF, Pre-adv)**
UK Para (Beccles) • ukparachuting.co.uk

JULY

1-4 **Power Play**
Perris Valley • p3skydiving.com

1-4 **44-ways**
Skydive Dallas • bigways.com

1-5 **American Revolution Boogie**
Skydive Dallas • skydivedallas.com

2-4 **Classics Nationals**
Peterlee • skydiveacademy.org.uk

2-4 **BCPA Northerns**
Hibaldstow • bcpa.org.uk

2-4 **Blocking Weekend**
UK Para (Sibson) • skydivesibson.co.uk

2-4 **Safe Flight School**
Empuriabrava, Spain • safeflightschool.com

2-4 **Fireworks & FS Big-ways**
Dallas, USA • texasstaterecord.com

3-4 **Head-down Record Training**
Hibaldstow • skydiving.co.uk

3-4 **Swedish Cup**
Göteborg, Sweden • skydivesweden.se

3-4 **Pinch Jump**
Langar • skydivelangar.co.uk

3-4 **Tracking Weekend**
South Cerney • skydivesouthcerney.co.uk

3-5 **CF Nationals**
BKPC, Cockerham • bkpc.co.uk

3-11 **Open Artistic Flight Meet**
Bitburg • toratoranl

4-11 **Voss 16-Way Experience**
Voss, Norway • ekstremutvikling.no

5-11 **Russian Record 200-way Attempt**
Aerograd Kolomna, Russia • aerograd.ru

8-11 **CP Nationals (RESCHEDULED)**
RAPA, Germany • jspcl-comtd@atgg.mod.uk

8-11 **Big-way Sequentials**
Crosskeys, USA • skydivecrosskeys.com

9-11 **HellaHerb Hawaii**
Beromünster, Switzerland • aeonfly.ch

9-11 **Safe Flight School**
UK Para (Sibson) • safeflightschool.com

10-11 **UKSL 4-way FS**
Hibaldstow • skydiving.co.uk

10-11 **Beaver Canuck Weekend**
Crosskeys, USA • skydivecrosskeys.com

10-11 **UK POPS**
Weston • pops.org.uk

Nationals

CP at RAPA

The British Canopy Piloting Nationals are at RAPA, 8-11 July (**not** 21-24 July as previously advertised). Official training days are 6-7 July. The event is open to all BPA members with CP2 and there is an open competition for any foreign jumpers who want to compete. This competition will select the British Team to compete at the 2011 Canopy Piloting World Cup.

FS & Artistic Nationals

The FS and Artistic Nationals will again be held at Hibaldstow in August. These are open to everyone, there are categories for all levels, and help is on site with planning your dives.



Brian Vacher by Danny Jacobs

Freefly Tip

Flying is balance, so the wider your legs in sit or head-down the more stability you will have, making it easier to maintain the position

Adam 'Killa' Mattacola

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For more event details, visit the Events Zone at skydivemag.com

Satori Academies

National Champions *Satori* are running a number of FS skills weekends. Everyone is welcome from Cat 8 and above to learn to improve their individual and 4-way flying skills. Register to attend, the cost for one-on-one is £50 per person per day plus slots - there is limited availability. For the 4-way it's only £35 per group per day!

Dates are: 19-20 June, 28-29 August, 25-26 September (all at Hibaldstow) and 9-10 October (Seville).

satori4wayteam@googlemail.com



Satori by Andy Lovemore

10-12 CF Nationals Reserve
BKPC, Cockerham • bkpc.co.uk

10-16 Progression Week
Peterlee • skydiveacademy.org.uk

12-15 Jersey DZ Open
Jersey • skydivejersey.net

12-16 Skysavers
Seville, Spain • skydivespain.com

14-18 Progression Week
Dunkeswell • skydivethewell.com

14-17 CP Russian Cup
Aerograd Kolomna, Russia • aerograd.ru

14-18 Go Vertical
Langar • skydivelangar.co.uk

14-18 BCPA Nationals
Cark • bcpa.org.uk

15-16 Wingsuit Course
Empuriabrava • skydiveempuriabrava.com

16-18 FS Camp
Empuriabrava • skydiveempuriabrava.com

16-18 Mirage Demo Weekend
Crosskeys, USA • skydivecrosskeys.com

16-18 PD Tour
UK Para (Beccles) • ukparachuting.co.uk

16-18 BPA CF Roadshow
Dunkeswell • skydivethewell.com

17-18 BPA FS Roadshow
Langar • skydivelangar.co.uk

17-18 Docking Weekend
UK Para (Sibson) • skydivechoreography.com

17-18 8-way FS Competition
Hibaldstow • skydiving.co.uk

17-18 Freely & FS Skills Weekend
Hibaldstow • skydiving.co.uk

17-18 Intermediate 12-way
Langar • skydivelangar.co.uk

17-25 4 Fun Summer Boogie
Soulac, France • airboss.nl

21-24 Russian Freely Record Attempt
Aerograd Kolomna, Russia • aerograd.ru

23-25 Safe Flight School
Empuriabrava • safeflightschool.com

24 New Jersey SOS State Record
Crosskeys, USA • skydivecrosskeys.com

24-25 Scrambles & Summer Ball
Weston • skydiveweston.com

24-25 Hot Weekender
Empuria • regan@skydiveempuriabrava.com

24-25 Freely Coaching
Molinella, Italy • flygang.com

24-25 BPA Freely Roadshow
UK Para (Beccles) • ukparachuting.co.uk

24-Aug 7 Aerograd Trip
Russia • mattnomoreals@hotmail.com

26-29 Jersey Beach Boogie
Jersey • skydivejersey.net

14-16 4-way FS & VFS Nationals
Hibaldstow • skydiving.co.uk

14-20 Progression Week
Peterlee • skydiveacademy.org.uk

16-19 Jersey DZ Open
Jersey • skydivejersey.net

16-20 BPA Instructor Course (CSI)
Langar • trudy@bpa.org.uk

17 BPA Council Meeting
BPA Offices, Leicester • bpa.org.uk

21 Freely Money Meet
Crosskeys, USA • skydivecrosskeys.com

21-22 Hot Weekender
Empuria • regan@skydiveempuriabrava.com

21-23 4-way & VFS Nationals Reserve
Hibaldstow • skydiving.co.uk

21-23 8-way/Artistic Championships
Hibaldstow • skydiving.co.uk

21-29 Mountain Gravity
Ambri, Switzerland • toratora.nl

23-27 Coaching Week
UK Para (Beccles) • ukparachuting.co.uk

25-27 Head-down Record Training
Hibaldstow • skydiving.co.uk

26-29 Rainbow Boogie
Crosskeys, USA • skydivecrosskeys.com

27-29 Safe Flight School
Empuriabrava • safeflightschool.com

28-29 4-way Scrambles & Summer Bash
UK Para (Beccles) • ukparachuting.co.uk

28-29 British Head-down Record Attempt
Hibaldstow • skydiving.co.uk

28-29 Academy Skills
Hibaldstow • skydiving.co.uk

28-30 8-way/Artistic/Spd Nats Reserve
Hibaldstow • skydiving.co.uk

28-30 Mike Wills Speed 10 Competition
Dunkeswell • skydivethewell.com

28-Sep 5 Style & Accuracy World Meet
Montenegro • fai.org/parachuting

30-Sep 2 Jersey DZ Open
Jersey • skydivejersey.net

AUGUST

1-6 FS, CF, Artistics World Meet
Menzelinsk, Russia • fai.org/parachuting

2-5 Jersey DZ Open
Jersey • skydivejersey.net

5 STC & Riggers Meetings
BPA Offices, Leicester • bpa.org.uk

5-6 Wingsuit Course
Empuriabrava • skydiveempuriabrava.com

6-8 Summer Bonanza
Elsinore, USA • skydiveelsinore.com

7-8 Docking Weekend
UK Para (Sibson) • skydivechoreography.com

7-8 4-way Team Special
Hibaldstow • skydiving.co.uk

7-8 Freely Weekend
Hibaldstow • skydiving.co.uk

7-15 The Army Championships (open)
Netheravon • netheravon.com

9-13 Euro Big-ways
Pyrlandia, Poland • bigways.pl

9-13 BPA Inst Course (CSBI/TBI/AFFBI/Adv)
Langar • trudy@bpa.org.uk

12-15 Fly Vertical
Nuggets, Germany • skydive-nuggets.de

12-15 Lapalisse Picnic Boogie
Lapalisse, France • lapalisse-aero.com

14-15 Flocking Weekend
UK Para (Sibson) • skydivesibson.co.uk

14-15 8-way Speed
Netheravon • netheravon.com

14-15 FS Walk-up
Langar • skydivelangar.co.uk

SEPTEMBER

1-4 USA CP Nationals
Spaceland, Texas • uspa.org

3-5 FS Camp
Empuriabrava • skydiveempuriabrava.com

4-6 Cross Keys, The Musical!
Crosskeys, USA • skydivecrosskeys.com

Visualising Tip

If you're struggling to visualise a particular move in freefall, slow it down and reduce the detail in your mind, even see it in black and white... then watch it in reverse, take a deep breath and press play

Pete Allum

CYPRES

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For more event details, visit the Events Zone at skydivemag.com

4-5 8-way Speed Nationals

UK Para (Sibson) • skydivesibson.co.uk

4-5 FS Scrambles

Netheravon • netheravon.com

4-12 Langar Boogie 2

Langar • skydivelangar.co.uk

5-10 Prostejov Big-way Project

Prostejov, Czech Republic • jump-tandem.cz

6-8 Skydive Guernsey

Guernsey • skydivejersey.net

9-12 Euro Sequentials Camp

Seville, Spain • skydivespain.com

10-12 Safe Flight School

Empuriabrava • safeflightsschool.com

10-12 ESL Finals

Texel • euro-skyleague.com

10-24 USA Nationals

Chicago, USA • uspa.org

11-12 CF Coaching

UK Para (Beccles) • ukparachuting.co.uk

11-12 FS Weekend

Hibaldstow • skydiving.co.uk

11-12 Freely Scrambles

Netheravon • netheravon.com

11-12 Speed 10-way

Nuggets, Germany • skydive-nuggets.de

13-16 Jersey DZ Open

Jersey • skydivejersey.net

13-23 Russian Boogie

Empuriabrava • skydiveempuriabrava.com

16-17 Wingsuit Course

Empuriabrava • skydiveempuriabrava.com

16-19 Euro Sequentials

Seville, Spain • eurosequentials.com

18-19 Freely Weekend

Hibaldstow • skydiving.co.uk

18-19 Accuracy & CF Grand Prix

BKPC, Cockerham • bkpc.co.uk

21-27 POPS USA Nationals

Raeford, USA • jump-raeford.com

24-26 Safe Flight School

Empuriabrava • safeflightsschool.com

25 Oktoberfest

Weston • skydiveweston.com

25-26 Big-way for Beginners

Langar • skydivechoreography.com

25-26 First Timer Big-ways

Hibaldstow • skydiving.co.uk

25-26 Academy Skills

Hibaldstow • skydiving.co.uk

25-26 Hot Weekender

Empuria • regan@skydiveempuriabrava.com

25-26 BPA Freely Roadshow

Dunkeswell • skydivethewell.com

30 STC & Riggers Meetings

BPA Offices, Leicester • bpa.org.uk

30-Oct 3 Empuriabrava 16-way Trophy

Empuriabrava • skydiveempuriabrava.com

30-Oct 3 Chicks Rock Boogie

Elsinore, USA • skydiveelsinore.com

OCTOBER

2-3 FS Scrambles

Hibaldstow • skydiving.co.uk

7-10 Freely Workshop

Empuriabrava • skydiveempuriabrava.com

7-10 Big-way Camp

Perris Valley, USA • p3skydiving.com

8-10 Diamond 25 Flocking Weekend

UK Para (Sibson) • skydivesibson.co.uk

8-10 Diamond 25 Docking Weekend

UK Para (Sibson) • skydivechoreography.com

8-10 Safe Flight School

Empuriabrava • safeflightsschool.com

8-12 Spanish Nationals

Empuriabrava • skydiveempuriabrava.com

9-10 Academy Skills

Seville, Spain • skydivespain.com

9-10 FF vs FS 8-way Speed

Hibaldstow • skydiving.co.uk

14 BPA Council (Rescheduled - date TBC)

BPA Offices, Leicester • bpa.org.uk

14-15 Wingsuit Course

Empuriabrava • skydiveempuriabrava.com

14-17 100-way Camp

Perris Valley, USA • p3skydiving.com

15-23 Equinox Boogie

Ramblers, Australia • ramblers.com.au

20-24 200-way Sequentials

Eloy, USA • p3skydiving.com

22-24 Safe Flight School

Empuriabrava • safeflightsschool.com

23-24 Hot Weekender

Empuria • regan@skydiveempuriabrava.com

30 Halloween and Fireworks Party

Weston • skydiveweston.com

30-31 Halloween Frostbite Friendly

Hibaldstow • skydiving.co.uk

Intensive 4-way Camps

Team Bodyflight by Nigel Holland



Inner Rhythm Coaching, run by Pete Allum and Anne Maxwell, are organising a series of 4-way camps, late September to early October 2010, in Empuriabrava. The camps are aimed at teams and individuals who want to improve their 4-way knowledge and skills by jumping with national and world level 4-way coaches in either a 2:2 or 3:1 format. Possible coaches include Team Bodyflight, Sparky, Thomas Hughes, Mathieu Bernier, Shannon Pilcher, Gary Smith and Lise Aune.

innerrhythmcoaching.com

NOVEMBER

5-12 40-ways

Z Hills, USA • skydivecity.com

8-12 BPA Inst Course (CSBI/TBI/AFFBI/Adv)

Hibaldstow • trudy@bpa.org.uk

12-19 100-way Camp

Z Hills, USA • skydivecity.com

11-12 Wingsuit Course

Empuriabrava • skydiveempuriabrava.com

15-19 BPA Instructor Course (CSI)

Hibaldstow • trudy@bpa.org.uk

18-28 British Invasion

Z Hills, USA • skydivecity.com

20-21 Hot Weekender

Empuria • regan@skydiveempuriabrava.com

20-28 Thanksgiving Boogie

Z Hills, USA • skydivecity.com

25 STC & Riggers Meetings

BPA Offices, Leicester • bpa.org.uk

26-28 Safe Flight School

Empuriabrava • safeflightsschool.com

DECEMBER

10-12 Safe Flight School

Empuriabrava • safeflightsschool.com

18-Jan 2 Christmas Boogie

Seville, Spain • skydivespain.com

18-Jan 2 Christmas Boogie

Z Hills, USA • skydivecity.com

24-Jan 2 Christmas Boogie

Eloy, USA • skydiveaz.com

25-Jan 2 Christmas Boogie

Empuriabrava • skydiveempuriabrava.com

26-Jan 2 Xmas Feelgood Boogie

Ramblers, Australia • ramblers.com.au

CYPRES 2

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Quote of the Month

Continuous effort - not strength or intelligence - is the key to unlocking our potential

Winston Churchill

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Airtec GmbH & Co	+49 2953 9899 47	cypres.cc	4
Bev Suits	+1 610 285 6994	bevsuit.com	60
Black Knights Para Centre	+44 (0)1772 717624	bkpc.co.uk	31
Chuting Star	+1 770 749 9184	chutingstar.com	22
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Dr Margaret Clamp	+44 (0)7802 850 084	mclamp@doctors.org.uk	79
DZ Sports	+44 (0)1295 812 101	dzsports.com	54
Empuriabrava Apartment (Des)	+97 1 5026 41242	empuriabravaapartment.co.uk	62
Everest Skydive	+33 634 267 097	everest-skydive.com	31
Extreme Plus	+44 (0)845 6760700	extremepius.co.uk	46
Freefall University	+44 (0)207 870 2505	freefalluniversity.co.uk	IFC
Go Wear	+1 651 486 8348	go-wear.com	77
Heat Sports	+44 (0)7969 481 219	heatsports.co.uk	79
Larsen & Brusgaard	+45 46 48 24 80	l-and-b.dk	65
Liquid Eyewear	+1 928 329 0006	liquideyewear.com	70
Liquid Sky	+1 305 331 0127	liquidskysports.com	77
Maurici Apartment (Dave)	+44 (0)1844 273200	mauriciapartment.biz	79
Netheravon	+44 (0)1980 628 250	netheravon.com	8
New Zealand Skydiving School	+64 3302 9143	skydivingnz.com	60
Opening Shock	+1 760 379 4050	openingshock.com	46
Para Gear Equipment	+1 847 679 5905	paragear.com	28
Para-Service	+1 239 282 8834	para-service.com	49
Paratec	+49 6837 7375	paratec.de	74
Performance Designs	+1 386 738 2224	performancedesigns.com	12
Point Zero	+44 (0)1295 810 600	pointzero.co.uk	46
Rainbow Design GmbH	+49 339 327 2461	rainbowsuits.com	62
Ramblers Parachuting	+61 754 231 159	ramblers.com.au	16
Ripcord Skydivers	+61 7 3399 3552	ripcord-skydivers.com.au	68
Sky Ads	+909 482981	skyads.uk.net	77
Sky Cover	+44 (0)1329 228 787	sky-cover.co.uk	45
Skydive Empuriabrava	+34 972 450 111	skydiveempuriabrava.com	16
Skydive Langar	+44 (0)1949 860 878	skydivelangar.co.uk	56
Skydive Marche	+39 347 875 2507	skydivemarche.com	62
Skydive Spain (Target Skysports)	+34 687 726 303	skydivespain.com	34-35
Skydive UK Ltd (Dunkeswell)	+44 (0)1404 890 222	skydivethewell.com	49
Skyshot Design	+44 (0)7813 545159	skyshotdesign.com	50
Sports Cover Direct	+44 (0)1494 484800	daredirect.com	79
Sun Path	+1 910 875 9002	sunpath.com	7
Sunrise Manufacturing	+1 813 780 7369	skydivewings.com	49
Sunshine Factory	+1 813 788 9831	sunshine-factory.com	IBC
Target Skysports	+44 0113 250 5600	skydiving.co.uk	34-35
The Jump Shop	+44 (0)7939 030 339	thejumpshop.co.uk	20
Thomas Sports Equipment	+44 (0)1262 678 299	thomas-sports.com	OCB
Tony Suits	+1 813 782-5484	tonysuits.com	42
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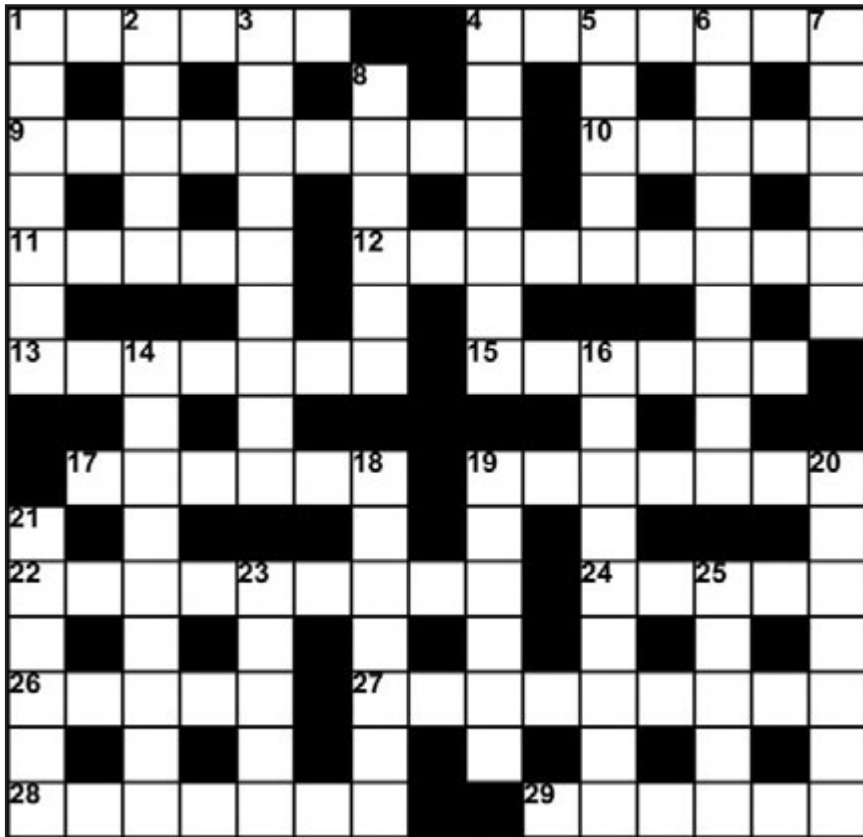
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PUZZLE



PAUL BOORER >>



MAIN (CRYPTIC)

Across

- 1 Yank's syncopated chants (6)
- 4 Where planes are held up by these, we hear (7)
- 9 Ref errs, he's sent for a course (9)
- 10 Fear of speaking, it's not groundless! (5)
- 11 Judge gets right into row (5)
- 12 Free range (freed) hens got up (9)
- 13 Beetle chases wings of sharp canopy (7)
- 15 Model in black is resistant to change (6)
- 17 Overcharge for warm clothing (6)
- 19 Part of the crew keeping money in torn cloths (7)
- 22 Crooked sneer was a result of paying attention (9)
- 24 An essential of dance? Totem pole in the middle (5)
- 26 Quick beer around four (5)
- 27 Dear Romeo, misplayed in Stratford perhaps (9)
- 28 Having no hands, dial has sod all in the middle (7)
- 29 Side starts to anger supporters, postponing every Ceylon test (6)

Down

- 1 Rising tart's covering us in diaphanous sheet (7)
- 2 Instructor who holds tight when learner goes for a spin (5, initials)
- 3 Short sign displays Shakespearean King's permission (9)
- 4 Control half-hearted Dr Who character (7)
- 5 Graven image on bedpost, not church (5)
- 6 Chemical amalgam of aluminium, neodymium, sodium, erbium and iodine. (9)
- 7 Gets up and runs away from beaches (6)
- 8 Spectator who has, missing the beginning, a sulk (6)
- 14 Letting go to actually cry out loud (9)
- 16 The highs and lows of iffy adult site (9)
- 18 Bellyache when lost without church witness (7)
- 19 They get up noses of rulers in state eschewing rural society (6)
- 20 Owls set about the least smart (7)
- 21 Risk using 'map' in difficult surroundings (6)
- 23 Happening in equal time (5)
- 25 Low home counties beast (5)

RESERVE (QUICK)

Across

- 1 Deployment jerk
- 4 Aircraft sheds
- 9 Cool drink; recap lesson
- 10 Earth
- 11 Someone who has a go
- 12 Became windier
- 13 Parachutes de France canopy
- 15 Well balanced
- 17 Insulating garment
- 19 Classifications of grade
- 22 Perspicacity
- 24 PISA canopy
- 26 Not dead
- 27 Airfield
- 28 Not analogue
- 29 Face; angle

Down

- 1 Cloud layer
- 2 Skydiving tutor (initials)
- 3 Room to manoeuvre
- 4 Rig straps
- 5 Nick
- 6 Excitement hormone
- 7 Runs for office
- 8 Skydiving instructor
- 14 Cutting looper
- 16 Elevations
- 18 Sense organ
- 19 Canopy connectors
- 20 Least quick
- 21 Gamble; danger
- 23 Competition; occurrence
- 25 Elk

TIME ZONE

Historical news stories from yesteryear

40 Years ago



Mid Air Interview

Sean Friel and John Saar of the Green Jacket display team, jumping with a tape recorder for a mid-air interview, photo by Dave Waterman over Thruxton.

20 Years ago



Style tuck practice

Freefall Simulator Introduced

An article in the June 1990 Sport Parachutist introduced a new training aid, a 'freefall simulator'. This comprised of a complicated system of metal, elastic shock cord and webbed loops attached to half a jumpsuit. At £240 for the system it was considerably cheaper than the modern day wind tunnel - but this appears to be the only advantage!



'Tracking' in the simulator

Golden Oldie



Who is in this skydiver photo, circa 1984? (Answer below left)

Readers please send your Golden Oldie photos for next issue

SOLUTION
 ACROSS 1. Snitch 4. Hangars 9. Refresher 10. Terra 11. Tier 12. Freshened 13. Springs 15. Stable 16. Awareness 24. Tempo 26. Alive 27. Aerodrome 28. Digital 29. Aspect
 DOWN 1. Stratus 2. AffBI 3. Clearance 4. Harness 5. Notch 6. Adrenaline 7. Stands 8. Whirfio 14. Releasing 15. Notch 16. Awareness 18. Eyeball 19. Risers 20. Slowest 21. Hazard 23. Event 25. Moose

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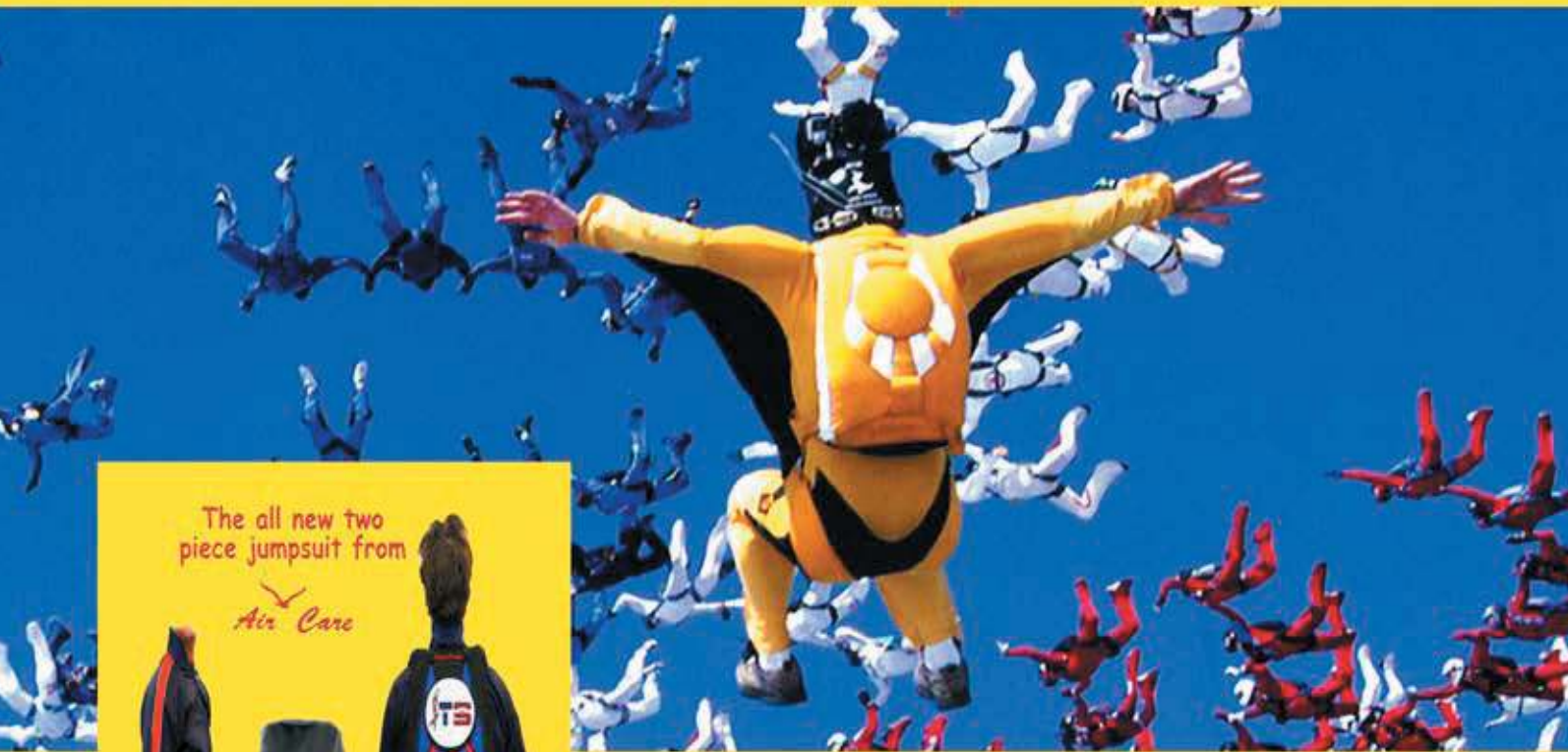
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